

## **GENERAL LAND USE PLAN ELEMENTS**

With strong indications for future growth, the City developed an extraterritorial land use plan. The development of the 2040 Extraterritorial Land Use Plan emphasizes Delano's desire to remain a freestanding, self-sustaining community. In this regard, the plan identifies the City's desire for a full range of land uses.

The Land Use Plan takes projected growth rates and applicable City policies and formulates a description of desirable locations for future land uses. The plan, when used in conjunction with land use narrative and ordinances, provides a graphic description of future land uses within the community. The Land Use Plan should serve as a graphic guide in assessing future development requests and how they affect or relate to the desired land use in a given area.

### **Extraterritorial Areas**

In planning for the growth areas of Delano, the City must address the need for orderly growth that promotes the logical extension of streets and utilities. Existing development, property ownership patterns, and physical barriers will greatly influence land use patterns, however, development must occur in a manner that capitalizes on in-place infrastructure and helps in the financing of new capital improvements. Future growth will be evaluated on both its physical and financial impact on the City.

Future growth must also be sensitive to the natural and environmental constraints of land. Development within environmentally sensitive areas in the past has resulted in problems with regard to flooding, storm water problems, high water table, and the need for soil corrections due to poor soils. New local, state, and federal regulations pertaining to floodplain, shoreland and wetland preservation will require the avoidance, mitigation, and/or integration of the natural features into future subdivisions or site development.

The Delano Land Use Plan proposes an orderly growth pattern that avoids the premature extension of utilities and services. To implement this stated development objective, the City will not encourage the premature annexation or subdivision of land within Delano. The growth management guidelines, along with the standards outlined in the Subdivision Ordinance, will be used in determining whether an annexation or subdivision is considered premature for development.

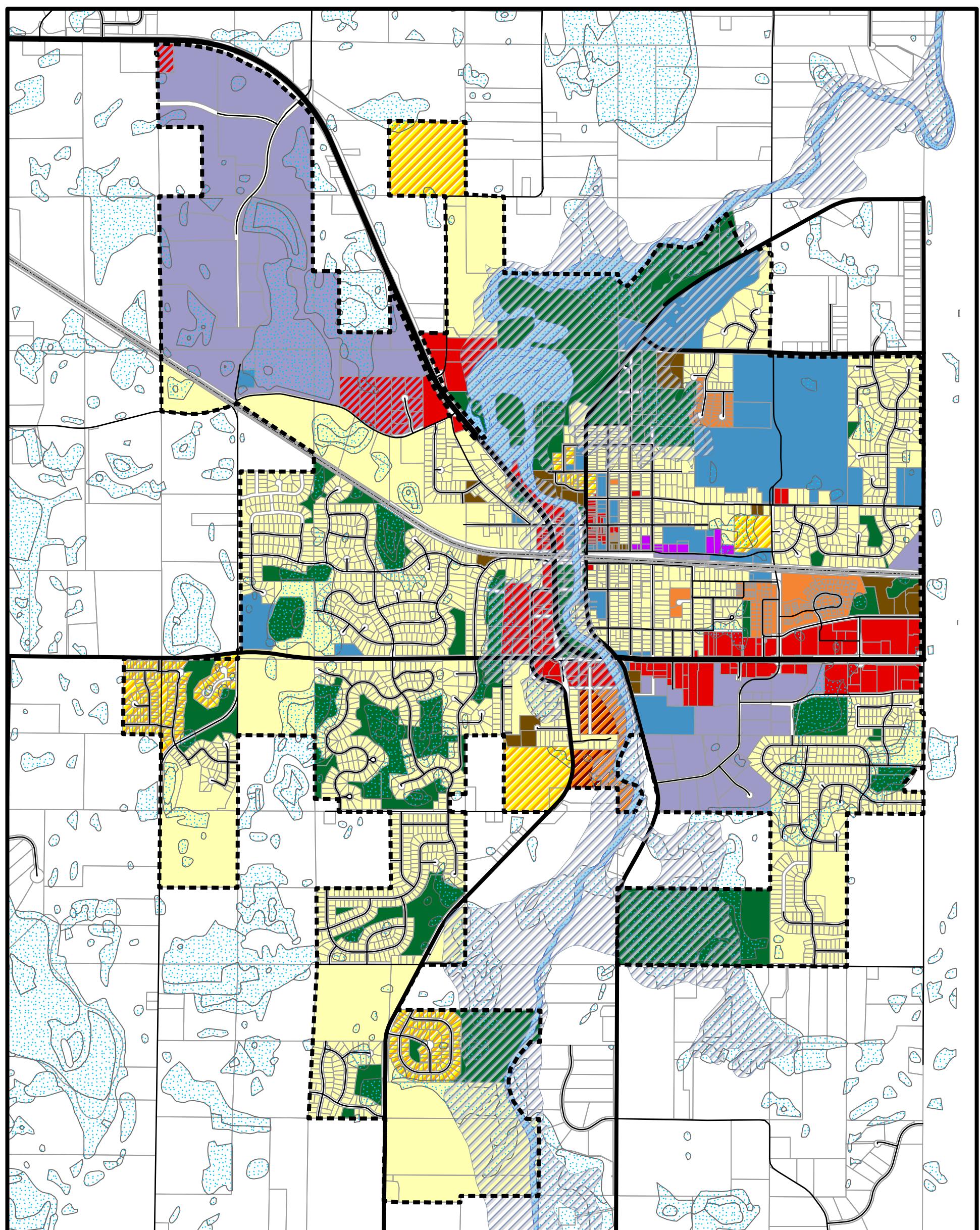
The property owner or developer must provide evidence to demonstrate the annexation or subdivision is not premature or will assume the majority of costs for extending utilities, streets, and services to the property before development approvals will be given. Through this process, the City will have the ability to evaluate new



annexation requests with regard to the site's context within the City, the need for utility improvements, costs related to development, and the City's long range planning goals.



# Comprehensive Plan City Land Use



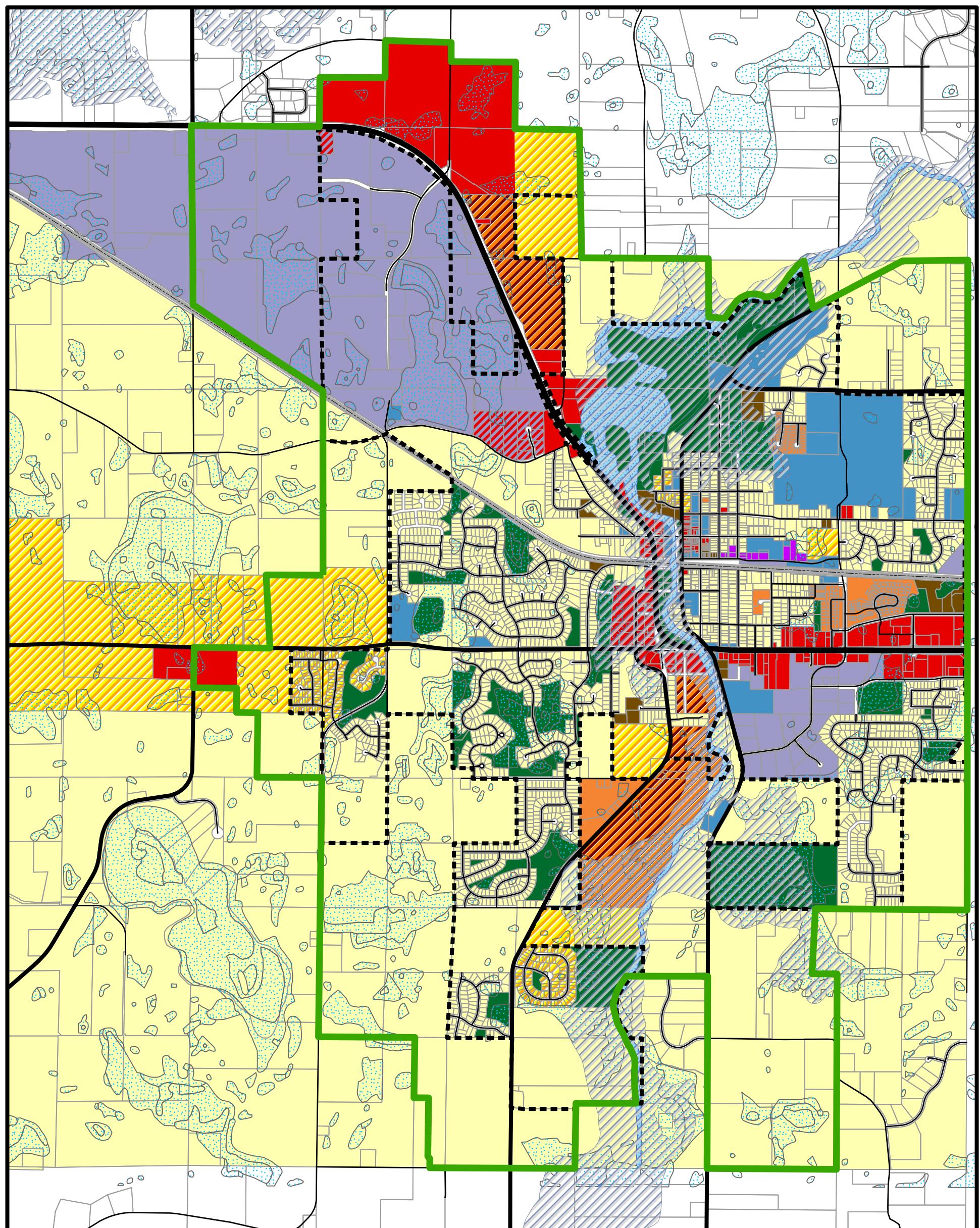
**Commercial**  
**Commercial/Industrial**  
**Industrial**  
**HDR (8-15)**  
**MD/HD (3-15)**  
**MDR (3-8)**

**LMDR (1-8)**  
**LDR (1-3)**  
**Mix**  
**Semi/Public**  
**Park/Open Space**  
**Railroad**

**Wetlands**  
**100 Year Floodplain**  
**City Limits**  
**Crow River**

0.00      0.25      0.50  
 Miles  
 N  
  
 Source: Wright County, MNDNR,  
 Northwest Associated  
 Consultants, Stantec  
 Updated: December 2023

# Comprehensive Plan Extraterritorial Land Use



Commercial  
Commercial/Industrial  
Industrial  
HDR (8-15)  
MD/HD (3-15)  
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City Limits  
Transitional Area Boundary  
Crow River

0.00 0.30 0.60  
Miles  
N  
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## **Residential**

The following sections provide directions and recommendations for the various residential types and densities.

### Low Density Residential (0-3 Units per Acre)

The low-density Residential neighborhoods shall be defined through the City zoning districts: R-E Residential Estate, R-1, R-2, R-3 Single Family zoning districts. establishing the performance standards for lot size and setbacks for low density residential neighborhoods.

Community interviews reveal that the City has done a very good job with the design and quality of the low-density, single-family neighborhoods. The features most referenced include quality homes, street appeal, and amenities of sidewalks, parks, and landscaping. Interviewees expressed an appreciation for the development standards and the review process that the City imposes to ensure a thorough review of all new subdivisions is conducted and quality design and construction standards are mandated.

The annexation process has resulted in a sporadic development pattern. Delano's residential neighborhoods tend to be segregated from one another. This development pattern presents some problems with regard to incomplete street systems and dead-end utility lines. Future infill development must be promoted to integrate these existing neighborhoods with a more efficient street network and utility system. The City must also be cautious to preserve the character of the individual neighborhoods through the implementation of the zoning and subdivision regulations. Through these efforts, a greater degree of community continuity and service efficiency is anticipated.

Land use arrangements shall protect residential neighborhoods from the intrusion of incompatible land uses. Buffering and screening are necessary where incompatible land use arrangements exist. In addition to code enforcement, the City will investigate housing programs through its Housing and Redevelopment Authority (HRA) which will assist in housing rehabilitation and first-time homebuyers financing programs.

Generally, Delano's housing stock is in good condition which is reflected in the City's 2020 vacancy rate (3.7 percent). There are scattered sites within the City that have homes exhibiting some deterioration or site appearance issues. Fortunately, these sites are limited. To address these sites and to maintain the quality of Delano's



residential neighborhoods, the following efforts are being implemented:

1. The City has established housing and yard maintenance regulations with specific attention to building condition, outdoor storage, and accessory uses.
2. The City has adopted a rental licensing code. Through this code all homes including single family homes being rented must obtain a license and be inspected periodically to ensure that the housing unit is well maintained and meet all building and fire codes.
3. The examination and modification of the City's development regulations pertaining to low-density single-family areas in order to provide local property owners greater flexibility in the use and development of their properties. Topics to be addressed may include building setbacks, accessory buildings, and home occupations. These efforts are intended to allow property owners the opportunity to expand, alter or modernize their homes in a manner that keeps the housing stock contemporary and sellable.
4. Continue to implement standards for buffering or screening of residential neighborhoods where they abut commercial or industrial areas, or collector and arterial streets.
5. Implement housing programs through the Delano Housing and Redevelopment Authority (HRA) which would assist in housing rehabilitation or scattered site redevelopment.

The Land Use Plan illustrates areas for new low density residential growth. In evaluating these land use patterns, the City must be respective of housing demands, environmental features, utility availability and land use compatibility.

The expansion of residential growth into newly annexed areas of Delano will be done in an orderly staged manner that gives specific attention to market absorption, utility availability, and the City's growth management objectives. In this light, future residential subdivisions will be required to post sufficient financial security to ensure that the project proceeds according to approved plans in a timely manner without financial risk to the City. The City may also require residential developments to be phased over a period of time to allow for the following considerations:

1. To promote the timely sale and development of available lots.
2. To allow the monitoring of utility availability and existing infrastructure capacity.

Delano will require new residential subdivisions to be sensitive to natural resources



within the defined growth area. The following strategies will be implemented to integrate new residential subdivisions within environmentally sensitive areas:

1. The City will require subdivision applications for new residential subdivisions to include information on existing environmental conditions, including wetland delineation, tree cover and natural vegetation, slope areas, and hydric soils, to allow an accurate evaluation of subdivision design relating to existing conditions.
2. The City will continue to implement its current development regulations relating to buildable lot size, wetlands, floodplain, shoreland protections, tree preservation, and slope protection.
3. Promote greenway corridors that will serve to protect environmentally sensitive areas from the encroachment of development.
4. The City will consider the environmental features of the site in determining the appropriate zoning district to be applied (i.e., large lots in woodland areas to preserve significant tree stands. Lot area shall be exclusive of wetlands, wetland buffers and severe slope in excess of 12 %).

The goal of the Comprehensive Plan is housing diversification within the low-density residential land use categories. This would include both affordable and higher value housing alternatives. The following strategies are offered for providing greater low density residential diversity:

1. The City's low density zoning districts provide a range of lot sizes and performance standards. Single family zoning districts shall define the minimum standards for single family lots and setbacks that will be applied to create efficient development patterns and affordable owner-occupied housing opportunities. The small single family lot zoning districts (R-3 Single-Family Residential district) may be applied where there are no environmental constraints and relatively flat lands, without heavy tree vegetation steep slopes, or wetlands.
2. The City will update its existing planned unit development (PUD) regulations to promote innovative and diverse residential development patterns. Utilizing this zoning mechanism, the City will protect environmentally sensitive areas through residential clustering, development compaction, and design flexibility in subdivisions to achieve attractive and affordable low density residential neighborhoods.



3. The City will continue to examine its zoning standards in the older portions of the community related to setbacks, accessory buildings, etc. as a means of promoting private reinvestment into the older homes through expansion or modernization.

#### Low Density to Medium Density Residential (0-8 units per acre)

The Land Use Plan illustrates a low to medium density residential land use category at various locations within the designated growth area. This land use category anticipates a range of residential densities that may be appropriate for this area pending adjoining development patterns, traffic generation, environmental protection, and housing demand.

The low to medium density residential land use areas may also offer opportunities for a mix of residential housing types within the same subdivision. These opportunities will be further defined through zoning. The zoning may range from R-4 Single Family and Two-Family Residential zoning district to R-6 Medium Residential zoning district.

#### Medium and High Density Residential

Medium density residential (4-8 units per acre) and high density residential (8+ units per acre) land use categories provide alternative housing types for the low-density single-family homes.

The Policy Plan encourages providing a variety of housing opportunities that are sensitive to income levels and lifestyles of all the people who are interested in living in Delano. Through the provision of a diverse housing stock, the City will retain its population by providing housing alternatives that are attractive to all age groups of the community's population.

Existing development patterns reveal that medium and high-density residential uses are scattered throughout the community. Multiple family locations within single family neighborhoods have resulted in compatibility problems, including but not limited to density, building appearance, traffic, and the lack of on-site amenities.

The City recognizes the need for additional medium and high-density housing options to insure diversified housing stock for both homeowners and renters. In promoting future medium and high-density residential development, the City must strive to avoid the problems associated with similar existing development. The General Land Use Plan illustrates locations for future medium density residential (three to eight units per acre) and high density residential (eight plus units per acre) land uses. These



locations are identified to expand the variety of housing in Delano and to take advantage of the following characteristics:

1. The medium and high-density residential land uses are intended to provide a compatible land use transition between low density residential neighborhoods and more intense commercial or industrial land uses.
2. Medium to high density residential uses have been identified as desirable land use options in the redevelopment of sites in the Delano Downtown and as support for the highway commercial areas. Medium to high density residential uses are proposed to be located in close proximity to the downtown and other commercial areas to take full advantage of the services provided in these areas. In addition, high density housing developments help provide the needed customer base for community commercial land uses.
3. Medium to high density residential land uses have been designated along the east side of County Road 16. This location anticipates concentrating the development density on the buildable upland areas while preserving the Crow River floodplain and adjoining wetlands as a greenway open space. Through this pattern of development, these higher density residential areas will be balanced by the greenway corridor.
3. The medium to high density residential land use designation is located at the periphery of low-density neighborhoods along higher functional classification streets. This land use pattern attempts to reduce the traffic through low density neighborhoods.

Regardless of housing type and density, the City of Delano will pursue only the highest quality residential development. In this regard, the City has established development performance standards focusing on the long-term maintenance, appearance, and conditions of the medium and high-density residential areas. Specific attention will be given to the following:

1. The City will require that medium and high-density residential structures have high quality, durable and low maintenance exterior wall treatments to insure long term attractive housing units.
2. The City will require a homeowner association to be established within all owner- occupied medium density and high-density residential developments as a means for insuring site maintenance. The City will require that a homeowner's association be established with sufficient rules and financial standards to insure long term maintenance of the development and enforcement of its bylaws.



3. The City will require through its development performance standards and site plan review process, quality site design and amenities within medium and high density residential areas including, but not limited to, open space, recreational facilities, pedestrian ways, guest parking, garages, landscaping, etc.
4. The City will enforce housing maintenance and rental licensing codes to promote the maintenance and upkeep of the City's housing stock. This program could include, but not be limited to, the following:
  - a. Inspections. Conduct required inspections through rental licensing and point of sale inspections for multiple family properties.
  - b. Loan Programs. The City will take the initiative to make residents aware of available loan programs for home improvements and serve as a referral resource for property owners.
  - c. Housing Remodeling Fair. The City may hold a remodeling fair as a citizen outreach effort. The fair would provide a forum where residents could meet with City officials, builders, remodelers, and finance professionals for ideas on housing remodeling.
  - d. Housing Condition Survey. The City will conduct a "windshield" survey from time to time to determine if any significant deterioration is occurring and if additional action is needed to maintain neighborhood quality.
  - e. The City will require all rental properties to be licensed and periodically inspected to ensure that properties meet the building code, fire code and local property maintenance codes.
5. Medium and high density housing will provide opportunities to diversify the City housing stock to address life cycle housing, work force housing and affordable housing needs within the community. In order to support the workforce needs of the City's growing commercial and industrial base and providing options for people who work in town to live in town, the City will consider public financial assistance as follows:
  - a. The use of tax credit financing to assist in the construction of affordable housing units, including but not limited to providing local incentives, and reduction of infrastructure and development fees.
  - b. Reductions in the City development fees and charges.



- c. Pursue any available State housing grant and aid to assist in local development of affordable housing.
  - d. Investigate other options, such as housing trusts, long-term land leases, and public/private development corporations.
- 6. In addition to using of public financial assistance, the following modifications to development regulations may be considered to provide affordable workforce housing:
  - a. Consider modular and panelized construction options to reduce housing construction costs.
  - b. Examine City parking regulations exempting affordable housing from garage requirements or reducing the parking requirements.
  - c. Establish density incentives for affordable housing.
  - d. Relax architectural requirements for affordable multiple family housing.
  - e. Utilize Planned Unit Development to provide flexibility in subdivision and site design to provide affordable housing.



## **Commercial**

Delano has historically been a rural commercial center serving the community and surrounding Township. Today, Delano retailers compete with regional commercial centers in both Buffalo and the Twin Cities metropolitan area. The City's proximity to the larger retail centers has reduced Delano's role in the retail market. Currently, the City's commercial development consists of primarily convenience goods retailers. The retail and service facilities are located within the Delano Downtown and along the U.S. Highway 12 corridor.

In looking to the future, continued residential and industrial growth will continue to strengthen local markets and provide opportunities for commercial expansion. The Delano Land Use Plan is cautious in the expansion of commercial development, rather, the plan provides greater emphasis on maintaining the historic Central Business District and promoting development or redevelopment along Highway 12.

In the preparation of the Extraterritorial Land Use Plan, the City identified the need for expanded commercial locations and the long range need to accommodate a big box retailer.

## **Delano Downtown**

In the fall of 2021, the Delano City Council directed the formation of a Delano Downtown Task Force to examine the Delano Downtown area and provide recommendations to further enhance the area with regard to access, land use, zoning, streetscape design and branding. The result of the Task Force efforts was the Delano Downtown Plan 2022. The Following pages incorporate the planning strategies and recommendations of Delano Downtown Plan 2022 into the 2040 comprehensive plan.

The map on the following page outlines the boundaries of the Delano Downtown planning district. The planning district extends west to include properties surrounding the Bridge Avenue Highway 12 intersection. Bridge Avenue represents the main entrance to the Downtown. The eastern boundary of the planning district extends along Railroad Avenue to Tiger Drive. Railroad Avenue represents another travel route into the downtown. The planning district includes the Granite Works redevelopment site and the commercial, residential, and industrial properties lying between the railroad and Oak Avenue

The study area has also been divided into sub areas to allow analysis and recommendations to these specific geographic locations.



Through a tour of the downtown area and research of existing conditions the Downtown Task Force undertook a SWOT Analysis for the downtown area identifying the following strengths, weakness, opportunities, and threats that will impact the future role that the downtown will have for the City.

The issue identification created the foundation for establishing the downtown goals, policies and plans which will guide decision making, improvement and future investment within the Delano Downtown area.

**Strengths:**

1. Delano has a traditional downtown offering a compact, pedestrian friendly, commercial area. The downtown has solid blocks of commercial development and few vacant store fronts.
2. The historic architecture and compact design present an attractive commercial area that provides a unique environment for shopping, entertainment, and services.
3. Recent building renovations by downtown property owners have demonstrated how some of the older buildings can be rejuvenated, aesthetically enhanced; and improved in their function and operation. These buildings have set the example for other property owners and other buildings in the downtown.



4. The City has established an attractive streetscape along the portions of select streets in the Downtown.
5. The Local businesses, property owners and business groups are active in the enhancement and promotion of the Delano Downtown through building



improvements and special events to draw people to downtown and promote business interchange between available stores and restaurants.

6. The Crow River and the River Front Park provide a natural amenity and public open space that contributes to the unique downtown environment.



7. The surrounding residential neighborhoods and the introduction of the high-density housing (River Town Townhomes, and Granite Works Apartments) provide a nearby consumer population within walking distance to the Downtown.
8. The Delano Downtown is the center for municipal services including the City Hall, License Bureau, Fire Station, Library, Early Childhood Education Center, and Heritage Center. The City has made significant investment in blending the architecture of the newer public buildings to be compatible with the historic buildings in the downtown. These public buildings contribute to drawing people downtown on a daily basis and to the accumulative attraction of the area.

### **Weaknesses:**

1. The main portion of the Delano Downtown does not have visibility or direct access from Highway 12, the major traffic carrier through the City. Its location presents challenges for Downtown identity and access, bringing people to the area.



2. Physical barriers including Crow River, the railroad and Highway 12 present obstacles for access to the Downtown for motorists, bicyclists, and pedestrians.
3. While the historic Architecture is listed as a strength, it also a challenge for the downtown property owners with regard to building renovation, building code, and building size. The renovation of these older buildings presents challenges related to maintaining the integrity of the historic architecture while dealing with current building and fire code issues with any change of building use.
4. Some of the River Street buildings have front facades that detract from their historical architectural features.



5. The size and floor area of the existing downtown buildings present challenges for contemporary retailers. The downtown buildings require businesses that can fit within the limited sizes of the buildings.
6. The City designed streetscape is not uniformly applied along all the streets in the downtown (River Street, Second Street). In some areas, streetscape landscaping is in need of replacement.
7. River Street is County Road 17, the County jurisdiction on this road could be an obstacle to implementing city plans for streetscape improvements.
8. Fruit bearing trees in the downtown have created issues with fruit being dropped onto the sidewalks and tracked into stores.
9. Downtown businesses are reliant on shared on-street parking and public parking lots. Businesses may not have convenient parking at their storefront and will compete with other businesses within the same block for the available parking.



The need for adequate and convenient parking is a challenge for the downtown businesses.

10. The downtown's proximity to the Crow River makes it susceptible to seasonal flooding. Some areas of the river are in need of cleaning up of litter and debris.
11. The Downtown alleys are unattractive and are underutilized.



12. Industrial uses and site conditions along Railroad Avenue require clean-up and screening to improve their appearance along this secondary route into downtown.

**Opportunities:**

1. The City of Delano has made the preservation and enhancement of the Delano downtown a community priority in its planning and capital improvements.
2. The City has proactively pursued redevelopment in the downtown (Rivertown townhomes, Granite Works apartments, etc.) to remove blighted properties and to introduce land uses that complement the downtown businesses and downtown design.
3. The Downtown has a number of City-owned public open spaces that can contribute to the overall aesthetic appeal of the downtown.
4. The City has acquired riverbank properties along the Crow River that will allow it to undertake improvements for riverbank stabilization, vegetation, trail development, river clean-up and flood control.



5. South River Front Park provides an opportunity for the creation of an attractive public open space that will contribute to the downtown aesthetic and functions.
6. The implementation of the Delano Central Business District Design Guidelines provides standards for the upgrade and improvement of the downtown buildings.
7. The implementation of a uniform streetscape throughout the downtown will provide cohesive identity and appeal to the downtown area.
8. Improved area identification and wayfinding signs will contribute to the downtown identity and accessibility. Improved downtown directional signs at Bridge Avenue and Highway 12 will identify this intersection as an entrance to the downtown. Identify additional downtown directional sign locations at the City's other major travel routes.
9. Opportunities exist to improve the available parking supply and the functions in the alleys of the downtown.
10. Continuation of special events to attract people to the downtown and promote business interchange.
11. Working with the Chamber of Commerce and business groups to promote downtown.
12. Expand a uniform streetscape throughout the downtown and along Railroad Avenue over to Tiger Drive.

**Threats:**

1. Inactive property owners, buildings that are not maintained detract from adjoining properties.
2. Vacant or underutilized buildings do not contribute to drawing customers to the downtown.
3. Seasonal flooding.

**Downtown Land Use.**

Cities that have traditional downtowns have discovered that their downtown gives their community an identity, a place for residents to gather, enjoy a unique shopping experience, to recreate and participate in community events. The City of Delano appreciates all the attributes offered by its downtown and intends to maintain this valued



area as a focal point of the community.

The following map illustrates the ultimate land use plan for the downtown area. As individual development proposals are submitted by property owners and developers, efforts will be made to follow the downtown land use plan. While it is recognized that proposals may not be identical to the land use plan and that there may be more than one way for the land uses to function successfully, a series of common factors must be considered. In order to ensure the compatibility of land uses in association with the proper functioning of adjacent roadways, the following factors should be evaluated against future development proposals:

1. The Generalized Land Use Plan should build on the strengths of the existing land uses in the downtown area.
2. Maintain the downtown commercial core as a commercial activity area within Delano through the promotion of retail, service, entertainment, and office uses in this area.
3. Maintain and promote the downtown area as the community service focal point of the community through the retention and expansion of community and government facilities in the downtown area.
4. Encourage and promote the physical renovation of existing commercial, government, and residential structures in the downtown area to establish a user-friendly environment and a community attraction.
5. Promote the infill development of vacant and under-utilized properties in a manner consistent with the land use plans.
6. Redevelop the Downtown alleys to promote shared parking, attractive and functional truck service areas, and attractive secondary building entrances.
7. Provide attractive, safe, and convenient downtown amenities which complement and serve downtown businesses. Amenities include streets, parking, sidewalks, way finding signs, public open spaces, public art, and lighting.
8. Non-conforming or incompatible land uses will be phased out when the market provides replacement uses and the community can implement the redevelopment in a financially responsible manner.
9. Code enforcement shall be implemented to relieve potentially hazardous or nuisance land use situations and to improve the appearance of the downtown area.



10. Examine opportunities to expand the downtown along Railroad Avenue from 4<sup>th</sup> Street to Tiger Drive to take advantage of this street access into Delano's downtown.
11. Examine the B-4, Central Business Zoning District for opportunities to expand the allowable land uses that may be complementary to Downtown businesses. Said uses may include production and limited manufacturing such as microbreweries, art studios, or unique product lines that may contribute to the downtown attractions.
12. Undertake improvements to the Heritage Center to restore the historic exterior appearance and undertake interior building improvements that enhance the building's accessibility and functionality. Introduce an information center and public restrooms that are available to the public during the evening and weekend store hours of downtown businesses.
13. Expand River Front Park south of Bridge Avenue in a manner that replicates efforts north of Bridge Avenue. The park design must complement the downtown both aesthetically and provide functional amenities that contribute to the on-going events and operations in the area. Implement a flood wall into the River Front Park design as a means of protecting the downtown and improving the Delano flood emergency response.
14. Maintain and enhance the single-family neighborhoods surrounding the downtown by restricting land use intrusions, code enforcement, building renovation and scattered site redevelopment.
15. Provide multiple family housing opportunities as a redevelopment land use options at the periphery of the Downtown's commercial core.
16. Acquire single family houses within the CBD Study Area when they become available for sale through the scatter site redevelopment program.



**Insert Downtown Ultimate Land Use plan**



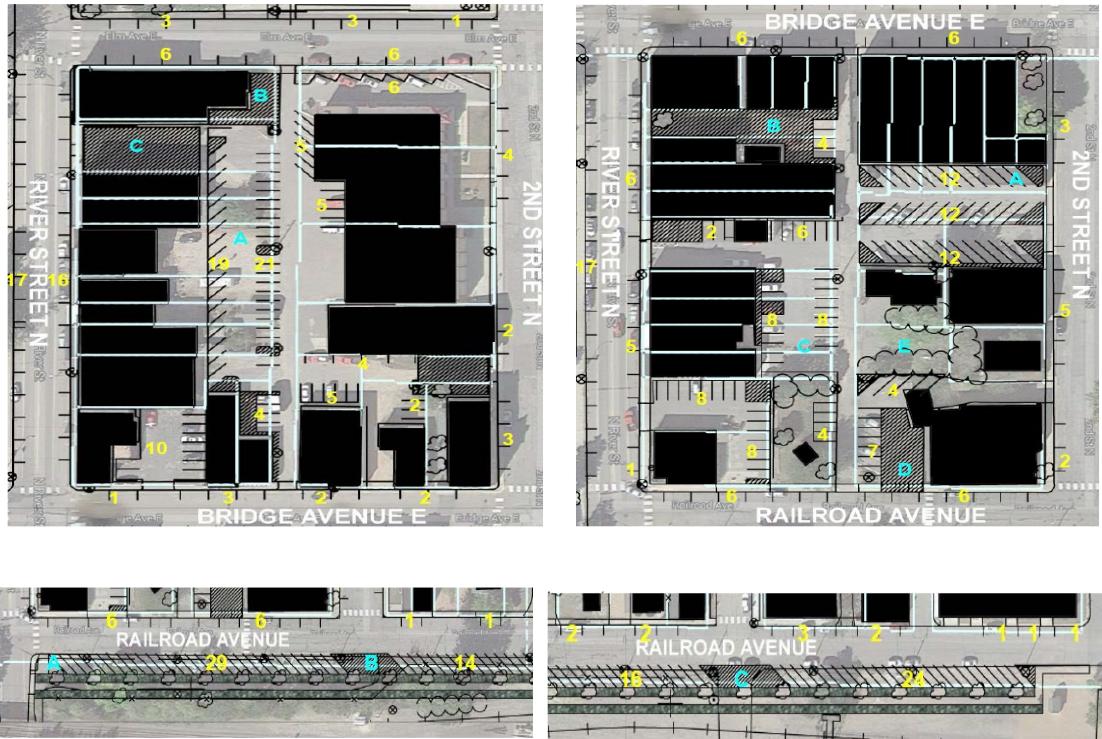
## **Downtown Access and Parking.**

As noted in the Issues Identification, the physical elements of the downtown offer both obstacles and opportunities for continued revitalization. The Delano downtown is located away from the City's major traffic thoroughfare. As such, it is at a competitive disadvantage with larger highway commercial sites with regard to visibility, access, and parking.

To combat the location concerns, a number of strategies have been developed:

1. Enhanced existing downtown identification and directional signs located along U.S. Highway 12. This will provide downtown recognition to highway motorists.
2. Extend the downtown streetscape improvements (i.e., lighting, sidewalks, wayfinding signs, banners, and landscaping.) west along Bridge Avenue to U.S. Highway 12. Create an identifiable entrance to the Delano downtown at the intersection of Bridge Avenue and Highway 12.
3. Extend and/or improve the downtown streetscape along River Street, 2<sup>nd</sup> Street and Railroad Avenue. The downtown streetscape elements will create a comprehensive and uniform theme that will define the limits of the downtown area.
4. Identify locations for wayfinding signs along the major streets leading downtown to direct motorists, bicyclists, and pedestrians to downtown destinations and parking.
5. Open riverfront properties to increase and enhance downtown visibility from the west.
6. Create/improve River Front Park as a community amenity that enhances the appeal of the downtown and draws people to the area.
7. Provide sidewalk and trail connections from community neighborhoods to the Delano downtown. Make the downtown an attractive destination for pedestrians and bicyclists. Create safe and convenient pedestrian / bicyclist crossings over Highway 12 and the Crow River to provide improved access to the downtown.
8. Expand the available parking within the downtown. Work with the downtown property owners to create public parking lots along the alleys. See the following exhibits for potential parking layouts. The City will require access and parking easements to be created to allow parking improvements across property lines and to allow shared parking access on the properties.





## Downtown Building Design

The Delano downtown commercial core consists of older buildings constructed in the late 1800's and early 1900's. The downtown historical architecture is unique to the area and offers an architectural theme of which to take advantage. Recognizing the value of the downtown's historic architecture, the City adopted the Delano Central Business District Design Guidelines to guide building maintenance and improvements within the downtown. These design guidelines address block design which includes setbacks, building location, building heights, first floor commercial use. The building design guidelines emphasize the need to preserve the original character of the buildings by maintaining the historic storefronts with regard to building materials, and architectural elements (cornices, parapets, corner features, awnings, windows and building entrances). The City has incorporated the Design Guidelines into the B-4 Central Business District zoning district.

In addition to the Delano Central Business District Design Guidelines, the City has also tailored the B-4 Central Business Zoning District to the specific development patterns existing within downtown Delano. The B-4 zoning district includes the following performance standards unique to the downtown area.



1. The B-4 District allows for a broad range of retail, office, hospitality, entertainment, recreation, and service uses land uses.
2. The B-4 District has no minimum lot area, lot width or setback requirements representative of the existing lot sizes in the downtown area.
3. The downtown businesses are exempt from the City's commercial parking requirements. Businesses are reliant on public parking and on-street parking.
4. Businesses within the B-4 District are allowed to encroach over the public sidewalk with canopies, awnings, projecting signs. These elements contribute to the downtown's unique character.
5. Businesses are allowed to utilize portions of the public sidewalk for seating, outdoor dining, product displays, planters provided these uses do not obstruct the sidewalk for pedestrian movements.

In recent years, there have been efforts by individual property owners to improve and revitalize many of the downtown's historic buildings. These private efforts have been very successful in bringing new life to these buildings both through aesthetic architecture and new businesses. The City wishes to promote the continuation of these private efforts.

The downtown has a number of buildings and sites characterized by deterioration, vacancy, and under-utilization. These buildings detract from the balance of the downtown buildings and can discourage private reinvestment in adjoining buildings. Recognizing these weaknesses and building on the downtown strengths, the following strategies are proposed to improve Delano's Downtown. These strategies are heavily dependent on private investment and property owner cooperation to rehabilitate private property. Public funds and efforts can assist as incentives for private investment, improvement of public utilities and facilities, and enforcement of City Codes.

1. Promote private rehabilitation of buildings in a manner that follows the Delano Central Business District Design Guidelines. The design guidelines establish architectural standards for the downtown promoting of façade improvements for buildings with false fronts. These architectural standards shall be applied to all building development, redevelopment, or renovation within the downtown.
2. Encourage the private business expansion, redevelopment, and new businesses in the downtown that complement the existing commercial base. To assist in the



development and expansion of commercial uses in the downtown, the City can establish the downtown study area as a community economic development district to allow the City to participate in redevelopment efforts with public financial assistance such as tax increment financing or tax abatement.

4. Public or private acquisition of blighted or underutilized buildings and solicit private developers who are interested in the renovation or rehabilitation of the downtown building consistent with the goals of this study and the Delano Central Business District Design Guidelines.
5. City capital improvements programming and planning offer a means to replace failing public infrastructure and streetscape amenities to enhance the appearance of the downtown.
6. Reserve liquor license opportunities for the downtown to promote opportunities for entertainment businesses and restaurants.
7. Investigate the establishment financial incentives through the City (loans, grants, loan interest buy downs) that would be available to downtown property owners for the renovation, rehabilitation, of face lift of downtown commercial buildings.

### **Streetscape and Public Open Spaces.**

The downtown streetscape consists of a number of private and public elements that are unique to the area and give the downtown its defining character. The private elements include the storefronts, building facades, awnings, canopies, signs, outdoor seating, dining, and business displays. The public elements include sidewalk lighting, landscaping, signs, banners, utilities, etc. Both the private and public streetscape elements must fit between the storefront and the street curb. Within this limited area the City must balance both the aesthetic and function of the sidewalks.



The following strategies will guide the streetscape improvements.

1. Streetscape improvement will not interfere with the transportation functions of the street and sidewalks.
2. Public streetscape elements will include sidewalk design, lighting, landscaping, signs, banners, utilities, street furniture, and the development of public open spaces.
3. Private street scape elements will include Storefront façades, canopies/ awnings, signs, façade lighting, and seating, outdoor dining and planters.
4. The public streetscape improvements will have a uniform application throughout the downtown to define the identity and boundaries of the downtown.
5. Streetscape elements shall be extended along Bridge Avenue to Highway 12 and along Railroad Avenue to Tiger Drive to identify these corridors as part of downtown.
6. The City will work with Wright County to bring the streetscape elements to River Street. This may include adjustments in the sidewalk widths or bump outs along River Street.
7. Replace or relocate pedestal street tree light electric receptacles that pose a tripping hazard.
8. Improve the River Front Park south of Bridge Street and the other City owned lots in a design and manner that contributes to the character, function and appeal of the downtown. Provide amenities and points of interest that will draw and retain people to the downtown area.
9. Create attractive entrances to City Hall and the Library that will enhance these buildings and streetscape.

### **Downtown Branding and Signage.**

The Downtown image and rehabilitation strategies cited above require a cooperative effort between the private and public sectors of the community. These image elements focus on improving the physical appearance of the downtown.

Downtown businesses must come together and function as a team. They must recognize the changed market trends and existing competition both locally and regionally in establishing a downtown marketing strategy. Small towns all over Minnesota face similar



traditional downtown revitalization concerns; from competition regional shopping centers and large discounters have impacted small town retailing. The Delano downtown competes with the Ridgedale area of Minnetonka, Wayzata, and Buffalo regionally and completes locally with U.S. Highway 12 businesses for consumer dollars. The Delano downtown businesses cannot provide the discount prices, product volume, or variety of stores offered at larger regional retail locations. In this light, Delano's downtown should not attempt to compete with the regional facilities on a head to head basis, but rather find a niche which makes the Delano shopping experience unique.

The following strategies focus on the changing role of the Delano downtown and to make suggestions to work toward its functional operations.

1. Work with the downtown businesses to help satisfy their operational and growth needs. This effort reinforces the City's confidence in the established business community and helps solidify the existing downtown anchor businesses.
2. Encourage local businesses to consider ways to avoid directly competing with larger regional retailers:
  - a. Emphasizing customer service.
  - b. Changing inventory levels.
  - c. Carrying higher quality product lines than discounters.
  - d. Offer product servicing and repair.
3. Promote the accumulative attraction of the downtown businesses and business interchange among the businesses:
  - a. Establish common store hours that accommodate the commuter population of Delano.
  - b. Encourage joint advertising downtown businesses.
  - c. Maintain a downtown business directory.
  - d. Continue with the City and Chamber of Commerce programs of active promotion of the community through special events such as Fourth of July celebration and Oktoberfest.
  - e. Participate in private redevelopment efforts to rehabilitate buildings under a common downtown historical theme.



4. Promote the introduction of a variety of new land uses and businesses in the downtown area:
  - a. Promote medium and high-density residential redevelopment on sites at the periphery of the commercial core to increase local customer base and customer convenience in the downtown area.
  - b. Continue to allow second story apartments above the commercial buildings as an alternative tenant option and revenue source for the property owner.
  - c. Promote development of commercial uses that complement existing businesses but do not directly compete with regional retailers. This may require a change in focus from general retail to other businesses including, but not limited to, specialty retail, restaurants, entertainment, professional offices, service-oriented businesses, limited manufacturing, and production of custom products.
5. Continue to maintain the downtown as the community service focal point of the City. The Downtown includes numerous public buildings and services which help provide some identity and attraction to the area:
  - a. Continue to maintain existing City government services in the downtown including City Hall, senior citizen center, library, Fire Station, and community center.
  - b. Work with the Delano School District to promote the use and operation of the continuing education services offered at the Delano Community Education Center.
  - c. Investigate redevelopment options to keep the Delano Post Office in the downtown.
6. Create a complementary set of brand imagery and a gateway and wayfinding signage family to be used to advertise and promote Downtown and its businesses.
  - a. Establish gateway locations introducing people to downtown.
  - b. Establish a color palette for the downtown signs, banners and advertising that will be used to identify the downtown and downtown promotional efforts.
  - c. Create a downtown logo that can be utilized by the City, business organizations, or individual businesses in promoting the Delano Downtown.



- d. Establish a uniform downtown wayfinding signage family of gateway and informational directional signs to identify the Downtown and major destinations within it (City Hall, River Front Park, Heritage Center, etc.)

### BANNER EXAMPLES



### Highway Commercial

The Comprehensive Plan interviews revealed the desire for expanded shopping, service, and entertainment venues within the City. A stated goal is the growth of commercial land uses is to provide a greater variety of local retail shopping options pertaining to product lines, goods, and competitive pricing. The most frequent businesses mentioned in the interviews include big box general merchandise, entertainment, restaurants, and an alternative grocery store. The minority opinion expressed reservations about bringing a big box retailer to the community concerned with the impact it would have on existing small businesses and it would detract from the City small town atmosphere.

The challenge for the 2040 Comprehensive is to identify locations for future commercial growth. These sites must offer the land area and locational characteristics that are appealing to contemporary retail, service, office and entertainment venues. The locational characteristics to be considered include:

1. Location. The location must be convenient to the available customers in the trade area and transportation routes. The travel patterns within the community will define favorable locations.
2. Size and Shape. The available sites must offer buildable land area to accommodate the building, parking and on-site circulation patterns of both customer traffic and service vehicles related to the business operations as well as storm water management amenities. Larger big box retailers can have buildings ranging in size from 120,000 to 200,000 square feet and need a development site in excess of 15



acres.

3. **Site Access:** Commercial sites must be easily accessible through the City street system or direct highway access. In this regard, a commercial area's proximity to the City's major streets, high traffic volumes, along with safe and convenient access into the commercial site is critical to the success of potential businesses.
4. **Utility Availability:** The commercial areas must have access to utilities capable of serving a wide variety of commercial businesses. Utilities must be sized and have the capacity to address the operational needs of the businesses as well as provide needed fire protection.
5. **Land Use Relationships:** The commercial land uses have the potential of producing land use compatibility issues with residential neighborhoods. In this regard, the City must be planned with proper land use transitions and site design elements to screen and mitigate nuisance issues (traffic, noise, odors, light) that are inherent with commercial land uses.

Future commercial growth in Delano Downtown will be limited to redevelopment of sites along Railroad Avenue. These sites are limited in number and size which may not be appealing to contemporary commercial uses.

Delano's future commercial growth will be along the Highway 12 corridor. The 2040 Land Use Plan identifies the following areas for future commercial growth based on the aforementioned commercial locational characteristics.

## **East Highway 12**

East Highway 12 extending from County Line Road to the Crow River Bridge to the west. The Land Use Plan illustrates the proposed commercial land use patterns along this portion of the highway. While the majority of the area is developed, it still has some undeveloped sites for infill development and other sites that may offer commercial redevelopment opportunities. The size and location of these sites will dictate the type and size of the commercial uses.

The following locations along East Highway 12 are targeted for redevelopment.

1. **1011 Babcock Boulevard**, this site contains Cemstone Products, concrete ready-mix plant. The City has a desire to relocate this industrial use to the City's industrial park and redevelop the site for commercial uses. The site is approximately 4.75 acres in size; however, it is encumbered with wetlands

extending into the site along both its east and west boundaries reducing the buildable area of the site. Future site redevelopment will be further complicated



by the site's elevation and access to Highway 12.

2. **700 7<sup>th</sup> Street South and 925 Babcock Boulevard East** contain legal non-conforming metal buildings and unimproved parking lots that are not in the character of the balance of the City's commercial development. While these sites are currently used by commercial businesses and may continue to operate under the nonconforming regulations; these sites in combination, may offer a future redevelopment site for commercial growth. The accumulative land area of these two sites along with undeveloped land to the east is approximately two and half acres.
3. There are single family homes at the northwest corner of Tiger Drive and Highway 12 and at 437 Babcock Boulevard East, that are intermixed with the surrounding commercial land uses. These single-family homes are contrary to the City's commercial goals for these areas of the City. The long-range Land Use Plan recommends that these single family lots be redeveloped through the acquisition, demolition of the homes and combining the lots with adjoining lots for commercial land uses.
4. **405 Babcock Boulevard** is a redeveloped automobile dealership that is now a multiple tenant shopping Center. This site has land area at the west end of the property that may support additional commercial building space. This site has challenges due to site size, topography, visibility from Highway 12. Future commercial development may be integrated with the existing building to share parking, access, and on-site traffic circulation to maximize the building size.

The Highway 12 East sites which are available for infill and redevelopment are valuable with regard to their proximity and access to Highway 12; however, the largest individual site is less than 5 acres. The size of these sites will only support moderate size commercial uses.

## **West Highway 12**

West Highway 12, extending from the Crow River Bridge to 72<sup>nd</sup> Street SE offers commercial sites that are centrally located within the City and have great visibility to Highway 12 traffic. With the improvements to Highway 12 in 2008, the City acquired land for the construction of West River Road, with the completion of this street the City retained undeveloped land parcels that may be developed independently or may be assembled with adjoining lots for commercial development. Through the assembly of land and redevelopment within this area could provide sites to accommodate larger commercial uses.

The primary challenge for commercial development between Highway 12 and West River Road is that the area falls within the 100-year floodplain of the Crow River. All



development in this area must adhere to Delano's floodplain regulations. This will require all buildings constructed within this area to be elevated on fill so that the first floor including basement is at or above the regulatory flood elevation. The floodplain designation presents issues related to development costs, impact of filling sites in the floodplain, reducing flood storage, drainage, and impacts on neighboring and/or downstream properties. The floodplain designation may also influence the developer's ability to obtain mortgage financing and /or insurance.

### **Northwest Delano**

The Land Use Plan proposes commercial land uses along Highway 12 beyond 172<sup>nd</sup> Street northwest of the City. The extension of commercial land use patterns to the northwest is to identify new larger commercial sites that offer land area to accommodate larger commercial uses (big box retailer, discount retailers, entertainment venues, etc.) that need the land area for large buildings and parking lots. The design and development of this area will depend on highway intersection locations and the development of a local commercial street network that provides convenient access to the commercial lots for both customer and service vehicle traffic.

While the northwest Delano commercial sites can offer land area and Highway 12 visibility and access, this area is located away from the majority of the residential development in the City. Commercial developers may view this as an isolated area and a less desirable retailing location. To overcome the location disadvantage, the City must undertake transportation planning to improve traffic circulation throughout the community, to make the new northwest commercial area more conveniently accessible.

### **Independence Commercial**

The City of Independence has guided a 60-acre area along Highway 12, immediately east of Delano, for urban commercial land uses. This is to allow for the extension of commercial land uses from the shopping areas to the west in Delano. The City of Independence intends to master plan this area with sanitary sewage treatment, water and storm water management from on-site systems or from a connection to an adjacent community.

The 60 acres located in the City of Independence exhibits all the locational characteristics appealing to commercial developers.

1. Located east of Delano, this area is on the travel route for Delano and western Wright County commuter traffic. Traffic volumes are currently 14,600 ADT immediately east of County Line Road.
2. The 60-acre area is undeveloped and may be subdivided into lots of a size and configurations needed to accommodate any size commercial business.



3. The site's proximity to Highway 12 gives the area excellent visibility from Highway 12. Access to the area and traffic circulation pattern can be planned and constructed through the process of subdividing the land and creating a local street network.
4. The City of Independence has no municipal utilities. Utilities needed to support commercial development within the area must be provided either by on-site systems or through connection from an adjacent community.
5. Currently, there has been very limited development adjoining the 60-acre area guided for commercial development. Land use compatibility concerns can be mitigated through subdivision planning and site design review.

The Independence commercial area has land area and locational characteristics that would be appealing to contemporary commercial development that would serve Delano's growing commercial demands. There have been past discussions between Delano and Independence regarding Delano providing utility service to this guided commercial area of Independence. Delano has utilities at locations that may allow their extension into Independence. However, the prospect of commercial development within the Independence at Delano's boundary presents the following concerns.

1. Commercial development at this location would not contribute to Delano's tax base.
2. New commercial development outside the City may be detrimental to Delano's existing commercial land uses offering new contemporary shopping venues, that may have competitive locational advantages over Delano's in-place businesses. This may impact the viability of Delano's older in-place businesses.
3. Located in Independence, Delano would not review authority on subdivision and site design of commercial development. The design standards and range of uses may be different from Delano standards. The overall subdivision design may result in traffic patterns, needed street improvements and storm water management items that may impact Delano.
4. The provision of utilities to Independence must be weighed against Delano's utility future needs with regard to capacities within the City's Sanitary Sewer collection system, waste treatment plant, water storage, wells, water distribution system, water treatment plant. Without contributions to the Delano tax base the fees/charges for extending and operating these utilities within another City must include a premium that compensates the City with rates above applied within the City.



5. Opening the Independence area up to commercial land uses would offer sites that have competitive locational advantages over the potential commercial development or redevelopment sites in Delano. This could be detrimental to the City ambitions for expanded commercial growth within the City.

Recognizing the aforementioned concerns, it is in Delano's best interest to be involved in the planning and development of this area to mitigate to the extent practicable the aforementioned concerns and guide the commercial development in this area to the benefit of Delano residents and businesses. The following strategies are offered to address this area.

1. The preferred option for the Independence commercial area is the detachment / annexation of the area into the City of Delano. Independence is a rural growth community that does not offer municipal utilities or services to support large scale urban commercial development. Delano in comparison has the utility infrastructure and municipal services and staffing to facilitate commercial development, provide needed services and maintenance of the commercial land use area. In this regard, Delano is better equipped to develop and manage urban commercial development in the Independence commercial area based on geographic location, utility, service delivery and staffing.
2. If the detachment / annexation is not tenable; the City of Delano may refuse the provision of utilities to the Independence commercial area. Absent Municipal utilities future commercial development will either require the provision of utilities by the City of Independence or the reliance on on-site private sewer and water systems. This option will require a major capital outlay by the city of Independence or the use of on-site utilities that may limit the size and type of commercial uses that would be developed in this area.
3. A third option would be a mutual agreement between the Cities to facilitate development in the Independence commercial area with the area remaining in Independence. If this option is pursued, the following components must be addressed.
  - a. Delano shall participate in the review and approval of the subdivision design of the Independence commercial area to ensure that the streets, lot layout, utility corridors and storm water management improvements are integrated with Delano systems.
  - b. Delano would provide municipal utilities to the site, within the capacity of the Delano waste treatment plant, water treatment plant, water storage and the utility collection and distribution systems. Individual site



development shall require an evaluation of utility needs against the City capacities prior to project approval. If a project requires upgrades or enlargement of Delano utilities, the project shall bear the cost of these improvements. If utility capacity is not available, the project shall be deemed premature and will not progress until utilities are available.

- c. Any new projects will be required to pay utility connection charges, sewer availability charges and water availability charges established by the City of Delano.
- d. Utility user rates for the Independence commercial area shall be established higher than local rates.
- e. Delano will require Independence to adopt zoning, site design and building design standards similar to Delano's B-2 General Business zoning district to maintain design continuity between the commercial land uses within the two Cities.
- f. Commercial development projects within the Independence commercial area shall be subject to the review and comment by the City of Delano. Cost of Development review shall be covered by the project applicant.

### **Highway 12 Commercial Design.**

A community goal is to enhance Delano's commercial image along Highway 12. The Delano Crossings Shopping Center has provided an example of the development quality the City hopes to achieve for the balance of the U.S. Highway 12 commercial area. The design components that the City wishes to emphasize include:

1. Attractive masonry buildings.
2. Landscaped setbacks along the U.S. Highway 12 right-of-way to provide attractive streetscape appearances.
3. Proper screening of adjoining residential.
4. Shared access and parking among commercial lots and businesses.
5. Landscaped parking lots.
6. Controlled lighting to avoid nuisance glare.
7. The integration of bicycle/pedestrian trails within the site design.
8. Limited, attractive signage. Monument freestanding signs.

The design components will be imposed on all future new development and redevelopment efforts. The City will continue to undertake the following efforts to promote new development and redevelopment in a manner that enhances the U.S. Highway 12 corridor and promotes a customer friendly environment.



1. Site clean-up of existing sites through both voluntary efforts and code enforcement.
2. Enforcement of the Sign Ordinance will be conducted to eliminate non-conforming signs. Limit freestanding commercial signs to monument signs meeting the City design standards.
3. Promote private rehabilitation and investment in the Highway 12 properties through financial assistance programs.
4. Encourage commercial redevelopment that offers joint shared access and parking between commercial sites to encourage business interchange and reduce traffic movements onto U.S. Highway 12.
5. Utilize the City owned properties along West River Street to promote commercial redevelopment along west Highway 12.
6. Commercial sites must be designed with adequate areas to accommodate building construction, off-street parking, internal circulation and green space.
7. All buildings and building expansions shall be professionally designed and be of a form or image compatible with standards expected of high-quality development in Delano.
8. Exterior materials should be of face brick, pre-cast concrete or aggregate, stone or other masonry material of equal quality. Metal, bonded block or fiberglass type buildings will be discouraged.
9. Commercial parking, loading and outside storage shall be fully screened from public right-of-way and residential zones.
10. Rooftop or ground mounted mechanical equipment shall be screened.
11. Lighting and landscape plans shall be required for all commercial developments in Delano and approved by the City prior to issuance of a building permit.
12. Provide pedestrian and bicycle connections to the City's commercial areas.

## **Neighborhood Commercial**

The Proposed Land Use Map illustrates a commercial area at the intersection of County Road 13 and County Road 30, in the western portion of the growth area. This commercial area will be surrounded by residential land uses and as such, must be designed to compatibly

coexist with adjoining residential areas. To achieve these land use objectives, the City will



implement the following strategies:

1. Define the range of compatible commercial land uses within the neighborhood commercial area through zoning regulations.
2. Establish performance standards to integrate neighborhood commercial areas with surrounding residential areas. Performance standards will include, but not be limited to:
  - a. Lot size and setbacks.
  - b. Green space, landscaping, screening, buffer yards.
  - c. Building appearance.
  - d. Site lighting.
  - e. Signage.
  - f. Site access, pedestrian access, trail connections, parking, loading.
  - g. Storm water management.
  - h. Outdoor storage or displays (limited or prohibited).





## **Industrial**

Delano aggressively promotes industrial development to expand and diversify the City's tax base (thus reducing the tax burden on residential properties), to increase local job opportunities, and to maintain a strong local economy.

Industrial land uses are located in various areas of the City presenting different development issues and opportunities.

Industrial development along Railroad Avenue exists under leases of railroad property. This area abuts residential neighborhoods. Issues surrounding the industrial area are related to site appearance, outdoor storage, and land use compatibility. Upkeep and screening of the industrial sites is recommended to control their visual intrusion into residential neighborhoods located to the north. In discussions of this area, the City believes that the extension of Railroad Avenue between 4th Street and Tiger Drive has provided another access route into the Delano Downtown area. The Delano Downtown study recommends a change in land use away from the current heavy industrial uses to future land uses that may complement the Delano downtown area. Recommendations for this area include:

1. Guide the Railroad Avenue corridor to mixed use to accommodate a range of land use (residential, commercial, office, or light industrial) that may bring people into the Delano Central Business District. Implement the area improvements outlined in the Delano Downtown plan.
2. The active railroad right-of-way presents a concern for the appearance of Railroad Avenue. The City will seek the cooperation of the railroad to improve the railroad right-of-way south of Railroad Avenue. These improvements may include, but not be limited to, improved parking areas (on- or off-street parking), landscape screening along the used railroad property, removal of unused deteriorated buildings, and sidewalk or trail improvements.
3. Continue to work with Spike Seed in the development of their industrial site to improve efficiencies for their business, improve the building and site's appearance, and reduce nuisance issues related to the industrial site's operations.

The City has a site zoned B-W, Business Warehousing located near residential neighborhoods. The bus garage site along County Line Road abuts a single-family neighborhood to the north and west. The site, however, is oriented to the east so that all activity and traffic is directed away from the residential area. Additional landscaping is suggested as a buffer between the industrial and residential areas.

Delano has two established industrial parks. The Delano Industrial Park, located along 7<sup>th</sup>



Street North and Johnson Drive was established in 1980 by the Delano Community Development Corporation. The industrial park has proven to be a major contributor to the City's tax base and job opportunities. Since its establishment, the City has attracted a variety of industries and experienced numerous in-place expansions of the City's major industries within the industrial park. The Delano Industrial Park provides approximately 1,000 jobs. The Delano Industrial Park is nearly fully developed with only one site remaining offering approximately 1.8 acres of buildable land.

The success of the Delano Industrial Park has driven the City's strong philosophy for economic development to promote an expanding industrial tax base and new jobs within the City, a vital key to continued economic growth is the availability of industrial land. In 2002, the Delano Comprehensive Plan guided a large area of land northwest of the City for industrial land use. This area was selected for the following reasons:

1. Excellent access and visibility from U.S. Highway 12.
2. Industrial traffic will not pass through residential neighborhoods.
3. This area is isolated from residential development, reducing the potential for land use conflicts.
4. The area offers opportunities for future industrial park expansion.
5. The western portion of the proposed industrial area abuts the Burlington Northern Sante Fe Railroad, potentially offering rail access.
6. While there are a number of large wetlands in this area, most of the land is outside the 100-year floodplain and is buildable. Future industrial park designs must protect these existing wetlands.

The development of the Delano West Metro Business Park began in 2005, with the City's completion of the northwest trunk utility project that brought utilities to the south end of the guided industrial area. In 2007, the City approved a concept plan for the extension of City utilities and streets into the northwest industrial area.

In 2012, the City received grants from the State of Minnesota in the amount of \$1.6 million to bring in utilities and improve streets for Phase 1 of the industrial park. The City approved the first preliminary and final plat for the Delano West Metro Business Park in 2013, which initiated the creation of industrial lots and the extension of streets and utilities for the new business park.

The following items have guided the development of Delano West Metro Business Park:



1. The Delano West Metro Business Park is the western gateway to Delano. In this respect, it must portray a positive image. The City has required a landscape buffer yards between the industrial park and U.S. Highway 12 to screen outdoor uses. Additionally, the City has imposed zoning and architectural standards to ensure quality site and building design along the highway corridor and throughout the park.
2. The Delano West Metro Business Park is intended to accommodate a broad range of industries. The street design and utilities have been designed with the capacity for heavy industrial uses.
3. The railroad offers an amenity that will be unique to this business park. The City will work with the railroad to explore opportunities for rail spur access in the southern end of the industrial park.
4. McKinley Parkway has been designed as a north-south major collector street in Delano's street network system
5. The City will aggressively pursue industrial growth, utilizing available economic development tools and incentives (i.e., tax increment financing and tax abatement).

With the completion of the Delano West Metro Business Park phase one the City has been successful in attracting new industries. These industries include:

1. 2018, Randy's Environmental Services, 21,170 sq. ft. corporate office building and 36,000 sq. ft. Warehouse building.
2. 2019, KLN, 273,000 sq. ft. industrial manufacturing building.
3. 2019, Aquatix by Landscape structures, 106,000 industrial manufacturing and warehouse building.
4. 2021, Duininck, 14,000 sq. ft Industrial building.
5. 2022, West End Condos a multiple building warehouse and industrial incubator development that offering industrial building space to smaller industrial uses. The accumulative floor area of all the buildings is 64,000 sq. ft.

The KLN and Aquatix developments have been planned with anticipated significant future expansions. The success of these industrial developments has allowed the City to progress in the acquisition of more land and the further planning and extension of street and utility infrastructure.

In 2023, the City initiated discussion with the Burlington Northern / Santa Fe Railroad



and property owners of the land south and west of the Delano West Metro Business Park to explore the opportunities to expand the business park and provide rail spur access.

If successful, the rail spur will be a unique business park amenity that will give the City an advantage in pursuing larger rail reliant industries.

The continuation of the City's strong economic development philosophy shall require capital outlay to continue to expand the business park as well as provide the utilities, streets and amenities needed to serve the expanding service demand of the industrial land uses. Future public improvements will include:

1. Land acquisition, for the continued expansion of the business park. The City is in contact with area property owners having discussions regarding the City's long-range land use plans and willingness to purchase their land.
2. Planning and construction of a needed street system that has capacity to accommodate industrial traffic both the growing traffic volumes and the heavier industrial vehicles and equipment.
3. The need to complete the extension of McKinley Parkway between Highway 12 and County Road 30 as a Major Collector Street. This improvement requires the construction of a railroad crossing.
4. The Delano Municipal Utility (DMU) has identified the need for a water tower in the business park to provide water storage and water pressure for the continued industrial growth. The 2040 Water System plan must identify a location, size, and water distribution system for this new water tower.
5. The Delano Municipal Utility (DMU) has identified the need for an additional electrical substation in the business park to address the electrical power needs of the new industrial growth within this area of the city. The DMU will study the needs of the business park and identify the location and size for constructing the new substation.
6. The City will review and monitor the sewer flows from perspective industries to evaluate the potential impacts on the City waste treatment plant and collection systems. If projected sewer flows or types of wastewaters from an individual industry present capacity or treatment issues for the City's wastewater treatment plant the City will impose conditions that mitigate problems within the City sanitary sewer system or treatment plant.
7. The initial phases of the Delano West Metro Business Park were designed with a regional storm water management system integrated with area wetlands and the County ditch system to reduce the storm water management requirements on individual industrial lots. The regional storm water system affords individual



industrial lots more buildable land area for industrial development and use. As the business park continues to expand, the 2040 Storm Water Management Plan must continue to plan a regional storm water management system throughout the business park.

8. The City has initiated discussions with Burlington Northern / Santa Fe railroad for the extension of rail spurs into the southern portions of the business park. In consideration of rail spurs, the parties must identify the land needs for a rail siding and spur operations, spur routing, lot access, off-loading and rail car maneuvering. The rail spur plan must also be integrated with the subdivision of the surrounding land with regard to Lot layout, lot sizes, lot access, street layouts, street crossings, etc. In consideration of these design elements the City must understand how the costs of the railroad spur improvements may be distributed between the City, railroad and the property owners.
9. The aforementioned items represent future improvements that will require City capital outlay and the use of City funding. To date the business park development has been managed to reduce the impact of City investment in the business park through prudent use of the City finances, capital improvement planning and timing, and the use of tax increment financing and land sales from existing industries in the business park which have financed the subsequent business park phases. The City will continue to use these methods and tools to facilitate the business park expansion to avoid premature expenditures and reducing the tax burden on other areas of the city.

### **Public / Semi-public**

The land use plan illustrates the location of existing public and semi-public land uses within the City. These land uses include the sites containing schools, government buildings, utility structures, churches, cemeteries and like uses. As Delano continues to grow there will be demand for additional public and semi-public facilities to serve the community. The long-range land use plan does not predetermine and identify the future locations for public and semi-public uses to avoid conflict with property ownership or limitations on future land use on a specific site. The Delano Zoning Code allows these uses within residential zoning district by conditional use permit, requiring the site design to meet specific standards to allow them to locate in close proximity to residential neighborhoods. The site selection will be determined through a facility study at time of need. Site selection will use the following criteria.

1. Public / semi-public uses shall be located within its intended service area to ensure the efficient delivery of service and / or convenient access for the intended users.
2. Public / semi-public uses shall be located at the periphery of residential neighborhoods with access via collector streets to reduce traffic impact within



residential neighborhoods.

3. Public / semi-public use sites must have sufficient land area to accommodate their operations and proper site design to mitigate potential compatibility issues with surrounding land uses.
4. Public / semi-public land uses shall be located in areas served by municipal utilities.

Through the Comprehensive Plan interviews, the following public / semi-public uses are anticipated to serve the City's growth.

1. New and expanded public works facility. With the City's growth pattern extending to the west and southwest a public works facility west of the river and Highway 12 is being considered for ease of access to the City new neighborhoods. In evaluating potential sites, the land area must be large enough to accommodate expanded public works operations and storage needs.
2. Delano Municipal Utility has identified the future need to a second water tower and electrical substation to serve the growing Delano West Metro Business Park.
3. The Delano Municipal Utility has expressed the need for additional space for expanding the City's water and electrical operations.
4. The Delano Fire Department is located in the downtown area. With the City growth pattern to the west and southwest, concerns are raised regarding the timely response for fire and medical emergencies. Emergency responses from current location must contend with the growing traffic in the downtown area, the physical barriers of the river, railroad and Highway 12 that limit travel routes and the increasing distances between fire hall and the new growth areas. These concerns will have the City investigating the need for a satellite fire hall west of the river as the City continues to grow.
5. The Delano School District in looking to the future anticipates that as the City continues to grow, there will be a need for another elementary school. This new school would not be part of the existing school campus, but rather located on a new freestanding site within the south or west residential growth area of Delano. The new school location would serve the new residential neighborhoods, reduce travel demands for students and provide some traffic relief for the existing school campus.

The aforementioned items identify the new facilities at future sites, the expansion or improvement of in-place public and semi-public land uses are discussed in the community facilities chapter of the comprehensive plan.



