City of Eyota

Comprehensive Plan

2009

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Comprehensive Plan
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This document was prepared by the City of Eyota, Minnesota. The document constitutes an amendment of the adopted Comprehensive Plan of 2000.

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Acknowledgments

The success of the 2009 City of Eyota Comprehensive Plan Update would not have been possible without the special efforts of key people. Special thanks to be given to:

City of Eyota Residents

City of Eyota Planning Commissioners

City of Eyota City Council Members and Mayor

Eyota Township Board

Olmsted County Planning Department

Eyota City Staff

City of Eyota Economic Development Authority

City of Eyota Park Board

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CITY OF EYOTA

RESOLUTION #10-09

"RESOLUTION TO ADOPT THE EYOTA COMPRHENSIVE PLAN"

WHEREAS, the City of Eyota operates under the guidance and direction of a Comprehensive Plan, and

WHEREAS, the Eyota Planning Commission has held several workshops and a public hearing to review the existing policies, goals and plans in order to develop the new Comprehensive Plan, and

WHEREAS, representatives from various governmental agencies, including Eyota Township, Dover-Eyota School Board, Minnesota Department of Transportation, and the Olmsted County Planning Department were notified for all workshops, and the public hearing to receive comments on the Comprehensive Plan, and

WHERAS, the Comprehensive Plan includes maps, guidelines, goals and policies relating to the future growth of the community,

BE IT RESOLVED, by the common Council of the City of Eyota, Minnesota, approve and adopt the Eyota Comprehensive Plan and Land Use Plan as presented.

Motion for the adoption of the foregoing resolution was made by Council member Loftus and seconded by Schuchard and upon vote being taken, the following voted in favor thereof:

Bussell, Schuchard, Nelson, and Loftus

and the following voted against the same: none
and the following were absent: McLean

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF EYOTA, MINNESOTA, THIS 25th DAY OF FEBRUARY, 2010.

EYOTA CITY COUNICL

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Summary

The Comprehensive Plan

The Eyota Comprehensive Plan addresses long range needs and concerns specific to the City of Eyota. The Plan will help direct future land use development for the next 20-25 years. It is intended to be an information source for land use decisions to guide citizens, developers, and elected officials in the decision making process and to provide a base from which a balance between land uses can be maintained. This Plan also represents the findings, policies and recommendations of the Planning Commission, City Council and citizens regarding the present and future growth and development patterns for the City of Eyota. The policies included will provide guidance on the development of zoning and subdivision ordinances, as well as other day-to-day land use and city government activities. This plan should be updated as major changes occur to reflect new needs and problems and alternative policies and methods for accommodating such change.

Planning Process

As important as what is studied, analyzed, or recommended in this plan, is the planning process. If a logical, open process is followed, it is more likely that a publicly acceptable and reasonable plan will be produced. The citizens of Eyota were included in the planning process from the beginning by requesting their participation in three public workshops. The Planning Commission and City Council also served as a source for identifying important issues. A planning consultant was hired to collect and study the background information about the physical environment, population, community services and facilities and land use. Together, with the background information, public workshops, Planning Commission discussions, and past land use practices created the basis for the development of the land use policies and map.

A public hearing was held once the draft plan document was developed and distributed, in order to allow the public another opportunity to voice their ideas and opinions prior to plan adoption. After the public hearing, discussion, and recommendation by the Planning Commission, the Plan was adopted by the City Council.

Land Uses

Residential Neighborhoods

Low density residential and future residential land uses are the dominant land uses in Eyota, with approximately 807 acres or 54% of the total land uses within Eyota. The Plan encourages continued development of traditional subdivisions similar to the existing ones where appropriate. The existing homes are in fair to good condition and will remain so through continued maintenance by owners. Future

expansion areas for single-family development are located within the City's serviceable areas along the western and southern boundaries of the existing Eyota city limits.

In the past 10-15 years, a few high-density residential units such as apartment buildings and senior housing units, have been constructed. In general, these are near existing commercial areas or along the major roadways. Approximately 48 acres or 3% of the total land use has been designated with high-density residential or high-density/mixed land use which will provide for future expansion of traditional high-density residential developments along with the potential for low intensity office, service, or storage-type uses. These land uses are located south of Highway 14 and west of the city limits along the DM&E Railroad corridor.

Commercial & Industrial

The Land Use Plan shows an increase in both the commercial and industrial sectors. Approximately 192 acres or 13% of land uses within Eyota are designated with a commercial or industrial land use. The major additional properties that have been included in the industrial land use category are the three large parcels north of the DM&E Railroad line, south and west of Highway 42. An additional commercial property is located along the western side of Highway 42. The remaining commercial and industrial properties on the land use plan are currently zoned C-1 or M-1 and are located along Highway 42, Highway 14, or within the downtown areas.

There are approximately 35 different employers in Eyota. These employers range from the Dover-Eyota School District with over 200 employees to large agricultural business, construction, and retailers with 20-50 employees, to employees working in small professional service, personal service, or office uses. The total employment in the City of Eyota is approximately 469.

Parks and Recreation

The City of Eyota is well served by public facilities. These facilities include: schools, churches, and fire and ambulance services. There are seven community parks within the City of Eyota using approximately 29 acres of land. These parks range from small neighborhood parks to community parks with open grassed areas and playing fields. In addition, the Dover-Eyota School District owns and maintains approximately 73 acres which includes open recreational space and organized playing fields. The combined acreage of park and school property is approximately 102 acres or 7% of the total acreage within the City. With an estimated population, in 2010, of 1,939 residents, the City of Eyota provides 85 acres per 1,000 people which is approximately seven times higher than the standard set by the National Recreation and Park Association.

City-wide Trails

Trails provide an alternative mode of transportation, improve recreational opportunities and health, can provide stream buffers to protect water quality and preserve wildlife corridors, and increase property values. Opportunities for city-wide trails within the City of Eyota using existing sidewalks should be provided for pedestrians and bicyclists as an alternative mode of transportation. Existing sidewalks can provide increased opportunities for connectivity to Eyota's parks, schools, and commercial areas.

Regional Trails

The Eyota-based Chester Woods Trails group, sponsored by the Eyota Economic Development Authority, is working in partnership with two other local trails groups to create a 50 mile State Trail loop called the Whitewater Country Loop State Trail. This will connect 8 communities: Eyota, Dover, St. Charles, Elba, Plainview, Viola, Elgin, and Rochester with 2 State Parks: Whitewater and Carley, and with Olmsted County's Chester Woods Park. Currently a trail exists between Plainview and Elgin, with construction of a paved trail from Elgin south to County Rd. 9 beginning in 2009. There has been a trail easement granted from DM&E to run a trail alongside the spur between County Rd. 9 and Hwy. 14. The Chester Woods trail from County Rd. 11 to Chester Woods Park will be constructed in 2009/2010. Planning is underway to construct a trail from Chester Woods Park to Eyota with a bridge over Hwy 14 that would create the link to Plainview, Elgin and Viola. St. Charles has secured funds to purchase the land for a trail between St. Charles and Whitewater State Park in 2009. A link from Eyota to Dover and on to St. Charles will give Eyota citizens opportunities to bike/skate/walk to the above mentioned parks and towns.

Transportation

Eyota has approximately 10.1 city street miles or 69 acres of right-of-ways within the city limits. Planning efforts should focus on monitoring traffic volumes along these routes. Improving the general safety for automobile, bicyclists, and pedestrians and keeping roads in good repair are continuous programs provided by the City of Eyota. Improvements should be implemented before they become serious problems.

Rochester City Lines bus service has four pick-up and drop-off locations in Eyota between 6:06 a.m. and 7:10 p.m. each day. The City of Eyota recently surveyed current riders regarding designing an existing parking lot for a Park-N-Ride lot and the need for bus shelters. Neither a Park-N-Ride site nor bus shelters will be pursued at this time; but the need will continue to be monitored.

The current traffic volumes in Eyota are heaviest on Highway 14 with levels reaching 5,000 trips per day and Highway 42 with traffic reaching 3,600 trips per day in 2006. (Data from the MnDot 2006 Traffic Volumes Report) The projected traffic volumes along Highway 14 are expected to increase significantly in the next 20-25 years to 9,955 at the intersection of Highway 42 and 9,500 between Eyota and Dover by 2035. (Data from Appendix A, ROCOG 2035 Transportation Plan)

Citizen Participation

The Planning Commissioners directed the Comprehensive Plan update process. Through three public workshops held during the spring and summer of 2009, a public review of the draft plan held between November and December of 2009, and a public hearing held in December, the City of Eyota collected and discussed public input on key opportunities and issues within the city.

Environmental Constraints

Eyota is located in an area where there are soil constraints such as drainage, flooding, and high water table issues. This plan attempts to provide the pertinent information and strategies for improving this situation, while at the same time accommodating the expected growth.

Purpose of the Plan

This plan is intended to be in effect for approximately five years but it projects future land uses into 2035. It is a flexible document and not to be followed strictly for every land use question. However, it represents a comprehensive study of the City of Eyota and should be followed unless compelling information is presented that is not considered in the plan.

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Community Context

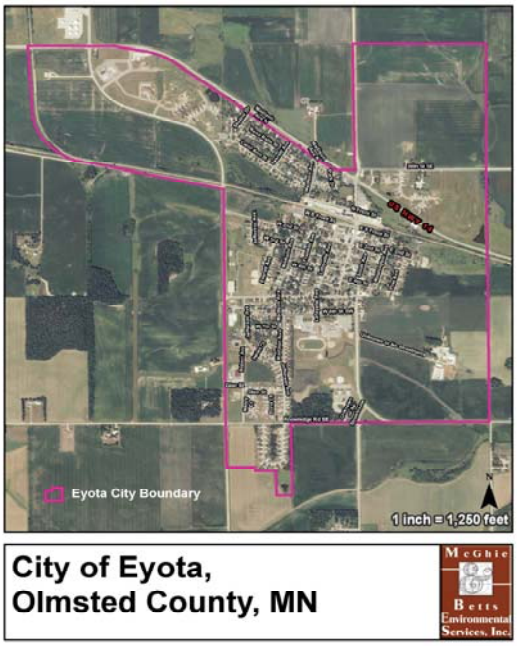
Introduction

The Eyota Comprehensive Plan is a statement of community goals and policies that will direct physical development into the future. The Plan looks to the future, anticipates change, and provides specific guidance for legislative and administrative actions.

The Plan is intended to be an information source for land use decisions to guide citizens, developers, and elected officials in the decision making process and to provide a base from which a balance between competing land uses can be maintained.

City of Eyota Setting

The City of Eyota is located within Olmsted County approximately 11 miles east of the City of Rochester in Eyota Township. Eyota's total land area is approximately 1,055 acres or 1.64 square miles.



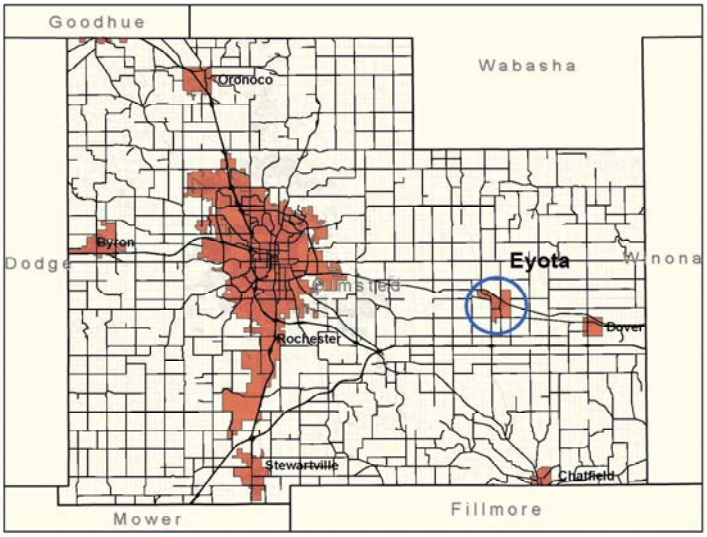


Figure 1
Aerial & Vicinity Map
Source: GIS Data

Area History

The Winona & St. Peter Railroad created Eyota—in the early years Eyota was an important destination for business travelers and mail, and shipping point for locally raised grain and cattle. It was located only a mile from a wye with rail extensions going north to Plainview and south to Chatfield, making Eyota a stopping

point for travelers on their way to other places. (Daily trains to Chatfield and Plainview left from the Eyota depot.) The railroad was an important local employer and later became the Chicago & North Western Railway.

In the fall of 1864 the rails laid from Winona reached Eyota Township where a town was platted near the middle of the township and also called "Eyota." The name stems from an Indian word meaning superior or highest. Either the land was considered superior or it was realized the land was one of the highest points in Olmsted County, forming the beginning of Bear Creek and Whitewater watersheds.

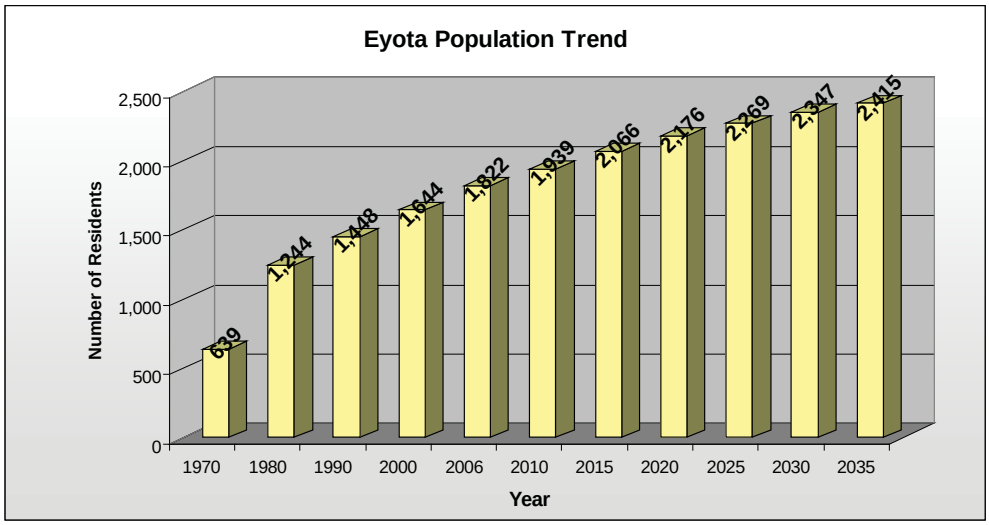
Eyota streets were laid out on the farmland of Milo Matteson by investor Samuel E. Everett, a speculator from New York State. A downtown district, built only on the south side of the street, faced the busy railroad yard. A large hotel, frequented by business travelers, called the Everett House, was located along this street (South Front Street).

The village of Eyota was incorporated as a municipality in 1875 and officers were elected. A total of 108 votes were polled for a single councilman. The state census of 1905 stated the population was 400. The most current population estimates for the City of Eyota from the Minnesota State Demographic Office was for 2008. The estimated population was 1,834.

Population

Population growth affects a community in many ways, causing changes in the amount and character of housing and residential land needs and leading to increased demands for city services and facilities. Population growth can change work force characteristics, age group numbers, family size characteristics and the measured economic levels of families. Several important factors that influence the population

Figure 2
Population Trend Graph
Source: Census Data, MN State Demographic Office.



level of Eyota, including county land use policies, state and local population growth, and economic and employment statistics, were considered in recent population studies. Also many of the employed individuals in Eyota commute to Rochester and the surrounding area and depend upon the car as the mode of transportation.

Between 1970 and 1980 Eyota's population increased from 639 to 1,244 residents which is an increase of 95% within ten years. Between 1990 and 2006 (16 years) the population increased more slowly but still averaged to grow by just over 13%. The future projected population for Eyota is expected to grow at relatively the same rate for the next 25 years. In 2010, the estimated population is 1,939. By 2035, the population is projected to grow to 2,415.

City of Eyota Population Trend

Year	Total Population	Percent of Growth
1970	639	
1980	1,244	95%
1990	1,448	16%
2000	1,644	14%
2006	1,822	11%
2010	1,939	6%
2015	2,066	7%
2020	2,176	5%
2025	2,269	4%
2030	2,347	3%
2035	2,415	3%

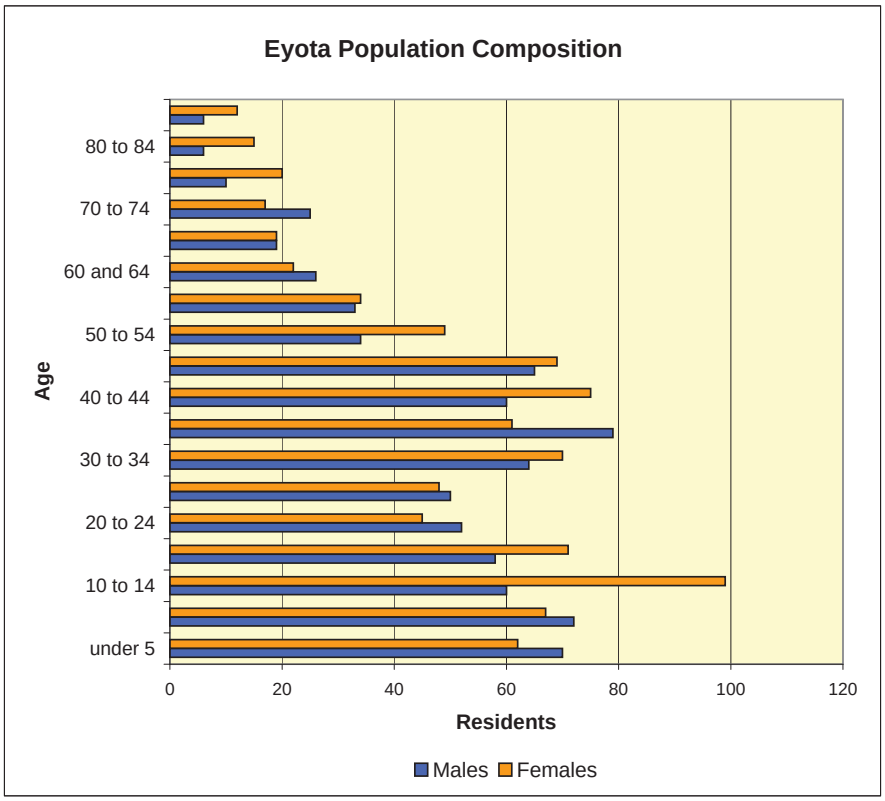
Figure 3
Population Trend Table
Source: Census Data, MN State Demographic Office

Demographics

The median age in Eyota is 32.5 years old. That number is expected to rise in the future. The total male population is 789 people. The total female population is 855 people. Starting from the age group of 75-79 and extending to 85+ years and over, there are more females than males.

The largest female age group is between the ages of 10-14. The largest male age group is between the ages of 35-39. The smallest age group is 85 or older. Only 7.2% of Eyota's residents are 65 years old or older. 33% of Eyota's residents are between 30 and 49-years of age. While 34% of residents are under 19 years of age.

Figure 4
Population Composition
Source: Census 2000



Employment and Income

Within this section, employment and economic development, as indicated through employment figures generated by Census 2000, will be discussed as they relate to land use in Eyota.

The total labor force in Eyota in 2000 was 925 or roughly 78% of the total population over 16 years of age. Of that workforce, 881 residents (95%) reported that they commuted to work with a mean travel time of

22.6 minutes. The majority of employed Eyota residents work outside of the City. The median household income as reported in Census 2000 was $47,500. The median family income was $53,036 and there were 13 families below the poverty status.

Commuting to Work		
Workers 16 years and over	*Number*	*Percentage*
Drove alone – car, truck, van	685	77.8%
Carpooled – car, truck, van	131	14.9%
Public Transportation	10	1.1%
Walked	28	3.1%
Other Means	4	0.5%
Worked at home	23	2.6%
Total	**881**	100.0%
Mean travel to work (minutes)	**22.6**	

Figure 5
Commuting Patterns
Source: Census 2000

There are approximately 35 employers within the City limits or close surrounding area. The Dover-Eyota Public School District is the largest employer in the area. Gar-Lin Farms, Eyota Market, and Arbor Gardens combine to employ approximately 114 people. The total approximate number of local employment is 469.

City of Eyota & Surrounding Area Major Employers	
Name	Number of Employees
Dover-Eyota Public School	203
Gar-Lin Dairy Farm	50
Eyota Market	34
Arbor Gardens	30
Eyota Kids Korner	20
Higgins Custom Cabinetry	19
Kwik Trip	18
Beckman Construction	11
Country Café	10

Figure 6
Major Employeers
Source: Eyota EDA, Eyota City Staff

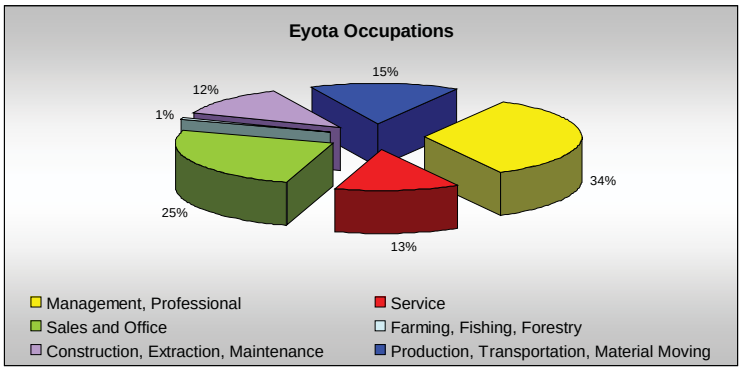


Figure 7
Major Occupations
Source: Census 2000

Housing

Population growth has a significant impact on housing characteristics, but a city's policies for zoning, subdivision, and housing will also influence the types and amount of housing in the city. Both housing and population have related impacts on the use of the land resource of Eyota. Therefore, it is important that some knowledge of housing activities be considered in this plan. There were 614 housing units in Eyota according to Census 2000 data. However, in 2008 it was estimated that there were 686 total housing units in Eyota. Approximately 37% of the housing stock is over 40 years old. While 31% of all the housing in Eyota is 30-40 years old. Only 1.7% of the homes in Eyota is less than 10 years old.

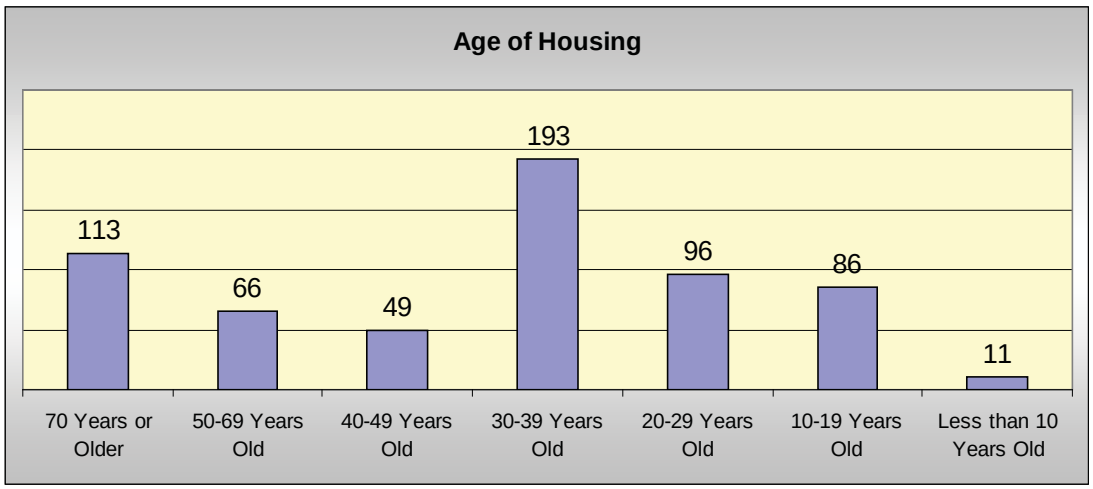


Figure 8
Age of Housing
Source: Census 2000 Data

The household size is 2.75 people per household, which is projected to slowly decrease in the future. In 2007, the predominant housing type in Eyota was single-family detached homes with 89% of the total housing in the city. The next highest category of housing units was manufactured homes with approximately 5%. Attached homes, and multiple units make up the rest of the housing in Eyota.

There could be an increase in the number of apartments or alternative housing types to meet the potential increase in demand because of smaller family size and the higher costs of single family homes. Because of the smaller family size projected, there will be a need for smaller homes.

In 2007, the median single family home value for Eyota was $132,800. The median home age in 2000 was between 39-48 years old. In 2000, the City of Eyota had a higher percentage of home ownership (83.3%) and a lower percentage of rented homes (16.7%) when comparing Olmsted County or the State of Minnesota.

2007- Eyota Housing Inventory				
Dwelling Type	Dwelling Count	Percentage	Average Building Value	Total Building Value
Single Family Detached	576	89%	$132,891	$76,545,000
Manufactured Home on Lot	35	5%	$30,469	$1,066,400
Townhouse	24	4%	$97,725	$2,345,400
Multi-Family (5 or more)	5	1%	$343,520	$1,717,600
Fourplex	4	1%	$113,975	$455,900
Duplex-Triplex	1	0%	$108,200	$108,200
Multi-Family Senior Housing	1	0%	$1,093,700	$1,093,700
Townhouse Condo	1	0%	$167,600	$167,600
Total	647	100%		$83,499,800

Figure 9
2007 Housing Inventory
Source: Olmsted County

Home Ownership & Value			
	City of Eyota	Olmsted Co.	State of MN.
Median home value	$95,600	$114,700	$208,200
Median age of home	39-48 Years	39-48 Years	39-48 Years
Homes owned	83.3%	75.9%	74.6%
Homes Rented	16.7%	24.1%	25.4%%

Figure 10
Home Ownership & Value
Source: Census 2000

Natural Features

Natural physical features can have significant influence on the growth and development and land use configurations within cities. In this section of the plan, natural physical features, city services and facilities and existing zoning will be described and analyzed as to their present and future impact on land use and the continued growth of Eyota.

Soils

Soils represent both resources to be protected from development, such as prime agricultural lands, and constraints for development. Some types of soils in Eyota, for example, are characteristically very wet, either because of poor drainage or a shallow water table. These soils represent a major constraint to development. At the same time, there are soils in Eyota that possess, none of the above restrictive characteristics, thus providing good locations for development. On-site evaluations are needed, however, to insure that the characteristics of the land have not changed. Soil characteristics and knowledge of their impact on development will help to guide future development so the City can avoid unmanageable or costly soils-related problems, or to minimize potential problems by providing for appropriate management tactics. This soil data was gathered from the U.S.D.A. Soil Conservation Service (S.C.S.) Study on Olmsted County and the Olmsted County Soil Survey.

Shallow Soils

Soils with less than 40 inches above bedrock are considered shallow soils. Utility installation and foundations would need to be carefully engineered including tiling, sub-drains, and floor drains. This bedrock could hold water or be quite permeable depending on the cracks in the bedrock. Development within shallow soils must be carefully planned and constructed. This could increase both the pre-construction and construction phases of development.

Floodplain and Hydric Soils

Floodplain and Hydric soils are intermittently inundated wet areas. Both Floodplain and Hydric soil types can be potential indicators of wetlands. Water tables could be present in these areas within 18” of the surface. Development concerns include intermittent flooding, utility infiltration, wet basements, and high water tables. Soil testing and depth to water tables would be necessary to develop within or close to these soil types. The impact of these conditions can be reduced through structural methods, such as tiling, once engineering studies have shown the most feasible method. However, the problems will be expensive to correct or possibly prove very difficult to overcome. Housing and related development (such as storm

sewer, water lines, and roads) costs will be influenced by these physical constraints which may be reflected in overall growth and/or directions and location of future development.

The Federal Emergency Management Agency (FEMA) has conducted a flood insurance study and developed a preliminary map of the floodplain of the South Fork Whitewater River within Eyota in 1980, in which a floodplain for the "100 year" flood was designated. The area covered by this floodplain is not substantial in relation to the total acreage of Eyota, but it includes developed and undeveloped areas and a total of approximately 23.5 acres. Future development within the floodplain should be discouraged.

Karst Features

Karst Features include sinkholes, springs, and rock outcrops. In parts of Olmsted County, sinkholes are a routine part of the landscape. They occur as diffuse clusters of three or more sinkholes, and the average sinkhole density is about 1 to 5 per square mile. These areas are scattered from the northern to southern parts of the county and from the west central edge to the southeastern corner. These areas of moderate to high probability are underlain by any of the carbonate bedrock units. In these areas the sinkhole density becomes a significant engineering concern, especially for large facilities. Karst features need to be professionally assessed, mitigated, and properly filled.

National Inventory Wetlands

A wetland is defined as those areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. A wetland always has water less than 6'6" deep, and may have a water table in the soil at a depth of 1.5' or less. Prior to development within floodplain or hydric soils areas, wetland investigation would be necessary. There are several suspected areas of wetlands within the proposed urban service limits for Eyota.

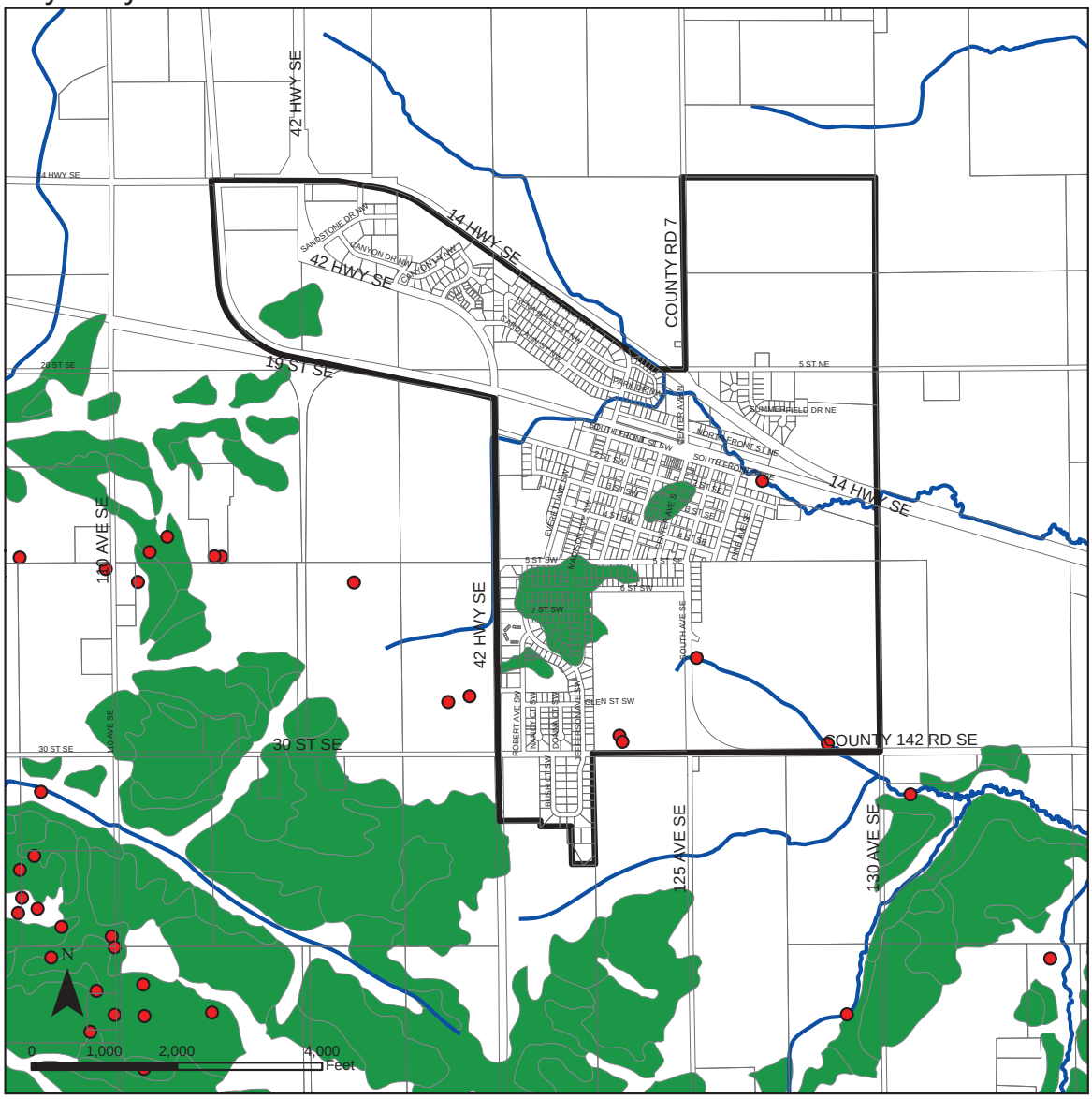
Cummingsville Formation Bedrock

The Cummingsville Formation is part of the Galena group and is made up of very fine grained limestone and interbedded calcareous shale, which weather to a sawtooth profile and is widely exposed. Water can be encountered at 50" to 60" (4'-5') below the surface. Potential development issues within the Cummingsville Formation are engineering issues for utilities and basements, and high water table. Tiling and mitigation would be needed for basements. Limestone can be permeable or non-permeable. Development within this area could increase both the pre-construction and construction phases of development.

Shallow Soils & Karst Features

City of Eyota

Figure 11



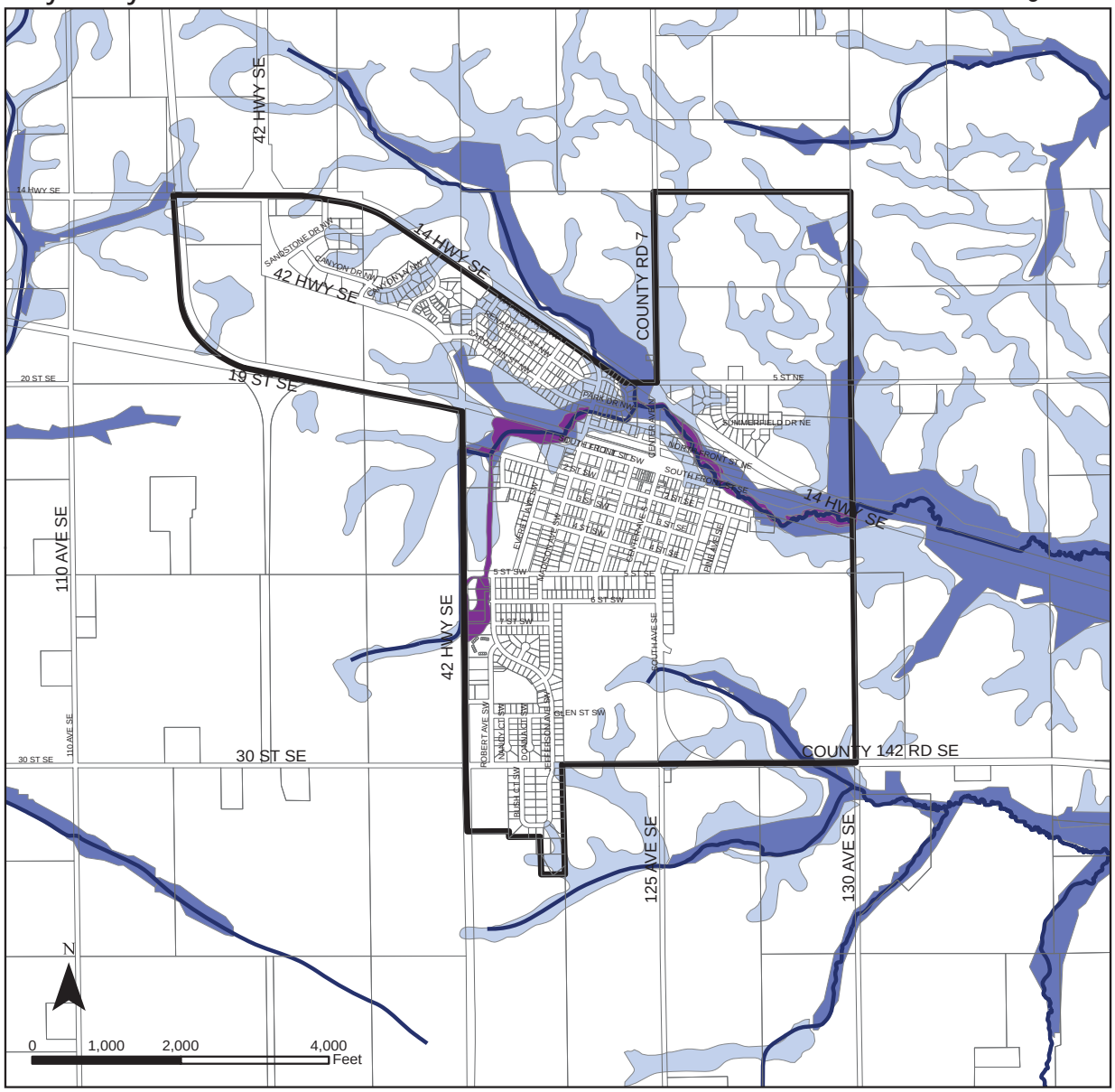
Legend

- Eyota City Boundary
- Karst Features (sinkholes, springs, or rock outcrops)
- Streams
- Shallow Soils (Less than 40 inched to bedrock)

Floodplain & Hydric Soils

City of Eyota

Figure 12



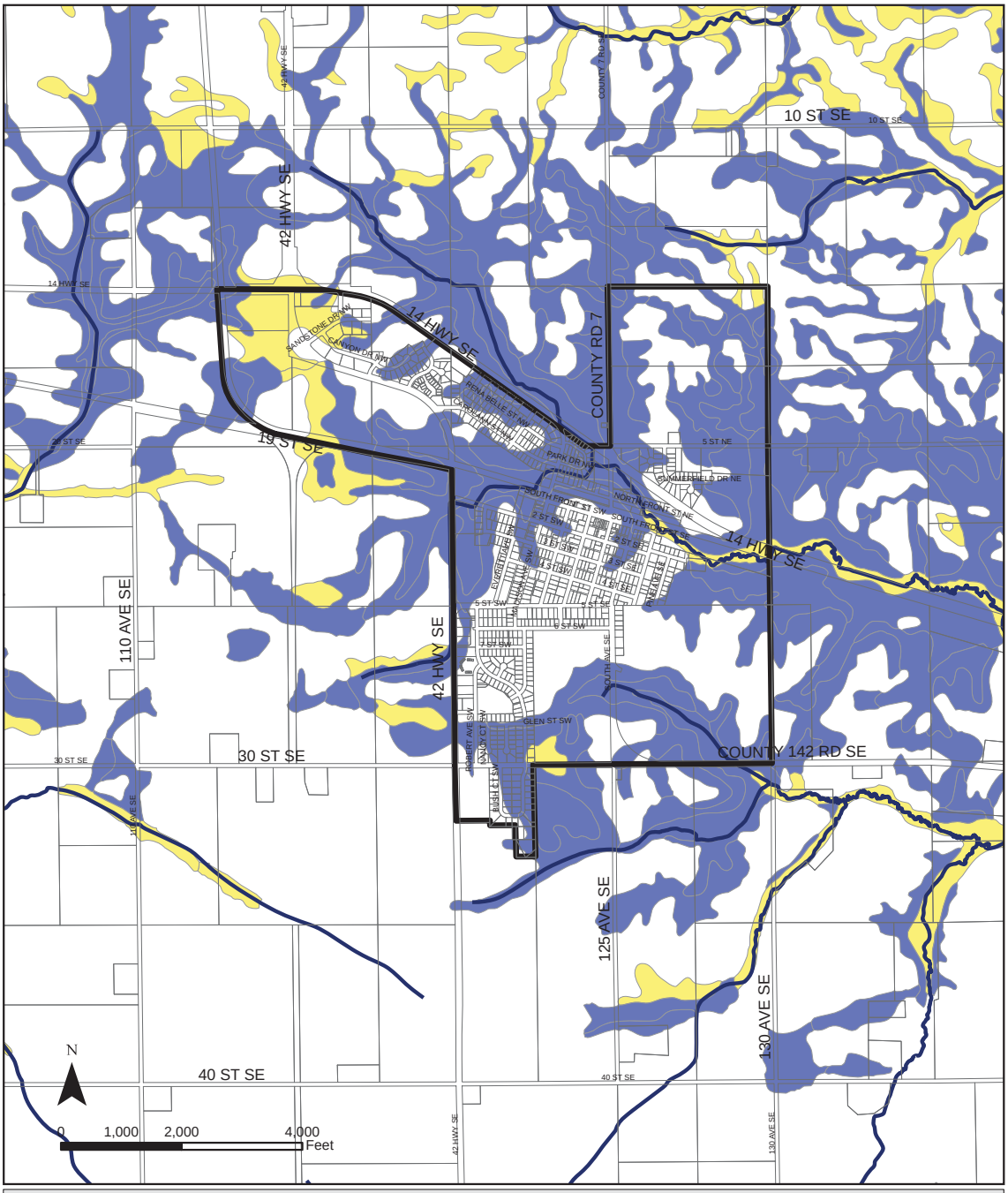
Legend

- Eyota City Boundary
- Streams
- Hydric Soils
- Floodplain & Hydric Soils
- FEMA Floodplain Zones A & AE

Soil Wetness

City of Eyota

Figure 13



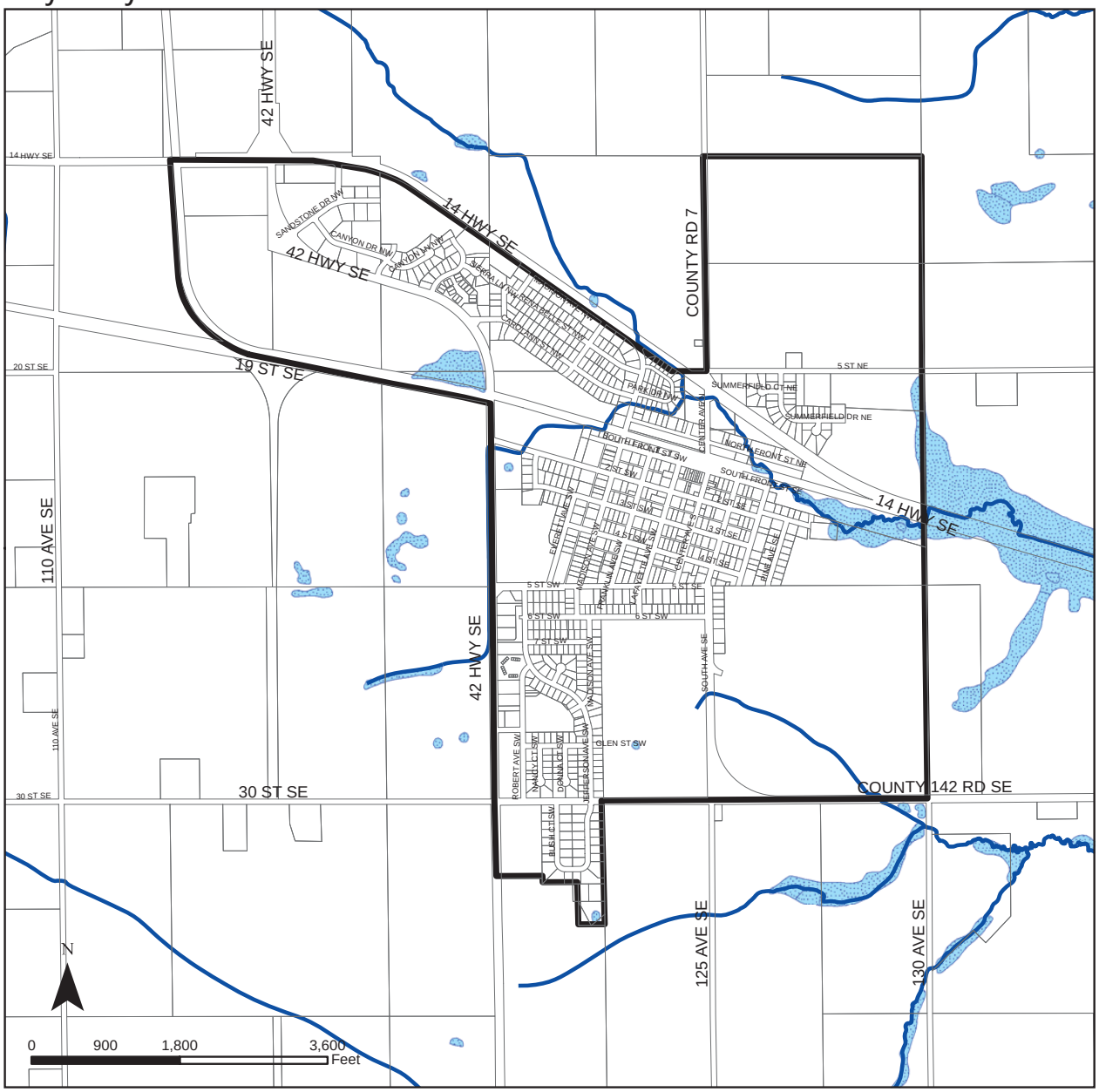
Legend

- Soils that are wet more than 210 days a year
- Soils that are wet between 90-120 days a year

National Inventory Wetlands

City of Eyota

Figure 14



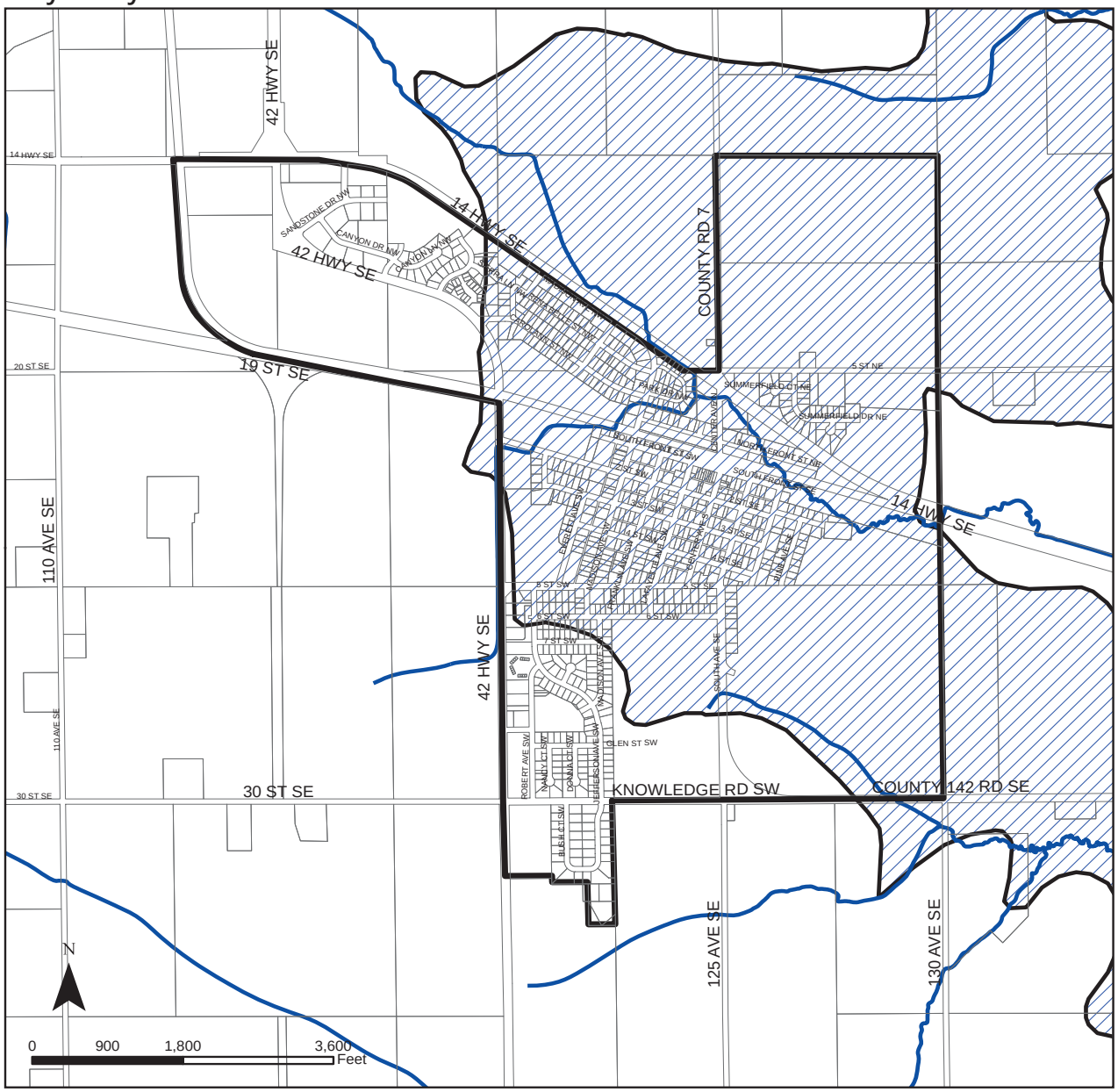
Legend

- Eyota City Boundary
- Streams
- National Inventory Wetlands

Cummingsville Formation Bedrock

City of Eyota

Figure 15



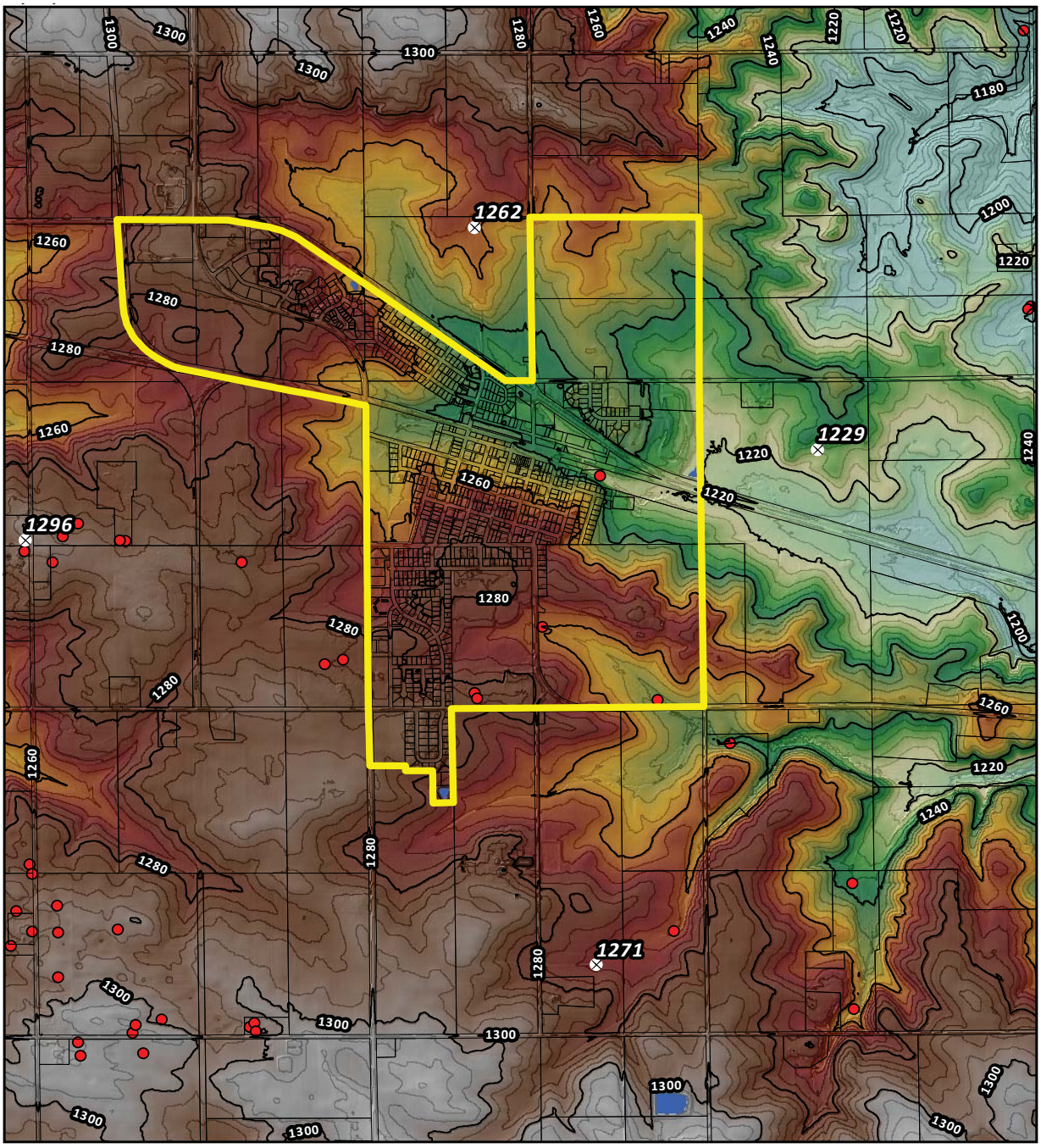
Legend

- Eyota City Boundary
- Streams
- Cummingsville Bedrock (40"-50" depth to water table)

Topographic Relief Map

City of Eyota

Figure 16



Benchmarks
Karst Features
4ft Contour Interval
Eyota City Boundary

3-Meter DEM
Value
High : 1319.68
Low : 1150.86

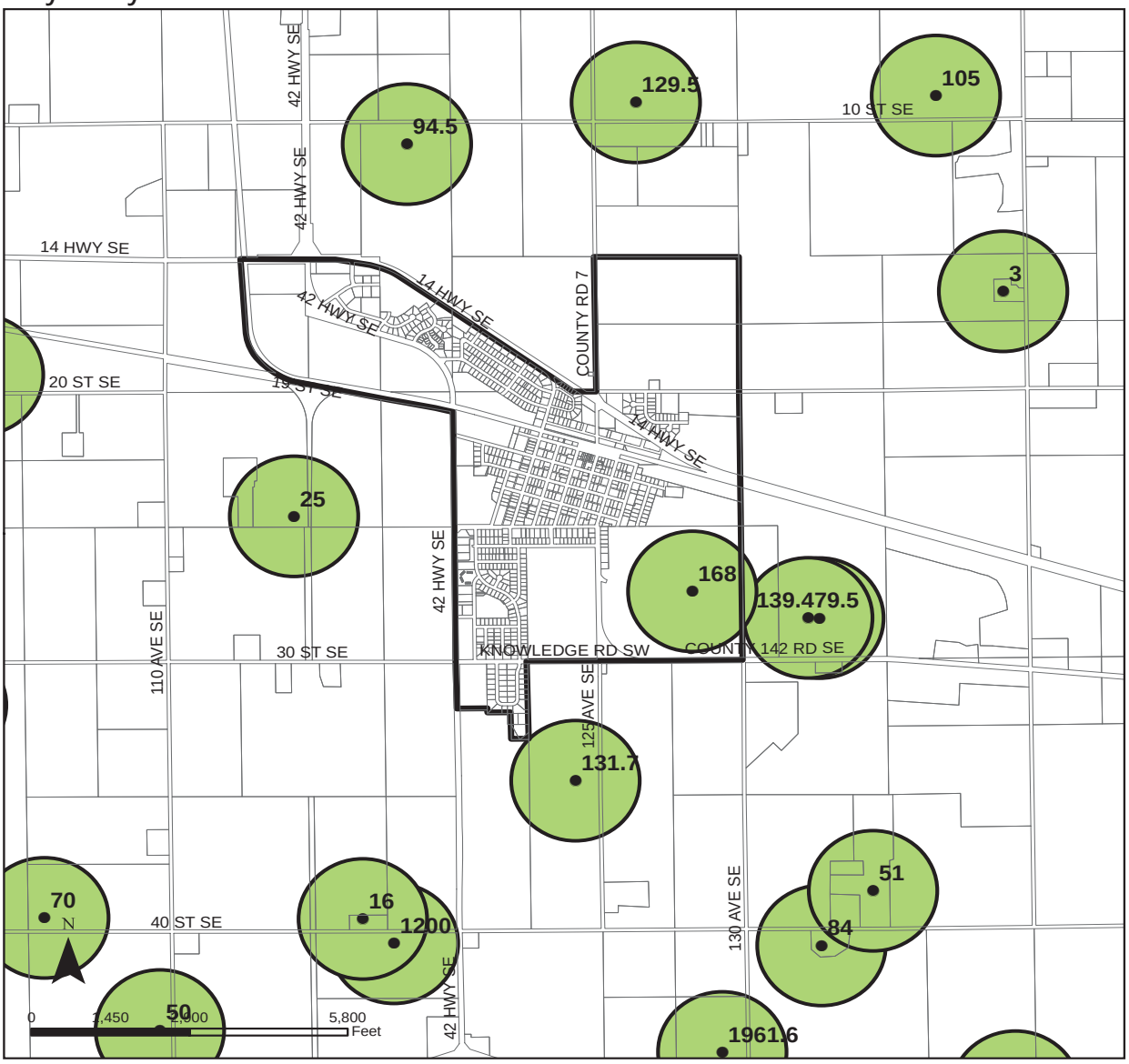
1 inch = 2,000 feet

N

Surrounding Feedlots

City of Eyota

Figure 17



Legend

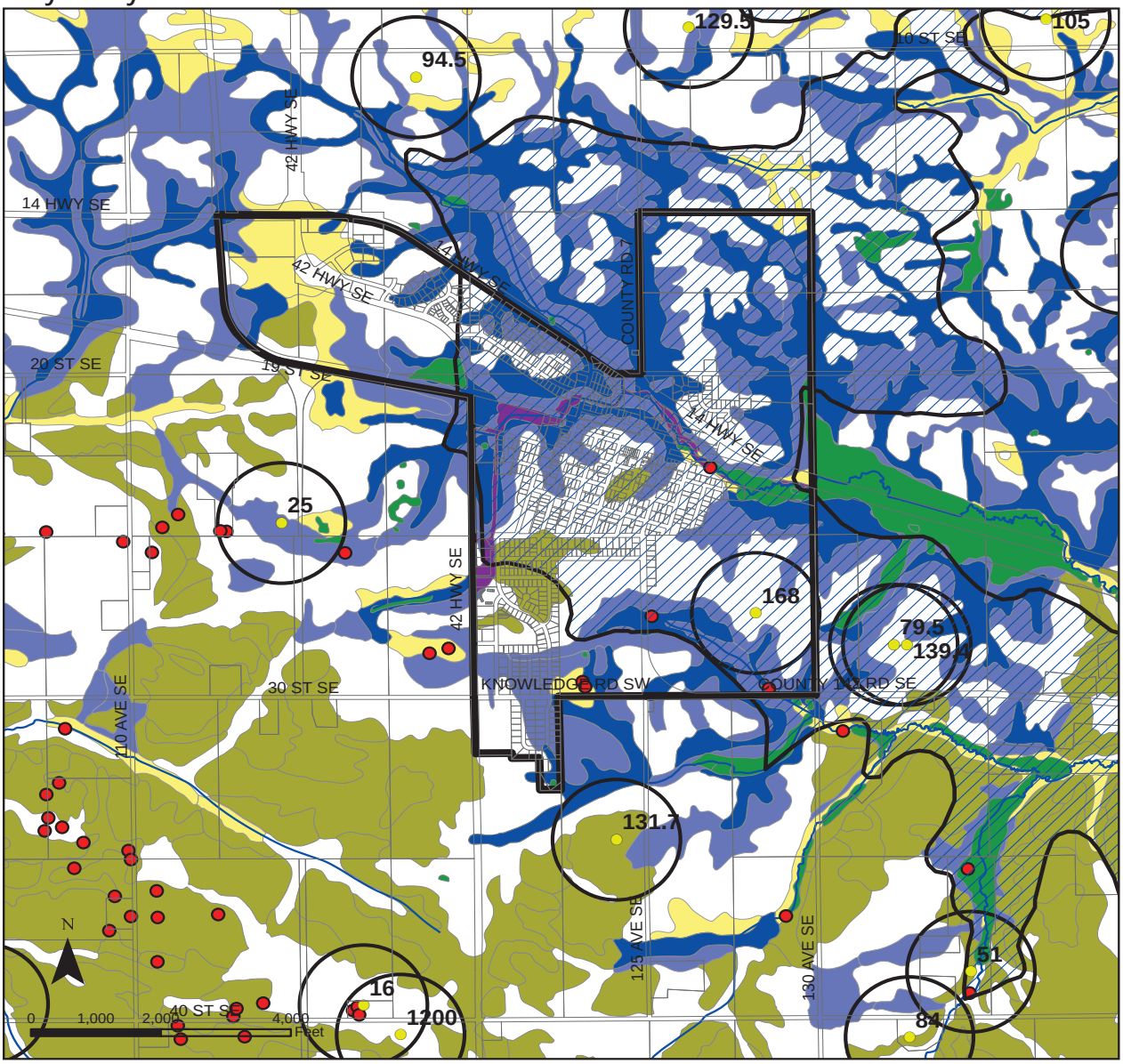
Eyota City Boundary

Feedlots = 1/4 Mile Planning Radius
Number= Number of Animal Units

Combined Constraints

City of Eyota

Figure 18



- Karst Features (sinkholes, springs, or rock outcrops)
- Feedlots
- Streams
- Cummingsville Bedrock (40"-50" depth to water table)
- Wetlands
- FEMA Floodplain Zones A & AE
- Hydric Soils
- Shallow Soils (Less than 40 inched to bedrock)
- Soils that are wet more than 210 days a year
- Soils that are wet between 90-120 days a year

Surrounding Feedlots

An animal feedlot is defined by Olmsted County as a lot or building or combination of lots and buildings intended for the confined feeding, breeding, raising, or holding of animals exceeding 10 animal units. One feedlot is within the city limits and an additional feedlot is within the urban service area. However, over 20 feedlots surround the city. These lots contain as few as 3 animals to almost 2,000 animals. In Olmsted County - no non-farm dwelling shall be located within ¼ mile of a feedlot. However, the odors from these areas - depending on size, location, operational techniques, and winds could drift farther than ¼ mile. Agriculture is a big part of the culture in Eyota. However, as the City begins to look at growth and expanding its municipal area, some agricultural odors could affect development.

The Minnesota Department of Agriculture conducted an extensive research study called MNSET (Minnesota Setback Evaluation Tool) to calculate an annoyance free table for non-agricultural development adjacent to feedlots. The City should adopt and utilize the MNSET study to determine proper setbacks that calculate an acceptable odor annoyance level before the City approves additional residential land uses closer to existing feedlots.

Figure 18, “The Combined Constraints Map” shows the combined natural constraints as defined by soil types, geology, feedlots, and topography for the City of Eyota and surrounding areas. These features include; streams, karst features, feedlots, wetlands, FEMA defined floodplain zones, floodplain and hydric soils, hydric sols, shallow soils, and the Cummingsville Bedrock. This map has defined areas with multiple natural constrains and areas with fewer or no potential constraints. It is important to note that the information shown on this map is regional in nature and all future development surrounding the City of Eyota should complete soil and hydrology studies prior to development. However, properties to the south and west of the City limits have fewer constraints and should therefore be considered first when expanding Eyota’s Urban Service Area for future development.

Whitewater River

The South Fork Whitewater River which has its headwaters in the Eyota area, feeds the Whitewater River at St. Charles. Water quality standards have been set by the Minnesota Pollution Control Agency for the Whitewater River in St. Charles as Class 2B. Class 2B waters are used for fisheries and recreation which requires relatively high water quality. Control of soil erosion which is caused by urban development and stream bank erosion due to flood water stream flows is necessary to protect the water quality of the headwaters of the Whitewater River. Reducing soil erosion off of construction sites and by creating a proper drainage system which provides infiltration and regulates the peak flows of local storm events, which will help protect stream banks and channels from excessive erosion, will result in less siltation and sedimentation and higher quality waters for fishing and recreation downstream.

Community Services and Facilities

The City of Eyota is well served by public facilities. These facilities include: schools, churches, fire and ambulance services.

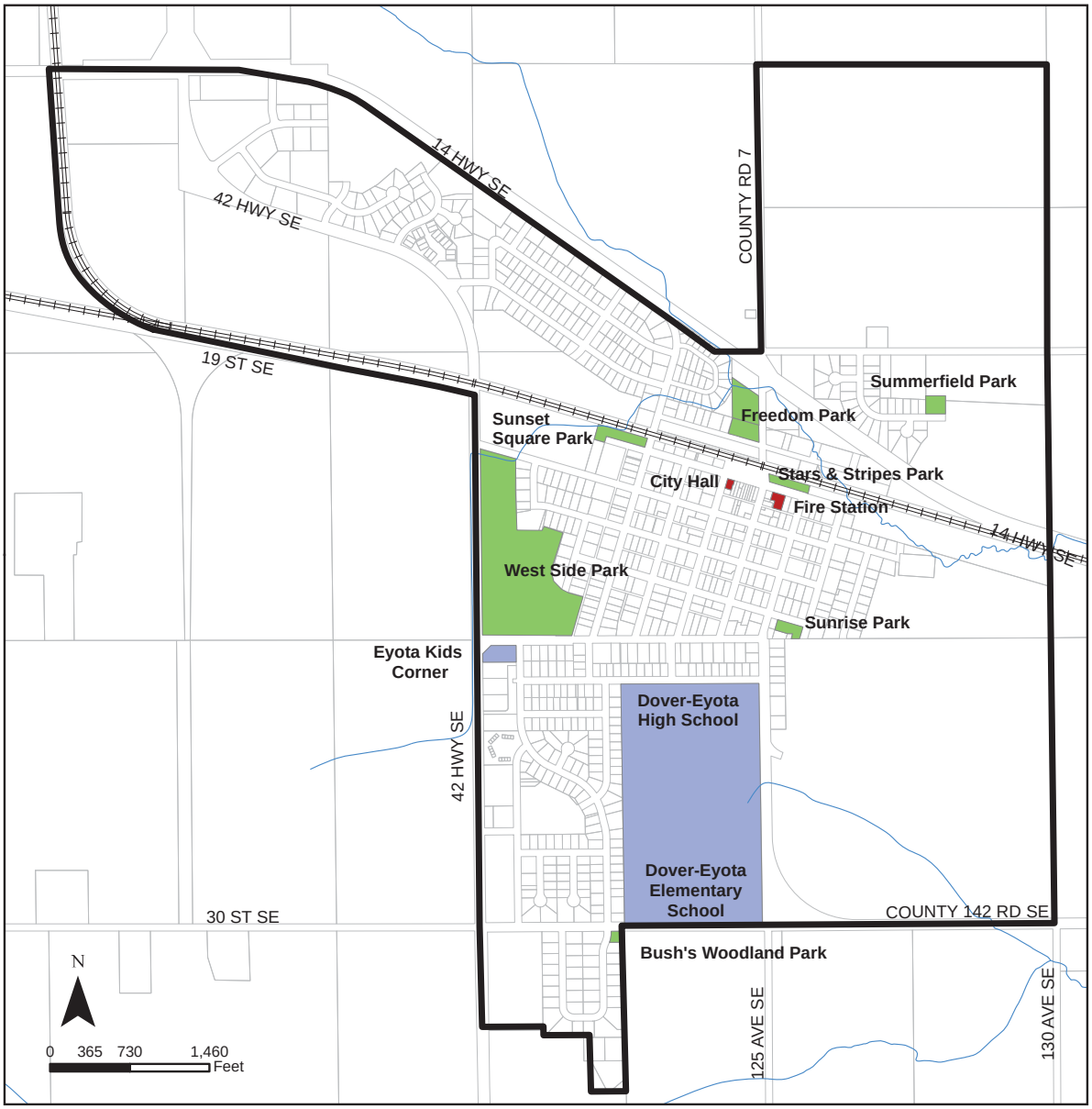
Parks

There are seven community parks within the City of Eyota using approximately 31 acres of land. These parks range from small neighborhood parks to community parks with open grassed areas and playing fields. Some of the facilities within these parks include; horseshoes, picnic tables, playground sets, basketball courts, volleyball courts, restrooms, shelters, walking trails, frisbee golf, ice skating with warming house, skate park, concession stand, and benches.

Community Facilities

City of Eyota

Figure 19



Legend

- Public Park
- Public and Private Schools
- City Hall and Fire Station

Fire Station

The Fire Hall is located at 14 South Front Street SE. Eyota has a volunteer fire department for the City and Township of Eyota. Fire calls are additionally covered by a mutual aid agreement with the Dover Volunteer Fire Department.

Public and Private Schools

Public: The Dover-Eyota School District has two school buildings in Eyota located on approximately 73.6 acres. The High School is located at 615 South Avenue SW. The Elementary School is located just south of the High School on 27 Knowledge Road SW. The total 2008-2009 enrollment for Kindergarten-5th grade was 544 students. The total 2008-2009 enrollment for 6th-12th grade was 577. Non-resident students accounted for 33% of the total enrollment.

Private: Kids Korner offers a program for preschool though kindergarten. They are located at 511 Jefferson Avenue SW. 75 students were enrolled in this program during the 2008-2009 school year.

Eyota School Enrollment		
School Enrollment	Number	Percent
Eyota Kids Korner-Pre K	75	6.3%
Kindergarten-5th (2009)	544	45.5%
High School 6th-12th (2009)	577	48.2%
Total Students	**1,196**	**100.0%**
398 students or 33.3% of the total enrollment in the Dover-Eyota School District were Non-Residents in 2009		
Source: Census 2000, Dover-Eyota School District		

Figure 20
2009 School Enrollment
Source: Dover-Eyota School District

Educational Attainment		
Population 25 years and over	Number	Percent
Less than 9th grade	38	3.8%
9th - 12th grade, no diploma	55	5.5%
High School graduate	328	33.1%
Some college, no degree	315	31.7%
Associate degree	98	9.9%
Bachelor's degree	117	11.8%
Graduate or professional degree	42	4.2%
Total	993	100.0%

Figure 21
Education Attainment
Source: Census 2000

Of the total population of Eyota residents over 25 years of age; 33% have a high school degree, 9.9% have an associate's degree, 11.8% have a bachelor's degree, and 4.2% have a graduate or professional degree.

City Hall

Eyota City Hall is located at 38 South Front Street SW in Eyota. The office is open from 8:00 a.m. until 4:30 p.m on weekdays. The City of Eyota has the following City boards: Economic Development Authority, Park Board, Planning Commission, Volunteer Fire Department, and City Council.

Water System

The water system of Eyota does not serve the entire developed area within its city boundaries. The water system follows the general configuration of the developed areas within the City limits. At present, Eyota obtains its water from two wells, both located on the southeast corner of Fourth Street and South Avenue. Well capacity is sufficient for the present and a future projected population of 2,415 by 2035.

Well #2, which taps into the Jordan acquifer, was constructed in 1960 and is 608 feet deep. Well #2 has a pumping rate 295 gallons per minute. In 2008, the motor pump, 2 check valves, and 10 sections of galvanized pipe were replaced on Well #2. Well #3, which also taps into the Jordan aquifer, is 612 feet deep and was constructed in 1963. Well #3 has a pumping rate of 280 gallons per minute.

An elevated tower was constructed in 1989 and is located in Westside Park. Storage capacity for this tower is 300,000 gallons. The daily average use is 120,000 gallons. In 2008, the maximum daily average was 208,000 gallons. The City of Eyota has approximately one days worth of water supply in the tower.

The City has hired the engineering firm WHKS & Co. to prepare a feasibility study to design and construct a water system loop and to extend service west of Highway 42. The system loop is necessary to improve water pressure issues and fire fighting measures in the northwest section of town, including the Stone Ridge subdivisions. The City should also consider reviewing the capacity and quality of the existing wells in order to determine future needs.

Sanitary Sewerage System

Eyota is served by the Dover, Eyota, St. Charles Sanitary Sewer District, a regional facility serving all three jurisdictions. A 15 inch main connects Eyota to Dover and the main that serves both communities and connects them to the St. Charles area sewage treatment plant (STP) is 18 inches in size. The connection between St. Charles and the sewage treatment plant is 21 inches in size. Currently, the STP is designed for an average flow of 1.2 million gallons per day (GPD) wet flow, combined from the three municipalities. Peak flow capacity of the plant should not exceed the design flow of 1.2 million GPD. The Whitewater River, which has been designated as a Class 2B stream, is the receptor of the effluent from the plant. Class 2B streams are used for fisheries and recreation, as such the effluent from the STP must be of high quality so that the water quality of the Whitewater River is maintained.

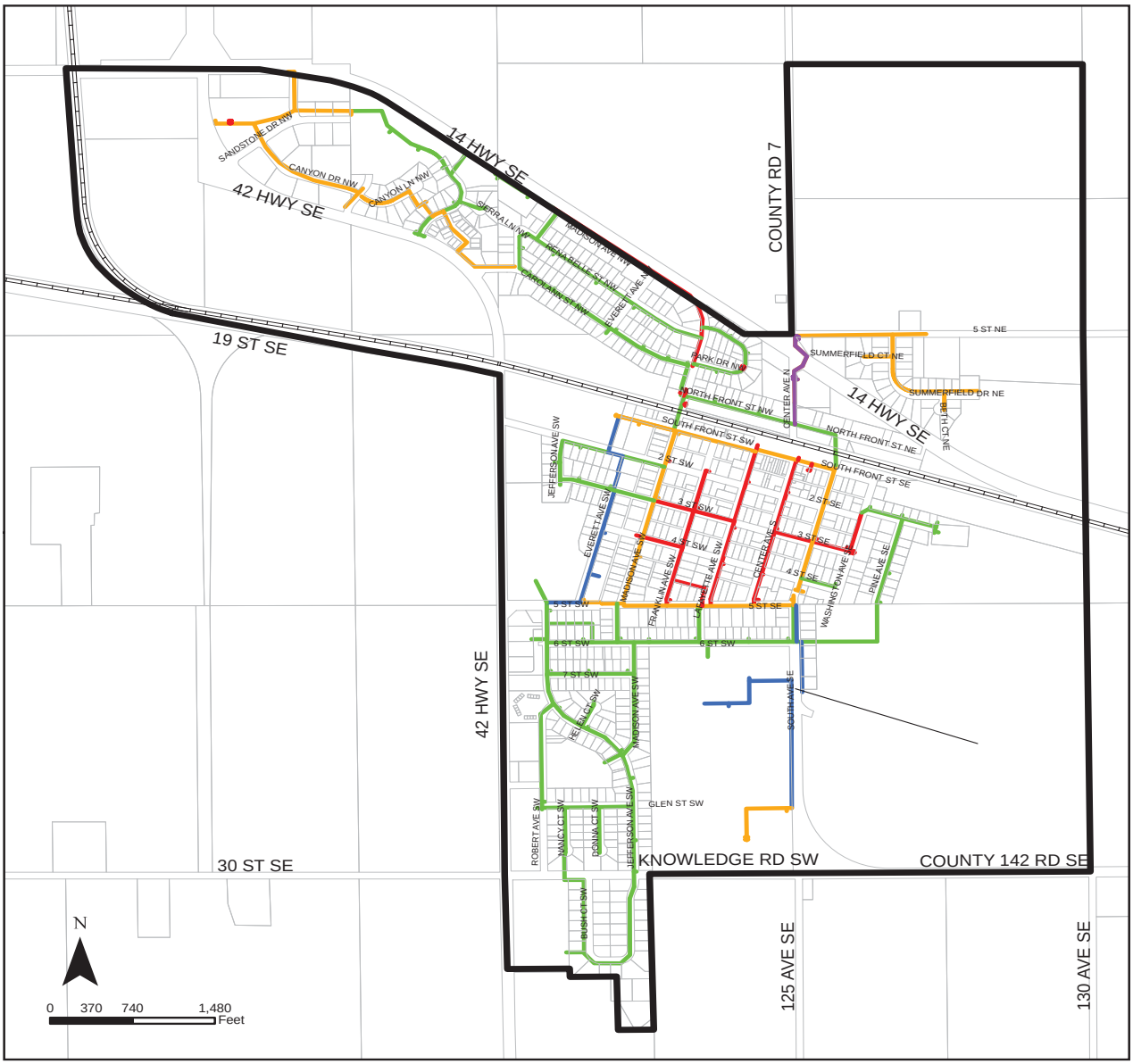
The district sanitary sewer system is reasonably adequate to allow for future growth, both industrial and residential, in Eyota, depending on pre-treatment methods. Most of the residential, commercial and industrial areas are served by the existing sewer system within Eyota. All of the most recently developed subdivisions have been connected to the district sewer system.

Future population growth in Eyota will increase the flow of domestic sewage and use more of the allotted capacity of the sewage treatment plant. Currently Eyota is allowed, by city ordinance, to create an average annual amount of 227,000 gallons per day based on plant capacity and community needs, both domestic and industrial. The amount of wastewater allowed by Eyota of 227,000 gallons per day is based on a population of 2,000 by the year 2000.

Water Utility Map

City of Eyota

Figure 22



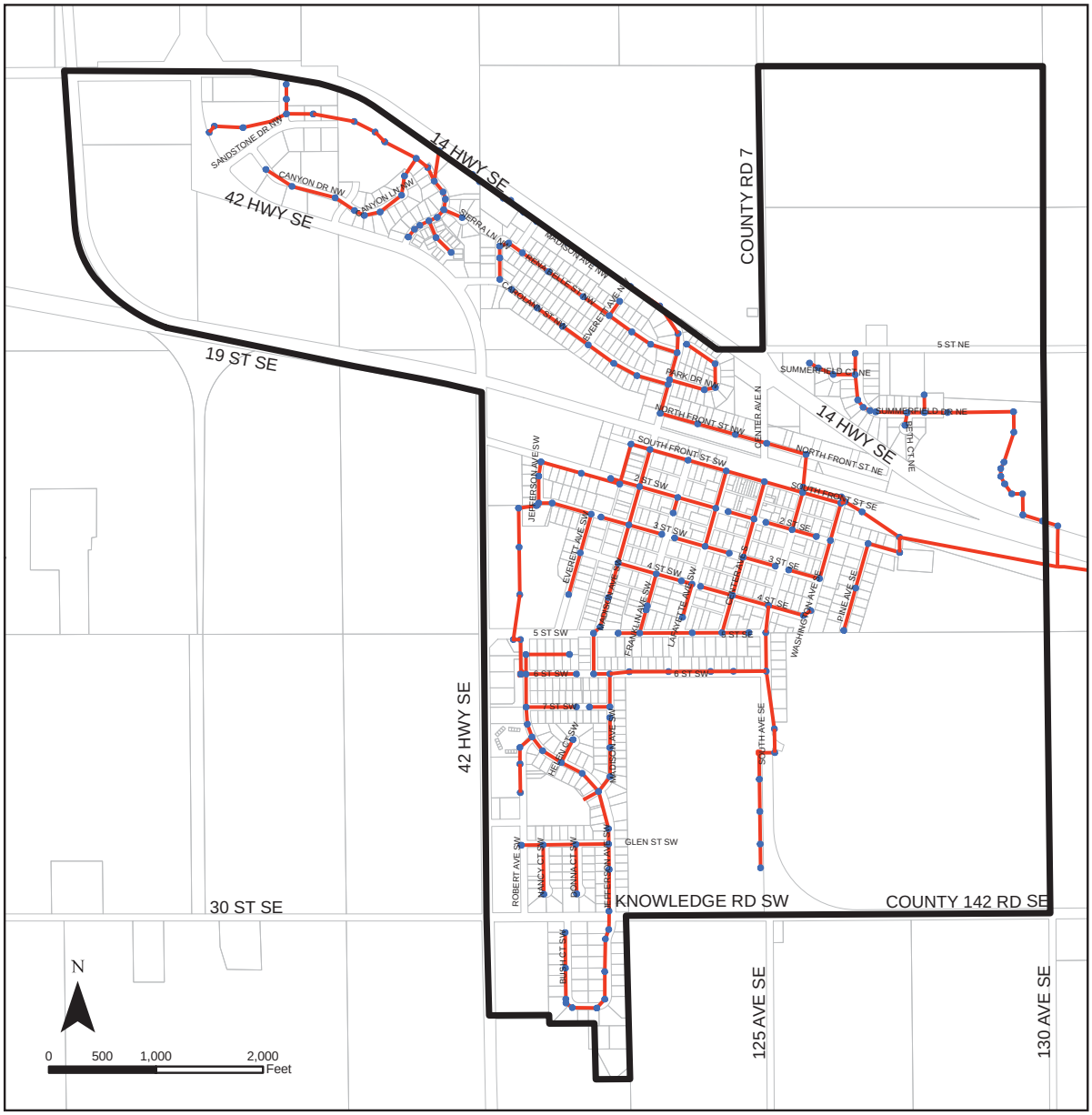
Legend

- 12" Watermain
- 10" Watermain
- 8" Watermain
- 6" Watermain
- 4" Watermain

Sanitary Sewer Utility Map

City of Eyota

Figure 23



Legend

- Sanitary Sewer Lines
- Manholes

Transportation

Transportation is a term that covers a broad array of subjects, but Eyota residents depend on individual vehicles as the major form of transportation. Therefore, specific attention will be given to the road system that supports the use of individual vehicles. Eyota is served adequately by existing traffic volumes as well as for potential higher future demands that will be placed on the City system by the projected population of 2,415 in 2035. Highway 14 and 42 are the major roads serving the Eyota area. They provide access to Rochester and areas west, St. Charles and the areas east, I-90 and southern Olmsted County.

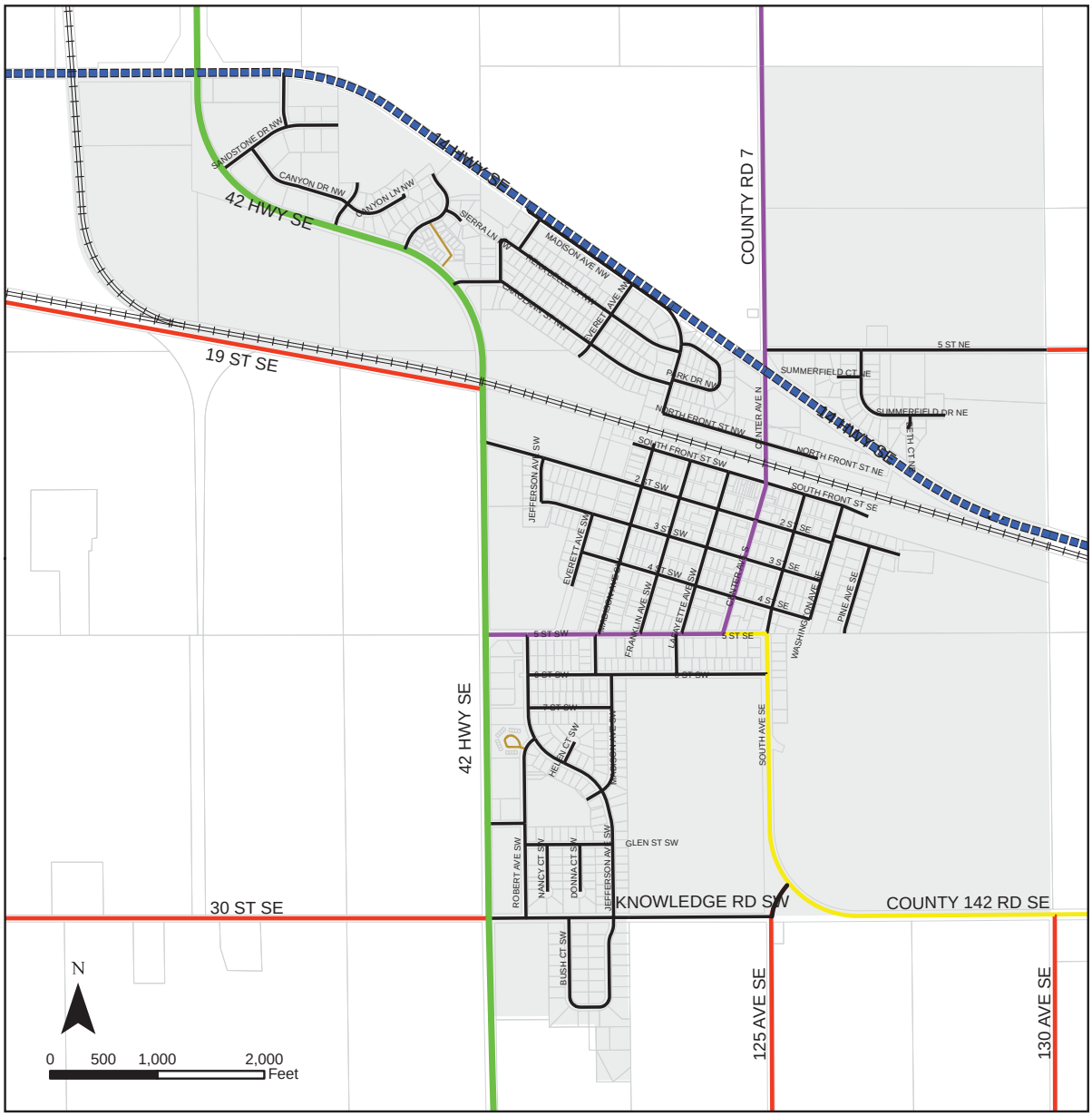
In order to provide improved planning for maintenance and improvements on existing roads, each street or road should be designated under a defined hierarchy that ranks roads as to the traffic volume. Within the city, roadways can be divided into four categories; arterials, collectors, local, and frontage streets. Arterials are defined as urban streets designed to carry large volumes of traffic long distances with few interruptions. Collectors are streets carrying traffic from local streets to the arterials and providing access to the abutting properties. Local streets provide access to residential properties and should not carry high volumes of traffic or permit high speeds. Frontage roads are local roads that run parallel to highways, expressways, or freeways that allows local traffic to gain access to property.

Highway 14 is the most heavily travelled road in the Eyota area. The 2006 traffic volumes generated by MnDot shows volumes of 4,350 to 6,100 trips per day. The projected 2035 traffic volume along Highway 14 is expected to increase to near 10,000 trips per day. Highway 42 traffic volumes were approximately 3,600 per day in 2006. The projected 2035 traffic volume along Highway 42 is expected to increase to over 6,100 trips per day. The collector streets of Center Avenue and 5th Street generated between 465 trips to 2,850 trips near South Front Street. The projected traffic volumes along Highway 14 are expected to increase significantly in the next 20-25 years to 9,955 at the intersection of Highway 42 and 9,500 between Eyota and Dover by 2035. (Data from Appendix A, ROCOG 2035 Transportation Plan)

Roadway Classifications

City of Eyota

Figure 24



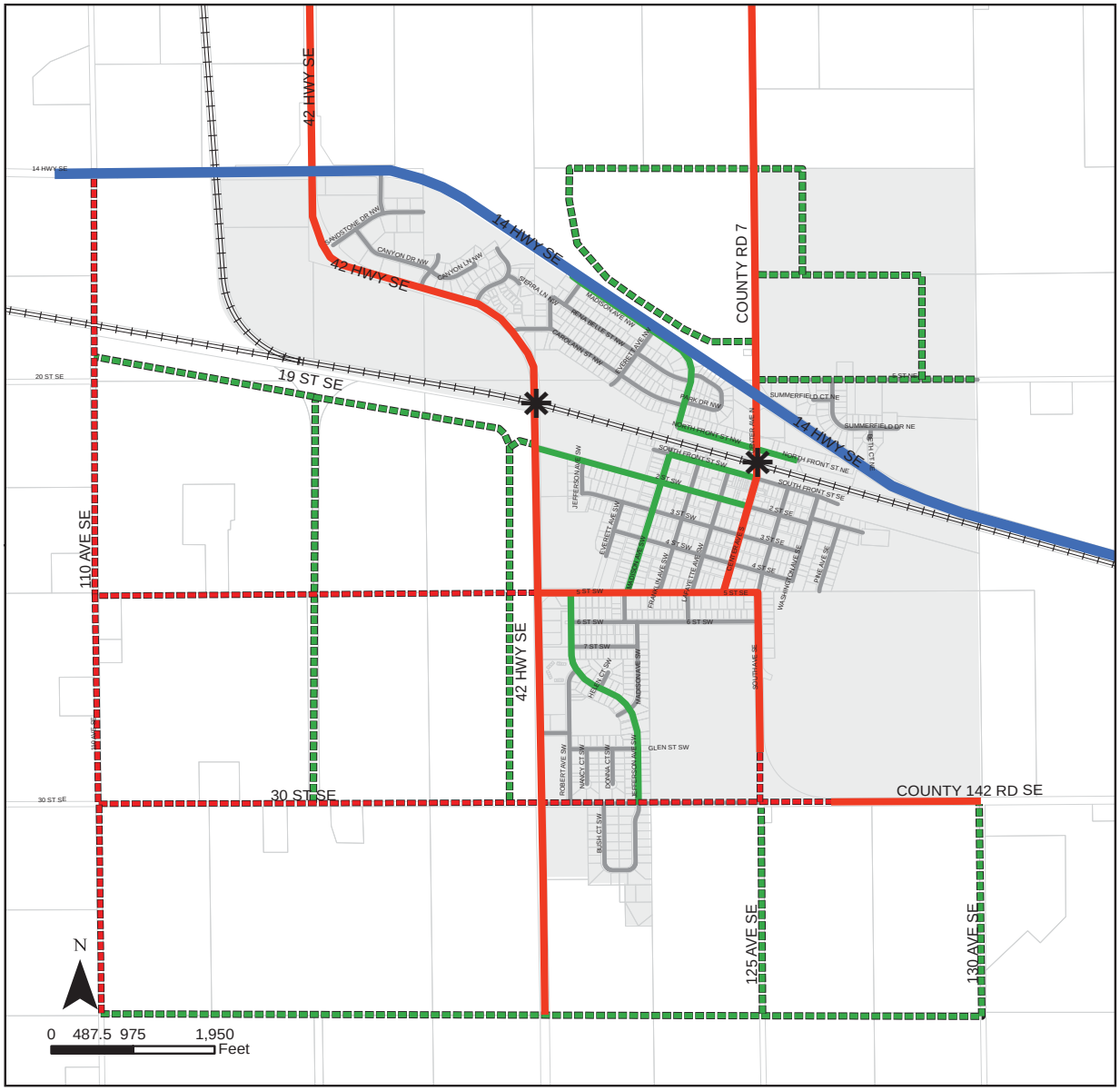
Legend

- Trunk Highway
- Township Roadway
- Local Street
- State Highway
- County Roadway
- Private Drive
- County State Aid Highway

Long-Range Thoroughfare Plan

City of Eyota

Figure 25



Legend

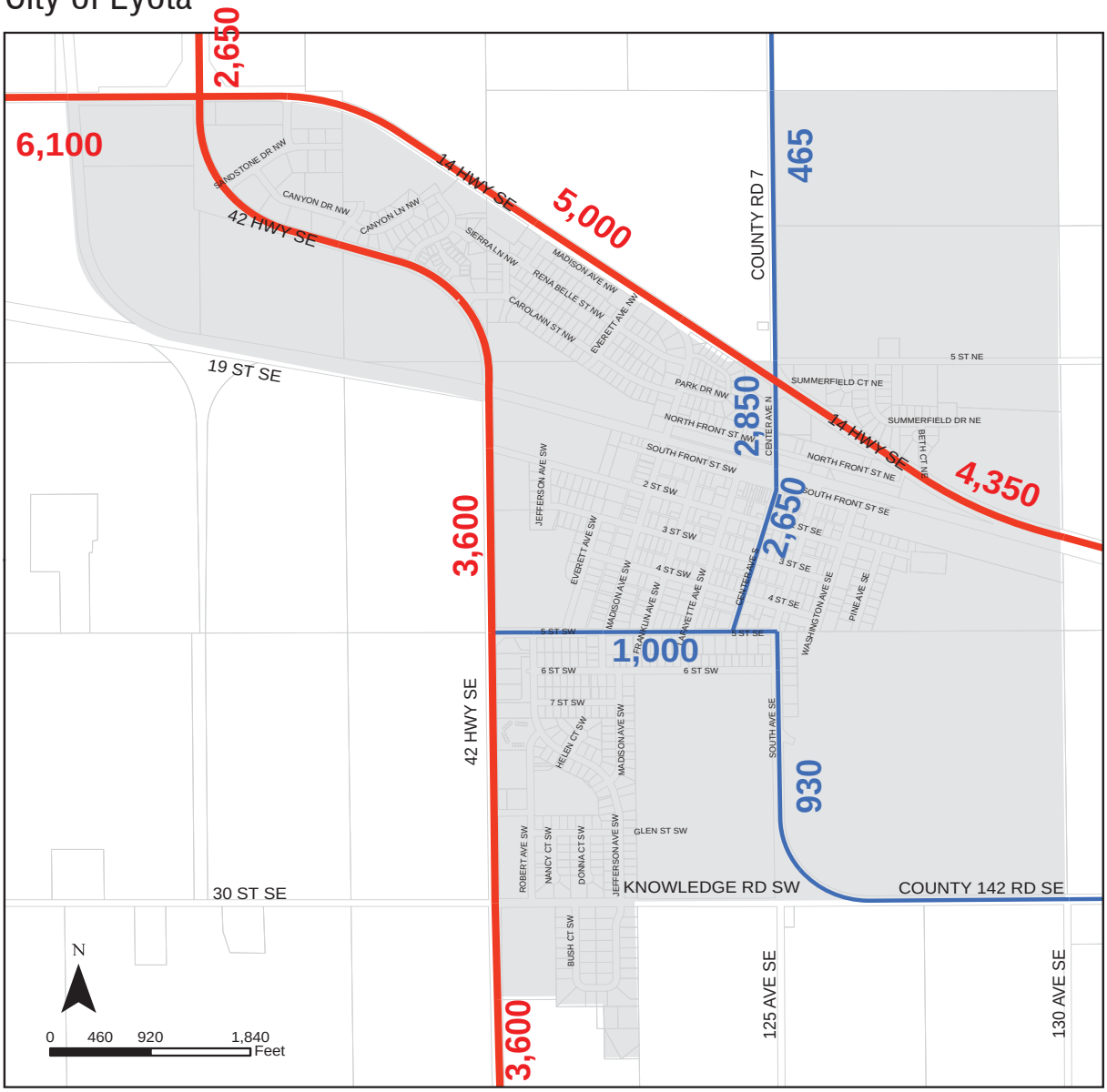
(Developed by Staff as part of the 2035 ROCOG Transportation Plan)

- Expressway
- Arterial Roads
- Proposed Arterial Roads
- Collector Roads
- Proposed Collector Roads
- Local Roads
- ✱ DM&E At-Grade Railroad Crossing

Traffic Volumes

City of Eyota

Figure 26



Legend

6,100 2006 Trunk Highway Roadways (Average Daily Volumes)

1,000 2006 County Roadway (Average Daily Volumes)

Highway 14 is shown as an expressway, and Highway 42 is shown as an arterial roadway in ROCOG's (Rochester-Olmsted Council of Governments) 2035 Long-Range Plan. Each of these roadways will require access management strategies with minimum driveway and roadway separation standards based on traffic loads, posted speed limits, and roadway classifications.

Rochester City Lines bus service has four pick-up and drop-off locations in Eyota between 6:06 a.m. and 7:10 p.m. each day. The City of Eyota recently surveyed current riders regarding designating an existing parking lot for a Park-N-Ride lot and the need for bus shelters. Neither a Park-N-Ride site nor bus shelters will be pursued at this time; but the need will continue to be monitored.

The DM&E Railway line crosses through the entire city east and west. As result, the vast majority of residents must cross the tracks at Center Avenue or on Highway 42 in order to reach U.S. Highway 14, the main route to Rochester and St. Charles. Significant traffic delays have been reported at the intersection of Highway 42 and the railroad tracks. It was suggested in Workshop #1 that northbound and southbound truck lanes be installed so that non-truck traffic could move more quickly after trains have cleared the tracks.

City-wide Trails

Trails provide an alternative mode of transportation, improve recreational opportunities and health, can provide stream buffers to protect water quality and preserve wildlife corridors, and increase property values. Opportunities for city-wide trails within the City of Eyota using existing sidewalks should be provided for pedestrians and bicyclists as an alternative mode of transportation. Existing sidewalks can provide increased opportunities for connectivity to Eyota's parks, schools, and commercial areas.

Whitewater Country Loop Trail

The Eyota based Chester Woods Trail group, sponsored by the Eyota Economic Development Authority, is working in partnership with two other local trails groups to create a 50-mile loop trail called the Whitewater

Country Loop Trail. This will connect eight communities together: Eyota, Dover, St. Charles, Elba, Plainview, Viola, Elgin, and Rochester. Two state parks, Whitewater and Carley, will also be included in the loop. Currently a trail exists between Plainview and Elgin. The trail from Elgin to Eyota, which follows a former railroad bed, received 2008 bonding dollars ($1.5 million) for final paving. The Whitewater Country Loop area is crossed by Upper, Lower and Middle Branches of the Whitewater River, which culminate in Whitewater State Park.

The Great River Ridge group has 18 miles on an old railroad bed purchased and 5 miles of trail completed between Plainview and Elgin . They used $700,000 in federal funding to refurbish 30 railroad bridges and received $1.5 million in 2008 bonding money to pave the trail through Viola to outside Eyota. Construction began in 2009.

The Chester Woods Trail Committee has purchased five miles of trail that will be paved from Rochester to Chester Woods Park in 2009. The next five miles from the park to Eyota is in the process of being acquired.

Minnesota enjoys over 20,000 miles of snowmobile trails through the combined efforts of local snowmobile clubs, State and Federal leaders, Department of Natural Resources and snowmobile volunteers. Snowmobile trails connect the City of Eyota north to Elgin, west to Rochester, south to Preston, and east to Dover.

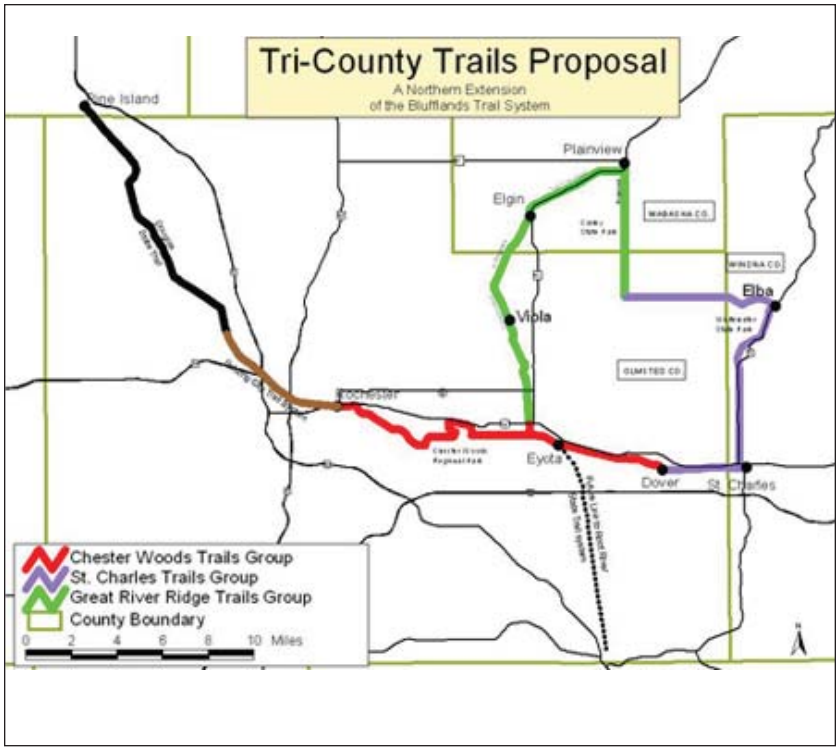
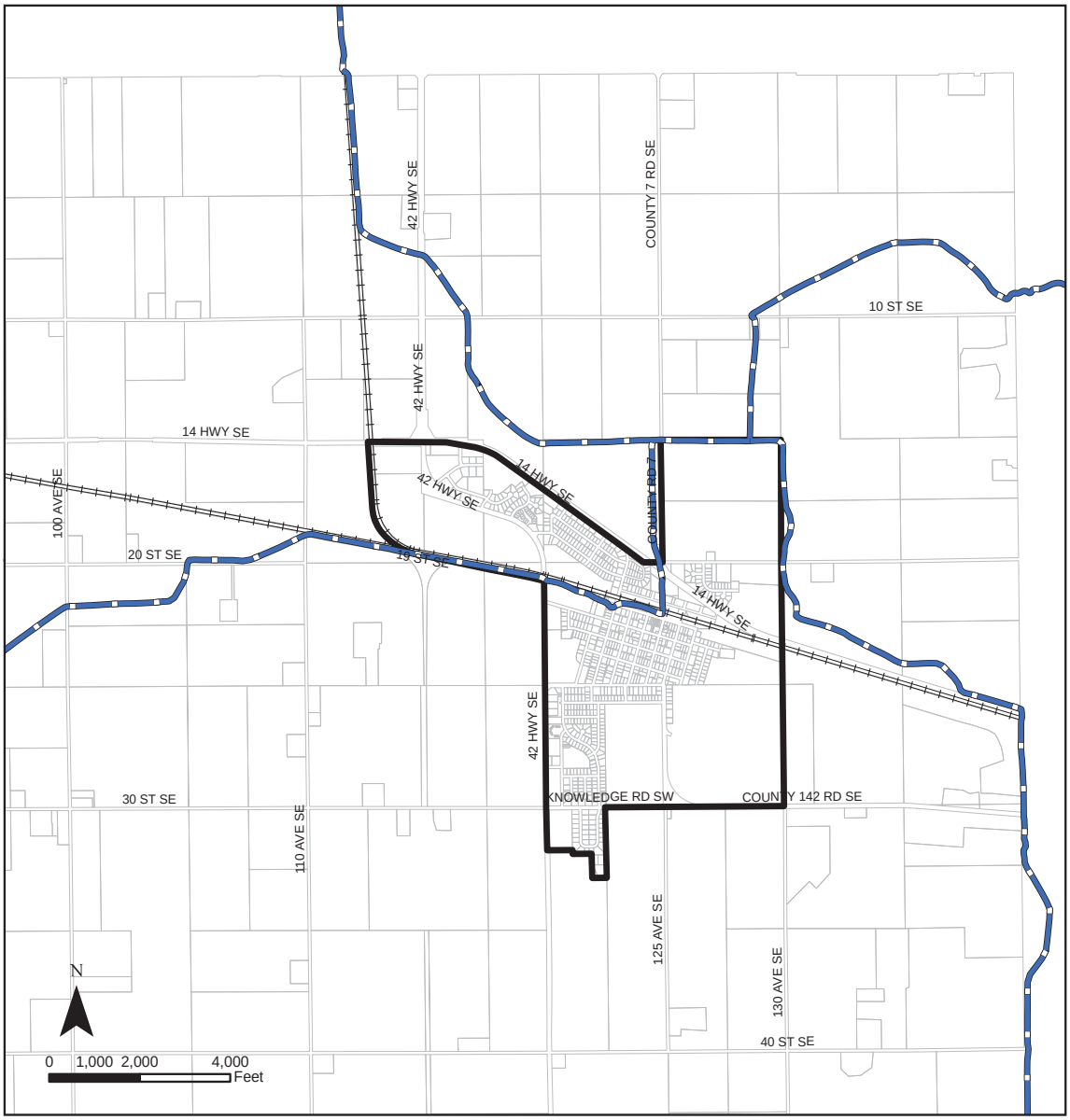


Figure 27
Regional Trails
Source: Minnesota Department of Natural Resources

Snowmobile Trails

City of Eyota

Figure 28



Legend

Snowmobile Trails

Existing Zoning

There are five zoning districts in the City of Eyota. These zoning districts include R-1, Low Density Residential; R-2, High Density Residential; AG, Agricultural; C-1, Commercial; M-1, Industrial/Manufacturing.

The largest zoning district in Eyota is AG- Agricultural with approximately 584 acres or 54.5% of the total property in Eyota. This zone includes parkland, floodplain areas along the DM&E corridor, the Dover-Eyota School District property, as well as the Brubaker and Speltz properties located on the northeast and southeast portions of town.

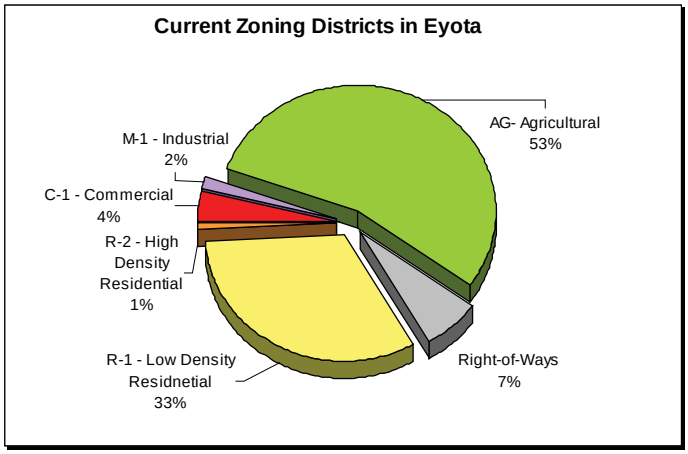


Figure 29
2000 Zoning Chart
Source: Autocad & GIS Database

The second largest district is R-1, Low Density Residential with 344 acres or 32.6% of the total properties in Eyota. This zone includes the traditional single family subdivisions in the downtown area, the Summerfield Subdivision, and the large tracks of property between Highway 42 and the DM&E Railroad.

Small pockets of R-2, High Density Residential are located near Highway 14 and 42 along Canyon Drive, Park Drive, and North Front Street with roughly 9 acres. Typical uses in the R-2 zone are senior housing, mobile home parks, and apartment buildings. The R-2, High Density Residential zoning district has approximately .9% of the total properties in the City.

C-1, Commercial and M-1, Industrial / Manufacturing uses are located at the intersection of Highway 14 and Highway 42, north and south of South Front Street adjacent to the railroad tracks,

Current Zoning Districts in Eyota		
Zoning District	Acreage	Percentage
R-1- Low Density Residential	344	32.6%
R-2- High Density Residential	9	.9%
C-1- Commercial	39	3.7%
M-1- Industrial	19	1.8%
AG- Agricultural/Undeveloped Land	584	54.5%
Right-of-Ways	60	6.5%
Total	1,055	100%

Figure 30
Current Land Use Chart
Source: Autocad & GIS Database

and south of 5th Street S.W. along the Highway 42 corridor with approximately 39 acres of commercially zoned properties, and 19 acres of industrially zoned properties.

Current Land Use

To make a successful comparison between current and future land uses, all of the agriculturally zoned properties including parkland, floodplain areas, the Dover-Eyota School property, and undeveloped agricultural property had to be separated into specific land uses. The parkland, floodplain areas, and the Dover-Eyota School properties were separated into those specific land uses. The larger undeveloped or agricultural uses located on the northeast and southeast portions of town were included in the R-1, Low Density Residential land use category for this analysis.

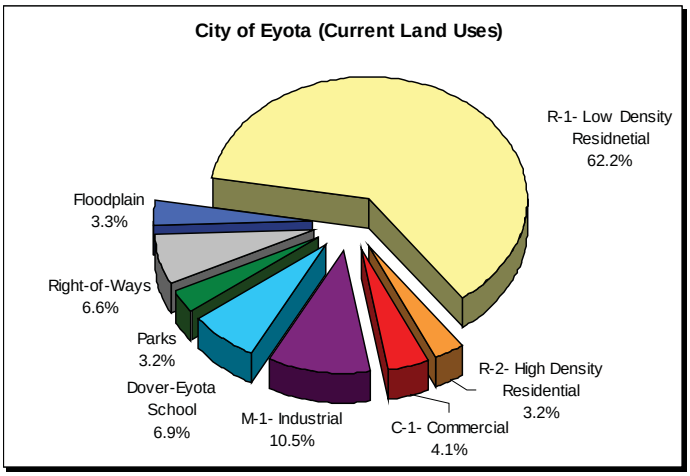


Figure 31
Current Land Use Chart
Source: Autocad & GIS Database

Approximately 65.4% of the existing land within Eyota is residential. Also, 14.5% of the land uses are designated as commercial or industrial. School and parks combine for an approximate land use total of 10.1%. Right-of-ways and floodplains combine for approximately 10% of the total land use in Eyota.

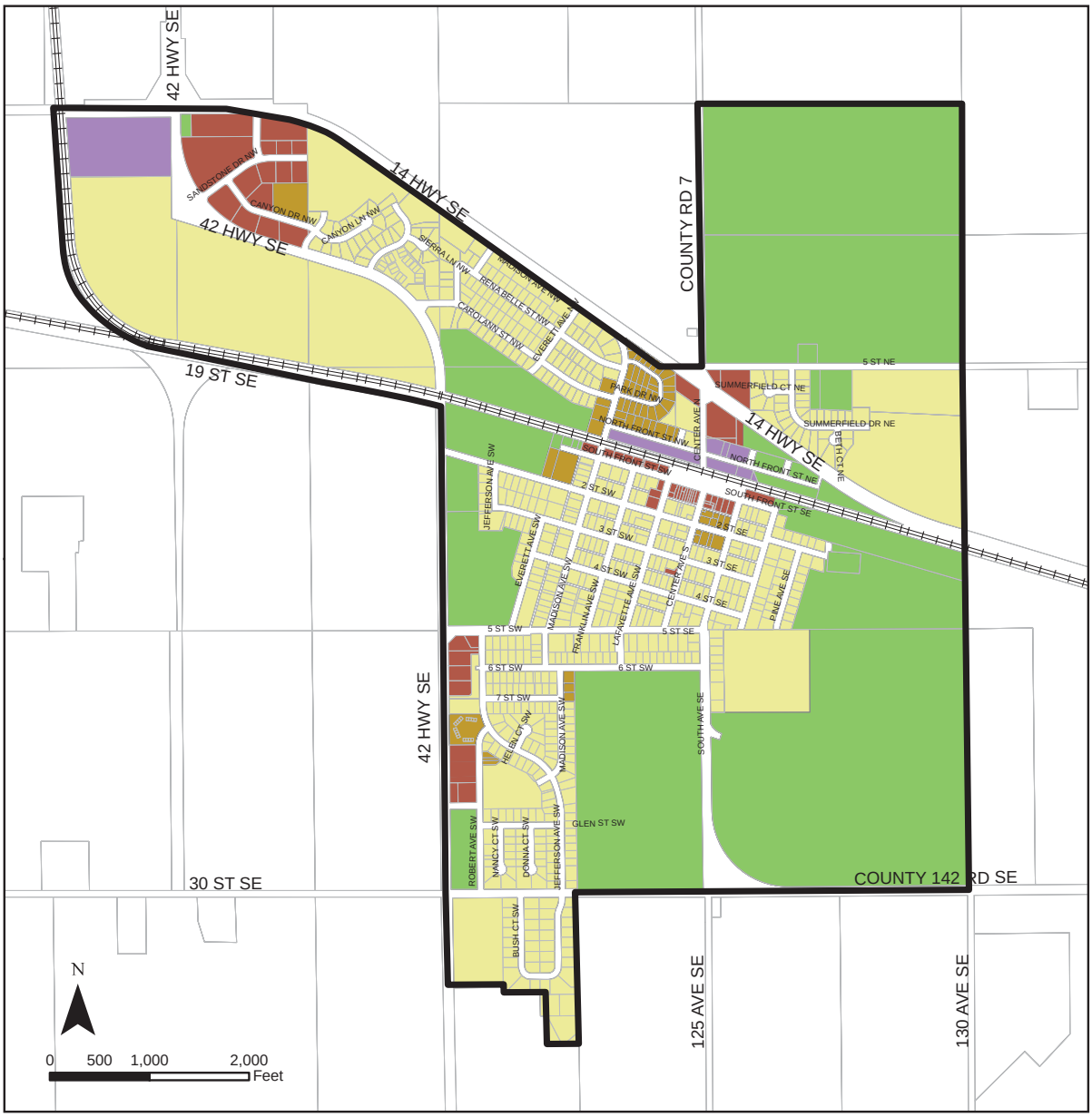
Current Land Use within Eyota Municipal Limits		
Land Uses	Acreage	Percentage
R-1- Low Density Residnetial	656.05	62.2%
R-2- High Density Residential	33.54	3.2%
C-1- Commercial	42.99	4.1%
M-1- Industrial	111.12	10.5%
Dover-Eyota School	73	6.9%
Parks	33.69	3.2%
Right-of-Ways	69.2	6.6%
Floodplain	35	3.3%
Total	1,055	100%

Figure 32
Current Land Use Table
Source: Autocad & GIS Database

Zoning

City of Eyota

Figure #33



Legend

- R-1, Low Density Residential
- R-2, High Density Residential
- AG, Agricultural
- C-1, Commercial
- M-1, Industrial/Manufacturing

3

Goals & Policies

Land Use Goals:

1. Develop the City of Eyota in a manner which will provide an efficient urban growth pattern while maintaining and improving a high quality of life.

2. Develop zoning and subdivision ordinances, capital improvement programs, orderly annexation agreements, housing plans and programs, an official mapping program and community development programs in a manner consistent with the land use plan.

3. Land uses in the city should be primarily determined by natural resources and the availability of urban services.

4. Future development within the city should be designed so as to have a minimal effect on the processes of the natural environment such as seasonal water flow through existing drainage swales and floodplains.

5. Planning Commission and City Council decisions should take the full range of planning and environmental considerations into account including: preservation of unique natural features, depth to ground water and bedrock elevations, topographic suitability, availability of community facilities and services, and conflict or harmony with adjacent existing or proposed uses.

6. Develop orderly annexation policies that are based on reasonable criteria including: proximity to city boundary, city services needed, and maintenance requirements on existing or proposed facilities.

7. Development should locate adjacent to existing developed areas to reduce unnecessary costs to extend city services, where major roadways do not bisect portions of the City, and environmentally sensitive areas do not exist.

8. Development should occur in conjunction with municipal services and facilities.

9. Floodplain, drainage swales, wetlands, and other land resources should be reserved from development and dedicated to the City for use as parks, playgrounds or open space.

10. Sites and buildings which exhibit historical, cultural, or architectural heritage should be preserved and considered for public acquisition where necessary.

11. The responsibility for design and construction of public facilities should be borne by the developer.

12. Encourage urban growth to be compatible and coordinated with public services and facilities capacities, development, and extensions.

13. Seek out broad community participation during all policy-making on land use and land use plan implementation decisions.

Housing Goals:

1. All residential subdivision development will be required to allocate certain resources such as open space, playgrounds, small parks, or money-in-lieu of land.

2. Public services and facilities, especially water and sewer systems, should be provided prior to all residential development in service core areas.

3. All housing units shall meet all requirements of the Minnesota building code, and the code shall be strictly enforced.

4. Mobile home development should have an acceptable and visually attractive design, a proper location in relation to adjoining development, and proper level of public services.

5. Encourage multi-family development that is relatively small and provides a character similar to that of low density residential areas and that are visually compatible with the surrounding structures and site design.

6. Encourage development of multi-family and low and moderate income housing by new construction rather than by conversion of existing single-family housing.

7. Encourage and construct a variety of housing types to meet the needs of the projected population of all income levels including single-family, senior housing and assisted living facilities, and apartments.

8. Market the community to Rochester area builders and others to encourage new construction.

9. Provide incentives to developers for senior or multi-family housing in the community.

10. Pursue grants and low interest loans available to rehabilitate existing housing stock.

Parks & Recreation and Natural Resource Goals:

1. Provide for indoor and outdoor recreation opportunities throughout the City for all ages.

2. Encourage the utilization of both park and school facilities jointly to avoid unnecessary duplication of recreation facilities.

3. Encourage strict enforcement of all pollution standards by the MPCA (Minnesota Pollution Control Agency) as well as the SWCD (Soil and Water Conservation District).

4. Encourage developers to preserve and enhance the natural amenities of each particular development site, thus protecting these natural amenities for the City and surrounding area.

5. Develop local and regional hike and bike trails.

6. Maintain and continue to develop the City's urban forest.

7. Future parks should be evaluated to meet the needs of all residents including developing more natural and less active parks.

Commercial and Industrial Goals:

1. Provide for continued expansion of commercial and industrial activities in an orderly fashion to serve the community and encourage the preservation and improvement of older commercial areas which have a high potential to meet the community needs.

2. Encourage business district(s) improvements through public or private actions that compliment the buildings to increase attractiveness, accessibility, and movement within the business district(s).

3. Encourage industrial development which is shown to be beneficial to the City residents' health.

4. Encourage industrial development which will have a positive economic impact.

5. Industrial land use demands for city services should not preclude the City from serving demands for residential, commercial and public sector land uses.

6. Determine the infrastructure needs for new industry including sewer and water capacity and adequate access needs.

7. Expand industrial and commercial uses between the DM&E Railroad and Highway 42 to attract those uses to the area.

Transportation:

1. Separate through-traffic from local traffic whenever possible to reduce conflict for all types of traffic.

2. Provide and locate new loading and unloading zones that will not interfere with streets and sidewalks.

3. Additional parking areas should be established where needed.

4. Sidewalks should be constructed within the right-of-ways and should connect businesses to schools and residential neighborhoods.

5. Encourage the expansion of Highway 14 to a four-lane highway.

6. Expand public transportation options including designating a city Park-N-Ride lot with a bus shelter, adding bus service locations, and increasing the frequency of available bus service.

7. Map the existing local and regional snowmobile trails.

8. Work with MnDot and the DM&E to construct northbound and southbound turnout lanes along Highway 42 at the railroad crossing for large trucks to use.

4

Land Use Plan

Purpose, Adoption, and Use of the Plan

The purpose of this plan is to maintain the City of Eyota's predominant low density residential development and to promote land uses that are compatible with community goals and policies. This plan is the result of a comprehensive study of the City of Eyota by citizens of the community and City Planning Commissioners and City Council.

The plan is based on the existing zoning, environmental and demographic data, and from citizen input expressed in the City's goals and policies. The City's major goals are to maintain and improve a high quality of life and develop properties in an orderly, responsible, and compatible way.

This plan reflects the current attitudes of the community and is designed to function for at least five years. It should be used as a general decision making tool for the Planning Commission, City Council, developers, and the public. This plan is general, it does not decide every land-use question, but should be followed in the majority of cases. Any exception to the plan should be carefully reviewed.

The Comprehensive Plan is a compilation of policy statements, goals, growth guidelines, locational criteria, use designations, and maps. These are the basis for determining the proposed locations of major types of land uses.

Growth Guidelines

1. Growth should occur in conjunction with municipal services and facilities. Municipal service areas should be well defined and expanded to accommodate and encourage orderly development.

2. The City should allow for future development needs by identifying the long term growth needs in areas where the land use is best suited.

3. Medium and high density housing should be developed in close proximity to commercial, industrial and institutional centers.

4. Provide for continued diversity and growth of businesses in all commercial business districts through redevelopment, preservation, and building and property improvements.

5. Concentrate industrial development in industrial parks with existing or planned public facilities and services.

6. Preserve land which has a unique recreational, geological, environmental significance, or good agricultural land.

7. Protect and preserve properties of historical, architectural, and cultural significance by designating buildings, sites, structures, and districts as heritage preservation sites.

8. Development in the 100-year floodplain should be regulated and limited to uses which are properly flood-protected or do not have a detrimental effect on the floodplain.

9. Adopt regulations that encourage residential and commercial planned unit developments, cluster subdivisions, common interest communities, provisions for common open space, subdivision innovation and other similar provisions which provide for flexibility in development design and an opportunity to mix dwelling types and commercial uses.

10. Ensure the recreational facilities are adequately provided as the City continues to experience population growth. Encourage and promote joint cooperation and planning of school and park facilities.

Locational Criteria

1. Residential Use

a. Low density residential uses are most suitable in areas that contain the following characteristics:

1. Variation in terrain lying outside floodplain areas with slopes under fifteen percent.
2. Bounded by major local or higher order streets.
3. Buffered from high density residential areas, commercial and industrial land use activity.
4. Served by parks, schools and other public facility systems, and have the ability in the future to connect to municipal sewer and water.

b. High density residential uses are most suitable in areas that contain the following characteristics:

1. Level to fairly rolling terrain, lying outside floodplain areas or areas with steep slopes.
2. In close proximity to commercial areas, employment centers, recreational areas, or other neighborhood support facilities.
3. Having good access by means of collector and arterial streets to employment centers, commercial areas, and community facilities, and connected to municipal sewer and water.
4. Buffered from commercial, industrial and other incompatible activities.

2. Future Residential Use

The plan identifies future residential uses both within and outside the city limits. The applicable locational criteria shall be either low density or high density residential as determined in the future as the specific land use is determined for these areas.

3. Commercial Uses

The commercial designation on the Plan includes a variety of uses. These uses vary in the amount and type of traffic generated, the size of the service area, the compatibility with surrounding land uses, and the needs of the residents with the following characteristics:

1. Located along a collector or higher level street.
2. Having relatively level terrain.
3. Having good vehicular and pedestrian accessibility.
4. Compatible with surrounding land uses or can be buffered so as not to adversely affect adjoining land uses.
5. Served by municipal and public facilities.

4. Industrial Uses

The industrial use designation on the Plan provides for such activities as manufacturing, transportation, warehousing, and construction industries. Although the types of uses in the industrial areas may differ significantly with respect to the potential effect on the surrounding uses, the locational requirements are similar. Sites for industrial uses shall contain the following characteristics:

1. Level terrain with slopes of five percent or less.
2. Adequate access to transportation corridors such as collector roads, expressways, or other designated roadways such as trunk highways.
3. Adequate area available for industrial expansion and bufferyards where needed to protect adjacent residential uses.
4. Served by municipal and public facilities.

5. High Density/Mixed Uses

Mixed land uses enables a range of land uses including residential, commercial, and industrial uses to be co-located in an integrated way. An ideal neighborhood includes a range of employment, education, recreation, and retail opportunities along with adequate vehicle and pedestrian connections. Sites for high density/mixed uses shall contain the following locational criteria:

1. Level to fairly rolling terrain, lying outside floodplain areas or areas with steep slopes.
2. In close proximity to commercial areas, employment centers, recreational areas, or other neighborhood support facilities.
3. Adequate access to transportation corridors such as collector roads, expressways, or other designated roadways such as trunk highways
4. Compatible with and not detrimental to the surrounding land uses or can be buffered so as not to adversely affect adjoining land uses.
5. Served by municipal and public facilities.

Land Use Districts

The Plan designates ten types of land use based on the general policy statements, goals, locational criteria, and growth guidelines. The types of land use areas designated and the uses considered appropriate for these areas are as follows:

1. **Future Residential:** These areas are located primarily outside of the existing city limits. They are intended for future use as low density residential.

2. **Low Density Residential:** This district is intended primarily for single family attached and detached residences and related uses such as churches and parks. The average housing density should be consistent with the character of existing neighborhoods.

3. **High Density Residential:** This district provides locations for higher density residential developments. Residential development within this district could include: multi-family apartments, manufactured housing, senior housing, and townhome and condominium complexes with more than 3 attached units.

4. **High Density/Mixed Use:** This district designation provides for a combination of multiple uses within a neighborhood, where a variety of different living activities, (live, work, shop, and play) are in close proximity to most residents. The purpose of this land use is to provide for the integration of residential, commercial, and light industrial uses.

5. **Private Airport / Residential:** A residential development designed around a private airport where residents would be able to use the airport and hangar that is integrated into their property.

6. **Public & Private Schools:** Combined educational facilities for the Dover-Eyota School District and private school sites.

7. **Commercial:** The commercial areas are intended primarily for automobile-oriented commercial businesses that are related to retail, medical facilities, lodging, business and professional services, restaurants, convenience stores, finance, insurance, real estate and office uses. Commercial uses may vary in intensity with differing noise levels, traffic generation, and appearances.

8. **Commercial and Industrial:** This district provides locations for commercial and industrial and manufacturing developments. Retail, office, service, manufacturing, warehousing, major transportation, and wholesaling uses of a similar character and intensity.

9. **Parks & Open Space:** This district designates land for parks and open space uses and may also be used to provide areas within the City for the preservation of sensitive natural areas and the protection of wetlands and wildlife habitat.

10. **Floodplain:** Floodplain areas have been designated to indicate locations of floodways and 100-year flood boundary limits. These areas should be protected from development.

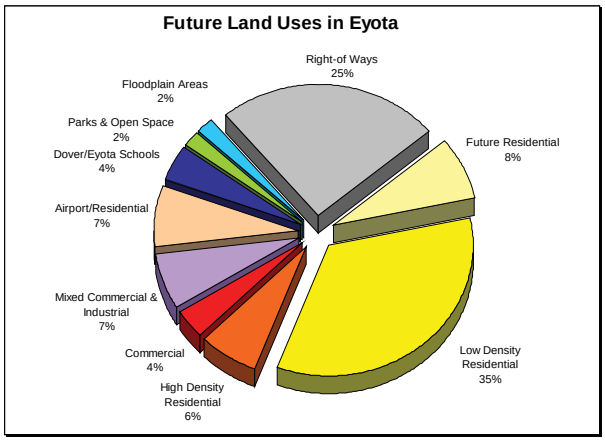


Figure 34
Future Land Use Chart
Source: GIS Data

Future Land Uses in Eyota		
	Acres	Percentage
Future Residential	128	8%
Low Density Residential	555	34%
High Density Residential	105	6%
Commercial	60	4%
Mixed Commercial & Industrial	112	7%
Airport/Residential	121	7%
Dover/Eyota Schools	73	4%
Parks & Open Space	31	2%
Floodplain Areas	35	2%
Right-of Ways	404	25%
Total	**1,624**	**100%**

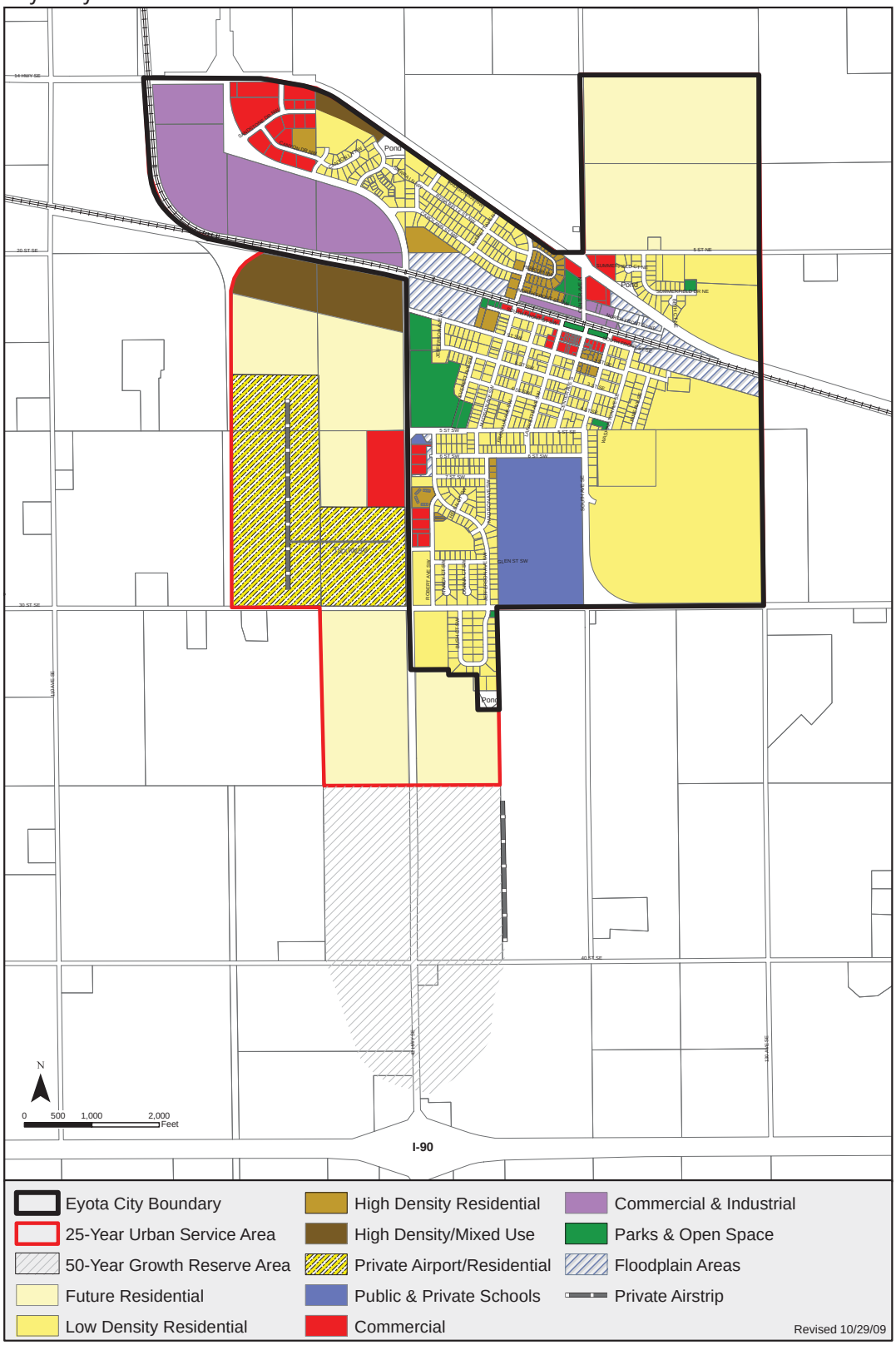
Figure 35
Future Land Use Table
Source: GIS Data

City of Eyota

Figure 36

Land Use Plan

City of Eyota



Current Eyota City Boundary and Urban Service Area

The current municipal boundary for the City of Eyota is approximately 1,055 acres. The Urban Service Area or 25-year potential growth for Eyota is approximately 1,624 acres which is an increase in size of approximately 569 acres.

It should be noted that there are large residential, agricultural, and commercial/industrial properties currently within the city limits that are not developed. However, some of these properties have environmental constraints which will reduce the density potential for certain areas and will have to be developed with care. Existing agricultural uses including feedlots within the city limits and surrounding areas should be carefully reviewed to determine appropriate setbacks from these facilities prior to development.

The 25-Year Urban Service Area extends potential development of residential and commercial property south and west of the current city limits. This urban service area was determined by a number of factors including; existing utility location and pipe sizing, topography, demographics, environmental constraints, current zoning, undeveloped or vacant properties within city limits, and current and future surrounding land uses.

The 50-Year Growth Reserve Area extends potential development from the current southern city limits in a linear pattern, following the topography, to the north side of Interstate I-90. The 50-Year Growth Reserve Area represents an area that is likely serviceable, but is located adjacent to or within several large agricultural farms and businesses. A feasibility study and cost analysis of extending utilities and displacing existing farms should be initiated prior to annexing or developing any parcels within the 50-Year Growth Reserve Area.

Demographics- The projected population growth for the citizens of Eyota is expected to grow by roughly 10% each 10-year cycle from 1,822 citizens in 2006 to 2,415 citizens in 2035. When you combine the projected population growth with the slowly decreasing number of person per household, along with an aging housing stock; additional housing will need to be constructed and redeveloped. To provide a mixture of housing types within a range of 2-5 units per acre, Eyota would need approximately 100-130 additional acres of land dedicated to residential land use. The Land Use Plan designates approximately 520 acres for future residential growth. However, there are significant environmental constraints on some of the properties particularly within the city limits and public improvements such as street right-of-ways, parks, and private utilities will further reduce the total developable acreage of these properties.

Environmental Constraints- The City of Eyota and surrounding area has several natural streams, karst features, wetlands, floodplains, floodplain and hydric soils, shallow soils, and the Cummingsville bedrock formation. Each of these features can create issues for potential development. The Urban Service Area was defined within areas with the least constraints.

Potential City Service Area- Water and sewer lines can be extended to the south and west of the existing city limits to serve additional properties. In addition, the Long-Range Thoroughfare Plan shows proposed collector and arterial roadways to serve properties on the west and south side of Eyota. Community Facilities including the West Side Park and the High School and Elementary School are within one mile of the 25-Year Urban Service Area.

Current Zoning- The Land Use Plan corresponds with most of the zoning designations for the existing housing units and commercial businesses within the City of Eyota. However, there the several large properties east of South Avenue SE, and north of 5th Street NE that are zoned AG- Agriculture at this time. These properties are shown as low density residential and future residential on the Land Use Plan. When development proceeds on these properties they should be rezoned.

In addition, there are three large parcels located southwest of Highway 42 and northeast of the DM&E Railroad that should be rezoned from R-1 (Low Density Residential) to a land use that allows a mixed development for commercial and industrial uses.

The High Density/Mixed land use is designated for two parcels on the Land Use Plan. One parcel is within Eyota city limits along Highway 14 and the other is located west of Highway 42 along the DM&E Railroad corridor within the 25-Year Urban Service Area. Rezoning for these parcels could proceed in two ways. The City could create a new zoning classification that will address appropriate uses, performance standards, and buffers for these properties prior to development, or the property owner could draft a special district that would be adopted by the City of Eyota to address similar zoning related issues prior to development.

Current and future surrounding land use- All of the surrounding land uses in Eyota Township are zoned A1 with the exception of the currently rezoned property to the west of the City owned by MinnErgy, LLC that was zoned AG/RC in 2009. Uses within the A1 zone are predominately low density residential homes with agricultural facilities and farmland and are generally compatible with Eyota's Land Use Plan. The AG/RC or Agricultural/Resource Protection District allows 14 permitted uses and 13 conditional uses. Many of the permitted and conditional uses within the AG/RC Zoning District would be compatible with the Land Use Plan. However, there are a few uses in the permitted and conditional uses that would not be compatible. No applications have been submitted to Olmsted County at this time from the property owners.

Implementation

The most direct and effective link to implementing the Comprehensive Plan, is through the elected and appointed officials. Planning and development proposals related to the City are discussed by the Planning Commissioners and recommendations are forwarded to the City Council. The council members are elected and volunteer their time to improve the community and assist in increasing awareness of community issues. Each representative should become well acquainted with the community and establish a network of communication to the households within his/her neighborhood. Representatives should work with City Council members under the guidelines of this plan for the good of the community without unduly restricting the rights of property owners and proposed developments.

The success of any comprehensive plan is contingent upon what happens after the plan is adopted. All of the work that went into this plan will be of little value unless the plan is put to work. As a general guide, it is important that the recommendations contained in this document are followed by the policy and decision-making bodies. However, this Plan should remain flexible enough to allow decisions to be made that are in the best interest of the City of Eyota. This Plan represents an important perspective that can assist and direct future planning decisions. Specific land use decisions must be made on an individual basis. Decisions must carefully consider how it relates to the City's goals and policies and its overall impact on adjoining properties.

Zoning

The Eyota Comprehensive Plan is a comprehensive, long-range, general guide. In contrast, the Eyota Zoning Ordinance and maps are specific, immediate, and are used to control private land development. Because zoning provides control over almost every aspect of development, the Zoning Ordinance is the most important tool to implement the plan. It must insure high standards of land development without unduly restricting private initiative or causing unnecessary costs to the land owner, the developer, or the public. Any applications for zoning changes or proposed development are referred to the Planning Commissioners and City Council for input and recommendations.

Subdivisions

New subdivision developments are subject to the Eyota Subdivision Ordinance. As subdivision proposals are submitted, the Subdivision Ordinance and Land Use Plan should be followed to insure that sites posing specific problems or constraints can be corrected. The ordinance should consider such factors as development costs, providing efficient public services and promoting energy conservation.

Development Standards

It is very important to neighborhood preservation to maintain high development standards. When conditional use applications and subdivision requests are reviewed they should be studied to determine how that proposed development will relate to the character of the surrounding area. New developments should have conditions placed on them to make them as compatible as is reasonably possible. Proposed development that does not relate well to existing uses should not be approved. Strengthening and improving development standards for building height and mass, landscaping, fencing, access, and signs will insure the desired qualities for the community.

Amending the Plan

The Plan cannot be an effective guide over a long period of time unless it is flexible. It must respond to the changing conditions and needs of the community, as well as, the changing ideas of the citizens. In five years, this plan will likely require an update. This should be done by the same process used in creating the plan itself. Input should be received from the community and the updated plan should be approved by the Eyota Planning Commission and City Council and then forwarded to Olmsted County to approve and include in their county-wide planning efforts.