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Introduction

Plan Purpose

Montgomery's Comprehensive Plan is a vision of what the City wants to be. It is also a framework for shaping future growth and change, for protecting what the community values, for enhancing what the community wants to improve, and for creating what the community feels is missing. The previous Montgomery Comprehensive Plan was adopted in 1995. In response to both local and regional development forces, and to help ensure that Montgomery grows and changes with a strong vision for the future, the City of Montgomery determined to review and update the 1995 Comprehensive Plan.

More specifically, this Comprehensive Plan serves the following purposes:
Articulates a long-range vision that can serve Montgomery in the future and also provides specific policies that address current issues.

Addresses physical planning issues such as land use, transportation, housing, housing, parks, public facilities, and utilities, as well as social and economic development issues.

Identifies key issues, sets goals, and defines policies to achieve the goals. This provides the legal basis for land use control and a link to Montgomery's zoning and subdivision ordinances.

Ties together the various components of Montgomery (land use, transportation, community facilities, and so on) into one "comprehensive" plan that reflects the interrelationships among these components.

Guides Montgomery City staff, the Planning and Zoning Commission, the City Council, private property owners, and developers in decisions related to preservation, redevelopment, and new development activities in Montgomery.

The Montgomery Comprehensive Plan is a general plan that brings together its various elements into a unified "big picture." It is not intended to provide a detailed economic development plan, a detailed sewer and water plan, a detailed park system plan, a municipal buildings assessment plan, and so on. Rather, it provides a framework that can guide the development of more detailed plans that the City can develop in the future. The Montgomery Comprehensive Plan is the starting point, and the focus for doing detailed planning. Lastly, the Montgomery Comprehensive Plan is a dynamic Plan that the City should review and refine on a regular basis, to ensure that it reflects the policy basis for decision-making as Montgomery continues to grow and change.

Plan Organization

The Montgomery Comprehensive Plan is presented in ten chapters described as follows:

Introduction

Chapter 1.0: Community Profile – Provides demographic background and trends, describes City government operations and summarizes existing conditions for land use, the natural landscape, community facilities, public infrastructure and utilities, and economic indicators.

Chapter 2.0: Community Values and Vision Statement – Summarizes the Issues and Priorities Workshop, additional stakeholder input obtained through interviews with key community stakeholders, the Workshop with City Officials, and input from the public hearings; articulates a Vision Statement and seven Planning Development Principles.

Chapter 3.0: Land Use and Growth Management – Describes existing land use patterns, land use issues and needs; sets forth land use and growth management directions, goals and policies; proposes the future land use plan; recommends phasing and staging of new development.

Chapter 4.0: Housing – Describes the existing housing market and development patterns, issues and needs with respect to existing housing, new housing, and related public facilities, infrastructure and services; sets forth housing directions, goals and policies.

Chapter 5.0: Economic Development – Describes the existing situation with respect to wages, and issues and needs; sets forth plan direction, goals and policies.

Chapter 6.0: Parks, Open Space, and Trails – Describes existing recreation conditions both within the Montgomery corporate limits and regional systems that Montgomery residents use; describes issues and needs; sets forth direction, goals and policies for parks, open space and trails.

Chapter 7.0: Utilities – Describes existing conditions with respect to water, sanitary sewer, solid waste, electrical, storm water and telecommunications; describes issues and needs; sets forth plan direction, goals and policies.

Chapter 8.0: Public Facilities – Describes the existing situation with respect to municipal administration, emergency services (police, fire, and emergency medical), schools, library services and health care; describes issues and needs; sets forth plan direction, goals and policies.

Chapter 9.0: Transportation – Describes the existing transportation system, transportation issues and needs; sets forth transportation goals and policies; articulates a street system plan and recommendations for functional classification; makes recommendations for transit and park-and-ride facilities, bicycling and pedestrian facilities, and aviation.

Chapter 10.0: Implementation – Makes implementation recommendations regarding ordinance revisions, capital improvements, annexation, economic development initiatives and intergovernmental cooperation.

How to Use the Plan

The Montgomery Comprehensive Plan presents a vision for the future of Montgomery, and an agenda for community action. The seven Planning and Development Principles describe the core community ideals or values. The individual chapters outline in more specific terms the goals and policies to ensure that Montgomery retains its livability, and grows in ways that support the values of the community and enhances its market strength.

This plan provides very specific recommendations to lead and manage Montgomery's growth and development. Some change will come in the form of reinvestment and redevelopment. Some will come as Montgomery expands its land base. As with all land use decisions, implementing these growth and development recommendations will have different levels of benefit and impact on community members. There will be difficult choices in implementing the plan; not every individual in Montgomery will support each decision; however, this plan was developed to represent the best interests of the community as a whole – including current and future residents as well as business owners and operators.

Implementation will require strong leadership and the on-going active participation and support of Montgomery's residents and other community members. This plan is not a blueprint; it is not a zoning code. Rather, this plan is a framework and guide for decision-making.

To maximize the benefit of this plan, it should be used to:

- Guide staff, the Planning and Zoning Commission, and City Council to assist them with a variety of tasks including the following:
 - Development and infrastructure decisions
 - Acquisition and use of land
 - Budgeting capital improvements
 - Establishing regulatory changes
 - Communicating Montgomery's vision for its future
- Guide property owners and residents to assist them in:
 - Determining potential property use
 - Understanding possible land use changes in the surrounding area
 - Establishing reasonable land value expectations
 - Understanding future infrastructure improvements
 - Making property improvements and investments.
- Guide developers in their property acquisitions, and coordinate their development plans with City regulations and infrastructure plans.
- Help coordinate issues of mutual interests with neighboring and overlapping jurisdictions.

I.0 Community Profile

- 1.1 Introduction
- 1.2 Early History
- 1.3 Demographic Characteristics
- 1.4 Population
- 1.5 City Government
- 1.6 Existing Land Use

I.1 Introduction

This chapter includes a brief description of the early beginnings of Montgomery, its role within Le Sueur County, and its relationship to the Twin Cities area; an inventory of the population and housing characteristics of Montgomery residents, and a description of economic development and employment activity.

Montgomery is located half-way between the Southern portion of the Twin Cities Metropolitan Area and Mankato. Montgomery's proximity to the Twin Cities has stimulated steady growth since 1990. According to the 2000 census, Montgomery has a population of 2,794. It is reasonable to expect the City's population to grow as people migrate from the growing Twin Cities area in search of a more rural life-style and as existing younger residents of the City begin to establish families.

I.2 Early History

The rich history of Montgomery goes back to 1856 when an influx of immigrants settled and cleared this area that was known as the "Big Woods." Montgomery can be characterized by its Czechoslovakian heritage, which is celebrated each year at one of Minnesota's oldest festivals – Kolacky Days.

I.3 Demographic Characteristics

Identifying and summarizing demographic changes over time are important community planning tools. Analyzing changes in the size and characteristics of the population helps develop population projections and helps forecast the need for various public services, capital improvements, and real estate development. Many of the statistics discussed below indicate that Montgomery is growing and changing community.

I.4 Population

The City of Montgomery's 2000 census population is listed at 2,794 persons. This is a 15.8 percent increase over the 1990 population 2,399. Le Sueur County's 2000 population was 25,426. This is an 8.6 percent increase over the 1990 population of 23,239. The City of Montgomery is experiencing more rapid growth than Le Sueur County. The majority of the growth can be attributed to the growth of the Twin Cities metropolitan area and the job opportunities in the Twin Cities metropolitan area.

Community Profile

In 2000, about 53 percent of Montgomery's population was between the ages of 20 and 64. The 0 to 19 age group makes up about 32 percent of the population, and the senior (65+) group makes up 15 percent of the population. The median age in Montgomery in 2000 was 34.5. The median age for the State of Minnesota is 35.4. Montgomery seems to have a healthy balance of all age groups.

The population of Montgomery is predominately white (93.6 percent). Other races account for 6.4 percent of the population and the largest portion of that is Hispanic or Latino (273 persons).

The chart on the following page, summarizes demographic trends in Montgomery, Le Sueur County, and the State of Minnesota.

Community Profile

MONTGOMERY DATA	COMMUNITY											
	CITY OF MONTGOMERY				LE SUEUR COUNTY				STATE OF MINNESOTA			
DEMOGRAPHIC ATTRIBUTE	1990	2000	Gross Change	% change	1990	2000	Gross Change	% change	1990	2000	Gross Change	% change
Population	2,399	2,778	379	16%	23,239	25,426	2,187	9%	4,375,099	4,919,479	544,380	12%
Median Age	n/a	34.5	n/a	n/a	n/a	37.5	n/a	n/a	n/a	35.4	n/a	n/a
Per Capita Income	10,610	16,128	5,518	52%	11,792	20,151	8,359	71%	14,389	23,198	8809	61%
Median Household Income	23,462	34,145	10,683	46%	27,706	45,933	18,227	66%	30,909	47,111	16,202	52%
Families	628	691	63	10%	6,247	6,990	743	12%	1,130,683	1,262,953	132,270	12%
Housing Units	1,019	1,137	118	12%	9,785	10,858	1,073	11%	1,848,445	2,065,946	217,501	12%
1-Unit detached Including Mobile Homes	847	851	4	0%	8,730	8,322	(408)	-5%	1,342,166	1,360,062	17,896	1%
% of Housing That is Detached	83%	75%		-5.0%	89%	77%		-14%	73%	66%		-9%
Attached Units	172	254	82	48%	1,055	1,308	253	24%	506,279	534,534	28,255	6%
Occupied Housing Units (Households)	954	1,105	151	16%	8,468	9,630	1,162	14%	1,647,853	1,895,127	247,274	15%
Owner Occupied	746	849	103	14%	6,946	8,018	1,072	15%	1,183,673	1,412,724	229,051	19%
Renter Occupied	208	256	48	23%	1,493	1,522	29	2%	464,180	482,403	18,223	4%
Persons Per Owned Occupied Housing Unit	n/a	2.51	n/a	n/a	n/a	2.61	n/a	n/a	2.58	2.52	(0.06)	-2%
% of Housing Units That are Owner Occupied	78%	77%		-1.7%	82%	83%		2%	72%	75%		4%
Vacant Housing Units	65	32	(33)	-51%	475	255	(220)	-46%	95,470	65,210	(30,260)	-32%
Median Housing Value	48,700	89,800	41,100	84%	57,800	105,600	47,800	83%	74,000	122,400	48,400	65%
Source: U.S. Census												

1.5 City Government

The City of Montgomery operates under a Council-Administrator form of government. The Mayor is elected for a 2-year term. Council members are elected for a 4-year term. This elected body is responsible for managing public affairs, and is assisted by various advisory committees that include the

Planning and Zoning Commission and the Parks and Recreation Commission. A City Administrator manages professional staff.

1.6 Existing Land Use

Due to the City's longevity and rich history, Montgomery may be thought as a community with its own unique mix of new and longstanding neighborhoods. Within the City limits there are urban and rural characteristics, new and well-established neighborhoods, and various activity centers.

Active farms and agricultural uses, as well as some rural residential uses surround the community. There are approximately 653 acres of land within Montgomery city limits that is used for residential, civic, commercial, industrial, and recreational purposes.

According to the 2000 Census, there are about 1,137 housing units, which is an increase of 12 percent over the 1,019 units present in 1990. Of these units, 851 or 83 percent are traditional single family homes or mobile homes. There are also 254 attached with two or more units housed in one building. Collectively, the housing stock is varied in size, design, and construction materials. Homes range from early Victorian homes to recently constructed ramblers and contemporary homes. Most of the homes were constructed before 1959 (60 percent).

The architectural styles and streetscapes found outside of the residential areas are similarly diverse. The downtown area is a traditional "Main Street" with a variety of architectural styles present including, Early Colonial, Federal, and various Victorian styles. Many of these buildings are constructed of masonry or heavy timber with decorative front-facing.

2.0 Community Values and Vision Statement

- 2.1 Introduction
- 2.2 Issues and Priorities Workshop
- 2.3 Additional Public Input
- 2.4 Community Values and Vision Statement
- 2.5 Planning and Development Principles
- 2.6 Conclusion

2.1 Introduction

Summarizing community values and establishing a vision statement are important declarations that guide community growth and change over a long-term planning horizon such as 10 to 20 years. The vision statement and seven planning and development principles contained in this chapter represent the core community ideals drawn from the community input gathered from the Issues and Priorities Workshop held on April 13, 2004 and with meetings with City Staff and the Planning Commission since then. These principles are the guideposts that shape all aspects of the Montgomery Comprehensive Plan.

Montgomery residents, businesses and property owners want to maintain and enhance the City's small town character and lifestyle. This includes the ability to reside in quiet neighborhoods with safe streets and to enjoy the proximity of scenic natural and agricultural landscape within the area. Maintaining the availability of a mix of affordable housing, with opportunities for high-quality move-up housing, are important community priorities. The desired outcome in planning the future of the City of Montgomery is to guide growth and change so that its strengths are maintained while providing attractive opportunities for residential and job growth. Underlying the work of the comprehensive planning process is the need to increase the tax base, to provide a guide for the maintenance and extension of urban services, and to create a community prospectus that attracts private investment.

2.2 Issues and Priorities Workshop

A critical part of the land use planning process included involving residents in the identification of relevant planning issues and opportunities. The planning process was initiated with the Planning Commission with an Issues and Priorities Workshop on April 13, 2004. To facilitate a "big picture" look at the future, workshop participants were asked to comment on the full range of issues that relate to planning and quality of life in Montgomery.

The following issues emerged from the meeting:

Land Use

- Not enough parking downtown
- How big do we want to be?

Community Values and Vision Statement

- What uses should be along the highway?
 - Business?
 - Housing?
 - Mixed use?
- Lansberg Township
 - Not a good relationship
- Industrial Development
 - An area needs to be designated
 - What type of industries?
- Annexation
 - Can't leave small islands of lands not annexed

Housing

- Something needs to be done to create decent affordable housing
 - Affordable housing for \$7 to \$9 jobs.
- Senior Housing
 - Townhomes are filling Senior housing niche
- High End Housing
 - A new development is in the works right now
- Blighted Housing
 - City wants to remove blighted and dangerous housing
 - This should be Comp Plan policy
- Sidewalks are housing issue
- Trail system and sidewalk are being used in new subdivisions
- Apartments
 - City is light on apartments. Could use more.
- Housing Mix
 - Too much mix in some areas (apartments, single family, townhouses)
- Developers are changing their plans too much between preliminary and final plats
 - Zoning should not be changed after plans are approved.

Economic Development

- Areas need to be designated for new industrial lands
 - Large enough tracts of land for larger industry
- Where should new industrial area be?
 - Currently is heavy industry to North end of town
 - There is also residential in this area
 - South area of town should be studies for industrial
 - South end where there is existing industry and available land.
- City business subsidy program should also be in the Comp Plan
 - Any other City Economic Development Programs should also be looked at.
 - TIF
- Franchise Business

Community Values and Vision Statement

- Should these businesses be attracted to Montgomery
- Strip Malls
 - Take away from downtown business
 - Should be strategically placed as not to harm downtown business too much
- Downtown
 - Want to keep downtown vibrant if and when new businesses come to town.
 - Leaning toward service businesses downtown
 - Community hasn't been able to support the retail on main street
- City can't be scared of strip malls
- Don't be afraid of industrial development beyond current city limits
- Strip mall could be located to the north of City
- An industrial site should be shown on a map.

Parks, Recreation, and Open Space

- Existing parks are in good shape
- New development are giving land for parks
- Money for park maintenance is an issue
 - \$112,000 for maintenance in 2003
 - This plan needs to identify where park maintenance money will come from
 - Parks cost money and need to be maintained
 - There are enough large parks

Public Infrastructure

- Storm water detention ponds are needed
 - Identify area for large detention pond
- Replacement of old water mains are important
- Comp Plan needs policies on right of way management
- Floodplain needs to be identified and mapped

Community Facilities

- City needs to replace almost all facilities
- Library is being worked on
- Emergency services is being looked at by SEH
- Schools need to be looked at
- Safety – density of housing is too high in some areas
- Sidewalks need maintenance and need to be in new development
- Telecommunication needs to be studied
- There is one clinic in town. Affiliated with New Prague Clinic
- Possibility of new clinic in town someplace
- Senior center and community center needs to be looked at

Community Values and Vision Statement

Intergovernmental Cooperation

- County
- State
- Township
- Annexation has been a contentious issue
 - A better relationship is needed with the townships
- County has been good to work with for the most part
 - 2-mile jurisdiction needs strengthening in Comp Plan
- MnDOT issues with access

Transportation

- Streets need to be numbered north and south
- Avenues trees names east and west
- MnDOT highway access is an issue
- Park and ride site to Twin Cities should be looked at
- Gas station is pick up spot for para-transit
- A stop light is needed on Highway 13

2.3 Additional Stakeholder Input

In addition to large community meetings and public hearings, additional input was obtained through meetings with City staff.

2.4 Community Values and Vision Statement

Planning for and investing in Montgomery's future will be guided by:

- Providing a safe, high-quality community in which to raise children, which will encourage generations to remain in (or return to) Montgomery
- Coordinating and focusing economic development efforts on creating well paying jobs
- Encouraging a healthy, diverse economy and a vibrant, attractive downtown and industrial district
- Providing attractive and affordable housing in sustainable neighborhoods
- Creating a high level of recreational and quality of life opportunities for all ages in Montgomery
- Partnering with other governments, non-profit agencies and the private sector to leverage resources to maximize public benefit to Montgomery citizens
- Respecting and celebrating the values and cultures of all our citizens.

2.5 Planning and Development Principles

Growth should be environmentally sound.

The natural environment, wetlands, and wildlife are distinctive ecological features that make Montgomery special and should be protected. New development should create places of enduring quality with a variety and

Community Values and Vision Statement

pattern that complements the natural landscape by preserving and enhancing ecological features.

Growth should be balanced and sustainable.

The citizens of Montgomery view the health of their natural environment, the strength and attractiveness of their community, the security of their economy, and the fiscal stability of their local government as interdependent. Adequate land should be reserved for all suitable uses, including residential, recreation, commercial, institutional and office/business.

Growth should be orderly.

Planning should occur first, and land use decisions, such as zoning ordinance amendments, subdivision regulation revisions, and street and utility extensions should follow and be consistent with the plan. The City should plan growth within its City limits, and plan for a future urban service area that may accommodate growth for the next 10 to 20 years.

Future growth should be required to make full use of urban services.

New development should occur contiguous to areas currently provided with urban services such as city streets, water and sewer. Leapfrogging urban services through rural properties should be avoided, as these properties would not benefit from, nor likely want to bear the cost of, such services. Future development should encourage creating neighborhoods (not just subdivisions) where more people will use existing services such as water lines and sewers, roads and sidewalks, emergency services, schools, and cultural and religious institutions. By doing so, the City will minimize the financial strain on a community trying to retrofit infrastructure construction and maintenance.

Planning for growth and change should promote efficient use of land.

Sound planning encourages the preservation of land and natural resources. These benefits result from compact land use forms, redeveloping vacant city lots, and moderation in street, sidewalk and parking standards. Clustering and smaller lot sizes preserve land for City and neighborhood parks as well as local woods, wetlands, and significant topographic features that add to the distinctiveness of new neighborhoods.

Growth should separate incompatible uses and promote the mixing of compatible uses and densities.

New land uses should not be detrimental to existing or other planned uses in an area; however, some uses, such as residential and commercial in the downtown area, lend themselves to mixing while reinforcing convenience, vitality and safety. Such mixing should be encouraged to reduce auto use, especially for shorter trips, and the demand for parking, and to promote a more pedestrian-oriented environment. Mixing of uses and intensity of development also can create a variety of housing choices, so that young and old, singles and families, and those of varying economic circumstances may find places to live.

Community Values and Vision Statement

Transportation choices should be safe, convenient and attractive.

Street design and maintenance reflects local character and balances the needs of the automobile and the pedestrian. A well-designed network of streets, sidewalks, boulevard trees, pedestrian trails and bike paths provides for safe movement and projects the emphasis the community places on the broader shared public environment.

2.6 Conclusion

Based upon citizen input, the Montgomery Values and Vision Statement and the Planning and Development Principles provide the basis for creating goals and policies that guide the community decision-making process.

3.0 Land Use and Growth Management

- 3.1 Purpose/Introduction
- 3.2 Existing Land Use Patterns
- 3.3 Land Use Issues and Needs
- 3.4 Land Use and Growth Management Directions
- 3.5 Goals and Policies
- 3.6 Future Land Use
- 3.7 Phasing and Staging

3.1 Purpose/Introduction

The purposes of comprehensive planning are:

- To gain understanding of Montgomery's strengths and weaknesses.
- To identify opportunities and constraints to development.
- To identify and take into consideration land use preferences of community residents and landowners.
- To establish community planning and design priorities for community facilities and private development.
- To devise practical implementation tools to guide future growth and change to realize planning goals and policies.

What kind of neighborhoods do we want? What should be preserved? How can future development stay in tune with Montgomery's small town character and attractiveness?

The Land Use and Growth Management chapter provides the guidance for the future physical growth of the community, as well as the direction for reinvestment in the existing downtown buildings and neighborhoods. It is based on the existing land use pattern, projections for future growth, and the input of Montgomery residents, businesses, property owners, and elected and appointed officials.

The goals and policies of this chapter build upon the Planning and Development Principles stated in the previous chapter. The principles are the fundamental tenets upon which this Comprehensive Plan is built. The goals and policies are more specific.

Goals are idealized end results that this Plan strives to accomplish in managing future growth and protecting manmade and natural resources. Policies represent the official position of the City with respect to implementation of growth management. Policies also indicate the actions the City and others must take to achieve the goals.

The Land Use and Growth Management chapter is the basic building block, giving direction to all the other Plan chapters. It identifies where people will live, work, shop, and where services to support these people, as well as visitors, are needed. It is intended to help the City Council respond to

Land Use and Growth Management

individual development requests in a manner that represents the collective vision of the community. In conjunction with the other chapters of the Montgomery Comprehensive Plan, this is a proactive policy document that attempts to guide and inspire rather than react and control.

This Plan is implemented through public and private investment in land development, as well as through detailed area planning, zoning and subdivision ordinances, public improvements, and economic development incentives.

The purpose of this chapter is to:

- Specify the criteria for determining the appropriate location for specific land uses.
- Identify appropriate locations for all types of land uses.
- Define various land uses, including density, form and range of specific uses within a land use category.
- Lay out strategies to ensure that all of the various types of land uses co-exist harmoniously.
- Provide a land use framework for infrastructure planning.
- Provide general guidance on plat and site design, general street layout, and building form.

3.2 Existing Land Use Patterns

Montgomery is approximately 572 acres in size and laid out in a traditional small town grid pattern, with Highway 13 bisecting the community. Commercial development has straddled along the north-south axis of Highway 13, as well in the downtown area with businesses located close to the sidewalk in a traditional “Main Street” pattern. Businesses include a small variety of service and retail establishments, and entertainment venues. There are industrial properties on both the north and south ends of town adjacent to Highway 13.

3.3 Land Use Issues and Needs

The following items represent land use related issues or needs that are most relevant to planning for growth and change within the City of Montgomery:

- The desire to provide opportunities for new urban development that provides housing and business development opportunities in Montgomery.
- The desire to protect and preserve natural resources surrounding the City of Montgomery.
- The desire to create a new commercial business district on the north edge of Montgomery adjacent to Highway 13.

Land Use and Growth Management

- The desire to create an expanded industrial park on the south end of Montgomery adjacent to Highway 13.
- The need to properly manage surface water resources, including storm water runoff.
- The need to expand the local street network in a grid pattern in order to facilitate new development.
- The need to develop a network for pedestrian movement within the City.
- The desire to create a system of parks and open spaces to provide opportunities for recreation and the use and enjoyment of natural resources by City residents.
- The need to cooperate and partner with surrounding communities and other governmental units to maximize the benefits of investments in public infrastructure and ensure delivery of high-quality public services.
- The need to expand downtown parking to serve current and future growth.
- The need to determine how big Montgomery wants to be in terms of population and physical size.
- The need to determine the appropriate land uses along Highway 13.
 - Business
 - Housing
 - Mixed use
- The desire to have a good working relationships with Le Sueur County and surrounding Townships, as well as other governmental agencies such as the Minnesota Department of Transportation, Minnesota Pollution Control Agency, and the Minnesota Department of Natural Resources.
- The need to determine appropriate locations and type of industrial development

3.4 Goals and Policies

Goal 1: Establish and maintain attractive, high quality living and working environments that respect existing development patterns and utilize infrastructure efficiently.

Policy 1: Amend the City's zoning ordinance to establish zoning districts that are consistent with the future land use classifications set forth in this chapter.

Goal 2: Establish phased growth areas that reflect City priorities for development staging and contiguous, planned extensions of public infrastructure.

Policy 1: Use all City land use actions such as annexations, zoning map amendments, and subdivisions of land to implement the City's preferred phasing of future growth.

Land Use and Growth Management

Policy 2: Require that new subdivisions and platting of land adhere to the street grid pattern of existing neighborhoods, and make street and sidewalk connections where appropriate.

Policy 3: Require that new streets are consistent in name in numbering to the existing area of Montgomery.

Goal 3: Provide a balance of housing types and life cycle/affordability options for people that currently reside or desire to live in Montgomery

Policy 1: Promote compatible infill housing to unify and reconnect gaps in existing neighborhoods.

Goal 4: Confirm and reinforce Montgomery's downtown and mixed-use district as the City's primary center for business and civic life.

Policy 1: Use all City land use actions such as annexations, zoning map amendments, subdivisions of land, and site plan approvals as tools to guide the location of most new business development and new public/institutional land, such that it will be located within the existing downtown or within close proximity to it.

Goal 5: Establish a network of City parks and open spaces to provide opportunities for recreation and enjoyment of nature by residents and visitors.

Policy 1: Poll or survey City residents to determine preferences for new parks, recreational facilities, and public open space.

Policy 2: Prepare a site specific parks and open space plan that targets sites for future neighborhood parks, community parks, and public open space areas.

Policy 3: Determine the appropriate amount of parkland necessary to serve new development.

Goal 6: Establish roadway and trail corridors that link neighborhoods, parks, downtown, and community facilities together.

Policy 1: Implement the goals and policies established in the Transportation Chapter of this comprehensive plan.

Policy 2: Devise a trails plan that will connect existing and new neighborhoods, as well as existing and future parks.

Goal 7: Enhance the gateways to Montgomery, primarily on Highway 13.

Policy 1: As a follow-up project to the comprehensive plan, the City should study and establish policies to guide signage and landscape improvements to enhance the gateways to Montgomery.

Policy 2: Allocate City funding and/or solicit private donations to implement gateway improvements.

Goal 8: Work cooperatively with other governmental units to efficiently plan and deliver public services to the residents, businesses, and property owners of Montgomery.

Land Use and Growth Management

Policy 1: Work cooperatively with abutting townships; Le Sueur County; Relevant Agencies such as MnDOT; Mn DNR, Montgomery – Lonsdale School District to implement this comprehensive plan.

3.6 Future Land Use

In order to provide sufficient opportunities for accommodating anticipated future population growth and to provide lands for desired commercial and industrial development, Montgomery will need to expand both to the west and to the east, with orderly annexation. Montgomery will also have to encourage appropriate infill residential development, and contextual rehabilitation and additions to existing homes, to ensure that the older neighborhoods mature and maintain their attractiveness and values as Montgomery grows and expands.

The future land use map in this plan shows where the City would like to expand (see figure 1). It is expected that the land identified will serve Montgomery for approximately 30 years. There are seven land use categories that are used on the future land use map. Below is a summary of each land use category.

1. *Commercial.* The commercial designation shows where new commercial development should occur. Most of the commercial development is along Highway 13, but it is also anticipated there will be neighborhood commercial needed to serve individual neighborhoods. It is proposed that about 113 new acres of commercial property be made available in the next 30 years.
2. *Low Density Residential.* This land use category is designed to serve large lot (1-3 units per acre) development. For forecasting purposes an average of 2 units per acre was used to determine the amount of land needed for development and the population that land will yield. The low density designation is used to the East and North of the existing City limits. Approximately 1,857 acres of low-density residential development is indicated on the future land use map.
3. *Traditional Residential.* This category is used to facilitate both single-family and multi-family homes (3-6 units per acre). For planning and forecasting purposes an average of 3.5 units per acre was used. Approximately 938 acres of traditional residential development is indicated on the future land use map.
4. *Industrial.* This category is used to facilitate industrial development. The types of uses most likely to occur would be manufacturing, assembly and warehousing uses. Some of the area shown as Industrial is currently associated with agricultural use by Seneca Foods; this agricultural use is expected to continue through the next 20-30 years. It is reasonable to expect that only a small portion of the 553 acres set aside for Industrial use will be developed as new industrial uses. This is likely to be at the Northeast quadrant of Highway 13 and Highway 21.

Land Use and Growth Management

5. *Parks.* This category is used to create more parkland in the City. It is proposed that a large park be created to the North of the existing City limits. This park can be seen on figure 1.
6. *Special Planning Area.* The purpose of the special planning area is to show areas on the future land use map that have special importance to the City of Montgomery. The City wants to be able to comment on development occurring in this area in order to make sure that the impacts of these developments do not have a negative impact on the City of Montgomery.
7. *Downtown Redevelopment.* The purpose of this district is to show an area on the future land use map that will focus on redevelopment in the future. There are several redevelopment opportunities in and around the downtown area where redevelopment should occur. The focus will be on creating commercial and service uses in the redevelopment district.

The City of Montgomery has established an area of about 3461 acres for future growth (see future land use map). That area is about six times the size of what the existing area of the City is in 2005. The 363 acres of Park land was excluded from these calculations. The breakdown of the 3461 acres is as follows:

- Low Density Residential 1857 acres
- Traditional Residential 938 acres
- Commercial 113 acres
- Industrial 553 acres
- Total 3461 acres

The projected population of the residential uses is also important. A rather aggressive population growth was assumed due to the growth of the South Metro area and the growth the City is seeing currently (2005). The following table summarizes the population projects. These population projections are for 2005 to 2035.

POPULATION PROJECTIONS				
Land Use	ACRES	Units Per Acre	Total Housing Units	Projected Population
Low Density Residential	1857	2	2785	6962
Traditional Residential	938	3.5	2462	6155
TOTAL NEW POPULATION				13,117

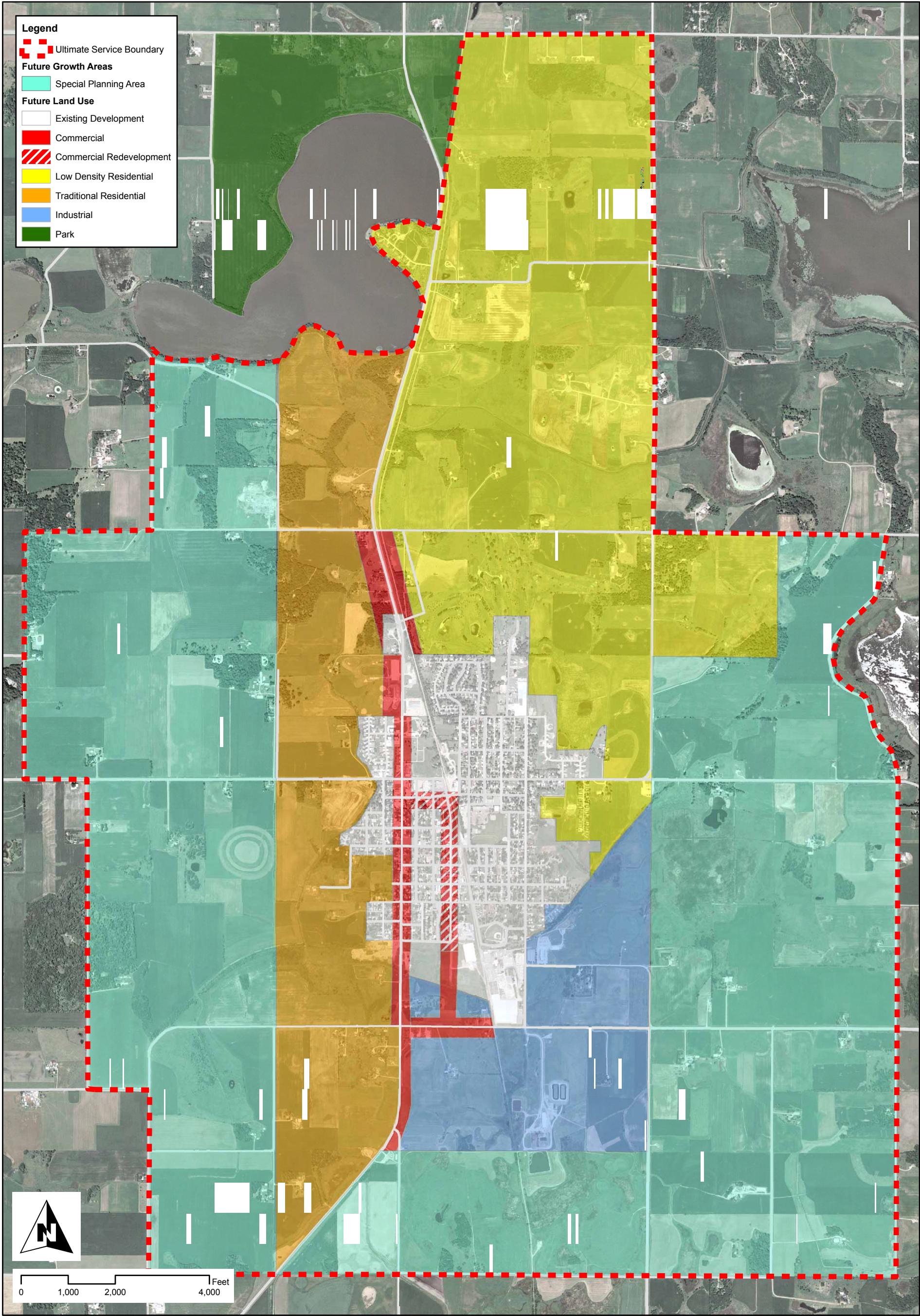
It is important to note that approximately 25 percent of the total acres for development will be used for street right-of-way and storm water ponding/management. It also should be noted that for these population projections an average of 2 units per acre for low-density residential development and an average of 3.5 units per acre for the traditional residential development was used. As noted above, low-density residential will have densities of 1-3 units per acre and traditional residential will have

Land Use and Growth Management

densities of 3 to 6 units per acre. Also, an average of 2.5 persons per household was used for these calculations.

3.7 Phasing and Staging

Phasing and staging of land use is very important in order to have orderly and efficient development, especially for providing infrastructure expansions in a cost-effective way. Annexations should only be considered when contiguous to existing neighborhoods and built-up areas and as extensions of existing municipal services, in accordance with the land use policies of this Comprehensive Plan, and the Future Land Use map. The emphasis should be to (1) create neighborhoods, not just subdivisions, and to (2) extend the street grid pattern to promote efficiency of infrastructure design and service delivery.



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FUTURE LANDUSE MONTGOMERY, MINNESOTA

Figure
1

4.0 Housing

- 4.1 Purpose/Introduction
- 4.2 Existing Situation
- 4.3 Issues and Needs
- 4.4 Plan Direction
- 4.5 Goals and Policies

4.1 Purpose/Introduction

Adequate shelter is a critical need in every community. Housing needs and preferences change as the population and housing stock evolve. Home maintenance and investments can significantly impact neighborhood character and property values. Placing an inadequate priority on maintaining the City's housing stock results in a slow and self-reinforcing process of decay and disinvestment that eventually results in substandard living units and dangerous buildings. If this trend is permitted to take root in Montgomery, a feeling of despair can be brought on by the poor physical appearance of the community and its housing stock.

The primary purpose of this chapter is to establish goals so that Montgomery will be able to meet current and projected housing needs. This chapter identifies outstanding housing issues and provides goals, strategies, and actions to maintain and enhance existing residential neighborhoods and guide how new neighborhoods are created. These are intended to maximize Montgomery's efforts to respond to and create opportunities for the development of affordable and life cycle housing, and to promote compact, efficient and well-integrated development. This should be done within the context of the planning principles discussed in Chapter 2.0 that call for balanced, efficient growth and managed change.

4.2 Existing Situation

The Montgomery housing market has historically been strengthened by the community's proximity to the Twin Cities and employment opportunities in the region. Housing demand is anticipated to increase due to Montgomery's proximity to the Twin Cities.

Montgomery has a diverse housing stock with a variety of types and styles within a wide range of price or value levels. Traditional single-family homes comprise most of the housing stock, including bungalows, ranch-style or rambler homes and walkouts. There are also existing attached units such as apartments and condos, mobile and manufactured homes, and a limited amount of group quarters such as nursing homes. The most affordable homes are typically located in the older, established neighborhoods on smaller city lots. Newer construction has typically occurred on larger lots, with suburban-style homes that have attached garages.

The existing residential units are generally in good condition. Most of the housing has been built before 1960. Several properties are deteriorating and nuisance issues need enforcement attention.

Montgomery has historically enjoyed a modest rate of new housing construction, a high rate of home ownership, and a low vacancy rate. The table in the Chapter 1: Community Profile summarizes changes in the housing characteristics from 1990 to 2000 according to the 2000 U.S. Census. Several of the indicators illustrate that Montgomery out-paces Le Sueur County and the State of Minnesota, including changes in the increase in construction of new units and home value. In 2000, a greater percentage of the housing was composed of attached units than in 1990, adding to the diversity of the housing stock. According to the Census, the percentage of the population that owns their home, and the housing cost as a percentage of income have varied little over the past twenty years.

4.3 Issues and Needs

Many of the housing issues and opportunities identified and discussed by the Planning Commission at the Comprehensive Plan kick-off meeting relate to the desire to preserve and enhance the existing housing stock, and provide opportunities for new housing development on the perimeter of the City. The list below is based upon input from citizens, public officials, staff and the City's Planning Consultant, SEH.

Existing Housing

There was a desire to enhance the quality of existing housing and to improve the deteriorating condition of the established neighborhoods. There was a discussion of increasing the quality standards of property maintenance.

New Housing

The need to diversify the housing stock and provide more higher-end or custom homes was discussed. It was noted that land should be set aside for new housing development. However, the subdivision standards need to be improved to increase the quality of future developments without discouraging new development.

Public Facilities, Infrastructure, and Services

The need to ensure the proper maintenance and replacement of public facilities and infrastructure, and their related impact on public services and housing. Some streets need to be rebuilt, and various improvements are necessary to the electric, water, and sewer systems. There was also a discussion about the desire to have enhanced access to current communications technology, such as cable television, wireless communications, and improved Internet access. All of these public services affect neighborhood character, the comfort and "livability" of the housing, and the residential local real estate market.

4.4 Plan Direction

Providing an adequate supply of livable housing for families, young single people, empty nesters, seasonal residents, the elderly and people with low and moderate incomes will require an adequate response from both the private and public sectors. Without a coordinated effort, available housing in Montgomery may not adequately meet community needs.

The direction provided in this plan emphasizes administrative and policy changes that will provide flexibility in the Montgomery's planning and regulatory framework to encourage rehabilitation of existing homes as well as diversification of the types, styles, and costs of homes available in the community. The community desires to pursue these tasks in a manner that encourages reinvestment and new investment, all focused on building strong neighborhoods. This may be accomplished by identifying infill opportunities and targeted areas for development of new housing, from single-family homes to various types of attached units.

4.5 Goals and Policies

Some of the goals, policies and implementation strategies discussed in other chapters of this plan affect housing. Enhancements to infrastructure and other public services may positively affect housing and neighborhoods. For example, pursuing various utility and community facility objectives such as improving the infrastructure in a neighborhood by reconstructing a street or water main may improve the aesthetics of a particular area. This may result in a spin-off effect whereby residents who live on these streets improve or reinvest in their homes and properties.

The goals and policies below summarize the vision of what is desired for the community's housing stock, and the basis for an operational framework within which these goals may be implemented.

New Housing

Goal 1: Permit residential development only on land suitable for that purpose, i.e. land that is free from flooding, noise, excessive traffic, other hazards, and has proper sanitary sewer and water services.

Policy 1: Adopt ordinances and regulations that protect environmentally sensitive features such as wetlands, waterways, and steep slopes from excessive impacts due to residential development.

Policy 2: Comprehensively update the subdivision regulations.

Goal 2: Maintain a level of high quality residential growth that takes full advantage of existing urban services, or is compatible with the level of available or planned municipal services.

Policy 1: Create residential design guidelines or review criteria for new residential subdivisions to ensure that improvements or developments are compatible with or improve existing neighborhood character.

Housing

Policy 2: Require high quality design, materials, site planning, and landscaping when approving new subdivisions.

Goal 3: Promote and provide for a mix of safe housing options for various income levels and lifecycle stages, including single-family homes, attached units such as apartments, townhomes, manufactured homes, congregate care or group homes that accommodate a diversity of residents.

Policy 1: Identify on the Future Land Use Map areas that are guided for single family and multi-family housing.

Goal 4: Ensure that the most current available technology is made available to new housing, including telecommunications such as Internet, cable television and wireless phone.

Policy 1: Update utility design standards for streets and related infrastructure to accommodate telecommunications infrastructure within public rights of way.

Goal 5: Provide adequate public services to new households.

Policy 1: Adopt or update regulatory tools to ensure adequate parkland dedication, utility extensions and related services.

Existing Housing

Goal 6: Improve the existing housing stock to enhance quality, livability and character.

Policy 1: Encourage home occupancy and ownership.

Policy 2: Update the zoning ordinance and related documents to tighten property maintenance, nuisance, outdoor storage, and other land use and performance standards that impact neighborhood character.

Policy 3: Use available Federal, State, and local funds for housing rehabilitation grants and loans to help owners update their houses.

Policy 4: Identify concentrations of substandard, blighted or deficient housing in order to target zoning and building code enforcement, housing rehabilitation assistance programs and possible redevelopment.

Policy 5: Establish a reliable funding source to encourage home renovations (see “this old house” tax credits, façade revolving loan programs, creative utility payment plans leverage the fact that some utilities are locally controlled).

Policy 6: Promote the preservation and rehabilitation of the existing housing stock.

Goal 7: Promote the maintenance of a high-quality living environment in stable residential neighborhoods.

Policy 1: Identify and seek out infill opportunities to remove or improve substandard housing and to provide replacement housing in the existing Montgomery neighborhoods.

Housing

Goal 8: Avoid concentrations of lower-cost and/or substandard housing units.

Policy 1: Conduct a housing inventory to gauge housing stock.

Policy 2: Investigate methods to relocate households to suitable alternative sites.

Policy 3: Evaluate methods and tools to provide landlord assistance and education for property maintenance.

Policy 4: Increase building code enforcement activities.

5.0 Economic Development

- 5.1 Introduction
- 5.2 Existing Situation
- 5.3 Issues and Needs
- 5.4 Plan Direction
- 5.5 Goals and Policies

5.1 Introduction

Economic development refers to the economy's changes that occur due to growth and expansion. Economies develop due to interactions among increasing populations, increasing numbers of employers and employees, and increasing numbers of businesses that provide goods and services for local consumption and for export.

Local governments and organizations increasingly have become interested in promoting policies and programs that stimulate local economic development. In stimulating this development, a governmental unit can have control over factors such as the industrial, commercial and office sites, and the efficient provision of local services, including sewage and water. A city can promote most effectively the formation, survival and expansion of local businesses by reducing the costs of doing business and by correcting market imperfections that inhibit new or small business development. Economic development programs should emphasize these variables.

In a local economic development program, promoting exported goods and services and decreasing imported goods merit special attention. Importing products and services from other areas reduces money into the local economy. Money employs individuals elsewhere rather than locally. Alternatively, an increase in exports, including both services and manufactured products, brings money into the local economy and increases local employment.

The three basic sources of job creation are 1) retention and expansion of existing businesses; 2) recruitment of new businesses, and 3) formation of new businesses. The economic development program should address adequately each of these job creation methods to provide a balanced approach to local economic diversification.

5.2 Existing Situation

The City of Montgomery through the Montgomery Economic Development Authority (Montgomery EDA) provides a host of business and community development planning services.

The Montgomery EDA shares office space and staff with Mobilize Montgomery (Chamber of Commerce) and the Montgomery Area Community Club. The office also is responsible for carrying out the functions and activities of Montgomery's School/Community Resource Coordinator. From within this "one stop shop" office, business owners,

Economic Development

citizens and visitors enjoy the efficiencies that a shared staff and office space can provide.

Through this office the following community & business development services are provided:

- Business assistance & referral services
- Community / project planning
- Festival & event management
- Tourism & visitor information
- New resident assistance
- Management of special community projects
- Coordination of community/citizen communications
- Community/school district tours and information resource
- Various community planning functions
- Historic preservation assistance

Major Employers

- Seneca Foods/Green Giant – 750 employees
- United Steel Products Co. – 240 employees
- Montgomery-Lonsdale Public Schools – 150 employees
- Fred's IGA Foods – 42 employees
- First National Bank of Montgomery – 26 employees
- City of Montgomery – 26 employees
- Holy Redeemer School – 25 employees
- Barnett Brothers Construction – 18 employees
- HE Westerman Lumber Co. – 15 employees
- Casey's General Store – 14 employees
- Minnesota Valley Ag – 14 employees
- Skluzacek Amoco – 12 employees
- Rural American Bank – 10 employees
- Sunrise Farm – 8 employees
- Cemstone – 4 employees

Economic Development

Wages

Job Title	Hourly Wage
Architecture and Engineering	\$23.26
Arts, Design, Entertainment, Sports, and Media	\$14.38
Building and Grounds Cleaning and Maintenance	\$9.37
Business and Financial Operations	\$20.47
Community and Social Services	\$15.19
Computer and Mathematical	\$22.53
Education, Training, and Library	\$19.43
Farming, Fishing, and Forestry	\$10.71
Food preparation and serving	\$7.77
Healthcare Practitioners and Technical	\$19.88
Healthcare Support	\$10.39
Installation, Maintenance and Repair	\$14.67
Legal Occupations	\$25.41
Life, Physical, and Social Science	\$21.65
Management	\$30.09
Office and Administrative Support	\$11.42
Personal Care and Service	\$9.58
Production	\$12.22
Protective Service	\$15.85
Sales	\$9.13
Transportation and Material Moving	\$11.75

Downtown

Montgomery has a traditional “Main Street” downtown that has retained its historical function. Retail, service and institutional establishments meet day-to-day needs. The Montgomery Chamber of Commerce helps commercial businesses in the community, and provides assistance to new businesses desiring to locate in Montgomery.

Economic Development Incentives

EDA and community development staff assist with local and county revolving loan funds, low-interest loans for commercial rehabilitation, tax increment financing, regional and state grants and loans, and location assistance.

5.3 Issues and Needs

The following are key issues and needs that have been addressed in the goals and policies for economic development:

- Areas need to be designated for new industrial lands
 - Large enough tracts of land for larger industry
- Where should new industrial area be?

Economic Development

- Currently is heavy industry to North end of town
- There is also residential in this area
- South area of town should be studies for industrial
- South end where there is existing industry and available land.
- City business subsidy program should also be in the Comp Plan
 - Any other City Economic Development Programs should also be looked at.
 - TIF
- Franchise Business
 - Should these businesses be attracted to Montgomery
- Strip Malls
 - Take away from downtown business
 - Should be strategically to minimize harm to downtown business
- Downtown
 - Want to keep downtown vibrant if and when new businesses come to town.
 - Leaning toward service businesses downtown
 - Community hasn't been able to support the retail on main street
- City can't be afraid of strip malls
- Don't be afraid of industrial development beyond current city limits
- Strip mall could be located to the north of City
- An industrial site should be shown on a map.

5.4 Plan Direction

Montgomery should be promoted as a full-service community, which means it is a civic and commercial/retail/service destination where residents can live and work. Efforts should be focused on sustaining the existing downtown as well as creating new commercial and industrial uses in the City. The health of the downtown is vital to the community. Downtown's development strategy should be based on the following principles:

1. Concentrate commercial activity.
2. Provide public improvements.
3. Facilitate building designs and site plans that complement existing traditional architecture and the existing pedestrian-oriented "Main Street" environment.
4. Promote mixed use to support retail development.
 - a. Recruit business clusters so that they support and complement each other.

Economic Development

Regional economic development activities, focused on living-wage job creation, should also be encouraged. Potential economic development partnerships should be considered with surrounding communities.

5.5 Goals and Policies

Goal 1: Enhance the strength of the Montgomery economy by supporting local industry and attracting new industries that bring quality jobs, enhanced tax base and new capital to the area.

Policy 1: Support existing industry and assist them with expansion opportunities. Implement a business retention and expansion process.

Policy 2: Work to attract new industry to the community by actively marketing the City and its industrial parks.

Policy 3: Work cooperatively with neighboring towns and Le Sueur County to attract new businesses to the region. Use regional resources for economic development activities in Montgomery.

Policy 4: Support new businesses that will bring quality jobs to Montgomery.

Policy 5: Maintain and enhance the economic development “tools” which support successful retention/expansion and business attraction efforts. This would include maintaining a strong industrial park partnership with the private sector owners/brokers, laying the groundwork for a work force development effort, creating a telecommunications policy and plan, and continuing to research and develop other economic development tools.

Policy 6: Focus staff and volunteer efforts through effective planning, reporting, development, and training activities.

Goal 2: Address local and regional issues critical to business site location decisions.

Policy 1: Enhance the image and perception of Montgomery internally (with City residents and businesses) and externally.

Policy 2: Improve highway access to Montgomery by having City staff representation on key transportation issues within the region and state.

Policy 3: Ensure that appropriate infrastructure such as roadways, sewer and water is readily available to designated commercial and industrial properties.

Policy 4: Support designating additional land for commercial/retail use. Encourage centralizing these designations along Highway 13, but also include other areas adjacent to downtown.

Policy 5: Identify and evaluate redevelopment opportunities within the City, with focus on properties that are seeing disinvestments. Consider mixed uses for these redevelopment areas in addition to industrial/commercial uses.

Goal 3: Enhance the physical and “purchasing power” appeal of Montgomery as a place to work and shop.

Policy 1: Enhance retail opportunities in Downtown Montgomery. Support Chamber of Commerce efforts.

Economic Development

Policy 2: Ensure commercial areas remain viable and an asset to the community by working proactively with property owner and by encouraging the continuation of the “Main Street” traditional design approach to building renovation.

Policy 3: Balance and diversify Montgomery housing stock by increasing options for “move up” market and upscale segments. Develop an approach to attract this housing market.

Policy 4: Make appropriate policy and administrative adjustments; prepare information and a “community support” package to motivate development and promote Montgomery to targeted housing developers.

Goal 4: Maintain downtown Montgomery as a diverse and active central business district that is the community’s center for social interaction, governmental services and an important place of commerce. Expand efforts to promote tourism and ethnic heritage in Montgomery, especially downtown.

Policy 1: Improve and maintain efforts to promote and expand tourist-related business and uses in Montgomery.

Policy 2: Create a task force to more specifically look at tourism and what can be done to improve tourism in Montgomery.

Policy 3: Carry out market analysis for a niche retail (such as antiques or crafts) and business clusters that would serve tourists and complement other niche retail in area.

Goal 5: Support efforts to improve statewide “business climate” and legislative issues that impact Montgomery’s ability to attract and retain jobs and tax base.

Policy 1: Participate in regional or statewide initiatives that address “business climate” issues such as commercial/industrial property taxes, workers’ compensation and a statewide vision/strategy for economic development.

Goal 6: Strengthen existing economic development agencies within the City or in other organizations, and solidify partnerships with the private business community.

Policy 1: Enhance the economic development capacity of the City and encourage continued and/or improved dialogue between the Chamber of Commerce, City and other applicable organizations.

Goal 7: Encourage infill of existing commercially and industrially zoned land.

Policy 1: Support efforts of businesses that want to locate in Montgomery by encouraging them to use existing land that is currently vacant or underused and served with infrastructure.

Goal 8: Preserve and enhance the public infrastructure for commercial and industrial establishments.

Policy 1: Adapt industrial space to attract new business and accommodate new market trends such as smaller spaces and business incubators.

Policy 2: Establish appropriate infrastructure including high-speed telecommunications to attract and retain industry.

Economic Development

Goal 9: Undertake studies to identify issues and opportunities relating to light industrial and manufacturing sectors.

Policy 1: Commission a study to determine the type of new or existing industries that could prosper in Montgomery. Also, identify the needs of the business in the light industrial marketplace throughout the region and determine how the City can satisfy those needs.

6.0 Parks, Open Space, and Trails

- 6.1 Introduction
- 6.2 Existing Conditions
- 6.3 Issues and Needs
- 6.4 Plan Direction
- 6.5 Goals and Policies

6.1 Introduction

Parks, recreation and open spaces can shape the physical environment of a community in a way that enhances neighborhoods. They represent an important building block for a neighborhood by providing places for people to meet and congregate. Parks and open spaces also provide opportunities to protect and conserve a community's natural resources while allowing residents and visitors to experience nature.

This chapter of the Comprehensive Plan will help ensure that daily recreational opportunities are available throughout the year to serve the varied needs of all age groups. The guidelines also help ensure that as the community grows, park, open space and trail easements are dedicated to accommodate the growing community's recreational needs.

6.2 Existing Conditions

The Montgomery area currently offers adequate opportunities for recreation with its community parks and golf course.

Currently, there is a parks dedication fee of \$150 per lot that is used for park improvement and maintenance.

Montgomery has three parks and recreational areas:

Memorial Park

Memorial Park is the City's largest park. This twenty-acre Park has modern playground equipment and bathroom facilities. Memorial Park also has a lighted baseball field with grandstands that hold 2000 fans, a lighted horseshoe pit, three lighted volleyball courts, and a half size basketball court.

A large band stage is also located within the park that may be used for entertaining or events.

Memorial Park has two large shelters with picnic tables and it's a great place to hold a family reunion or picnic.

North Side Park

North Side Park is a ten-acre park located near the golf course. The park has modern playground equipment and bathroom facilities. Two large picnic shelters and approximately twenty picnic tables. Located at North Side Park is a full-size basketball court, two lighted regulation-sized tennis courts, and two lighted softball fields.

Parks, Open Space, and Trails

West Side Park

West Side Park is two acres in size and designed for smaller children. This park has new large playground equipment. It also has a basketball court, picnic tables and benches.

6.3 Issues and Needs

The following are key issues and needs that have been emerged regarding parks and recreation:

- Existing parks are in good shape
- New developments are giving land for parks
- Money for park maintenance is an issue
 - \$112,000 for maintenance in 2003
 - Parks cost money and need to be maintained
 - There are enough large parks

6.4 Plan Direction

Over the next 20 years, Montgomery faces the challenges of maintaining and improving its parks and recreational facilities to meet the needs of a growing population, with increased expectations and preferences that are more diverse. The focus of parks, trails and open space planning needs to be on maintaining current facilities; improving pedestrian connections among parks, downtown and neighborhoods; and providing services for the future.

Major new facilities should include a neighborhood park to serve new residential development that will occur in the City. Developing a new park on both the western and eastern sides of the City where new development is occurring would also be desirable. These and all future parks would have both passive and active recreation components.

City residents also want to continue to improve trail connections in and around Montgomery that provide connections to City parks and neighborhoods.

As a general rule of thumb, there should be approximately 10 acres of park land per 1000 persons in a community.

6.5 Goals and Policies

Goal 1: Maintain and enhance existing City parks, open spaces, and trails.

Policy 1: Evaluate existing parks on a yearly basis to ensure that they are safe, well maintained, and accessible to all residents and visitors. Identify upgrade needs to be included in the 5-year Capital Improvement Program.

Policy 2: Acquire land needed for a new neighborhood park through dedication upon platting and/or acquisition as demand is generated by new housing development.

Policy 3: Design and maintain parks with proper lighting, shelter and landscaping to help ensure public and property safety.

Parks, Open Space, and Trails

Goal 2: Plan for future park needs.

Policy 1: Create a five-year detailed Capital Improvement Plan (CIP) for City parks to help ensure that these facilities are properly maintained and comply with current safety and accessibility codes.

Goal 3: Provide adequate land for park and recreational development to serve anticipated growth.

Policy 1: Review the need for, and include, additional parks, open spaces and trails as new neighborhoods are planned.

Policy 2: Adopt a parkland dedication fee to provide adequate new recreation space as development occurs.

Policy 3: Encourage and accept land gifts, easements and forfeitures in areas with potential recreational development opportunities, if consistent with community needs.

Goal 4: Plan park, recreation, and open space area planning in conjunction with land use planning.

Policy 1: Require dedication of net developable parkland or cash in lieu of land in conjunction with the subdivision of all properties.

Goal 5: Continue to expand the bicycle and pedestrian sidewalk/trail system in the City that connects City parks, public facilities and popular destinations.

Policy 1: Improve the trail and sidewalk network to provide interconnection between park and recreation areas, downtown and community neighborhoods.

Goal 6: Provide recreational facilities and programs to serve the varied needs of all age groups.

Policy 1: Explore development of new recreational facilities, including a full basketball court, sand volleyball court, and a skateboarding/rollerblading park.

Policy 2: Work with the School District to jointly plan and maintain needed park and recreational facilities.

Goal 7: Protect and enhance Montgomery's natural resources, including water resources.

Policy 1: Establish a regulatory and management program to help protect environmentally sensitive natural resources.

Policy 2: Utilize best management practices (bmp's) to improve the natural environment.

7.0 Utilities

- 7.1 Purpose/Introduction
- 7.2 Existing Conditions
- 7.3 Issues and Needs
- 7.4 Plan Direction
- 7.5 Goals and Policies

7.1 Purpose/Introduction

Utilities, as considered in this chapter, consist of water, sanitary sewer, solid waste, electrical, storm water and telecommunications. Utility infrastructure will be a key component in preparing for the City's long-term success. These infrastructure elements will have to accommodate all existing development and handle on-going development pressure that has resulted from the City's proximity to the Twin Cities Metropolitan Area. This comprehensive plan will establish a vision of how the City will develop and, as part of the vision, it is important to understand the needs for rehabilitated or new infrastructure to support that vision. The City of Montgomery recognizes the importance of utility infrastructure and its impact on the City's ability to preserve the quality of life for residents and to react to development pressure. As such, the City recognizes the need to have goals and policies in place that will contribute to the orderly rehabilitation and development of City utilities.

Utility improvements will necessarily be related to future trends in land use and transportation and should be implemented, generally, in conjunction with them. This utility chapter will acknowledge those trends in land use, development and transportation, and will propose policies and goals so the City is positioned to move confidently into the future.

7.2 Existing Conditions

Water

The City's source of potable water is four wells and a water treatment plant. The water storage capacity is 500,000 gallons and the pumping capacity is 1,375 gallons per day. The average demand is 300,000 gallons per day and the peak demand is 500,000 gallons per day. A new water tower was built in 2003. The water treatment plant has a capacity of 2,160,000 gallons per day.

The distribution system consists of cast iron and polyvinyl chloride (PVC) pipes ranging in size from 2 inches to 12 inches in diameter, and varying in age. Maintenance records indicate the mains are in generally fair condition, with a few breaks occurring during the winter months each year.

Sanitary Sewer

A new wastewater treatment plant was finished in 2003. It has a capacity of 2,000,000 gallons per day. The average demand for the plant is 300,000 gallons per day and the peak demand is 500,000 gallons per day.

Solid Waste

Solid waste is handled by a contract hauler on a 3-year contract. Currently service is provided by Waste Management.

Electrical

The City of Montgomery is covered by two electrical providers. The north edge of the City is covered by Minnesota Valley Electric Company and the Southern portion is covered by Alliant Energy.

Storm Water

The storm sewer system is in fair condition. Storm sewer ranges from 12 to 36 inches. The City is served by two County ditches that provide storm drainage. New development is served by stormwater detention ponds.

Telecommunications

The City is served well in terms of telecommunications. Frontier Communications of Minnesota provides local telephone and DSL service. Cellular phone service is provided by Midwest Wireless, as well as many other providers. Internet service is also available at the Montgomery Library.

7.3 Issues and Needs

There are a number of issues or needs that have been identified and tabulated below. This list does not necessarily include all issues and needs, but these have been identified either at the visioning session held in April, 2004 or through discussion with City staff.

- Storm water detention ponds are needed
 - Identify area for large detention pond
- Replacement of old water mains are important
- Comprehensive Plan should outline policies regarding right-of-way-management
- Floodplain needs to be identified and mapped

7.4 Plan Direction

The City faces the need to maintain, rehabilitate and extend its utility infrastructure to meet the needs of its existing residents and the needs of a growing population, with both having increased expectations about the level of service provided.

This comprehensive plan will emphasize the policy and administrative changes required to provide the City with the tools to plan and regulate infrastructure rehabilitation, and development and encourage the efficient use of public investments.

7.5 Goals and Policies

The utility goals and policies should reflect the City's vision, enhance the quality of life and maintain the health and welfare of residents. The goals set forth the desires and needs of the community. The policies are specific actions that will further goal attainment.

Goal 1: Plan for the timely rehabilitation of existing infrastructure and for the orderly extension of infrastructure to serve growth.

Policy 1: Prepare a five-year capital improvement plan that recognizes both the needs of existing infrastructure and the demand for future extension. A funding plan should be included.

Policy 2: Develop guidelines for developer improvements within the City and cost sharing guidelines for those improvements.

Policy 3: Plan utility improvements in conjunction with transportation improvements to minimize cost of duplicative repair work.

Policy 4: Prepare an “Asset Management Plan” to identify the most cost effective methods and scheduling of utility maintenance.

Goal 2: Utility improvements shall balance environmental factors with the need to rehabilitate and expand.

Policy 1: Require developers to employ erosion and sediment control measures to minimize adverse impacts to the natural drainage system.

Policy 2: Maintain drainage swales, ditches, culverts, etc, that are in within the city.

Policy 3: Develop “Best Management Practices” to control and or treat run-off.

Policy 4: Regulate and monitor development activities to minimize adverse impacts on natural systems, including wetlands and lakes.

Goal 3: Develop a storm water utility and storm water management plan.

Goal 4: Utility Improvements shall be planned in a collaborative way with surrounding jurisdictions.

Policy 1: Representatives of the City shall be designated to serve on inter-jurisdictional bodies where appropriate.

Goal 5: Standardize the requirements for construction of each utility.

Policy 1: Develop standard detail sheets for utility construction.

Policy 2: Develop standards for materials, appurtenances and minimum sizes.

Policy 3: Develop standards for design, e.g., return rainfall period, street structural sections, minimum slopes for streets, sidewalks and parking lots, etc.

Goal 6: The utility systems in the City shall provide for the health, welfare and quality of life of the residents.

Policy 1: The City shall review and consider utilizing the “Recommended Standards for Wastewater Facilities” prepared by the Great Lakes–Upper Mississippi River Board of State and Provincial Public Health and Environmental Managers.

Policy 2: The City shall review and consider utilizing the “Recommended Standards for Water Works” prepared by the Great Lakes–Upper Mississippi Board of State Public Health and Environmental Managers.

Policy 3: Electric distribution lines shall be buried where practical.

Policy 4: Implement restrictions on the private use of easements.

Policy 5: Provide adequate funding for maintaining utilities.

Goal 7: Expand access to digital information and communications technology.

Policy 1: Work with State and County officials to identify options for collaborating with the private sector to obtain improved telecommunications service and to explore the desirability and feasibility of Montgomery entering the telecommunications business through a municipal utility.

Policy 2: Encourage economically efficient deployment of infrastructure for higher-speed telecommunication services and greater capacity for voice, data and video transmission.

Policy 3: Explore methods to improve communications access and infrastructure in various public buildings, including schools.

Policy 4: When infrastructure improvement projects such as road extensions and reconstructions are being designed, evaluate installing telecommunications infrastructure such as fiber optic cables.

Policy 5: Develop a telecommunications policy that defines priorities for various telecommunications technologies, including Internet and wireless communications.

Policy 6: Create a telecommunications ordinance that establishes land use regulations for wireless communications facilities.

Policy 7: Use communications technology enhancements as an economic development tool for business retention, expansion and recruitment.

Policy 8: Enhance the links among the citizens, library and schools for telecommunication access.

8.0 Public Facilities

- 8.1 Purpose/Introduction
- 8.2 Existing Situation
- 8.3 Issues and Needs
- 8.4 Plan Direction
- 8.5 Goals and Policies

8.1 Purpose/Introduction

Public facilities and services define how a community looks and functions. Community resources and public facilities include the land, buildings and services that are considered essential infrastructure for serving the community. The City of Montgomery provides a traditional array of City services that complement others that are provided throughout the region. These include City administrative services, emergency services (police, fire and emergency medical), schools, library, and health care.

Local public facility systems often work in conjunction with other public service providers in the region to help ensure that the needs of current and future Montgomery residents are being met. This would include providers such as the Montgomery-Lonsdale School District, area hospitals and health care providers, Le Sueur County, the State of Minnesota, and other public and civic-oriented entities.

The adequacy of existing public facilities was mentioned during the Issues/Priorities vision workshop. This chapter will identify public facility issues and needs, and recommend goals and policies.

8.2 Existing Situation

Municipal Administration

The City of Montgomery is operated for all the people of Montgomery. The benefit to the majority of the citizens must be the city's primary concern. That means that a major goal for the city must be to do the most good for the most people with every tax dollar expended. This also means that we must limit certain actions so as to protect the public at large from the impacts of these actions.

The City of Montgomery exists only to provide service to the citizens of the community. Citizens band together to form a City in order to receive services that can be provided most efficiently on a city-wide scale. Water and sewer services, snow plowing, zoning, police and fire protection are the most visible, but certainly not the complete list of these services.

Many City services and functions are currently housed at City Hall, including City administrative offices (City Administrator, fee collection, permit processing and public records maintenance), City Council Chambers, Municipal Utilities and the Montgomery Memorial Library.

Emergency Services: Police, Fire, and Emergency Medical

The Montgomery Police Department is located at 301 Boulevard Avenue West. Office hours are 8:00 a.m. to 4:30 p.m. Monday-Friday. The Montgomery Police Department is a full service 24 hour 7 days a week police department and consists of the following members: five full-time police officers, eight part-time police officers, and two civilian employees.

The Montgomery Fire Department has been serving Montgomery, and the surrounding area for 127 years. The Fire Department is a 100% volunteer Fire / Rescue service, with 31 members of the community currently active. The department serves the City of Montgomery, and the Townships of Erin, Lanesburgh, Lexington, and Montgomery. The primary goal of the Fire Department is to protect and serve the community from fire and other emergencies through a combination of tools, training and teamwork.

The City of Montgomery also provides emergency medical services. The purpose of the Montgomery Emergency Medical Service (MEMS) is to provide basic life support transportation. The City has been providing this service since 1970.

A new building will be constructed in 2005 to house police, fire and emergency medical facilities. The location of this building has yet to be determined.

Schools

The Mission Statement for the Montgomery-Lonsdale School District is: "Providing quality education in a positive environment."

The Montgomery-Lonsdale Public School district #394 is located 50 miles from the Minneapolis-St. Paul metropolitan area. The district is made up of the communities of Montgomery, Lonsdale, Kilkenny, and Heidleberg. There are nearly 1200 students 75 certified employees, and nearly 125 total employees. The district has two separate facilities. A pre K-3 building opened in 1994 and 4-12 building, which was extensively remodeled in 1993. The 4-12 facility includes a swimming pool, an auditorium, and a newly constructed gymnasium. The school district offers nearly 40 co-curricular activities for student as well as providing the full complement of student support services. The district is a member of the Minnesota River Valley Special Education Cooperative for low incidence high need special educational services. The district is a member of the Minnesota River Conference and the Minnesota High School League for interscholastic athletic competition. The district also offers many preschool programs and our community education programs serve all ages thereby supporting our philosophy that education is a lifelong experience.

Library

The current Montgomery Library is located in City Hall. There is 1050 square feet at that location. The space in City Hall is too small to deliver appropriate library services; therefore an effort is under way to expand the library

facilities to downtown Montgomery. The new library would be located in the old bank building downtown. This move is expected in late 2005.

Health Care

There is currently one clinic in Montgomery that is operated through the New Prague Clinic. This clinic is housed in a municipal owned building.

8.3 Issues and Needs

This section summarizes the issues related to public facilities that were discussed in the Issues and Priorities Workshop on April 13, 2004. The complete list of issues identified at this workshop may be found in Chapter 2: *Community Values and Vision*.

At the Issues and Priorities Workshop held on April 13, 2004, the overall theme was that the City needed to update or replace almost all Community Facilities. The overall list of issues and needs is below:

- City needs to replace almost all facilities
- Library is being worked on
- Emergency services is being looked at by SEH
- Schools need to be looked at
- Safety – density of housing is too high in some areas
- Sidewalks need maintenance and need to be in new development
- Telecommunication needs to be studied
- There is one clinic in town. Affiliated with New Prague Clinic
- Possibility of new clinic in town someplace
- Senior center and community center needs to be looked at

8.4 Plan Direction

The City is challenged to provide public services and manage public assets in a cost-effective manner at a level that meets the needs of current and future city residents. This includes planning public investments to continue to provide adequate public services as the community grows and evolves. This chapter provides approaches to public facility issues within the context of the Planning and Development Principles discussed in Chapter 2. Orderly, balanced, and sustainable growth and planned reinvestment will facilitate efficient use of public funding and facilities.

8.5 Goals and Policies

Goals may be thought of as items or improvements to strive for to enhance quality of life in the community. A goal describes “what” the community wants to achieve, and it is often synonymous with an objective. The public facilities goals below are based upon input received at the Issues/Priorities Vision Workshop and recommendations from the consultant.

Public Facilities

Municipal Administration

Goal 1: Continue to monitor the quality of existing services; try to deliver services in the most cost-effective manner and eliminate duplication; work toward joint services whenever significant benefits to Montgomery can be achieved.

Policy 1: Carry out an assessment of City Hall facilities. (Within the next few years, City Hall will need to be expanded on its existing site or replaced, possibly at a new site.) City Hall and all other appropriate facilities should be located downtown if at all possible.

Emergency Services: Police, Fire and Emergency Medical

Goal 1: Continue to provide sufficient financial assistance for required police, fire and emergency medical services.

Policy 1: Work cooperatively with Le Sueur County Sheriff's Department and local police departments to address law enforcement issues and areas of common concern in the region

Policy 2: Support the continuation of local ambulance and fire fighting services, as well as education and prevention programs for citizens in these emergency service areas.

Policy 3: Complete the study of the delivery of emergency response services and implement the recommendations.

Goal 2: Encourage collaboration between the police and citizens in community crime-prevention activities.

Goal 3: Encourage education and prevention programs for citizens regarding emergency services provided by the ambulance service and the fire department.

Schools, Library and Learning Resources

Goal 1: Support a strong library system with excellent services, programs and collections to meet a variety of informational and educational needs.

Policy 1: Continue to foster the relations between the City Council and the Library

Goal 2: Encourage business, schools, city government, service and professional organizations to develop partnerships and learning opportunities that prepare students and adults for the work world.

Policy 1: Encourage the development of job readiness skills for adults.

Policy 2: Work with the Montgomery-Lonsdale School District, Community Education and others to provide practical classes, seminars, educational workshops and related professional development endeavors.

Policy 3: Design services and programs in response to needs resulting from demographic and societal changes in Montgomery.

Goal 3: Ensure the highest quality school facilities and resources for pre-school and K-12 students.

Policy 1: Work cooperatively with the Montgomery-Lonsdale School District to ensure a high- quality educational experience for Montgomery youth.

Public Facilities

Health Care

Goal 1: Ensure that all citizens of Montgomery have access to high quality health care facilities.

Policy 1: Continue to monitor existing facilities; work closely with health care service providers to provide adequate land and municipal services for health care facilities.

9.0 Transportation

- 9.1 Background and Existing Transportation System
- 9.2 Transportation Needs and Issues
- 9.3 Transportation Goals and Policies
- 9.4 Street System Plan and Recommendations
- 9.5 Highway 13 Access Management Study
- 9.6 Transit, Park and Ride, and Pedestrian/Bicycle Facilities

9.1 Background and Existing Transportation System

The City of Montgomery has initiated this comprehensive planning effort to better prepare the community to manage and accommodate ongoing development pressures that have resulted from the community's relatively close proximity to the Twin Cities Metropolitan Area. The Land Use Plan has established a vision for how the City is anticipating development over the next 20 plus years and is intended to provide a framework to assist in ensuring that the vision is realized. As part of that vision, the City recognizes the travel needs of its residents, local businesses, commuters, and others traveling through the city or using the transportation facilities within Montgomery. Furthermore, the City of Montgomery recognizes its role within the transportation system and that its policies and improvement projects need to encourage and contribute to the orderly development of the City, Le Sueur County, and the region.

The anticipated land use development discussed in Chapter 3.0 requires planning to determine how the transportation system needs to adapt to meet the travel demands of the anticipated growth. It is imperative that transportation improvements and future land use be planned and implemented in conjunction with one another. Therefore, the purpose of this transportation chapter is to acknowledge the current trends in development, the location and intensity of future development, and to identify transportation improvements that should be linked to these future development plans.

Three levels of government share jurisdiction over the existing transportation system within the City of Montgomery. The Minnesota Department of Transportation (Mn/DOT) maintains the state highway system (TH 13/21), Le Sueur County maintains the county state aid highways (CSAH 3, 26, 56, and 57) and the county roads (140, 142, and 144), and the City of Montgomery maintains the local city streets. Figure 1A depicts the transportation system within the City of Montgomery.

Trunk Highway 13, which bisects the City of Montgomery runs north-south across south Minnesota and provides a statewide and regional connection. It provides a vital link for the City of Montgomery to several communities to the north (New Prague, Savage, and the Twin Cities) and to the Cities of Waseca and Albert Lea and I-90 to the south. Through the City of Montgomery Highway 13 remains a two-lane highway with on-street parallel

Transportation

parking throughout the city limits. The 2002 Annual Average Daily Traffic (AADT) on Highway 13 ranged from 3,200 trips south of town to 6,500 trips between Ash Avenue and the Highway 13/CSAH 26 intersection (Figure 1A).

State Highway 21 is a two-lane roadway that runs northwest from the City of Faribault to the City of Montgomery and then north along a shared alignment with Highway 13 to the City of New Prague and then continues north to Highway 169 in the City of Jordan. The 2002 AADT on Highway 21 southeast of Montgomery was 1,350 trips.

In addition to the state highway system, there are several Le Sueur County highways/roads in the City of Montgomery. These roadways provide north-south and east-west connections throughout Le Sueur County and convenient access to the state highway system. County State Aid Highway (CSAH 26) had a 2003 AADT of 1,500 trips west of town and 4,350 trips just east of Highway 13, which was the highest volume of any of the county roads in the City. See Figure 1A.

The City of Montgomery has an extensive local roadway system that has primarily been developed to accommodate traffic circulating within and between residential neighborhoods and commercial areas throughout the community. Several of the city streets are narrow roadways and a higher than normal number of streets dead end (stubs) at the eastern and western boundaries of the city limits.

9.2 Transportation Needs and Issues

It is important that an analysis of the transportation system needs and issues is based on both an evaluation of the existing transportation system and an understanding of how the traffic will likely grow in the future. This section will identify the existing and the future transportation system needs. An initial listing of transportation related needs and issues in the Montgomery area was compiled based on fieldwork and input from the following:

- Montgomery City staff
- Le Sueur County
- Mn/DOT

Meetings with staff from the City of Montgomery and Mn/DOT were held to identify and discuss local and regional transportation needs and issues. The transportation issues and needs have been sorted by type and are listed below.

Safety

- Speeding is an issue along Highway 13 through the urban core section of the highway.
- Need for improved and expanded pedestrian facilities (e.g. sidewalks and trails) throughout the City of Montgomery.

Operations & Mobility

- Need to support additional improvements to Highway 13 that will enhance access to the southwestern suburbs of the Twin Cities Metro Area.

Transportation

- At times of the year truck and farm traffic can create conflicts with auto traffic on Highway 13, Highway 21, and on several county roads.
- Le Sueur County Road 26 (Lexington Ave./Boulevard Ave./Mill Ave.) may need improvements to accommodate increasing traffic, both vehicular and pedestrian.
- Need to develop a collector grid road network to provide access to, through, and within the future development areas identified in Future Land Use Map.
- Potential capacity improvements to Highway 13 may be needed as the City grows and as traffic volumes continue to increase.

9.3 Transportation Goals and Policies

Transportation goals and policies should reflect a vision of what the City of Montgomery transportation system should provide. Listed below are a set of goals and policies that should be applied and assessed when considering potential transportation improvements throughout the City. These goals and policies are not ranked or presented in any order of importance or need.

Goals

1. The transportation system in the City of Montgomery shall facilitate the safe and efficient movement of its citizens within the City and to and from regional highway facilities.
2. The planned transportation system shall be flexible and multi-modal and provide for the vehicular and non-motorized mobility needs of citizens and businesses in the City, including autos, transit, park-and-ride facilities, bicycling, and pedestrian facilities.
3. The local street system shall provide for a connected, coordinated, and affordable network of transportation facilities within and through the City of Montgomery.
4. Transportation improvements shall balance environmental factors with transportation needs and the desired land uses as identified in the Land Use Chapter of this Comprehensive Plan.
5. Transportation planning shall be a collaborative effort between the City of Montgomery and surrounding jurisdictions (townships), Le Sueur County, and Mn/DOT.

Policies

1. Coordinate and plan road improvements with appropriate road authorities including identification of jurisdictional responsibilities and collaborative financing mechanisms.
2. Work with Mn/DOT to preserve and improve Highway 13 and its intersecting roadways in a manner that balances safety, mobility, and access needs through the City.
3. Continue to establish a local network of streets that preserves neighborhood identity and link neighborhoods together to important community facilities, such as schools, parks, and churches.

4. Require new development to provide an adequate system of local streets while limiting direct access to major thoroughfares (e.g. Highway 13 and CSAH 26) in order to maintain safe and efficient operations on these roadways.
5. Require the dedication or preservation of right-of-way consistent with appropriate right-of-way standards when property is platted or subdivided, and work with landowners/developers during the site planning and platting process to implement safe and efficient roadway design.
6. Adopt site development performance standards that minimize impacts to the supporting road network including standards that address the adequacy of the following items:
 - a. Off-street parking for any new or expanding land use;
 - b. Internal traffic circulation and separation of parking maneuvering areas from driveways;
 - c. Stacking spaces for drive-thru facilities;
 - d. Maneuvering space for delivery and service vehicles; and
 - e. Driveway widths and off-site turn lanes.
7. Plan, design, and construct transportation improvements that respect the natural environment and reflect the aesthetic character and values of the citizens of Montgomery while managing and shaping growth consistent with the land use policies of the comprehensive plan.
8. Improve communication between the City of Montgomery, Le Sueur County, and Mn/DOT in the review of rezoning, conditional use permit, and plat requests that may affect roadways under the jurisdiction of these government entities and coordinate transportation planning and implementation with neighboring and affected jurisdictions.
9. Plan an infrastructure improvement, maintenance, and replacement program that maintains the existing roadways and sidewalks, while promoting orderly development in new areas.
10. Enact provisions that require sidewalks along city streets and provide pathways/trails along local arterials and county and state rights-of-way that connect residential areas to major public facilities, schools, parks, etc.

9.4 Street System Plan and Recommendations

Functional Classification

Functional classification is a system by which streets and highways are grouped according to the character of traffic they are intended to serve. Basic to this process is the recognition that individual roadways do not function independently. Most travel involves movement along a network of different types (classifications) of roads. The functional class of a roadway should be an important consideration in the development of local regulations for land development. The mobility of higher classified roadways should be protected through careful management of site development and access spacing. Transportation safety and operational problems occur when a roadways design and the management of access to the roadway are inconsistent with the functional and operating demands imposed on the roadway. Four basic functional classification categories that are commonly used include: principal

Transportation

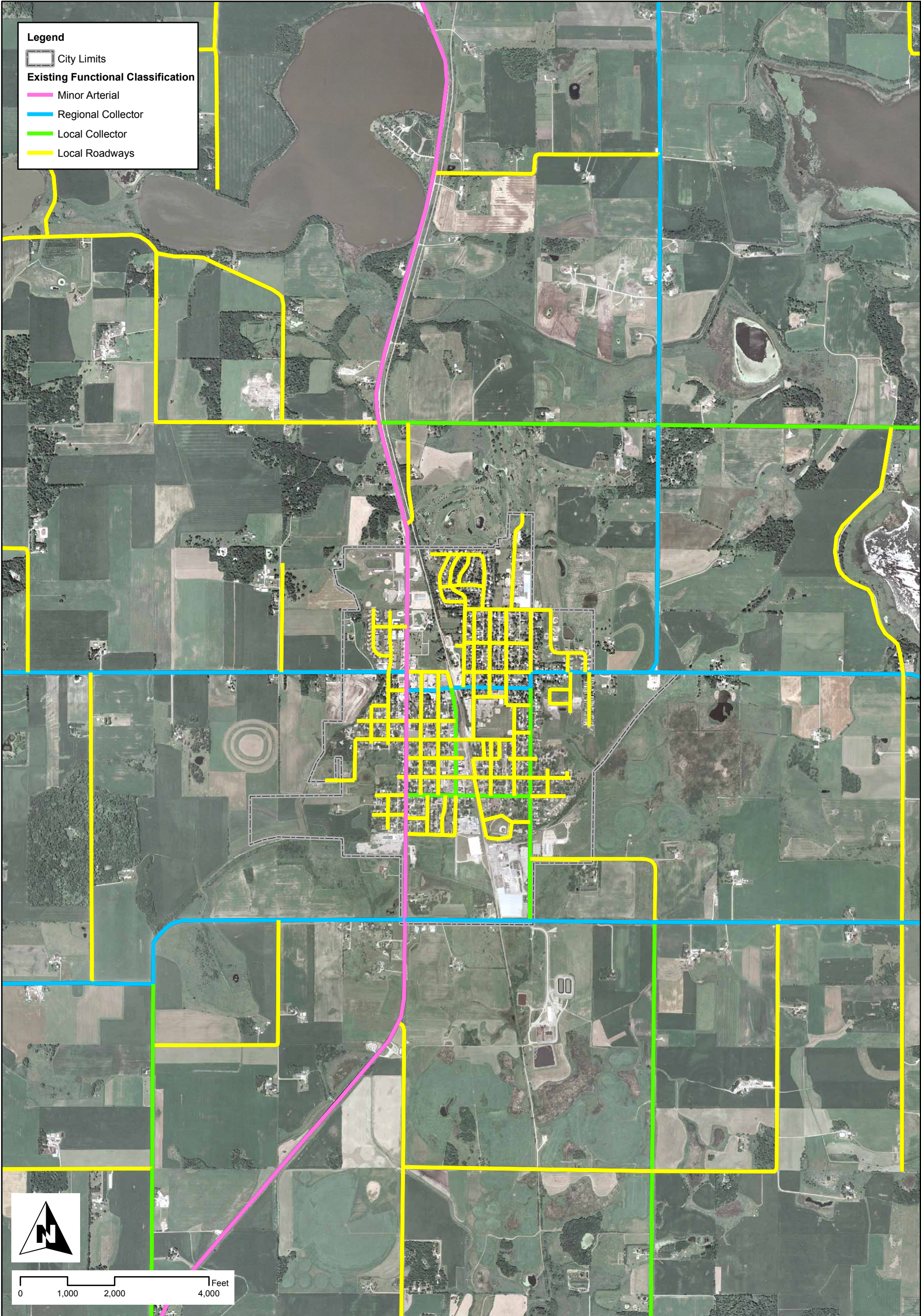
arterials, minor arterials, collectors, and local roadways. Figure 1B depicts the functional classifications for the existing transportation system. Roadways are classified based on consideration of criteria that includes, but is not limited to, the following:

- Geographic units connected
- Types of streets connected
- Average length of trip served
- Percentage of regional truck traffic
- Distance between roadways of the same classification
- Volume of traffic anticipated to be carried on the roadway
- Speed limit
- Roadway section or design (right-of-way and access provisions)

Principal Arterial Roadways

Principal arterials have the highest volume capacity and provide the highest level of service at the greatest speed for the longest uninterrupted distance. This type of roadway is intended to connect larger cities with one another and connect major business concentrations. Principal arterial roadways in the area include Interstate 35 and Highway 169. There are no other principal arterials in close proximity to the City of Montgomery.

Spacing between principal arterial roadways can vary dramatically. In metropolitan areas, principal arterials may be every 10-miles, while in rural areas 25-50+ mile intervals is common.



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EXISTING FUNCTIONAL
CLASSIFICATION
MONTGOMERY, MINNESOTA

Figure
1B

Minor Arterials (Regional and Local)

Minor arterials connect important locations inside and outside of different regions. For the purposes of this study, the minor arterial classification has been further divided into regional arterial and local arterial designations. Regional arterials emphasize mobility and access needs to be carefully managed to avoid capacity and safety problems. However, there is typically some additional access to regional arterials compared to principal arterials. Highway 13, has been classified as a regional arterial. Local arterials connect important locations inside a community and serve primarily local trips. Local arterials generally connect to regional arterials and collector roadways. Local arterials serve both as mobility corridors and as primary roads for accessibility. In developed urban areas, they tend to carry high volumes of traffic and provide a high degree of access to adjacent properties. There are no existing roadways within the City of Montgomery that have been classified as local arterials, but as future development occurs the need for local arterial roadways is anticipated.

Spacing between minor arterial roadways varies depending on the type and intensity of land use. In densely populated urban areas, local arterials are spaced at 1-2 mile intervals. In smaller communities like the City of Montgomery this distance is typically greater and may mean that only one or two roadways in a smaller city is classified as a local arterial. Regional arterials in a rural setting may be spaced at 5-10 mile intervals depending on the location and size of communities the regional arterials connect.

Regional and Local Collectors

Similar to minor arterials, collector roadways have also been further delineated as regional and local. Regional collector roadways provide a balanced function of serving both mobility and access needs. Regional collectors consist of county roads that provide connectivity between the regional and local arterial system and collect and distribute traffic from developed areas. In general, regional collectors emphasize mobility over access. A few examples of regional collectors in the study area include Highway 21, CSAH 26, and CR 144. Local collectors primary function is to provide access to the adjacent land by serving as a connection between the local street network and the arterial roadways. Also, they connect developed areas within the City of Montgomery to other developed areas in the City. Examples of local collector roadways in the City of Montgomery include CSAH 3 (5th Street), CSAH 56 (Oak Avenue), CSAH 57 (1st Street between Oak Ave. and Boulevard Ave), CR 142, CSAH 3 (south of Highway 21), and CR 161/163.

Spacing between collector roads varies on the type and intensity of land use. In urban areas collector may be every half-mile, while in rural areas 1-2 mile spacing may be adequate.

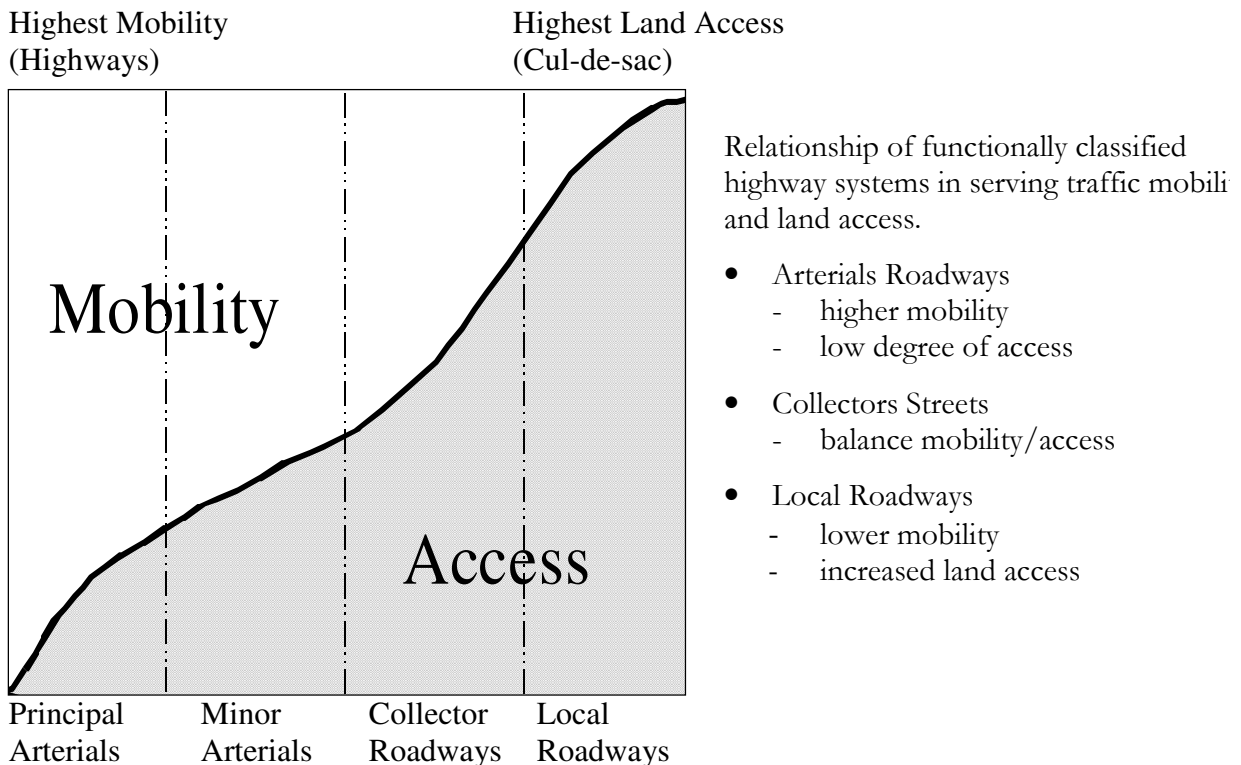
Local/Neighborhood Roadways

Local/neighborhood roadways interconnect residential neighborhoods, commercial, and industrial developments. Local roads generally serve short trips and provide high levels of property access. Most city streets are typically classified as local roadways.

When discussing functional classification, it is important to recognize the direct correlation between functional classification and access. The higher the functional classification, the more emphasis is on mobility and less access can be permitted. A principal arterial's access is limited to the extent possible to maximize mobility along the roadway. On minor arterials, more access and more conflicts can be tolerated; however, mobility is still the primary function. Regional and local collectors are intended to accommodate both mobility and access depending on the function of the particular roadway and anticipated traffic volume. Local/neighborhood streets clearly have more emphasis on access rather than mobility.

Typically, travelers will use a combination of different roads to serve their travel needs. Figure 1C illustrates the direct correlation between increasing mobility and decreasing access and conversely decreasing mobility and increasing access.

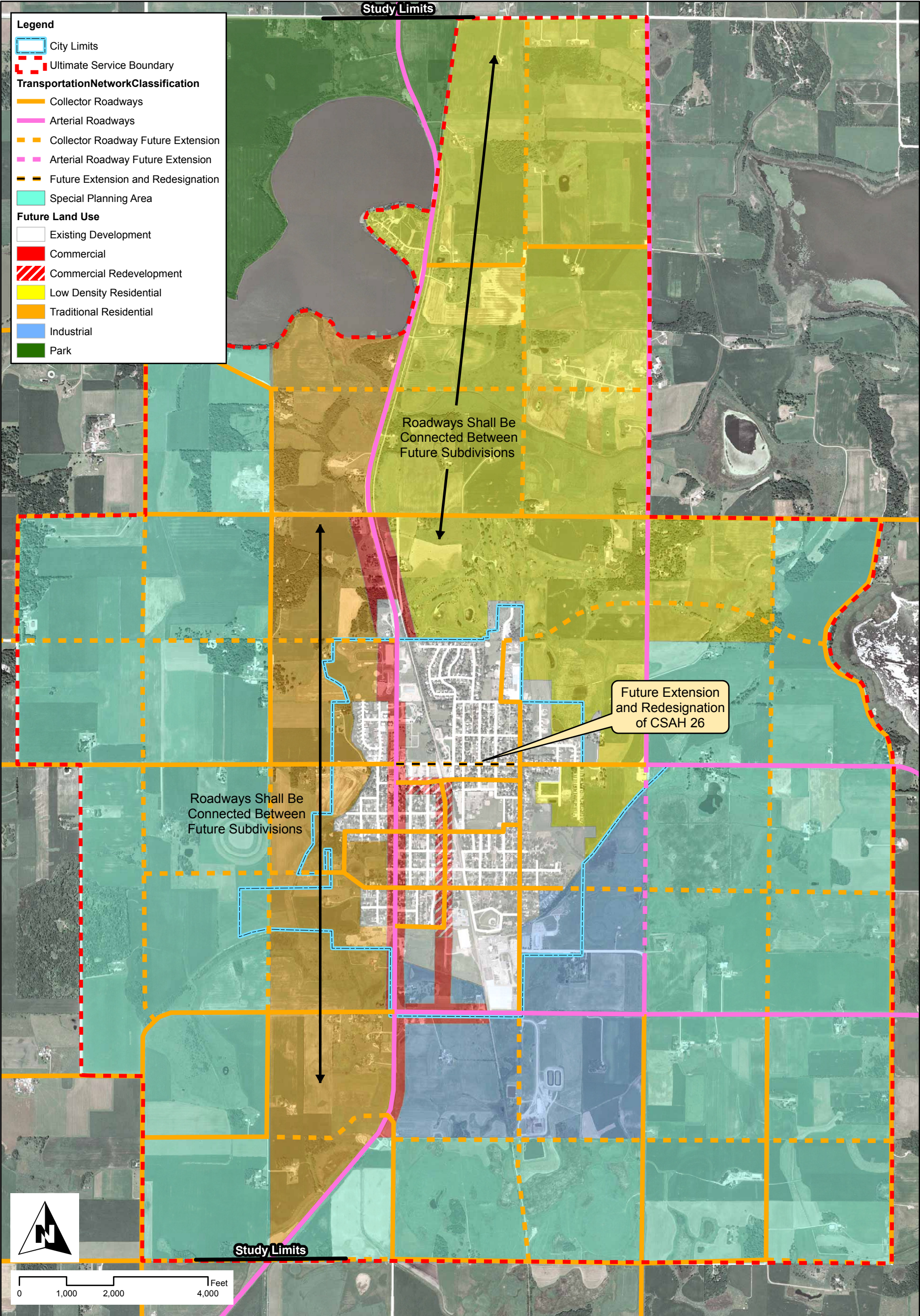
Figure 1C – Mobility & Access Relationship of Roadways



CONCEPTUAL ROADWAY DEVELOPMENT PROCESS

A conceptual roadway plan was developed based on the anticipated development illustrated on the Future Land Use Map, while keeping in mind the transportation goals and objectives discussed above. The transportation

framework illustrated in Figure 1D is built on the guiding principle that the most efficient and effective roadway system for a community such as Montgomery is one based on a grid of arterial and collector roads spaced approximately one-half mile apart. The ability to attain this basic framework is dependent on natural barriers like steep terrain and water resources (lakes, rivers, wetlands) and on existing development. These conceptual alignments are not meant to be final alignment corridors, but rather general corridor locations that provide a designated function within a reasonably spaced interval. The platting and development process will ultimately determine where these corridors are located.



The proposed roadway improvements and future functional classification assignments shown in Figure 1D on the previous page are based on expected capacity needs, safety and traffic operations, and the need to enhance connectivity between community facilities and neighborhoods. These transportation elements are discussed below in further detail.

Capacity Improvements

Generally, two-lane collectors and arterials can accommodate up to 7,500 – 10,000 vehicles per day comfortably. Volumes on local streets within Montgomery are all expected to fall below this threshold, and thus, all local streets should operate adequately as two-lane streets. However, there may be several locations where intersections may require capacity improvements in terms of adding a separate turn lane to facilitate traffic flow. The existing intersection geometrics at Highway 13 and CSAH 26/Lexington Avenue and Highway 13 and CSAH 26/Boulevard Avenue both appear to operate adequately at this time. According to 2002 and 2003 AADT volumes, CSAH 26 (Lexington Ave.) has approximately 1,500 vehicles at the west approach of the intersection and Highway 13 has approximately 4,800 and 5,300 vehicles at the north and south approaches, respectively. The CSAH 26 (Boulevard Ave.) has approximately 4,350 vehicles at the east approach of the intersection and Highway 13 has approximately 5,300 and 6,500 vehicles at the north and south approaches, respectively. As further development occurs within the City of Montgomery and as traffic volumes increase there will likely become a need to separate turning traffic from through traffic on Highway 13 at these intersections to optimize traffic flow. Intersection capacity improvements should also be considered on side street approaches of higher volume roadways where they intersect Highway 13.

Another major capacity issue facing the City will be the need to provide for the transition from existing gravel roads to paved roadways in planned growth areas as new development occurs and traffic volumes increase. While gravel roads can hold up under low levels of traffic, higher traffic levels resulting from future growth will lead to a situation where it will become more cost effective to pave these roadways than continually maintain a gravel surface.

Safety and Operation Improvements

The primary purpose of this Transportation Chapter is to provide a guide to the planning and engineering processes for obtaining efficient and effective movement of people in the City of Montgomery. At a transportation system planning level, it is not practical to propose specific solutions to safety and operational problems. However, as county and city roadways with safety and/or operational issues are scheduled for routine maintenance improvements, design measures to remedy any safety and operational problems should be implemented.

It is recommended that historical crash statistics be reviewed on an ongoing basis to determine if specific locations display higher than average crash rates, which may qualify these locations as candidates for a traffic control change or geometric safety improvement.

While Mn/DOT and Le Sueur County do not have any safety improvements scheduled within the City of Montgomery it is recommended that the City continue to coordinate with these agencies as safety concerns arise. Also, it is easiest and least expensive to prevent an operational or safety problem from occurring with proper site design and initial construction. The City should establish guidelines that will help prevent future safety issues, such as street design standards. These standards should be reviewed and incorporated in the subdivision regulations and permitting processes.

Additional safety improvements to accommodate pedestrians and bicyclists should be considered. These improvements may include widening paved roadway shoulders, pavement striping, adding rumble strips between driving lanes and pedestrian lanes (shoulders), or constructing trails/sidewalks that are separated from roadways. The City, along with Le Sueur County, should coordinate in an effort to address pedestrian safety and determine a preferred solution for future improvement projects. Pedestrian and bicycle facility improvements are further discussed in Section 1.7 of this Chapter.

Access management along Highway 13 is another issue that needs consideration. In fact, Mn/DOT has initiated a separate study of Highway 13 through the City of Montgomery to assess access conditions and to provide recommendations for access control as the City develops and redevelops along Highway 13. The findings and recommendations of the Mn/DOT access management study along Highway 13 are summarized in the next section.

Access management is a tool for providing access to land development, while preserving the safety, capacity, and operation of the transportation system. Access management is achieved through the systematic application of planning and design strategies to manage the number, location, design, and operation of access features, such as driveways and street intersections, which also helps preserve community character, promote economic development, and protect the public investment in the road system. It is recommended that the City of Montgomery work with Mn/DOT on any new development or redevelopment requests along both Highway 13 and Highway 21. A set of access management standards have been developed for Highway 13 as part of the separate access management study that was conducted by Mn/DOT. These standards should be considered throughout the development review and approval process, from the earliest site development planning, through the platting stage, and culminating at the time a zoning or building permit is reviewed for an individual site.

Development practices and standards that promote effective access management include avoiding strip or linear commercial development where each individual use needs to be served by its own individual driveway to a major roadway and by providing an adequate supporting network of local streets that can consolidate access and collect traffic on local streets to public street intersections along major roads.

Preservation

Over the next 20 plus years, especially in short term growth areas, some roads will require improvements to address mobility, safety, and/or capacity needs. However, several County roadways that are currently two-lane facilities, especially in undeveloped areas, will continue to be adequate as two-lane facilities, but may need spot improvements to accommodate future needs. For example, it may be necessary to preserve the current and efficient traffic carrying capacity of these roadways through access modifications and restrictions or by adding turn lanes at key intersections.

9.5 Highway 13 Access Management Study

A separate Highway 13 Access Management Study was conducted by Mn/DOT concurrently with the revisions to the Comprehensive Plan. The primary purpose of the study was to develop an access management plan for Highway 13 based on Mn/DOT's Access Category System & Spacing Guidelines and to develop a conceptual local roadway plan based on the anticipated growth identified in the updated Comprehensive Plan. A complete copy of the Highway 13 Access Management Study is included in Attachment A.

9.6 Transit, Park and Ride, and Pedestrian/Bicycle Facilities

Travel modes that are alternatives to private use of the automobile are growing in importance in all urban and urbanizing areas throughout the nation. Transit, bicycles, and pedestrian facilities must be planned, supported, and enhanced in the future. There are currently limited public transit services available in Montgomery and Le Sueur County. As the City of Montgomery and the surrounding areas grow in the future, expanded transit services to/from the Twin Cities Metropolitan Area may become an option to serve some traffic demand along Highway 13. Park and ride facilities may also be needed in the future. To ensure these facilities are utilized to their fullest extent, they should be designed with convenience of the user in mind. Quick and easy access is typically the most important design element to promote the use of a park-and-ride facility.

In recent years, increased attention has been given to bicycles not only as a means of recreation, but also as a means of practical transportation. Although the trips have many similarities, people biking for recreation often value different facility characteristics than those biking to an employment or shopping destination. Two basic needs for improving bicycling/pedestrian facilities for all purposes are:

1. The need for continuous facilities that connect important origin and destination points. This includes removing physical barriers and ensuring system continuity is maintained across political boundaries
2. The need to provide facilities with increased safety for the user.

Transportation

A trail/sidewalk system can serve some commuter transportation demand, however these facilities typically service recreational needs. The development of trails/sidewalks will primarily be a local responsibility with some opportunities to partner with Le Sueur County. Trail corridors should be pursued if demand becomes evident or at the time vacant land is considered for development. The expansion of the local trail system would likely follow one of the two following scenarios.

For trails/sidewalks built at the time of road reconstruction, Montgomery may need to participate in funding of additional right-of-way or easements for trail improvements, which may require funding through local sources or grants for grading and surfacing. The City can also pursue trail/sidewalk facilities on a parcel-by-parcel basis, requiring developers to install the facilities or by securing easements and/or funds at the time of development until such a time when enough easements or funds have been acquired for a logical trail section to be constructed.

When planning and designing trails, it is important to remember that trails are typically two-way facilities. A paved two-way bicycle/pedestrian trail should be a minimum of 10 feet in width. In some instances, such as locations where restrictive conditions exist, a minimum of 8 feet of paved surface may be adequate.

10.0 Implementation

- 10.1 Purpose/Introduction
- 10.2 Ordinance and City Code Amendments
- 10.3 Capital Improvements
- 10.4 Annexation
- 10.5 Economic Development Initiatives
- 10.6 Intergovernmental Cooperation
- 10.7 Strategic Implementation Program

10.1 Purpose/Introduction

This Comprehensive Plan is a dynamic community vision to guide public decision-making, shape the physical changes to the community, and target investments to enhance the quality of life in Montgomery. Montgomery officials and its citizens have spent a great deal of time and energy assembling this Comprehensive Plan. It contains a series of goals and policies that are intended to help the community attain its collective vision and meet the guiding principles that were crafted at the beginning of the planning process; however, the Comprehensive Plan will not have its intended impact unless its goals and policies are implemented. The implementation program should be both a detailed planning and a budgeting tool.

The purpose of this section is to identify the categories of specific actions that are needed, and to recommend the next procedural step in creating the implementation program.

10.2 Ordinance and City Code Amendments

The Land Use and Growth Management chapter of this Plan should be examined to determine whether amendments to the “official controls,” are required to carry out its intent. This would include reviewing the zoning and subdivision regulations that the City uses to regulate land use and establish standards for development. Amendments to official controls may include amendments to the text of the Zoning Ordinance that affect the city as a whole, or may affect specific areas of the community, e.g., a zoning map amendment to ensure consistency with the land use guide plan.

10.3 Capital Improvements

Montgomery’s growth over the next 10 years will require expanding the existing utility systems and road network. Financing and building the physical facilities (roads, buildings, utilities, etc.) is needed to meet the demands of new development and to maintain the City’s infrastructure. The City needs to implement a Capital Improvement Program (CIP) and review it on an annual basis.

10.4 Annexation

The City of Montgomery will continue to grow over the next 10 years. Some of that growth will require expanding current municipal boundaries, as indicated in this Comprehensive Plan. Montgomery will need to coordinate future annexation efforts with Le Seuer County. The Montgomery City Council and staff should initiate efforts with County and/or Township

officials to begin the process of assembling an annexation plan and agreement.

10.5 Economic Development Initiatives

The City of Montgomery needs to take a more proactive position and approach to marketing opportunities for industrial expansion and for selected retail/tourism business operations. Montgomery residents indicated that it is important that the community continue efforts to expand the local tax base. In addition to balancing the tax base, attracting commercial and industrial uses provides employment opportunities and the goods and services to support the residential population and other visitors to Montgomery.

10.6 Intergovernmental Cooperation

The City of Montgomery is instrumental in supplying public services within the community. In many cases, such as the water system, sanitary sewer, emergency services (police/fire) and public works activities, the City is the direct supplier. In other cases, it has less of a direct role, such as education, electricity, medical care, cable television, internet and telephone services. It is important that the City establish a strategy to work with these other providers, both public and private, to ensure that a comprehensive approach is in place that benefits Montgomery residents and businesses.

10.7 Strategic Implementation Program

The next step in the planning and development process is creating a Strategic Implementation Program. This Program needs to ensure that actions to implement this Plan are integrated and consistent with each other, much as this Plan addressed social, economic and physical/natural issues simultaneously.

Comprehensive Plans are general plans that provide the framework for more detailed plans. The Strategic Implementation Program must list the policies contained in this Plan and identify the key person or entity that is responsible for implementing the policy. Priorities should be made and target dates set.

The City can use the implementation charts created for the Strategic Implementation Program as a tool for measuring progress. The City may also want to develop a set of indicators to help measure progress of the work toward the larger goals of the Comprehensive Plan.

The strategic planning exercise to create the Implementation Program may also identify the need for additional research before specific action can be taken.

The Comprehensive Plan presents a bold, but realistic, vision for Montgomery's future. Regardless of the specific actions that the City will take to implement the Plan the City must always keep in mind the vision of Plan and make decisions accordingly. A strong commitment to implementing the Plan will ensure that Montgomery's future will be shaped by the community's collective will and commonly held vision.