

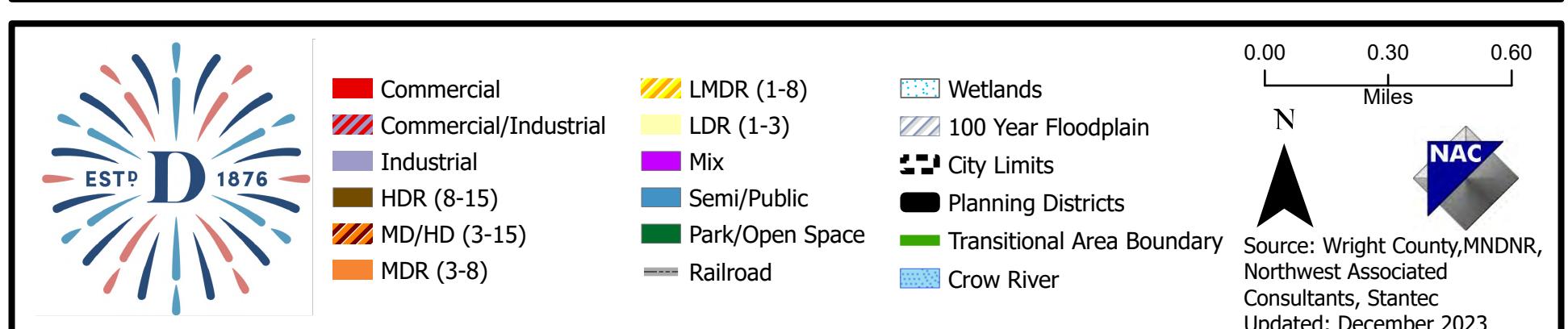
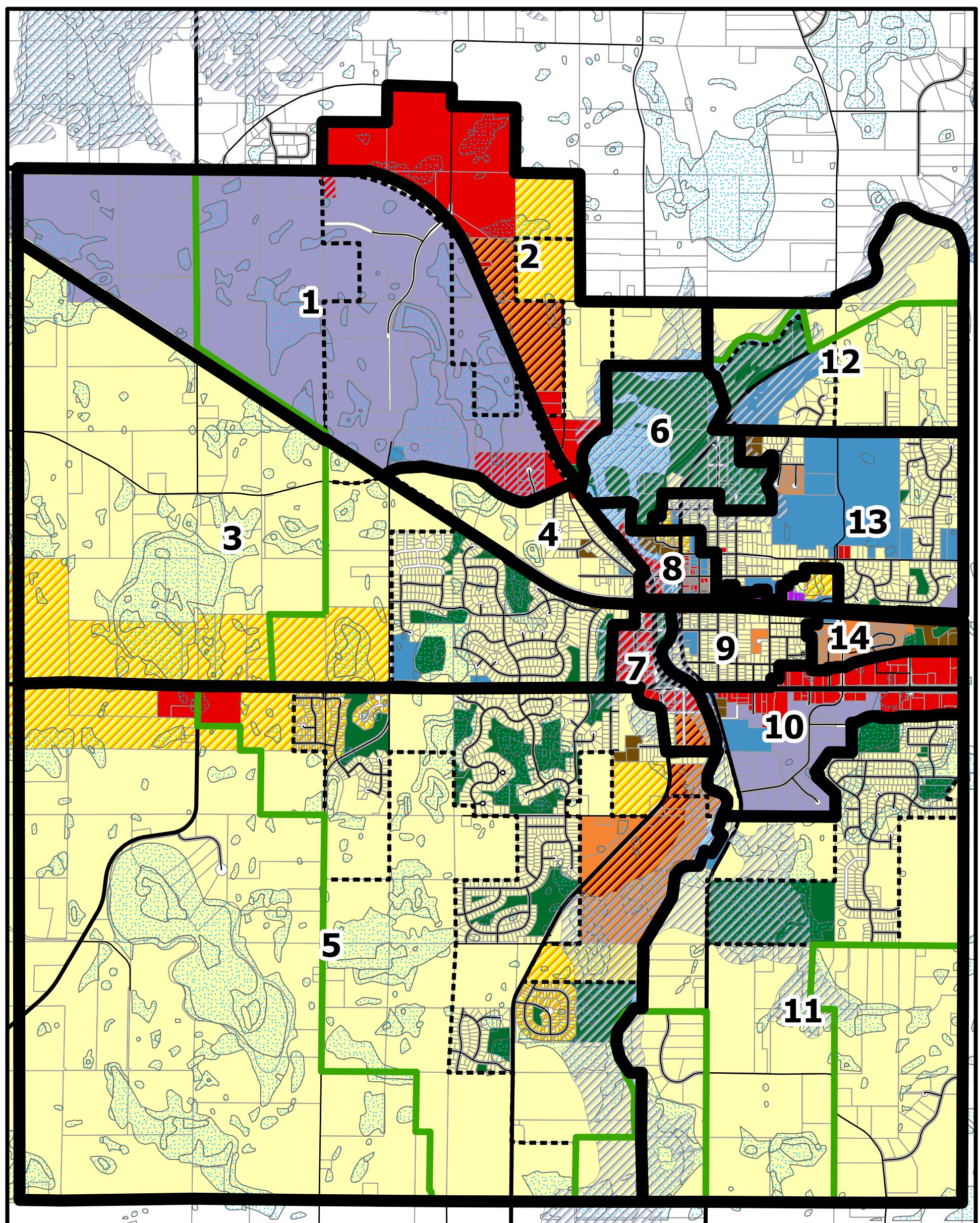
## **INTRODUCTION**

To facilitate detailed examination of development prospects for all areas of the community, Delano has been divided into 14 planning districts. The location of these planning districts is illustrated on the Extraterritorial Land Use Map within Planning Districts, located on the following page. The planning district boundaries were established based on the location of similar land uses and by physical barriers such as highways and water bodies, which naturally separate the planning districts. This section of the Development Framework outlines the land use and development objectives for each individual planning district.

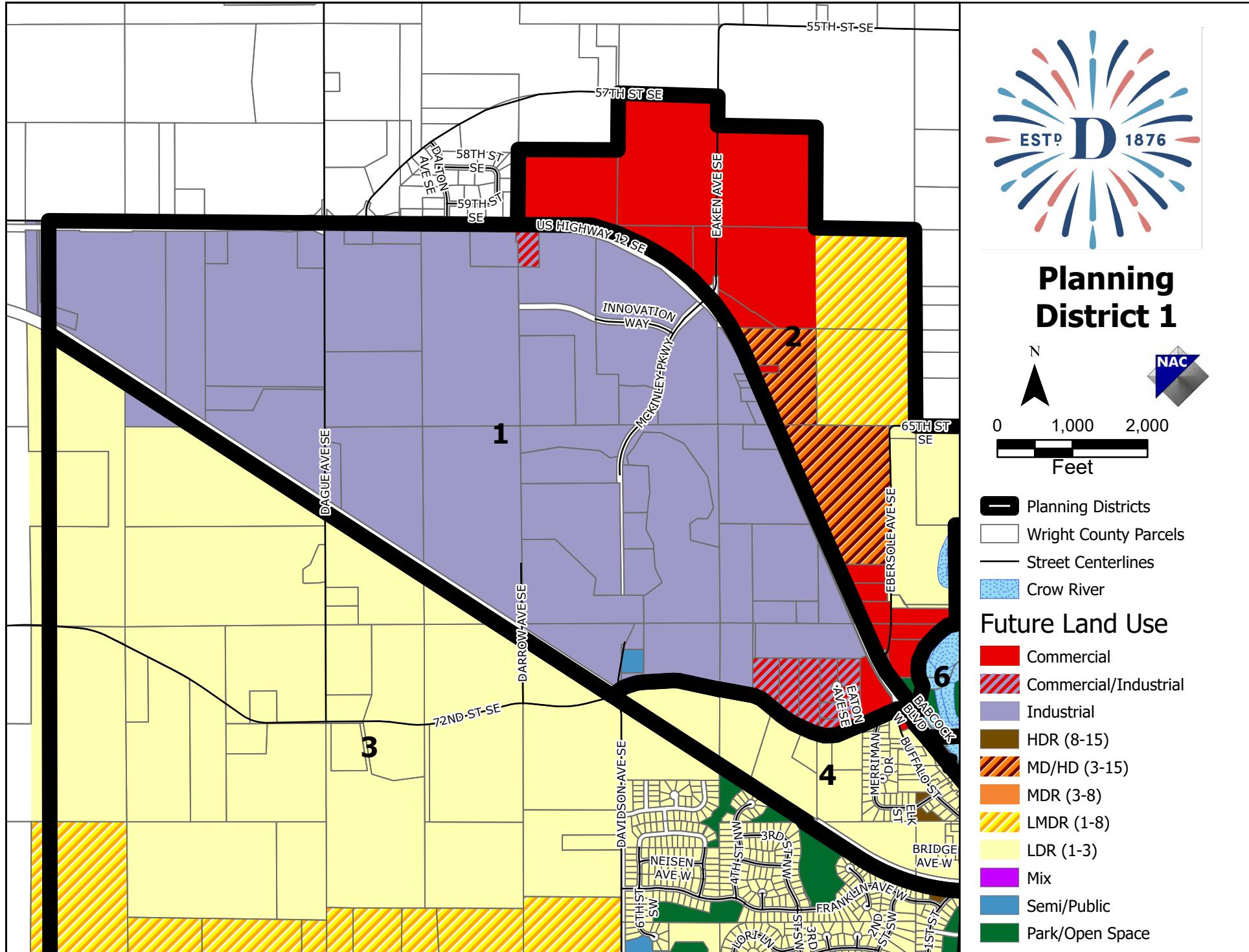




# Comprehensive Plan Planning Districts









## **PLANNING DISTRICT 1 - NORTHWEST**

Planning District 1 is located just north and west of Delano in Franklin Township. This district is bordered by U.S. Highway 12 to the north and east and 72<sup>nd</sup> Street and the Burlington Northern railroad to the south. The vast majority of this district is guided for industrial use; however, it also contains a small amount of public/semi-public and commercial/industrial land. The recommendations for Planning District 1 are listed below.

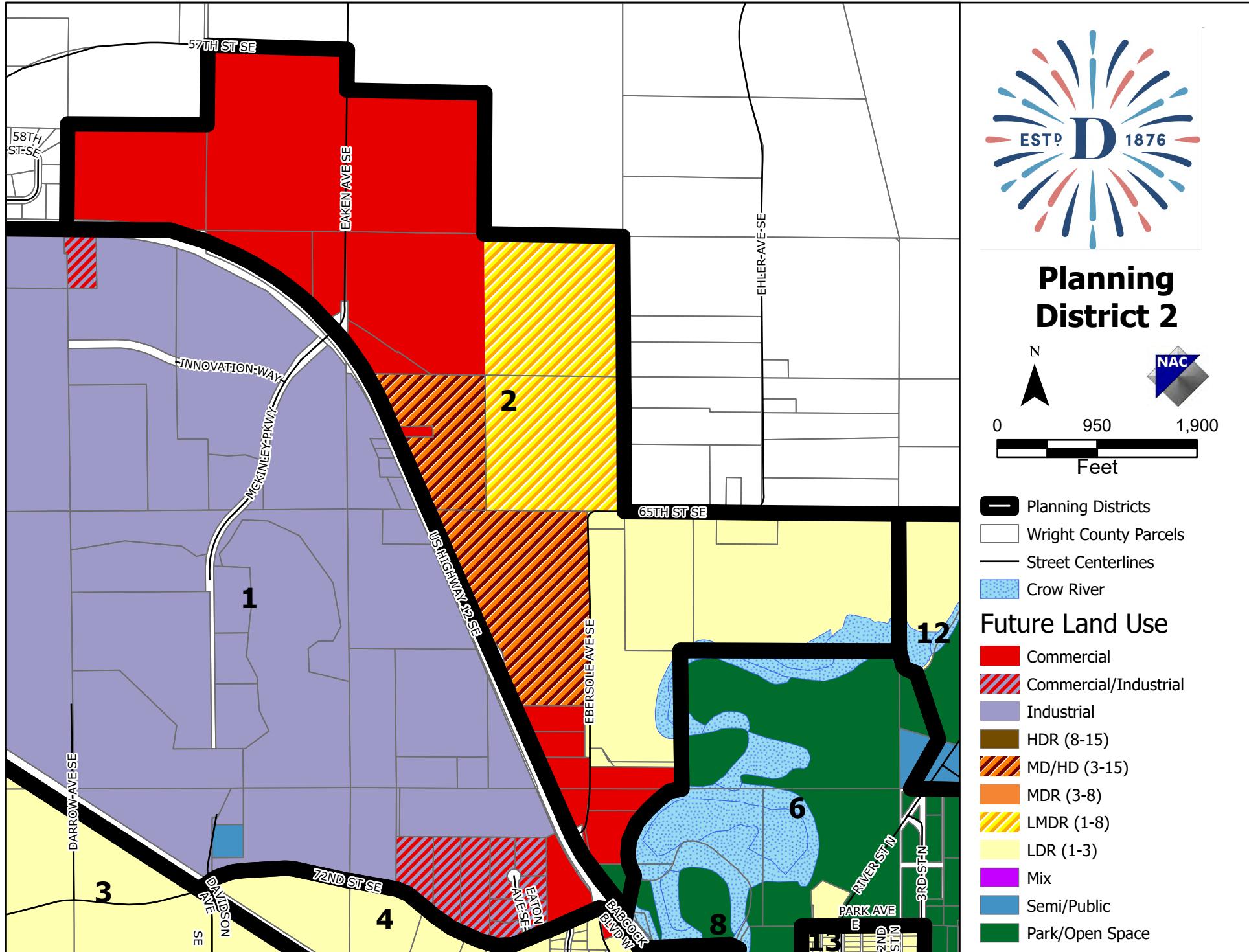
### **SUMMARY OF PLANNING DISTRICT 1 RECOMMENDATIONS**

1. Work toward the phased expansion and development of Delano West Metro Business Park. Plan for the orderly acquisition of land, comprehensive street network and the logical extension of utilities to facilitate continued industrial growth.
2. Design and construct a full intersection on U.S. Highway 12 at McKinley Parkway as the entrance to the Delano West Metro Business Park.
3. Design and construct McKinley Parkway as a major collector street through the business park. Construct a quiet zone railroad crossing with the extension of McKinley Parkway south of the railroad tracks.
4. Improve 72<sup>nd</sup> Street from a gravel road to a paved urban collector street.
5. Create a buffer yard and / or use building placement along U.S. Highway 12 to shield the outdoor activities inherent in industrial parks from the view of passing motorists.
6. Pursue the cooperation of private sector developers to promote the development of new industries in Delano.
7. Periodically review and update Delano industrial/business park zoning districts to define the range of uses and site, and to identify building and site design standards preferred by the City.
8. Industrial Park storm water management shall not result in flooding or other drainage problems for adjoining properties. Continue the development of regional stormwater ponding within the business park to maximize the buildable area of each lot.
9. Establish marketing and economic development strategies that can be used to promote the industrial park to a broad variety of industries.



10. Work with the railroad to identify opportunities for providing rail access within the business park.
11. Plan for County Road 13 and Dague Road to connect as a minor arterial street in the western portion of Planning District 1. The street planning will include railroad crossing and a full intersection with Highway 12 to create a north-south arterial street that will bypass the balance of the city.
12. Acquire site and develop a new Public Works facility within the Delano West Metro Business Park.
13. Locate and construct an electrical substation within the Delano West Metro Business Park.
14. Locate and construct a water tower within the Delano West Metro Business Park.







## **PLANNING DISTRICT 2 – NORTH**

Planning District 2 is currently located north of Delano. This district lies east of U.S. Highway 12. The City has guided the land use in this district for commercial with some surrounding residential. Currently, the City lacks commercial sites that offer the land area to accommodate big box retailers (single buildings ranging from 40,000 to 200,000 square feet in floor area). Planning District 2 is intended to be held in reserve for future retail opportunities.

Residential land uses are proposed at the periphery of the commercial area to provide market support and expand the City's housing options.

## **SUMMARY OF PLANNING DISTRICT 2 RECOMMENDATIONS**

1. Annexation of lands within Planning District 2 will require a concept plan that illustrates the proposed development, site design, building design, and area street configurations. The City shall have the discretion to annex the property if the project meets City standards and expectations of timing and design.
2. Development shall follow the land uses patterns of Delano's Extraterritorial Land Use plan. Actual residential densities shall be determined through the City's application of zoning.
3. New development shall be responsible for the extension of utilities to the development site from the Delano northwest utility corridor.
4. Development of Planning District 2 shall demonstrate the upgrade of existing local streets (i.e., Eaken and Ebersol Avenues, 65<sup>th</sup> Street) and design of new streets necessary to serve the proposed land use uses.
5. Investigate the extension of 65<sup>th</sup> Street between Ebersole Avenue and Farmington Avenue as a major collector street to provide a northern travel route around the City.
6. The City shall pursue the following U.S. Highway 12 improvements with the future development of Planning District 2:
  - a. Full access intersection at U.S. Highway 12 and McKinley Parkway / Eaken Avenue intersection.
  - b. New highway intersection with the extension of 65<sup>th</sup> Street to U.S. Highway 12.
  - c. Improved highway intersection design at the Ebersole intersection.

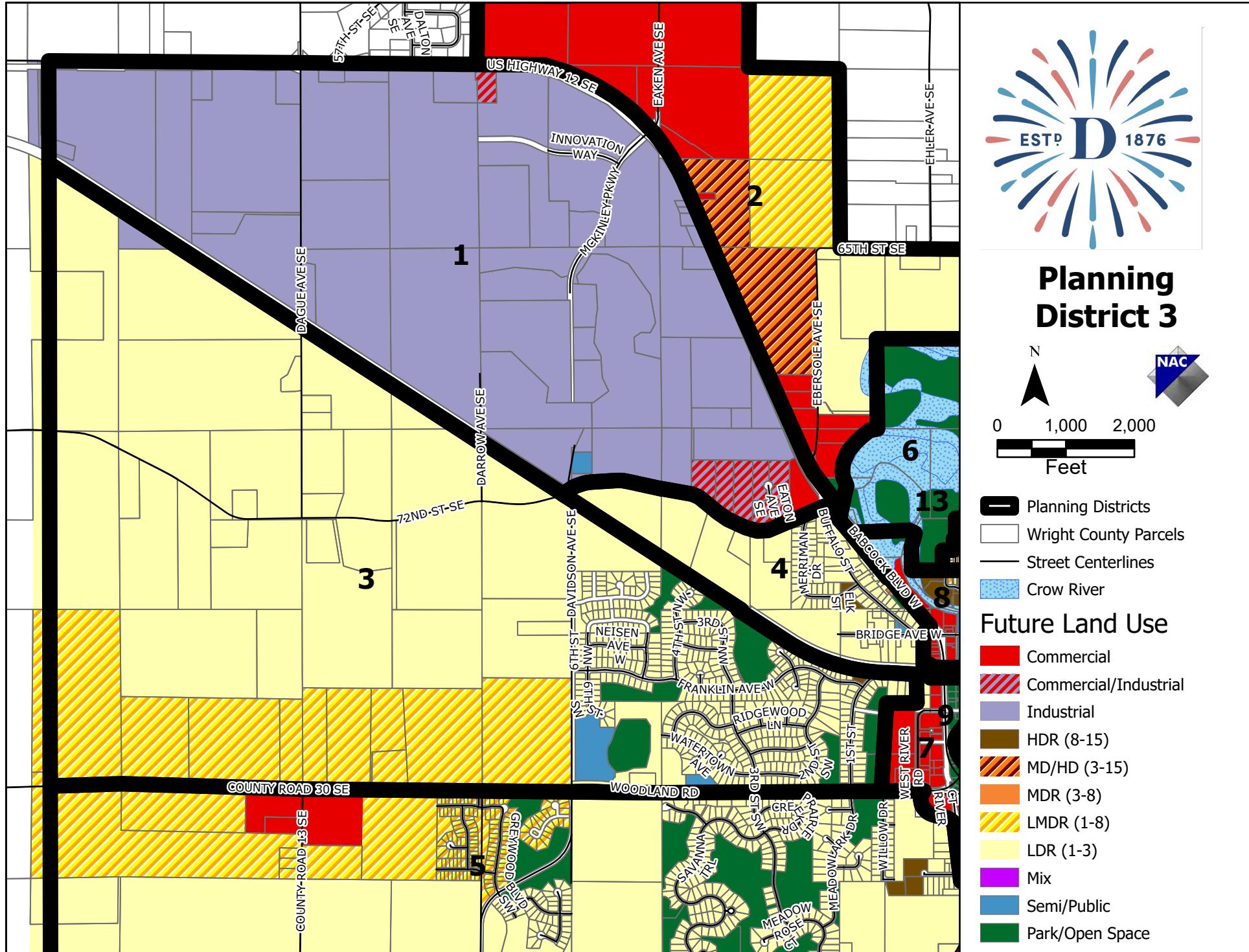


Explore options for a Highway 12 intersection that aligns Ebersole Avenue with 72<sup>nd</sup> Street SE.

- d. All intersection designs shall meet MnDOT spacing and access management guidelines.

7. The City shall review and update its Zoning Ordinance to establish a commercial zoning district that establishes design standards for big box retailers.
8. Commercial site design shall be sensitive to existing Township development and proposed urban residential development in the area related to traffic, building orientation, site lighting, outdoor activities, and site screening.
9. Promote reclamation and cleanup of the auto junkyard along the river in the south end of District 2.
10. The residential land uses in Planning District 2 shall be designed to be sensitive to the adjoining township rural residential land uses.
11. New residential neighborhoods in planning district 2, shall include planning for trail connections into the balance of the City, that provide safe pedestrian and bicyclist travel.
12. Enforce the City's Floodplain, Wetland, and Shoreland Ordinances to preserve and protect wetlands, floodplains, drainageways, and the Crow River from encroaching development. Utilize the aforementioned natural amenities to create greenway corridors within Planning District 2.
13. Utilize greenway corridors for park and trail facilities that take advantage of the Crow River as a community amenity.







## **PLANNING DISTRICT 3 – WEST CENTRAL**

Planning District 3 is located directly west of the City. While a portion of this district lies within the City, most of the district is still located in Franklin Township. The district is bordered by the Burlington Northern Sante Fe Railroad to the north, County Road 30 to the south and Planning District 7 to the east. The primary land use for this district is low density residential. The district also includes land guided for low/medium density residential along the County Road 30 corridor and existing high density land use within the planning district. The recommendations for Planning District 3 are outlined below.

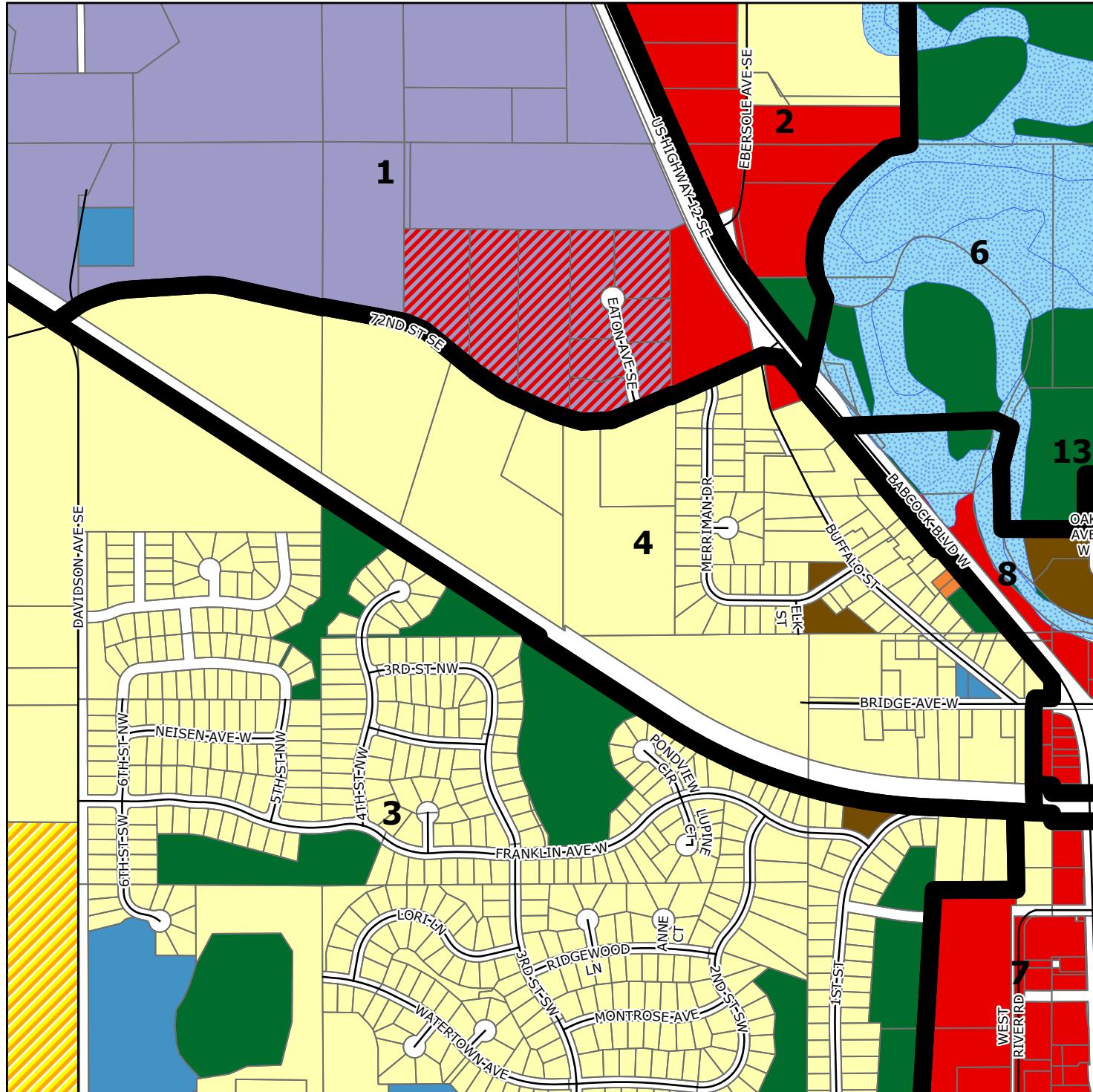
### **SUMMARY OF PLANNING DISTRICT 3 RECOMMENDATIONS**

1. District 3 shall be developed with a variety of low to medium density housing styles in accordance with the Extraterritorial Land Use Plan.
2. Enforce the City's Wetland Ordinances to preserve and protect wetlands, and drainageways from encroaching development. Secure drainage easements over privately owned wetlands that serve as part of the community's storm water drainage system.
3. In areas of significant tree cover, assign a low-density residential zoning and utilize tree preservation design measures to protect and save natural woodlands.
4. Establish buffer yards within subdivisions abutting arterial and major collector streets to screen the residential neighborhoods from the major traffic corridors.
5. Avoid leap-frog development that results in the premature extension of utility or conflicts with the existing township rural land uses.
6. Interconnect new residential neighborhoods and existing neighborhoods with local streets, trails, and shared parks.
7. Expand and enhance park and trail facilities throughout the district. Create neighborhood parks that will serve the new growth areas.
8. Provide safe trail connections from Planning District 3 to commercial destinations along U.S. Highway 12 and to the Delano Downtown.
9. Storm water improvements within the new subdivisions shall be designed to protect adjoining properties and aid in correcting existing drainage problems.

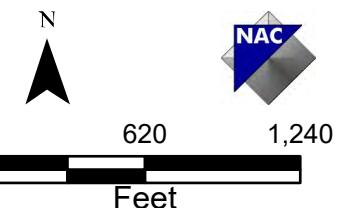


10. McKinley Parkway shall be designed and constructed as a north-south major collector street. Plan for a quiet zone railroad crossing at the west end of Planning District 4.
11. County Road 30 shall be designed and preserved as a major arterial street.
12. Work with the County to improve traffic safety along County Road 30 through reduced traffic speeds through traffic calming methods including improved intersection design, segregated trails, street medians, etc.
13. Plan for County Road 13 and Dague Road to connect as a minor arterial street in the western portion of Planning District 3. The street planning will include a train whistle quiet zone railroad crossing and a full intersection with Highway 12 in order to create a north-south arterial street that will bypass the balance of the city to the east.





## Planning District 4





## **PLANNING DISTRICT 4 – BUFFALO STREET**

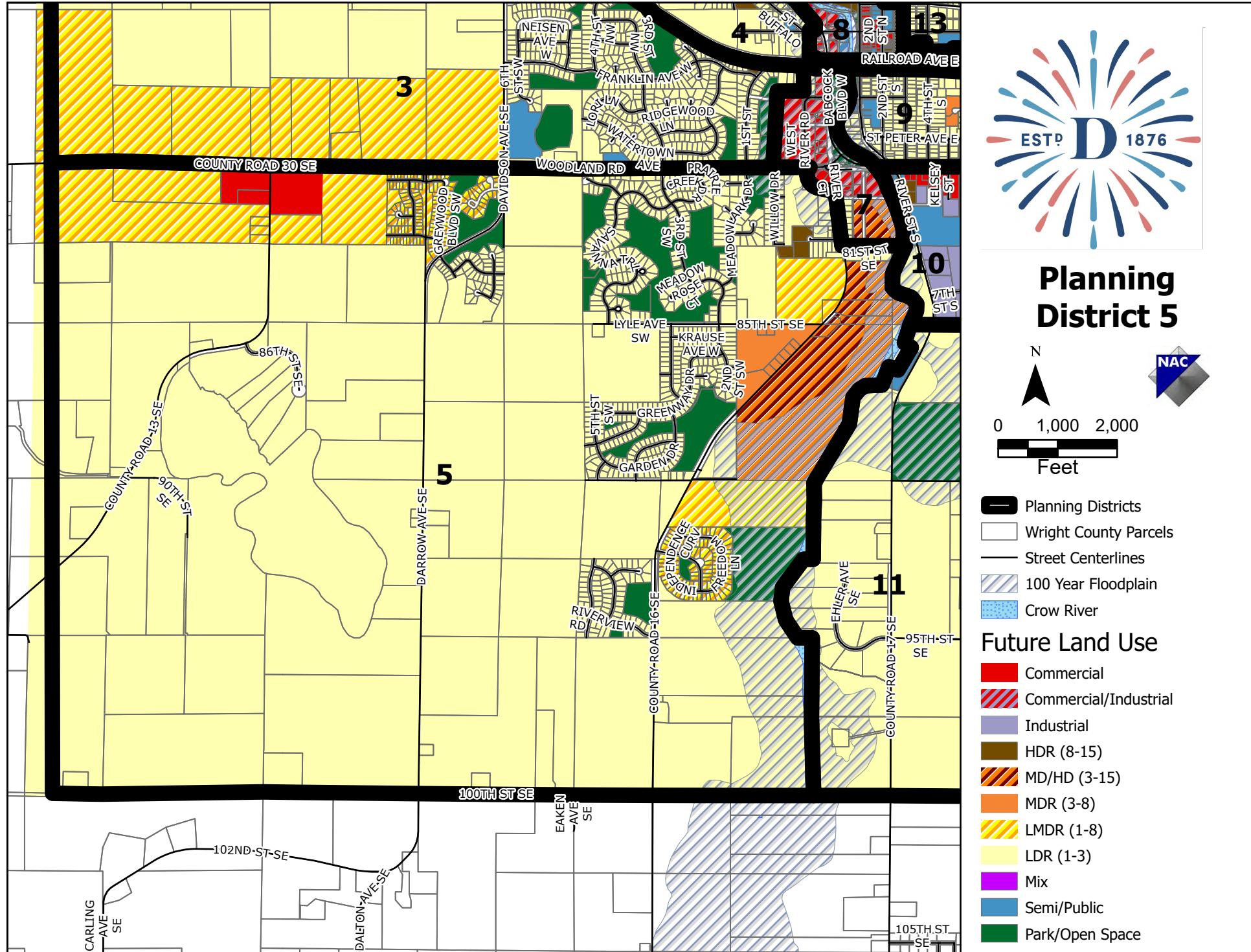
Planning District 4 is located just west of Delano. It is bordered by 72<sup>nd</sup> Street to the north, U.S. Highway 12 to the east, and the Burlington Northern Sante Fe railroad to the south and west. This district includes rural residential, public/semi-public, and commercial land. The commercial uses are located along U.S. Highway 12 while the residential uses are in the western two-thirds of the district. The district also includes one high-density residential use. The recommendations for Planning District 4 are listed below.

### **SUMMARY OF PLANNING DISTRICT 4 RECOMMENDATIONS**

1. Cooperate with property owners to annex scattered Township parcels within Planning District 4.
2. Design future residential subdivisions in the western part of District 4 to reduce the visual and land use impacts of the existing commercial and industrial land uses located north of 72<sup>nd</sup> Street (in District 1).
3. Promote low density residential infill development and redevelopment within the district south of 72<sup>nd</sup> Street.
4. Encourage the maintenance and upkeep of residential properties through incentive programs and code enforcement.
5. Plan for the extension of McKinley Parkway and a north-south major collector street and plan for a quiet zone railroad crossing at the west end of Planning District 4.
6. Plan for improving 72<sup>nd</sup> Street between U.S. Highway 12 and McKinley Parkway as a rural paved street with a long-range plan to upgrade this street as a major collector street. Improve the 72<sup>nd</sup> Street / U.S. Highway 12 intersection.
7. Work with MnDOT and property owners to address drainage issues along U.S. Highway 12.









## **PLANNING DISTRICT 5 – SOUTHWEST**

Planning District 5 is located south and west of Delano's current City boundaries. A portion of Planning District 5 lies within the City, but most of it is in Franklin Township. Planning District 5 contains numerous waterbodies, wetlands, and the Crow river floodplain that will influence land use and street patterns. The Extraterritorial Land Use Plan guides the majority of District 5 for low density residential land use; however, the City has guided areas along County Road 16 for some medium and high density residential land use. Commercial land use occupies a portion of the planning district along U.S. Highway 12 and at the intersection of County Roads 30 and 13. The recommendations for Planning District 5 are as follows:

### **SUMMARY OF PLANNING DISTRICT 5 RECOMMENDATIONS**

1. Enforce the City's Floodplain, Wetland, and Shoreland Ordinances to preserve and protect wetlands, floodplains, drainageways, and the Crow River from encroaching development. Utilize the aforementioned natural amenities to create greenway corridors within Planning District 5.
2. Utilize greenway corridors for open space and trail facilities that take advantage of the Crow River as a community amenity.
3. Implement a growth management strategy that emphasizes infill development that connects existing neighborhoods and utilizes in-place utility infrastructure.
4. Implement Delano's Long Range Transportation Plan in the planning and preservation of arterial and collector street networks.
5. Promote medium and high-density residential development along major traffic routes.
6. Establish zoning performance standards for high density and medium density residential development pertaining to density ranges, building design, and required site amenities.
7. In areas of significant tree cover, assign a low-density residential zoning and utilize tree preservation design measures to protect and save natural woodlands.
8. Establish buffer yards within subdivisions abutting arterial and major collector streets to screen the residential neighborhoods from the major traffic corridors.



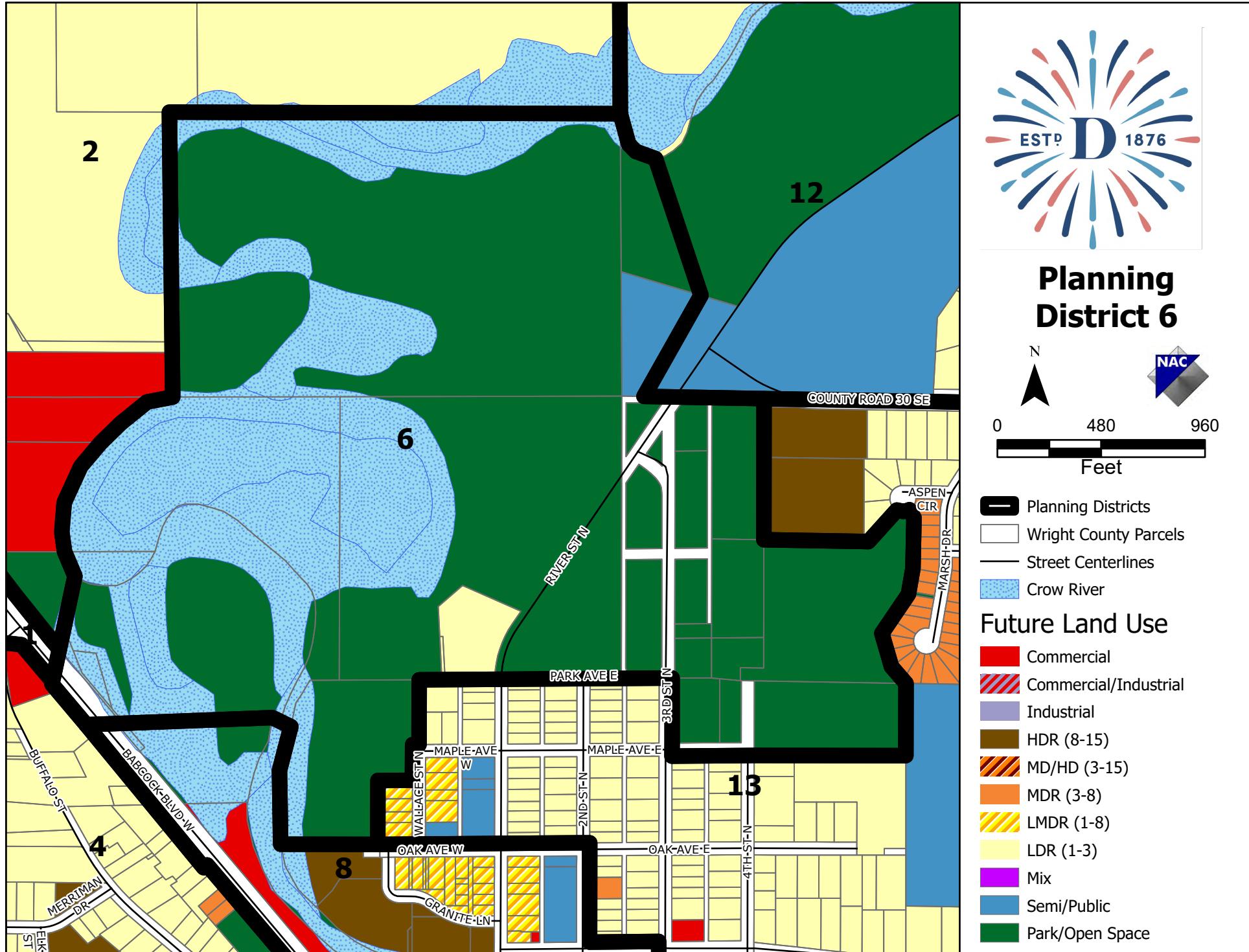
9. Avoid leap-frog development that results in the premature extension of utility or conflicts with the existing township rural land uses.
10. Interconnect new residential neighborhoods and existing neighborhoods with local streets, trails, and shared parks.
11. Expand and enhance park and trail facilities throughout the district. Create neighborhood parks that will serve the new growth areas.
12. Provide safe trail connections from Planning District 3 to commercial destinations along U.S. Highway 12 and to the Delano Downtown.
13. Storm water improvements within the new subdivisions shall be designed to protect adjoining properties and aid in correcting existing drainage problems.
14. Establish new neighborhood parks per the Delano Parks and Trails Plan to accommodate future growth.
15. Connect neighborhoods, parks, and major destinations with a system of sidewalks and trails for pedestrian and bicycle use. Work with Wright County to establish segregated trails along both County Roads 30 and 16.
16. Investigate the need and possible location of a community park/playfield in Planning District 5.
17. Create a neighborhood commercial zoning district that establishes building and site design standards that will insure compatibility with adjoining residential neighborhoods.
18. Study south river crossing locations to determine the best travel route based on the physical constraints, environmental impacts, effective traffic movements, and project costs. Define benchmarks that will demonstrate the need to construct the south river crossing. Protect the river crossing locations by securing the necessary rights-of-way at the time of subdivision.
19. Plan for the County 13 / Dague Road to connect as a minor arterial street in the western portion of Planning District 5. The arterial street planning in District 5 will include rerouting County Road 13 to the west and a full intersection with County Road 30. Ultimately this will provide a north-south arterial street that will bypass the balance of the city to the east.
20. McKinley Parkway shall be designed and constructed as a north-south major collector street.



21. County Road 30 shall be designed and preserved as a major arterial street.
22. Work with the County to improve traffic safety along County Road 30 through reduced traffic speeds through traffic calming methods including improved intersection design, segregated trails, street medians, etc.









## **PLANNING DISTRICT 6 – CRAMER PARK / DELANO CITY PARK**

Planning District 6 includes Central Park, Cramer Park, some Township west of the river, and the old Delano Granite Works storage yard. This district encompasses the City's two community parks and adjoining floodplain properties. These parks are the focal points for many community activities and events. The recommendations for Planning District 6 are outlined below.

### **SUMMARY OF PLANNING DISTRICT 6 RECOMMENDATIONS**

1. Investigate opportunities for greater access to the Crow River through Cramer Park for expanded recreational use of the River (i.e., canoeing, kayaking, fishing).
2. Expand winter uses in Cramer Park (i.e., warming house, ice rinks with lights).
3. Expand the trail system through Cramer Park's natural areas west of the flood levee to allow residents the opportunity to enjoy the aesthetic natural beauty of the park and Crow River.
4. Extend an overland trail along the river from Downtown, through the Granite Works Apartments, Cramer Park to provide pedestrian and bicycle access to Central Park and Glen and Arlene Nature Area.
5. Investigate floodplain-compatible recreational uses that may be located west of the flood levee in Cramer Park (i.e., trails, ice rinks, Frisbee golf, cardio exercise area, off-leash dog park, community garden plots).
6. Consider the east edge of Cramer Park for a skate park. Paving a portion of the park for this use offers a location that is highly visible and well lit, offering a location for easy supervision or patrol to prevent vandalism.
7. Work with Delano Athletic Association and other civic or volunteer organizations for ongoing improvements to Central Park facilities (i.e., baseball stadium, concession stands, improved bathrooms, seating areas, community dance area).
8. Update and implement the Central Park Master Plan.
9. Develop the Glen and Arlene Nature Area along the Crow River.
10. Investigate an overland trail connection between Central Park and the High School Campus



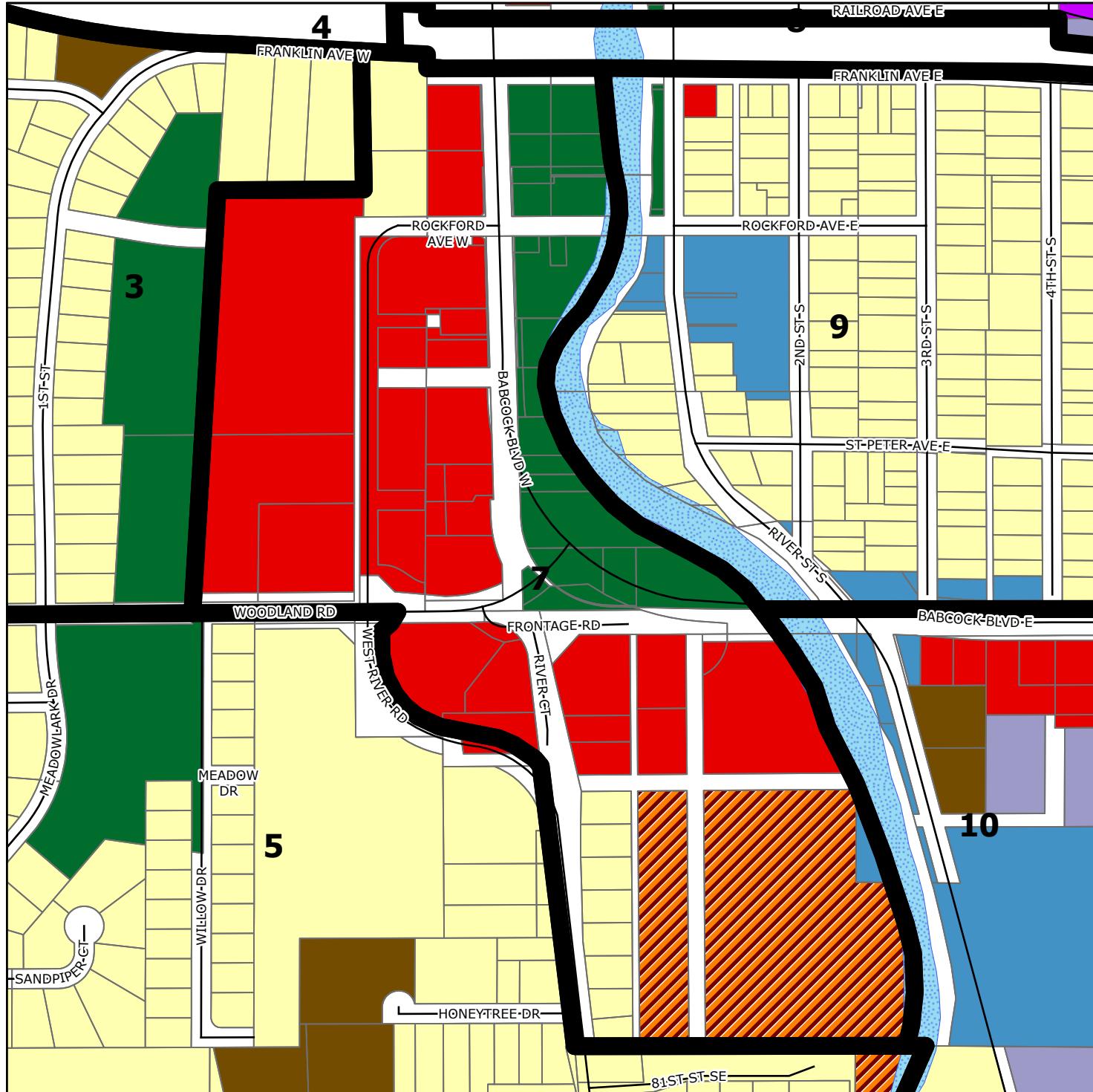


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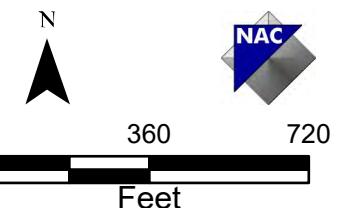


**2040 Comprehensive Plan – Development Framework**  
Delano, Minnesota





## Planning District 7



- Planning Districts
- Wright County Parcels
- Street Centerlines
- Crow River

### Future 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



## **PLANNING DISTRICT 7 – U.S. HIGHWAY 12 WEST**

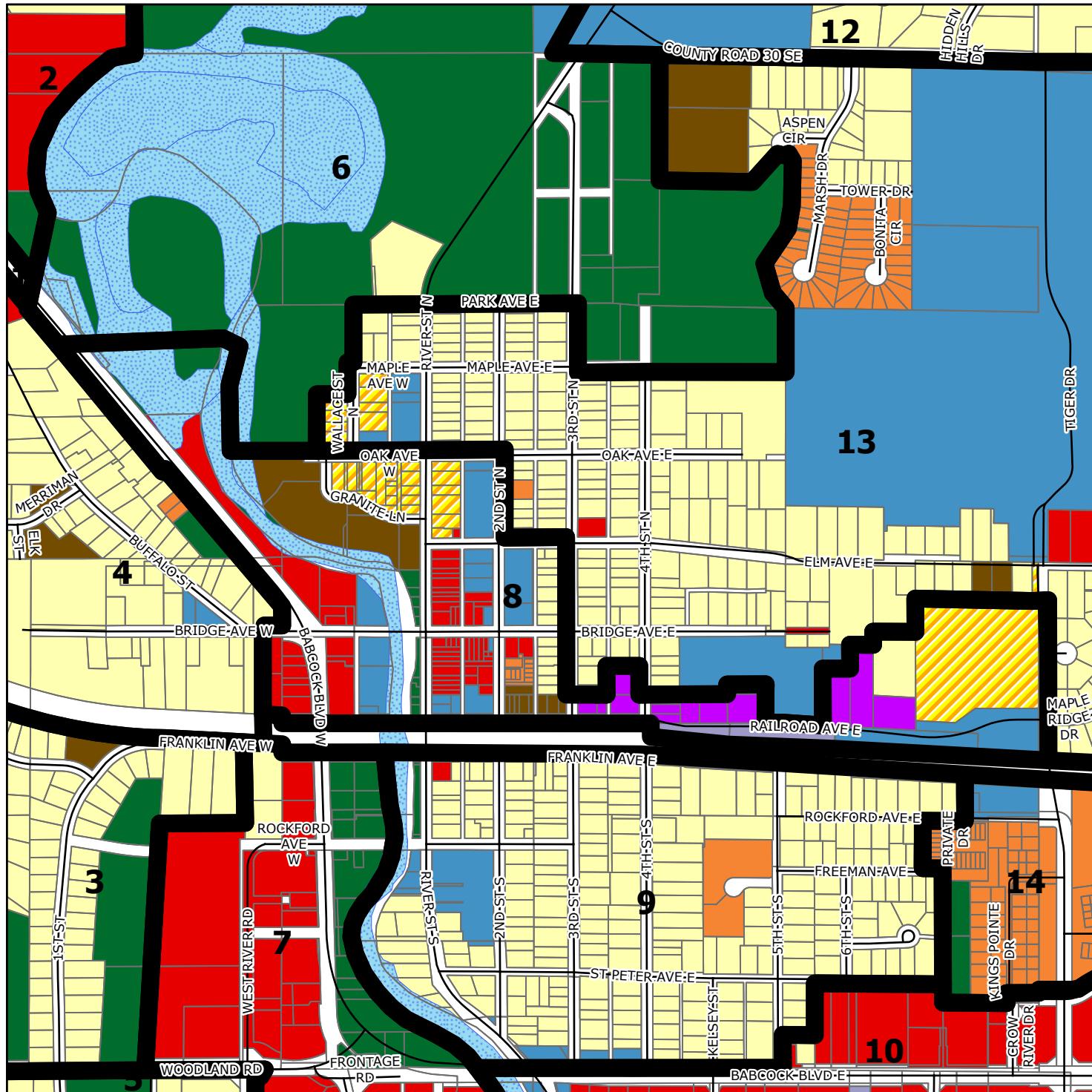
Planning District 7 runs along both sides of U.S. Highway 12, west of the Crow river. The majority of this district is guided for commercial land use; however, this district also includes Riverway Park. With the completion of the U.S. Highway 12 upgrade in 2009, Planning District 7 gives opportunities for both commercial development and redevelopment. The recommendations for Planning District 7 are as follows:

1. Develop Riverway Park per the Riverway Master Plan to include trails, pickleball courts, seating areas, and sculptor gardens that provide City residents attractive views of the Crow River.
2. Investigate opportunities to construct a pedestrian/bicycle crossing of the Crow River that would link Riverway Park to neighborhoods and the Delano Downtown east of the river.
3. Extend the Riverway Park greenway corridor along the Crow River, south of U.S. Highway 12.
4. Utilize City owned land along West River Road and County Road 16 as an impetus for land assembly, the expansion of local businesses, infill development of new businesses, and / or redevelopment of marginal commercial sites.
5. Promote economic development/redevelopment through cooperative private and public sector efforts.
6. Develop an area-wide grading/drainage plan that elevates commercial site's building pads above the 100-year floodplain while protecting adjoining properties.
7. Promote site clean-up through code enforcement of local codes with emphasis placed on signs, yard maintenance, and outdoor storage.
8. Target under-utilized commercial sites for potential redevelopment.
9. Examining the City's commercial zoning regulations to ensure that they establish performance standards that achieve the City's vision for highway commercial in Planning District 7.
10. Work with MnDOT and Wright County on intersection improvements at Highway 12 and County Road 30 to improve traffic movements and reduce traffic congestion.

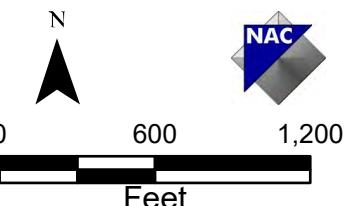


11. Work with Wright County on intersection improvements to County Roads 16 and 30 to improve traffic movements, improve traffic safety.
12. Work with Wright County on intersection improvements at the County Road 16 / Lincoln Street alignment to provide access to the undeveloped property along the river.
13. The land lying south of the Holiday Station, is guided for commercial use, the City may be open to a residential land use in this area provided the site development does not encroach or fill the 100 year flood plain, the development is constructed to floodplain standards, the density and site design is compatible with adjoining neighborhoods, the housing product meets City design standards and the development can provide two points of access to County Road 16.





## Planning District 8





## **PLANNING DISTRICT 8 – DELANO DOWNTOWN**

Planning District 8 is Delano's historic Downtown. In 2022, the City undertook the Delano Downtown Study to define the long-range land use and design intentions. With the upgrade of U.S. Highway 12 and improvements to Bridge Avenue, Planning District 8 has expanded to include commercial properties surrounding the U.S. Highway 12 and Bridge Avenue intersection to establish this intersection as the entrance to the Downtown. District 8 has also been extended east along Railroad Avenue to Tiger Drive as this is a second point of access to the Downtown. The Downtown Plan's recommendations for Planning District 8 are outlined below.

### **SUMMARY OF PLANNING DISTRICT 8 RECOMMENDATIONS DOWNTOWN LAND USE:**

1. 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.
2. 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. The CBD 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 Delano Downtown including City Hall, Fire Station, senior citizen center, library, and community center.
  - b. Work with the Delano School District to promote the use and operation of the community education services offered at the Delano Community Education Center.
  - c. Investigate options to keep the Delano post office in the Delano Downtown.
3. 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.
4. Promote the infill development of vacant and under-utilized properties in a manner consistent with the land use plans.



5. Encourage private business expansion, redevelopment, and new business development in the downtown that complements the existing commercial core.
6. Building out the Granite Works site with three apartment buildings not to exceed 200 total dwelling units per city approved Planned Unit Development site plan.
7. Reexamine the Bridge Avenue / Highway 12 intersection signage, monuments, and landscaping to establish an attractive gateway introduction to downtown.
8. Promote a broad range of uses and activities within the Riverside Commons to attract people to the downtown area on a frequent basis.
9. Establish a long-range redevelopment district for potential redevelopment of both the American Legion and Riverside Commons properties. Through redevelopment, construct a signature building that introduces the start of Delano downtown. The new building shall provide space for the new businesses or all-season community events that contribute to accumulative attraction of the downtown and promotes business interchange with the other downtown businesses.
10. Pursue the rehabilitation of the 260 River Street building and the adjoining parking lot.
  - Demolish the unsafe and damaged portions of the building.
  - Solicit a developer to renovate the building consistent with the Delano CBD Design Guidelines.
  - Pursue a new business for the building that will complement the existing businesses in the downtown.
  - Investigate use options for using the parking lot adjoining the 260 River Street building including a building expansion, parking, outdoor dining and drinking for adjoining businesses, public gathering area, etc.
  - Clean up existing refuse, debris, and vegetation at the site.
11. Work with private development interests in redevelopment of the southwest quadrant of the Bridge Avenue / Highway 12 intersection to accomplish:
  - Assembly of properties
  - Removal of substandard and underutilized buildings.
  - Construction of a signature commercial building that complies with the Delano Central Business District Design Guidelines.



- The extension of the Delano downtown streetscape treatments to the southwest quadrant of the Bridge Avenue / Highway 12 intersection with the redevelopment of this subarea.
- Provide proper screening of parking lots, sale lots and outdoor storage areas.

12. Continue to allow second story residential apartments above first floor commercial businesses as a means of providing rental income for the property owners.

13. Investigate opportunities for new commercial development or redevelopment in northeast, southeast, and southwest quadrants of the U.S. Highway 12 and Bridge Avenue intersection.

14. 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, hotel, professional offices, service-oriented businesses.

15. Expand the range of allowable uses to include some light manufacturing uses (i.e., brewery, custom production items, etc.) that may contribute to the market draw of the downtown. Light industrial uses must be able to compatibly coexist with downtown businesses and the residential neighborhoods surrounding Planning District 8.

16. Work with the School district to maintain and improve the Continuing Education Center building and site to keep this site as an attraction within the Delano Downtown.

17. Properties along Railroad Avenue shall be developed and maintained consistent with the Downtown Future Land use plan. This includes a variety of commercial, industrial and residential uses.

18. Work with industrial property owners along Railroad Avenue to undertake site and building improvements that correct non-conforming site conditions, define the limits of the industrial sites, improve the overall appearance of the industrial buildings and sites. Screen outdoor storage and outdoor activity areas from



Railroad Avenue and remove nuisance issues related to on-going industrial operations.

19. Utilize the City owned properties along the south side Railroad Avenue and west of Tiger Drive as a natural open space that will buffer the railroad tracks from land uses to the north.
20. Establish a redevelopment district over the residential land uses fronting Railroad Avenue between 2<sup>nd</sup> and 3<sup>rd</sup> Streets. These residential land uses do not meet current zoning standards for parking and site conditions. Redevelopment will provide opportunities to bring new contemporary housing within the downtown.
21. Target the industrial site at the northwest Corner of Railroad Avenue and 4<sup>th</sup> Street for redevelopment and change of land use. This site consists of two lots with an active industrial building on the south lot and outdoor storage to the north lot. The building fills the entire south lot and is reliant on the public streets for parking and truck access to the building. The north lot is a gravel area used for outdoor storage and business staging. This industrial use is not compatible with the adjoining low density residential neighborhood or consistent with the goals for the downtown. The future land uses may be a mix of commercial and/or high density residential land uses that can fit the site and be compatible with the single family neighborhood to the north.
22. 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.
23. 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.
24. Maintain and enhance the single-family neighborhoods surrounding the downtown by restricting land use intrusions, code enforcement, building renovation and scattered site redevelopment.



25. Provide multiple family housing opportunities as a redevelopment land use option at the periphery of the Downtown's commercial core.
26. Establish a redevelopment district over the single-family homes along Oak Avenue west of River Street. Acquire the single-family homes in the redevelopment district as they become available for sale. Assemble acquired lots for future redevelopment consistent with the future land use plan.

**DOWNTOWN DESIGN:**

1. Maintain and enhance the Highway 12 / Bridge Avenue intersection and Bridge Avenue as the identifiable entrance to Delano Downtown. Reexamine the Bridge Avenue / Highway 12 intersection signage, monuments, and landscaping to establish an attractive gateway introduction to Delano Downtown.
2. Create a recognizable gateway feature at the bridge, to establish identity for downtown.
3. Extend trails or sidewalks on the west side of U.S. Highway 12 from the railroad bridge to Bridge Avenue to complete the pedestrian/bicycle connection into the Delano Downtown.
4. Improve the pedestrian crossing at Bridge Avenue and Highway 12 intersection. Improve sidewalks across the river bridge for safe pedestrian passage.
5. Encourage private property improvements that enhance and/or complement the streetscape treatments along U.S. Highway 12, Bridge Avenue, River Street and 2<sup>nd</sup> Street.
6. Promote private rehabilitation of buildings in District 8 in a manner that follows the Delano CBD historical architecture design guidelines. Promote exterior building modifications for those buildings that have "false" facades.
7. Consider streetscape improvements including pavement, curbing, sidewalks, landscaping, and street lighting. City capital improvements programming and planning offer a means to replace failing infrastructure and enhance the appearance of the Downtown commercial core.



8. Encourage private use of the sidewalk area for awnings, canopies, projecting signs, seating, outdoor dining, and landscaping provided it does not interfere with pedestrian movements on the sidewalk.
9. Improve and expand the uniform streetscape amenities along River Street regarding storefront improvements, streetlights, sidewalk design, landscaping, signs and banners.
10. Extending streetscape amenities along 2<sup>nd</sup> Street north of Bridge Avenue.
11. Expand and improve the streetscape design along River Street to alleviate the runway appearance of the street. Work with Wright County on streetscape elements such as pedestrian crossings, bump outs, traffic calming measures, sidewalk design, street lighting, on-street parking, and street and traffic signs to enhance the street appearance and to improve pedestrian movements along River Street.
12. Develop a master park plan for River Front Park south of Bridge Avenue with design components that address the following elements.
  - The park design shall be a continuation of River Front Park north of Bridge Avenue.
  - The park design must address access to the river throughout the year and the uses and functions along River Street.
  - Enhance and stabilize the riverbank with structures and landscaping.
  - The park's aesthetics must complement the downtown streetscape providing views into downtown businesses from Bridge Avenue; provide attractive park amenities that will contribute to the character of the downtown and assist in downtown events.
  - Incorporate amenities such as seating, tables, public art, waste disposal containers, lighting, signage, and sidewalk design within the park design.
13. Design and construct the public open space at the southwest corner of Bridge Avenue and 2<sup>nd</sup> Street with improvements that may include:



- Remove the crabapple and replace with non-fruit bearing trees and/ or shrubs.
- Design the site with amenities such as seating, tables, landscaping, lighting, public art, and/or a social media moment location that contribute to the character and draw of the downtown.
- The site design shall be integrated with streetscape amenities.

14. Integrate the public open space lot at the corner of Railroad Avenue and the alley with the library site in the following ways:

- Relocate the library parking stalls on the west side of the library to the parcel west of the alley and create an attractive entrance to the library featuring a decorative plaza.
- The plaza would include seating and activity areas for library users.
- The plaza would include landscaping to enhance the hardscape elements, providing shade and vertical design elements.
- The plaza design would serve to provide a sense of separation between pedestrian and vehicle traffic.
- The library parking stalls shall be relocated to the lot west of the alley. The design of the parking lot will meet the city design standards. The perimeter of the parking area will be landscaped in a manner that enhances the site and screens the outdoor activities occurring at the rear of the Post Office.

15. Expand and improve the streetscape design along Railroad Avenue to tie this street corridor to downtown.

16. Establish a downtown gateway directional sign at the corner of Tiger Drive and Railroad Avenue.

17. The City shall pursue the cooperation of the Railroad to expand public parking along the south side of Railroad Avenue. The City improvements would include building parking stalls along Railroad Avenue; extending the downtown streetscape amenities along Railroad Avenue; fencing and screening those areas of the railroad property used for equipment storage and / or active railroad functions.



18. Investigate options for the use of the vacant parcel located next to Rieder's Meats. Options may include landscape enhancements, pedestrian way to access alley parking, seating area, building expansion, etc.
19. Promote alley cleanup efforts throughout Planning District 8 including the removal of non-essential accessory buildings, establishing paved and striped parking lots, and screening of trash receptacles and outdoor storage.
20. Improve the vacant parcel between the Heritage Center and the Delano License Bureau building as a public open space that is aesthetically attractive and may offer seating or a point of interest within the downtown. This public open space shall be designed to complement the events and functions of the Heritage Center.
21. Redesign the City Hall entrance at the corner of Bridge Avenue and 2<sup>nd</sup> Street to improve its appearance and function related to community events.

**DOWNTOWN TRANSPORTATION / PARKING:**

1. Improve the trail and sidewalk connections from trails south of the railroad tracks into Delano Downtown and improve the pedestrian crossing at the Bridge Avenue / Highway 12 intersection.
2. Establish a pedestrian river crossing south of railroad bridge to bring people to the downtown.
3. Undertake improvements at the Elm Avenue / River Street intersection to prevent left turn movements from Elm Avenue onto River Street.
4. Improve the pedestrian crossings at the intersection of Elm Avenue and River Street.
5. Improve the pedestrian crossings at the intersection of Elm Avenue and 2<sup>nd</sup> Street.
6. Construct a riverbank, overland trail connection into subarea 1 connecting downtown with Cramer Park, Central Park and Glen and Arlene Litfin Nature Area.

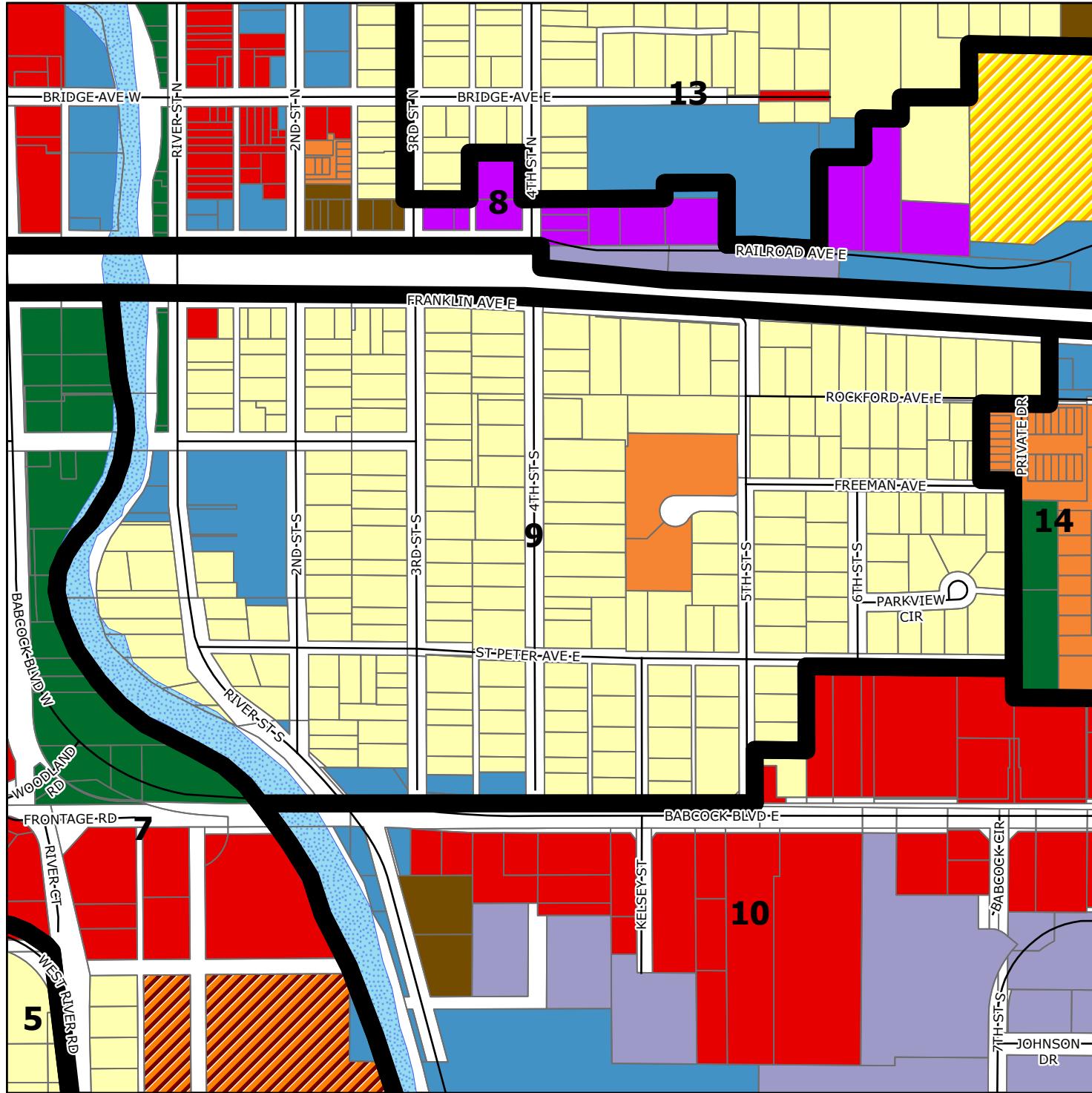


7. Promote shared parking within the Downtown using public and private lots and on-street parking.
8. Work with downtown property owners in subarea 6 to create public parking lots along the alleys. Obtain cross access and parking easements to allow parking improvements across property lines and to allow shared parking over these different properties. Undertake alley and parking lot improvements as a City project to establish a uniform design standard and appearance for the downtown parking lots. Provide wayfinding signs to direct motorists to available public parking areas. Define pedestrian routes that connect the alley parking lots to the River Street and Bridge Avenue storefronts.
9. Install signs to direct motorists to the public parking lot north of the Rivertown Townhomes.
10. Wayfinding destinations in subarea 6 include: Library, Post Office, and public parking lots.

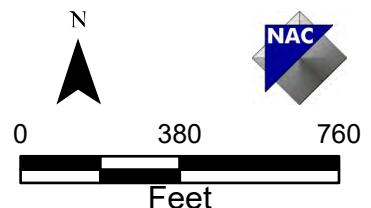
**RIVER IMPROVEMENTS:**

1. New development shall comply with all floodplain standards and protections.
2. Clean-up the riverbank of debris, granite waste and litter. Restore the riverbank and shoreland impact zone with native plantings to stabilize the bank and enhance the river.
3. Integrate the open space design of the larger Cramer Park preserving areas for flood storage and flood protection.
4. Work with adjoining single family property owners on flood protection measures.
5. Fence and screen the DMU's outdoor storage and work staging areas.





## Planning District 9



- Planning Districts
- Wright County Parcels
- Street Centerlines
- Crow River

### Future 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



## **PLANNING DISTRICT 9 – ST. PETER**

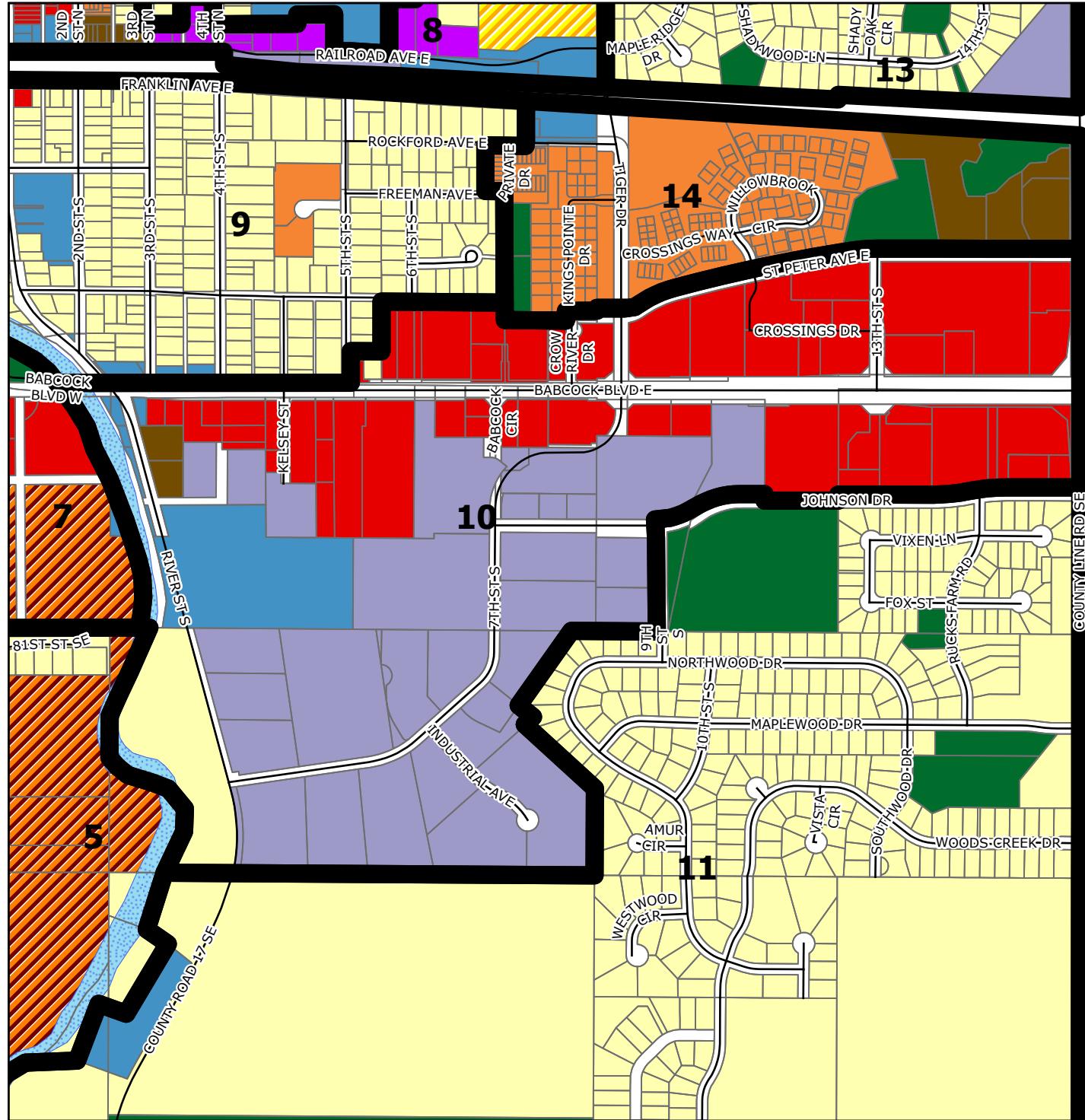
Planning District 9 is located south of the Burlington Northern Sante Fe Railroad, north of U.S. Highway 12, and east of the Crow River. This district includes a mix of uses including public/semi-public, institutional, low density residential, and low/medium density residential uses. The recommendations for Planning District 9 are as follows.

### **SUMMARY OF PLANNING DISTRICT 9 RECOMMENDATIONS**

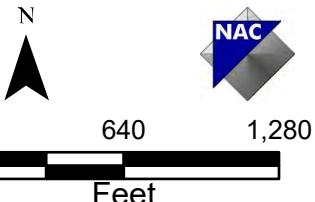
1. Promote private reinvestment and housing maintenance within the district through zoning flexibility, housing programs, and code enforcement.
2. Examine redevelopment of blighted single-family housing along Franklin Avenue between River and 3<sup>rd</sup> Streets. Replace with medium density housing options.
3. Consider acquisition of blighted single-family homes for scattered site redevelopment as a means of maintaining the character and value within a neighborhood.
4. Investigate the acquisition and removal of homes in flood hazard areas.
5. Annually examine and rank existing streets for repair, reclamation, or reconstruction
6. Enforce the City's rental licensing code and property maintenance codes to ensure all residential properties are well maintained and managed.
7. Examine opportunities to improve the Crow River Villa senior housing and Ridge Manor Apartments







# Planning District 10



- Planning Districts
- Wright County Parcels
- Street Centerlines
- Crow River

## Future 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



## **PLANNING DISTRICT 10 – HIGHWAY 12 EAST**

Planning District 10 includes the commercial uses along U.S. Highway 12 from County Line Road to County Road 17 and the industrial uses along 7<sup>th</sup> Street South between U.S. Highway 12 and County Road 17. The recommendations for Planning District 10 are listed below.

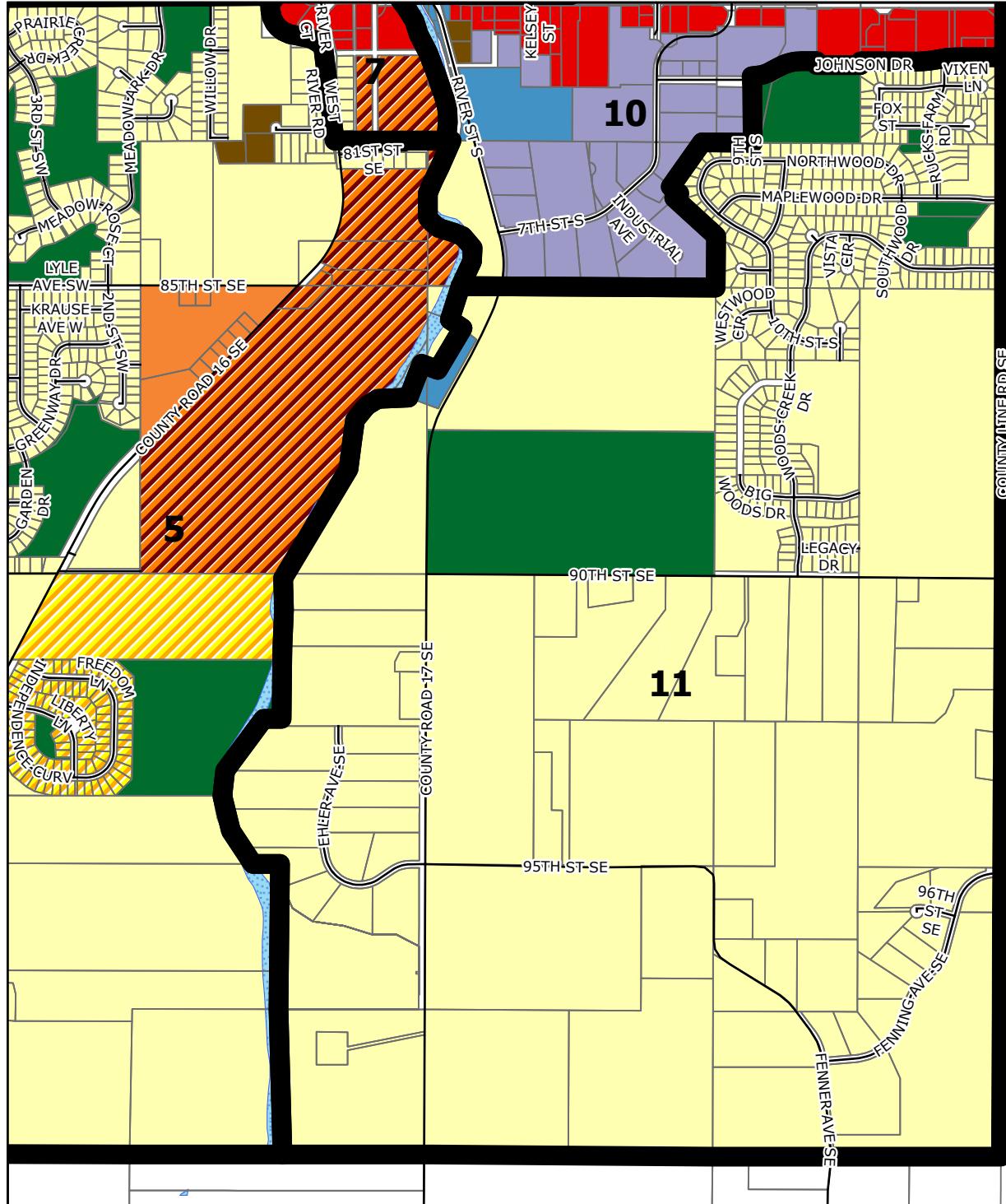
### **SUMMARY OF PLANNING DISTRICT 10 RECOMMENDATIONS**

1. Limit direct lot access to U.S. Highway 12
2. Work with MnDOT on design options for Highway 12 intersection at 5<sup>th</sup> Street, Tiger Drive, 13th Street, and County Line Road.
3. Work with property owners to relocate the concrete plant to Delano's Northwest Business Park. Redevelop the concrete plant site for commercial land use.
4. Target vacant and under-utilized sites along the south side of U.S. Highway 12 for new commercial development or redevelopment. Where necessary, assemble properties to create a development site that offers sufficient area for contemporary commercial land uses and related parking.
5. Promote quality commercial site design and building architecture through the application of City commercial zoning performance standards.
6. Pursue the acquisition and redevelopment of the remaining non-conforming single-family homes in Planning District 10.
7. Promote the in-place expansion of existing industries with the 7<sup>th</sup> Street industrial park. Examine City zoning regulations to accommodate industrial growth on existing lots. Where industries have outgrown their existing sites, the City shall assist these industries in relocating to the Delano West Metro Business Park.
8. Establish performance standards to address compatibility issues between Maplewood Estates and the 7<sup>th</sup> Street industrial uses.
9. Consider design options for the extension of 9<sup>th</sup> Street between Johnson Drive and Northwood Drive. The design options will include a sidewalk or trail to connect Maplewood Estates with the Johnson Drive trail.
10. Examine commercial or urban residential expansion east on Highway 2 into Independence and define the city's options and terms by which proposed land use types and patterns may be acceptable.



- a. The preferred option for the Independence commercial area is the detachment / annexation of the area into the City of Delano based on geographic location, utility, service delivery and staffing.
- b. If the detachment / annexation is not tenable; the City of Delano may refuse the provision of utilities to the Independence commercial area.
- c. 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 with terms that mutually benefit both communities.





## Planning District 11

N



0 1,000 2,000  
Feet

- Planning Districts
- Wright County Parcels
- Street Centerlines
- Crow River

### Future 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



## **PLANNING DISTRICT 11 – 90<sup>TH</sup> STREET SE**

Planning District 11 is located south of Delano. While it includes the Maple Knoll, Maplewood Estates, and Woods Creek neighborhoods, most of the district lies within Franklin Township. The district extends south from Woods Creek to 100th Street between County Line Road and the Crow River. The recommendations for Planning District 11 are outlined below.

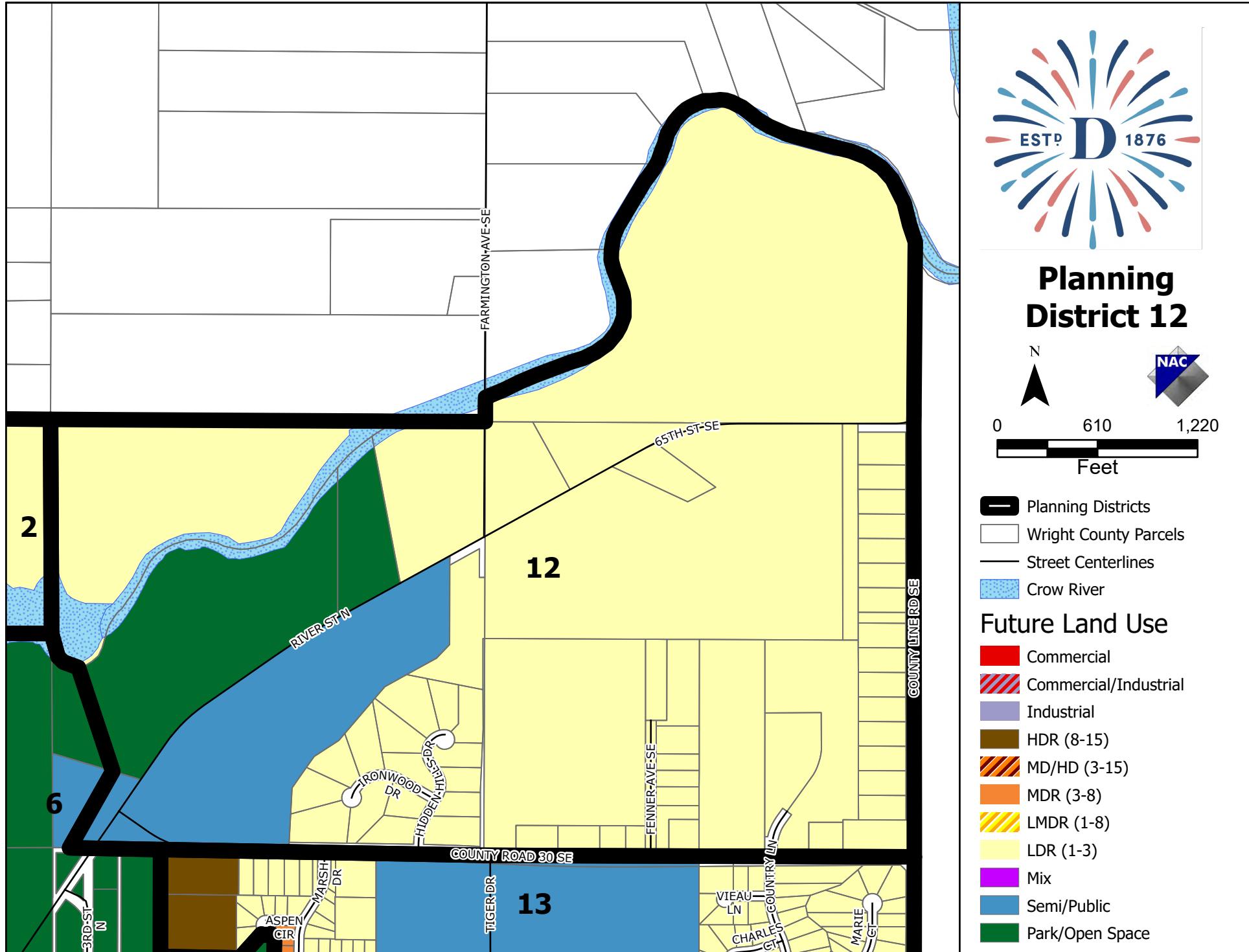
### **SUMMARY OF PLANNING DISTRICT 11 RECOMMENDATIONS**

1. Promote the expansion of low density and low to medium residential development in Planning District 11.
2. Enforce the City's floodplain, wetland, and shoreland ordinances to preserve and protect floodplains, wetlands, drainageways, and the Crow River from encroaching development. Utilize these natural amenities to create greenway corridors.
3. Integrate greenway corridors within Planning District 11 park and trail planning to take advantage of the attractive natural amenities.
4. Protect parcels containing significant tree stands through low density zoning and tree preservation subdivision design.
5. Preserve right-of-way for future arterial and collector streets and protect locations of potential Crow River bridge crossings from development.
6. Implement interim improvements to 90<sup>th</sup> Street and County Line Road to improve these streets to a paved rural section street design. Long-range street design for these streets shall be an urban major collector street design.
7. Study south river crossing locations to determine the best travel route based on the physical constraints, environmental impacts, effective traffic movements, and project costs. Define benchmarks that will demonstrate the need to construct the south river crossing. Protect the river crossing location by securing the necessary rights-of-way at time of subdivision.
8. Acquire, master plan and construct a Community Park / Playfield within Planning District 11.
9. Establish new neighborhood parks with the long-range residential development of Planning District 11.



10. Work with the City of Independence to resolve stormwater drainage issues between the two cities.
11. Enforce the City's property maintenance codes and rental licensing codes to ensure all residential properties are well maintained and managed.
12. New residential developments shall be designed to reduce compatibility or nuisance concerns between urban and rural land uses.







## **PLANNING DISTRICT 12 – COUNTY ROAD 17 NORTH**

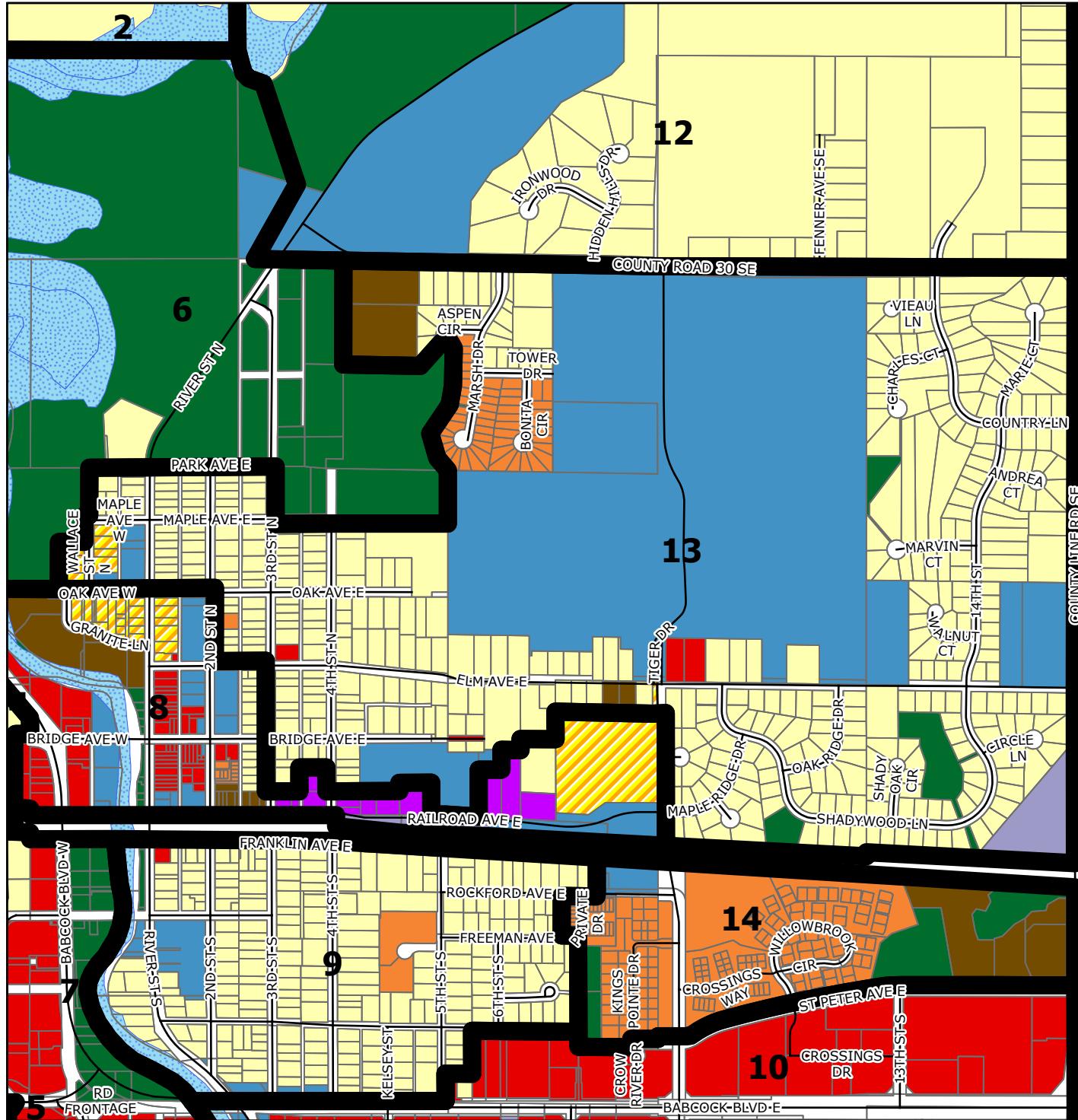
Planning District 12 is located in the northeastern corner of Delano. It is bordered by County Line Road to the east, County Road 30 to the south, and Crow River to the north and west. All of the land in this district is guided for low-density residential use, with the exception of a small amount of public/semi-public which contains the City's wastewater treatment facility. The Delano Gun Club has a shooting range in the northeast portion of District 12. The recommendations for Planning District 12 are as follows.

### **SUMMARY OF PLANNING DISTRICT 12 RECOMMENDATIONS**

1. Promote low density residential land uses within the district. Any new development must recognize the existing gun club. The burden shall fall to the new development to be designed to mitigate land use compatibility or nuisance issues that may be present with the gun club location.
2. Integrate residential development with existing environmental features to protect wetland areas and preserve significant tree cover.
3. Ensure that all future development preserves and protects the natural features of this area.
4. Control direct lot access from County Roads 17 and 30.
5. Investigate the possibility of extending Tiger Drive north to connect with Farmington Avenue in Franklin Township.
6. Establish new neighborhood parks to serve new residential growth.
7. Develop the Glen and Arlene Litfin Nature Area north of County Road 17.
8. Investigate the extension of 65<sup>th</sup> Street between Ebersole Avenue and Farmington Avenue as a major collector street to provide a north travel route around the City.







## Planning District 13



0 740 1,480  
Feet

- Planning Districts
- Wright County Parcels
- Street Centerlines
- Crow River

### Future 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



## **PLANNING DISTRICT 13 – DELANO SCHOOL CAMPUS**

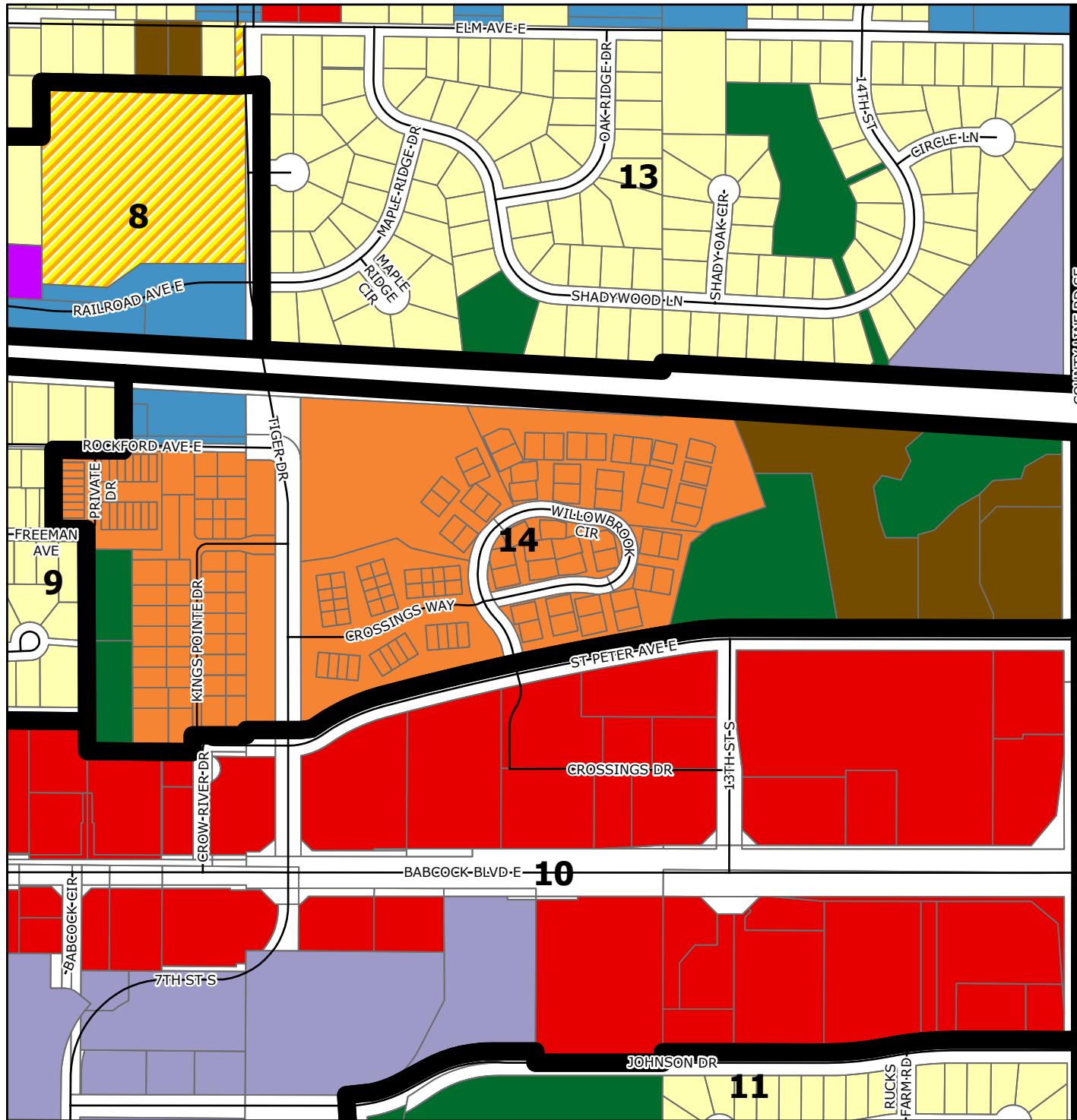
Planning District 13 is located south of County Road 30 between County Line Road and the Central Business District. This district includes residential uses, the Delano Public Schools campus, and a small amount of commercial, public/semi-public, and industrial uses. The recommendations for Planning District 13 are listed below.

### **SUMMARY OF PLANNING DISTRICT 13 RECOMMENDATIONS**

1. Work cooperatively with the Delano School district to maintain and improve the Delano School Campus, playfields, and Ice Arena
2. Investigate cooperative opportunities to share the School Campus playfields and recreation facilities for community leagues and programs. Participate in the development of outdoor ice-skating facilities at the existing ice arena expanding available skating venues for hockey, figure skating and open recreational skating. This location and facilities will include ancillary facilities (warming house, concessions, ice maintenance equipment to ensure that the quality skating experience.
3. Provide an overland trail corridor that links the Delano School Campus to Central Park.
4. Promote private reinvestment and housing maintenance within the district through zoning flexibility, housing programs, rental licensing, and code enforcement.
5. Protect existing wetlands and natural drainage ways, which assist in community storm water drainage through establishment of drainage easements and enforcement of floodplain and wetland protection regulations.
6. Annually evaluate each of the existing parks in Planning District 13 for needed improvements to increase park use.
9. Annually examine and rank existing local streets for repair, reclamation, or reconstruction.







## Planning District 14



0 380 760  
Feet

- Planning Districts
- Wright County Parcels
- Street Centerlines
- Crow River

### Future 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



## **PLANNING DISTRICT 14 – DELANO CROSSINGS RESIDENTIAL**

Planning District 14 is located south of the Burlington Northern Sante Fe Railroad, north of St. Peter Avenue, and west of County Line Road. The land in this district is primarily guided for medium and high-density residential use, but also contains a small amount of public/semi-public land. The recommendations for Planning District 14 are outlined below.

### **SUMMARY OF PLANNING DISTRICT 14 RECOMMENDATIONS**

1. Encourage the build out of multiple family housing.
2. Ensure that all residential development is served by adequate public facilities.
3. Create pedestrian trails that link the residential and commercial uses in this district with the City's park and recreation system.
4. Establish zoning performance standards that will define the type of multiple family uses that may be acceptable to the City.
5. Quiet zoning Railroad Crossings at County Line Road.



