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# 1 INTRODUCTION

## I. PURPOSE

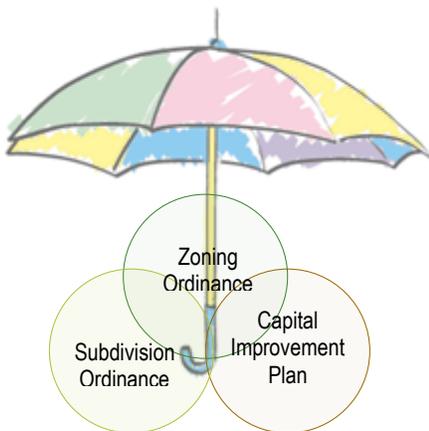
The City of Arlington Comprehensive Plan is a dynamic planning tool intended to guide the future growth and development of the City. Authority to create and implement the Comprehensive Plan is provided by Minnesota Statute, Section 462.351 to 462.364. The Comprehensive Plan is based on local and regional historical facts, trends and governmental planning standards and includes public opinion gained through a variety of methods. This document presents the Comprehensive Plan for Arlington, Minnesota; reflective of a complete and thorough community planning process conducted in 2007-2008 and again updated undertaken in 2014. The final document was approved in 2014.

**Fact**

**Authority for Planning:**  
Given under  
Minnesota Statute

The Comprehensive Plan guides the overall growth and development of the City of Arlington. The Comprehensive Plan is the umbrella document guiding future land use management decisions from redevelopment projects through

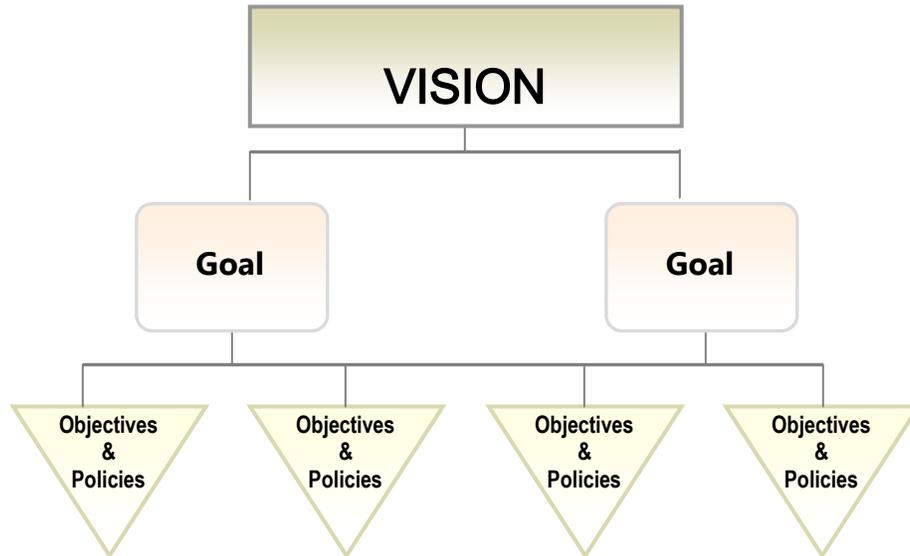
development of new subdivisions. Local controls such as the City's zoning and subdivision ordinances, the capital improvement plan, special protection overlay districts and the like assist in implementing the Comprehensive Plan.



The Comprehensive Plan identifies the type, amount, and pattern of growth that has taken place within the City and utilizes this information for the planning of future growth. Accordingly, the Comprehensive Plan provides a knowledge base for instituting a hierarchy of policies that will assist the community in processing a variety of development issues on a defined policy level. This information and policy base will allow decision-makers to evaluate and guide proposals benefiting the residents of Arlington. This Comprehensive Plan begins with a vision statement which describes how current day planning process participants described what the City will look like in the year 2035. Implementation actions for fulfilling the City's vision are described through goal statements and

objectives and policies employed throughout the document. Goal statements are idealistic statements that are purposefully general in nature and intended to be attained at an undetermined future date. Goals are broad-based and intended to be achieved through subsequent objectives and policies. Objectives and policies are

specific action items that may or may not be measurable. Objectives generally begin with an action verb and policies often include ‘should’ or ‘shall’ statements.



**II. UPDATING AND AMENDING THE PLAN**

**A. Comprehensive Plan Update**

The City Council appointed a Comprehensive Plan Task Force to lead the 2007-08 update process. The Task Force advised the Planning Commission and City Council relating to the individual elements of the Plan. The Task Force also assisted with securing community input throughout the update process.

The Planning Commission reviewed the completed draft update and hosted a public hearing on the proposed plan amendment. Following the public hearing the Planning Commission recommended the City Council approve the amendment. The 2008 Comprehensive Plan was adopted by resolution of the City Council and required a super-majority vote.

In 2014 the City Council pursuant to direction by Mayor James Kreft initiated a general review of the plan policies, goals, and objectives and updating of statistical data based on 2010 Census and American Community Survey data thereafter. A high level review/update occurred throughout 2014.

**B. Comprehensive Plan Amendment**

The 2014 Comprehensive Plan may be amended should unforeseen events occur or should conditions on which the Plan is based change. Such amendment should not be impulsive or erratic or to the benefit of a specific property owner. Amendments to the Comprehensive Plan may originate from the Planning Commission, the City Council or the fee owner of property affected by the Comprehensive Plan. If the amendment request is from a fee owner, the fee owner shall bear the burden of proof the proposed amendment is not capricious or of sole benefit to the applicant. All amendment requests require a public hearing by the Planning Commission. Following the public hearing the Planning Commission shall make a recommendation to the City Council to approve or deny the amendment request pursuant to findings of fact. The recommendation (in resolution form) and findings of fact shall be forwarded to the City Council for action. The City Council shall memorialize action on the request through a resolution. Approval shall require a super-majority vote

of the City Council. Comprehensive Plan amendment requests are subject to M.S. §15.99 (as may be amended).

### III. RELATIONSHIP TO LOCAL CONTROLS AND PROJECTS

Local controls include, but may not be limited to, the zoning ordinance, the subdivision ordinance, and flood plain or shoreland management ordinances. The capital improvement program, while not a 'local control' is an invaluable tool for implementation of the Comprehensive Plan.

It is important to note that local controls should be revised following the update of the Comprehensive Plan so as to assure consistency between the measures. Such consistency, however, is not required in greater Minnesota so the City of Arlington is not required to ensure consistency between the Plan and its local controls. In the event a local control is inconsistent with the Comprehensive Plan the local control usually prevails. However, if the local control specifically requires consistency with the Comprehensive Plan that consistency should prevail.

*Is the proposed project consistent with the future land use map and plan?*

*Is the proposed project consistent with the vision for the future of Arlington?*

*Is the proposed project consistent with other policies and plans contained in the Comprehensive Plan?*

**Evaluate**

Other types of activities and/or projects require evaluation of the subject activity or project for consistency with the Comprehensive Plan. For example, prior to the City Council approving a tax increment finance plan, the Planning Commission must approve a resolution certifying the proposed project complies with the Comprehensive Plan. If a proposed project is not consistent with the Comprehensive Plan it may be revised so as to attain consistency.

### IV. SCOPE OF PLAN

This Comprehensive Plan encompasses ten (10) general categories of information as follows. In addition a series of maps are interspersed throughout the document as a means of illustrating goals and recommendations itemized in narrative form.

1. A review of the **Physical Characteristics of the Community**, which indicates 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 soils information, topographical elements and physical barriers to development.
2. A review of **Demographic Characteristics and Trends** contains historic and projected population information and social characteristics of the community including age, education, occupation and income.
3. A **Land Use Section** includes elements that inventory existing land uses, identify potential infill or redevelopment areas and evaluate future land use. This section also includes a future land use map.
4. A **Housing** element that evaluates the current housing stock, identifies housing opportunities, establishes policies for future housing development and identifies housing financing programs to achieve the goals established.
5. A section on **Transportation** includes information on the current transportation system, goals and policies for future transportation planning.

6. A section pertaining to **Municipal Utilities**. This includes historic wastewater generation rates, the service area of the system, the system design and long-term treatment facility and service strategies and water demand and analysis, treatment and storage capacity and the system as it relates to historic and future demand.
7. A section on **Municipal or Administrative Buildings and Public Services** includes information relating to government, health care, churches and educational facilities.
8. The **Parks, Trails and Recreation Section** includes an inventory of existing park and recreational amenities an analysis of future needs and policies relating to the future parks, trails and other recreational offerings.
9. An **Economic Development Section** includes information on local economic trends and foreces.
10. An **Implementation Section** describes and summarizes local controls pertaining to land use; the subdivision of land, and the City's Capital Improvement Plan process.

## V. METHODOLOGY

This Comprehensive Plan is the product of several entities and systematic, ongoing, forward-looking processes including:

- Development of a community survey instrument which was distributed to each property owner via postal mail (a self-addressed return envelope was also provided) and available for downloading from the Municipal Development Group website ([www.municipaldevelopmentgroup.com](http://www.municipaldevelopmentgroup.com));
- Public/Neighborhood meeting(s);
- Meetings with owners/operators of business establishments within the community;
- Gathering of historical data from the city, county, state and U.S. Census;
- Analysis of opportunities and constraints leading to the formation of goals and objectives;
- Review of City ordinances, studies, reports, etc.;
- Inventory of pertinent information, statistical data and existing structures;
- Assistance from the City Engineer;

### COMPREHENSIVE PLAN ELEMENTS

- ✓ Physical profile
- ✓ Demographic profile
- ✓ Land use
- ✓ Housing
- ✓ Transportation
- ✓ Utilities
- ✓ Facilities
- ✓ Parks, trails & recreation
- ✓ Economic Development
- ✓ Implementation

BASED ON A  
SYSTEMATIC FORWARD  
LOOKING PROCESS  
ROOTED IN THE  
PUBLIC'S INPUT

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## INTRODUCTION

- Input from City agencies/commissions, including the Planning Commission, the Community Arts Board, and the City Council; and,
- City staff participation.

**VI. COMMUNITY INPUT HIGHLIGHTS: 2007-08 UPDATE**

In November of 2007 elected and appointed officials and the public were invited participate in strength, weakness, opportunity and threat (SWOT) analysis on several key issues. Issues addressed included: maintaining small town atmosphere; managing future growth of City; promoting redevelopment and/or rehabilitation of existing uses; improving quality of living, working and recreational environments; protecting and managing natural resources; providing for availability of a range of housing types (i.e. apartments through single-family dwelling units) and values (affordable to high end); providing appropriate utility services, community facilities and public services; and, promoting appropriate use and re-use of land.



In January of 2008 all members of the community were invited to a visioning session to answer questions about what they wanted living, working and relaxing in Arlington post-2030 to be like. The community meeting included small group discussion and a visual preference survey.

A written survey instrument was prepared and distributed to all persons attending both the SWOT analysis and the January 2008 Community Meeting.

A critical issue identified throughout the public input process was a desire to preserve Arlington’s small town, rural atmosphere. Several participants identified the preservation, protection and enhancement of Main Street as integral to retaining Arlington’s small town atmosphere. Medical, elder-care, and school facilities were highly valued strengths and long-term issues critical to maintaining and strengthening the local economy and attracting new residents. Community participants classified park facilities, trails and education regarding value of natural resources and open space planning as internal issues at the core of enhancing quality of life locally. Wind energy was repeatedly mentioned indicating it will be a substantial community issue over the next several years. Community and task force members noted energy and housing costs were forces impacting the community which the City could do little to control. The general aging of the population, youth in the community and geographic location were identified as trends which the City could potentially turn to opportunities (e.g. continue to build ‘senior friendly’ medical, social, transportation and housing facilities).

**VII. COMPREHENSIVE VISION STATEMENT**

Following public input sessions and review of Comprehensive Plan background materials, the Comprehensive Plan Task Force was asked to express how, with good planning, Arlington would appear in 2030. The Task Force was asked to base ideas in reality and to be clear, focused and easily understood. The thoughts and ideas were then trimmed to a declaration describing the 2030 **vision** of Arlington as follows:

***In 2030 Arlington will have maintained its small town character while providing a diverse tax base with housing and recreational opportunities for all ages and backgrounds, while recognizing its strengths in a strong, centralized educational system, a vibrant, friendly downtown, and a commitment to organized, well-managed growth.***

## VIII. DEFINITIONS

The following definitions are included to provide sufficient direction to those administering the Comprehensive Plan. Wherein these definitions are inconsistent with those defined elsewhere the most restrictive definition shall prevail.

**Attached Housing:** A building containing dwelling units, each of which has primary ground floor access to the outside and which are attached to each other by party walls without openings. The term is intended primarily for such dwelling types as townhouses and duplexes.

### **Capital Improvement Program (CIP)**

A five-year financing plan created by a municipality to fund infrastructure such as roads, utilities, parks, economic development, and community buildings.

### **Clustering**

A site planning technique used to group resulting lots in a manner that allows for less infrastructure needs and the preservation of open space for public space or agricultural uses.

### **Commercial**

This designation provides for a full range of commercial and retail to serve area residents and visitors. Uses may include retail, wholesale, service and office uses, multi-family residential, as well as appropriate public uses such as government offices. Within this land use category, specific zones may be created to focus commercial activities unique to their locations. These zones may include neighborhood commercial uses focusing on specialized service for residential areas adjacent to that zone. Commercial designations are as follows:

**Central Business District.** The Central Business District has been established to encourage the continuation of a viable downtown by promoting uses dependent of high volumes of pedestrian traffic; to provide for regulation of the high intensity commercial uses located within the original core of the City; and, to encourage parks/greenspace in the downtown. The Central Business District provides space for concentrated general business and commercial activities at locations where they are easily accessible to residential areas and, at the same time, minimizing negative impacts to residential neighborhoods.

**Service Business District.** The Service Business District provides space for specialized retail and service activities and mixed uses (under Planned Unit Development) at locations adjacent to high volume arterial and collector roadways.

### **Commercial Node**

Commercial service, office, retail, and/or mixed use development organized and designed as cohesive, interrelated units in high traffic areas featuring access from local frontage/backage roads and designed to accommodate more than a single tier of commercial lots adjacent to said high traffic facilities.

### **Community Identity**

Physical, natural, or cultural assets that represent distinctive qualities unique to an individual community. A community's identity is enhanced by embracing and respecting the history and character of those existing features that nurture a sense of attachment and uniqueness within the area.

### **Comprehensive Plan**

The City of Arlington Comprehensive Plan is a dynamic planning tool intended to guide the future growth and development of the City. Authority to create and implement the Comprehensive Plan is provided by Minnesota Statute, Section 462.351 to 462.364.

### **Conservation Development**

A type of cluster planned unit development which emphasizes preserving open space, wetlands, natural landscaping, floodplains, or other prioritized resources as well as for preventing stormwater runoff. This definition for the purposes of this Plan relates to urban development or areas that are about to become urban in nature.

**Cultural Resource**

See “Historic Resource or Cultural Resource”

**Density**

Density is defined as the number of housing units per acre. Density can be further defined in “Net” and “Gross” terms. Gross density is determined using the total acreage of a project area. Net density is determined using only developable acres in a project (gross acres less major road right-of-way, wetlands, steep slopes, and parkland.)

**Detached Housing**

A residential dwelling unit containing not more than one dwelling unit entirely surrounded by open space on the same lot.

**Development**

Any manmade change to improved or unimproved property, including but not limited to buildings or other structures, altering the landscape by mining, dredging, filling, grading, paving, excavation, or drilling operations.

**Environmentally Sensitive/Significant Areas**

Areas which contain or reflect the natural resources of the community that are important to the natural ecology of the city or region. Such areas might include natural habitat, steep slopes, wetlands, tree canopy, endangered plant or animal species, etc.

**Future Land Use/Future Land Use Map**

General guideline for futures uses in areas guided for urban (i.e. centralized sewer/water) development. Such areas may be within the corporate boundaries but non-subdivided or beyond the City’s current boundaries. Future land uses and the Future Land Use Map also provide direction for overlay areas where the City’s desire is to protect environmentally sensitive/significant resources, historic/cultural resources, open space, or other identified resources.

**Goal**

Goal statements are idealistic statements that are purposefully general in nature and intended to be attained at an undetermined future date.

**Green Building**

Green or sustainable building is the practice of creating healthier and more resource-efficient models of construction, renovation, operation, maintenance, and demolition.

**Greenway**

A linear open space established along either a natural corridor, such as a stream, or overland along a road. It can be any natural or landscaped course for pedestrian and/or bicycle passage.

**Historic Resource or Cultural Resource**

An individual site or feature (which may or may not be a structure), or a site with a structure or structures on it, of particular importance because of its unique architectural, historical, cultural, or archaeological features. Typically this term refers to sites, features, or structure that is eligible for designation on the State or National Register of Historic Places.

**Industrial**

These areas are designated to allow a range of industrial uses to support industrial and commercial activities and to develop with sufficient urban services. In light industrial areas, uses may include warehouses, storage units, light manufacturing, and incidental retail and office uses. Heavy industrial areas may include processing, manufacturing, warehouses, storage units, and industrial support activities. In all cases, standards for screening, landscaping, and adequate access would be developed and implemented.

### **Infill**

The development of new housing, commercial, or other uses and buildings on scattered vacant or underutilized sites within existing substantially built-up areas. Infill could also refer to the development of housing or other buildings on a site already containing existing buildings, some or all of which are retained.

### **Infrastructure**

Permanent resources serving a community's needs, commonly including roads, sewers and other water resource management facilities, railways, and communications networks.

### **Land-use Plan**

The element of a comprehensive plan that designates and justifies the future use or reuse of land.

### **Life-cycle-housing**

Life-cycle-housing includes a variety of housing types, values, and sizes. Lifecycle housing entails a range of housing options that meet people's preferences and circumstances at all of life's stages. It ranges from housing for young adults establishing new households to homes for growing families with children, and housing for seniors in their retirement years.

### **Mixed-Use Development**

Development comprising two or more uses as part of the same scheme. These uses could be in separate buildings on a lot, or could be combined vertically within the same building. Traditionally, in a "Main Street" situation, retail and/or service uses were located on the first floor, and office or residential uses were located on upper floors, served by streetcar or minimal parking in the rear of the lot. Suburban mixed-use development tended to take the form of different uses in separate buildings on the same lot, with shared surface parking. More recently, vertical mixed-use development has been occurring both in the original townsite and the city's urban fringe. This designation will provide a blend of high-density residential, commercial, entertainment, office and open space. Mixed use centers shall create centralized, identifiable, and day-to-day service oriented focal points in developments with neighborhood, community, or regional scopes. Therefore, the Comprehensive Plan allows for three types of commercial/residential mixed use areas – neighborhood, community and regional. These three types of areas vary in the size, scale, market area and range of commercial uses allowed. Neighborhood-oriented centers are intended to be relatively small in scale in terms of the size of the overall area and of individual buildings, and primarily serve immediately surrounding neighborhoods (e.g. mom/pop shop). Community-oriented centers are larger in scale and draw patrons from the entire community and a wider surrounding area (e.g. supermarkets, discount retailers). Regional-oriented centers are larger still, potentially serving persons from other counties, regions, states, etc. (e.g. specialized commercial areas, tourist areas, destination outlets, etc.)

### **Multi-Family Residential**

Three or more dwelling units within a building or portion featuring shared ingress/egress and common hallways.

### **Objective**

Objectives are general, comprehensive actions that may or may not be measurable but when taken collectively are intended to achieve a particular goal. Objectives generally begin with an action verb.

### **Open Space**

Lands containing creeks, greenways, forest, habitat areas, landscape features, scenic views, sensitive natural areas, and areas with unique characteristics that make them unsuitable for development. **Public Open Space** usually refers to a parcel of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public use or enjoyment. **Common Open Space** usually refers to land within or related to a private development, not individually owned or dedicated for public use, which is intended for the common use or enjoyment of the residents or commercial tenants of the development, and may include complementary structures such as swimming pools, tennis and basketball courts, and similar facilities.

### **Ordinance**

A local law; a legislative enactment of a local governing body.

**Overlay District or Zone**

A zoning district that specifies zoning requirements that apply to an area in addition to the basic or “underlying” set of requirements in the base district. For example, a Conservation Overlay District or Zone could establish additional or stricter development standards to protect particular features within the zone, such as landscape features, scenic views, agricultural areas, or watersheds. Conservation Overlay Zones can also be applied to residential areas to place additional design requirements and restrictions on property owners to achieve certain specified preservation goals. Another example is a Transportation Corridor Overlay District or Zone which could be intended to enhance the visual appearance of transportation corridors, to protect and promote the appearance, character and economic values along transportation corridors, and to maintain mobility functions of arterial and collector roadways. A third example is a Planned Unit Development Overlay District or Zone, which requires development occur as planned unit development (more flexibility in design, layout, etc. in exchange for public benefit) versus conventional subdivisions. Conservation overlays may often be processed as planned unit developments to allow density transfers within the development (i.e. clustering) or, if applicable, density bonuses (i.e. density increases).

**Pedestrian-friendly Design**

Pedestrian-friendly design relates to site planning and/or building design of entrances/exits and circulation within the development that promotes walking.

**Policy**

Policies are very specific action items that may or may not be measurable but often include ‘should’ or ‘shall’ statements.

**Rural Atmosphere**

See “Community Identity”

**Rural Development**

Developments without centralized sewer, water, or other public infrastructure.

**Residential**

The purpose of this designation is to provide a variety of housing types. Uses will include a range of densities varying from large estate lots to multi-family homes. Residential designations are as follows:

**Low Density:** Allows for the development of single-family, detached homes on large lots where urban services are provided under the R-1 Single and Two Family Residential District zoning classification contained in Arlington Ordinance 169 as may be amended.

**Medium Density:** Allows single family attached dwellings and apartments where urban services are provided under the R-2 Residential District zoning classification contained in Arlington Ordinance 169 as may be amended.

**Sense of Place**

A feeling of attachment and belonging to a particular place or environment having a special character and familiarity.

**Small Town Atmosphere**

See “Community Identity”

**Streetscape**

The space between the buildings on either of a street that defines its character, including building facades (awnings, signs, lighting), landscaping (trees, yards, plantings), sidewalks, street paving, street furniture such as benches, trash receptacles, and street lighting.

**Subdivision**

The description (usually by survey) and recording of separate land parcels or lots (i.e. platting of property).

### **Sustainable Development**

Development which meets contemporary needs without compromising the ability of future generations to meet its own needs, with respect to social equity, economic prosperity, and ecological integrity.

### **Traditional Neighborhood Design**

Compact, mixed-use neighborhood where residential, commercial, and civic buildings are within a close proximity as is common within the original townsite. This term can apply to new designs in established traditional neighborhoods or new designs incorporating such characteristics in previously non-subdivided areas.

### **Transit-Oriented Design**

Dense mixed-use development (housing, retail, and employment) with an average 2,000-foot walking distance to a transit stop and other public use.

### **Zone/Zoning Map.**

An area or the illustration of areas designated by an ordinance where specified uses are permitted and development standards are required.

### **Zoning Requirements**

Zoning is the public regulation of land use and development. A zoning code divides the community into districts or zones which specify permitted uses and development standards such development densities, building heights, minimum usable open space, and layout of buildings on a site.

# 2 PHYSICAL PROFILE

Land area is a finite resource that once converted to urban use is difficult to change. Land within the City of Arlington will continue to develop and change, however, the pattern, location and to a certain extent, the timing of that development can be influenced by the community. Understanding the physical characteristics of the land within and around the City is essential to determining how the urban environment will function, appear and endure. At the heart of the issue is not whether but how the City will grow and change.

This Chapter is intended to assist in guiding growth and preserving environmental sensitive and environmentally significant areas. This Chapter does not include an inventory of each potentially environmentally sensitive/significant area or aspire to gauge the quality thereof, rather this Chapter includes:

*Environmentally sensitive or significant areas may include, but are not limited to wetlands, areas dominated by native vegetation, mitigation areas, environmental restoration or enhancement areas, areas utilized by protected or listed species, floodplains, steep slopes and hydric soils.*

**Evaluate**

1. A Physical Profile including information on and identification of physical attributes and natural resources; the physical profile does not constitute a complete inventory of natural resources but should be used to help decision-makers identify what and where natural resources may be located in and close to the City of Arlington.
2. Natural Resource Objectives; and
3. Natural Resource Policies/Recommendations.

For ease in review, a summary of the physical profile is included at the beginning of the Chapter.

**PHYSICAL PROFILE SUMMARY**

- The climate of Arlington and surrounding region is characterized by warm, humid summers with severe local storms and occasional tornadoes.
- Arlington is within an ecological area of significant change. Divisions between Ecological Classification System biomes (Eastern Broadleaf Forest and Prairie Parkland), Sections (Minnesota and Northeast Iowa Morainal and Central Glaciated Plains), and Subsections (Big Woods and Minnesota River Prairie) occur at approximately the High Island Creek corridor.
- Pre-settlement vegetation exhibits characteristics consistent with an area of significant ecological change ranging from large masses of heavily forested areas to large areas of tallgrass prairie. Farming and urbanization have led to dramatic changes in both habitats. Only a small fraction of the original 'Big Woods' remains and forested areas are widely separated. Remnant stands of tallgrass prairie are rare and extremely valuable.
- The Minnesota County Biological Survey for Sibley County reveals existing massings of native plant communities in the High Island Creek Corridor and important vegetative resources within shallow wetlands just northwest of the corporate limits.
- Spot elevations within the corporate limits and areas adjacent thereto range from 968 to 1004 feet above sea level. The lowest points coincide with High Island Creek and an area of wetlands northwest of the corporate limits. When limited to areas presumably more suited to development, elevation fluctuation is relatively flat from 991 to 1004 feet. The small variations in the City's topography allow for a diverse array of development possibilities.
- The Arlington area is known or predicted to host several important species. Minnesota's Comprehensive Wildlife Conservation Strategy developed by the Minnesota Department of Natural Resources provides an action plan for species most in need of conservation within the Big Woods and Minnesota River Prairie Ecological Classification System Subsections. The Big Woods Subsection Profile illustrates 121 Species in Greatest Conservation Need (SGCN) that are known or predicted to occur within the region, 55 of which are federal or state endangered, threatened, or of special concern. The Minnesota River Prairie Subsection

**LAND AND CULTURAL RESOURCES**

Warm, humid summer & cold, dry winter

Transitional area between forest and prairie ecological zones

Pre-settlement vegetation included heavily forested areas and large areas of tallgrass prairie.

Wet or moist prairie soils are prevalent.

Elevations vary slightly; lowest terrain coincides with High Island Creek Corridor

High Island Cr has water quality concerns efforts to clean & educate underway

Flood plains adjacent to creek are depicted in Flood Hazard Boundary Map

Wetlands are adjacent to developed area

Mount Simon Sandstone Aquifer is source of municipal drinking water

Drinking water is estimated to be 5,000 years old; quantity is plentiful

Groundwater has a low level of sensitivity to contamination

Air quality is average with suspended particles being most common issue

Suspected medium to high

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## PHYSICAL PROFILE

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Profile identifies 116 SGCN known or predicted to occur within the region of which 52 species that are federal or state endangered, threatened, or of special concern. Factors related most to species decline or vulnerability within both the Big Woods and Minnesota River Prairie Subsections are: habitat loss within the state; habitat degradation within the state, pollution and invasive species.

- Wet or moist prairie soils are prevalent in the Arlington area. Development concerns arising from soil analysis include preservation of highly productive agricultural lands, employment of construction measures to attenuate poor soil drainage, management of groundwater runoff and management of wind erosion.
- Arlington is contained within the subwatershed of High Island Creek and the Lower Minnesota River Major Watershed located in the Minnesota River Basin. According to data from the Minnesota Pollution Control Agency (MPCA), the watershed consists of approximately 1,760 square miles in the north central part of the Minnesota River Basin.
- High Island Creek is the only surface water contained within the City of Arlington. The creek is characterized as a fairly narrow; width and is approximately 37 miles long. High Island Creek drops approximately two hundred and fifty-nine feet from the City of Arlington to the confluence with the Minnesota River; as such the eastern section is characterized by steep ravines, natural stream cover, forested areas and a narrow floodplain.
- In October of 2002, Sibley County, along with the High Island Creek Watershed District undertook the High Island Creek Watershed Assessment Project. This project assessed the quality of the High Island Creek watershed and set a list of goals for improving water quality in the watershed. The Assessment Project identified suspected and potential water quality problems including: high fecal coliform count, low transparency, chronic turbidity and high sediment loading.
- A number of wetlands are present around the City, particularly in the southern and northern portions around the City. The Sibley County Soil and Water Conservation District is the local governmental unit responsible for implementing wetland protection measures and administers the Wetland Conservation Act (WCA) on behalf of the City.
- Floodplain areas within the community are located on the eastern edge of the City adjacent to High Island Creek. The City regulates floodplain areas through a locally established floodplain ordinance (Ordinance 117). The floodplain management ordinance is outdated and should be updated according to model ordinances developed by the MnDNR in 2005.
- Arlington's source of groundwater (municipal drinking water) is the Mount Simon Sandstone aquifer. The aquifer is about 200 feet thick and confined by approximately 400 feet of clay-rich glacial deposits and bedrock. The Minnesota Department of Health considers Arlington's water supply to exhibit low sensitivity to potential contamination due to the clay-rich material confining the aquifer. Results of drinking water monitoring completed in conjunction with wellhead protection planning show no contaminants regulated under the federal Safe Drinking Water Act. Carbon dating for drinking water from Well No. 2 in 1990 gave a relative age of 5,000 years indicating the well is pumping water that is ancient.
- The MnDNR classifies the likely continued availability of groundwater within the Arlington area as 'good' the highest category employed. The DNR identifies the continuing expansion of the southern Twin Cities as a long-term groundwater availability management issue since such development will continue to place demands on available groundwater resources.

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## PHYSICAL PROFILE

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- The Minnesota Pollution Control Agency reports sixteen (16) confirmed instances of gas, diesel, fuel oil, etc. leaking from above/underground storage tanks since 1988. Some sites have contaminated soils remaining.
- The EPA has registered sixteen (16) local handlers of hazardous materials within the City of Arlington. Hazardous waste is any by-product that may pose or potentially pose a substantial hazard to human health or the environment if not properly managed.
- The Environmental Protection Agency certifies all counties in Minnesota meet Clean Air Act National Ambient Air Quality Standards. The Minnesota Pollution Control Agency has developed an air quality map for the entire state of Minnesota. The map gives air quality in Sibley County a grade of 'D' primarily due to suspended particulate matter from gravel roadways, farming operations and surfaced roadways.
- The MPCA conducted an extensive air toxic monitoring study from 1996 to 2001. Sibley County was included in the southeast study region. A test station in North Mankato was the closest point to Arlington. Overall the North Mankato test site rated healthy quality of air. The only compounds which exceeded benchmarks in North Mankato were carbon tetrachloride and formaldehyde. While the two compounds exceed benchmarks they were not labeled as 'significantly exceeding benchmarks'. Known sources with potential for air pollution in Arlington as cataloged by the MPCA include the Arlington/Green Isle wastewater treatment plant and Seneca Foods.
- The Office of the Minnesota State Archaeologist (OSA) reports twenty-five (25) recorded archeological sites in Sibley County. The OSA and MnDOT have produced "Mn/Model" Minnesota's Statewide Archeological Predictive Model. The Model categorizes most of Sibley County as unknown, however, areas near Arlington have suspected medium to suspected high probabilities for sites excluding single artifacts.
- A search of the National Register of Historic Places reveals no listings for the City of Arlington. This does not mean significant historic structures are non-existent. Several commercial buildings and dwellings within the original townsite appear to date back to the late 1800's to early 1900's.

**I. PHYSICAL SETTING**

**A. Size**

The 2010 Census identifies 1.56 square miles of land area within Arlington. The land area has increased slightly since Census 2000 due to annexation of property purchased by the EDA and property annexed when establishing a clear southern boundary for the corporate limits.

**B. Climate**

The climate of Arlington and surrounding region is characterized by warm, humid summers with severe local storms and occasional tornadoes. Noteworthy events include:

- 7/21/95, a category 1 tornado 4 miles west of Arlington and a category 0 tornado 4 miles southeast of Arlington.
- 8/3/2002, a category 0 tornado 4 miles east of Arlington.
- 06/19/14 local rainfall totals exceed seven inches within 12 hours.

The winter seasons are generally cold and relatively dry. The average 30 year annual precipitation for the years 1961 to 1990 have been 27 to 28 inches of water based on data from the State Climatology Office, Division of Waters, Minnesota Department of Natural Resources. Nearly two thirds of Minnesota's annual precipitation (17 to 18 inches) falls during the growing season of May through September. The normal precipitation during the months of April through October has been 22 to 23 inches. During late December, January, and early February, temperatures frequently remain below zero. Frost in Minnesota takes place as early as September and ends as late as May. Soil freeze occurs in Minnesota during the late fall and early winter months.

**II. LAND RESOURCES**

**A. Ecologic Framework**



**Figure 2.1**  
**Ecological Provinces in Minnesota**  
 Source: MnDNR

The Ecological Classification System (ECS) developed by the Minnesota DNR and U.S. Forestry Service for Minnesota uses a hierarchical system of land classifications to identify, describe, and map progressively smaller areas of land with increasingly uniform ecological features. ECS mapping helps users to consider ecological patterns at various levels from continents to small areas such as a single wooded area so as to identify areas with similar management opportunities or constraints. A conscious knowledge of ECS attributes can help local leaders manage natural resources on a sustainable basis.

The geographic area occupied by Arlington is a transitional boundary between ECS Provinces, Sections and Subsections making the area a unique blend of historic landform, vegetative and geologic attributes.

ECS Provinces

An overview (interpret as a wide-angle view or zoomed out view) of Minnesota illustrates four of North America’s

ecological provinces or biomes which represent major climate zones are present in Minnesota. These are Prairie Parkland, Tallgrass Aspen Parkland, Laurentian Mixed Forest (coniferous forest) and Eastern Broadleaf Forest (deciduous forest).

Arlington is on the boundary between the Eastern Broadleaf Forest and Prairie Parklands Provinces. The Eastern Broadleaf Forest Province bridges the transition zone between prairie to the west and true forest to the east. The Prairie Parkland Province in Minnesota corresponds with the part of the state historically dominated by tallgrass prairie.

ECS Sections

As we begin to view the area in a smaller geographic scale, Ecological Provinces are next categorized by “Sections” which are defined by the type of glacial deposits, regional elevation, distribution of plants and regional climate.

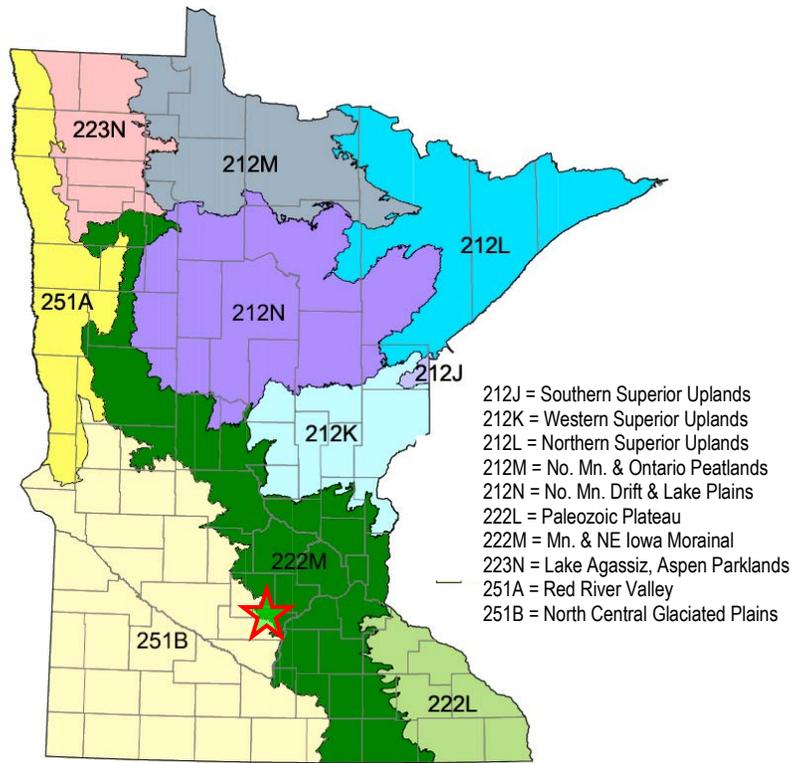
As illustrated in Figure 2.2 on the following page, Minnesota has ten ecological sections and Arlington lies within the Sectional boundary between the Minnesota and NE Iowa Morainal Section and the North Central Glaciated Plains Section. European settlers of Arlington would have found an area of mixed landforms, vegetation and geology.

The Minnesota and Northeast Iowa Morainal Section is a long band of deciduous forest, woodland, and prairie that stretches from Polk County to the Iowa border. The portion of the Morainal Section coinciding with the Arlington area is part of a large area of prairie, savanna, and oak woodland present on gently undulating till in the southern part the Section, adjacent to the extensive prairie lands of western Minnesota.

The North Central Glaciated Plains Section is a level to rolling region of calcareous till bisected by a portion of the Minnesota River Valley. According to the MnDNR, soil substrates within this Ecological Section supported mainly treeless, fire-dependent communities. Upland prairie communities were by far the most common, covering 82% of this Section. These landforms also supported smaller amounts of marsh, wetland prairie, and wet meadow communities. Rugged terrain and lands deeply dissected by rivers supported a mosaic of prairie and wooded communities.

**ECS Subsections**

As we descend further in the Ecological Classification System we come to ECS Subsections. Subsections are defined by glacial deposition processes, surface bedrock formations, local climate, topographic relief, and the distribution of plants, especially trees.



**Figure 2.2**  
**Ecological Sections of MN**  
 Source: MNDNR

Minnesota has 26 subsections, two of which coincide with the area occupied by Arlington suggesting basic differences in climate, topography and natural disturbance such as fire to the east and west.

First, areas within Arlington east of High Island Creek are located in the Big Woods Subsection of the Minnesota NE Iowa Morainal Section. As reported by the MnDNR, the Big Woods Subsection coincides with a large block of deciduous forest present at the time of European settlement. As described by the MnDNR, gently to moderately rolling topography and soils formed in thick deposits of gray limey till characterize the Big Woods Subsection. Northern red oak, sugar maple, basswood, and American elm were historically common in the forest-dominated Subsection. Natural disturbances may have included disturbance by excessive winds with some impact from fire which was curtailed by irregular topography and presence of lakes. Farming and urbanization have led to dramatic changes in habitats within this Subsection. Most of this region is currently farmed and the Twin Cities metropolitan area continues to expand into the region. Only a small fraction of the original 'Big Woods' remains and forested areas are widely separated.

Second, areas within Arlington west of High Island Creek are located in the Minnesota River Prairie Subsection of the North Central Glaciated Plains Section. As reported by the MnDNR, the Minnesota River Prairie Subsection consists of a gently rolling ground moraine with the Minnesota River occupying a broad valley that was created by a glacial river that drained Glacial Lake Agassiz. Loamy ground moraine is the dominant substrate, but end moraines, and lake plains also occupy a significant area. Depth to bedrock is 100 to 400 feet. The presettlement vegetation was primarily tallgrass prairie, with many islands of wet prairie (Kratz and Jensen

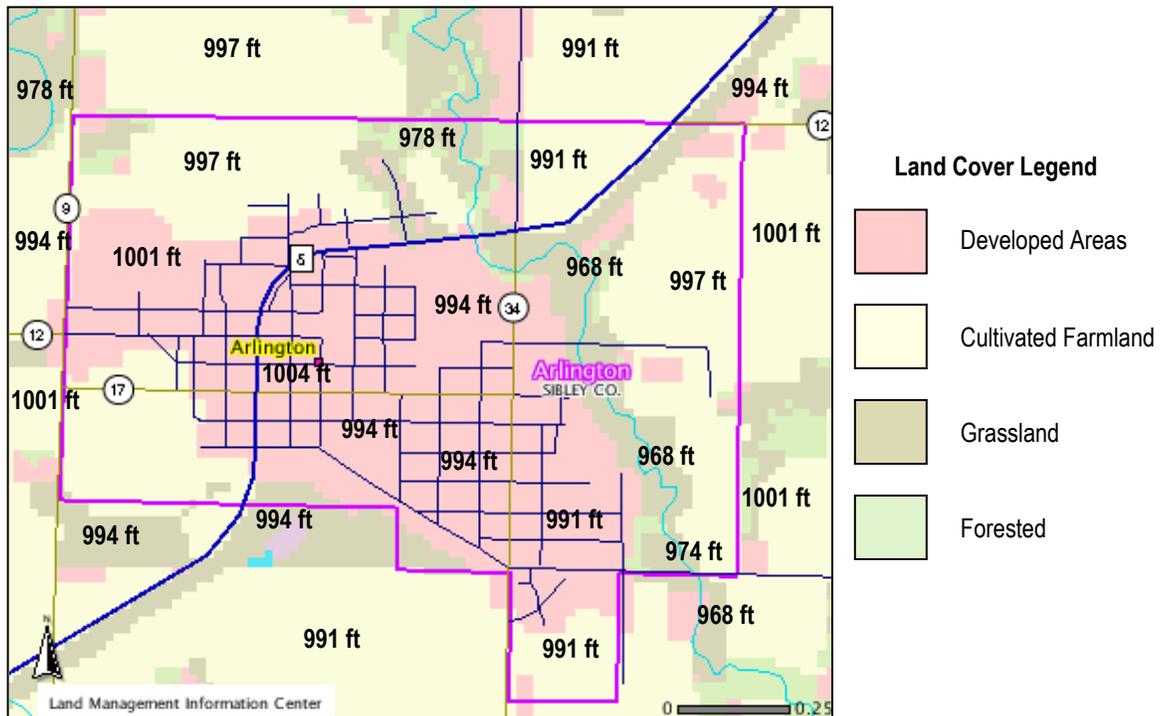
1983, Marschner, 1974). Forests of silver maple, elm, cottonwood, and willow grew on floodplains. Most of this region is currently farmed and remnant stands of tallgrass prairie are rare. Fire was the most common natural disturbance before settlement but flooding and tornados also occurred. Fire suppression resulting from loss of tallgrass prairie has allowed woodlands to develop from what were originally oak openings or brush prairies.

**B. Topography**

At this time topographic contour data is not available for the City. Digital raster graphics are available from the Land Management Information Center (LMIC) but not easily displayed in readable format. As an alternative the NorthStar Mapper has been used to create the image of the City of Arlington (Figure 2.3). The image includes information regarding spot elevations and existing land cover.

Spot elevations within the corporate limits and immediately adjacent thereto indicate the area has low relief, ranging from 968 to 1004 feet above sea level. The lowest points coincide with High Island Creek and an area of wetlands northwest of the corporate limits. When limited to areas presumably more suited to development, elevation fluctuation is from 991 to 1004 feet. The small variations in the City’s topography allow for a diverse array of development possibilities and options with few topographical constraints with which to contend.

**Figure 2.3**  
**Spot Elevations and Land Cover**  
 Source: Land Management Information Center



**C. Vegetation and Rare Species**

Presettlement vegetation is described in detail in Subdivision A (Ecological Framework) of this Chapter. Figure 2.3 above illustrates current land cover. Nearly the entire municipally incorporated area has been developed for urban use. The second most common land cover is cultivated farmland which primarily surrounds the developed area. Areas of grassland and forests exist along the High Island Creek Corridor and in wetland areas northwest of the corporate limits. The High Island Creek Corridor provides an important corridor for animals moving to and from areas of shelter and areas of feeding. The Minnesota County Biological Survey for Sibley County reveals massings of native plant communities in the High Island Creek Corridor and important vegetative resources within shallow wetlands just northwest of the corporate limits.

Minnesota’s Comprehensive Wildlife Conservation Strategy includes an action plan for species most in need of conservation within the Big Woods and Minnesota River Prairie Subsections of the ECS. The Big Woods Subsection Profile illustrates 121 Species in Greatest Conservation Need (SGCN) that are known or predicted to occur within the region. Those SGCN include 55 species that are federal or state endangered, threatened, or of special concern. The Minnesota River Prairie Subsection Profile identifies 116 SGCN known or predicted to occur within the region with 52 species that are federal or state endangered, threatened, or of special concern.

Figure 2.4 below illustrates the number of SGCN in each taxonomic group found or predicted to be found in the Big Woods and Minnesota River Prairie ECS Subsections. The Figure also illustrates the percentage of the total SGCN set found in each taxonomic group within each Subsection. For example 65 birds in greatest conservation need are expected to be found in the Minnesota River Prairie Subsection, that’s 67% of all birds in greatest conservation need in the state. Similarly, in the Big Woods Subsection, 23 mollusks in greatest conservation need are expected to be found, that’s 59% of all mollusks in greatest conservation need in the state.

**Figure 2.4**  
**SGCN By Taxonomic Group**  
**Big Woods and Minnesota River Prairie ECS Subsections<sup>1</sup>**

Taxonomic Group	Big Woods Subsection		Minnesota River Prairie Subsection	
	No. of SGCN	% of SGCN Set	No. of SGCN	% of SGCN Set
<b>Amphibians</b>	1	16.7%	1	16.7%
<b>Birds</b>	59	60.8%	65	67.0%
<b>Fish</b>	16	34.0%	6	12.8%
<b>Insects</b>	3	5.4%	11	19.6%
<b>Mammals</b>	7	31.8%	10	45.5%
<b>Mollusks</b>	23	59.0%	12	30.8%
<b>Reptiles</b>	10	58.8%	8	47.1%
<b>Spiders</b>	2	25.0%	3	37.5%

Species problem analysis included in the Subsection profiles provides information on factors influencing the vulnerability or decline of SGCN. Figure 2.5 lists the nine problems or factors used in species problem analysis and the percentage of SGCN in each subsection for which each factor influences species vulnerability or decline. Factors related most to species decline or vulnerability within both the Big Woods and Minnesota River Prairie Subsections are: habitat loss within the state; habitat degradation within the state, pollution and invasive species.

**Figure 2.5**  
**Species Problem Analysis**  
**Big Woods and Minnesota River Prairie ECS Subsections<sup>1</sup>**

<b>Problem/Factor</b>	<b>Big Woods Subsection Percentage of SGCN Affected</b>	<b>Minnesota River Prairie Subsection Percentage of SGCN Affected</b>
Habitat loss within MN	85%	87%
Habitat degradation within MN	90%	90%
Habitat loss/degradation outside MN	31%	31%
Invasive species and competition	36%	29%
Pollution	40%	34%
Social tolerance/persecution/exploitation	24%	22%
Disease	4%	4%
Food source limitations	3%	4%
Other	13%	18%

The Comprehensive Wildlife Strategy<sup>1</sup> includes three ten year goals as follow:

1. Stabilize and increase SGCN populations.
2. Improve knowledge about SGCN
3. Enhance people’s appreciation and enjoyment of SGCN

**D. Soils**

The color, texture and chemistry of ‘parent materials’ are important elements in the formation of soils in Minnesota. The texture of soil helps determine its ability to hold and transmit water. The chemistry of soil greatly affects what type of plants it can support. Material deposited directly by glaciers is called non-stratified till and is a mixture of sizes. Till washed by glacial melt water is known as outwash sediment, is often stratified, and is void of small particles which melt water transported. Till and outwash sediments are important parent materials for soils within Sibley County.

To understand and communicate about soils, a standard system of classes or categories was developed. These classes are based on the presence or absence of certain soil properties and may be categorized by their location, the kind of vegetation growing on them, their topography, and other distinguishing features. The system is called Soil Taxonomy and was developed by the U.S. Department of Agriculture. The classification of soils is important when considering basic characteristics of individual soils, relationships between soils, and predicting properties and uses of soils.

In Soil Taxonomy, all soils are arranged into one of twelve major units or soil orders based largely on having certain materials or topography. These orders are further broken down into suborders (separated by soil properties that influence soil development and plant growth), great groups (soil profile), subgroups, families (separated by physical and chemical properties that influence plant growth, land management and engineering decisions), and series. Soil series are the lowest level recognized and are nearly homogeneous. Soil series are used in mapping at small scales and are separated on the basis of observable properties such as color, structure, texture and slope grades.

The soil order Mollisols covers a considerable land area of Minnesota including the former prairie areas of Sibley County and is the source for the state's productive agricultural base. Its most distinguishing feature is a thick, dark-colored surface layer that is high in nutrients and organic matter. Most mollisols have a rather loose, low density surface. The soil order Alfisol is also present in Sibley County. Alfisols are well-developed and contain a subsurface layer of clay. Alfisols are abundant on older glacial deposits in the United States, and loess deposits in and near the Mississippi embayment.

Two suborders of Mollisols occur in Sibley County: Aquolls and Udolls, Aquolls are wet prairie soils which are very productive when excess water is removed by drainage. Udolls are moist prairie soils which are very productive agricultural soils.

There are over 1,000 recognized soil series in Minnesota. Map 2-1 at the close of this chapter illustrates soil series within one mile of the Arlington corporate limits. A summary of some of most common recognized soil series illustrated in Map 2-1 follow. The summaries include characteristics of the soil series which are important when considering land use.

**Canisteo:** Very deep poorly to very poorly drained soils with moderate permeability and were most commonly formed in loamy till. Runoff is low. Most Canisteo series soils are cultivated.

**Clarion:** Very deep, moderately well drained soils on uplands with moderate permeability and were formed in till. Most Clarion series soils are cultivated.

**Lester:** Very deep, well drained soils that formed in calcareous loamy till on till plains and moraines. These soils have moderate permeability and runoff is medium to high. Most Lester series soils are cultivated.

Development concerns arising from soil analysis include preservation of highly productive agricultural lands, employment of construction measures to attenuate poor soil drainage, management of groundwater runoff and management of wind erosion.

**III. SURFACE WATER RESOURCES**

**A. Watershed**

The term ‘watershed’ refers to the entire physical area or basin drained by a distinct stream or riverine system. Gravity and topography are the two major factors that define a watershed. Watersheds help review authorities to evaluate the quality and quantity of local water resources. Arlington is contained within the Lower Minnesota River Major Watershed located in the Minnesota River Basin.

According to data from the Minnesota Pollution Control Agency (MPCA), the watershed consists of approximately 1,760 square miles in the north central part of the Minnesota River Basin. The watershed includes all or parts of Carver, Dakota, Hennepin, LeSueur, McLeod, Nicollet, Ramsey, Renville, Rice, Scott and Sibley Counties. Water management organizations in the watershed include state agencies, local counties, soil and water conservation districts, watershed districts as well as regional boards and commissions. The Lower Minnesota River Major Watershed has approximately 2,264 total stream miles and within the watershed, Arlington is located in the subwatershed of High Island Creek. This subwatershed, according to the High Island Creek Watershed website contains 233 square miles and is located in three counties, McLeod, Sibley and Renville. High Island Creek is a moderate tributary and the third largest watershed of the Lower Minnesota River subwatersheds. High Island Creek Watershed, along with the Rush River Watershed is one of the few rural subwatersheds in the Lower Minnesota River Watershed.



**Figure 2.6**  
**Lower Minnesota River**  
**Watershed District**

**B. Lakes, Rivers and Streams**

High Island Creek is the only surface water contained within the City of Arlington as illustrated in Map 2-2 at the close of this Chapter. High island Creek is characterized as a fairly narrow width and approximately 37 miles long. An elevation of approximately 1090 feet above sea level is found in the western portion of High Island Creek in Renville County. Mid-point has an elevation of 1015 feet and by the eastern edge it has fallen to 720 feet above sea level. High Island Creek drops approximately 259 from the City of Arlington to the confluence at the Minnesota River. The eastern section is characterized by steep ravines, natural stream cover, forested areas and a narrow floodplain.

In October of 2002, Sibley County, along with the High Island Creek Watershed District undertook the High Island Creek Watershed Assessment Project. This project assessed the quality of the High Island Creek watershed and set a list of goals for improving water quality in the watershed. The Assessment Project identified suspected and potential water quality problems including: high fecal coliform count, low transparency, chronic turbidity and high sediment loading.

**C. Wetlands**

Wetlands have historically been regarded as obstacles to development rather than areas of intrinsic value. However, it is now generally accepted that wetlands are valuable for storing essential surface waters, stabilizing surface waters to minimize the danger of droughts of floods and supporting wildlife habitat. Wetlands are also the primary method of recharging aquifers, thus ensuring a continued water supply. Wetlands cleanse and purify surface water by removing nutrients and other contaminants from storm water runoff.

Wetlands are also illustrated on Map 2-2. A number of wetlands are present around the City, particularly in the southern and northern portions around the City. The source for these data is the National Wetland Inventory (NWI).

The Army Corps of Engineers and the Department of Natural Resources are ultimately responsible for the overall protection of wetlands, however the Sibley County Soil and Water Conservation District is the local governmental unit responsible for implementing wetland protection measures and administers the Wetland Conservation Act (WCA) on behalf of the City.

**D. Flood Plains**

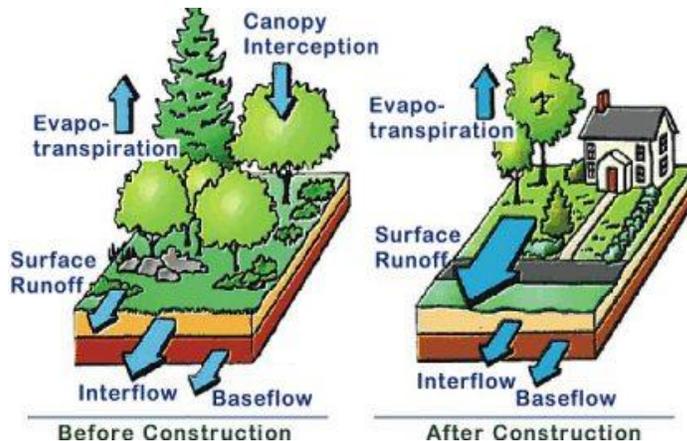
In 1969, the Minnesota Legislature enacted the State Flood Plain Management Act (Minnesota Statutes, Chapter 103F). This Act stresses the need for a comprehensive approach to solving flood problems by emphasizing nonstructural measures, such as floodplain zoning regulations, flood insurance, floodproofing and flood warning and response planning. By law, Minnesota floodprone communities are required to: 1) adopt floodplain management regulations when adequate technical information is available to identify floodplain areas, and 2) to enroll and maintain eligibility in the NFIP so that people may insure themselves from future losses through the purchase of flood insurance.

The Department of Natural Resources (DNR) is the state agency with the overall responsibility for implementation of the State Flood Plain Management Act. The floodplain areas within the City are shown on Map 2-3, located at the close of this Chapter. These areas are located on the eastern edge of the City along High Island Creek. The City regulates floodplain areas through a locally established floodplain ordinance (Ordinance 117) which was originally adopted in 1983 and subsequently amended in 1990.

**E. Local Hydrologic Cycle**

Groundwater and surface water are both part of the “hydrologic cycle”. Development has a profound influence on the quality of waters. To start, development dramatically alters the local hydrologic cycle (see Figure 2-7 below). The hydrology of a site changes during the initial clearing and grading that occur during construction. Trees, meadow grasses, and agricultural crops that intercept and absorb rainfall are removed and natural depressions that temporarily pond water are graded to a uniform slope. Cleared and graded sites erode, are often severely compacted, and can no longer prevent rainfall from being rapidly converted into stormwater runoff.

**Figure 2-7  
Local Hydrologic Cycle (MnDNR)**



The situation worsens after construction. Roof tops, roads, parking lots, driveways and other impervious surfaces no longer allow rainfall to soak into the ground. Consequently, most rainfall is converted directly to runoff. The increase in stormwater can be too much for the existing natural drainage system to handle. As a result, the natural drainage system is often altered to rapidly collect runoff and quickly convey it away (using curb and gutter, enclosed storm sewers, and lined channels). The stormwater runoff is subsequently discharged to downstream waters.

Water Quality is affected by the accumulation of trash, oil and rubber from cars, fertilizers and pesticides applied to lawns, sediment from bare or poorly vegetated ground and other pollutants entering streams, wetlands and other outlets. Inflow of sediment can cloud water, blocking sunlight from submerged plants. Sediment also settles to the bottom of streams, clogging the gravel beds used by fish for laying their eggs. Nutrients, such as phosphorus and nitrogen, from fertilizers enter the water and promote unusually rapid algae growth. As this algae dies, its decomposition reduces or eliminates oxygen needed by fish, shellfish, and other aquatic life for survival.

The City requires proposed development maintain compliance with Minnesota Pollution Control Agency standards although local stormwater/erosion control ordinances/procedures are limited at this time.

#### **IV. GROUND WATER RESOURCES**

##### **A. Geologic Framework**

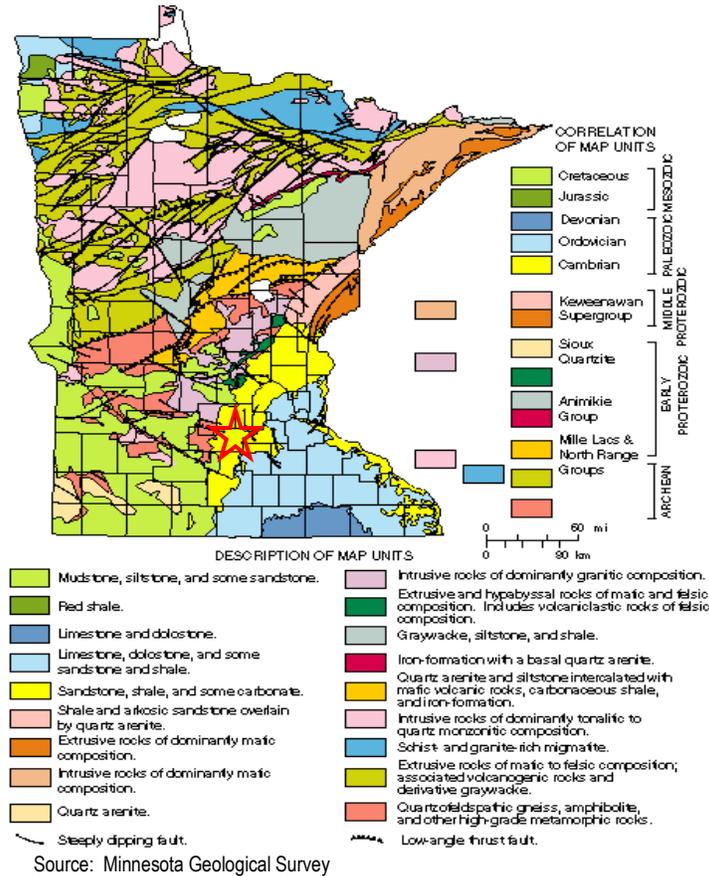
Topography and surficial material characteristics can be traced to the movement of glacial ice and water flowing across the land surface. Glacial deposits, collectively known as drift, make up most of these surficial materials. Ground moraines formed as these glaciers advanced and retreated. Long intervals between glacial episodes may have allowed for the deep erosion and weathering of drift and bedrock surfaces.

Covering 95% of the High Island Creek watershed is glacial drift deposited by the Des Moines Lobe during the last glacial advance (Wisconsin Age). It is composed mainly of till, characterized by unsorted sand, silt, and clay with pebbles, cobble, and boulders. The thickness of drift deposits ranges from slightly less than 200 feet to over 450 feet. During glacial activity, drift from what is now the Minnesota River Valley was removed by Glacial River Warren, an outlet of glacial Lake Agassiz.

Subsurface geology and groundwater are important considerations for all communities as they are the source of potable (i.e. drinkable) water. Hydrogeology is the study of the interrelation of subsurface geology and water. Because the consequences of human actions and natural forces at work above ground have a direct impact upon our ground water resources it is important to consider hydrogeologic resources.

As shown in Figure 2-8, geologic bedrock conditions vary greatly in different parts of Minnesota.

**Figure 2-8  
Bedrock Geology of Minnesota**



**B. Groundwater Sensitivity**

Hydrogeologic conditions also determine how sensitive ground water may be to contamination by chemicals and pollutants introduced at ground level. Sensitivity to pollution is described in terms of the length of time it takes for a drop of water to cycle from absorption into the ground to discharge (removal) from an aquifer. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel: shorter cycle times may indicate a higher sensitivity, longer cycle times may represent a greater travel time and increased geologic protection. Contaminants are assumed to travel at the same rate as water.

There are four pollution sensitivity categories: Very High, High, Moderate, and Low. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel. Very High sensitivity indicates that water moving downward from the surface may reach the ground-water system within hours to months leaving little time to respond to and prevent aquifer contamination. Low sensitivity where it takes decades to centuries for the cycle to be complete may allow enough time for a surface contamination source to be investigated and corrected before serious ground-water pollution develops. It is important to note higher pollution sensitivity categories do not mean water quality has been or will be degraded and low sensitivity does not guarantee that ground water is or will remain uncontaminated. Groundwater sensitivity in the Arlington area and most of Sibley County is categorized as low.

**C. Groundwater Quantity.**

The quantity of groundwater and surface water available for drinking water supplies can be a severely limiting factor for development. The Minnesota Department of Natural Resources, Waters Division has compiled extensive information on groundwater availability and sustainability throughout the State. The DNR has identified six groundwater areas in Minnesota based on bedrock and overlying sediment types. Arlington is located within Area Two as is the entire eastern half of Sibley County and the southern portion of the Twin Cities metropolitan area. The continued availability of groundwater is listed as 'good' the highest category employed. The DNR identifies the continuing expansion of the southern Twin Cities as a long-term groundwater availability management issue since such development will continue to place demands on available groundwater resources.

**D. City Water Supply**

The City has completed Phase I and is nearing completion of Phase II of a wellhead protection plan (WHPP) which indicates the City's water source is of good quality and very low vulnerability to potential contamination. Phase I was completed by the Minnesota Department of Health (MDH). The City draws water from three wells. The WHPP describes the source of groundwater as the Mount Simon Sandstone aquifer. The aquifer is about 200 feet thick and confined by approximately 400 feet of clay-rich glacial deposits and bedrock. Generally groundwater moves in a southeasterly direction within the wellhead protection area. The MDH considers Arlington's water supply to exhibit low sensitivity to potential contamination due to the clay-rich material confining the aquifer. Results of drinking water monitoring completed in conjunction with the WHPP show no contaminants regulated under the federal Safe Drinking Water Act. The WHPP monitoring and carbon dating from Well No. 2 in 1990 gave a relative age of 5,000 years indicating the well is pumping water that is ancient.

The Minnesota Pollution Control Agency reports sixteen (16) confirmed instances of gas, diesel, fuel oil, etc. leaking from above/underground storage tanks since 1988. Figure 2.9 below identifies each site. Some sites have contaminated soils remaining. Detailed information related to each site and contamination can be obtained from the MPCA.

**Figure 2.9**  
**MPCA Confirmed Leaking Above/Underground Storage Tanks**

Name	Address	Leaked Substance	Year Reported	Year Closed	Contaminated Soils Remaining
St. Paul's Evangelical Lutheran School	510 West Adams	Fuel Oil 1 & 2	1989	1993	No
Ed Hance Property	438 West Main & Hwy 5	Gasoline, Unknown type	1990	1997	Some suspected
Big Stone Inc	300 3 <sup>rd</sup> Ave SE	Gasoline, unknown type	1989	1989	No
Arlington Public School	202 3 <sup>rd</sup> Ave NW	Fuel Oil 1 & 2	1990	1994	No
Tabbert Bulk Oil Site	Hwy 5 West	Gasoline, Unleaded	2002	2003	No
Glencoe Butter & Produce Assn	Highway 5 N	Gasoline, leaded	1999 (file review)	2001	Yes
Sibley Co. Hwy Dept	Freedom Drive	Diesel	1998	2004	Yes
Food N Fuel	Hwy 5 & 4 <sup>th</sup> Ave NE	Gasoline, unknown type	1997	1997	Unknown
Amoco Station	104 5 <sup>th</sup> Ave NW	Used Oil	1997	1998	Unknown
Former Cenex	Hwy 5 East	Gasoline, leaded	1993	2000	Yes
Arlington Main Street	117 West Main	Gasoline, unknown type	1993	2005	Unknown

Name	Address	Leaked Substance	Year Reported	Year Closed	Contaminated Soils Remaining
Tabbert Oil Station	307 North 5 <sup>th</sup> Ave	Gasoline, Unleaded	1991	1992	Yes
Arlington Bus Barn	Fairgrounds	Gasoline, unleaded	1990	1998	Yes
Glenn's Mobil & Towing	104 5 <sup>th</sup> Ave NW	Gasoline, unknown type	1989	1992	No
City of Arlington	312 West Alden	Fuel Oil 1 & 2	1989	1991	No
Dan Woehler	6 <sup>th</sup> Ave & Main St	Diesel	1988	1991	Yes

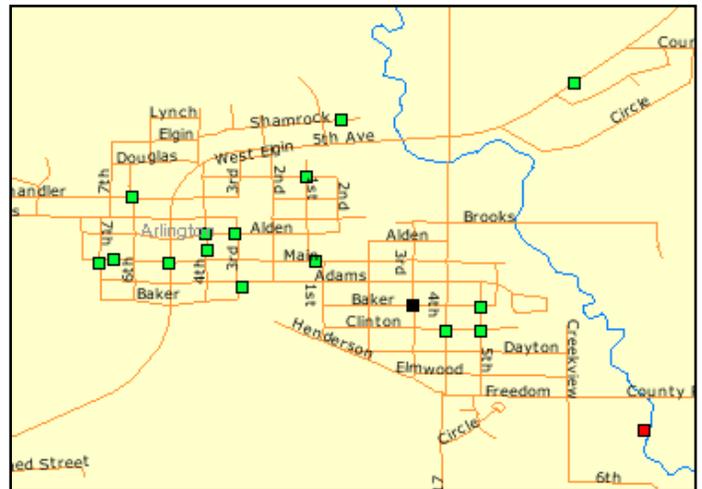
**V. HAZARDOUS WASTE MATERIALS, AIR, NOISE AND LIGHT POLLUTION**

**A. Hazardous Waste.**

Hazardous waste is any by-product that may pose or potentially pose a substantial hazard to human health or the environment if not properly managed. The U.S. Environmental Protection Agency regulates specific facilities that handle hazardous waste materials.

The EPA has registered sixteen (16) local handlers of hazardous materials: Sibley East Elementary, City of Arlington, Arlington Enterprise, Brau Motors, John's Autobody, Arlington Engineering Inc., Sibley Medical Center, Seneca Foods Corp., Arlington Auto and Farm Supply, Prairie Auto Sales & Service, Tabbert Oil Service, MJ Neisen Asphalt Corp, Wisch Auto Body, Cemstone Products, and Technical Services. The addresses associated with hazardous materials handlers are represented in the Figure 2.10.

**Figure 2.10  
Hazardous Waste Facilities**

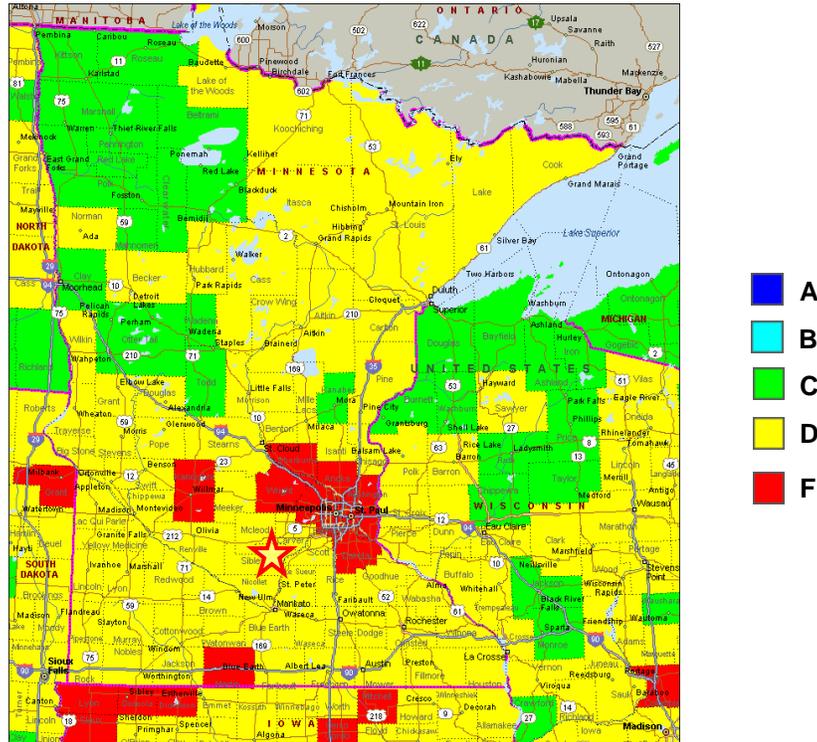


**B. Air Pollution.**

Air, noise and light pollution are significant and sometimes forgotten issues of importance for communities. For example, air pollution is increasingly a regional and global problem. Pollutants can blow in from cities hundreds of miles away.

The Environmental Protection Agency certifies all counties in Minnesota meet Clean Air Act National Ambient Air Quality Standards. The Minnesota Pollution Control Agency has developed an air quality map for the entire state of Minnesota. The map is represented in Figure 2.11 on the following page. Figure 2.11 shows air quality in Sibley County a grade of 'D'. Particulate matter from gravel roadways, farming operations and surfaced roadways are the primary contributors to the low ambient air quality grade.

**Figure 2.11**  
**Minnesota Air Quality Map**  
**A = Best/Cleanest in the US; F = Worst/Dirtiest in the US**



The MPCA conducted an extensive air toxic monitoring study from 1996 to 2001. Sibley County was included in the southeast study region. A test station in North Mankato was the closest point to Arlington. The Minnesota Statewide Air Toxics Monitoring Study measured 73 air toxins that are known or suspected carcinogens. The average concentrations of the air toxics were compared to health benchmarks. Overall, the North Mankato air quality was rated 'healthy'. The only compounds which exceeded benchmarks in North Mankato were carbon tetrachloride and formaldehyde. While the two compounds exceed benchmarks they were not labeled as 'significantly exceeding benchmarks'. Most production of carbon tetrachloride was banned in 1997 and levels have been decreasing since, therefore, the current level of carbon tetrachloride would be expected to be below the study reading. Formaldehyde was above benchmarks at nearly all locations statewide.

Known sources with potential for air pollution in Arlington include the Arlington/Green Isle wastewater treatment plant and Seneca Foods.

**C. Noise and Light Pollution.**

Residents have historically indicated that they wished to retain the small town atmosphere of the community. They value the peace and tranquility of the City and area. Visual pollution from light and noise pollution detract from the small town atmosphere. Lighting should not detract from the enjoyment of the residents and blinking, flashing and bright lights are a nuisance and can easily be controlled through modern advances in lighting which reduce glare and concentrate lighting on-site. Not only can good lighting design and devices control light pollution, they also are more cost efficient and energy efficient. Furthermore, commercial and industrial lighting should not detract from residential uses. Noise ordinances can ensure that noises do not cause nuisances to residents as well.

**VII. ARCHEOLOGICAL AND CULTURAL RESOURCES; KNOWN HISTORIC SITES**

**A. Archeological and Cultural Resources.**

The history of a City helps a community define its sense of "place". Historic patterns of development, to a large measure, dictate where a community will grow in the future. History also gives us a window to view the lives of our forbearers and a mirror to reflect their images in our own endeavors.

As time progresses, Arlington may face the loss of truly non-renewable resources. These resources are the archaeological and historic sites that give the City's modern day residents a tie to the past. Cultural resources may be demolished or destroyed while others face the natural elements and slowly erode away, some without any knowledge. One threat to these resources is that their significance, or even their existence, is largely unknown. Development, redevelopment, or failure to maintain these sites can diminish or destroy historic and archaeological resources. However, widespread knowledge of archaeological sites can increase the likelihood that they will be disturbed or vandalized. Development and modernization require the need for preservation of archaeologically and historically significant sites. Because the known, or suspected, historic resources may have no significant relationship to current or likely future uses or activities in Arlington, it is questionable if they will play a role in determining or affecting the City's character. However, State guidelines call for municipalities to review construction or other ground disturbing activity within prehistoric archaeological sensitive and historic sensitive areas.

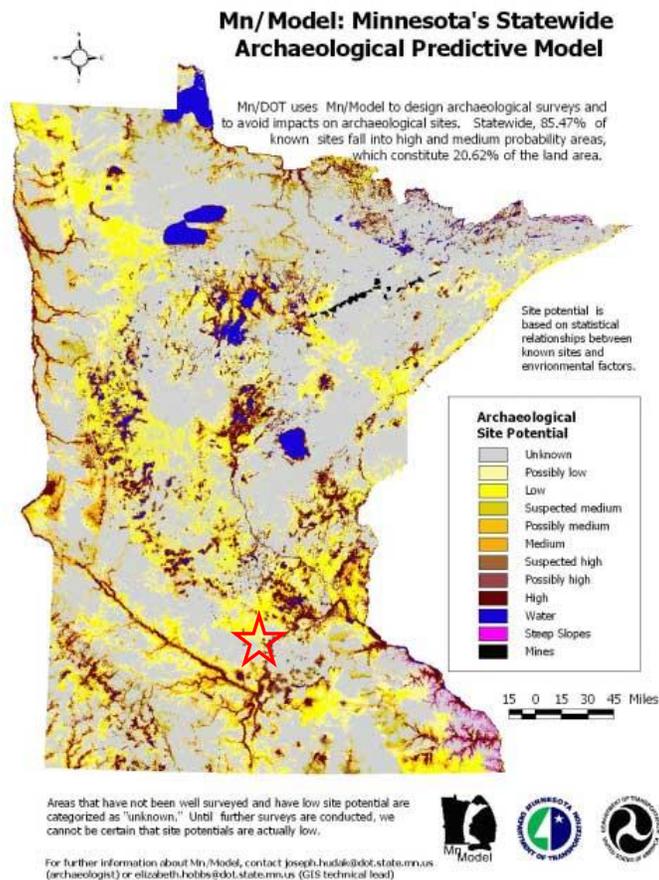
The Office of the Minnesota State Archaeologist (OSA) reports twenty-five (25) recorded archeological sites in Sibley County. The OSA and MnDOT have produced "Mn/Model" Minnesota's Statewide Archeological Predictive Model. The Model is included as Figure 2.12 on the following page. The Model categorizes most of Sibley County as unknown, however, within areas near Arlington have suspected medium to suspected high probabilities for sites excluding single artifacts.

Site potential is based upon statistical relationships between known sites and environmental factors and information can be obtained from the Office of the State Archaeologist, MnDOT and the State Historic Preservation Office.

**B. Known Historic Sites.**

A search of the National Register of Historic Places reveals no listings for the City of Arlington. This does not mean significant historic structures are non-existent. Several commercial buildings and dwellings within the original townsite appear to date back to the late 1800's to early 1900's. Proactively working to restore and retain recoverable facades and the spatial relationship between structures will be important factors in retaining a sense of history and community character within Arlington.

**Figure 2.12**  
**Archaeological Predictive Model**



## VIII. DEVELOPMENT CONSTRAINTS

A review of several natural features has been provided in this Chapter. Several of the natural resources and features identified in this Chapter, including but not limited to native vegetation, species in greatest conservation need, soils, surface waters, wetlands, flood prone areas, groundwater, air quality and potential archeological sites and regionally significant ecological areas, may reasonably warrant special attention and may present constraints to future development. Several of these significant natural features/areas exist in areas of change or growth within the City. Following the close of this Chapter is a map (Map 2-4) illustrating potential constraints to development. As of the date of completion of this chapter, GIS parcel data is not available for the City. Therefore, the boundaries on the map are a compilation only of floodplain areas, National Wetland Inventory areas, and areas of steep slope (based upon the Sibley County Soil Surveys). Field verification was not done to determine wetland existence or extent. While the development constraints map is a useful tool it does not reflect the full range of potential environmentally sensitive or significant areas or attributes as described within this physical profile. It should be noted that further review of these and sites identified is required prior to development.

**IX. NATURAL RESOURCES OBJECTIVES AND RECOMMENDATIONS**

**GOAL #1: RETAIN QUALITY OF LIFE INHERENT IN THE QUALITY AND QUANTITY OF NATURAL RESOURCES.**

**Objective A:** 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.

Policy/Recommendations:

1. The City should encourage efforts to preserve wildlife species including preservation of natural habitat areas and pre-settlement (native) vegetative communities where feasible.
2. The City should encourage the use of natural resource data/studies such as soils, topography, groundwater, etc. for planning and review of development and redevelopment.
3. The City should require continual compliance with approved subdivision grading/drainage plans and make sure such approvals are maintained.
4. The City should carefully regulate development in areas adjacent to shorelands, wetlands and floodprone areas to preserve these as environmentally significant and visually attractive amenities.
5. The City should encourage development to conform to the natural limitations presented by topography, soils or other natural conditions.
6. The City should consider employing wetland and shoreland buffer zones.
7. The City should consider amendment of the Subdivision Ordinance to allow for conservation subdivision design.
8. The City should identify and protect significant scenic areas, open spaces, historic or archaeological sites. The City should also emphasize proper management of open space areas in order to preserve trees, wildlife, pre-settlement (native) landscape communities, floodplain, water quality and similar environmentally sensitive features.

**Objective B:** Protect the quality and use of surface water through support and coordination with the County SWCD, watershed organizations and state and federal agencies.

Policy/Recommendations:

1. The City should encourage and promote land use practices to protect and improve surface water resources.
2. Prior to authorizing site plans and/or subdivision developments, the City should consider changes in relation to storm water quality and quantity resulting from the proposed activity.

3. The City should require appropriate erosion controls during construction, consider enforcing through developer's agreements and/or onsite inspections.
4. The City should establish a priority listing of environmentally significant or sensitive areas to monitor, preserve, enhance and/or protect.
5. The City should evaluate the overall impact of storm water runoff on surface water in the City and respective growth areas and encourage the development of management tools by the Sibley County SWCD.
6. The City should support the coordination of planning and implementation efforts between the SWCD, watershed organizations, land, and resource management offices as well as state and federal agencies.

**Objective C:** Preserve the environment as a sustainable resource by helping ensure both present and future generations are left with a high quality of life.

Policy/Recommendations:

1. The City should coordinate plans and work with all agencies responsible for the protection and restoration of our environment.
2. The City should administer and support the state environmental review program (EAW, EIS).
3. The City should initiate plans to correct any and all abuses and preserve areas critical to the City's way of life.
4. The City should retain Tree City USA status.
5. The City should encourage tree planting on private property within the City and investigate the adoption of a tree preservation and replacement ordinance as a part of the Zoning Ordinance to protect valuable trees in areas which will be developed in the future.
6. The City should examine specific requirements for environmental protection that may be incorporated into the City's Subdivision regulations such as identification of subdivision landscaping standards and identification of existing trees of a substantial size as part of the preliminary plat required data.
7. The City should amend local controls to provide for 'green' development concepts.

**Objective D:** Proactively assist with High Island Creek Watershed Implementation Project.

Policy/Recommendations:

1. The City should encourage land owners to implement conservation practices on their land including, but not limited to, erosion control measures, installation of vegetative buffer zones adjacent to wetlands and keeping the creek bank intact in its natural state.

2. The City should encourage restoration of wetlands in areas proposed for urban development that were drained in conjunction with agricultural operations.
3. The City should attempt to minimize negative impacts by treating storm water close to where it falls thereby reducing downstream impacts and improving the overall water quality and clarity, and recharging groundwater through infiltration.
4. The City should require construction projects implement Best Management Practices (BMP's) as defined in the publication "Protecting Water Quality in Urban Areas" handbook (Minnesota Pollution Control Agency).
5. The City should educate residents about storm sewers and where storm water runoff is discharged.
6. The City should work with other High Island Creek Watershed Implementation Project Stakeholders to raise awareness of efforts to address water quality concerns.

**GOAL #2: WIDESPREAD KNOWLEDGE AND APPRECIATION OF NATURAL RESOURCE ISSUES.**

**Objective A:** 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.

Policy/Recommendations:

1. The City should educate the community to avoid selecting development sites (or minimizing the development footprint on sites) whose natural features and functions are highly valuable to the larger community. Such highly valuable sites may include intact riparian areas of High Island Creek, floodplains, prime agricultural lands, wetlands and the like. Construction on sites where soil, water, and vegetative/animal communities are in a fragile state because of surrounding development or the natural state of the site should be discouraged or minimized.
2. The City should maintain a current list of persons to contact at various local, state and federal agencies which are responsible for protecting the environment.
3. The City should distribute new information relating to environmental regulations to all policy makers and elected officials as it becomes available.
4. The City should promote environmental stewardship including reducing, recovering and recycling waste materials.
5. The City should maintain data that reflects the economic benefits of clean water to the local economy.
6. The City should proactively build an appreciation for environmentally sensitive or significant areas within the community.
7. The City should seek opportunities, such as conferences and publications to learn about emerging issues regarding the environment and provide training for elected and appointed officials to assist them in dealing with the complexities of environmental issues.

**GOAL #3: SUSTAINABLE BUILDING DESIGN.**

**Objective A:** Conduct community outreach regarding sustainable building design principals.

Policy/Recommendations:

1. The City should obtain or prepare information relating to sustainable building design for distribution to residents. Such information should address:
  - a. Site selection and layout,
  - b. Optimal energy efficiency,
  - c. Conservation and protection of water resources,
  - d. Use of materials that minimize life-cycle environmental impacts such as global warming, resource depletion and negative consequences for human health,
  - e. Enhancing indoor environment by maximizing day-lighting, controlling moisture and providing proper ventilation,
  - f. Consider operation and maintenance practices that reduce maintenance requirements, including water and chemical use.
2. The City should update its website with a sustainable building design page. Information available could include general concepts of sustainable design, links to additional information and pictures/illustrations of sustainable design projects.
3. The City should partner with a recognized expert to conduct a seminar (summit or workshop) for local contractors regarding sustainable building design.
4. The City should promote proper site selection for new construction including promoting consideration of reuse or rehabilitation of existing structures.

**Objective B:** Follow Minnesota Sustainable Building Guidelines (MSBG) for new municipal constructions.

Policy/Recommendations:

1. The City should request consultants preparing plans and specifications for new municipal facility construction projects consider Minnesota Sustainable Building Guidelines.
2. The City should consider implementing MSBG in new municipal facility construction projects.
3. The City should address MSBG in development manuals or site plan/subdivision review criteria.

# 3 DEMOGRAPHIC PROFILE

## I. PURPOSE

Analyzing future land use, housing, park, governmental, utility, and transportation needs of the City requires a basic review of demographic and social trends so as to develop assumptions for future growth. Demographic and social trends may lead to adjustments in future planning. For example, the general aging of the population (i.e. Baby Boomer's) will alter housing needs, workforce characteristics and park and recreation needs. Conversely, if a community is receiving an influx of young couples demands will likely be for starter housing, new educational facilities and active parks. The Information contained in this Chapter has been obtained through statistical data released by the United States Census Bureau, the State Demographer's Office, Sibley County and City of Arlington historical and current trend analysis, including building permit activity.

**Fact**

### BABY BOOMERS IN THE US

*There are 76.8 Million Baby Boomers  
(people born between 1946 & 1964)*

*Every day 7,918 Boomers turn age 60,  
that's 330 every hour!*

Source: US Census Bureau

## II. SOCIAL PROFILE SUMMARY

- Census 2010 data indicates that 71.6% of existing residential units are owner-occupied while 28.4% are renter occupied. The percentage of residential owner occupied to renter occupied units has narrowed over the previous decade.
- At the time of 2010 Census enumeration 5.2% of housing units were vacant, up from 3.3% of housing units in Census 2000 but down from 10% in 2009 (5-year ACS).
- Census data indicates the number of households within Arlington increased 14% over the past decade from 859 households in 2000 to 977 in 2010. This is a higher percent pace than the household growth within Sibley County. Continued but measured household growth within the City is expected over the next two decades.
- The average household size in 2010 (2.38) is down slightly from the 2000 Census report (2.39 persons). The average household size reported in the 2010 Census for Sibley County was 2.49 down significantly from 2.66 in the 2000 Census. Decreasing household size is likely due to the presence of group housing (i.e. senior nursing facilities and assisted living centers) in Arlington (66 persons in group housing in 2010). In addition, the decrease in household size follows national trends and is influenced by the general aging of the population.
- The 2010 Census reports a total of 259 rental units in the City of Arlington. This represents 28% of the total 911 occupied housing units within the City at the time of Census enumeration. The 72% owner occupied to 28% renter occupied ratio of housing types within the community is on par with the Minnesota Livable Communities Act desired benchmark of 70/30 for typical communities.
- When compared to other local jurisdictions and Sibley County, Arlington has a lower percent of family households (60.3%) and a corresponding higher number of non-family households (39.7%). When compared to 2000 Census data all jurisdictions have a reduced percentage of family households and an increasing percentage of nonfamily households.
- When comparing the amount of persons within various age groups over time the City of Arlington maintains a consistently smaller percentage of persons within the following age groups: ages 15-19, ages 40-44, ages 45-49, ages 50-54, ages 55-59 and ages 60-64 as compared to County population. This is consistent with age group classifications when comparing data from 1990 and 2000. However, the City of Arlington maintained a consistently larger percentage of persons within the following age groups: ages less than 5, ages 20-24, ages 25-29, ages 30-34, and ages 75 plus when compared to County population. With the exception of the growth in the 30-34 year old age group (would have been 20-24 in 2000 Census) the trend is consistent with the comparison of data from 1990 to 2000.
- When following a particular age group (Cohort) as they age we see Sibley County is has lost a significant portion of young people as they leave to go to college or pursue job opportunities outside the county. Comparatively, Arlington is holding onto youth/younger generations either by persons not leaving or replacement of those who leave with populations of similar ages. Since there is not a college or university within the City of Arlington it is assumed that young adults leaving for college are being replaced in the community by young adults moving east for job opportunities. Age cohort analysis for both the City and County indicates baby boomers are leaving the area in high numbers. Although the trend is more pronounced county-wide, it is also evident within the City limits. The trend could indicate a lack of support for aging in place, a lack of senior housing, and/or a desire of retirees to live closer to commercial/service hubs.

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## DEMOGRAPHIC PROFILE

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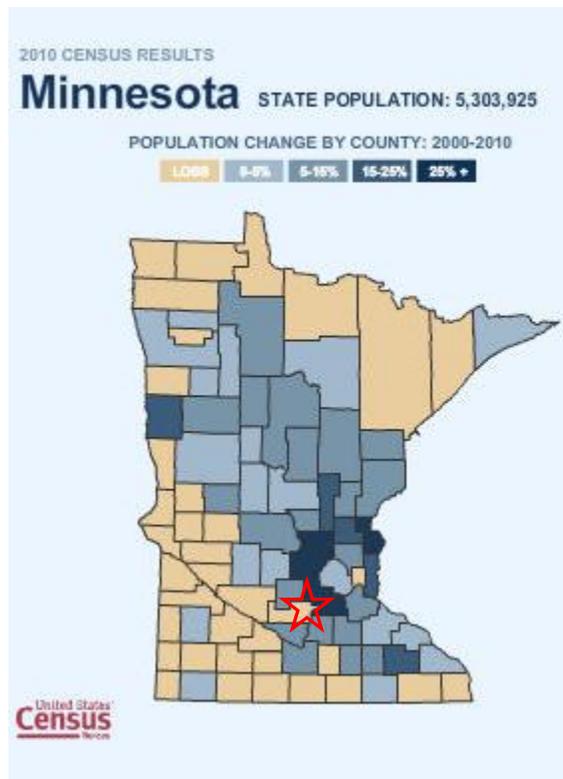
- 2010 Census statistics indicate approximately 94.3% of Arlington residents classify themselves as white or Caucasian compared with 96.23% of those in the County and 86% of the entire population in the State of Minnesota.
- As defined in Census in 2010 there were significantly more females (53% of the population) than males (47% of the population) residing in Arlington, a statistic consistent with the 2000 Census. The ratio is greatest in persons over age 60 indicative of life expectancy being longer for women than men.
- According to 2012 five-year American Community Survey (ACS) data, there were 1,521 people in Arlington 25 years of age and older. Of these, nearly 85% of persons over age 25 graduated from high school, lower than any other community surveyed with the exception of Gaylord (82%). Just over 13% of Arlington's population obtained bachelor's degrees or higher, lower than all other jurisdictions surveyed with the exception of Green Isle (11.7%).
- Employment statistics from the 2012 five-year ACS indicate 1,282 people (71%) over age 16 are in the workforce, up from 1,049 people (67.5%) identified in Census 2000. Depending on where they live in the City of Arlington, the mean time traveled to work is 25.6 minutes, longer than the 23.7 minutes illustrated in Census 2000.
- The 2012 5-year ACS reports a median family income (MFI) in Arlington of \$59,904 above the MFI of the cities of Gaylord and Green Isle, but well below that of Sibley County and the State. The 2012 ACS estimate is an increase greater than \$10,000 over Census 2000 findings.

III. POPULATION GROWTH

A. Regional and Statewide Context

According to historic Census information cataloged by the Center for Small Towns (UMM) the population of the City of Arlington has increased by 18% in the past 20 years from 1,886 persons in 1990 to 2,233 persons in 2010. Sibley County experienced an overall growth rate of six (6) percent although the population peaked in 2000 and has been in decline in the previous decade. Figure 3-1 below illustrates Minnesota’s Population Change at the County level. As indicated, overall Sibley County experienced a population decline between 2000 and 2010, however, Scott and Carver counties grew at the fastest rate in Minnesota.

**Figure 3-1  
MN Population Change By County  
2000 – 2010**



Source: U.S. Census Bureau

Overall Minnesota's population is projected to grow to 5.68 million by 2020 and 5.98 million by 2030, the pace of growth is a reduction of that forecast previously. The current population is 5.30 million. Gains are expected to be greatest in the Rochester-Twin Cities-St. Cloud corridor, but many rural areas can anticipate growth as well, especially if they are ‘bedroom communities’ in relatively close proximity to metropolitan fringes. Scott, Sherburne and Carver counties are projected to be the fastest-growing in this decade while over 30 counties, mostly in western Minnesota, are expected to lose population.

Table 3-1 on the below illustrates the changes in population that have taken place over time in Arlington, Sibley County and the State of Minnesota.

**TABLE 3-1  
POPULATION TRENDS**

	1990	2000	1990 – 2000 Change & % Change		2010	2000 – 2010 Change & % Change	
<b>Arlington</b>	1,886	2,048	162	8.6%	2,233	185	9%
<b>Sibley County</b>	14,366	15,356	990	6.9 %	15,226	(130)	-1%
<b>Minnesota</b>	4,375,099	4,919,479	544,380	12.4%	5,303,925	384,446	7.8%

Source: U.S. Census Bureau

**B. City of Arlington Context**

Growth within Arlington over the past 20 years has been facilitated by its geographic location adjacent to an expanding metropolitan area. More recently of course, the Great Recession has had obvious impacts on housing development across the nation, state, and locality. However, as growth rebounds in Scott and Carver Counties, spillover is expected in Arlington. Most probably that spillover will be in the form of rooftops which may generate additional commercial sales growth which will continue to grow as a 'bedroom' community. This is consistent with trends that show increased movement toward rural areas located near large metropolitan areas. It is reasonable to expect that the City's population will continue to grow as people migrate from the growing metropolitan areas in search of moderately priced homes/lots.

**IV. CITY OF ARLINGTON POPULATION AND HOUSEHOLD PROJECTIONS**

It is understood the nature of the City's future with respect to economic development and housing, agricultural, retail, commercial, and industrial market potentials depends to a great extent on the population growth that may take place in the coming years (i.e. population projections). Projections are estimates of future populations based on statistical models that extrapolate past and present trends into the future. The confidence with which future market situations may be assessed is closely related to the quality of the population projections employed. As such, the provision of high quality projections has been a basic aim for this report and for support of community and/or municipal service policy development.

However, developing population projections is complex. Such projections can be created through very simple or very complex calculations but must be based on available data and desired use of the projection. There is always a greater difficulty in deriving population projections for small geographic areas because small geographic areas can be more likely to exhibit short term variations. In particular population estimates and projections for small areas are extremely difficult because of the influence of in and out migration of population, annexation, land availability, zoning, infrastructure availability, and other factors that have a large impact at the local level. With this in mind a multi-step methodology, employing several sources of the most currently available data that is consistent with established demographic practices has been employed.

It is further understood that population projections developed by the Minnesota Demographer's Office for Sibley County were made using a Cohort-Component Methodology. This methodology first separates the population into five-year age groups by gender, called cohorts. It then applies the various components of population change (births, deaths, and migration) to each cohort in five-year increments over the projection period.

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The approach used for the municipal projections involves the use of four different projection methods. For each method, the city's population is projected for 2015, 2020, 2025, 2030, and 2035. Then the methods are averaged for each projection year to create an average of all methods.

### Model #1: Linear (Bottom-up) Approach

Method one employs a linear mathematical extrapolation technique taking the City's population from a base period and extrapolating it into the future. This method is based on the actual numerical change (i.e. amount of change). The calculation is not based on or compared to Sibley County. The linear mathematical extrapolation technique has simply been employed at the county level to provide context for the City data. This method assumes that population growth takes place at equal increments per year and growth takes on a linear pattern over a period of time. Two different linear projections have been developed by using two different base years (i.e. 1990 and 2000).

**TABLE 3-2  
CITY POPULATION PROJECTION LINEAR EXTRAPOLATION (UPDATED 2014)**

Year	Population City of Arlington (10 Year)	Population Sibley County (10 Year)
2000	2,048	15,356
2010	2,233	15,226
2015	2,326	15,161
2020	2,418	15,096
2025	2,511	15,031
2030	2,603	14,996
2035	2,696	14,901

### Model #2: Exponential Method

Method two employs an exponential mathematical extrapolation technique taking the City's population from a base period and extrapolating it into the future. This method is based on the actual percentage change over the period examined. The calculation is not based on or compared to Sibley County. The exponential mathematical extrapolation technique has simply been employed at the county level to provide context for the City data. This method first computes an average growth rate using natural logarithms and then extrapolates that rate to produce projected population.

**TABLE 3-3  
CITY POPULATION PROJECTION EXPONENTIAL EXTRAPOLATION**

Year	Population City of Arlington (10 Year)	Population Sibley County (10 Year)
2000	2,048	15,356
2010	2,233	15,226
2015	2,334	15,162
2020	2,435	15,097
2025	2,545	15,033
2030	2,655	14,969
2035	2,775	14,906

Model #3: Share Ratio (Top Down) Method

Method three employs a ratio approach to projecting population expressing the data as a ratio or share of a larger 'parent' population. In this case that 'parent' population is the projections developed by the Minnesota Demographer for 2015 thru 2035 (base population is 2010 Sibley County estimate). This method computes the City's share of the county's population growth between 2010 and two different base years (i.e. 2000 and 2010) and then allocates it to an equal share of the county's projected population growth over the projection period. The share ratio results in a projected decrease in the City's population as the share is constant but the parent population is decreased over the previous ten year period.

**TABLE 3-4  
CITY POPULATION SHARE RATIO**

Year	Population City of Arlington	Population Sibley County
	(10 Year)	(10 Year)
2000	2,048	15,356
2010	2,233	15,226
2015	2,211	15,796
2020	2,269	16,208
2025	2,321	16,578
2030	2,368	16,913
2035	2,403	17,166

Model #4: Shift Ratio Method

Method four also employs a ratio approach to projecting population. The 'parent' population are projections developed by the Minnesota Demographer for 2010 thru 2035 (base population is 2010 Sibley County Census population). This method combines elements of the linear mathematical technique and the share ratio technique both of which were employed earlier.

**TABLE 3-5  
CITY POPULATION SHIFT RATIO**

Year	Population City of Arlington	Population Sibley County
	(10 Year)	(10 Year)
2000	2,048	15,356
2010	2,233	15,226
2015	2,527	15,796
2020	2,593	16,208
2025	2,652	16,578
2030	2,706	16,913
2035	2,747	17,166

A summary of the four methods of forecasting population is illustrated in the following Table together with averages in five-year increments.

**TABLE 3-6  
SUMMARY OF POPULATION PROJECTIONS**

Year	Method 1	Method 2	Method 3	Method 4	Average
2010	2,233	2,233	2,233	2,233	2,233
2015	2,326	2,334	2,211	2,527	2,300
2020	2,418	2,435	2,269	2,593	2,429
2025	2,511	2,545	2,321	2,652	2,507
2030	2,603	2,655	2,368	2,706	2,583
2035	2,696	2,775	2,403	2,747	2,655

The City of Arlington has made a conscious decision to base the analysis of future development and redevelopment on the second method of population projection as highlighted above. Table 3-8 below projects future households based upon method two above. This is the basis for the remaining chapters within the Comprehensive Plan.

In addition based on review of U. S. Census Block information, an estimated 55 households are within the orderly annexation area, mostly clustered in the Highland Circle area; at 2.34 persons per household the existing population within the orderly annexation area is estimated at 130.

Finally, the City would like to acknowledge to potential impact reconstructed/rerouted Highway 212 could have on the pace of growth in Arlington. As the roadway is improved west of Chaska and toward Norwood Young America, Arlington is expected to grow at a more rapid pace as a result.

**TABLE 3-7  
CITY OF ARLINGTON SELECTED POPULATION PROJECTION METHODOLOGY  
POPULATION AND ESTIMATED HOUSEHOLDS**

Year	Pop. Projection Method # 2	Households*
2010	2,233	938
2015	2,334	980
2020	2,435	1,023
2025	2,545	1,069
2030	2,655	1,115
2035	2,775	1,166

\* 2.38 persons/household based on Census 2010

**V. BUILDING PERMIT TRENDS**

Historically building permit trends can be a useful tool in projecting future growth. However, since the Great Recession new home permits have nose-dived. Although some areas are beginning to rebound (mostly urban areas that were growing exponentially prior to the Great Recession) new construction in Arlington, like most urban fringe areas remains slow at best. Given time the abysmal new housing start pace is expected to moderate. Growth rates experienced in the early 2000's are not expected as meaningful reforms in the credit system require larger down payments, lower loan to value ratios, and credit scrutiny.

The following Table illustrates new single-family homes (attached and detached) beginning in the year 2001 and through 2013.

**TABLE 3-8  
SINGLE-FAMILY HOUSING CONSTRUCTION SUMMARY**

Year	Number	Total Value	Average \$ Value/Home
2001	11	\$ 1,347,800	\$ 122,527
2002	8	\$ 1,071,500	\$ 133,938
2003	9	\$ 1,271,000	\$ 141,222
2004	15	\$ 2,284,578	\$ 152,305
2005	7	\$ 1,174,000	\$ 167,714
2006	9	\$ 1,439,000	\$ 159,889
2007-2013	1	\$ 205,000	\$ 205,000
<b>TOTAL</b>	<b>60</b>	<b>\$ 8,792,878</b>	<b>\$ 146,548</b>

Source: City of Arlington Building Permit Records

A review of the type of unit occupied (i.e. owner occupied or renter occupied) is an important measure of the sustainability of the community's housing stock. A diversity of housing options prevents a polarization of residents into one age or income group. Census 2010 data indicates that 71.6% of existing residential units are owner-occupied while 28.4% are renter occupied. The percentage of residential owner occupied to renter occupied units has narrowed over the previous decade. In the 2000 Census 78.5% of the residential units constructed were owner-occupied and 21.5% were renter-occupied or multiple-family units. Interest rates, which make home ownership affordable, guiding of land for multiple-family uses and market demand for units will impact future housing types.

At the time of 2010 Census enumeration 5.2% of housing units were vacant, up from 3.3% of housing units in Census 2000 but down from 10% in 2009 (5-year ACS).

## VI. HOUSEHOLDS, HOUSING UNITS, AND GROWTH

Various data sources can be reviewed to provide a profile of the households in Arlington. Census data indicates the number of households within Arlington increased 14% over the past decade from 859 households in 2000 to 977 in 2010. This is a higher percent pace than the household growth within Sibley County. Continued but measured household growth within the City is expected over the next two decades. The State Demographer's Office anticipates the number of households within Sibley County to increase from 6,034 households to 6,894 households or a 14% increase between the year 2010 and 2030 (based on 2.49 persons per household).

The average household size in 2010 (2.38) is down slightly from the 2000 Census report (2.39 persons). The average household size reported in the 2010 Census for Sibley County was 2.49 down significantly from 2.66 in the 2000 Census. Decreasing household size is likely due to the presence of group housing (i.e. senior nursing facilities and assisted living centers) in Arlington (66 persons in group housing in 2010). In addition, the decrease in household size follows national trends and is influenced by the general aging of the population.

A closer review of housing stock, housing tenure, (i.e. owner occupied or renter occupied) and housing type (i.e. single family detached, attached, apartment unit) are important measures of the sustainability of the community's housing stock. A diversity of housing options prevents a polarization of residents into one age or income group.

Table 3-10 illustrates differences in selected housing unit and population characteristics for comparative political jurisdictions. A few noteworthy items:

- While the estimated population of Arlington is lower than Gaylord, the number of dwelling units is higher in Arlington than in Gaylord.
- Arlington's increased population in group quarters is due to the presence of the Good Samaritan Center, the Hospital, and the Golden Hearts complex. The vast majority of persons in group quarters in Arlington are elderly.
- Typically, the higher the percentage of home owners with mortgages/other loans the lower the average age of the population and vice versa. Areas with lower average ages often have more changes in dwelling unit occupants and a more changeable rental/real estate market as younger persons are more mobile. The increase in the presence of younger adults in eastern Sibley County is attributed to proximity to employment opportunities in the Twin Cities.
- The 2010 Census reports a total of 259 rental units in the City of Arlington. This represents 28% of the total 911 occupied housing units within the City at the time of Census enumeration. The 72% owner occupied to 28% renter occupied ratio of housing types within the community is on par with the Minnesota Livable Communities Act desired benchmark of 70/30 for typical communities.
- Of the total 1,018 housing units in Arlington, 89% were occupied (911 units) with 107 units (11%) vacant. A portion of the vacancy rate is attributable to migrant housing units present in Arlington. A typical vacancy rate indicative of a healthy housing market lies between a three and five percent vacancy. The higher number of vacant units within the City of Arlington indicates a slow rebound from the depths of the Great Recession in 2008. It is noted that excess vacancy leads to a 'buyers' market where sales prices and rental rates may be held in check due to abundant supply. It is further noted markets in Carver County and Scott counties are rebounding significantly with markets reverting to 'sellers' favor. The trend is expected to reach Arlington within the next decade, albeit at a less impressive rate.

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**TABLE 3-9  
COMPARISON OF SELECTED HOUSING CHARACTERISTICS**

	City of Arlington	City of Gaylord	City of Green Isle	Arlington Township	Sibley County
<b>Total Dwellings</b>	1,018	996	240	214	6,582
<b>Occupied Dwelling Units</b>	911	929	218	202	6,043
<b>Vacant Dwelling Units</b>	11%	6.7%	9.2%	5.6%	8.3%
<b>Owner Occupied/Rental Dwelling Unit Mix</b>	72/28%	70/30%	92/8%	92/8%	81/19%
<b>Owned w/ Mortgage or Loan</b>	66%	63%	82%	66%	63%
<b>Owned Free and Clear</b>	34%	37%	18%	34%	37%
<b>Owner Occupied Dwellings</b>	64%	70%	92%	92%	74%
<b>Avg. Hhld Size Owner Occupied Units</b>	2.53	2.56	2.59	2.66	2.55
<b>Owner Occupied Family Households</b>	68%	73%	72%	82%	74%
<b>Owner Occupied Non-family Households</b>	32%	28%	28%	18%	26%
<b>Renter Occupied Dwellings</b>	259	277	17	16	1139
<b>Avg. Hhld Size Rental Units</b>	1.99	2.11	2.29	3.00	2.20
<b>Renter Occupied Family Households</b>	40%	42%	59%	69%	45%
<b>Renter Occupied Non-family Households</b>	60%	58%	41%	31%	55%
<b>Number in Group Quarters</b>	66	53	0	0	230
<b>Total Population</b>	2,233	2,305	559	543	15,226
<b>Percentage of Population in Group Quarters</b>	3.0%	2.1%	0%	0%	1.5%
<b>Number of Migrant Housing Units</b>	26	0	0	1	28

Source: U.S. Census, 2010 Decennial.

**VII. ARLINGTON SOCIAL CHARACTERISTICS**

**A. Household size and type.**

As illustrated in Table 3-10 when compared to other local jurisdictions and Sibley County, Arlington has a lower percent of family households (60.3%) and a corresponding higher number of non-family households (39.7%). The relatively higher number of non-family households is related to a more diverse style of housing units and the larger number of residents in group quarters.

It is noted when compared to 2000 Census data all jurisdictions have a reduced percentage of family households and an increasing percentage of nonfamily households. Family households include the householder and one or more members related to the householder by marriage, birth, or adoption. Non-family households include people living alone and persons living together who are not related to the householder through birth, marriage, or adoption.

It would be expected the percentage of nonfamily households would increase as the population ages and seniors opt to age in their own homes. This is not the case at this time as the percentage of nonfamily householders living alone has decreased across the board from Census 2000. The data suggests the increase in nonfamily households throughout the survey area is due to an decrease in marriage rates. In the future it is expected the number of persons living alone will further increase due to the aging of the population.

**TABLE 3-10  
HOUSEHOLD COMPARISON – ARLINGTON**

Total households	Arlington	Gaylord	Green Isle	Arlington Twp	Sibley County
<b>Family households</b>	60.3%	63.5%	70.6%	80.7%	68.5%
<b>Husband/Wife family</b>	44.3%	48.2%	51.8%	72.3%	56.5%
<b>Male hhlder living alone</b>	4.3%	5.2%	7.3%	4.5%	4.6%
<b>Female hhlder living alone</b>	11.6%	10.1%	11.5%	4.0%	7.4%
<b>Nonfamily households</b>	39.7%	36.5%	29.4%	19.3%	31.5%
<b>Male hhlder living alone</b>	13.5%	13.2%	11.9%	8.4%	13.2%
<b>Female hhlder living alone</b>	20.90%	19.4%	11.0%	8.4%	14.0%

Source: 2010 Census, Table DP-1

**B. Age.**

It is beneficial to examine age groupings within the community in terms of both the change of age group distribution over a comparative period (i.e. from Census 2000 to Census 2010) and the following of age cohorts over a comparative period (i.e. from Census 1000 to Census 2010). Age groupings can provide useful and thought provoking information regarding age ranges and changes, whereas, age cohort comparisons can help explain why age ranges have changed over time.

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Table 3-11 compares age groupings in 2010 and 2000 for both the City of Arlington and Sibley County. It is noted that the City of Arlington maintains a consistently smaller percentage of persons within the following age groups: ages 15-19, ages 40-44, ages 45-49, ages 50-54, ages 55-59 and ages 60-64. This is consistent with age group classifications when comparing data from 1990 and 2000.

It is further noted that during the same time period the City of Arlington maintained a consistently larger percentage of persons within the following age groups: ages less than 5, ages 20-24, ages 25-29, ages 30-34, and ages 75 plus. With the exception of the growth in the 30-34 year old age group (would have been 20-24 in 2000 Census) the trend is consistent with the comparison of data from 1990 to 2000.

**TABLE 3-11  
AGE GROUPING COMPARISON – ARLINGTON & SIBLEY COUNTY**

Place/Age Group	CENSUS 2000				CENSUS 2010			
	Arlington		Sibley County		Arlington		Sibley County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under 5 years	150	7.3%	1,020	6.6%	169	7.6%	1,043	6.9%
5 to 9 years	147	7.2%	1,155	7.5%	175	7.8%	1,114	7.3%
10 to 14 years	167	8.2%	1,285	8.4%	166	7.4%	1,094	7.2%
15 to 19 years	121	5.9%	1,178	7.7%	138	6.2%	976	6.4%
20 to 24 years	132	6.4%	772	5.0%	128	5.7%	686	4.5%
25 to 29 years	160	7.8%	817	5.3%	152	6.8%	841	5.5%
30 to 34 years	126	6.2%	917	6.0%	164	7.3%	935	6.1%
35 to 39 years	150	7.3%	1,226	8.0%	159	7.1%	866	5.7%
40 to 44 years	118	5.8%	1,196	7.8%	114	5.1%	930	6.1%
45 to 49 years	107	5.2%	1,048	6.8%	157	7.0%	1,251	8.2%
50 to 54 years	101	4.9%	836	5.4%	111	5.0%	1,179	7.7%
55 to 59 years	82	4.0%	714	4.6%	107	4.8%	1,037	6.8%
60 to 64 years	87	4.2%	670	4.4%	101	4.5%	795	5.2%
65 to 69 years	96	4.7%	665	4.3%	82	3.7%	640	4.2%
70 to 74 years	79	3.9%	595	3.9%	72	3.2%	553	3.6%
75 to 79 years	72	3.5%	465	3.0%	80	3.6%	505	3.3%
80 to 84 years	70	3.4%	403	2.6%	56	2.5%	383	2.5%
85 years+	49	2.4%	249	1.6%	102	4.6%	398	2.6%
<b>TOTAL</b>	<b>2,048</b>	<b>100</b>	<b>15,356</b>	<b>100</b>	<b>2,233</b>	<b>100</b>	<b>15,226</b>	<b>100</b>

Table 3-12 compares age cohorts as they progress through time from 1990, 2000, and 2010. Data displayed is applicable to the City of Arlington and Sibley County. This comparison helps us to look at the changes in a group (cohort) as it ages over time, we are comparing the 30 to 39 year olds of 1990 as they age over time and become the 60 to 69 year olds of 2010 (part of baby boom generation). This provides a snapshot of who is moving in and leaving the jurisdiction.

Examination of age cohorts reveals that as a whole Sibley County is has lost a significant portion of young people as they leave to go to college or pursue job opportunities outside the county. Comparatively, Arlington is holding onto youth/younger generations either by persons not leaving or replacement of those who leave with populations of similar ages. Since there is not a college or university within the City of Arlington it is assumed that young adults leaving for college are being replaced in the community by young adults moving east for job opportunities.

Age cohort analysis for both the City and County indicates baby boomers are leaving the area in high numbers. Although the trend is more pronounced county-wide, it is also evident within the City limits. The trend could indicate a lack of support for aging in place, a lack of senior housing, and/or a desire of retirees to live closer to commercial/service hubs.

**TABLE 3-12  
AGE COHORTS – ARLINGTON & SIBLEY COUNTY**

City of Arlington Age Cohorts						
Age in 1990	Number	Age in 2000	Number	Age in 2010	Number	Numerical Change
< 10	282	10-19	288	20 – 29	280	-2
10-19	259	20 – 29	292	30 – 39	323	64
20 – 29	247	30 – 39	276	40 – 49	271	24
30 – 39	247	40 – 49	225	50 – 59	118	-129
40 – 49	186	50 – 59	183	60 – 69	183	-3
50 – 59	167	60 – 69	183	70 – 79	152	-15
60 – 69	163	70 – 79	151	80+	158	-5
	1,551		1,598		1,485	-66

\* Number of persons in Census 2010 aged <20 = 648 (29% of total population in 2010)

Sibley County Age Cohorts						
Age in 1990	Number	Age in 2000	Number	Age in 2010	Number	Numerical Change
< 10	2,250	10-19	2,463	20 – 29	1,527	-723
10-19	2,160	20 - 29	1,589	30 – 39	1,801	-359
20 – 29	1,619	30 - 39	2,143	40 – 49	2,181	562
30 – 39	2,078	40 - 49	2,244	50 – 59	2,216	138
40 – 49	1,548	50 - 59	1,550	60 – 69	1,435	-113
50 – 59	1,436	60 - 69	1,335	70 – 79	1,058	-378
60 – 69	1,343	70 - 79	1,060	80+	781	-562
	12,434		12,384		10,999	-1,435

\* Number of persons in Census 2010 aged <20 = 4,227 (28% of total population in 2010)

The Minnesota Demographer’s Office has identified three major trends with serious implications for rural communities. The trends are:

- The number of older adults will increase substantially over the next 20 years. For the first time ever, by 2020 there will be more persons aged 65 and over than school aged children (5-18). The aging of the population is generally more pronounced in rural Minnesota as evidenced by the fact that while only 30% of the state’s total population lives in rural Minnesota, 41% of those aged 65 or over reside in rural Minnesota. The aging population will impact local governments in a variety of ways. For example, there will be changes in demands for services especially as it relates to health care access, transportation alternatives, and measures to accommodate aging in place. A second local impact will be a shrinking labor pool, if not for net immigration the size of the available labor force will be steady to decreasing.
- Young adults are leaving rural communities in vast numbers. Five times as many college graduates moved to the Twin Cities region from elsewhere in Minnesota in 1990 as moved in the opposite direction. This trend continues today.

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- Population growth within Minnesota is concentrated in areas adjacent to a corridor running from Olmsted County to Lake of the Woods. A total of 75% of Minnesota's growth since 1990 has occurred within this corridor. Sibley County is not included in the corridor; however, the Sibley County's easternmost areas are adjacent to counties included in the corridor.

All three of these demographic trends have economic and social ramifications in the areas of education, health care, fiscal health, business and housing that may impact the ability of rural communities to maximize their economic potential.

### C. Gender.

As defined in Census in 2010 there were significantly more females (53% of the population) than males (47% of the population) residing in Arlington, a statistic consistent with the 2000 Census. It is interesting to note in both Census 2010 and Census 2000 that the number of males in the community is greater than females in nearly all age categories except those over age 60. A total of 14% of the female population is over age 60, whereas only eight percent of the male population is over age 60. This is consistent with life expectancies being longer for women than men.

### D. Education/Educational Attainment.

Arlington is a part of Sibley East School District, which includes the communities of Arlington, Gaylord and Green Isle and the surrounding area. The 2012 American Community Survey (five year comparison) finds 512 persons aged three and over are enrolled in school, up from Census 2000 which illustrated 472 persons aged three and over were enrolled in school. Of those 512 students: 107 were enrolled in college as an undergraduate (up significantly from the 2000 Census estimate of 30 students)(6.4%) were enrolled in college or graduate school; 93 students were enrolled in high school (grades 9-12); 249 students were enrolled in middle or elementary school (grades 1-8); 29 students were in kindergarten; and, 34 were enrolled in nursery school or preschool. It is noted the number of pre-K and elementary/middle school children decreased in the latest ACS over Census 2000.

Table 3-13 compares educational attainment characteristics of Arlington with similar political jurisdictions and the county average.

**TABLE 3-13  
EDUCATIONAL ATTAINMENT COMPARISON (PERCENT)**

Percent of population 25 years & over	Arlington	Sibley Co	Arlington Twp	Gaylord	Green Isle
Less than 9th grade	7.60%	6.50%	1.90%	10.5%	5.30%
9th to 12th grade, no diploma	7.90%	5.60%	4.20%	7.80%	3.90%
High school graduate (incl. equivalency)	30.80%	41.10%	45%	44.00%	40.80%
Some college, no degree	28.90%	23.00%	18.20%	17.70%	24.80%
Associate degree	11.50%	9.50%	13.90%	5.30%	14%
Bachelor's degree	9.00%	11.40%	13.00%	11.80%	9.60%
Masters or Professional degree	4.00%	2.90%	3.80%	2.90%	2.10%
Percent high school graduate or higher	84.50%	87.80%	93.90%	81.70%	90.80%
Percent bachelor's degree or higher	13.30%	14.20%	16.7%	14.70%	11.70%

DEMOGRAPHIC PROFILE

According to 2012 five-year American Community Survey (ACS) data, there were 1,521 people in Arlington 25 years of age and older. Of these, nearly 85% of persons over age 25 graduated from high school, lower than any other community surveyed with the exception of Gaylord (82%). Just over 13% of Arlington’s population obtained bachelor’s degrees or higher, lower than all other jurisdictions surveyed with the exception of Green Isle (11.7%).

**E. Employment.**

Employment statistics from the 2012 five-year ACS indicate 1,282 people (71%) over age 16 are in the workforce, up from 1,049 people (67.5%) identified in Census 2000. Depending on where they live in the City of Arlington, the mean time traveled to work is 25.6 minutes, longer than the 23.7 minutes illustrated in Census 2000.

According to the most current data available at the time of the drafting of this chapter (January 2014), the Local Area Unemployment Survey (LAUS) data compiled by the Mn. Department of Employment and Economic Development (DEED) estimates 10,296 people are in the labor force in Sibley County (up from 8,643 included in the 2008 Comprehensive Plan update). In Sibley County of those in the labor force 9,865 are employed, resulting in a 4.2% unemployment rate. During this same time period Minnesota had an unemployment rate of 4.7% and the United States unemployment rate was 6.7%.

Data compiled by DEED can be used to compare average wages for employees in Arlington to other areas. According to the most recent data available at the time of writing this chapter (second quarter of 2013) the average wage in Arlington was \$599/week (\$14.98/hour), up from the 2007 average of \$423.00 per week (\$10.58/hour). Table 3-16 compares weekly/hourly wages earned within the City of Arlington with other political jurisdictions and the county and state averages. It is noted wages within Arlington are lower than those in all other areas polled and significantly lower than the county and state average. The lower average wage within the City of Arlington is likely due to a higher concentration of jobs within the community in the service-providing domain rather than the goods-producing domain and the location of the community in relation to metropolitan statistical areas.

**TABLE 3-14  
WAGE COMPARISON**

Area	Avg. Weekly Wage	Avg. Hourly Wage	Estimated # of Employees	Total Estimated Quarterly Payroll Millions
Arlington	\$599	\$14.98	826	\$6.44
Gaylord	\$657	\$16.43	1,537	\$13.13
Green Isle	\$674	\$16.85	126	\$1.10
Sibley County	\$639	\$15.98	4,225	\$35.10
Minnesota	\$928	\$23.20	2,706,000	\$32,666

Source: Mn. Department of Employment and Economic Development (QCEW)

**F. Income.**

The 2012 5-year ACS reports a median family income (MFI) in Arlington of \$59,904 above the MFI of the cities of Gaylord and Green Isle, but well below that of Sibley County and the State. The 2012 ACS estimate is an increase greater than \$10,000 over Census 2000 findings.

**TABLE 3-15  
INCOME COMPARISON**

Area	Per Capita Income	Household Income	Family Income
Arlington	\$23,878	\$48,145	\$59,904
Gaylord	\$20,847	\$37,031	\$53,537
Green Isle	\$25,957	\$49,779	\$51,875
Sibley County	\$25,023	\$52,996	\$63,844
Minnesota	\$30,656	\$59,126	\$74,023

Source: 2012 ACS 5-Year Estimate

It is noted that household income includes the income of the householder and all other individuals fifteen (15) years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income. Family income is the incomes of all members fifteen (15) years old and over related to the householder. The 2012 5-year ACS estimates 13.1% of Arlington’s is living below the poverty level, up from 7.5% illustrated in Census 2000. The Arlington estimate is higher than estimates for Green Isle (1.9%), Sibley County (8.4%), and Minnesota (7.2%); however, lower than the estimate for Gaylord (18.9%). Poverty is defined on a sliding scale by size of family and number of related children under the age of 18. It is noted poverty thresholds as defined by the U.S. Census are \$11,945/year for one person under the age of 65 and \$11,011/year for one person over the age of 65. For a family of four with two related children the threshold is \$24,069/year.

**G. Race.**

2010 Census statistics indicate approximately 94.3% of Arlington residents classify themselves as white or Caucasian compared with 96.23% of those in the County and 86% of the entire population in the State of Minnesota.

# 4 LAND USE PLAN

## I. PURPOSE

The Land Use Plan is the navigational hub and center-point of this Comprehensive Planning effort. The land use plan sets forth the City's diagram for the desired form, pace and intensity of future growth and redevelopment. All subsequent planning efforts including, but not limited to, facilities, utilities, and fiscal planning will stem from this common center. Land use planning will help Arlington prepare for success in reaching its 2030 vision.



A basic goal for the land use plan involves guiding investment and resources to designated areas and helping to stabilize areas where little change is expected over the course of the plan.

In addition, this portion of the Comprehensive Plan describes existing patterns of development and compares/contrasts that with desired patterns of development. For example, the land use plan identifies under-utilized areas within established neighborhoods; as such the City may wish to direct rehabilitation resources (time, policy and fiscal) toward those under-utilized areas. In another example, the City may wish to move away from lineal, single tier highway commercial development toward the establishment of commercial nodes centered on high functioning intersections.

Other fundamental purposes of the land use plan include: maintaining/promoting cost-effective, orderly development and redevelopment patterns throughout the City; enhancing the quality of life within the City; and, resisting deterioration of the developed areas of the City.

This portion of the Arlington Comprehensive Plan includes:

- Analysis of existing land use Inventory/analysis by type and volume;
- Analysis of zoning classifications and lot standards;
- Analysis of potential reinvestment areas, identification of areas of stability and areas of change and comment on existing non conforming uses;
- A future land use plan and maps; and,
- Land use goals, objectives, and policies.

Good land use planning equates to sound municipal policy-making.



**ASK:** Does this plan prepare Arlington for success in pursuing its vision?

The vision for future growth and development of land forms the basis of this plan. As defined throughout various public input sessions, refined by the Arlington Comprehensive Plan Task Force, and stated in the Introduction to the Comprehensive Plan, the following Visioning Statement is the guide for the development of this element of the Comprehensive Plan:

**In 2035 Arlington will have maintained its small town character while providing a diverse tax base with housing and recreational opportunities for all ages and backgrounds, while recognizing its strengths in a strong, centralized educational system, a vibrant, friendly downtown, and a commitment to organized, well-managed growth.**

**II. EXISTING LAND USE**

**A. EXISTING LAND USE INVENTORY**

Land use analysis is beneficial in assisting with the identification of historical and existing land use volumes along with vacant and re-developable parcels within the current corporate limits. This analysis offers a framework for projecting land use demand and guiding the type of use, the pace of development and the intensity of future growth. Table 4-1 on the following page and Map 4-1 at the close of this chapter illustrate land uses in the City in 2014 as determined through analysis of 2014 payable property tax data obtained from the Sibley County Assessor's Office and a windshield survey by MDG, Inc. The information included in Table 4-1 is merely an *estimate* based on limited information available and should not be construed as an *exact* number.

The method used to calculate acreage volumes per tax class included examination of individual tax classes by PID, legal description, lot size, estimated market values and existing zoning. Windshield surveys assisted in the categorization of existing uses.

**EXISTING LAND USE INVENTORY**  
is based on property tax  
classification



Property tax classifications may  
or may not be equal to the  
**EXISTING ZONING CLASSIFICATION**

 **NOTE**

It is important to recognize the difference between the volume (area) of existing uses based on tax classification and the volume (area) of uses within each zoning classification. Existing land uses and volumes of acreage within existing zoning classes can vary widely depending on the accuracy of the official zoning map and the volume of non-conforming uses.

The U.S. Census confirms 1.91 square miles (1,002 acres) of land area within the City of Arlington in 2010, an increase of 61 acres over the total land area in 2000 (941 acres).

Low density (i.e. one and two family residences) and agricultural uses comprise the majority of existing land uses within the City of Arlington. An estimated 20 acres of the City is impacted by flood plain adjacent to High Island Creek.

**TABLE 4-1  
2014 LAND USE VOLUMES**

EXISTING USE	ACRES	% OF CITY
Agricultural	291	29.04%
Industrial	48	4.79%
Commercial CBD	8.14	0.81%
Mixed Uses	3.98	0.40%
Highway Commercial	30.92	3.09%
Schools/Churches	47	4.69%
Public/Parks	38.54	3.85%
Medium Density Residential (Apartments)	8.5	0.85%
Low Density Residential (1 & 2 family)	275.57	27.50%
Vacant lots*	33.88	3.38%
ROW**	195.8	19.54%
Flood Plain***	20.67	2.06%
<b>Total</b>	<b>1002</b>	<b>100.00%</b>

\* Not all have improvements installed; \*\* Industry estimate standard (20%); \*\*\* Scaled Estimate

Source: MDG, Inc.

**B. EXISTING LAND USE DESCRIPTION/ANALYSIS**

Various land uses currently exist within the City are generally the result of residential growth on the edges of the original townsite. The original townsite was platted in 1881, since then 39 additional plats have been recorded at Sibley County. Clusters of plats were developed in the late 1910's and early 1920's, the late 1940's and early 1950's, the late 1970's and earlier within this century. Map 4-2 at the close of this chapter illustrates subdivisions within the City of Arlington.

Following is a description of each of the land uses within Arlington.

Residential Land Uses

Comprising 28% percent of the City; residential development (all densities) is the largest urban land use in the corporate limits in 2014. Of the residential acreage, nearly all of the 284 residential-use acres are single-family (attached or detached) homes. Since most residential units are single family units and minimum/maximum floor area ratios are not required under the current zoning ordinance, we will define 'residential density' as the number of residential units within each acre. Residential density has been decreasing in previous years as lot size has increased. The average residential lot size in the areas of the City developed prior to the 1970's is 6,038 square feet (sf) equating to 7.2 dwelling units (du) per net acre (excluding roadways and non-developable areas). Lots platted more recently range in size but are typically at least 12,000, sf equating to a net density of 3.63 du/acre.

Approximately 60 new dwelling units were constructed since 2000; the units are a mix of single family detached and attached units.

Older housing stock is primarily centered on smaller lots in areas of the City's original plat, within the Streissguth Addition (platted in 1890) and within Frenzel's Addition (platted in 1881). More recently constructed residential developments are located to the north and south of the original townsite. The residential lots within the original townsite are typical of traditional urban design wherein houses frame the streets, sidewalks lead to front entries and garages are located to the rear of the dwelling. Lots platted within the last quarter of the 20<sup>th</sup> Century feature

ranch/rambler single-level styles with garage access from the street on which the property fronts. The conventional housing style features curvilinear street patterns, access in the front of the lot and garages in the front or side yard. A recent trend includes a three stall garage as opposed to the typical two car garage included with ranch/rambler style housing. The additional garage typically requires additional lot width.

Much of the housing is in good condition; however, there are some homes that are in need of maintenance or rehabilitation, particularly within the original townsite. Higher vacancy rates and foreclosures experienced during the Great Recession have predisposed some homes toward absent maintenance and declining condition.

Free-standing multi-family units (apartments) make up less than one percent of the volume of land used for residential purposes. Several apartments are located above commercial units within the Central Business District. Such mixed uses are addressed within the description of the CBD and not included within this section.

An estimated 120 vacant, platted residential lots currently exist within the City. Although all of the lots are platted, not all lots have improvements (roadways, sanitary sewer, storm sewer, drinking water) in place. In addition to the 120 vacant lots there are 14 lots within the urban service area that contain small detached accessory structures/garages but no principal structures.

The manufactured home park is classified as a single family residential area with each home comprising a single dwelling unit. A total of seven of the manufactured home units are renter occupied with the remaining 24 units occupied by owners of the units.

There are 26 migrant housing units in the City all owned by Seneca Foods and used seasonally for migrant laborers.

### Commercial Uses

The original townsite developed adjacent to a railway corridor. Although the railway remains active, much of the property adjacent to an old spur within the downtown has been sold to adjacent property owners. The primary high intensity, pedestrian oriented commercial center remains centered in/around the railway and the original townsite. Commercial uses within the downtown equate to less than one percent of the entire City's acreage as the floor area ratio (relates to percentage of lot covered with structure) is much higher within the original commercial district. A total of 21 mixed commercial and residential uses exist within the general area of the Central Business District.

Uses within the Central Business District are generally characterized by mixed use structures, buildings placed forward on lots, zero side yard setbacks and on-street parking. Mixed uses add to the character of downtown and benefit the Central Business District merchants by providing clientele for local business establishments and a source of activity within the downtown after traditional business hours. Additional high density residential development (more likely redevelopment) will assist in maintaining the long-term health of the Downtown by increasing the volume of patrons within close proximity to merchants. Higher density redevelopment in close proximity to the downtown will also encourage pedestrian activity which can limit vehicle trips and increase opportunities for interaction within the community. While some structures within the Central Business District are showing signs of age, most have been well maintained. Merchants have traditionally preserved the historic character (building exteriors, windows, entryways, etc), respected the spatial orientation with respect to adjacent structures (e.g. buildings forward, minimal side yard setbacks), and bulk/scale of infill development.

Vehicular-oriented commercial uses have primarily developed in linear strip fashion adjacent to Highway 5. The linear strip development is generally characterized by a single-tier depth of commercial lots each having direct access to Highway 5. A total of 30.92 acres (3.09%) of the City are currently used for vehicular-oriented commercial uses.

Recent efforts by traffic managers place a priority on retaining through-traffic mobility through the enforcement of access spacing criteria. Such criteria typically discourage or prevent singular local access to linear strip commercial establishments. Therefore, clustering commercial uses adjacent to higher volume, well-designed intersections provides for convenient access and highway visibility has become increasingly common.

Industrial Uses

Industrial uses are dispersed throughout the community but generally are located either adjacent to the railway or within the Arlington Industrial Park. Industrial uses formerly within the Township are located in close proximity to Highway 5 or 401<sup>st</sup> Avenue. Uses bearing an industrial tax classification comprise 4.79% of the City's total acreage. The largest industrial land users are Seneca Foods, Scott Equipment, and Cemstone. A total of 48 acres within the corporate limits are used for industrial purposes.

Public/Institutional Land Uses

Public and institutional land uses include municipal facilities, places of worship, educational institutions and park and recreational facilities. Public/institutional land uses comprise approximately 8.54 percent (85.54 acres) of aggregate land area within the City. The City has a number of parks and facilities serving residential neighborhoods and located throughout the City. Municipal facilities and parks/recreation are discussed in further detail in later Chapters of this Plan.

Schools and places of worship occupy 47 acres within the corporate limits. Schools and places of worship, like City facilities are dispersed throughout the community. Public and private cemeteries are included in this land use cluster.

Right-of-Way

Street right-of-way (ROW) typically occupies 20% of total land uses. This 20% calculation is an industry standard. Although not all of the areas within the City limits are fully developed, the estimate includes railway right of way and private utility uses in addition to public street/alley right of way. Therefore, the 20% standard is presumed relatively accurate.

A grid-like pattern of residential streets exists throughout the City's core and occupies less area than the contemporary street system found in many of the City's 'suburban' developments. Major traffic corridors in the City include Highway 5, CSAH 9 and CSAH 17. Transportation elements are discussed in depth in the Transportation Chapter of this Plan.

Vacant Acreage

A sufficient number of vacant lots (120) exist within the current municipal limits. The vacant lots are primarily contained in the High Island Creek and Arlington Meadows Subdivisions. Building permits illustrate the average construction of approximately 10 units per year during the first half of the previous decade has been reduced to nothing. Recovery from the Great Recession is on-going, but incremental. New home construction is expected to revive over the next five to ten years. If/when new home construction resumes, current vacant lots equate to between an eight and twelve year supply of residential lots or an adequate supply through the year 2020-2025. In the R-1 zoning district, single-family attached units and apartment units of up to four (4) units per structure are allowed; vacant acreage estimates include some lots with sizes suitable for such units.

Agricultural Acreage

Parcels with an 'agricultural' tax classification comprise 291 acres (29.04%) of the aggregate area of the City. The agricultural acreage is primarily located in the north, south, and east portions of the City. Most of the agricultural acreage is tillable; however, 18 acres are not suitable for agricultural use. The agricultural use is primarily a tax classification and the farming operations are a transitional use during urbanization.

Flood Plain

A scaled measurement of flood plain overlay areas within the community total approximately 21 acres. The flood plains are adjacent to High Island Creek which traverses the City.

**INFILL DEVELOPMENT**

Defined as building on scattered vacant lots in previously built-out urban areas



Maximizes investment in existing municipal roadways and utilities

*NOTE*

**III. INFILL AND REDEVELOPMENT POTENTIAL**

**A. INFILL POTENTIAL**

As a means of helping to maximize the public's investment in infrastructure, the City should emphasize the use of currently available sites within the municipal service area prior to the development of alternative sites. Additionally, efforts shall be made to ensure proper placement and phasing of urban expansion and the maintenance of existing and future land use compatibility.

At the time of this comprehensive plan update, a significant volume of acreage is contained in vacant lots within residential plats. In addition 14 lots within the urban service area that contain small detached accessory structures/garages but no principal structures were identified. Infill lots within the existing urban area provide a significant opportunity for the City to maximize its investment in existing infrastructure.

**B. REDEVELOPMENT**



As illustrated in Map 4-3 at the close of this Chapter, potential redevelopment or reinvestment areas are primarily centered in or near the City's core. The City has made a conscious decision to focus redevelopment efforts on commercial and residential areas/parcels in the more established areas of the City.

The City acknowledges revitalization efforts and resources such as staff time and financial incentives may have a higher rate of return if combined with private investment.

**C. NON-CONFORMING USES**

As illustrated in Map 4-4 at the close of this Chapter, several existing uses are not compatible with the official zoning map. Most non-conforming uses are clustered within the Original Townsite, the Streisguth's Addition and Frenzel's Addition. Primarily, non-conforming uses consist of commercial uses in industrial zones and commercial uses in residential zones. The non-conformance should be addressed by updating the official zoning map to more accurately encompass massings of existing land uses.

**MIXED USE DEVELOPMENT**

Defined as the combination of different land uses within one structure or tract of land



The Central Business District zoning classification provides for mixed use development



**D. AREAS OF STABILITY AND AREAS OF CHANGE**



As illustrated in Map 4-5 at the close of this Chapter, community members participating in the public input and visioning process in 2007/2008 were asked to identify areas of stability within the community and areas of change within the community. Areas of stability are defined as those places where the overriding goal for the future is to maintain the character of the neighborhood and protect the areas from unwelcome influences by inconsistent uses. Areas of change are defined as places where financial investments are desired or expected. Financial investments might be needed for rehabilitation, redevelopment or new construction. Areas of stability should be maintained and examined in terms of adequacy of existing land use controls. Additional investments should be directed toward areas of change.

**IV. FORECAST LAND USE DEMAND**

**A. FACTORS POTENTIALLY AFFECTING FUTURE GROWTH**

The City of Arlington may need some additional land with urban services to accommodate forecasted household and non-residential growth through the year 2035. Projections of population and households in Arlington identified in Chapter Three of this Plan were developed on the basis of an analysis of local and regional trends and policies, and through the application of economic and demographic principals, with emphasis on the detailed profile of the City developed in this planning inventory. Specific data applied to the projections were: U.S. Census data, residential building permits issued, historical population/household patterns and trends, trends in average household size, and sub-regional migration patterns. The rate and timing of growth within a community are influenced by several factors, some of which may be controlled by the city and others over which the city has little or no control. The following are some factors which influence the rate/timing of growth:

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

Market conditions will have a major impact on housing types as well as the City progresses toward the year 2035. The pace of recovery from the Great Recession, interest rates, stricter lending practices, land/material prices, inflation, and gas prices will significantly impact buyer preferences.

Since housing types are difficult to forecast, this portion of the plan focuses on overall net residential density rather than housing types. An estimated 1,018 residential dwelling units current exist within the City of Arlington (2010 Census). This equates to an overall density of 3.58 du/net residential acre. The overall density is consistent with existing zoning standards and historic trends and will be used to calculate the volume of additional residential acreage potentially needed to accommodate housing projections.

**B. FUTURE DEMAND: ADDITIONAL LAND USES**

In Chapter Three (Demographic Trends & Assumptions), five different methods of calculating future population estimates were employed, including four stand alone methods and an average of the said four methods. The City made a conscious decision to utilize a population projection method that employs an exponential mathematical extrapolation technique taking the City’s population from a base period and extrapolating it into the future.

Table 4-2 illustrates the projected population and household growth expected in Arlington through 2035. This is exclusive of land which may be annexed that is already developed with residential households.

**TABLE 4-2  
PROJECTED ACREAGE DEMAND\***

Year	Population	Households	Households Added	Net Acreage Demand	Gross Acreage Demand
2010	2,232	938	n/a	n/a	n/a
2015	2,334	980	42	13	16.9
2020	2,435	1,023	43	13	16.9
2025	2,545	1,069	46	14	18.2
2030	2,655	1,115	46	14	18.2
2035	2,775	1,166	51	16	20.8
<b>TOTAL ↑</b>	543	228	228	70	91

\* Assumes 2.38 persons per household; net density of 3.2 units per acre, 20% right of way, and 10% parkland.

Table 4-2 illustrates a projected need for 70 net acres of land needed to accommodate future growth through the year 2035. The net acreage calculation excludes land area required for roadways and parks. Currently an estimated 35 acres of vacant lots exist within the community. Some of the vacant lots do not include improvements. Therefore, it is estimated an additional 35 net acres will be needed to accommodate residential growth through the year 2035. The gross acreage demand will be easily accommodated under the volume of acreage existing within the orderly annexation agreement between the City and Township of Arlington.

The current ratio of residential to commercial/industrial acreage in the City of Arlington is 76% to 24%. If this land use ratio continues, an estimated 11 additional net acres will be needed to support future commercial and industrial growth.

It is important to note that future growth boundaries depicted on the Future Land Use Map (Map 4-7 at the close of this Chapter) contain more acreage than the gross acreage demand as portions of land in the growth boundaries are already developed with rural residential subdivisions and/or businesses located in the township or contain wetlands or creek land. In addition, land will be required for public and institutional uses.

**LAND USE DEMAND**

Additional land with urban services (improved) is needed to accommodate forecast growth



The future land use map contains more land area than likely needed to accommodate growth

*NOTE*

**V. LOCAL INITIATIVES AND LOCAL CONTROLS**

**A. HISTORIC PRESERVATION**

A query of the National Register of Historic Places revealed no historically designated properties within the City of Arlington or the urban growth boundary at this time. As follows in the land use plan, the City is committed to preserving the downtown central business corridor as the historic identity of the City. In addition, the City is committed to preserving the ‘small town rural atmosphere’ as historically defined by important topographical features, vegetation, and wildlife.

**B. SOLAR AND WIND ACCESS PROTECTION**

The City recognizes the importance of protecting access for solar collectors and wind energy conversion systems from potential interference by adjacent structures and vegetation.

**C. ZONING DISTRICTS**

The City has enacted a Zoning Ordinance for the purpose of promoting the health, safety, comfort, convenience, and general welfare of the inhabitants of the City. The Zoning Ordinance is updated as circumstances surrounding land use within the City are change. The Zoning Ordinance includes the zoning classifications on the following page. An examination of each zoning classification follows the summary listing of zoning district categories. Map 4-6 at the close of this chapter represents the official zoning map.

## LAND USE

R-A	Residence and Agricultural District
R-1	One and Two Family Residence District
R-2	Multiple Family Residence District
B-1	Service Business District
B-2	General Business District
I-1	Limited Industrial District
I-2	General Industrial District
M-1	Mobile Home Park District
U-R	Urban Reserve (Transitional District)

### Residence and Agricultural District

The purpose of the RA District is to accommodate large lot residential and agricultural development in recently annexed areas which are transitioning from rural to urban densities. This District allows space for both very low-density urban (with municipal utilities) residential uses and agricultural/farming/hobby farm operations in areas that have not yet developed to urban densities but are expected to do so in the future. The RA District corresponds to areas included in the current zoning map (Map 4-5 at the close of this chapter) entitled "R-1/Ag and R-2/Ag". Most of this district is located in areas that have not been platted.

Future uses within this district correspond with uses on the future land use map guided toward 'agriculture'.

### R-1 One and Two Family Residence District

The R-1 Residence District is intended to provide low density residential areas and restrict incompatible commercial and industrial uses. R-1 uses comprise the bulk of zoning classification area within the City and are located throughout much of the City's platted area.

Future uses for this district correspond with those identified on the future land use map as low density residential.

### R-2 Multiple Family Residence District

The purpose of the R-2 District is to allow for multiple dwellings including apartments and clustered town house units. Single family residential uses are also allowed within this district.

Future R-2 areas may include a mix of residential densities and are appropriate for areas on the future land use map identified for medium density residential development. Tiered multiple family uses are especially effective as transitional zones between areas of high intensity use (i.e. industrial/commercial) and areas of single family dwellings. Multiple family uses of higher density are also appropriate adjacent to collector and arterial streets.

### B-1 Service Business District

The B-1 Service Business District provides for commercial uses whose business model is dependent on a large volume of through traffic. The B-1 District is appropriate for commercial areas adjacent to Highway 5 as illustrated on the future land use map. Service business uses are especially effective when clustered around well-designed and high functioning intersections of collector and/or arterial streets.

### B-2 General Business District

The B-2 General Business District is the central business district for the community. Uses within the district are dependent on pedestrian traffic and often contain mixed uses, typically, commercial storefronts with second story residential apartments. The B-2 District should be updated to allow mixed uses through a conditional use permit.

The B-2 District is a well developed and primarily well maintained area within the heart of the City. The area is surrounded by stable neighborhoods; but the central district itself could benefit by additional investment.

### I-1 Limited Industrial District

The I-1 District provides for administrative, wholesaling, manufacturing and related uses which can maintain high standards of appearance, including open spaces and landscaping, and limit external effects such as noise, odors, smoke and vibration.

The I-1 District is appropriate for areas guided toward light industrial use within the future land use map. The I-1 District could be updated to accommodate a variety of very light industrial uses and service business uses for the formation of a 'business park' adjacent to Highway 5.

### I-2 General Industrial District

This district is intended to accommodate uses that may emit noise, odor, smoke/steam, vibration, etc. that are not necessarily limited to the subject parcel. Such uses are appropriate for areas within the future land use map guided toward heavy industrial use.

### M-1 Mobile Home Park District

The M-1 District provides for manufacture home parks existing and/or proposed within the City of Arlington. The district requirements address both the area-wide manufactured home park and standards applicable to individual lots within the manufactured home park. This district may be allowed as defined within the Zoning Ordinance.

### U-R Urban Reserve

The U-R District is a transitional district for areas not yet urban in nature but expected to become so within the next several decades. The U-R District was established for the following purposes:

- A. To preserve a low density, rural environment in a manner conducive to future urbanization.
- B. To protect the integrity, viability, and potential for expansion of existing agricultural uses.
- C. To allow for an orderly transition from agricultural to urban uses through implementation of the orderly annexation agreement, rezoning, and development when in compliance with the Comprehensive Plan.
- D. To defer urban development in areas adjacent to municipal boundaries until it is determined it is economically and financially feasible to extend public utilities and services to the area.
- E. To prevent premature residential subdivision of property.

The U-R District is coterminous with the areas included in the Arlington Twp/City orderly annexation agreement.

**VI. LAND USE POLICY PLAN**

Changes in land use are inevitable and fundamentally variable. Sometimes within a community, the pace of change may be nearly imperceptible; other times the pace of change may be so swift it's unsettling or daunting. Furthermore, land use change may take a multitude of forms. For example, change within a single community could include new housing development, new industrial development, decline in structural conditions within the original townsite, and/or movement of 'downtown' businesses to highway commercial corridors.

Arlington is a rural growth center with a distinctive downtown, a growing number of residents, a potential for future highway commercial, and assorted park/recreational opportunities. The City has set the following policy plan intended to guide future growth and redevelopment within the City of Arlington.

**GOAL #1: FLEXIBLE, CONNECTED, AND EFFICIENT MANAGEMENT OF GROWTH**

**Objective A:** Proactively collaborate with adjacent local units of government, educational institutions, and regional entities to manage growth.

Policy/Recommendations:

1. The City should take a lead in the establishment and meaningful functioning of regional planning activities including, but not limited to those related to land use, transportation, park/recreation attributes, and adult enrichment opportunities.
2. The City should collaborate with Sibley County and Arlington Township to help ensure land use decisions in areas likely to become urban in the future are not counter-productive (e.g. development of subdivisions with decentralized water/sewer facilities in the orderly annexation area).
3. The City should collaborate with Sibley County and Arlington Township to identify areas that will accommodate post-2030 growth forecasts and implement strategies to preserve these areas for future growth (e.g. clustered development not to exceed 1 unit per 40 acres).
4. The City should continue to plan for necessary infrastructure improvements through a capital improvement plan and by review of proposed development to determine:
  - a. Impact on existing and future transportation facilities,
  - b. Impact on existing and future surface water management systems,
  - c. Adequacy of park facilities within the proposed development,
  - d. Appropriateness of the proposed use(s),
  - e. Adequacy and quality of proposed sanitary sewer and water facilities,
  - f. If sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development; and,
  - g. Adequacy of administrative and/or community services (i.e. general government, public works, police/fire protection, etc).
5. The City should take measurable steps to implement the Comprehensive Plan as may be amended.
6. The City should implement ordinances that time development with infrastructure availability (e.g. standards which allow the City to deny a request for plat approval if unable to provide a full complement of municipal services to the proposed development within a reasonable period of time).

7. The City should collaborate with Sibley County and Arlington Township to minimize conflicts between agricultural and non-farm land uses through local ordinances and official controls.
8. The City should require staging plans be submitted with all requests for concept plan and/or preliminary plan/plat approval so as to monitor improvement needs/timing and volume of vacant acreage.
9. The City should concentrate public investment in projects which achieve multiple goals such as commercial revitalization, environmental restoration/preservation and housing stock diversification.
10. The City should continue to collaborate with the City of Green Isle to provide for an efficient and cost-effective wastewater treatment facility.
11. The City should adopt a Subsurface Sewage Treatment System (SSTS) management ordinance and implement a maintenance program (consistent with Minnesota Rules Chapter 7080-83).

**Objective B:** Recognize and embrace the vital link between land use and the provision for multi-modal transportation facilities.

Policy/Recommendations:

1. The City should plan and provide for a locally and regionally interconnected system of roadways, pedestrianways and bicycle facilities.
2. Prior to making land use decisions, the City should:
  - a. Consciously review planned local and regional transportation systems and evaluate how they relate to the type and intensity of both the land uses proposed and existing/planned transportation system purpose and type; and,
  - b. Promote connections between housing and centers of employment, education, retail and recreation uses.
3. The City should adopt improved design principles to support better access and traffic management, and collaborate with MnDOT to provide for proper access management measures adjacent to Highway 5.

**Objective C:** Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.

Policy/Recommendations:

1. The City should conserve natural resources – particularly surface and groundwater resources – and protect vital natural areas when designing and constructing local infrastructure and planning land use patterns.
2. When making land use decisions, the City should refer to sustainable building design principals, policies relating to protection of environmentally sensitive or significant areas, and water quality policies contained in Chapter Two of this Comprehensive Plan (Physical Profile).
3. The City should consider completing a local natural resource inventory which could identify the precise location, quality, and quantity of resources within the City and the annexation area. Such information can be used to prioritize areas for protection/preservation as urban development occurs. The City could investigate partnering with other agencies (e.g. watershed management organizations, educational institutions, etc) as a means of lowering the cost of conducting the inventory.
4. The City should work with property owners to consider conservation of high quality or locally/regionally significant environmental and/or cultural resources.
5. The City should collaborate with Sibley County to promote best management practices for agricultural activities in order to protect the quality of the local and regional water resources.

**Objective D:** Encourage infill development and redevelopment where possible to maximize the public's investment in infrastructure.

Policy/Recommendations:

1. The City should pursue public/private partnerships designed to assist with either the removal of existing buildings that have exceeded their useful life or the revitalization of structures where possible.
2. The City should advise property owners/potential developers of appropriate re-uses for under-utilized properties.
3. The City should support infill development on vacant lots within existing subdivisions by monitoring the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments

**Objective E:** Protect the integrity of existing, stable residential neighborhoods.

Policy/Recommendations:

1. The City should continue to monitor the quality of housing stock and enforce codes and ordinances relating to outdoor storage, residential parking, landscaping, etc.
2. The City should attempt to reduce through-traffic volumes on local residential streets while developing a collector street system which collects traffic from local streets and brings it to major transportation corridors and/or areas of commercial/public interest.

3. The City should strive to limit non-residential land use intrusions into residential neighborhoods and require appropriate buffering and/or screening between non-compatible land uses.
4. Require infill residential units to be compatible in use and scale with the surrounding neighborhood.

**GOAL #2: FAVORABLE CHOICE OF HOUSING OPTIONS AND EMPLOYMENT OPPORTUNITIES**

**Objective A:** Provide for a diverse array of housing types and housing locations so as to prevent the polarization of the community into one age or income group.

Policy/Recommendations:

1. The City should pursue the development of safe, healthy and attractive residential environments which offer a broad choice of housing options including sufficient life-cycle housing options, sizes and values contributing to a diverse population and various income levels.
2. The City should make a conscious decision to provide land appropriate for a variety of affordable and life-cycle housing options.
3. The City should adopt a local rental housing code and pursue implementation of such a code.
4. The City should approve and permit proposed housing developments in light of population forecasts, existing housing stock and current and future community and regional needs, as appropriate.
5. The City should work with local social service and healthcare providers to gauge the continued adequacy of local housing and services conducive to retaining aging adults in the City.
6. The City should consider allowing higher density residential land uses adjacent to arterial roadways, near community services, between commercial nodes (in conjunction with open space preservation) and/or as tiered transitional land uses (higher intensity to lower intensity).

**Objective B:** Support activities that assist and promote local employment opportunities.

Policy/Recommendations:

1. The City should embrace the link between affordable housing and retaining a local pool of available labor capable of responding to local employment demands.
2. The City should consider investment in the development of 'shovel ready' industrial and commercial sites which are platted and improved.
3. The City should provide for the preservation of existing and development of new commercial/industrial land uses as a means of complimenting the quality of life, developing local employment opportunities and diversifying the tax base.

**GOAL #3: PRESERVATION OF SMALL-TOWN ATMOSPHERE, COMMUNITY IDENTITY, AND HISTORIC CHARACTER**

**Objective A:** Work to ensure the City of Arlington continues to be a community with its own distinctive character and sense of place.

Policy/Recommendations:

1. The City should retain existing places and spaces where people gather and interact, especially within the Central Business District (i.e. Downtown).
2. The City should embrace efforts to preserve and brand the Downtown as the historical focus of the community's heritage.
3. The City should consider allowable uses, design guidelines and mixed use opportunities within the Downtown as a means of providing for a multi-functional, pedestrian-oriented Downtown core.
4. The City should deliberately strive to establish and retain government/social services, the post office, the library, educational facilities and other places of assembly within the Central Business District.
5. The City should enforce adopted environmental preservation standards which protect prime examples of landscape characteristics such as the High Island Creek corridor, woodlands and wetlands which have historically defined the physical environment of the City and region.
6. The City should review structure siting guidelines as they relate to the development of commercial nodes and related uses adjacent to the Highway 5 corridor so as to promote the corridor as an aesthetically pleasing and balanced reflection of community values and priorities.
7. The City should require infill development in previously built-up areas be sympathetic in scale and bulk to existing development within the immediate area. For example, redevelopment in the Central Business District should be designed to place buildings forward on lots, have parking in the back of the structure, and require minimum densities similar to existing development (e.g. 90% of the lot may be required to be covered by structures). In another example, infill development in residential neighborhoods within the original townsite could be required to be similar to the existing housing styles – either single story or two story, depending on what is most prevalent.
8. The City should work with the Historical Society and downtown property owners to catalog existing sites of significance within the downtown. The entities could also research and consider the establishment of architectural policy suggestions regarding roof lines, entry ways, window placement/design/treatment, building exteriors, signage, etc.

**Objective B:** Retain the spirit of a small town.

Policy/Recommendations:

1. The City should pursue activities that encourage interaction of community participants on a reoccurring basis. Such activities may include, but are certainly not limited to, planning communitywide events or activities, outreach to community members so as to seek

superior participation in public decision-making processes, and nurturing of civic and community organizations so as to cultivate their long-term health and viability.

2. The City should continue to invest in medical facilities and opportunities which have historically been a cornerstone of the community's spirit and purpose.
3. The City should collaborate with education resource providers so as to continue to support preservation and advancement of educational resources which are critical to retaining families and children in the community.
4. The City and/or EDA could work with business/property owners to develop unified promotional events supported by local business groups, the Chamber of Commerce, and civic organizations, to attract customers to the downtown or highway business corridors.

### **GOAL #4: PRESERVE AND ENHANCE QUALITY OF LIFE**

**Objective A:** Create a sustainable community.

Policy/Recommendations:

1. The City should retain existing places and spaces where people gather and interact, especially within the Central Business District (i.e. Downtown).
2. The City should promote sustainable building design principals as described in Chapter Two of the Comprehensive Plan.
3. The City should consider educating property/business owners of the advantages of planned landscape design and the benefits of incorporating of greenspace, courtyards, and gathering places within new development and redevelopment efforts.
4. The City should provide and plan for public facilities/uses needed to support current and future growth such as a new city hall, library, fire hall and police department as well as future educational facilities.
5. The City should avoid decisions potentially leading to the polarization of the community into one age group, income group, or educational level.
6. The City should continue to pursue economic development activities designed to increase wealth in the community whether related to increased investment in the community by its existing members or attracting new members to the community.
7. When making land use decisions the City should review and relate the request to the future land use map, vicinities grouped as being areas of stability or areas of change, and areas guided toward redevelopment or reinvestment.

**Objective B:** Provide park, trail, and recreational opportunities in a responsible and responsive manner.

Policy/Recommendations:

1. The City should maximize existing park facilities and recreational opportunities by seeking proactive operation and maintenance of such facilities and opportunities.

2. The City should require the development of parks, trails and/or sidewalks (sidewalks should be adjacent to collector streets) to service neighborhoods and provide access to other community amenities such as places of commerce, educational facilities and larger community parks.
3. The City should continue to require park land dedication and fees to add parks and recreational amenities in new growth areas.
4. The City should create planned trail and/or sidewalk connections from neighborhoods to parks and linkages between parks.
5. The City should continue to monitor the need and provision of park and recreational amenities for all age groups such as playground equipment for children, athletic fields for adults, and passive recreation for seniors.
6. The City should collaborate with the school district to provide for joint use of school/park facilities.

# 5 HOUSING

## I. PURPOSE

Housing is a core issue for residents and City leaders. Housing costs are typically the number one expenditure for most individuals; in addition, it is the single highest source of most individual wealth. Studies have alluded to social benefits of housing such as self-respect, responsibility, and pride leading to increased participation in community and civic activities. In addition, housing plays a critical role in state and local economies including employment in the construction, real estate, financial, and insurance industries. Housing is the largest land use and largest capital asset within the City. Proactive consideration of housing related issues will help the City meet future housing needs.

The purpose of this Chapter is to summarize housing issues within the City of Arlington and establish goals and work items promoting a healthy residential infrastructure and furthering a variety of life-cycle housing options. This Chapter can help city leaders and community members better understand the local housing situation and encourage dialogue about housing concerns in Arlington. Planning for housing helps create dwelling units that meet a broad range of needs and are coordinated with other Comprehensive Plan elements such as land use, transportation, economic development, utilities, and community facilities.

The issues have been identified through:

- An analysis of City demographics affecting housing needs;
- An evaluation of existing housing units and conditions;
- Review of a 2006 Housing Study prepared for the City by Community Partners Research, Inc; and,
- A review of land use options for housing growth.

### HOUSING MEANS ...

Traditional single-family detached homes, single-family attached homes such as townhomes, multiple family structures (apartments), and manufactured homes. The term refers to owner-occupied dwellings, as well as rental, cooperative, and condominium ownership arrangements.



II. HOUSING SUMMARY

**HOUSING SUMMARY**

Increase of 163 dwelling units projected by 2030

A variety of life cycle housing is sought: types, sizes, and values

An appropriate rental (28%) to owner (72%) ratio of DU exists

Vacancy rates (rental and owner-occupied) are within normal limits

Median rental rate is average when compared to other cities

Average mortgage payment is lower if compared to other cities

The number of home sales and sales values increased since 2000

Maximum monthly housing costs  
2008 HUD Sect. 8 – Family of 4  
Extremely low income = \$457

Very low income = \$760  
Low income = \$1,216

Market rate rental, subsidized rental, & attached single-family units needed

Most existing housing is in good condition, but ¼ of both rental and owner-

■ **Housing Projections.** Continued household growth within the City is expected over the next two decades. An additional 163 dwelling units are projected to be added by 2030.

■ **Life Cycle Housing.** 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. Arlington leaders seek to provide a variety of life cycle housing types, sizes and values.

■ **Mix of Housing Types.** Arlington has an appropriate ratio of rental to owner-occupied housing units (28% rental to 72% owner-occupied). However, the majority of owner-occupied housing units are detached single family dwellings. Only one percent of owner-occupied single family dwellings are attached units. The statewide average is over seven percent. It noted that Arlington has a higher percentage of attached units than Gaylord, Green Isle and Henderson.

■ **Vacancy Rates.** Arlington has a slightly higher rental vacancy rate (5.5%) than other communities sampled and the state average. Most vacant rental units were market rate general occupancy units. When compared with rental vacancies, the vacancy rate for owner-occupied units is much lower at 1.34 percent. This is within the average of other communities sampled but slightly higher than the state average. Vacancy rates are well within normal limits.

■ **Rental Rates/Mortgage Cost.** The median gross rent (\$439) in Arlington is very close to the average of communities surveyed. The average monthly housing cost in Arlington for homes with a mortgage (\$728) is the lowest of all areas surveyed. When compared to other cities, Arlington has a significantly lower percentage of homeowners spending more than 30% of their income on housing costs. The 30% figure is a common threshold for measuring housing affordability.

■ **Housing Sales.** The average sales value of residential units in Sibley County has continued to increase since 2001. The year-to-year increase in sales value was lower than the state average; however, the County total increase in sales value (49%) was larger than the state average (38%). Annual sales values continue to increase in Sibley County while significantly decreasing within the Twin Cities Metro Area.

■ **Maximum Housing Cost/Month:** 2008 HUD Section 8 income guidelines set monthly maximum affordability rate for a family of four as: extremely low income persons at \$457/month; very low income at \$760/month, and low income at \$1,216.

■ **Demand for Additional Units.** Demand appears to exist for construction of additional market rate and subsidized rental units along with new attached single family homes and move-up owner-occupied homes.

- **Condition of Housing.** Most housing units in the City of Arlington are in relatively good physical condition. A few dwellings, primarily in the original townsite, have multiple major maintenance needs such as reroofing, residing, and/or window replacement. More than a quarter of the rental units are contained in structures built prior to 1939. A similar amount of the owner-occupied dwellings were constructed prior to 1939.

**III. HOUSING PROJECTIONS**

Data sources and population estimate/projection information used in the creation of the 2014 Comprehensive Plan Update is contained within chapters three and four of the Plan. The data includes projected household growth through the year 2035. Table 5-1 below illustrates current and future housing forecasts and is based on 2.38 persons per household. The projections reveal an anticipated increase of 228 households by 2035.

**TABLE 5-1  
HOUSING PROJECTIONS**

<b>Year</b>	<b>Households*</b>	<b>Households*</b>
<b>2010</b>	938	n/a
<b>2015</b>	980	42
<b>2020</b>	1,023	43
<b>2025</b>	1,069	46
<b>2030</b>	1,115	46
<b>2035</b>	1,166	51
<b>TOTAL</b>	<b>1,166</b>	<b>228</b>

**IV. HOUSING ISSUES**

**A. LIFE CYCLE HOUSING VARIETY**

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 availability of life-cycle housing works to sustain the community by preventing 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. Additional information regarding types, sizes, and values within Arlington’s housing stock are included later in this Chapter.

**B. COMPARISON OF SELECTED HOUSING CHARACTERISTICS**

Comparative analysis of selected housing characteristics in nearby communities can assist in the evaluation of the local housing stock. Table 5-2 compares certain housing characteristics in Arlington with those in the cities of Gaylord, Green Isle, and Henderson along with Arlington Township. As depicted in Table 5-2 on page seven:

- While the estimated population of Arlington is lower than Gaylord, the number of dwelling units is higher in Arlington than in Gaylord.
- Arlington’s increased population in group quarters is due to the presence of the Good Samaritan Center, the Hospital, and the Golden Hearts complex. The vast majority of persons in group quarters in Arlington are elderly.
- Typically, the higher the percentage of home owners with mortgages/other loans the lower the average age of the population and vice versa. Areas with lower average ages often have more changes in dwelling unit occupants and a more changeable rental/real estate market as younger persons are more mobile. The increase in the presence of younger adults in eastern Sibley County is attributed to proximity to employment opportunities in the Twin Cities.

## HOUSING

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- The 2010 Census reports a total of 259 rental units in the City of Arlington. This represents 28% of the total 911 occupied housing units within the City at the time of Census enumeration. The 72% owner occupied to 28% renter occupied ratio of housing types within the community is on par with the Minnesota Livable Communities Act desired benchmark of 70/30 for typical communities.
- Of the total 1,018 housing units in Arlington, 89% were occupied (911 units) with 107 units (11%) vacant. A portion of the vacancy rate is attributable to migrant housing units present in Arlington. A typical vacancy rate indicative of a healthy housing market lies between a three and five percent vacancy. The higher number of vacant units within the City of Arlington indicates a slow rebound from the depths of the Great Recession in 2008. It is noted that excess vacancy leads to a 'buyers' market where sales prices and rental rates may be held in check due to abundant supply. It is further noted markets in Carver County and Scott counties are rebounding significantly with markets reverting to 'sellers' favor. The trend is expected to reach Arlington within the next decade, albeit at a less impressive rate.

HOUSING

**TABLE 5-2  
COMPARISON OF SELECTED HOUSING CHARACTERISTICS**

	City of Arlington	City of Gaylord	City of Green Isle	Arlington Township	Sibley County
<b>Total Dwellings</b>	1,018	996	240	214	6,582
<b>Occupied Dwelling Units</b>	911	929	218	202	6,043
<b>Vacant Dwelling Units</b>	11%	6.7%	9.2%	5.6%	8.3%
<b>Owner Occupied/Rental Dwelling Unit Mix</b>	72/28%	70/30%	92/8%	92/8%	81/19%
<b>Owned w/ Mortgage or Loan</b>	66%	63%	82%	66%	63%
<b>Owned Free and Clear</b>	34%	37%	18%	34%	37%
<b>Owner Occupied Dwellings</b>	64%	70%	92%	92%	74%
<b>Avg. Hhld Size Owner Occupied Units</b>	2.53	2.56	2.59	2.66	2.55
<b>Owner Occupied Family Households</b>	68%	73%	72%	82%	74%
<b>Owner Occupied Non-family Households</b>	32%	28%	28%	18%	26%
<b>Renter Occupied Dwellings</b>	259	277	17	16	1139
<b>Avg. Hhld Size Rental Units</b>	1.99	2.11	2.29	3.00	2.20
<b>Renter Occupied Family Households</b>	40%	42%	59%	69%	45%
<b>Renter Occupied Non-family Households</b>	60%	58%	41%	31%	55%
<b>Number in Group Quarters</b>	66	53	0	0	230
<b>Total Population</b>	2,233	2,305	559	543	15,226
<b>Percentage of Population in Group Quarters</b>	3.0%	2.1%	0%	0%	1.5%
<b>Number of Migrant Housing Units</b>	26	0	0	1	28

Source: U.S. Census, 2010 Decennial.

**C. POPULATION AGE CHARACTERISTICS AND AVAILABLE HOUSING CHOICES**

Population age characteristics and available housing options are essentially interrelated and can be analyzed in terms of correlative trends over time.

National demographic trends affecting the housing market at this time are:

- A prolonged, slow recovery from the Great Recession continues,
- Lending requirements are much more stringent than during the height of the housing boom,
- Our population continues to age (increased need for retirement housing/assisted living facilities), and
- The growing phenomenon of grand-parents in caregiver roles for grandchildren (an increasingly popular alternative to day care) has lead to delay in the movement from larger move-up homes to empty-nester type housing options.

Arlington's existing population, as described in the Demographic Profile (Chapter 3), has a typical, aging populace primarily composed of persons between the ages of 25 and 49. The median age in Census 2010 was 35.6 years, notably less than the state median of 37.7 years and less than the national average of 36.8 years of age.

Age cohort analysis reveals that Sibley County is losing a very significant portion of young people as they leave to go to college or pursue job opportunities outside the county; however, Arlington is holding onto persons typically of college age or those pursuing early job opportunities. Since there is not a college or university within the City of Arlington, it is possible that young adults leaving for college are being replaced in the community by young adults moving east for job opportunities.

In addition, a very significant number of persons moving into retirement age and beyond are exiting the County. In contrast, the exodus of retirees is less conspicuous in the City of Arlington which is likely due to the presence of elderly care facilities within the corporate limits.

**V. HOUSING SALES**

Table 5-3 represents historical median sales prices for qualified sales in Sibley County over the previous decade. The data from the Sibley County Assessor's Office and reflects total qualified residential sales from October of one year to September of the next year. The calculations exclude bare land sales. The data indicates a profound effect of the Great Recession on the housing market.

**TABLE 5-3  
AVERAGE VALUE OF RESIDENTIAL SALES**

<b>Year</b>	<b>Sibley Co.</b>	<b>% increase</b>
<b>2003</b>	\$ 96,400	10.80%
<b>2004</b>	\$ 115,000	19.29%
<b>2005</b>	\$ 118,500	3.04%
<b>2006</b>	\$ 122,700	3.54%
<b>2007</b>	\$ 124,299	1.30%
<b>2008</b>	\$ 113,065	-9.04%
<b>2009</b>	\$ 111,032	-1.80%
<b>2010</b>	\$ 127,904	15.20%
<b>2011</b>	\$ 100,400	-21.50%
<b>2012</b>	\$ 107,721	7.29%
<b>2013</b>	\$ 100,990	-6.25%
<b>2014*</b>	\$ 107,625	6.57%

\* As of September 2014

**VI. HOUSING AFFORDABILITY**

Initial reaction to an affordable housing development is often negative; however, upon closer examination many economic and social benefits are evident. New affordable housing can support local economic development initiatives, increase area property values, and help ensure community residents have decent housing at costs all can afford.

“Affordable Housing” is defined differently by various organizations. “Affordable Housing” is also a reflection of a snapshot in time. To determine whether there is an adequate supply of affordable housing in Arlington the following strategy will be employed. First, the number of households within various income categories will be estimated. Next, affordable monthly housing costs will be derived from the income data. Then, the average value of dwelling units will be calculated. Finally, the two data sets will be compared to determine if an adequate supply of affordable housing exists for households in various income categories.

**Need for Affordable Housing**

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 ‘low income’ if their family income is 80 percent of the area’s median family income.

For the purposes of the 2014 Comprehensive Plan, the fiscal year 2008 HUD Income Limits for Sibley County will be used to describe affordable housing as follows for a family of four persons.

<b>Median Family Income (MFI)</b>	<b>\$64,700</b>
Extremely Low Income (30% of MFI)	\$19,410
Very Low Income (50% of MFI)	\$32,350
Low Income (80% of MFI)	\$51,760

Source: www.hud.gov

The following calculation is employed to determine the maximum dollar amount/month available for housing expenses for a family of four. The median family income by category (i.e. extremely low, very low, low) is divided by 12 (months in a year), the result is multiplied by 30% (maximum percent of income that should be spent per month on housing). After determining the maximum available/month for mortgage related expenses (i.e. \$1,294), it is possible to determine the potential ‘affordable’ owner-occupied unit value. At approximately \$1,200/month with a 30-year fixed rate mortgage at 7% interest a low income family could support a maximum housing value of \$180,000 (not including taxes and insurance).

<b><u>Category</u></b>	<b><u>Income Limit</u></b>	<b><u>\$ Available/Month for Housing</u></b>
MFI	\$64,700	\$1,617
Extremely low income	\$19,410	\$478
Very low income	\$32,350	\$809
Medium to Low income	\$51,760	\$1,294

Table 5-3 includes data from a 2006 Housing Plan by Community Partners Research, Inc. and is based on U.S. Census data, projections from Claritas Inc. (a market/demographic analysis firm) and Community Partners Research, Inc. The 2010 data is based on the decennial Census.

**TABLE 5-3  
INCOME DISTRIBUTION**

Household Income	No. of Households Census 2010	No. of Households 2006 Estimate	Change
\$0 – 14,999	116	101	+15
\$15,000 - \$24,999	101	113	-14
\$25,000 - \$34,999	73	127	-54
\$35,000 - \$49,999	160	133	+27
\$50,000 - \$74,999	230	210	+20
\$75,000 - \$99,999	135	73	+62
\$100,000 - \$149,999	87	44	+43
\$150,000+	17	19	-2

Table 5-3 indicates approximately 450 families could qualify as ‘low to moderate income’ family status under HUD guidelines.

Most families/individuals earning less than 50% of median income (extremely to very low income) can’t afford to own a home and must instead rent a dwelling. As such, we may separate the estimated likely demand for affordable rental units from the estimated demand for affordable owner-occupied units based on income. To those ends, the data in Table 5-3 indicates over 290 families may be looking to rent rather than own. In addition, the potential demand for affordable owner-occupied units may be over 160 families.

It is necessary to note the data in Table 5-3 includes persons who own the dwelling they occupy (mortgage paid off) and families of less than four persons. As such, this data should be used as a rule of thumb/guideline as opposed to a precise calculation. City leaders should also keep in mind the need for affordable housing can be magnified if housing values rise and incomes stagnate.

The percentage of income spent on home ownership is calculated by the Census Bureau. The 2008-12 American Community Survey Five Year Estimate illustrates home ownership costs as a percentage of income; as illustrated, 145 homeowners (31.6%) were paying more than 30% of their income for housing expenses. The latest five year statistics are much higher than the eight percent documented in the 2000 Census.

**TABLE 5-5  
PERCENTAGE OF INCOME SPENT ON OWNER-OCCUPIED HOUSING – ARLINGTON  
FIVE YEAR ACS 2008-12**

Percentage of Income Spent On Home Ownership Costs	Number of Households	Percentage of Households
Less than 20%	175	38.1%
20.0 – 24.9%	90	19.6%
25.0 – 29.9%	49	10.7%
30.0 – 34.9%	42	9.2%
35.0% or more	103	22.4%

**Affordable Housing Availability**

The next step in the affordability analysis is to accurately determine the number of dwelling units available in Arlington by monthly costs. Since extremely and very low income persons often rent rather than own a dwelling, the categories will be separated. The number of owner-occupied dwellings in the City available for a monthly cost of \$809 to \$1,294/month and the number of rental units available for \$478-\$809/month.

Owner-occupied Units

A search of the multiple real estate listing service in November, 2014 for the City of Arlington reveals seven single family homes available for sale. Table 5-6 below itemizes information regarding available homes. While not always an indication of potential value, sales prices are usually within ten percent of estimated market values. The data reveals new homes available from \$94,000 to \$179,000. Older homes are affordably priced but a windshield survey notes the homes have significant delayed maintenance issues. The average value of homes currently for sale is \$130,071; the median value is \$129,750.

**TABLE 5-6  
SINGLE FAMILY HOMES FOR SALE (November 2014)**

Structure Type	# BR	Sq. Ft.	Year Built	Price
One level	2	948	1953	\$94,500
One level	3	1,131	1973	\$104,500
One level	3	1,697	1948	\$104,750
One level	4	2,440	1975	\$129,750
One level	3	1,892	1963	\$139,000
Two Story	5	2,770	1920	\$179,000
One level	4	2,510	1978	\$159,000

Source: Realtor.com; November 2014

Another method of ascertaining potential affordable owner-occupied housing availability is to examine housing values described in the 2008-12 Census ACS in relation to average increases in sales prices over the previous portion of the decade. Table 5-7 on the following page illustrates the number of homes within certain value categories.

The data in Table 5-7 indicates the majority of housing units in Arlington were valued between \$100,000 and \$149,999 between 2008-2012.

**TABLE 5-7  
HOUSING VALUES, CENSUS ACS 2008-12**

Home Value	No. of Homes	% of Homes
Less than \$50,000	29	4.5%
\$50,000 to \$99,999	187	28.8%
\$100,000 to \$149,999	246	37.9%
\$150,000 to \$199,999	127	19.6%
\$200,000 to \$299,999	47	7.2%
\$300,000 to \$499,999	13	2%
<b>TOTAL</b>	<b>649</b>	<b>100%</b>

Rental Units

The 2006 Arlington Housing Study included an inventory of rental housing within Arlington. The information in Table 5-8 on the following page was included in the Study. The rental inventory illustrates 57 subsidized units and 64 market rate units. There are currently no efficiency units and no units with greater than three bedrooms. The average rents for one, two, and three bedroom units are \$452, \$568, and \$705 respectively.

**TABLE 5-8  
ARLINGTON RENTAL HOUSING**

MARKET RATE						
Name	Occupancy type	Unit Type	Number	Rent	Tenant Mix	Vacancy
Amberfield	Senior	1 BR	15	\$485	Senior	2
Amberfield	Senior	2 BR	15	\$610	Senior	2
Amberfield	General	1 BR	12	\$485	Mixed	1
Amberfield	General	2 BR	12	\$610	Mixed	0
Amberfield	General	3 BR	2	\$705	Mixed	0
Parkview Apts	General	1 BR	1	\$385	Younger	0
Parkview Apts	General	2 BR	7	\$485	Younger	0
SUBSIDIZED						
Name	Occupancy type	Unit Type	Number	Rent	Tenant Mix	Vacancy
Highland Commons	General	1 BR	31	30% of income	Senior/Disabled	1
Highland Commons	General	3 BR	2	30% of income	Senior/Disabled	1
Highland Estates	General	2 BR	4	30% of income	General	0
Highland Estates	General	3 BR	4	30% of income	General	0
Shamrock Apts.*	General	1 BR	8	\$442	General	0
Shamrock Apts.*	General	2 BR	8	\$462	General	0
SENIOR WITH SERVICES						
Name	Occupancy type	Unit Type	Number	Rent	Tenant Mix	Vacancy
Golden Hearts	General	n/a	18	n/a	Senior/Disabled	0

\*aka North Arlington Apts. If income qualified 30% of income

**Affordable Housing Demand V. Availability**

To describe the supply of affordable housing units in the City of Arlington we'll compare data compiled in the previous two subsections (i.e. the number of households in different income categories with the number of units available). This comparison results in a very rough measure of affordable housing availability and represents a snapshot in time. Ongoing analysis of the adequacy of affordable housing will be necessary to ensure the populations' housing needs are met.

**Demand**

Following is a summary of previous potential affordable housing demand data:

- According to the 2012 five year ACS, 41.3% of renters (103 of 249) were spending more than 30% of their income for housing, indicating difficulty in affording rent payments. During the same period, 31.6 percent of families owning homes were spending greater than 30% of income on dwellings.
- The 2006 Housing Study indicates about 300 families may be more well suited to renting than owning and over 130 may demand affordable owner-occupied dwellings.
- 300 families X 22% paying more than 30% of income to rent = 124 families spending greater than 30% of their income for housing.
- A low to moderate income family spending 30% of monthly income on housing could afford a home valued at approximately \$170,000-200,000.

### Supply

Following is a summary of previous potential affordable housing supply data:

- There are currently 57 subsidized rental units within the City of Arlington.
- Market rate rents average \$452 for a 1BR, \$568 for a 2BR, and \$705 for a 3BR.
- The vast majority of owner-occupied dwellings are estimated to be valued between \$100,000 and \$200,000.
- Mean value of homes currently for sale is \$130,071; new construction sales prices range from \$130,000 to \$195,000.

Pursuant to the information above, there appears to be a need for additional affordable rental units within the City of Arlington. However, the need for affordable new owner-occupied housing is less evident. It is noted the 2006 Housing Study completed by Community Research Partners concluded the housing market could support an additional 24 to 30 market rate rental units.

## **VII. OTHER HOUSING CONSIDERATIONS**

### **A. VARIETY OF HOUSING TYPES AND SIZES**

The existing housing supply in Arlington features a relatively balanced amount of rental and owner-occupied dwelling units.

The rental unit supply is quite evenly divided between market rate and subsidized units; however, only a few three bedroom units exist. In addition, there are no efficiency units and no units with more than three bedrooms within the City.

The owner-occupied dwelling supply is dominated by the presence of detached single-family units. Although some attached single family units have been constructed, such units comprise less than one percent of owner-occupied dwellings.

### **B. CONDITION OF EXISTING HOUSING STOCK**

The condition of the existing housing stock in Arlington has been documented to be in generally good condition. The 2006 Housing Study rated 84% of housing units in targeted neighborhoods as being in sound condition or need only minor repair. The remaining 16% were in need of multiple major improvements such as residing, reroofing, and/or window replacement.

In addition, a windshield survey of various residential areas conducted by MDG in November of 2014 reveals that most housing structures are well maintained. However, some evidence of deterioration was cited, particularly in the original townsite and in areas adjacent to more intense land use (i.e. industrial).

While not necessarily a determining factor of condition, a structure's age is generally proportional to the needed maintenance and likelihood of necessary rehabilitation and/or redevelopment. Neglected maintenance, especially for older structures, can lead to deterioration that will have a blighting influence to adjacent properties and the entire neighborhood. Census data indicates 218 (22%) of owner-occupied housing units were constructed prior to 1939.

The 2008-2012 ACS Census data regarding the structural and facility characteristics of housing within Arlington reveals all dwelling units within the City have complete plumbing facilities. Complete plumbing facilities must include: hot and cold piped water, a flush toilet, and a bathtub or shower. However, 12 dwelling units lack complete kitchen facilities. Complete kitchen facilities must include: a sink with piped water; a stove or range; and a refrigerator.

Although the U.S. Census does not have an official definition of overcrowded units, many professionals consider more than one occupant per room as being a facility that is potentially overcrowded. The 2008-2012 ACS data indicates nine dwelling units had more than one occupant per room.

**VIII. HOUSING PLAN**

**GOAL #1: SUSTAINABLE, WELL-BALANCED SUPPLY OF LIFE CYCLE HOUSING**

**Objective A:** Promote a variety of housing types, sizes and values.

Policy/Recommendations:

1. The City should continue to examine the existing supply and demand for dwelling units which meet the changing life-cycle needs of Arlington residents.
2. The City should support zoning and subdivision regulations allowing for the construction of a variety of housing types and price ranges.
3. The City's zoning ordinance should provide for and dutifully consider planned unit developments that provide a mixture of housing types.
4. The City should allow for the development of multi-family housing units in areas that are physically suited to serve higher densities.
5. The City zoning ordinance should provide for and city leaders should encourage mixed use structures within the downtown.
6. The City should support the development of additional market rate and subsidized rental units.
7. The City should support the development of additional single-family attached units.
8. The City should support the redevelopment of Block 19 of the original townsite for multiple family rental units.
9. The City should actively review and promote potential areas of residential redevelopment and infill as a means of sustaining neighborhoods.
10. The City should implement strategies and recommendations included in the 2006 Arlington Housing Study.

**Objective B:** Maintain the existing variety of housing types, sizes and values.

Policy/Recommendations:

1. The City should support reinvestment in existing housing units which provide a variety of options for all types of residents through public/private partnerships.
2. The City should protect the integrity of residential neighborhoods through code enforcement.
3. The City should support continued adequate rental unit conditions by considering a rental housing ordinance.

4. The City should establish and pursue appropriate remedies for care of vacant and/or foreclosed properties (e.g. lawn & sidewalk maintenance; prevention of utility freeze-up).

**Objective C:** Promote, support, and participate in regional housing efforts, activities, and partnerships.

Policy/Recommendations:

1. The City should remain engaged in regional, state, and national efforts designed to support the avoidance of foreclosures and/or the conversion of foreclosed properties to suitable uses.
2. The City should frequently review local/regional housing information and participate in local/regional housing studies and programs specifically as it pertains to the following:
  - a. Researching the feasibility of a lease to purchase program. Older existing housing stock provides an affordable ownership opportunity when compared with the costs of new construction. A regional lease to purchase program should be investigated; however, to make such a program function, a public or non-profit agency is needed to implement the program and funding sources must be identified. The 2006 Housing Study provides valuable information for the City and regional partners to consider.
  - b. Awareness of diversity issues; the City should recognize, embrace, and prepare for increased diversity in its population.
  - c. Addressing local and regional housing issues through cooperative efforts with neighboring communities.

## **GOAL #2: WELL-MAINTAINED HOUSING**

**Objective A:** Promote efforts to maintain existing housing stock and improve structures in need of major repair.

Policy/Recommendations:

1. The City should continue to address maintenance problems and code violations as a means of improving and strengthening the character of individual neighborhoods and avoiding blighting conditions.
2. The City should proactively address violations of property maintenance which pose public health and safety problems and threaten neighboring property values.
3. The City should explore and utilize home-improvement grants and loans to keep homes well-maintained.
4. The City should investigate the potential of reallocating a portion of the existing Small Cities Development Grant to assist with housing rehabilitation/construction which will benefit low and moderate income residents.

5. The City should actively participate in programs that would assist buyers of older homes in providing for significant maintenance expenses such as re-roofing, replacing windows and upgrading siding.

**Objective B:** Continuously monitor and analyze the volume and location of dwelling units with tax delinquencies and/or those in foreclosure.

Policy/Recommendations:

1. The City should remain informed of potential strategies to minimize the impact of tax delinquent and/or tax forfeited property on City resources. The League of Minnesota Cities is currently working to address this issue.

**GOAL #3: A VIBRANT CONNECTION BETWEEN HOUSING, ENVIRONMENT, RECREATION, AND EMPLOYMENT**

**Objective A:** Embrace and promote the essential linkage between housing and employment.

Policy/Recommendations:

1. The City should be mindful of information contained in the 2006 Housing Study related to workforce housing.
2. The City should support recommendations contained in the 2006 Housing Study related to the production of workforce housing.
3. As additional commercial and/or industrial employment opportunities arise, the City should strive to provide and maintain pedestrian routes for those walking or bicycling, especially along collector and arterial streets as a means of providing important links between residential neighborhoods and places of employment.
4. As energy prices continue to rise and the population swells, the City should consider the need for park and ride or park and carpool facilities. The measures could be especially effective if installed as part of a highway improvement project.

**Objective B:** Embrace and promote the essential linkage between housing and the environment.

Policy/Recommendations:

1. The City, through its Subdivision Ordinance and/or Flood Plain Management Ordinance, should restrict or prohibit residential development affecting public waters/watercourses, wetlands, and other natural features as they perform important protection functions in their natural state.
2. The City should implement goals, objectives and policy recommendations included in Chapter Two (Physical Profile) of the 2008 Comprehensive Plan.

**Objective C:** Embrace and promote the essential linkage between housing and recreation.

Policy/Recommendations:

1. The City should continue to be mindful of the need for adequate park and recreation facilities for families and children within residential neighborhoods.
2. The City should routinely monitor available park and recreational facilities available to various residential neighborhoods and how they relate to the types of residents occupying the neighborhood as it evolves.

## IX. RESOURCES.

The programs listed below are currently in use or are available and may be used in the City as market factors allow, assisting the City in implementing the aforementioned recommendations.

### *Federal resources:*

1. Section 8 Certificates and Vouchers: Rent assistance that recipients can take with them when they move, rather than being tied to specific housing. Tenants pay about thirty (30) percent of their income FOR rent.
2. HOME (the Home Investment Partnership Program): Grant program for state and local governments to acquire, rehabilitate or construct affordable housing for low-income renters or owners.
3. Community Development Block Grants (CDBG): Funds community development efforts, including housing. Local governments that receive funding have wide discretion in its use.
4. The Federal Housing Administration (FHA) and Department of Veterans Affairs (VA): Insures and guarantee loans, which increase housing market access for some families.
5. Rural Housing Service: The United States Department of Agriculture provides rent assistance, direct loans and loan guarantees in rural areas.
6. Low-Income Housing Tax Credits: Federal income tax credits for people or companies that invest in the construction or substantial rehabilitation of rental housing. Developers of rental housing sell the credits to investors. Proceeds from credit sales can cover some of a project's development and construction.
7. Tax Exempt Bonds: Sold by state and local governments. Buyers accept a lower interest payment because it is not taxable income. State and local housing agencies use the bond proceeds to finance mortgages with below market interest rates.

### *State Resources*

#### Home Mortgages:

1. Minnesota Mortgage Program: Provides mortgages with below-market interest rates to first-time homebuyers through the sale of mortgage revenue bonds.
2. Minnesota City Participation Program: MCPP is part of the Minnesota Mortgage Program, in which MHFA sets aside funds from the sale of mortgage revenue bonds for cities to meet locally identified housing needs.
3. Community Activity Set-Aside: Is a third part of the Minnesota Mortgage Program in which MHFA sets aside funds from the sale of mortgage revenue bonds for lenders, local governments or nonprofit housing providers to meet homeownership needs in their communities.
4. Minnesota Urban and Rural Homesteading: Awards grants to organizations and public agencies that acquire, rehabilitate, and sell single-family homes that are vacant, condemned or blighted to at-risk first-time homebuyers.

#### Home Improvement and Rehabilitation:

1. The Great Minnesota Fix-Up Fund: Provides home improvement loans with below-market interest rates for low and moderate-income homeowners.

## HOUSING

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2. Community Rehabilitation Fund: Provides grants to cities for acquisition, rehabilitation, demolition and new construction of single-family homes.

### Rental Housing:

1. Low and Moderate Income Rental Program: Provides mortgages and rehabilitation funds for either acquisition and rehabilitation of or new construction of rental housing for low and moderate-income families.
2. Affordable Rental Investment Fund (ARIF): Provides low-interest first mortgages or deferred loans to help cover the costs of acquisition and rehabilitation or new construction of low-income rental housing.
3. Low Income Housing Tax Credits (LIHTC): LIHTC are MHFA's share of the tax credits allocated to Minnesota.
4. HOME Rental Rehabilitation: Provides grants to rehabilitate privately-owned rental property in order to support affordable, decent, safe and energy efficient housing for lower-income families.
5. Housing Trust Fund: Provides deferred loans without interest for the development, construction, acquisition, preservation, or rehabilitation of low-income rental housing.
6. Rental Rehabilitation Loans: Provides property improvement loans to rental property owners.

### *Other Resources*

#### Local Government Sources:

1. Local Bonds: May be used to assist with financing affordable housing and are available in two types. First, revenue bonds typically finance mortgages and are paid off with mortgage repayments. Second, general obligation bonds are paid off with local tax collections.
2. Tax Increment Financing: Housing or redevelopment districts may be established by local governments to assist eligible housing projects. Local governments capture the property tax revenue generated by the new development and use the captured taxes to help finance the eligible project. Occupants must meet income restrictions for housing TIF districts.
3. Local tax levies: May be used to directly finance affordable housing.
4. Local housing trust funds: Local revenues dedicated exclusively to housing activities.

#### Non-Profit Sources:

1. Greater Minnesota Housing Fund: is a nonprofit agency that provides capital funding grants and loans to affordable housing projects in greater Minnesota. Contributions from the McKnight and Blandin Foundations finance the fund.

**QUESTION**

How can the transportation system be maintained & developed to reach our vision?



6

**TRANSPORTATION**

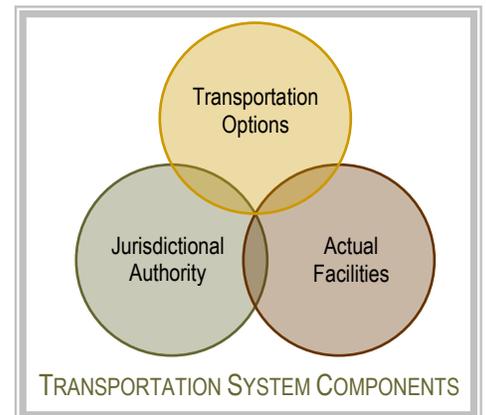
**I. PURPOSE**

All elements of this Comprehensive Plan are fundamentally interconnected in one vision and one land use plan as represented in Chapter Four. The purpose of this Chapter is to broadly identify how the transportation system can be maintained and developed to achieve the community vision as represented in the land use plan.

This element of the Comprehensive Plan is intended to provide guidance for the development of a transportation system that serves the access and mobility needs of the city in a safe, efficient and cost-effective manner. This Chapter should not be construed to constitute an official transportation plan for the City.

It is important to note the ‘transportation system’ is comprised of many elements including, but not limited to:

- Transportation options used to move people and products.
- Levels of jurisdiction authority.
- Tangible facilities a user may access to start, conduct, or end a trip.



To those ends, this plan:

- Attempts to integrate land use and transportation planning, decision-making, and project implementation;
- Recognizes the fundamental link between the transportation facilities and abutting land use types and densities;
- Emphasizes connectivity and continuity for roadways within and through the community;

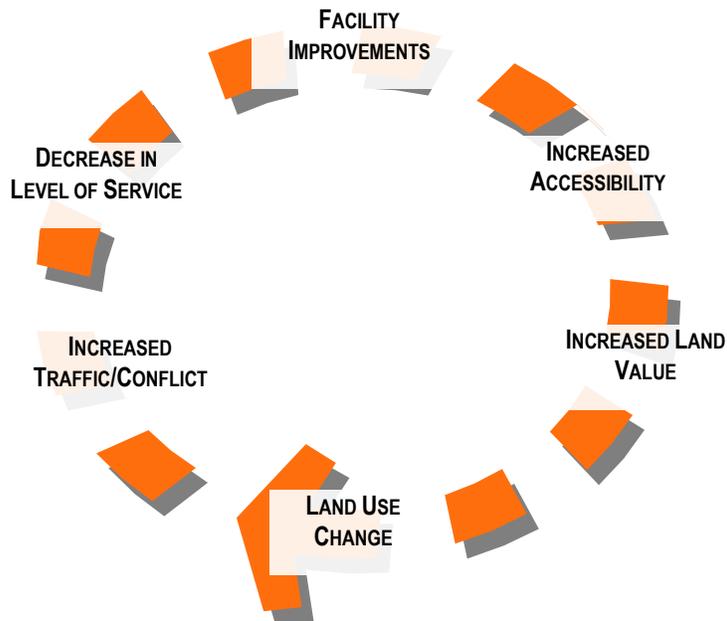
- Inventories existing transportation facilities;
- Examines the impact of land use forecasts on future traffic volumes;
- Includes a discussion of the Highway 5 corridor; and,
- Culminates in a City thoroughfare plan.

**II. INTERDEPENDENCE OF LAND USE AND TRANSPORTATION**

To properly understand what is needed to achieve the vision set forth within this Comprehensive Plan, we must understand the interdependent and variable relationship between land use patterns and transportation systems. While land use patterns and transportation systems are continually evolving, they infrequently do so at the same pace. Land use planning helps predict transportation system needs, but transportation facilities and services are needed for development to occur. Land use patterns evolve little by little on a parcel by parcel basis, but transportation improvements increase capacity in large increments over large geographic areas.

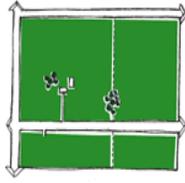
As such, land use planning and transportation systems are inherently unbalanced but concurrently interdependent. For example, design improvements to roadways lead to increased roadway use which leads to increased real estate interest, use changes and growth which in turn impacts the transportation system’s performance resulting in a need for additional roadway system improvements. Figure 6.1 below illustrates this concept as described by Stover and Koepke in the Institute of Transportation Engineer’s 1999 publication “*Transportation and Land Development.*”

**FIGURE 6.1  
TRANSPORTATION – LAND USE CORRELATION**

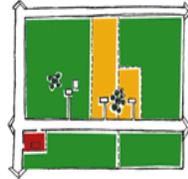


## TRANSPORTATION

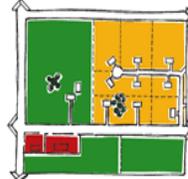
The following sketches are included in a publication by MnDOT related to the benefits of access management. The sketches can help City leaders visualize the interaction between land use and transportation over several decades.



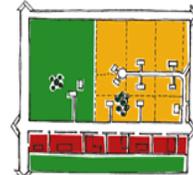
Small, uncoordinated  
land use decisions  
**Source: MnDOT**



Create problems  
over time



When problems  
become apparent



The best solutions  
are no longer available

**III. INVENTORY OF EXISTING TRANSPORTATION FACILITIES**

Transportation facilities available in or near Arlington include the road network, pedestrian and bicycle accommodations, rail lines, transit service, and airport service. An inventory of available transportation facilities follows.

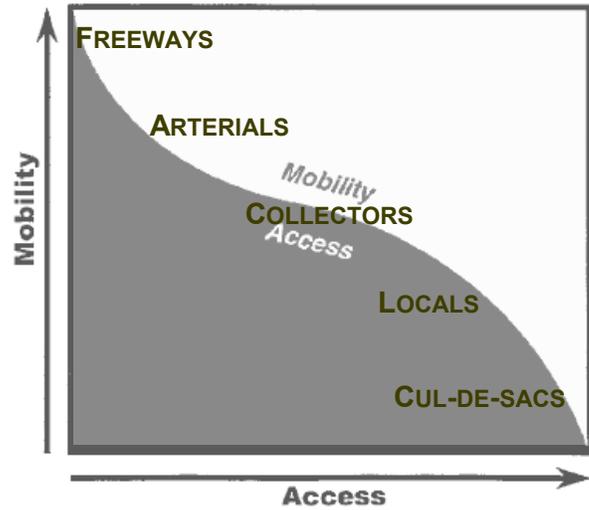
**A. ROAD NETWORK**

Roadways comprise the largest component of Arlington’s transportation facility system. Central to an inventory of the existing system is the concept of classifying roadways in terms of function. Such classification assists officials in designing appropriate roadway widths, speed limits, intersection controls, design features, accessibility standards, and maintenance priorities.

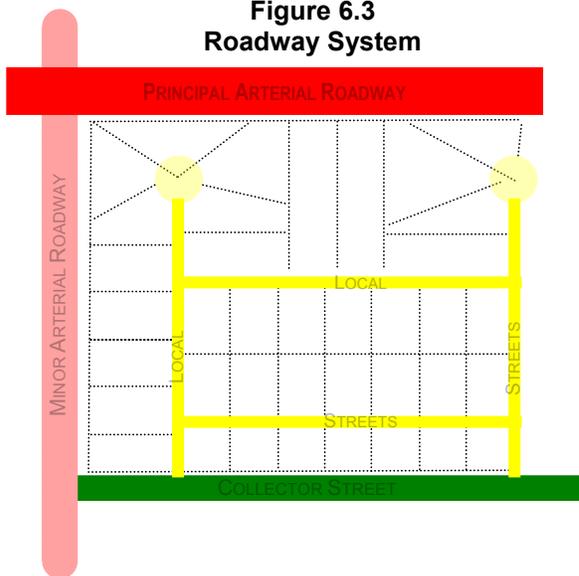
A well-planned road network system includes a variety of functional road classes, and promotes connectivity and continuity for roadways within and through the city, the region, the state, and the nation. An ideal system is not always possible due to existing conditions, topography, or other natural features; however, the classification system should be used as a guideline and adapted as roadways are developed.

As illustrated in Figure 6.2, an integrated transportation systems attempts to balance mobility (a through traffic need) and access (a property owner need). A complete system should consist of a mix of various types of roads to best address the needs of a variety of users. Therefore, an ideal system includes major arterials (strictly emphasize mobility), minor arterials (emphasize mobility), collectors (address mobility and limited access) and local (focus on access) streets. An emphasis on mobility requires limited local access points. An emphasis on local access results in more limited mobility.

**Figure 6.2  
Access vs. Mobility**



**Figure 6.3  
Roadway System**



As illustrated in Figure 6.3 each descending step in the functional classification system (i.e. freeway to cul-de-sac) is correlative to a decrease in the size and carrying capacity of the roadway. Each roadway type is designed specifically for a separate and distinct function. Local streets distribute traffic to and from residential areas, channeling traffic to collector streets. Collector streets, in turn, channel traffic to other residential areas, business concentrations and minor arterials. Minor arterials channel traffic from areas of business concentrations to other areas of business concentrations, to other communities, and to principal arterials. Principal arterials channel traffic to other regions and states.

**1. Functional Classifications**

Primary roadway functional classifications for state and county-state-aid roadways within Arlington and associated average daily traffic counts (2007) are illustrated in Map 6-1 at the close of this Chapter. Applicable roadway classifications include: Minor Arterial and Urban Collector. Roadways not specifically classified by MnDOT have been classified as ‘Collector’ or ‘Local’ based on consultation with the County Engineer and the City’s Consulting Engineer. There are no Principal Arterial (interstate or non-interstate) roadways within Arlington.

a). Minor Arterial Roadways

State Highway 5 as it traverses Arlington is classified as a minor arterial roadway with adjacent land uses that are ‘urban’ or ‘urbanizing’ in nature. In general, minor arterials emphasize mobility as opposed to land access. Minor arterials generally connect to principal arterials, other minor arterials and collector streets, but may occasionally connect to some local streets.

b). Collector Streets

The collector system facilitates movement from residential neighborhoods to other residential neighborhoods, business concentrations, and minor arterials. Collector streets typically serve short trips and place moderate emphasis on both access and mobility. Major (urban) collector streets within the City of Arlington include County State Aid Highway (CSAH) 9 and portions of CSAH 34 (Main Street) and CSAH 17 (Fourth Avenue).

c). Local Streets

Any streets not highlighted on Map 6-1 are presumed to be local streets. Local streets connect blocks and land parcels with primary emphasis placed on local access. In most cases, local streets will connect to other local streets and collector streets. In some cases, they will connect to minor arterials. Local streets serve short trips at low speeds and generally occur at every block within urban areas. The City’s Subdivision Ordinance guides the development of subdivisions with local access based on block length and lot depth requirements subject to topographical limitations.

**2. Traffic Volume**

The Minnesota Department of Transportation has documented traffic volume information for major roadways within Sibley County, including those within and in close proximity to the City of Arlington. Daily volumes, as of 2011, from MnDOT are illustrated in Table 6-1 below and shown on Map 6-1 at the close of this Chapter.

**TABLE 6-1  
HISTORIC AVERAGE ANNUAL DAILY TRAFFIC COUNTS**

Roadway	Location	AADT 2011	AADT 2007	AADT 2003	AADT 1999
Highway 5	CR 117 to Main Street	4,300	3,900	4,050	4,050
Highway 5	Main Street to CSAH 9	3,450	3,300	3,600	3,200
CSAH 9	South of Arlington	1,200	750	620	600
CSAH 9	North of Arlington	1,450	1,400	1,350	1,250
CSAH 12	East of Arlington	630	620	740	620
CSAH 12	West of Arlington	680	690	730	680
CSAH 17	South of Arlington	1,050	970	940	1,050
CR 66	East of Arlington	255	255	260	285
CR 117	North Hwy 5, south of High Island Cr.	810	810	405	350

Source: MnDOT

**3. Physical Condition of Roadways**

The general physical condition of roadways was gauged by a windshield survey on April 28, 2008 by MDG, Inc. representatives. Figure 6.4 on the following page represents the results of the windshield survey. The results do not represent a determination of condition by a professional engineer. The data is intended to be used as a guideline; additional evaluation of roadway condition is recommended.

The following classification descriptions were employed in the windshield survey:

**Excellent:** Roadway surface recently constructed, no problems detected.

**Good:** Roadway recently sealcoated; only minor cracks and bituminous breakdown visible.

**Fair:** Aging bituminous surface with moderate to substantial breakdown and cracking apparent.

**Poor:** Severe breakdown of bituminous surface evident.



**4. Regional Plans**

Sibley County is completing a complete reconstruction of County Road 66 including replacement of two bridges and installation of a regional trail facility at this time. The project will be completed in 2015. In addition, bridge replacement for CSAH 9 and CSAH 17 (4<sup>th</sup> Avenue), and maintenance of CR 17 (Main Street) and CR 117 (former CSAH 69) have been completed. In 2013 the Minnesota DOT completed a mill/overlay and pedestrian ramp project for Highway 5 as it traversed the City. A signal at Highway 5 and Main Street was decommissioned as part of the maintenance project.

The Minnesota Department of Transportation's planning priority for Highway 5 in the vicinity of Arlington is roadway maintenance/preservation. Routine pavement resurfacing is included in both of MnDOT Region Seven's 'fiscally constrained' projects plan for the period between 2015-2030. Total reconstruction of Highway 5 is not reflected within Region Seven's long-range plans.

Highway 212 (approximately 14 miles north of Arlington) has been given "Interregional Corridor" (IRC) status for transportation planning. The 160 mile IRC extends from Eden Prairie to the Minnesota/South Dakota border. The segment of Highway 212 from Eden Prairie to Cologne has been given 'high priority' status with a planning goal of developing a four lane divided expressway from Eden Prairie to Norwood Young America. The first segment of the expressway project (from Eden Prairie to CSAH 11 in Chaska) is complete.

A corridor study for the next segment, from CSAH 11 (west Chaska) through Cologne to eastern boundary of Norwood Young America has been completed. Although the corridor study will result in preservation of right-of-way, construction from CSAH 11 to Market Avenue in Norwood Young America has not been programmed or funded.

If/when a the four lane 212 expressway is extended to Norwood Young America, additional traffic within/through the City of Arlington may be expected/anticipated.

**B. TRANSIT SERVICE**

Trailblazer Transit currently provides public transit for all ages of residents of Sibley and McLeod Counties with handicapped accessible buses and a volunteer driver program. Trailblazer Transit is an intra-county general public transportation system including both dial-a-ride bus service and a volunteer driver program. Passenger service outside of either county is accommodated by volunteer drivers who use their own vehicles. Buses operate Monday through Friday from 6:30 a.m. to 5:30 p.m. Volunteer drivers may transport people anytime including early mornings, late evenings, weekends, and holidays.

Children, youth, adults, and seniors can use Trailblazer Transit to get to work, school, day care, medical appointments (non-emergency), restaurants, banks, grocery stores, beauty salons, barbers, government offices, recreational activities, and social events. Some common destinations include medical facilities, restaurants, banks, drug and grocery stores, beauty salons, barbers, and government office.

The service is supported by passenger fares, service contracts, state and federal taxes, local county appropriations, and donations.

**C. BICYCLE AND PEDESTRIAN FACILITIES**

Local sidewalk linkages, as well as bicycle lanes, routes and paths all play an important role in the transportation network. Arlington's sidewalks do not cover the entire City but, are dispersed throughout the community, especially adjacent to commercial corridors.

Figure 6.5 on the following page illustrates the location of sidewalks and parking/bicycle lanes in the City of Arlington. Sidewalks are generally less than four feet in width, except within the Central Business District where sidewalks are wider to accommodate pedestrian traffic within the business core.

Sidewalk deficiencies are noted in Figure 6.5 in close proximity to the Sibley East Public School (i.e. west side of Second Avenue between West Alden and West Douglas) and north of Highway 5, especially near the community center/city offices have been remedied as part of a Safe Routes to School grant obtained by the City. In addition to the Safe Routes grant the City/County also secured federal funding to support the development of a regional trail segment from CSAH 17 to Sportsman's Park. As part of the City's share of the local match a street/sidewalk update project is underway in 2014/2015. The update will result in a continuous loop of sidewalk/trail throughout the City designed to maximize regional trail planning efforts to connect the cities of Arlington and Gaylord.

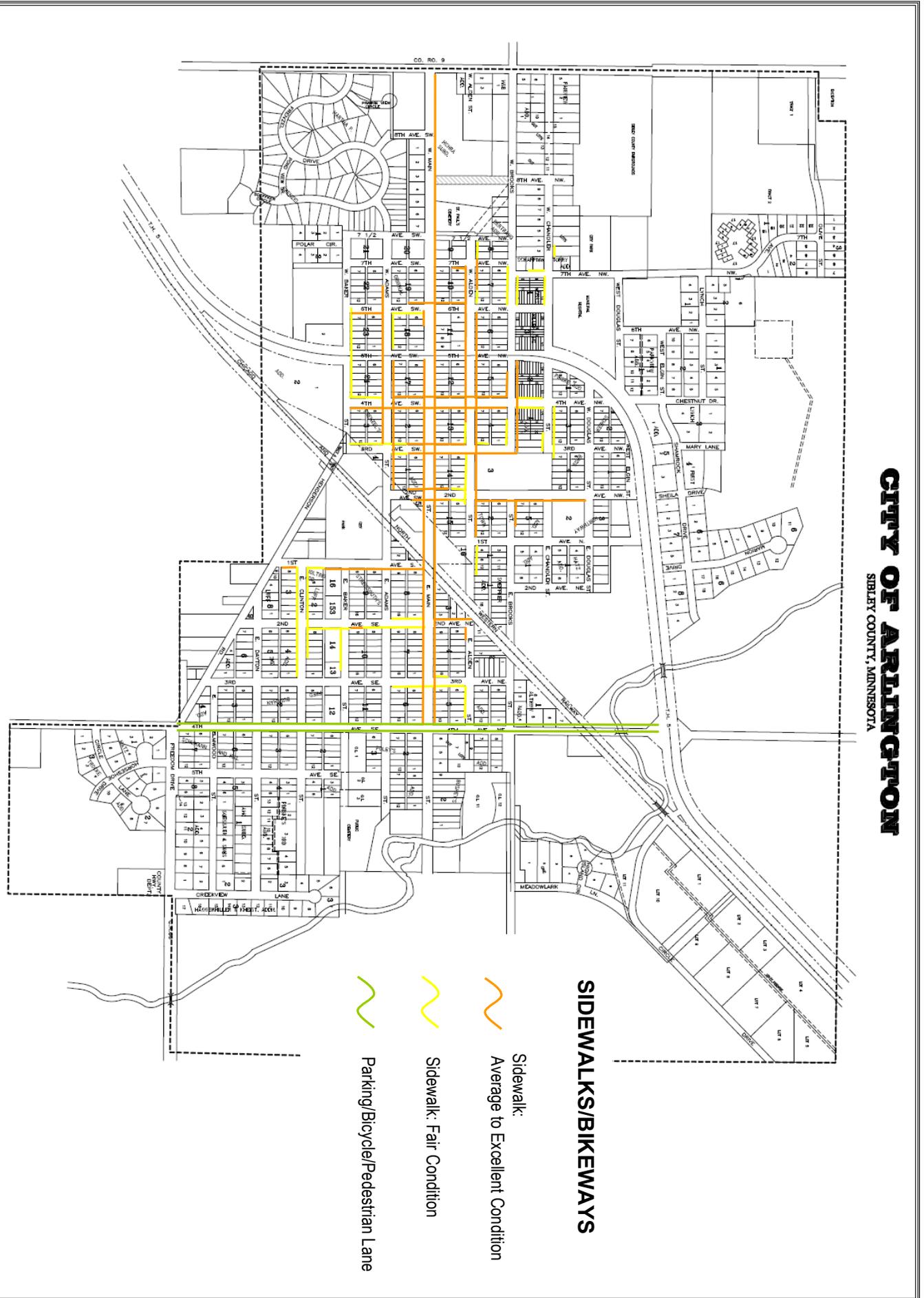
The City has also instituted a sidewalk repair, extension, and maintenance policy and construction effort. The effort is based in active community living environments and funded on an annual basis through proceeds from the sale of the municipal hospital.

The condition of sidewalks varies throughout the community; however, most sidewalks adjacent to Main Street are in average to excellent condition. Instances of non-contiguous sidewalk are scattered throughout the community.

# TRANSPORTATION

## CITY OF ARLINGTON SIBLEY COUNTY, MINNESOTA

FIGURE 6.5  
SIDEWALKS/BIKEWAYS



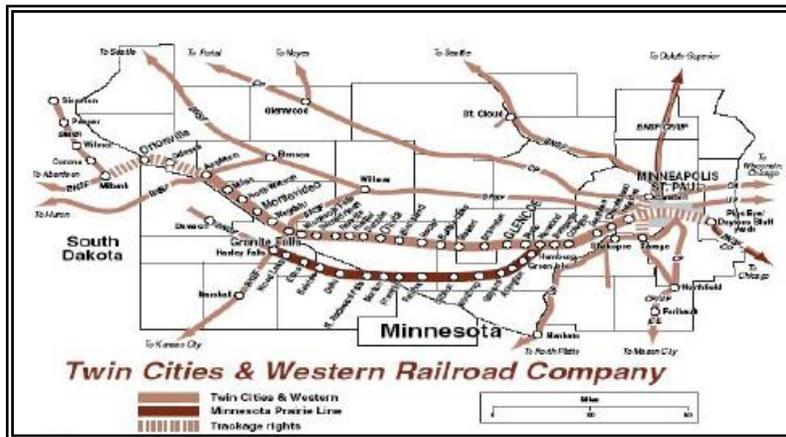
**D. RAILROAD SYSTEM**

The Minnesota Valley Regional Rail Authority (MVRRA) manages a short line railroad that extends from Norwood Young America (Carver County) to Hanley Falls (Yellow Medicine County). The short line railroad connects to the Twin Cities and Western (TC & W) line and the Burlington Northern Santa Fe (BNSF) line. As illustrated in Figure 6.6 below, the MVRRA railway traverses the City of Arlington.

Minnesota Prairie Line (a subsidiary of TC & W) operates freight trains that service businesses along the MVRRA line. Minnesota Prairie Line, which is headquartered in Glencoe, currently estimates that about two trains pass through the City of Arlington each day.

The MVRRA has been upgrading the railway to accommodate additional trains per day with an increased maximum speed. The rail upgrades have been completed from the conjunction with the main line near Norwood Young America to west of Winthrop. The City participated in upgrades funding enhanced crossings at 4<sup>th</sup> Avenue, Main Street, and Adams Street.

**Figure 6.6  
MVRRA Short Line Railway**



**E. AIR SERVICES**

Municipal or commercial air service is not available within the corporate limits, however, the Sibley Medical Center operates an emergency medical heliport.

The City is approximately 55 miles from the Minneapolis/St. Paul International Airport (MSP) in Bloomington. MSP provides services including charter, commercial, freight, and jet on a scheduled basis to national and international destination. MSP has been the headquarters for Northwest Airlines; however, a recent merger with Delta will likely result in a loss of the headquarters but continuation of a Twin Cities hub. Major airlines flying into and out of MSP include American, Continental, Delta (Northwest), United Airlines and US Air.

Glencoe Municipal Airport (Vernon Perschau Field) is located on County Road 9 approximately one mile south of the intersection with Highway 212. The airport is used for ultralight storage and flights. The airport does not offer scheduled services and a fixed base operator is not present. An administrative services building is open 24-hours a day but not staffed; fuel is available on a pay at the pump basis. The runway is asphalt and oriented toward prevailing winds. Runway reconstruction occurred in 2014.

**IV. IMPACTS: FUTURE LAND USE & TRANSPORTATION SYSTEM**

As previously discussed, land use decisions will directly influence decisions made regarding transportation and vice versa. Decisions regarding the transportation system can cumulatively, directly, and/or indirectly affect land use; such impacts may be both positive and negative. For example, removing freight truck traffic from a busy pedestrian area may positively impact pedestrian traffic while the reroute may increase vehicular noise in another area of the community.

Cumulative impacts result from individual parcel-based decisions (i.e. subdivision approval, rezoning, new accesses) over a long period of time or broad-based community and regional visioning. For example, proactive planning for a new major intersection may result from a lowering of roadway function due to a high volume of local accesses approved on a parcel by parcel basis. At the same time, the proactive planning may lead to increased land values and development near the new major intersection and a decrease in the number of individual access points. Cumulative effects of land use/transportation planning are addressed in subsections (A) and (B) below and in the Thoroughfare Plan (Section V. of this Chapter).

Transportation decisions that have a direct affect on land use result from construction of new facilities or changes to existing facilities. For example, the creation of a four-lane Highway 212 expressway from Eden Prairie to Norwood Young America may increase development in Arlington due to a decrease in commute time. As a result, the addition of park and pool lot(s) within the City may help reduce future congestion and reduce commuter costs. Direct effects of land use/transportation planning are most often examined through the individual transportation facility project plan process. Direct impacts will also be somewhat addressed in the Thoroughfare Plan (Section V. of this Chapter).

Indirect impacts of transportation system decisions are more diffuse in nature and do not relate to a specific project. For example, roadway improvements may lead to increased or decreased land values for adjacent properties which may affect the form and pace of development/redevelopment within the community. Indirect affects of land use/transportation planning will be discussed in the Thoroughfare Plan (Section V. of this Chapter).

**A. CUMULATIVE IMPACTS: LAND USE/TRANSPORTATION SYSTEM**

Table 6-2 highlights in summary form, potential cumulative impacts of the City’s future land use plan on a potential transportation system. Information contained in Table 6-2 is useful background when considering future land use and land use changes.

**TABLE 6-2  
FUTURE LAND USE AND THE TRANSPORTATION SYSTEM**

<b>Land Use Plan</b>	<b>Effect on Transportation System</b>
Sustain smaller lot, high intensity development in the original townsite (Future R-2 and B-2)	Smaller lot sizes and mixed land uses make travel by bicycle or foot an option; promotion of alternative travel is a priority.
Promote commercial development adjacent to Highway 5 (Future B-1)	Requires convenient, logical access from Highway 5 but protection of mobility function of Highway 5; access management is a priority.

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Land Use Plan	Effect on Transportation System
Promote industrial development in the vicinity of higher intensity commercial uses, higher volume roadways, and the existing railway. (Future I-1)	Requires good connection to regional and statewide transportation network and rail system. Continuity and connection of truck routes, access management, and rail access are important.
Promote medium density residential development as a transitional use between high volume roadways or high intensity land uses and low density residential uses. (Future R-2 and R-3)	Traffic circulation planning and access management are important since these are areas where higher traffic volumes and various traffic modes may intersect frequently. Consideration of vehicular, pedestrian, bicycle, and park/ride or park/pool facilities and interaction thereof are important.
Low density residential development is planned to the east and west of the existing corporate limits. (Future R-1)	Larger lot sizes with separated land uses will likely increase individuals' decisions to rely on vehicles for transportation; establishment of convenient local street system which is well connected to collector streets will be priorities.

**B. CUMULATIVE IMPACT: PROJECTED TRAFFIC VOLUMES**

Anticipated increases in traffic volumes resulting from growth illustrated in the Future Land Use Plan is central to maintenance and establishment of an adequate transportation system. Factors affecting projected traffic volumes include increased traffic generated by new development and increased "background" volume of traffic moving through the community (i.e. traffic resulting from development elsewhere that increases the number of vehicles passing through the community). New trips generated by local development should be considered at the time of preliminary plat approval. Background traffic increases are extremely dependent upon regional and state growth. For example, increasing the production capacity of the ethanol plant in Winthrop may lead to increased truck traffic on Highway 5; conversely, railway capacity improvements may allow the same ethanol plant to use the railway more, leading to a decrease in truck traffic on Highway 5.

New Development (trip generation)

Table 6-3 illustrates projected new traffic demands generated by growth anticipated within the City of Arlington projected in Chapter 4 (Land Use) of the Comprehensive Plan. The trip generation numbers are based upon land use calculations (acreages needed to support growth versus actual acreages included in the growth boundaries) and common trip generation factors developed by the Institute of Transportation Engineers in its trip generation manual.

**TABLE 6-3  
VEHICULAR TRIPS GENERATED BY NEW DEVELOPMENT**

Land Use	Assumed Density for Volume Projections	Total Units Assumed	Daily Trip Rate per Unit	Estimated Daily Trips
R1/R2 – Single Family Residential	2.5 units per net acre	120	10/DU	1,200
R3/R4 - Multiple Family Res.	6 units per acre	47	7/DU	329
Commercial/Industrial	--	30 net acres	50/ac	1,500
<b>Total Additional Trips</b>				<b>3,030</b>

- Assumes 72% of new households low density & 28% of new households high density
- The assumed land use traffic generation is developed by application of trip generation rates in the Institute of Transportation Engineers (ITE) report title Trip Generation, 7<sup>th</sup> Edition, 2003.

The calculations for the new development assumptions indicate 3,030 additional daily vehicle trips could be generated by projected land uses within the City by the year 2035. Although these trips will be spread out across the entire roadway system, roadways primarily being impacted are expected to include collector streets and arterial highways.

Background Increase

Table 6-4 below illustrates projected increases in background volume for County State Aid Highways and State Highways in Arlington. Background volume is generally expected to increase 10% by 2035. The projection factor for Sibley County is based on the statistic contained in the 2011, updated 2014 State Aid Manual (i.e. 1.1). The forecast for Highway 5 is based on MnDOT District Seven’s Long Range Plan and indicative of that forecast for the year 2035.

**TABLE 6-4  
2030 BACKGROUND INCREASE – CSAH AND STATE HIGHWAYS**

Roadway	Location	AADT 2011	FORECAST 2030
Highway 5	CR 117 to Main Street	4,300	4,730
Highway 5	Main Street to CSAH 9	3,450	3,795
CSAH 9	South of Arlington	1,200	1,320
CSAH 9	North of Arlington	1,450	1,595
CSAH 12	East of Arlington	630	693
CSAH 12	West of Arlington	680	748
CSAH 17	South of Arlington	1,050	1,155
CR 66	East of Arlington	255	280
CR 117	North Hwy 5, south of High Island Cr.	810	891
<b>TOTAL INCREASE IN ADT</b>			<b>1,383</b>

Total Increase: New Development Locally & Background Volume

By adding the total projected trip generation from local development and the volume increases projected for CSAH and State Highways, it appears over 2,000 more vehicle trips may be anticipated within/near the City by 2035.

Cumulative impacts of land use decisions and forecast volumes provide important information and provide the basis for Section V. of this Chapter, the Thoroughfare Plan.

**V. THOROUGHFARE PLAN**

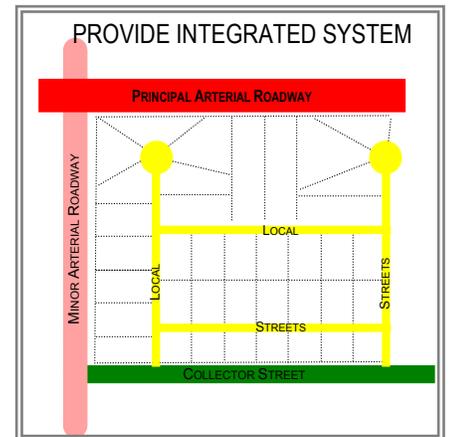
The following Thoroughfare Plan is a compilation of goals, objectives, policies, maps, and programs intended to guide the future development of various modes of transportation. It is not an official transportation plan. The Thoroughfare Plan is intentionally wide-ranging and meant to be viewed in its entire context.

**GOAL #1: A WELL DEVELOPED, MULTI-MODAL TRANSPORTATION SYSTEM**

**Objective A:** Proactively collaborate with adjacent local units of government, regional entities, and the Minnesota Department of Transportation to synergize transportation planning and construction efforts.

Policy/Recommendations:

1. The City should work with county and state officials to provide for an integrated transportation network consisting of a variety of functional classifications (arterial, collector, local).
2. The City should consult with the County and/or MnDOT regarding potential impacts to transportation facilities prior to approving rezoning or plat requests abutting CSAH and state highways.
3. The City should work with county and state officials and the Arlington EDA to correct unsafe accesses to CSAH and state highways as individual parcels expand or redevelop.
4. The City should proactively contact MnDOT District Seven and Sibley County regarding timing of resurfacing of State Highway 5 and bridge replacement projects. Local utility projects should be timed to coincide with the state and county projects if possible so as to avoid duplication of costs.
5. The City should work with MnDOT Dist. 7 to address pedestrian access in relation to the highway facility, especially as it relates to centers of activity within the City including the community center and educational institutions. Crosswalks, sidewalks, an under/over pass, etc. should be discussed.



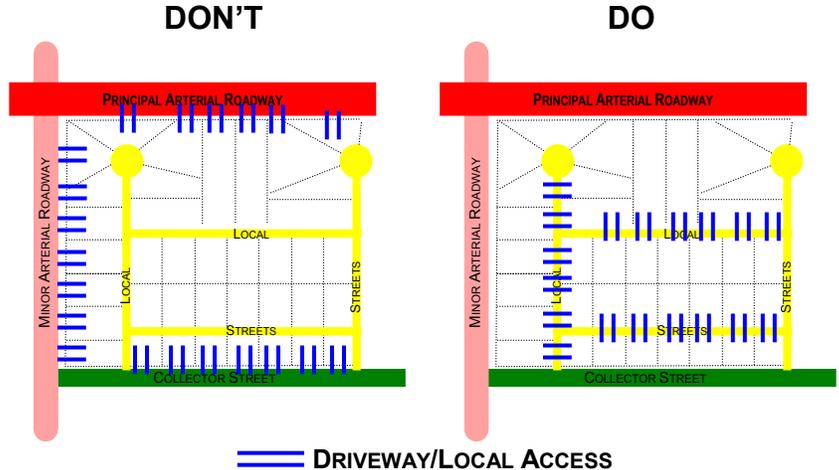
**Objective B:** Pursue appropriate access management strategies.

Policy/Recommendations:

1. The City should embrace the concept of Highway 5 as a corridor serving the mobility needs of the region as opposed to the local need for access.
2. The City should work with property owners adjacent to Highway 5 to consolidate driveways and provide internal access between parcels so as to limit the volume of access points onto Highway 5.
3. The City should embrace a long range vision for improving access within the older, developed portion of the Highway 5 corridor.

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- The City should avoid lot designs with driveways that enter onto arterial and major collector streets; instead business and residential driveways should be oriented to local streets that feed onto the highway at a few carefully designed and spaced intersections.



- When reviewing site plans, the City should require entrances to sites be an adequate distance from intersection corners and turn lanes.
- Except within the Central Business District and dwellings within the original townsite, the City should require residential and commercial uses to provide adequate space on site for maneuvering of cars and trucks without backing onto roadways.
- The City should consider requiring adjacent businesses provide shared driveways and cross access easements so consumers can make multiple stops without entering Highway 5.

**Objective C:** Pursue transportation priorities in established areas as redevelopment occurs.

Policy/Recommendations:

- The City should strive to fill in the supporting roadway network with local access roads as part of the redevelopment process.
- The City should incorporate new sidewalk/pathway segments as improvements to existing pedestrian and bicycle facilities as a part of redevelopment or street improvement projects.

**Objective D:** Embrace and provide for a range of transportation choices and options.

Policy/Recommendations:

- The City should seek to establish a sidewalk/pathway system which connects activity centers including the community center, the library, schools, places of worship, parks, and clusters of business establishments.

2. The City should seek establishment of a park and pool lot where commuters may leave their individual vehicles in favor of carpooling.
3. The City should promote the services of Trailblazer Transit as an option for transportation to work, medical appointments, necessary shopping, and the like.
4. The City should support expansion of the MVRRA line, but ensure potential negative impacts (crossing upgrades, noise) are addressed at the same time.
5. The City should provide for railway access in industrial areas whenever possible.

**Objective E:** Establish a collector street system which serves the City and region by providing essential continuity and connectivity.

Policy/Recommendations:

1. The City should work with county and state officials for approval of a Future Thoroughfare Map, as illustrated in Map 6-2 at the close of this chapter.
2. The City should take necessary actions to implement concepts illustrated in Map 6-2 Future Thoroughfare Map. Those actions may take place when development is proposed, when local street improvement projects are initiated, or as part of a capital improvement plan.
3. As development plans are presented to the City, future collector streets should be designed to provide continuity and prudent access to other collector streets and arterials and adhere to the recommended access management guidelines.
4. The City should embrace the following as priorities for the future system:
  - a. Installation of sidewalk/trail adjacent to Highway 5 as it traverses the City, especially in corridors adjacent to public property.
  - b. Establishment of a new east-west collector street in the southeast portion of the City as development occurs. The collector street would connect CSAH 17 to Highway 5.
  - c. Establishment of an east-west collector street in the northern portion of the City as development occurs which would connect CSAH 9 to Highway 5 in the vicinity of CSAH 12.
  - d. Trail and/or sidewalk connection adjacent to 4<sup>th</sup> Avenue connecting CR 66/Henderson Road pedestrian component to Highway 5.
  - e. Pedestrian connections to points of business and public interest, i.e. community center, library, church, schools, post office, etc.
  - f. Trail/sidewalk (continuous, looped) around all public school property boundaries.

**Objective F:** Establish a local street system which provides excellent access to lower intensity land uses and funnels traffic to designated collector streets.

Policy/Recommendations:

1. The City should encourage proper spacing and connection of local street systems so as to provide excellent access to lower intensity land uses and discourage excessive vehicle speeds.
2. The City should discourage the use of local streets for on-site traffic circulation; on-site circulation should be accommodated off of the right-of-way.
3. The City should encourage local street layouts that permit efficient plat layout while being compatible with the area's topography, adjacent roadways, municipal utility plans and environmental constraints.
4. As the street system continues to expand, street maintenance such as snowplowing, grading rural roadways, dust coating, routine maintenance, etc. will become increasingly important issues. Additional street construction will either increase contracted labor expenses or necessitate an expansion of the City's services provided by the municipal public works department. Prior to approving proposed subdivisions, consideration should be given to the City's ability to provide municipal services, facilities and equipment for snowplowing, street grading, minor street repair, dust-coating, etc. on either a contracted or staff basis.
5. Additional vehicle trips generated by proposed development and dispersed over the existing roadway system shall be examined relative to the capacity of existing roadways to accommodate increased traffic.

**Objective G:** Establish a logical and useable sidewalk/pathway system that meets the needs of the community.

Policy/Recommendations:

1. The City should require sidewalks along collector streets and arterials as well as leading to parks, schools, government buildings, and places of worship.
2. The City should strive to create direct pedestrian routes which are deliberately interconnected with all other modes of transportation.
3. The City should maintain safe, secure, and convenient facilities for pedestrians into and within the central business district (downtown).
4. The City should intentionally relate sidewalk design to the function and the anticipated amount of pedestrian traffic.
5. The City should consider taking advantage of scenic views and other amenities when choosing sidewalk locations.
6. The City should require placement of pedestrian facilities as land is developed based on standards contained within the Subdivision Ordinance.

7. The City should provide ramps and curb cuts throughout the pedestrian system for physically challenged persons.

**GOAL #2: A WELL MAINTAINED TRANSPORTATION SYSTEM**

**Objective A:** Provide for routine maintenance and system expansion.

Policy/Recommendations:

1. The City should establish a capital improvement plan to provide financial guidance in:
  - i. Implementing the Future Thoroughfare Map (Map 6-2 at the close of this Chapter);
  - ii. Establishing a sidewalk/pathway system connecting activity centers;
  - iii. Establishing a park and pool lot; and
  - iv. Establishing an industrial park with rail access.
2. The City should implement a routine maintenance program (e.g. sealcoating, resurfacing, and reconstruction) for streets and sidewalks as a means of prolonging the life of such facilities and scheduling funding.
3. The City should inventory existing streets to determine the life-expectancy of each segment.
4. The City should enforce local ordinances to prevent the discharge and/or tracking of granular material onto public streets resulting in premature damage to the bituminous surfacing.
5. The City should consider water, storm sewer, and sanitary sewer maintenance and replacement in conjunction with street improvement projects.
6. The City should ensure private contractors disrupting roadway surfacing are responsible for restoring the roadway in full.
7. The City should consider an amendment to the Subdivision Ordinance which could provide for narrow pavement rights-of-way under certain conditions provided the full right of way width is provided by easement.
8. The City should maintain wide sidewalks and appropriate pedestrian and vehicular separation within the Central Business District.
9. The City should seek to correct potential traffic issues as individual parcels expand or redevelop.

**GOAL #3: AESTHETICALLY PLEASING ARTERIAL AND COLLECTOR ROADWAY CORRIDORS**

**Objective A:** Provide for a visually pleasing Highway 5 corridor which relates to the urban environment as it traverses the City.

Policy/Recommendations:

1. To protect the integrity of the T.H. 5 corridor and the safety of the public, the City should consider implementing a frontage/backage road system in areas adjacent to Highway 5 in areas guided toward commercial development. Whenever possible, such roadways should be designed to accommodate at least one tier of lots on each side of the roadway (backage road concept).
2. As MnDOT proceeds with roadway improvements, the City should investigate streetscape improvements such as decorative lighting, walkways, ornamental trees, and other such amenities which will relate the roadway to the local cityscape.
3. The City should consider working with MnDOT to extend the urban section of Highway 5 south of West Baker Street and north of West Chandler Street. Urban sections include curb and gutter with sidewalk/pedestrianways separated from the traveled portion of the roadway and can include decorative landscaped treatments in the boulevard separation. Rural sections of Highway 5 (south of West Baker Street and north of West Chandler Street) currently have expansive road ditches which do not allow for pedestrian accommodation.
4. The City should promote the Highway 5 entrance to Arlington as a high-quality, aesthetically pleasing corridor which creates a distinctive impression of the City. Quality building materials, limited outdoor storage, preservation of existing environmental features, working with utility service providers to place utilities underground and landscaping should be emphasized.
5. As development occurs adjacent to T.H. 5 the City should work with developers to help ensure adequate right of way is dedicated.

**Objective B:** Provide for a collector street network which relates to the urban environment.

Policy/Recommendations:

1. The City should consider updating the Subdivision Ordinance to require the placement of sidewalks or pedestrianways adjacent to one or both sides of collector streets.
2. The City should consider the establishment of typical sections for collector roadways as part of a development manual. The typical sections would visually represent requirements for roadway, curbing, boulevard treatment, and sidewalks.
3. The City should promote quality development and maintenance of structures and parcels adjacent to collector streets.

**GOAL #4: FISCALLY RESPONSIBLE TRANSPORTATION SYSTEM DEVELOPMENT AND MAINTENANCE**

**Objective A:** Proactively budget and provide capital for transportation system development and maintenance.

Policy/Recommendations:

1. The City should budget include construction of collector streets, reconstruction projects, and significant maintenance in the capital improvement plan.
2. The City should consider establishment of a policy relating to construction of collector streets which requires developers pay for the cost of a typical local street with the difference between construction costs for local and collector streets funded by the City.
3. The City should closely monitor legislative actions related to transportation fees. If/when authorized by the state, the City should implement a fee which could support 'oversizing' of collector streets much in the way WAC/SAC support utilities.
4. The City should investigate various funding mechanisms available to support transportation projects, including but not limited to:
  - i. Federal Funding. Arlington may apply for federal funds for highways through the Surface Transportation Program of the Federal Highway Trust Fund, through MnDOT's District 7 Area Transportation Partnership (ATP). Solicitation occurs approximately every two years, with federal funding covering 80% of a project cost. Types of projects funded include highway reconstruction, safety projects, trails which are part of a project, transit and park-and-ride projects.
  - ii. MSAS System. 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. Available funds are distributed 62% TH, 29% CSAH and 9% MSAS. If/when a City's population goes above 5,000 they will become eligible to receive a portion of the MSAS funding.
  - iii. MnDOT Cooperative Funds. The State of Minnesota has funds available to assist with cooperative projects which increase safety and mobility.
  - iv. MN Department of Natural Resources Grants. Various federal and state grants are available for the development or reconstruction of trails. Typically, grants require a 50% match and illustration that the trail is not only of local importance but also of regional significance. Grant programs through the DNR for trail projects include the Federal Recreational Trail Grant Program, Regional Trail Grant Program, Outdoor Recreation Grant Program, and Local Trail Connections Program.
  - v. Collector and Local Streets. Developers may be required to fund the entire cost of minor and major collector streets, as well as local streets as a part of their development fees.

**QUESTION**

How can our utility systems be maintained & developed to reach our vision?



# 7 UTILITIES

**I. PURPOSE**

All elements of this Comprehensive Plan are fundamentally interconnected in one vision and one land use plan as represented in Chapter Four. Future growth and redevelopment is dependent upon the availability and adequacy of utilities. The purpose of this Chapter is to broadly identify how sanitary sewer, drinking water, electrical, and storm water systems/facilities can be maintained and developed to achieve the community vision as represented in the land use plan while continuing a tradition of quality service.

This element of the Comprehensive Plan:

- Describes the general location and capacity of existing and proposed utilities lines and facilities,
- Addresses proposed lines and facilities, and
- Establishes goals, objectives, and policies to help the City achieve its vision.



**II. MUNICIPAL SANITARY SEWER SYSTEM**

**A. EXISTING SANITARY SYSTEM**

The existing sanitary sewer facilities can be divided into two distinct components: the wastewater treatment plant (WWTP) and the sewage collection system. The treatment facility removes solids, organic compounds, nutrients and pathogens that have a degrading effect on natural water systems. The wastewater, after treatment, is discharged into High Island Creek. The sanitary sewer system is illustrated in Map 7-1 at the close of this Chapter.

1. Wastewater Treatment Plant

The City of Arlington provides wastewater treatment service to the City of Green Isle through a contractual agreement. The mechanical plant is located on the east side of the Arlington, south of County Road 66 and east of the County's public works facility. Under the service contract, the cities each operate their own collection systems but share all costs for WWTP operation, maintenance, and expansion. The agreement does not specify allotted portions of the total or remaining WWTP capacity for each City or address conveyance capacity to the WWTP.

The original facility was placed into service in 1988 and updated for increased biochemical oxygen demand factors in 2011. The facility consists of an extended aeration activated sludge system with chlorine disinfection, anaerobic biosolids digestion and liquid biosolids storage. Although a comprehensive sewer plan is not in effect at this time, the City has historically recognized a need to expand wastewater treatment capacity to accommodate increased demand in both the City of Green Isle and the City of Arlington.

WWTP capacity is limited by two factors: volume as represented by gallons per day (GPD) and biochemical oxygen demand (BOD). BOD refers to the amount of oxygen consumed by organisms (bacteria) digesting organic matter in waste. The existing wastewater treatment plant has a design capacity of 870,000 GPD average wet weather flow and maximum BOD of 670 pounds under the five day test for carbonaceous biochemical oxygen demand (CBOD5/day). WWTP design capacity according to the City's Wastewater Engineer is 2,497 Arlington residents or 3,042 combined residents in Arlington/Green Isle.

The WWTP Engineer reports the MPCA review of the wastewater treatment facility plan identified inflow/infiltration by storm water into the collection system as 'excessive,' greater than 275 gpcd. Inflow and infiltration of storm water into the sanitary system places unnecessary burden on the system and capacity thereof. It is noted the City's sewer ordinance prohibits the connection and/or discharge of sump pumps, rain leaders and passive drain tile to the sanitary sewer system.

2. Wastewater Collection Network

Although the extension of lateral sewer may be precipitated by proposed urban development, planning for lateral sewer (i.e. collection system) is ultimately the responsibility of the each city.

The sanitary sewer collection system includes a network of collection pipes of various sizes. The collection system is primarily comprised mostly of eight inch PVC and VCP gravity mains, six lift stations with force main of various sizes, and a 21" interceptor leading to the WWTP.

Collection lines:

- a. Are under Highway 5 in nine places: near Frenzel Park, 4<sup>th</sup> Avenue NW, Chandler, Brooks, Baker, Adams, Main, south of High Island Creek and near the Arlington Industrial Park.
- b. Cross railway right-of-way four times: East Brooks, the easterly projection of Chandler Street, south of the corporate limits, and near the industrial park.
- c. Cross under High Island Creek in one location adjacent to East Brooks Street.

The City of Arlington's current collection system includes four lift stations as follows:

- a. Near the intersection of Lynch Street and 7<sup>th</sup> Avenue NW installed with the Arlington Meadows Subdivision improvements.
- b. At the intersection of 3<sup>rd</sup> Avenue and West Douglas Street.
- c. At Highway 5 south of High Island Creek and east of Shamrock Drive.
- d. At the intersection of East Brooks Street and Meadowlark Lane.

The Green Isle collection system flows to the WWTP through a six inch force main which is located within the Highway 5 right of way east of the paved portion. The Green Isle collection system includes two lift stations (McGrann Street and Lake Erin Estates) and collection pipes mostly made of PVC with widths of six to eight inches.

People Service Inc. has established and instituted a formal maintenance program/policy with policy review by the City Council. At this time lift stations are inspected five times a week and a jetting program is in effect. Mains are jetted system-wide every four years with problem areas jetted as needed. Routine repairs and maintenance are funded through the sewer fund.

Although the Subdivision Ordinance does not prescribe minimum pipe sizes, new collection system lines as reviewed by the City Engineer adhere to the "Ten States Standards" published by the Great Lakes Upper Mississippi River Board of State Public Health and Environmental Managers recommend subject to special conditions and local requirements approved by the City.

3. Wastewater Rates

The sewer access charge (SAC) effective in 2014 is \$3,500 per unit. All units are treated as a single SAC unit; a progressive scale for large volume users compared to typical single family usage has not been contemplated. Existing sewer rates at the time of the drafting of this chapter were \$33.90/month plus \$4.70/additional unit base rate plus a user rate of \$.00368 per gallon.

**B. FUTURE SANITARY SEWER SYSTEM**

The WWTP must be designed to accommodate future growth within the area. The sanitary sewer collection system is expanded as development is proposed.

MDG, Inc. solicited input from the City's Wastewater Engineer, the City Engineer, and the sanitary sewer system operator regarding future capital improvements anticipated over the duration of this plan. The following needs were identified:

The System Operator recommends:

- Implementation of WWTP facility expansion plan.

**III. MUNICIPAL DRINKING WATER SYSTEM**

**A. EXISTING SANITARY SYSTEM**

The drinking water system consists of three wells, a water treatment plant, an elevated storage tank, and distribution lines. The drinking water system is illustrated in Map 7-2 at the close of this Chapter. The system is guided by policies established by the City Council. The existing water supply and distribution system was placed into service in the 1932. The system has historically met Arlington's water demands with improvements performed as required to maintain the system.

The present average day usage reported by the City's water system operator (People Service, Inc.) is 380,000 gallons per day, an average of 165 gallons per capita per day (GPCD). The current maximum daily usage (peak demand) is reported by People Service to be 1,056,000 GPD. Based upon this present day data, the future water usage requirements for the year 2025 are estimated to be accommodated primarily by the existing system.

The City has an approved Wellhead Protection Plan which helps ensure the current and future safety of the City's drinking water supply.

**A. Wells**

Arlington presently obtains its raw water supply from three wells. Public wells within the City are identified in ascending numerical order in the order they were constructed. Wells number two, three and four are currently in service, Well number one has been retired. Well number two was placed into operation in 1932, at a depth of 732 feet in the 200 block of East Adams Street. Well number three was placed into operation in 1985, at a depth of 686 feet, and is located near the water tower. Well number four was placed into operation in 1999, at a depth of 690 feet and is located near the southeast quadrant of the intersection of West Alden Street and 4th Avenue.

Well number two has a supply capacity of 800 gallons per minute (gpm), well number three a capacity of 1,000 gpm and well number four a capacity of 800 gpm. Under normal operating circumstances, wells two and four are operated on alternating days. Well number three is used as an emergency back-up.

The "Ten States Standards" published by the Great Lakes Upper Mississippi River Board of State Public Health and Environmental Managers recommend municipal wells have a capacity equal to or exceeding the design maximum daily demand and greater than or equal to the design average day demand with the largest producing well out of service. The existing wells when operated simultaneously at their maximum capacities are capable of producing a combined total discharge of 2,600 gpm. At this total discharge rate the estimated current maximum day demand of 1,056,000 gallons in less than seven hours. With the largest well out of service the maximum capacity is 1,600 gpm. At this discharge rate the estimated average daily demand of 348,000 gallons could be achieved in less than four hours.

Growth assumptions indicate the wells operated together at their peak capacity would be able to supply the maximum forecast demand estimate of 1,248,500 gallons in approximately eight hours (156,000 gallons per hour when operated together), exceeding standards for municipal wells. With the largest well out of service, the remaining wells would be able to supply the forecasted average daily demand estimated at 412,000 in just over four hours.

Part II of the City's Wellhead Protection Plan (WPP) inventories seven non-municipal open wells (one at Quick Shop, one domestic drinking water and five observation wells) and ten

sealed wells within the Arlington corporate limits. The WPP identifies the municipal source water as contained in the Mount Simon Sandstone Aquifer, a source confined by 400 feet of clay-rich glacial deposits and bedrock. All municipal wells have a low sensitivity to contamination; the aquifer has very low sensitivity to contamination. All three municipal wells meet current State Well Code construction requirements and maintenance requirements for public water supply wells.

### 2. Water Treatment

City water is currently filtered. Iron and manganese are removed at a water treatment plant. In addition, the water is disinfected with chlorine with fluoride added for dental prophylaxis. The water treatment plant (WTP) has a design capacity of 720,000 gallons per day, enough to serve 2,600 persons per day.

It is noted, forecasts for projected growth suggest average daily use within the City in 2030 will demand an estimated 412,000 gallons of treated water each day. Forecasts for projected growth suggest during maximum demand days, users within the City in 2030 will demand an estimated 1,248,500 gallons of treated water per day, exceeding current capacity.

### 3. Water Storage

The city has one elevated storage tank. The water tower was placed into service in 1997 and has a storage capacity of 300,000 gallons.

The total elevated water storage available for domestic use and fire demand is 300,000 gallons. The Ten States Standard recommends a minimum storage capacity equal to the average daily consumption (348,000 gallons) and adequate capacity to meet all fire demands as determined by the State Insurance Services Offices. Forecasted growth projects an average daily demand of 412,000 gallons per day by the year 2030, indicating additional storage facilities may be needed within the next 20 years.

It is noted, wells and treatment facilities can also be considered as contributors to the available storage capacity if both have reliable standby emergency power systems to treat and discharge water to the system during a power outage. Fixed emergency power generation equipment is presently available for City wells and water treatment facilities.

### 4. Distribution System

Arlington's water distribution system consists of a series of four to 12-inch mains ductile and cast iron mains throughout the City. Most residential and commercial areas are primarily serviced with six inch water mains.

The City's Subdivision Ordinance does not currently prescribe a required water main size, but the City's Municipal Water System Ordinance does currently require connection to the municipal water system if/when it becomes available, when a property is sold, or by September 1, 2020. The state plumbing code requires the connection if a municipal system is accessible, unless otherwise permitted by the local authority. The MN Department of Health standards allow residents and businesses to retain a private well system after they connect to the municipal system, provided the private well is in working order and the plumbing to the private well and municipal water system are kept an acceptable distance apart.

As of June 2008, the City has been discussing the creation of an itemized inventory of each individual collection main using GIS technology.

5. Water Rates

Water rates in effect in 2014 are \$.00586 per gallon used. The water access charge (WAC) effective in 2014 is \$1,325/unit.

**B. FUTURE DRINKING WATER SYSTEM**

MDG, Inc. solicited input from the City Engineer and the drinking water system operator regarding future capital improvements anticipated over the duration of this plan. Neither party consulted identified any capital needs at this time.

#### IV. MUNICIPAL ELECTRICAL SYSTEM

##### A. EXISTING ELECTRICAL SYSTEM

The City owns and operates a municipal electric utility which provides electrical service throughout the corporate limits and in some rural areas. The electrical system is illustrated in Map 7-3 at the close of this Chapter. The City is surrounded by the service territory of Minnesota Valley Electric Cooperative and McLeod Cooperative Power Association. The City system is not interconnected with either the MVEC or MCPA system due to voltage differences. The electric utility consists of power supply and distribution systems.

A Construction Work Plan for the utility developed by United Services Group finds Arlington has had a moderate increase in energy sales and a steady peak demand with an almost constant load factor for the current period. The Plan finds commercial and industrial customers account for the stable load factor while increasing residential and commercial accounts have raised the peak demand and purchases. United Services Group projects the trend to continue.

##### 1. Power Supply

Power is supplied to the municipal electric utility in two different distribution substations which are supplied by Xcel Energy's transmission system at 69 kilovolts (kV). The "Arlington Substation" is located at the intersection of First Avenue South and Adams Street near Four Seasons Park. The "East Substation" is located near the railway corridor just north of Fourth Avenue and east of Highway 5.

Each substation has a capacity of 5,000/6,250<sup>2</sup> kilovolt amps (kVA) but the load is not balanced between the two substations. Peak demand at the Arlington Substation is currently 4,036 kVA; the East Substation 1,863 kVA. If upgrades are not installed at the Arlington Substation, a portion of the load must be shifted from there to the East Substation.

Arlington purchases all of its energy requirements from the Minnesota Municipal Power Agency (MMPA).

##### 2. Distribution System

Primary distribution lines are a mixture of overhead and underground with a variety of conductor types being used including some solid copper and covered conductors. There are no line regulators installed on the system, but *surge protection* (300 kilovolt amperes reactive capacitance) has been installed on one of the East Substation distribution circuits.

##### 3. Electric Rates

In 2014 the base rate is \$5.15/month for dwellings and \$16.50/month for commercial establishments. The usage rate is \$.09/KW and a hook-up fee of \$50 is applicable. Residents outside of the City limits pay \$11/month as a base rate.

##### B. FUTURE ELECTRICAL SYSTEM

The Construction Work Plan for the utility developed by United Services Group recommends upgrading the electrical system as necessary to provide adequate service to both new and existing consumers in accordance with established policies and criteria.

**V. MUNICIPAL STORM WATER SYSTEM**

**A. EXISTING STORM SEWER SYSTEM**

The City of Arlington is committed to preserving its natural resources as evidenced policies contained within this Comprehensive Plan and standards contained in local controls. At this time the City does not have a surface water management plan or a storm water utility in place.

Surface water management review in conjunction with plat review or site plans requiring a Storm Water Pollution Prevention Plan under National Pollutant Discharge Elimination System (NPDES) standards is required by the Minnesota Pollution Control Agency.

Arlington's storm water facilities include a combination of storm sewer trunk lines, pipes, channels, manholes, overland drainage ways, catch basins and ponds. Storm water pipes are currently replaced in coordination with other street and utility projects. Storm water ponds, their inlets and outlets are maintained by contractors. The storm sewer system is illustrated in Map 7-3 at the close of this Chapter

**B. FUTURE STORM SEWER SYSTEM**

MDG, Inc. solicited input from the City Engineer and storm sewer system operator regarding future capital improvements anticipated over the duration of this plan. Neither party consulted identified any capital needs at this time.

**VI. GOALS, OBJECTIVES, AND POLICIES**

**GOAL #1: RELIABLE, EFFICIENT, COST EFFECTIVE, ENVIRONMENTALLY SENSITIVE UTILITY SYSTEMS**

**Objective A:** Provide utility services and systems that continue to meet community needs.

Policy/Recommendations:

1. The City should continue to encourage and accommodate annexation requests provided the newly annexed areas are afforded the same level of service as those within the remainder of the City.
2. The City should promote orderly growth at a rate consistent with the City's ability to provide municipal service.
3. The City should provide for cost-effective expansion of the sanitary sewer, drinking water, electrical, and storm sewer systems.
4. The City should locate future utility lines and facilities in a manner that meets public needs, respects the environment, and harmonizes with surrounding land uses.
5. The City should monitor and consciously acknowledge the capacity of existing systems so as to provide consistent levels of service. Future developments and subdivisions should be reviewed to determine whether or not adequate capacity exists within utility systems or can be provided within a reasonable period of time (i.e. two years).
6. The City should continue to upgrade existing utility infrastructure on a regular and timely basis.
7. The City should consider updating the Subdivision Ordinance to include specific size requirements for utility lines and mains.
8. The City should consider updating the Subdivision Ordinance preliminary plat data requirements to include the mandatory submission of a phasing plan with subdivisions proposing the addition of more than 50 dwelling units. The phasing plan will assist the City in planning for anticipated capital expenses relating to increasing growth.
9. The City should conduct addition evaluation of the scope of inflow and infiltration issues to isolate primary problem areas for repair.
10. The City may wish to consider a policy to reserve a portion of systems capacity specifically for the purpose of commercial/industrial development (e.g. 20% of capacity reserved for future commercial or industrial development).
11. The City should require copies of all proposed subdivisions and new multiple family, commercial, and industrial development applications from the City of

Green Isle as a means of monitoring the capacity of the existing wastewater treatment plant.

**Objective B:** Continue to provide utility services and systems that are cost effective.

Policy/Recommendations:

1. The City should direct growth to areas already serviced by municipal utilities.
2. The City should require that all new developments pay representative costs for capacity, extension and connection within the public utility system.
3. The City should research and implement water and energy conservation techniques and programs consistent with utility plans.
4. The City should include capital improvements to utilities in the Capital Improvement Program.
5. The City should continue to plan for future utility needs and structure rates and fees to ensure future development pays for infrastructure costs needed to support the growth.
6. To avoid duplicate costs, the City should coordinate future street construction/reconstruction with needed municipal utility construction and reconstruction.

**Objective C:** Protect the integrity and quality of existing utility facilities and lines.

Policy/Recommendations:

1. The City should review all development proposals in accordance with the Wellhead Protection Plan. Any potentially contaminating land uses shall be sited outside the wellhead protection area.
2. The City should collaborate with Sibley County to address independent sewage treatment systems within the corporate limits and/or the annexation area.
3. "Wet industries" or manufacturers which use high levels of water should be encouraged to recycle water.
4. Storm water should be treated as required by the Building Code and other state and federal laws prior to discharge into the storm sewer.
5. The City should strive to implement policies and standards contained in the High Island Creek Watershed Improvement Plan.

**GOAL #2: A WELL INFORMED PUBLIC THAT IS ACTIVE IN UTILITY SYSTEM PLANNING AND PROPER SYSTEM USAGE**

**Objective A:** Consistently provide concise information to the public regarding utility system planning efforts.

Policy/Recommendations:

1. The City should provide the public information regarding the location and design of infrastructure through many channels, including, but not limited to, newsletters, press releases, public hearings, open houses, question/answer sessions, website postings, etc.
2. The City should attempt to provide information which is clear and easy to understand.

**Objective B:** Educate the public about proper utility system usage and opportunities to conserve system capacities.

Policy/Recommendations:

1. The City should host open houses at various utility facilities to provide the public an opportunity to become informed about existing facilities.
2. The City should educate the public about what should and should not be placed in the sanitary sewer system.
3. The City should identify storm sewer inlets and outlets and educate the public about proper use and care of such items.
4. The City should provide brochures, fact sheets, and other information to the public regarding water and energy conservation.

**QUESTION**

How can our municipal buildings and services be maintained & developed to reach our vision?



# 8

# BUILDINGS/SERVICES

## I. PURPOSE

The City of Arlington is committed to serving the public in an efficient, effective and professional manner. Implementing that service goal requires the presence of functional physical structures and personnel structuring.

The purpose of this section is to inventory the various public facilities within the city, focusing on their condition and function. Deficiencies and planned upgrades will also be noted. This analysis will be a useful tool in the City's capital improvements planning. The purpose of this chapter of the Comprehensive Plan is to review existing services and facilities and reflect on the impact of forecasted growth upon said facilities and services. Contents include:

- An overview of existing municipal facilities' conditions and functions;
- An overview of other community facilities not operated by the City;
- A description of municipal boards and commissions;
- Summary analysis of facilities and services; and,
- Goals, policies, and objectives.



**II. EXISTING COMMUNITY FACILITIES**

The facilities owned and maintained by the City of Arlington vary in use, size, age, and physical condition. Map 8-1 at the close of this chapter illustrates public facilities within the City of Arlington.

**A. COMMUNITY CENTER: 204 SHAMROCK DRIVE**

This nearly 14,800 square foot multiple-function facility built in 1999-2000 is in excellent condition. The Community Center houses the city’s administrative offices, council chambers, records storage, and community meeting/activity space. The climate-controlled structure is completely accessible and accommodates parking of approximately 150 automobiles.

The community space features a commercial kitchen, an 800 foot stage, a speaker/sound system and is suitable for housing multiple uses simultaneously. The community meeting/activity space is available for rental by the public and has been used for wedding receptions, community events, fundraisers, dance instruction, martial arts instruction, public meetings, bridal/toy/antique shows, special events, community education classes, and similar purposes. The community space can accommodate up to 1,000 persons.

The offices of the City Administrator, administrative staff and utility billing are contained in the northernmost portion of the facility. The administrative offices include two 120 s.f. offices and a 272 s.f. general use reception area housing two employees, shared office equipment, and office storage.

The Council Chambers are located west of the public meeting space. The Council Chambers house the dais, public seating, and audio/visual equipment.

Potential future Community Center needs/plans include:

- Additional space for storage/record keeping.
- If the office staff increases additional office space would be needed.

**B. EMERGENCY SERVICES BUILDING: 312 WEST ALDEN AVENUE**

The EMS building houses the fire department, ambulance department, and and the police department.

This facility was built in the early 1900’s and is in good condition following a complete remodel in 2012. The structure is located in the Central Business District, is partially accessible, and is climate controlled. The structure is the former site of the City offices and still houses a public water well.

Fire Department

The EMS facility includes storage bays, meeting space, and lockers, but lacks decontamination space. The Arlington Fire Department (AFD) responded to 64 calls in 2013. The AFD is comprised of 30 volunteer professionals. The AFD responds to fire emergencies, medical emergencies, car accidents, fire/carbon monoxide alarms, weather watches, bomb threats, sandbagging, and searches for lost persons.

The Arlington Fire Department (AFD) serves the entire City of Arlington, its residents and commercial/industrial facilities as well as rural areas in Arlington, Dryden, Green Isle, Jessenland, Kelso, and New Auburn townships. The total service area encompasses approximately 97 square

miles. The AFD also provides: mutual aid to all communities surrounding the fire district; assistance to the area ambulance services (lifting and loading patients); assistance to the Sibley County Sheriff and Arlington Police Departments as requested.

Ambulance Service

The Arlington Ambulance Service shares facility space with the Fire Department. The Ambulance Service consists of 18 volunteer professionals who serve the City of Arlington, all of Arlington Township, and portions of Dryden, Green Isle, Jessenland, Kelso, New Auburn and Washington Lake townships. The Ambulance Service currently includes four first responders, thirteen (13) basic emergency medical technicians, and one paramedic. The AAS responds to approximately 30 emergencies each month.

The ambulance department maintains a part-time advanced life support level of service with full time basic life support service provided. Ridgeview Sibley Medical Center (RSMC) located in Arlington is the nearest hospital. The nearest level one trauma center is located in Minneapolis (Hennepin County Medical Center) approximately 50 miles from the City of Arlington. Air ambulance support is available as needed through an authorized request from qualified individuals on scene and/or the Ridgeview Sibley Medical Center.

Police Offices

The EMS building also contains office, administration, and locker space for the Arlington Police Department. In 2013 the APD responded to over 1,000 calls for service within the City. Calls for 2014 appear to be in line with previous years.

**C. FORMER FIRE HALL (322 WEST MAIN STREET)**

This two-story facility was built in 1890 and is in good condition. The structure is located in the Central Business District and was initially the Arlington fire engine 'hall'. The structure had suffered significant integrity loss over the years, including some drastic 1960's remodeling. However, the Arlington Historical Society lead a major exterior restoration effort for the facility from 2005-2008. The Historical Society received a "Restoration/Rehabilitation Award" from the Preservation Alliance of Minnesota for the restoration project. The original tower has been restored and a durable tin fireman replica now watches over the community.

The structure is partially accessible and climate controlled. The structure will likely be utilized by the Arlington Historical Society in the future as it currently houses some historic records. In addition, the second story is used by the Arlington Boy Scouts.

**D. STREET/PARK MAINTENANCE: (EAST MAIN STREET)**

The Street/Park Maintenance facilities are located at the end of East Main Street. The public works/street/parks building is in good condition and houses staff, vehicles, and equipment. The Street Department consists of two full-time and two part-time seasonal employees. The Parks Department is also overseen by the Street Superintendent.

The Street Department maintains/repairs city streets, alleys, sidewalks, storm sewers, public property (including right-of-way, equipment, buildings, parking lots, signs, etc), and coordinates the maintenance/replacement of city street lights.

The Street Department and the City Council have established a somewhat informal sidewalk replacement/repair schedule.

Park Maintenance staff care for public park areas, equipment, and trails including, but not limited to, mowing, trimming, painting, planting vegetative material, maintaining athletic fields, park shelters, playgrounds, skating rinks, and trails.

At this time the Park Committee and/or park maintenance staff have not established a systematic maintenance schedule for all park areas, facilities, and trails.

**E. ARLINGTON MUNICIPAL LIBRARY: 321 WEST MAIN STREET**

The 2,400 square foot Arlington Municipal Library (Library) was constructed around 1930 and is in fair condition. Prior to being occupied as a public library, the existing structure housed a grocery store and then a hardware store.

Prior to locating at 321 West Main Street, the public library was located in the rear of the police station (a.k.a. Arlington fire engine hall). The library moved to the Main Street location in 1990. In 2008 a major interior remodeling project was authorized and completed.

The Library provides services to Arlington area residents, businesses, and organizations and is open five days per week (except Thursday and Sunday). The Library has eight computer stations with high speed internet access available for public use free of charge. Additional services for the public include a genealogy research area (Arlington Enterprise and Green Isle Record archives), printing/copying/faxing (for a fee), and book delivery to the elderly and disabled persons within the city limits.

The Arlington Public Library is part of the Traverse des Sioux Library System and provides books (hard cover, soft cover, audio, large print), movies (DVD and VHS format), and music CDs.

**F. ARLINGTON PUBLIC CEMETERY: EAST ADAMS STREET**

The City maintains a public cemetery within the community. All lot purchases, burial permits, and monument and headstone placement permits are processed through the City Administrator's office. The City Administrator maintains possession of all cemetery record books, plat maps, and cemetery funds. The City is responsible for maintenance of the cemetery grounds, including, but not limited to design and maintenance of all roads, grading of lots, landscaping, tree, shrub, and lawn care.

The public cemetery occupies approximately 8.36 acres of land and is currently estimated to be 65 percent utilized.

**G. ARLINGTON ELECTRIC UTILITY.**

The City has been involved in the delivery of electricity since the early 1900s when Arlington generated electricity in its old city hall. In 1967, the city began operating the majority of the transmission system within the city limits. The Arlington Electric Utility is still municipally owned and operated as a function of the city utility department. It is a member of the Minnesota Municipal Power Association (MMPA) which supplies power for the municipal utility. Electric utility operations include construction and maintenance of the electrical distribution system and extension of all consumer electric services to residential, commercial, and industrial customers located within a designated service area. Additional information relating to the Electrical System is included in Chapter Seven of the Comprehensive Plan.

**H. ARLINGTON WATER/SEWER SERVICE.**

The City of Arlington contracts with *People Service, Inc.* for water and sewer operations and maintenance. Additional information relating to water and sewer systems is included in Chapter Seven of the Comprehensive Plan.

**I. SCHOOLS.**

The Arlington area is served by Sibley East Public Schools (District 2310), St. Paul's Lutheran School, and the Green Isle Community (Charter) School.

District 2310 represents the Arlington, Gaylord, and Green Isle communities and has facilities in Arlington and Gaylord. Early Childhood Family Education, preschool, and kindergarten are housed in a new early years education facility in Arlington. Arlington Elementary school provides services for children in grades 1 through 6. Sibley East Junior High in Gaylord provides services to students in grades 7-9. Students finish their secondary education at Sibley East Senior High in Arlington. The public school campus is located at 202 Third Avenue Northwest in Arlington.

The Sibley East School Board ordered a "Recommissioning Study" which was completed by Hallberg Engineering, a Mankato consulting engineering firm, in 2008. The purpose of the Study was to observe and document the current condition and operation of the heating, air conditioning, ventilation, temperature control, and electrical systems serving the two school buildings. The study was conducted in order to help the district determine its future needs and to determine possible funding sources to repair/replace equipment and systems. Infrastructure update cost estimates total \$13.2 million, just over \$7 million for the Gaylord campus and \$6.165 million for the Arlington campus.

St. Paul's School provides private education services for grades K-8 and is located at 510 West Adams Street. The Green Isle Community School a tuition-free K-6 public charter school opened in 2006 and is located at 190 McGrann Street in Green Isle. The GICS provides services to children in grades K-6.

### **III. MUNICIPAL BOARDS, COMMISSIONS AND COMMITTEES**

The City of Arlington was founded in 1856 and incorporated as a “Home Rule Charter” City in 1948, and was updated in 2008. The City operates under a modified Council-Administrator format with the Council being the policy-making and legislative authority and a City Administrator being responsible for government administration. The Charter specifies the Mayor presides over meetings but is not a council member. The Mayor has the authority to veto legislation.

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

#### **A. CEMETERY COMMITTEE.**

This Committee is comprised of one city council representative and six members of the public serving two-year terms. The Cemetery Committee meets monthly and is responsible for recommending policies, procedures, and improvements related to the Arlington Public Cemetery to the City Council.

#### **B. CHARTER COMMISSION.**

The Charter Commission consists of 15 at-large members who serve four-year terms. The Charter Commission was appointed by a District Judge and is responsible for reviewing, interpreting, and recommending updates related to the Home Rule Charter.

#### **C. ECONOMIC DEVELOPMENT AUTHORITY.**

The Economic Development Authority for the City of Arlington includes a seven-member board that meets quarterly to further economic development activities as it pertains to housing, industrial and commercial development. The EDA is comprised of two City council members and five at-large representatives. At-large representatives are appointed to six year terms. The AEDA is dedicated to assisting the business community and promoting the diversification of the tax base within the community.

#### **D. JOINT TRAIL COMMITTEE.**

The Joint Trail Committee consists of four at-large members and a representative from the City Council. All members serve a one year term but may be re-appointed. The Joint Trails Committee is responsible for recommending policies, procedures, and improvements related to a regional effort to plan for and create a joint trail system throughout Sibley County.

#### **E. LIBRARY COMMITTEE.**

The Library Committee consists of six at-large members and one city council member all of which whom serve a two-year, staggered term but may be re-appointed. The Library Committee is responsible for recommending policies, procedures, and improvements related to the Arlington Public Library to the City Council.

#### **F. PARKS COMMITTEE.**

The Parks Committee consists of six at large members appointed by the City Council (serve a two-year staggered term) and one representative from the Council. The administrative representative is the Street/Park Superintendent. At-large committee members are appointed annually. The Committee advises the City Council on matters pertaining to the development and redevelopment of city parks and trails.

#### **G. PLANNING AND ZONING COMMITTEE.**

The Planning and Zoning Committee consists of six members appointed by the City Council for three year terms plus one representative from the City Council appointed on an annual basis. Committee terms are staggered with two members appointed each year. The Committee acts as an advisory

body to the City Council in matters of directing the future physical development of the City. The Committee, upon request of the Council, makes studies, investigations, and recommendations to the Council regarding matters affecting zoning, platting, and public improvements.

**H. POLICE COMMITTEE.**

The Police Committee consists of five at-large members, two City council members, and one representative from the Sibley County Sheriff's Department. All members serve a two-year, staggered term but may be re-appointed. The Police Committee is responsible for recommending policies, procedures, and improvements related to the Arlington Police Department to the City Council.

#### **IV. DISCUSSION OF PROJECTED GROWTH**

The population is forecasted to increase at a slow rate through the year 2035. 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 included in a capital improvement/equipment program. As the City continues to experience growth, periodic review of staffing levels and associated office/equipment needs will be necessary. In order to meet the projected growth and accomplish identified objectives a number of policies have been outlined below.

#### **V. GOALS, OBJECTIVES, AND POLICIES**

##### **GOAL #1: RELIABLE, EFFICIENT, AND COST EFFECTIVE PROVISION OF SERVICES**

**Objective A:** Maintain existing community facilities, improve as needed.

Policy/Recommendations:

1. The City should implement a five year capital improvement plan relating to capital expenses (e.g. land acquisition, remodeling, reconstruction, major maintenance, etc.) for community facilities.
2. The City should continue to provide for the regular operations and maintenance needs of community facilities in the annual budget.
3. The City should continue to implement planned improvements for streets, parks, and public places.
4. Upon receiving concept plans, the City shall review its provision of services. The City should determine whether or not public administration and public protection services such as police and fire service required by proposed subdivisions that are provided at public expense can be reasonably provided within two (2) fiscal years. If said services cannot be reasonably provided, the subdivision shall be deemed premature.
5. The City should improve accessibility of all community facilities where necessary and ensure compliance with ADA requirements.
6. The City should support the continued presence and expansion of school facilities within the City.
7. The City should monitor and assess the condition and adequacy of existing municipal structures and consider the completion of a public facilities study to identify possible future space needs and locations.
8. The City should work with the County, School District, service organizations, nearby cities, and other institutions to avoid the duplication of services and to provide more efficient and economical government services.

9. The City should continue to support and provide for the presence of the SMC and ancillary businesses due to their importance to the regional trade area.

**GOAL #2: EFFICIENT, FRIENDLY SERVICE DELIVERY**

**Objective A:** Continue proactive outreach to the community.

Policy/Recommendations:

1. The City should continue to update its website with current information as a means of informing and updating community members.
2. The City should continue to provide citizens the opportunity to participate in local government as well as inform citizens of municipal activities.
3. The City should continue to keep citizens informed through print media including a city newsletter and releases to the official newspaper.
4. The City should continue to cablecast public meetings.

**Objective B:** Continue to provide services in a friendly and professional manner.

Policy/Recommendations:

1. The City should continue to emphasize quality delivery of service in a proactive and responsive manner.
2. The City should continue to encourage professional development for staff and elected and appointed officials.
3. The City should continue to encourage an annual goal setting meeting of all boards, committees, commissions, and the like as a way to review progress made over the previous year and focus on priorities for the coming year.

# 9 PARKS, TRAILS, & OPEN SPACE

## I. PURPOSE

Parks, trails, and open space facilities are valuable community resources that respond to diverse needs and contribute positively to the quality of life. Such facilities and opportunities benefit the public by:

- Providing a necessary and satisfying change from the things we usually do and the places where we spend most of our time
- Providing health benefits
- Providing safety benefits (e.g. wellhead protection or flood control)
- Defining a community's image and distinctive character (remind people of what they once were, who they are, and where they are)
- Promoting economic development through enhanced real estate values and increased tourism
- Providing land use and transportation (e.g. create buffer areas and alternatives to traffic by passenger automobile)

**ASK:** Does this portion of the Comprehensive Plan prepare Arlington for success in pursuing its vision?



Park, trail, and recreation planning is complicated in that such opportunities mean different things to different people. It is crucial to understand the different functions, benefits, purposes, and interactions of different park, trail, and recreational opportunities. It is also important to keep in mind that often times parks and recreational areas change over time to keep up with changes in the demographic/social characteristics of the neighborhoods they serve. For example, a toddler play area may initially serve a new residential neighborhood; however, as the average age within the neighborhood changes the play area may



be converted to recreational fields and then passive recreational facilities such as gardens, natural areas, etc.

Finally, it is necessary to embrace the truth that desired park, trail, and recreation opportunities don't happen without a shared vision and planning. To assure adequacy and maximum usability, recreation areas and facilities must 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.

To those ends, this element of the Comprehensive Plan will:

1. Describe park classifications
2. Describe trail classifications
3. Inventory existing facilities
4. Analyze existing services and community vision
5. Establish park, trail, and recreation goals, objectives and policies

## II. PARK CLASSIFICATIONS (NRPA)

City planners used to and occasionally still do evaluate adequacy of parks on an acreage-to-population ratio or scale (e.g. 10 acres of parkland for each 1,000 residents). The ratio or scale is still a valuable measure and will be used here; however, since parkland needs can vary greatly and change over time, the City of Arlington has chosen to employ a systems approach to compare the supply of park and recreation facilities with the demand for these facilities on the part of residents and other users. This approach is set forth in *Parks, Recreation, Open Space and Greenway Guidelines*, published by the National Recreation and Park Association (NRPA).

Park classifications provide a systematic way of categorizing park land so decisions regarding design, capital improvements, and maintenance/operation are based on the types and functions of parks. This classification system allows the level of service for each park type to be determined by analyzing the service area and identifying any gaps or duplications throughout the District. It is understood that park classifications can change over time. The following terms and descriptions shall be used to classify existing and future park facilities within the City of Arlington.

### A. MINI PARK (A.K.A. URBAN/POCKET)

Examples of this type of park include town squares, urban plazas, landscaped courtyards, promenades, and village greens. Mini parks address limited, isolated, or unique needs within a limited and concentrated service area. Mini parks may be used for active, passive, or a combination of active and passive purposes. These types of parks sometimes meet the neighborhood park needs of surrounding residents. They can also provide opportunities for community events and enhance the identity of urban core and mixed-use districts.

Mini parks may be located in a variety of areas depending on the specific recreational need or the type of opportunity present. These parks are very small in geographic size typically ranging from 2,500 s.f. to one acre. Site selection criteria should include access from the surrounding area and linkage to community pathways. There are no specific criteria for the development of mini-park facilities. Parking is typically not required; however, site lighting for safety/security should be investigated.

### B. NEIGHBORHOOD PARK

Neighborhood parks are the basic unit of the park system providing informal activity or passive recreation for an adjacent neighborhood. This type of park serves as the focal point for recreational and social needs of a neighborhood. Neighborhood parks should be developed to service the active and passive recreational activities of the area it serves, including different age and income levels.

Neighborhood parks are usually designed primarily for spontaneous, non-organized recreation activities and/or to enhance neighborhood identity or preserve open space. Generally speaking, programmed activities usually do not take place in neighborhood parks and site development typically includes sidewalks, benches, landscaping, and play features for preschoolers. Neighborhood parks/playgrounds should connect with trails, which connect to other parks and neighborhoods.

The service area for neighborhood parks is generally one fourth to one half ( $\frac{1}{4}$  to  $\frac{1}{2}$ ) mile with the park located in the center of the area intended to be served. Since the primary means of getting to a neighborhood park is walking or biking, ease of access (interconnected trail, sidewalk, low volume local streets) and walking distance are priority factors in determining location.

Neighborhood parks generally range from five to ten acres in size with the population density and demographic characteristics of the neighborhood it serves being important considerations. A balance of passive recreational opportunities (ornamentation, conservation, passive activities) and active recreational facilities (fields, courts, skating, splash pool, etc. primarily used informally in an unstructured manner) is needed. In addition, a pleasant outdoor environment will enhance use and draw residents to the park and, therefore, is an important design element.

Limited off-street parking (e.g. seven to ten spaces) is needed for those who must drive to the site. Park lighting should be used for security and safety with limited lighting on recreational facilities.

### **C. COMMUNITY PARK**

Community parks are larger in size and serve more wide-ranging purposes than neighborhood parks. Community parks focus on group activities and meeting community-wide recreation needs, retaining open space, and/or preserving unique landscapes.

Like neighborhood parks, community parks should strive to balance active and passive recreational opportunities. Community parks should serve more than one neighborhood with a service area of generally a third of a mile to three miles. Since most people arrive at community parks by automobile or bicycle, the site should be serviced by arterial and collector streets and be easily accessible from throughout the service area by trail or sidewalk.

The size of a community park is usually 20 to 50 acres, but can vary if open space or landscape preservation is the purpose of the park. Actual size of community parks should be based on neighborhood demographics, population density, resource availability, and recreation demand.

The NRPA suggests site selection guidelines include the site's natural area, preserving unique landscapes within the community, and/or providing recreational opportunities not otherwise available. When possible, community parks should be adjacent to natural resource areas and greenways.

Potential active recreational opportunities include large play structures, game courts, informal ballfields, tennis courts, volleyball courts, horseshoe areas, skating areas, swimming pools, archery ranges, and disc golf areas. Active recreational facilities may be used for programmed activities on an occasional basis with most facilities used in an informal, unstructured manner. Potential passive recreational opportunities include internal trails, individual/group picnic and sitting areas, nature study areas, bandshells, and ornamental gardens.

Off-street parking is essential; lighting for security, safety and facilities should be as appropriate.

### **D. SPECIAL USE PARK**

Special use parks cover a broad range of park and recreation facilities oriented toward a single purpose. NRPA classifies special use parks as one of three types: historic/cultural/social sites, recreation facilities, and outdoor recreation facilities. Historic/cultural/social sites showcase unique resources and may include historic downtown areas, performing arts parks, arboretums, ornamental gardens, performing arts facilities, indoor theaters, churches, public buildings, and amphitheaters. Recreation facilities may include community centers, senior centers, hockey arenas, marinas, golf courses, and aquatic parks. Outdoor recreation facilities include tennis centers, softball complexes, and sports stadiums.

NRPA suggests special use parks be strategically located in a community-wide context and conveniently accessible from arterial and collector streets along with pathways. Other primary location considerations are: recreation need, community interests, the type of facility, and land availability. Special use park acreage needs vary widely with facility space being the primary determinant. Since there are a variety of potential special use parks, specific standards for site selection and development parameters are not defined.

**E. GREENSPACE/OPEN SPACE GREENWAY**

Greenways are lineal park system components that serve several functions under NRPA guidelines: tie park components together to form a continuous park environment; emphasize harmony with the natural environment; allow for safe and uninterrupted pedestrian movement between parks and throughout the community; provide people with a resource-based outdoor recreation opportunity and experience; and, they can increase property value. Greenways emphasize park use/trails more than natural resource areas.

Criteria for locating greenways are primarily land availability and opportunity to secure right-of-way. Greenways may follow suitable natural resource areas (preferred) or, if designed properly, revitalized riverfronts, abandoned railroad beds, boulevards, etc. In addition, proximity to parks and connector trails are important considerations.

Potential recreation activities within greenways include hiking, walking, jogging, bicycling, in-line skating, cross-country skiing, horseback riding, etc. Greenway width is highly variable and per NRPA standards can be as little as 25 to 50 feet with widths greater than 200 feet being considered best.

**F. NATURAL RESOURCE AREAS**

Natural areas have a great deal in common with natural greenways in that they are land set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering. As defined within the NRPA system, natural areas usually consist of individual sites exhibiting natural resources, protected lands (wetlands, public waters, shoreland), or lands unsuitable for development (steep slopes, ravines, ponding areas, utility easements, etc). Specific level of service (LOS) standards do not apply to natural areas.

The employment of this type of park facility is based on availability of areas and need for preservation, so size is highly variable. Location considerations are primarily limited to sites that exhibit unique natural resources or remnant landscapes of the region. Undevelopable/protected lands are usually selected on the basis of enhancing the character of the community, buffering, and providing linkages with other park components. Natural resource areas are resource based as opposed to user based but can provide some passive recreational opportunities providing such use does not negatively impact the resource to be preserved.

### III. PARK INVENTORY

The City of Arlington features several existing park and recreational facilities, most of which are conveniently located and generally accommodate the recreational needs of residents. Recreational facilities within the City can be described according to their type, population served and location.

Following is a listing of the park and recreational facilities existing in the City of Arlington. Map 9-1 at the close of this Chapter illustrates the location of said facilities:

#### Four Seasons Park (First Avenue South and East Adams Street)

This neighborhood park located in the south central portion of the City is in good condition. The facility occupies a five and one half-acre area.

The following facilities are located in Four Seasons Park: two partially lit youth ballfields, two sets of lighted outdoor basketball courts, a sand volleyball court, a large play feature, a shelter/skating rink (pleasure and hockey combined), portable and permanent restrooms, some off-street parking, a multiple use building (used as a warming house, a concession stand, senior center, can be rented), and sidewalks.

#### Fairview Park (7<sup>th</sup> Avenue Northeast, north of West Chandler Street)

This 1.65-acre neighborhood park is located west of the hospital and south of the Good Samaritan facility and is in good condition. The park features two shelters, off-street parking, and a small playground.

#### Memorial Park (Highway 5 and West Douglas)

This five acre special use park is located on the same parcel as the hospital and is in excellent condition. The special use park includes several monuments and a Veteran's Walking Path of Honor. Sidewalks and benches are dispersed throughout the site and a gazebo is located in the western portion of the park.

#### Frenzel Park (West Baker Street and Sixth Avenue SW)

This 8.5 acre neighborhood park is located in the southwest quadrant of the City adjacent to primarily residential uses.

The park is in excellent condition and includes: two soccer fields/football, a relatively new play feature, and portable restrooms.

#### Sportsman's Park (East of Corporate Limits adjacent to CR 66)

This 27-acre community park is owned by the City but not included within the corporate limits. The park is located approximately one and a half miles east of Arlington. The park is in fair condition.

This park includes disc golf, one (non-standard) softball/youth baseball field with scoreboard, bleachers, and dugouts, three sets of horseshoe pits, a play area, portable restrooms, park shelter, and a parking lot.

Sibley East/Arlington Shared Recreation Facilities

The City of Arlington and Sibley East Public School District share special use recreation facilities in the north central portion of the city within properties owned by the District. The City has participated in funding the creation, operation, and/or and maintenance for an indoor public pool, a tennis complex (six courts), and a baseball complex. Public school athletic facilities also include a track, football field, and a practice field.

In addition, open fields and softball/baseball (non-standard) are located directly north of the existing school district buildings. The park currently includes: a playground, a youth ballfield, and open space.

St. Paul's Lutheran School Playground (West Adams and Fifth Avenue)

This mini park is a school playground and used primarily by students. The park is located in an area comprised of businesses and residential units constructed prior to 1940 and includes a playground, basketball hoop (1/2 court), and swings.

#### **IV. TRAIL CLASSIFICATIONS (NRPA)**

Through the same means as park classifications, trail classifications provide a systematic way of categorizing trails. Such classification assists in making decisions regarding design, capital improvements, and maintenance/operation based on the types and functions of trails. The following terms and descriptions shall be used to classify existing and future trail facilities within the City of Arlington.

##### **A. PARK TRAIL**

Park trails are trail facilities located within existing parks, including greenways and natural areas. Under NRPA guidelines, park trails are at the top of the trail hierarchy, should be considered the preferred trail type, and should be employed to the greatest extent possible. NRPA guidelines classify park trails as one of three types: trails in heavy use areas which are suitable to serving a separate, single purpose (e.g. pedestrian or bicyclists); trails in lighter use areas which serve multiple purposes (e.g. pedestrian, in-line skating, bike); or, trails within areas suited for minimal impact (e.g. natural area).

Park trails are generally developed for recreational value and in harmony with environment. Park trails are typically hard surfaced but can be a soft surface if within a natural area.

##### **B. CONNECTOR TRAIL**

Connector trails are multiple purpose trails which assist safer travel for pedestrians & bicyclists moving from one park to another and throughout the community. Connector trails focus on recreation and transportation options. Connector trails can be located external to or within right-of-way. NRPA guidelines classify connector trails as one of two types: trails that are likely to be used heavily in which case they can be used to separate users, or trails with lighter use suitable for accommodating multiple users.

##### **C. ON-STREET BIKEWAYS**

Under NRPA guidelines, on-street bikeways are paved roadway segments that safely separate bicyclists from vehicular traffic and may be a bike route (for preferential or exclusive use by bicyclists – e.g. next to heavily traveled roadway) or a bike lane (shared portion of roadway providing separation between automobiles and bicyclists – e.g. paved shoulder). The speed of users (i.e. commuters, fitness/recreation enthusiasts, competitive athletes) is an important consideration in trail design as is opportunity to secure right-of-way.

##### **D. SPECIALIZED TRAIL**

Specialized trails provide for alternate activities such as all-terrain bikes, cross country skiing, or equestrian use and are closely related to environment. Special use trails are often looped, usually within a larger parks and natural resource areas. Specialized trails are usually planned for and provided by regional or state entities.

**V. TRAIL INVENTORY**

Table 9-1 lists trails existing in the City of Arlington, please note trails proposed, but not constructed are illustrated in *italic type face* in the right column. In addition, the trails are illustrated on Map 9-1 at the close of this chapter.

**TABLE 9-1  
TRAIL INVENTORY**

<b>Classification</b>	<b>General Description</b>	<b>Detail Description of Each Type</b>	<b>Existing/<i>Proposed</i> Facilities</b>
<b>Park Trail</b>	Multi-purpose trails located within greenways, parks and natural resource areas. Focus in on recreational value and harmony with the natural environment.	Type I: Separate/single purpose hard –surfaced trails for pedestrians or bicyclists/in-line skaters.  Type II: Multi-purpose hard-surfaced trails for pedestrians and bicyclists/in-line skaters.  Type III: Nature trails for pedestrians. May be hard or soft surfaced.	Sportsman’s Park (Type III)
<b>Connector Trail</b>	Multi-purpose trails that emphasize safe travel for pedestrians to and from parks and around the community. Focus is as much on transportation as it is on recreation.	Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters located in independent R.O.W  Type II: Separate/single-purpose hard-surfaced trails for pedestrian or bicyclists/in-line skaters. Typically located within road R.O.W.	None
<b>On-Street Bikeway</b>	Paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic.	Bike Route: Designated portions of the roadway for the preferential or exclusive use of bicyclists.  Bike Lane: Shared portions of the roadway that provide separation between motor vehicles and bicyclists, such as paved shoulders.	None
<b>Special Use Trail</b>			
All-Terrain Bike Trail	Off-road trail for all-terrain (mountain) bikes.		
Cross Country Ski Trail	Trails developed for traditional and skate-style cross-country skiing.	Single-purpose loop trails usually located in larger parks and natural resource areas.	Snowmobile trail
Equestrian Trail	Trails developed for horseback riding.		
Snowmobile Trail	Trails developed snowmobiling.		

**VI. OTHER CONSIDERATIONS.**

**A. SIDEWALKS**

The location of existing sidewalks is illustrated on Figure 6.5 in Chapter Six of the Comprehensive Plan. Sidewalks are generally less than four feet in width, except within the Central Business District where sidewalks are wider to accommodate pedestrian traffic within the business core.

The City's Subdivision Ordinance does not currently require the installation of sidewalks within specified areas (i.e. on collector and minor arterial streets in conjunction). The Subdivision Ordinance does require identification of proposed sidewalks on the preliminary plat.

The City has policies in place related to public sidewalk maintenance and repair.

**B. RECREATION PROGRAMS**

There are a number of coordinated and uncoordinated recreational opportunities in and around Arlington mostly organized by Sibley East Community Education. A city-sponsored summer recreation program offers youth T-ball and Little League. The Sibley East swimming pool, tennis complex, and track are open to the public at pre-scheduled times and the pool is open for lessons during the summer.

**C. AMERICANS WITH DISABILITIES ACT (ADA)**

The 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 Arlington 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.

Most facilities are handicap accessible; however, playgrounds and play features and connections to various facilities within existing parks are generally not handicap accessible.

**D. REGIONAL PLANS**

A Sibley County Joint Trail Task Force has been formed for purposes of creating a regional trail linking all cities within the county. The group was formed following a series of public meetings sponsored by the Sibley County Economic Development Commission. Figure 9.1 illustrates the tentative route for the "Prairie Line Regional Trail".

The proposed regional trail facility is proposed to generally follow Highways 5 and 19. It is noted, existing railway right-of-way is not available for conversion to a regional trail.

**Figure 9.1  
Prairie Line Regional Trail Facility**



**Figure 9.2  
Wildlife Management Areas**

Several State Wildlife Management Areas (WMA) are located within close proximity to the City of Arlington. The WMA's offer opportunities for linking future greenway/wildlife corridors. Two such areas are illustrated in Figure 9.2. It is noted that hunting and trapping are not allowed in the Boerner WMA just north of the corporate limits.

In addition to WMA, public water access is available at Silver Lake (approximately four miles east of the City) and Schauer Lake (approximately five miles north of the City). Public waters within the vicinity of Arlington are generally shallow but suitable for canoeing, kayaking, and small boats.



**E. PARKLAND DEDICATION**

The City has typically implemented parkland dedication requirements through the development agreement negotiation process. At this time, the Subdivision Ordinance requires parkland dedication as part of the required improvement schedule.

**F. PARK BOARD**

The City has appointed a seven member Park Board which meets quarterly or as needed to plan for the development and redevelopment of Arlington park, recreation, trail, and open space systems. Park Board duties and responsibilities include, but may not be limited to:

- Provide recommendations to the City Council as requested or directed
- Promote public interest in and understanding of City parks, programs, and activities
- Coordinate recreational park activities with other community organizations or groups

**VII. EVALUATION OF EXISTING SYSTEMS**

Providing quality recreational opportunities begins with proper planning. 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.

The City’s combination of recreational activities, historic sites and existing parkland/open space provide residents and visitors with a variety of recreational opportunities. Table 9-1 below illustrates existing facilities at all five city-owned parks. A total of 48 acres of parkland are city-owned with the majority (27 acres) being contained in one park which is outside of the corporate limits, leaving 21 acres within the City boundaries.

**TABLE 9-1  
EXISTING PARK FEATURES/AMENITIES**

Park/ Feature	Park Classification	Acres	Trail Areas	Baseball/Softball	Nature Areas	Horseshoe Pits	Tennis Courts	Soccer Fields	Basketball Courts	Football Field(s)	Volleyball Courts	Playground	Swimming	Pleasure Skating Rink	Hockey Rink	Warming House	Archery Range	Skateboarding	Restroom facilities	Handicap Access	Picnic Area/Shelter	Parking (off-Street)
Four Seasons	NP	5.5	N	Y, 2 Some Light	N	N	N	N	Y,2 Lighted	N	Y, sand	Y	N	Y	Y	Y	N	N	Y, POR PERM	PART	Y,2	Y,25
Fairview	NP	1.65	N	N	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	Y, POR	N	Y,2	Y,30
Memorial	SP	5	SIDEWALK	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N
Frenzel	NP	8.5	N	Y, 1	N	N	N	Y,2	N	Y	N	Y	N	N	N	N	N	N	Y, POR	PART	Y	N
Sportsman's	CP	27	Y	Y,1	Y	Y, 3	N	N	N	N	N	Y	N	N	N	N	N	N	Y, POR	N	Y, 1	Y, 50 Grav
City/School Shared	SP	n/a	N, but a track	N	N	N	Y,6	N	N	N	N	N	Y,Ind	N	N	N	N	N	Y	Y	N	Y
<b>TOTALS</b>	<b>N/A</b>	<b>47.65</b>	<b>N/A</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>N/A</b>	<b>5</b>	<b>N/A</b>

Table 9-2 on the following several pages is a summary of classic active park amenities and features as developed by the NRPA. Typical design requirements, dimensions, recommended orientation, number of units/population serviced, and typical service area are outlined along with a comparison to existing levels of service provided within Arlington. Please note the number of units/population served is a general guideline and should not be interpreted as a strict rule.

PARKS, TRAILS, & OPEN SPACE

**TABLE 9-2  
PARK FEATURES/AMENITIES STANDARDS VS. EXISTING LEVEL OF SERVICE**

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
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 pitchers mound to run east-northeast.	1/6,000	Service area up to one mile.  Can be part of neighborhood park or athletic complex.  Lighted fields are generally part of a community complex.	Sibley East School Complex	It appears the City has a surplus of ballfields at this time and through 2030.
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, and the batter is not facing sun. Line from home plate through pitchers mound to run E/NE	1/ 1,500	Approximately ¼ to ½ mile radius	4 existing at parks	It appears the number of facilities is adequate through 2030.
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	¼ to ½ mile radius.  Best in batteries of 2 to 4.  Typically located in neighborhood park, community park, or near a school.	Sibley East School property, six	It appears the number of facilities is adequate through 2030
Basketball	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	¼ to ½ mile radius  Outdoor courts are typically located in NP, community parks, or indoors as part of schools.	Two	It appears the number of facilities is adequate through 2030

PARKS, TRAILS, & OPEN SPACE

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Volleyball	4,000 sq. ft	30' x 60' with a minimum clearance of 6' on all sides	Long axis north-south (outdoor)	1/2000	½ to 1 mile	One, sand	The City may wish to provide one additional unit by 2030
Football Field	1.5 acres	160' x 300' with a minimum of 10' clearance on all sides.	Long axis northwest or southeast	1/3000	Approx. 2 mile radius	One, with soccer in public park, one at school	It appears the number of facilities is adequate through 2030
Soccer Field	1.7 to 2.1 acres	195 to 225' x 330' to 360' with 10' clearance on all sides	Long axis northwest or southeast	1/3000	Approx. 1 to 2 mile radius	Two	It appears the number of facilities is adequate through 2030
INDOOR 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	15 to 30 minute travel	None	Per standard the City's existing and 2030 forecast population is not likely to be able to sustain an ice arena.
Outdoor ice skating and hockey rink areas with warming houses	Variable	Variable	Variable	1/rink area	Variable	One, combination	N/A.
Picnic Area	Variable	Variable	Variable	1/5000	2 mile radius	Four	It appears the number of facilities is adequate through 2030
Play Equipment	0.5 acre	Variable	Variable	1 acre/park	2 to 3 mile radius	N/A	Play equipment at park facilities should be inspected frequently with a schedule for replacement developed.

PARKS, TRAILS, & OPEN SPACE

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population(National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Sliding Hill	2-4 acres	Variable	Variable	1/7,500	1 mile radius	None	As City grows may be needed per standards.
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	30 minute travel time.	None	As city grows may be needed per standards
Community Center	15-25 acres	Varies	Varies	1/20,000	--	Yes	It appears the number of facilities is adequate through 2030
Horseshoe courts	0.1 acre	Varies	Varies	1/2000	--	Three	It appears the number of facilities is adequate through 2030
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	150 person capacity 15 minute travel	Indoor, one	The City meets the standards for current population and forecast 2030 population.
Off-Street Parking	300 S.F Per Car	Typically 9' x 20 with a 20' driving lane	Variable	MP & NP: 8-12 cars CP: 25-100 cars SP: 25-100 cars	NA		Off street parking is needed at Frenzel and Memorial parks. Signage for parking could be installed at other parks.
Toilet Facilities	Varies	Per building code	Variable	1 double unit per park	1 per park		The City may wish to upgrade from portable restrooms to plumbed restrooms.

PARKS, TRAILS, & OPEN SPACE

Table 9-3 summarizes the condition of various components of existing city parks. The data reflects independent reviews performed by Park Board members in June/July of 2008. Turf restoration and drainage issues dominate the list of conditions potentially needing attention.

**TABLE 9-3  
EXISTING PARK FEATURES/AMENITIES CONDITION INVENTORY**

Arlington Park Condition Inventory	Park Classification	Acres	Turf Condition	Irrigation Systems	Plantings/Trees	Drainage	Accessibility	Parking	Parking Availability	Sidewalks/Pathways	Courts (Basketball or Tennis)	Equipment	Other Comments
Four Seasons	NP	5.5	Good condition, no problems evident	N/A	General good cond with a few minor problems or bare areas	Good, some standing water where minor improve. needed	Portions of the park are accessible	Some off street parking	No problems, usually	No problems evident, but scarce	N/A	No problems	None
Fairview	NP	1.65	Good condition with some bare areas needing repair or seeding	N/A	General good cond with a few minor problems or bare areas	Good, some standing water where minor improve. needed	Portions of the park are accessible	No off street parking	No problems, usually	Good, a few minor repairs needed	N/A	Equipment is new	None
Memorial	SP	5	Good condition with some bare areas needing repair or seeding	N/A	General good cond with a few minor problems or bare areas	Good, some standing water where minor improve. Needed	Portions of the park are accessible	No off street parking	No problems, usually	Good, a few minor repairs needed	N/A	N/A	Gazebo needs paint and shingles
Frenzel	NP	8.5	Good condition with some bare areas needing repair or seeding	N/A	Generally good a few minor problems or bare areas	Fair, some standing water system improve. needed	Portions of the park are accessible	No off street parking	Too busy on street when soccer games are played	N/A	N/A	No problems	Need storm water and signage improvement Need parking Need a shelter
Sportsman's Park	CP	27	Turf is in good to fair condition and needs some work	N/A	Several areas have problems and need work	Good, some standing water minor improve. needed	Portions of the park are accessible	Off-street, gravel parking. Some work needed	No problem	Some trails mowed	N/A	Equipment is in poor condition	Playground area needs upgrading

Park Service Areas

Map 9-2 indicates areas served by existing recreational facilities. As indicated parks are located so as to serve the needs of most residential areas of the City, however additional facilities would benefit residents in the southeastern and northwestern portions of the City. Additional parks and/or open space may also complement the commercial/retail areas in the downtown corridor.

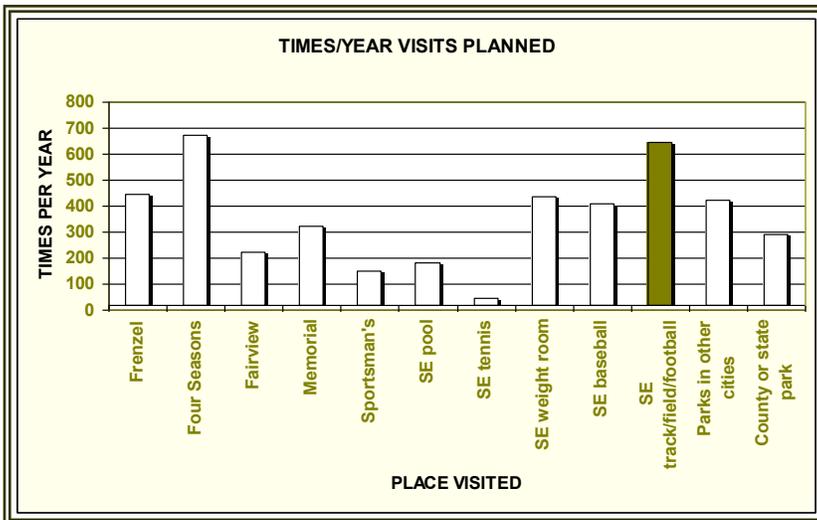
Park Search Areas

Map 9-2 also indicates park search areas.

**VIII. PUBLIC INPUT**

In conjunction with the complete Comprehensive Plan Update in 2008, surveys regarding parks, trails, and recreation were mailed to all households. In total, 123 surveys were completed. It is important to note that surveys returned came from throughout the community and were completed by a variety of age groups. The statistical input is thought to remain relative in 2014. Following are some findings from the survey. A complete copy of survey results can be found at the close of this chapter.

**Figure 9.3  
Parks/Recreation Areas Residents Make Plans to Attend**



Residents were asked how often each year they made specific plans to visit a park/recreation area within the City, in another city, or a state/county park.

Survey results, illustrated in Figure 9.3, reveal more people make plans to visit Four Season Park or the track/field football field at the Sibley East complex than any other options.

Frenzel Park and the Sibley East weight room are also frequently-planned destinations for Arlington residents and their families.

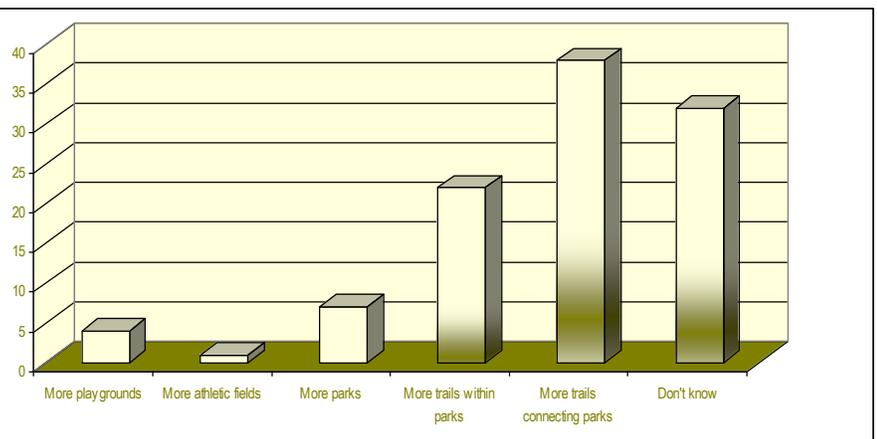
Those responding to the park survey were also asked to comment on what park and recreation items would most enhance quality of life in Arlington. The respondents were asked to choose from a list of park and recreation related responses.

As illustrated in Figure 9.4, a decisive majority of those responding thought additional trails would most benefit the community. Most preferred trail facilities over additional parks, playgrounds, athletic fields combined.

Written comments pertaining to the question indicated bike stands, a splash park, water fountains, picnic tables, bathrooms, and a music facility would also enhance quality of life.

Persons completing the survey were asked whether or not all areas of the City were well served by park facilities. A majority, 72%, indicated all areas of the City were well served by existing park facilities. Those responding 'no' to the question indicated a lack of park facilities in all quadrants of the City but particularly in the southeast and northeast quadrants. Those responding to the survey were also asked in what quadrants of the City they lived, survey results indicate a fairly equal distribution of respondents from each quadrant.

**Figure 9.4  
Park/Recreation Features that would Enhance Quality of Life**



PARKS, TRAILS, & OPEN SPACE

In an attempt to determine what types of activities are most popular, survey respondents were asked to identify how many times per year they participated in specific activities and how many family members participated in those activities. The results are illustrated in Table 9-4 (sorted by most popular activity) and Table 9-5 (sorted by most people participating). Results from Table 9-4 indicate individuals most often participate in exercise-related activities. Results from Table 9-5 indicate most people take part in family activities.

**TABLE 9-4  
ACTIVITY PARTICIPATION – BY NUMBER OF TIMES USED**

ITEM	TIMES/YEAR	# PARTICIPATING
Go for a leisure walk	2,856	146
Go for a brisk walk for exercise	2,314	72
Go to a fitness center	1,658	33
Go bicycling – in town	995	109
Go fishing	786	144
Go to playground with/for children	563	140
Go swimming – indoor pool	464	85
Go jogging	434	19
Go to nature park/natural area	415	87
Go on a nature walk	367	78
Go swimming – lake/creek	349	155
Use open play areas (unstructured activities)	308	101
Play basketball	304	38
Attend picnics or parties in parks	251	157
Attend special events in parks	213	144
Go ATV'ing	203	39
Go RV camping	198	41
Go swimming – outdoor pool (public)	177	53
Play baseball (programmed/adult)	161	21
Golf	155	36
Play baseball (little league, poppers, etc.)	148	21
Go swimming – outdoor pool (private)	134	37
Play softball (programmed/adult)	112	17
Go bicycling – on trails out of town	95	36
Go hiking	92	44
Go tubing	88	83
Go camping – tent	64	70
Play volleyball (outdoors)	45	28
Play tennis (outdoors)	38	15
Play football/soccer (outdoor pick-up game)	35	8
Go canoeing or kayaking	34	20
Play baseball (unstructured, pick up game)	34	20
Use programmed recreational centers	32	25
Play softball (unstructured, pick up game)	19	4
Go mountain biking	8	4

**TABLE 9-5  
ACTIVITY PARTICIPATION – BY NUMBER PARTICIPATING**

ITEM	TIMES/YEAR	# PARTICIPATING
Attend picnics or parties in parks	251	157
Go swimming – lake/creek	349	155
Go for a leisure walk	2,856	146
Go fishing	786	144
Attend special events in parks	213	144
Go to playground with/for children	563	140
Go bicycling – in town	995	109
Use open play areas (unstructured activities)	308	101
Go to nature park/natural area	415	87
Go swimming – indoor pool	464	85
Go tubing	88	83
Go on a nature walk	367	78
Go for a brisk walk for exercise	2,314	72
Go camping – tent	64	70
Go swimming – outdoor pool (public)	177	53
Go hiking	92	44
Go RV camping	198	41
Go ATV'ing	203	39
Play basketball	304	38
Go swimming – outdoor pool (private)	134	37
Go bicycling – on trails out of town	95	36
Golf	155	36
Go to a fitness center	1,658	33
Play volleyball (outdoors)	45	28
Use programmed recreational centers	32	25
Play baseball (programmed/adult)	161	21
Play baseball (little league, poppers, etc.)	148	21
Go canoeing or kayaking	34	20
Play baseball (unstructured, pick up game)	34	20
Go jogging	434	19
Play softball (programmed/adult)	112	17
Play tennis (outdoors)	38	15
Play football/soccer (outdoor pick-up game)	35	8
Go mountain biking	8	4
Play softball (unstructured, pick up game)	19	4

PARKS, TRAILS, & OPEN SPACE

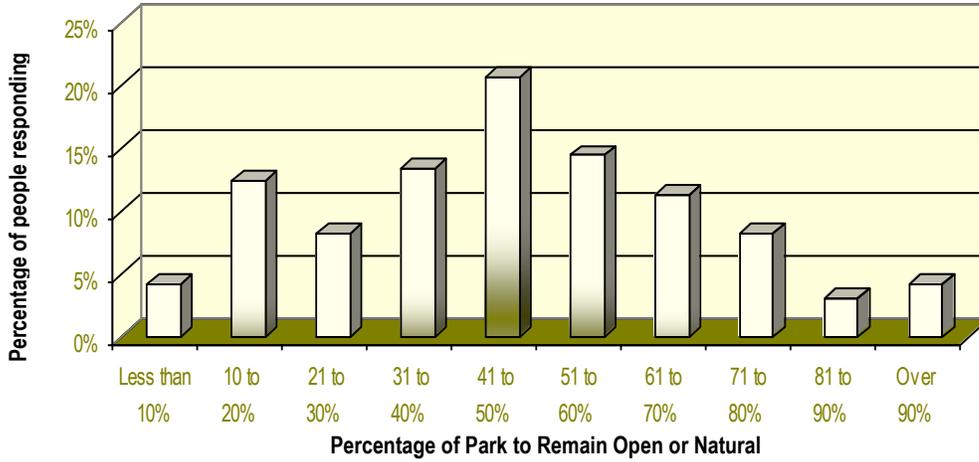
Those completing the survey were also asked how resources should be allocated by park amenity. Survey respondents were asked if the City should spend 'more', 'less', or 'about the same' on a variety of park amenities. Table 9-6 illustrates spending priorities and is sorted by items for which additional spending are sought. Walking trails, bike trails, benches, natural trails, regional trails, shelters, nature areas, and landscaping top the list.

**TABLE 9-6  
SPENDING PRIORITIES**

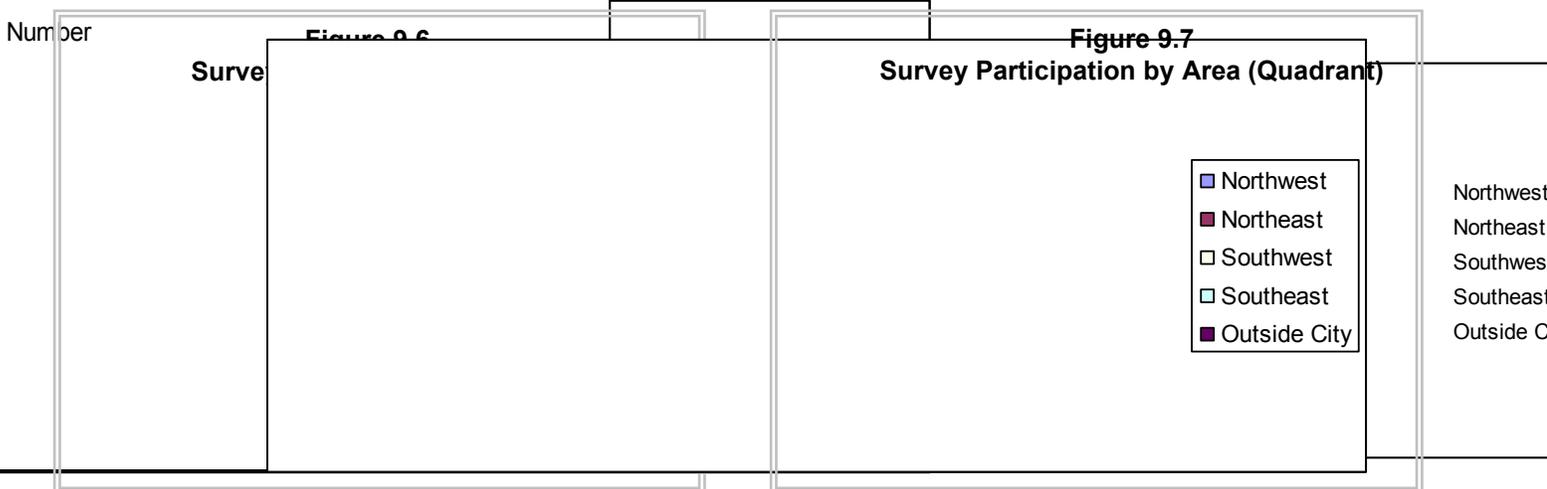
ITEM	Spend More \$	Spend Less \$	Spend Same	Don't Know
Walking trails	59	5	17	9
Bike trails	53	7	13	14
Benches	51	3	30	6
Trails in natural areas	50	7	17	11
Regional trails outside of City	43	13	14	13
Shelters	39	4	40	8
Native landscape preservation	37	5	24	16
Nature areas	37	7	27	9
Lighting for safety and security	35	5	36	8
Ornamental plantings	33	9	37	12
Preservation of historic sites	30	11	30	13
Open space preservation	30	5	31	14
Picnic areas	29	3	42	10
Pleasure skating	28	4	36	20
Recreation center	23	5	33	32
Making parks accessible	19	6	42	11
Hockey rinks	18	7	43	18
Sand volleyball courts	17	9	29	31
Children's playgrounds	16	3	62	0
Youth soccer fields	16	10	36	22
Warming houses	16	2	45	20
Programmed activities	16	6	40	19
Off-street parking	16	9	44	12
Open play areas/fields	15	7	44	14
Active park facilities	15	1	48	13
Passive park facilities	14	4	36	18
Youth softball/baseball fields	10	5	53	16
Lighting outdoor sports facilities	10	6	52	10
Organized baseball complex	6	9	45	23
Indoor volleyball courts	4	15	29	34
Tennis courts	1	15	54	17

In an effort to gauge opinion on the balance of natural space and active space available within the City's park/recreation system, survey respondents were asked to create the ideal park. Respondents were asked to choose what percentage of the park should remain open and natural. The results are illustrated in Figure 9-5. Most residents thought about half of each park should remain open and natural.

**Figure 9.5**  
**If Designing the Perfect Park**  
**What Percentage Should Remain Open or Natural**



As indicated previously, survey respondents represent a variety of age groups and variety of areas within the City. This is important in that no one age group or neighborhood has dominated the survey results/findings. Figure 9.6 illustrates the various age groups and associated survey participation level. Figure 9.7 the part of the City in which they reside.



**IX. GOALS, OBJECTIVES, AND POLICIES**

Following the inventory and evaluation of existing park, trail and recreation facilities, and in accordance with NRPA guidelines, the following goals, objectives, and policies/recommendations have been prepared.

**GOAL #1: ADEQUATE, APPROPRIATE PARK AND TRAIL SYSTEM**

**Objective A:** Maximize public's investment in existing park and trail facilities by maintaining features that meet the demonstrated recreational needs of the City.

Policy/Recommendations:

1. The City should conduct a detailed assessment of existing park and trail system elements in terms of: facility type, area served, accessibility, size, active/passive recreational opportunities provided, resource availability, recreation demand, level of service needed, etc.
2. Following said detailed assessment, the City should determine attributes and features of the existing park and trail system to retain and/or enhance.
3. The City should determine what, if any, existing park and trail system elements are no longer providing for a demonstrated need. Existing park and trail system elements for which a need is not demonstrated should be converted to services for which there is a demonstrated need.
4. The City shall maintain zoning and subdivision regulations that provide for and encourage the continued development of parks, open space, trails, and recreational opportunities.
5. The City shall identify needed capital investments applicable to existing park and trail system components. Capital investments in existing system components should be included in the five-year capital improvement program.
6. The City shall continue to provide for regular operations and maintenance of existing park and trail system components through the annual budget.

**Objective B:** Provide active and passive park and recreational facilities to meet the needs of diverse groups within the community including, but not limited to, persons with differing ages, abilities, incomes, household type, etc.

Policy/Recommendations:

1. The City should strive for appropriate access for mobility-impaired persons to park and trail system components and facilities throughout the City.

2. The City will strive to provide equal access to parks and open space areas throughout the community by providing for equal distribution of parks and open spaces throughout all sections of the City relative to user population densities.
3. The City will strive to provide adequate and equitable funding for the acquisition, rehabilitation and development of park and trail system components in a fair and equitable manner.

**Objective C:** Continue to enhance the value and recreational opportunity afforded by park and trail system components.

Policy/Recommendations:

1. The City will strive to promote park and trail system continuity and accessibility by linking municipal system components and maximizing opportunities to link to regional systems.
2. The City should connect areas of interest within the community such as commercial areas, parks and residential neighborhoods to the interconnected park and trail system.
3. The City should identify and prioritize natural areas and special places to preserve as part of the park system.
4. The City shall apply official controls, such as park dedication requirements, to ensure that appropriate park land is provided with new development. Whenever possible, land dedication should relate to the park and trail plan contained at the close of this Chapter.
5. As street/utility reconstruction occurs within the developed part of the City in areas designated for future trail and/or sidewalk development, the City will strive to implement the park and trail plan contained at the close of this Chapter.
6. The City will strive to acquire land shown on the park and trail plan contained at the close of this Chapter where and when feasible.
7. The City will continue to consider opportunities for shared facilities and/or system linkages provided by the presence of regional facilities, educational institutions, other units of government, and private enterprise.

**Objective D:** Promote economic, health, and practical benefits of park and trail system components.

Policy/Recommendations:

1. The Park Board should further educate the public and promote the use of the parks by working with other local/regional governmental units, civic

groups and schools to create information to be distributed to new residents and available to the public regarding City parks and activities at the parks. Such collaboration should also review common park signage elements as a means of linking the park system and notifying the public of where public parks are located and how to access.

2. The City should consider development of an educational and/or promotion program to encourage residents to be more active and healthy and take advantage of the park and trail opportunities both locally and regionally.
3. As indicated by past successes, the City should continue its pursuit of a “Safe Routes to School Program” to encourage students to walk or bike to school via a system of sidewalks, trails, and bikeways.
4. The City/EDA should consider methods of promoting park and trail system components to tourists and/or community visitors.

# 10 ECONOMIC DEVELOPMENT

## I. PURPOSE

The City of Arlington and the Arlington Economic Development Authority have made a conscious decision to identify a connection between economic development and quality of life. A good standard of living for all residents can increase the tax base so as to allow the City of Arlington to provide the level of services residents expect. The City and EDA find a balanced, healthy economy is essential for the community's well-being.

This portion of the Comprehensive Plan will:

- Provide an overview of economic development and economic trends in Arlington;
- Summarize existing economic development related projects;
- Provide an assessment of commercial development and establish goals for future (re) development; and
- Provide an assessment of industrial development and establish goals for future (re) development.

**ASK:** Does this portion of the Comprehensive Plan prepare Arlington for success in pursuing its vision?



## II. ECONOMIC DEVELOPMENT OVERVIEW

Economic development is a **process** which cities use to encourage or maintain business activity and/or employment as a means of improving the economic well-being and quality of life in the area. Economic development does not occur within a vacuum but functions as part of the community environment. To those ends, economic development is a long-term investment of time, people, limited resources, and skills.

### **A. Location.**

The City of Arlington is located in south central Minnesota in Sibley County which is part of the Twin Cities Metropolitan Statistical Area (MSA). An important route for truck transportation, Minnesota Highway 5 (4,000 average daily traffic i.e. adt) traverses the City. In addition Sibley County State Aid Highways 17 (1,000 adt) and 9 (1,400 adt) are located within the City.

Through traffic (employment and retail destination) typically traverses the City en route to establishments within the Twin Cities urban fringe progressing to the east in the morning and the west in the afternoon.

### **B. Population/Households.**

The State Demographer's Office projects an overall increase in population and households within Sibley County through the year 2035. The Minnesota Demographer's Office projects the population of Sibley County will increase slightly to 17,166 by the year 2035. It is noted previously the Demographer's Office had projected a decline in population in 2035 for Sibley County (Arlington had always retained a positive estimate). The projected increase in population results in household growth of 7,399 units, based 2010 population per household estimate of 2.32.

Over the next thirty years, the number of persons aged 75 and over will increase by 108%. Households consisting of married couples and aging single head of households will increase markedly. By 2035 the Demographer's Office projects 1,250 more homeowners within the County will be aged 65 and over. Over the same time the number of households consisting of persons aged 65 or over and living alone will increase by more than 200.

A five mile trade area centered on Arlington contains an estimated population of 3,000 as per 2010 Census Data updated by estimate increase in MSA (illustrated in the U.S. Census Annual Community Survey (ACS)). The City of Arlington, unlike some other cities in the County, has been experiencing some growth within the residential sector, although the pace has slowed, following a national trend.

### **C. Economic Snapshot.**

Following is a summary of some important findings about the local economy. The findings are discussed in detail later in this Chapter. Most economic indicators suggest Arlington is performing moderately well and should continue to attract additional development if desired.

1. Average hourly wages paid in Arlington are slightly lower than those for most other municipalities surveyed, however there are a high volume of businesses to population in Arlington
2. Per capita indexed income trends illustrate higher per capital income growth within the County when compared to Minnesota and the U.S. The trend reflects gains in farming and agricultural activities within the previous five years.
3. The indexed rate of change in wages in Arlington is consistently variable, increasing and decreasing more rapidly than other comparative areas. The fluctuation could signify variability in local agriculture-based economies.
4. Minnesota's Quarterly Census of Employment and Wages (QCEW) data reveals that within Arlington eleven establishments (18%) are within the 'goods producing' domain

and 55 establishments (82%) are within the 'service providing' domain. Of the total jobs within Arlington, 16% are within the 'goods producing' domain and 84% are within the 'service providing' domain. This means a higher than normal percentage of jobs in Arlington are located in the 'goods producing' domain.

5. The Department of Employment and Economic Development (DEED) indicates that overall the future job market favors "knowledge" workers and service-producing jobs. Many farming-related occupations, production occupations, and other blue collar fields are expected to add a minimal number of jobs or decline.
6. A total of 811 people drive into Arlington to work each day, 878 residents leave town for work each day, and 144 people live/work in town each day.
7. An examination of population:employment (P:E) ratios reveals expansion potential may exist within the construction industry.
8. Sales tax analysis reveals Sibley County has a retail trade deficit. The dollar value of this deficit (and push factor) was \$120,985,958 in 2012 (most recent data available). The push factor means neighboring counties have more retailers that pose direct competition to businesses within Sibley County than vice-versa.

**III. ECONOMIC TRENDS**

Economic trends can be important indicators as to the economic health of the community; however, the nature of the economy is cyclical and complex. As such, economic trend data should be viewed as an information montage (mosaic snapshot) rather than definitive checklist.

Ultimately, only three things can happen in a local economy:

- Economic expansion
- Economic stagnation
- Economic contraction

As illustrated in the following data and in Chapter Three of this Plan (Demographic Trends), the City of Arlington has been fortunate in that it is one of the very few areas within Sibley County which has avoided prolonged economic contraction over the previous forty years. Much of the expansion earlier in this decade can be attributed to new construction and new residents locating in the community. With new building significantly slowing, the local economy may be moving from expansion to stagnation. The following information will assist City leaders in forming an opinion about the state of the local economy.

**A. ARLINGTON TRADE AREA: INCOME**

The estimated population within a five-mile trade area for Arlington is 3,000. Income data within the trade area is an important consideration when building an economic profile and analyzing consumer choices within the trade area. The 2012 American Community Survey estimates income based on various geographic units including national and state units. The ACS does not include county geographies with populations less than 60,000, therefore, we have substituted the U.S. Housing and Urban Development’s Median Family Income index in Table 11-1. The MFI in Sibley County is well below the state median and slightly below the national median. It is noted in comparable terms the County’s relation to state and national MFI is consistent with results from previous years.

**TABLE 11-1  
2013 MEDIAN INCOME PROFILE: COUNTY, STATE AND NATION**

Area	Median Family Income
Sibley County*	\$ 64,800
Minnesota**	\$ 74,032
United States**	\$ 64,585

\* HUD

\*\* ACS

Personal income trends provide a measure of economic activity for a local area over time. When compared to state and national trends, it provides an indication of how well the local area's economy is performing. Per capita personal income is defined as the amount of income received by all persons from all sources divided by the number of persons within the area. The index is the year over year change in per capita personal income.

Table 11-2 offers a snapshot of per capita personal income trends and indices for Sibley County, the state, and the nation. The period examined was 2007 through 2012. Table 11-2 reveals personal income in Sibley County, like that in the state and nation, fell in 2009 during the depths of the Great Recession. The data also appears to reflect fluctuations in crop/agricultural earnings. Overall the data illustrates continued, albeit unstable, economic growth.

**TABLE 11-2  
PER CAPITA PERSONAL INCOME TRENDS: 2007-2012**

	2007	2008	2009	2010	2011	2012
<b>Sibley County</b>	\$ 32,668	\$ 36,254	\$ 35,496	\$ 37,744	\$ 40,148	\$ 44,323
<i>Index</i>		10.98%	-2.09%	6.33%	6.37%	10.40%
<b>Minnesota</b>	\$ 41,588	\$ 43,068	\$ 41,202	\$ 42,616	\$ 45,135	\$ 46,925
<i>Index</i>		3.56%	-4.33%	3.43%	5.91%	3.97%
<b>U.S.</b>	\$ 26,804	\$ 26,964	\$ 26,530	\$ 26,558	\$ 27,554	\$ 28,281
<i>Index</i>		0.60%	-1.61%	0.11%	3.75%	2.64%

Source: U.S. Bureau of Economic Analysis

**B. ARLINGTON EMPLOYMENT SECTOR:**

**1. Wages**

The employment sector of the City of Arlington can be reviewed in terms of number of business establishments, number of employees and wages. A discussion of the City's employment sector differs markedly from that of the trade area and indexed income. Table 11-3 illustrates selected employment sector statistics for selected geographic areas. The City employment sector data is based on the most current data available at the time of the drafting of this chapter (first quarter 2014) from DEED. Table 11-3 illustrates average hourly wages paid in Arlington are slightly lower than those for most other municipalities surveyed, however there are a high volume of businesses to population in Arlington.

**TABLE 11-3  
EMPLOYMENT SECTOR STATISTICS: LOCAL AND REGIONAL**

	Avg Weekly Wage	Avg Hourly Wages	# Establish	# Jobs
<b>Arlington</b>	\$ 587	\$ 14.68	66	623
<b>Gaylord</b>	\$ 661	\$ 16.53	80	1,461
<b>Green Isle</b>	\$ 657	\$ 16.43	15	118
<b>Henderson</b>	\$ 546	\$ 13.65	29	393
<b>Sibley County</b>	\$ 639	\$ 15.98	380	3,838
<b>Minnesota</b>	\$ 1,036	\$ 25.90	164,522	2,649,925

Source: Mn. Department of Employment and Economic Development

Wages paid within the City of Arlington can be reviewed historically and indexed as a means of comparing the rate of change in wages within the City, Sibley County and the State of Minnesota. Table 11-4 illustrates the indexed rate of change in wages in Arlington is consistently variable, increasing and decreasing more rapidly than other comparative areas. The fluctuation could signify variability in local agriculture-based economies.

**TABLE 11-4  
WEEKLY WAGE INDEX: 2009 - 2014**

	2009	2010	2011	2012	2013	2014
<b>Arlington</b>	\$ 617	\$ 600	\$ 612	\$ 606	\$ 611	\$ 587
<i>Index</i>		-2.76%	2.00%	-0.98%	0.83%	-3.93%
<b>Sibley County</b>	\$ 591	\$ 610	\$ 606	\$ 659	\$ 649	\$ 639
<i>Index</i>		3.21%	-0.66%	8.75%	-1.52%	-1.54%
<b>Minnesota</b>	\$ 871	\$ 899	\$ 920	\$ 949	\$ 964	\$ 1,036
<i>Index</i>		3.21%	2.34%	3.15%	1.58%	7.47%

Source: DEED

## 2. Employment

An analysis of local employers provides insight into the types of larger businesses in the area that may provide drawing power.

### Existing Employment Profile

The Minnesota Department of Employment and Economic Development (DEED) local employment data reveals a labor force within Sibley County of 9,413 persons as of July 2014. During the same period an estimated 9,058 persons were employed, resulting in an unemployment rate of 3.8% (not seasonally adjusted), below the seasonally adjusted state and national rates of 4.3% and 6.1% respectively. Sibley County unemployment rates typically peak annually in the first quarter and then fall considerably.

As indicated previously, most recent quarterly data (first quarter, 2014) from the Minnesota Quarterly Census of Employment and Wages (QCEW) compiled by the Department of Employment and Economic Development (DEED) illustrates 66 establishments within Arlington with employment opportunities for 623 persons and a quarterly payroll of \$4.7 million. The QCEW data reveals that 11 establishments (18%) are within the 'goods producing' domain and 55 establishments (82%) are within the 'service providing' domain. Of the 623 jobs available within Arlington, 16% (102 jobs) are within the 'goods producing' domain and 84% (521 jobs) are within the 'service providing' domain. This means Arlington has an average ratio of goods producing to service providing employment opportunities.

The 'goods producing' and 'service providing' domains are the broadest categories within the North American Industry Classification System (NAICS). The 'goods producing' domain is comprised of two supersectors – manufacturing and a cluster including mining, natural resources and construction. Employment opportunities within the 'goods producing' domain are generally higher paying jobs. The 'service providing' domain is comprised of several supersectors: trade, transportation and utilities; information; financial activities; professional and business services; educational and health services; leisure and hospitality; other services; and government. The NAICS has been designed to more accurately capture the composition of a changing economy in which manufacturing-based labor markets are transitioning into services centered markets.

On average as is the case in Arlington, expansion of the commercial sector will follow growth in the residential sector. It is noted however, that Arlington has historically derived significant economic benefit from the presence of the Sibley County Medical Center within the community. In addition, unlike several other communities, the majority of commercial development opportunities within the City of Arlington are pedestrian-oriented uses within the Downtown as opposed to vehicular-oriented uses adjacent to Highway 5.

Industrial uses comprise approximately five percent of all land uses within the City of Arlington, slightly higher than cities of similar size. It is noted, this industrial land use calculation is based on tax classification and not land use classification. Other 'industrial' type land uses may carry a 'commercial' tax classification. Future demand for industrial land will likely be influenced by the Arlington Economic Development Authority's participation in land development, employment of financial incentives and business retention and recruitment efforts.

Major Employers

The major employers in the City of Arlington are identified in Table 11-5. The data reinforces the importance of the health services industry in Arlington.

**TABLE 11-5  
MAJOR EMPLOYERS – ARLINGTON 2008**

<u>Employer</u>	<u>Product/Service</u>	<u># of Employees</u>
Sibley East Public School	Elementary & Secondary Schools	180
Sibley Medical Center	General Medical & Surgical Hospital	120
Good Samaritan Center	Nursing Care Facilities	90
Seneca Foods	Fruit & Vegetable Pres. Manufacturing	65
Arlington State Bank	Financial Services	14
Haggenmiller Lumber	Building Supply	13
Golden Hearts Inc.	Home Health Care Services	12

Source: Arlington EDA

**3. Labor Force/Employment Forecasts**

Minnesota Department of Employment and Economic Development "Occupations in Demand" data reveals greater than average job openings in several employment classes within economic development region 9 (includes Sibley County). Those classes requiring only a high school diploma and with demand well above average include: personal care aides, health care aides, cashiers, waiters/waitresses, food preparation staff, customer service representatives, and child care providers. Several classes requiring advanced degrees are also well above average demand, including: physicians, physical therapists, mental health professionals, chemists, optometrists, chiropractors, engineers, veterinarians, and pharmacists. Middle class occupations including truck/transportation professionals, plumbers, and registered nurses are also well above average demand.

The same data indicates health care, personal care and service, food preparation/serving, and business and financial occupations will create the most new job opportunities in the coming years.

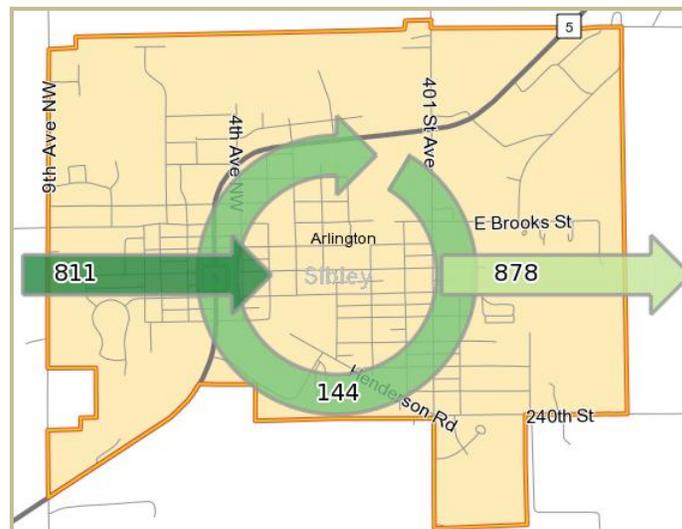
The Department of Employment and Economic Development (DEED) indicates that overall the future job market favors "knowledge" workers and service-producing jobs. Many farming-related occupations, production occupations, and other blue collar fields are expected to add a minimal number of jobs or decline.

**4. Commute and Labor Sheds**

The U.S. Census Bureau reports selected employment data on a regular basis. The data allows the assembly of information related to commute and labor sheds. The data can help business owners and the EDA understand where Arlington resident’s are working and where people working in Arlington are residing. The information can be useful in determining commuter habits. The following information is based on the most recent Economic Census data from 2011.

- 811 people drive into Arlington to work each day
- 878 people leave town to work elsewhere each day
- 144 people live and work in town each day
- 67 more people leave town than come into town to work each day
- Average commute time is 26 minutes
- Most people who live in Arlington work in the following industries: manufacturing (22%), health care (18%), retail trade (12%), education (8%), and construction (7%).
- Nearly 81% of people who work in Arlington live in Sibley County; an additional 8% live in McLeod County.

**Figure 11.1  
Employment Inflow/Outflow**



**C. MARKET ANALYSIS:**

Population/Employment Ratio

A common measure used to assess an area’s performance in capturing local markets as well as establishing the area’s relative level of dependence on a particular industry is the population/employment ratio (P:E). The P:E ratio is the amount of persons a single employee serves within a given geographic

area and a given employment sector. Population serves as a substitute for regional demand for a particular industry and employment measures the region's ability to supply the industry's product. The result is a simple measure of area supply and demand. The following are key concepts in analyzing P:E ratios:

- P:E ratio in city equal to county average means local establishments are adequately capturing local markets.
- P:E ratio in city greater than county average means there is potential for expansion of jobs within that sector.
- P:E ratio in city less than county average means demand for the industry sector is coming into the City from outside the City limits.
- The larger the number, the more dependent the area is on the industry sector.

Table 11-7 illustrates P:E ratios for selected industry sectors for the City of Arlington compared to the county averages. The table illustrates potential may exist within the construction industry. It is noted the data used for this analysis was the 2013 average, the most up to date information available.

**TABLE 11-7  
POPULATION TO EMPLOYMENT RATIO**

Industry Sector	Arlington	Sibley County
Specialty Trade Contractors: construction, masonry, electrical, HVAC, flooring, drywall, painters, etc.	223	149
Motor Vehicle and Parts Dealers: new & used car sales, tire store, auto part store, etc.	223	525
Food and Beverage Stores: grocery, meat market, bakery, etc.	49	131
Gasoline Stations: gas station, convenience store, both combined, etc.	62	129
Transit and Ground Passenger Transport: school bus, public transportation, rail, taxi, etc.	64	272

Sales Tax Trends

Understanding performance of the 'local' retail market can help the City foster an environment conducive to retail development. Sales tax receipts provide a good source of data regarding the retail market's strengths/weaknesses. Table 11-8 illustrates sales tax trend analysis for Sibley County (smallest geographic area with reportable data).

Sales tax trend analysis reveals in 2012, each Minnesotan spent an average of \$12,645 on retail purchases. To determine the local trade area captured (i.e. Sibley County) a two step process is followed. First, an adjustment is made to reflect the ratio of the per capita income within Sibley County as compared to the state average (i.e. 0.82). Next, total taxable sales within the County are divided by the average (\$12,645) dollars spent on retail purchases. The trade area captured is expressed in terms of the number of customers serviced in a particular county which in this case is 3,558.

"Pull factor" is a method of measuring of the relative strength of the County's retail market. Pull factors compare the trade area captured to the actual population within the County. Pull factors less than one

(i.e. .23 in Sibley County) result from tourists or customers leaving the county to shop in surrounding counties.

Potential sales analysis provides an estimate of retail sales the County (i.e. Sibley) should achieve if it were performing on par with the statewide adjusted per capita retail expenditure. The potential sales data can then be compared to the trade area captured to determine the estimated surplus (or leakage) in retail sales within the County. Actual sales within Sibley County are less than potential sales, meaning the County has a severe and growing retail trade deficit. The dollar value of this deficit (and push factor) was \$120,985,958 in 2012, up from \$104,678,155 in 2006 (most recent data available). The push factor means neighboring counties have more retailers that pose direct competition to businesses within Sibley County than vice-versa.

**TABLE 11-8  
SALES TAX TRENDS: SIBLEY COUNTY**

Mn. total taxable sales	\$68,027,970,963
2012 population state	5379646
Per Capita Retail Expenditure	\$12,645
Sibley County per capita income	\$25,053
State per capita income	\$30,656
Index of income	82%
Taxable sales Sibley Co	\$36,890,913
State per capita sale	\$12,645
Index of income	0.82
Trade area captured (number of people serviced)	3,558
Trade area captured	3,558
County population	15,226
Pull factor	0.23
State per capita sales	\$12,645
County population	15,226
Index of income	0.82
Potential Sales	\$157,876,871
Actual Sales	\$36,890,913
Potential Sales	\$157,876,871
Surplus or (Leakage)	(\$120,985,958)

Source: Mn. Department of Revenue

#### IV. FINANCIAL INCENTIVES AVAILABLE: ARLINGTON

The following incentives may be offered to qualified applicants within the City of Arlington/Arlington EDA.

##### Tax Increment Financing (TIF)

Tax increment financing is a tool, which allows the City/EDA to reimburse the company or land owner a portion of the new property taxes, which are generated as a result of an expansion project. The amount of financial assistance available (TIF) is dependent upon a number of factors including but not limited to the assessed market value of the building and the financial need of the company.

##### Tax Abatement

Like TIF, tax abatement is a tool, which allows the City/EDA to reimburse the company a portion of property taxes, which are generated within a specified period of time. The difference between TIF and tax abatement is that with tax abatement the County and/or school district have an option to participate (with TIF participation it is mandatory). The amount of the tax abatement available depends on a number of factors, including, but not limited to the financial need of the company and participation by County and school entities. The term of tax abatement is up to twenty years depending on a number of variables.

##### Local Loan Funds

The City has two separate loan funds available to assist local businesses. The first is a conventional revolving loan fund capitalized from Minnesota Investment Fund grants. The second is a loan fund designed to promote restoration, renewal, and revival of existing businesses. Both funds are balances available for use. Both are typically below market rate but dependent upon qualifications. Both loan funds require a lead conventional lender.

##### Land resources

The EDA holds 20 areas of property zoned for industrial purposes but not yet improved. In addition the EDA holds a 10.5 acre commercial parcel originally purchased to accommodate a hotel. The parcel is not serviced by municipal utilities at this time. Finally, the EDA holds a 14 acre parcel adjacent to CSAH 9 which abuts the fairgrounds and the Arlington Meadows development.

#### V. TECHNOLOGY

High speed internet access (broadband and/or wireless) is available within the City of Arlington in all commercial and industrial areas. Wired systems employ a mix of fiber and coaxial cable for service delivery. The following entities provide service within the City of Arlington, speeds are advertised download speeds.

Mediacom Communications: 100 MBPS – 1 GBPS  
Frontier Communications: 25 – 50 MBPS  
Verizon Communications: 10 – 25 MBPS  
AT & T: 10 -25 MBPS  
Broadband Corp: 10 -25 MBPS  
T-Mobile: 6 – 10 MBPS  
Sprint/Nextel: 6 – 10 MBPS

## VI. ARLINGTON ECONOMIC DEVELOPMENT AUTHORITY

The City of Arlington has an active Economic Development Authority (EDA). The EDA's purpose is to facilitate economic development within the City. It is important to approach economic development as a **process** to encourage or maintain business activity and/or employment as a means of improving the community's economic well-being and quality of life. Economic development does not occur within a vacuum and is a long-term investment of time, people, limited resources, and skills.

Generally speaking, most economic development groups and professionals operate within specific target areas including organizational development, product (including infrastructure) development, business development, workforce development and market development.

### Organizational Development

The City of Arlington has an economic development organizational structure in place (i.e. EDA and Economic Development Director). The structure is involved and has actively sought additional development opportunities.

### Infrastructure Development

If the support system needed to deliver and produce goods and services is not in place, economic development is unlikely to occur. Infrastructure not only includes basic facilities and services (i.e. wastewater, drinking water, roadways, stormwater, schools, gas, electric, telephony, etc.) as related to economic development it also includes providing for available sites (e.g. business park development), entryway programs, downtown revitalization programs, and speculative building projects.

### Business Development

Business development efforts revolve around three general programs: business recruitment, entrepreneurial development, and retention/expansion.

The EDA and the EDA Director have an active business recruitment program including: information on the local business climate, active lead follow-up, inventories of available properties, business basics and start up information, business incentive programs, available & current demographic information (i.e. population make-up), general market data (housing, employment, business mix, market potential, etc.), and information on current and planned projects.

Efforts to encourage entrepreneurial development are currently being actively pursued by the Department of Employment and Economic Development and Economic Development Region 9.

### Workforce Development

Workforce development activities in Minnesota are generally coordinated by workforce development centers located in each of the State's economic development regions. The workforce development centers have historically pursued bottom-up (i.e. working with educational institutions to provide relevant education for employment opportunities expected in the future) and top-down (i.e. working with businesses to educate their workforce and/or working with businesses to identify types of worker skills needed) strategies in an effort to link available educational opportunities with business needs.

### Market Development

There are generally two ways a community can bring in new dollars: attract new individuals and/or attract new organizations (e.g. businesses, organizations, government). The EDA supports attracting both new organizations and individuals to the community.

**VII. ECONOMIC DEVELOPMENT PLAN**

**A. CORE INITIATIVES AND STRATEGIC DIRECTIONS.**

1. Continue support for Downtown redevelopment efforts.
2. Continue to pursue proactive communication with and outreach to business owners.
3. Promote commercial and industrial development that maximize the return on City investments in public facilities and services, expand the tax base, provide quality employment opportunities and complement existing services.
4. To the extent possible retain, existing commercial/industrial uses and encourage new commercial/industrial development to locate in existing commercial/industrial parks and commercial/industrial zoned areas.
5. Provide appropriate, professional information to development leads in a timely fashion.
6. Administer financial incentive programs offered by the City/EDA.
7. Promote the exchange of information between the business community and the City of Arlington.

**B. ARLINGTON COMMERCIAL ZONES**

The zoning ordinance classifies commercial areas as B-1 Service Business and B-2 Central Business District. The Future Land Use Map contained in the Comprehensive Plan guides areas within the B-2 (Downtown) to continued pedestrian-oriented development and certain areas adjacent to Highway 5 toward vehicular-oriented commercial development.

**1. B-1 Service Business District.**

The City may reasonably anticipate general commercial/business expansion (primarily vehicular-oriented) to occur within the next twenty years near State Highway 5. The City is planning for commercial development in designated areas and commercial “nodes” that offer higher efficiency in land use and development.

**2. B-2 Central Business District.**

The Central Business District is located in the original townsite including areas adjacent to West Main Street and West Alden Street. Today, the central business district is a remarkably vibrant and healthy economic core which features retail establishments, service businesses, mixed commercial and residential uses, public parking areas, and a park-like atmosphere.

The City/EDA have supported/enhanced downtown revitalization through many paths, including: support of redevelopment efforts, the use of redevelopment financial incentives (tax increment financing), and the pursuit of commercial rehabilitation program funds through DEED’s Small Cities Development Grant Program (CDBG).

**C. ARLINGTON INDUSTRIAL ZONES**

The zoning ordinance allows for light and heavy industrial uses. The Future Land Use Map contained in the Comprehensive Plan guides certain areas toward light industrial/business park development.

**D. GOALS, OBJECTIVES, AND POLICIES**

**GOAL #1: A PLEASING MIX OF PEDESTRIAN AND VEHICULAR-ORIENTED COMMERCIAL OPPORTUNITIES**

**Objective A:** Maintain a pedestrian- friendly downtown.

Policy/Recommendations:

1. The City should consider the following items when updating ordinances relating to the downtown and keep the following in mind when reviewing projects within the downtown.
  - a. While architectural style may not be dictated, the City should promote construction that complements traditional buildings located in the downtown.
  - b. New buildings need not be historic replicas, but should offer high quality and compatible interpretations of the traditional styles present within historic and traditional downtowns.
  - c. Regardless of style, new buildings should use traditional materials (masonry and hardy plank) and should reflect the predominant scale, height, massing, and proportions of traditional downtown buildings.
  - d. Improvements and additions to existing buildings with architectural or historical interest should reinforce and enhance the original characteristics of the building rather than apply new or different stylistic treatments.
2. The City should retain government buildings in the Downtown as they impact the vitality of the district.
3. The City should pursue humanscale design elements within the downtown including more sidewalk connections, the addition of street furniture and/or gathering spaces, outdoor music, additional greenspace and the like.
4. The City should consider promoting landscaping treatments used to enhance the pedestrian experience, compliment architectural features and/or screen utility areas. The use of flower boxes, planters and hanging flower baskets by individual businesses could be encouraged.
5. In order to reinforce the existing building line and to facilitate pedestrian access and circulation, principal buildings within the downtown should be built to the front property line and should be 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.
6. The City should continue to embrace Central Business District revitalization efforts by retaining a dialogue with the community, business owners and other stakeholders.

**Objective B:** Promote/support vehicular-oriented commercial areas.

Policy/Recommendations:

1. The City should consider the following items when updating ordinances relating to the service business district and be mindful of the following when reviewing projects within the vehicular oriented district:
  - a. Service business developments should complement the environment and adjacent land uses. Developments along Highway 5 should be of a specialized nature exhibiting the unique needs associated with highway access and visibility.
  - b. Commercial and service centers should be developed as cohesive, highly interrelated and coordinated units with adequate off-street parking and appropriate, regulated points of access. Direct property access to the highway should be discouraged in favor of accommodating said traffic through a frontage road system.
  - c. New commercial development should relate to existing development, transit corridors, and residential developments. For example, trees could line a pathway creating physical and aesthetic connections to existing development.
  - d. Immediate, short-range market potential and demands for activities that are not suggested for a site or area by the Comprehensive Plan or allowed by the Zoning Ordinance should not be the sole justification for a change in activity.
  - e. Buildings and other improvements within vehicle-oriented commercial areas should be designed for the site on which they are to be placed. When designing and siting new buildings, consideration should be given to the relationship of the proposed structures or improvements and existing structures, scenic values, viewshed, and environmentally significant/sensitive areas.
2. Intense, vehicular-oriented commercial uses should be limited to areas guided toward such uses within the future land use map and directly related to serving the driving public.
3. The City/EDA should deliberately work to renew existing areas of aging auto-oriented lineal commercial strip development while respecting the needs of existing single-family neighborhoods adjacent to said commercial development.
4. New development should be undertaken as a means of responding to current needs/desires of the public, however, such development should be designed using sustainable techniques which assist in future redevelopment/reuse.

5. 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 commercial in nature should occur prior to the issuance of building permits for the commercial construction.

**GOAL #2: ABUNDANT OPPORTUNITY FOR INDUSTRIAL GROWTH AND JOB CREATION**

**Objective A:** Promote and support industrial development as a means of diversifying the tax base and encouraging quality employment opportunities.

Policy/Recommendations:

1. Continue efforts to retain and attract industrial development which enhances the tax base, provides quality job opportunities, and is energy efficient.
2. Work with property owners to develop future industrial areas adjacent to current industrial zoned land, to assure an adequate supply of industrial land is available for development in the future.
3. Industrial activities complementary to existing uses should be identified and the development of such industries should be promoted and facilitated.
4. 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.

**GOAL #3: BE THE MEDICAL SERVICES HUB OF SIBLEY COUNTY**

**Objective A:** Maximize the economic development potential of the Sibley Medical Center.

Policy/Recommendations:

1. Work with RSMC to identify complimentary and/or spin-off services and needs which are not located in the City but would be pleasant and convenient additions.
2. Capitalize on the strong presence of health care service within the community and anticipate long-term needs of an aging population especially as it relates to housing, accessibility, and transit.
3. Promote the presence of the health services industry within the community to new residents and residents of Sibley County.
4. Work to keep aging residents within the community by providing a range of services and activities consistent with an aging population.

5. Support/encourage superior levels of service provided by local health care industry participants.
6. Investigate potential cooperative educational opportunities (public outreach and internal).
7. Work to retain the presence of a pharmacy within the community.
8. Support cooperation between Sibley East and Ridgeview Sibley Medical Center regarding a student work release programs and job shadowing opportunities in an attempt to interest youth in medical services professions.

**GOAL #4: CONTINUED PROACTIVE SUPPORT FOR ECONOMIC DEVELOPMENT**

**Objective A:** Focus on creating infrastructure needed to support economic development.

Policy/Recommendations:

1. The City should pursue the development of 'shovel ready' commercial and industrial lots featuring complete urban services.
2. The EDA should develop/implement an annual work plan and long-term goals.
3. The EDA should continue to partner with local businesses to further economic development goals and offer a well-used link between business owners and local government.
4. Support local businesses in securing appropriate workers through opportunities available through the workforce development center and local educational institutions.



# 11

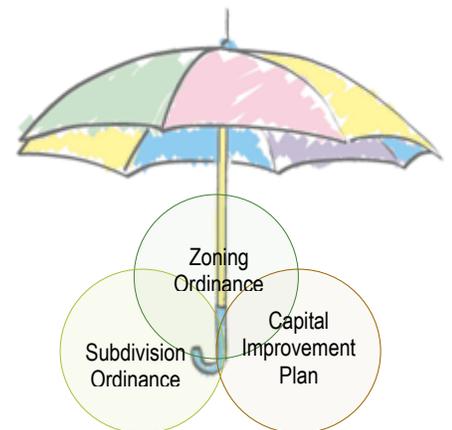
# IMPLEMENTATION

## I. PURPOSE

The Arlington Comprehensive Plan Update components comprise the City's plan for overall growth and redevelopment. This section identifies methods the City of Arlington will employ to implement the Comprehensive Plan and associated goals and objectives identified by the community. Implementation of the Comprehensive Plan begins with its official approval and an understanding of its role as the 'umbrella' document guiding future decisions relating to growth and redevelopment.

Following approval, the City will utilize many 'tools' to achieve policy plans and goals including:

- Goal Statements
- Zoning Ordinance
- Subdivision Ordinance
- Capital Improvement Plan
- Orderly Annexation Agreement
- Comprehensive Plan Review and Revision



A description, implementation information and recommendations for each of the City's local controls and implementation programs follow a summary of goals included in this Plan.

## II. COMPREHENSIVE PLAN GOALS

The City of Arlington has made a conscious decision to include the following goals in the 2008 Comprehensive Plan Update. The goals are broad statements without definitive timelines describing steps the City has taken to reach desired conditions in 2030 as espoused in a vision statement. The goals are further defined through objective and policy statements in each Comprehensive Plan chapter.

### A. VISION STATEMENT

*In 2035 Arlington will have maintained its small town character while providing a diverse tax base with housing and recreational opportunities for all ages and backgrounds. Recognizing its strengths in:*

- *A strong, centralized educational system,*
- *A vibrant, friendly downtown, and,*
- *Organized, well-managed growth.*

### B. GOAL STATEMENTS

1. Retain 'quality of life' inherent in the quality and quantity of natural resources.
2. Widespread knowledge and appreciation of natural resource issues.
3. Pursuit of sustainable building design.
4. Continuation of a diverse community which is responsive to changes in demographic forces and trends.
5. Commitment to flexible, connected, and efficient management of growth.
6. Pursuit of a favorable choice of housing options and employment opportunities.
7. Preservation of small-town atmosphere, community identity, and historic character.
8. Commitment to preserving and enhancing quality of life.
9. Pursuit of a sustainable, well-balanced supply of life cycle housing.
10. Continued promotion of well-maintained housing.
11. Pursuit of a vibrant connection between housing, environment, recreation, and employment.
12. Pursuit of a well developed, multi-modal transportation system.
13. Commitment to a well-maintained transportation system.
14. Commitment to aesthetically pleasing arterial and collector roadway corridors.
15. Commitment to fiscally responsible local transportation system development and maintenance.

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16. Continued development of reliable, efficient, cost-effective, and environmentally sensitive utility systems.
17. A well-informed public that is active in utility system planning and proper system usage.
18. Reliable, efficient, and cost effective provision of services.
19. Continued commitment to efficient, friendly service delivery.
20. Pursuit of an adequate and appropriate park and trail system.
21. Pursuit of a pleasing mix of pedestrian and vehicular oriented commercial opportunities.
22. Promotion of an abundant opportunity for industrial growth and job creation.
23. Commitment to become the medical services 'hub' of Sibley County.
24. Continued proactive support for economic development.

### III. ZONING ORDINANCE

The City of Arlington Zoning Ordinance was adopted in 2001; since then however, several amendments to the Zoning Ordinance have since been approved. The Zoning Ordinance includes specific regulations governing land use and an official zoning map.

The City Council recognizes the Zoning Ordinance as a tool to implement goals/policies defined in the Comprehensive Plan. The City administers the Zoning Ordinance on an on-going basis.

**Purpose:** The purpose and intent of the Arlington Zoning 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 location, erection, construction, alteration and use of structures and land.
- To protect 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 amendments.
- To prescribe penalties for violation of the Ordinance.
- To define powers and duties of the City staff, the Board of Adjustment and Appeals, and the City Council in relation to this Ordinance.

**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:

- Section 1: Purpose, Scope, Interpretation, and Short Title
- Section 2: Rules and Regulations
- Section 3: Zoning Districts
- Section 4: Zoning Instruments
- Section 4.5: RA R1/R2 Ag District
- Section 5: R-1 One and Two Family District
- Section 6: R-2 Multiple Family Residence District
- Section 7: B-1 Service Business District
- Section 8: B-2 Central Business District
- Section 9: I-1 Limited Industrial District
- Section 10: I-2 General Industrial District
- Section 10.5: R/A District
- Section 11: Planned Unit Development

- Section 12: M-1 Mobile Home Park District
- Section 13: General Regulations
- Section 14: Non-Conforming Uses
- Section 15: Conditional Use Permits
- Section 16: Board of Zoning Adjustment
- Section 17: Enforcement
- Section 18: Amendment
- Section 19: Violations and Penalty
- Section 20: Validity
- Section 21: Repeal/Effective Date

**Implementation:** The Zoning Ordinance is reviewed and subsequently administered by staff, the Planning Commission, and the City Council. In addition, the Zoning Ordinance will be 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. In order to ensure the Zoning Ordinance is consistent with the goals and objectives of the 2008 Comprehensive Plan the Planning Commission and Council may wish to amend the ordinance to address the following:

**Recommendations:**

1. The City may wish to consider the updating of the zoning ordinance relative to the following items:
  - a. Promotion of the Highway 5 Corridor as a high-quality, aesthetically pleasing gateway to the City which create a distinctive impression of the City. The City can promote the aesthetic quality of the corridor through:
    - i. Limiting the extent and placement of outdoor storage; requiring screening of outdoor storage.
    - ii. Promoting the employment of high quality landscaping techniques for front yards, entryways, parking lots, sidewalks, screening of loading docks/overhead doors and the like.
    - iii. The clustering of commercial uses in 'nodes' separated by greenspace and/or greenways as opposed to continuous strip commercial development.
    - iv. The implementation of uniform and/or decorative lighting standards.
    - v. Promotion distinguishing architectural designs and/or high quality exterior building finishes especially for building facades facing public rights-of-way.
2. The Planning Commission and Council should collaborate with Arlington Township to help ensure land use decisions in areas likely to become urban in the future are not counter-productive (e.g. siting of a structure in a location that is the likely projection of a future roadway; e.g. development of subdivisions with decentralized water/sewer facilities) and collaborate with adjacent municipalities, Sibley County, and Arlington Township to identify areas that will accommodate post-2030 growth forecasts and implement strategies to preserve these areas for future growth (e.g. clustered development not to exceed 1 unit per 40 acres).

3. Consider design standards for business districts.
4. Ensure any recommendations included in the Wellhead Protection Plan relating to the City's Zoning Ordinance are updated.

#### **IV. SUBDIVISION ORDINANCE**

The City of Arlington Subdivision Ordinance was adopted in 2001 and has subsequently been amended. The Subdivision Ordinance regulates the division or platting of land within the City's corporate limits.

**Purpose:** The purpose of the Arlington Subdivision Ordinance is to:

- Provide for and guide the orderly, economic and safe development of land, urban services and facilities.
- Encourage well-planned, efficient and attractive subdivisions by establishing adequate and impartial standards for design and construction.
- Provide for the health, safety and welfare of residents by requiring the necessary services such as properly designed streets and adequate sewage and water service.
- Place the cost of improvements against those benefiting from their construction.

**Contents:** The Subdivision Ordinance includes sections related to:

- Section 1: Purpose
- Section 2: Jurisdiction
- Section 3: Amendment
- Section 4: Building Permit
- Section 5: Separability
- Section 6: Interpretation
- Section 7: Definitions
- Section 8: Preliminary Plat
- Section 9: Final Plat
- Section 10: Subdivision Design Standards

**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. In order to ensure the Subdivision Ordinance is consistent with the goals and objectives of the 2008 Comprehensive Plan, the Planning Commission and Council may wish to amend the Ordinance to address the following:

**Recommendations:**

1. The City should review the Subdivision Ordinance as follows:
  - a. Review/consider a requirement for a Master Development Agreement (for phased projects) and a standard Development Agreement for individual portions of the plat prior to acceptance of a final plat or portion thereof;

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- b. Review/consider updating of plat review standards relative to sidewalk and trail requirements;
- c. Consider including requirements for Common Interest Community Plats in accordance with Mn. Stat. 515;
- d. Review potential addition of lot pad elevation requirements;
- e. Consider addition of enabling language:
  - i. Allowing the City to be reimbursed for costs associated with the review of the request for subdivision.
  - ii. Requiring submission of GIS data upon final plat approval.

**V. MISCELLANEOUS CITY CODE PROVISIONS**

In addition to consideration of review/updating of the zoning and subdivision ordinance the City may wish to investigate the installation of rental and commercial maintenance codes as a means of helping to promote/maintain community character on an ongoing basis.

## **VI. CAPITAL IMPROVEMENT PLAN**

The City of Arlington has formally instituted a Capital Improvement Program (CIP) that lists projects, prioritizes expenditures and identifies sources of funding for the scheduled financing of capital expenditures relative to the implementation and maintenance of public facilities and services necessary for the City's growth.

The overall objective of a Capital Improvement Plan (CIP) is to provide for the efficient use of fiscal resources in funding future capital expenses. The CIP should be a flexible, evolving tool the City uses as a guide for the future. The CIP should be updated annually to 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, sewer), state aid, annual levy, etc. Expenditures such as municipal vehicles, city administration, street and utility projects, park improvements, and the like should be included. The phasing in of projects which require the same sources of funds can assist in retaining a level annual tax levy.

### **Recommendations for Implementation:**

1. The City should include in its Capital Improvement Plan large projects which have been identified as important to the community as a part of this Comprehensive Plan. These may include upgrade of existing or construction of a new wastewater treatment facility, water system improvements and upgrades, improvements to existing parks and new community parks, and improvements to municipal building(s) to support administration, fire and emergency.
3. The City should consider including update of utility studies as the city grows.

Sources of funding include:

- Special assessments
- Enterprise funds (water, sanitary sewer, storm sewer revenue funds)
- Funds that are levied annually to establish a capital improvement fund and equipment fund
- State aid funds, and
- Other sources

## **VII. GROWTH AREAS AND ANNEXATION**

The City of Arlington, through its comprehensive planning process, has identified land use needs to accommodate additional residential, commercial and industrial development to the year 2030. The Future Land Use Map (Map 4-7) has been developed through comprehensive plan discussions.

Arlington Township and the City of Arlington have worked closely in the past to develop an Orderly Annexation Agreement (OAA). The OAA is based on fundamental tenants of managed growth and orderly extension of urban services.

### **Recommendations for Implementation:**

1. The placement of appropriate land uses in the future should be consistent with the future land use map (Map 4-7).
2. Areas within the OAA about to become urban in nature should be annexed to the City and serviced by centralized municipal services when economically and physically feasible to do so within a specified period of time (i.e. two years).
3. The City should work with the Township and County to reserve areas within the OAA for future urban expansion as opposed to rural development.
4. The City of Arlington should take an active role in the review and provide comments on the future Sibley County Comprehensive Plan as it relates to transportation systems, land uses, and regional trail and park plans which may impact the City of Arlington.

**VIII. COMPREHENSIVE PLAN REVIEW AND REVISION**

The Comprehensive Plan is intended to guide the overall growth and redevelopment of the city. As events and circumstances within the community change, the Comprehensive Plan should be reviewed and updated, as appropriate. Amendments to the Comprehensive Plan cannot occur without public notice, a public hearing conducted by the Planning Commission, and final review and approval by the City Council. A supermajority vote (4 out of 5) of the Council is required for Comprehensive Plan amendment. Amendments to the Plan should be considered if there have been changes within the community or issues which were not anticipated by the Plan.

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. A 4/5 affirmative vote of the City Council is required to amend the Plan.

**Recommendations:**

1. It is recommended the Planning Commission and City Council review and update the Comprehensive Plan at approximately five-year intervals to ensure it is a current reflection of the City's growth patterns, community goals, and land use needs.
2. It is recommended that on an annual basis appropriate City staff or appointed officials report to the City Council regarding 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.

## IX. COMPREHENSIVE PLAN IMPLEMENTATION STRATEGIES

To summarize, the Comprehensive Plan:

- Includes a summary of the City's demographic profile,
- Projects future housing and population trends,
- Identifies natural resources and goals for preserving natural amenities,
- Inventories current land uses and projects future land use needs with the identification of where appropriate land uses should be located,
- Analyzes the past, current and future housing stock,
- Reviews the current transportation system and includes a plan for future collector streets and policies,
- Inventories current park land and recreational amenities and includes recommendation for future park and recreational facilities,
- Summarizes the community facilities and public services with identification of future needs, and
- Addresses municipal utilities as they relate to current and future land use needs.

In order to implement the goals and policies identified in each of these Chapters, the following implementation strategies have been prepared:

1. **Sense of Community.** Provide opportunities for the members of the community to gather and linger. Continue to focus on the heritage of the community through design elements and celebrations. Continue community events to assist in retaining the small town feel and sense of community as the population continues to grow. Provide opportunities for involvement by new residents and long-term residents to come together.
2. **Preservation of Environment.** Demonstrate commitment to maintaining sensitive environmental features and landscapes which traditionally defined Arlington.
3. **Future Land Use.** Promote infill and redevelopment to maximize return on existing municipal investment. All new development consistent with the Comprehensive Plan's land use plan which emphasizes managed, orderly growth. Work with adjacent townships to develop/implement policies related to when land should become annexed.
4. **Housing.** Consider adopting code provisions for the on-going and long-term maintenance of the City's housing stock. Inform builders of housing programs that support the various types of life-cycle housing.
5. **Transportation.** Continue to work with Sibley County and MNDOT on its regional transportation planning efforts. Require the platting of collector streets identified on the transportation plan.

6. **Utilities.** Address wastewater treatment plant capacity issues as soon as possible and adjust SAC and WAC fees and rates to support required expenditures. Address need for new wells, elevated storage and potential need for a water treatment plant. Continue to monitor capacity of utilities as plats are submitted.
7. **Park and Recreation.** Focus on development of existing park facilities and connecting said facilities by pathways. Maximize presence of creek corridor. Continue to seek donations, grants, and other funding to upgrade existing parks.
8. **Zoning and Subdivision Ordinances:** Update the City's Zoning and Subdivision Ordinances to ensure consistency with the Comprehensive plan, as noted within this Chapter.
9. **Capital Improvement Plan.** Adopt a capital improvement plan, including major capital expenditures identified in this Plan.
10. **Education.** Continue to support education in the community, meeting periodically with school administration to discuss joint programming of recreational programs and facilities, and timing on municipal and educational capital projects.