

LAND USE

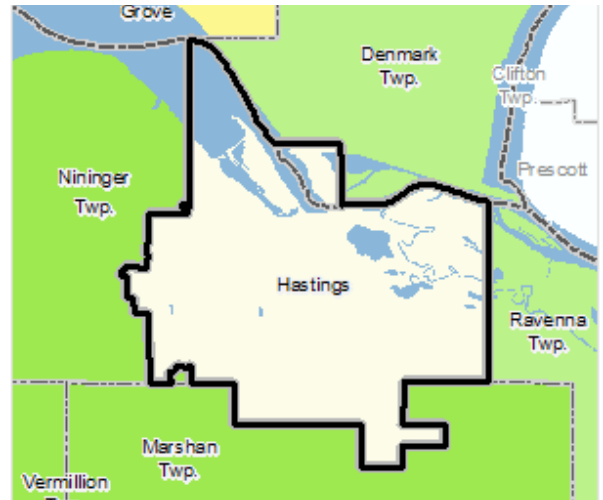
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ARTSPACE HASTINGS RIVER LOFTS

Land Use Analysis

The purpose of the Background and Existing Conditions portion of the land use chapter is to provide an overview of the existing characteristics of the land within Hastings' 2040 growth area. The analysis of this information along with public engagement feedback provides a basis from which to develop future land use goals and strategies.



Land Use Planning History

Early History

In 1853, the Village of Hastings was platted, becoming one of the earliest communities in Minnesota. Later, in 1857, Hastings was incorporated as a City, the second oldest in Minnesota. The land use pattern in Hastings has changed very little since the 1800's. Residential land uses continue to utilize agricultural lands to the south and west of the City. The original commercial area of Hastings occupied the downtown core along 2nd Street. As TH 61 developed, commercial development extended southerly along Vermillion Street. Industrial development has located near appropriate transportation routes. Since World War II, commercial development has grown primarily along the highway routes because of the traffic volumes and associated marketing opportunities and flexibility to expand due to space availability.

Mid-Century

Major planning related changes since the mid 1950's has been the introduction of new land use themes, the industrial park and government campuses, and concentrated retail shopping centers such as County Crossroads, areas along Highway 55, and mixed use developments that utilize nontraditional zoning techniques. Additionally, natural resource features that have been difficult to develop such as wetlands, steep slopes, floodplains, etc., are now recognized as state, regional and community assets and are managed by protective ordinances.

1971 Plan

The City began comprehensive planning activities in 1965 and adopted the first plan in 1971. The 1971 Plan projected a population of 20,000 by 1985 and strong growth in the commercial and industrial sectors. Urban expansion was directed to the south and west bounded by a proposed TH 55/61 by-pass.

1982 Plan

In 1982, a new Comprehensive Plan was prepared as a result of the requirements of the Metropolitan Land Planning Act in 1976. The 1982 plan utilized a land use strategy designed to accomplish the following goals:

- Service a predicted population of 19,600 by the year 2000;
- Extend complete City services to western Hastings;
- Prohibit residential concentrations east of the Vermillion River; and
- Prohibit new major thoroughfares in the City.

An urban service area boundary was established at the western and southern corporate boundaries as they existed in 1982. Low density and rural land uses were established in the eastern portion of Hastings within the current Rural Open Space area of the Mississippi River Corridor Plan. The new urban service area boundary represented an increase in urbanized area from 3,200 acres to between 3,900 and 4,350 acres. The Critical Area Plan for the Mississippi River corridor in Hastings was included in the plan.

Additionally, policies were adopted to strengthen the business and retail function of the historic downtown, discourage new concentrations of development and encourage new businesses to locate in existing commercial concentrations. New industrial uses were planned to locate in the Hastings Business and Industrial Park. It was expected that the primary growth would be in the conversion of agricultural lands to residential developments. Medium-density residential land uses were established in the southwest and northwest areas of the City and high-density residential uses were planned along TH 55 in west Hastings.

2010 Plan

An update to the 1982 plan was completed in 1993 to reflect annexations from Marshan and Nininger Townships, introduce the staged growth management concept for expanded services into the underdeveloped areas of south and west Hastings, and to reflect changes in demographics as a result of the 1990 Census. The 1993 update included the following policy changes for the City:

- Revised definitions for the residential land use categories;
- Introduction of an office land use designation;
- Recognition of non-traditional planning techniques such as clustering and planned unit developments;
- Designation of additional areas for medium (U-II: 4 to 8 units per acre) and higher density (U-III: 8+ units per acre) residential developments;
- The 1999 MUSA boundary;
- Inclusion of economic development and historic preservation components, and
- Criteria for the staging and expansion of MUSA boundary modifications

2020 Plan

The 2020 plan, completed in 1999 extended the area of expected growth on the southern and western sides of the City based on the accelerating pace of development. Commuting from Hastings to the rest of the Twin Cities had increased, making Hastings a stronger “bedroom community” and increasing interest by housing developers.

2030 Plan

The trends evident in the 1990s strengthened, and the forecast of growth for households and jobs exceeded prior expectations for the 2030 plan. The Metropolitan Council granted Cities local decision-making authority over movement of the area to be served by sewer and water lines and designated Hastings as a Developing Community. The Mississippi River Critical Area Plan continued to designate a large area below the bluff on the east side of the city as a rural Development District, thus limiting development there.

2040 Plan

The 2040 Plan does not deviate from 2030 Plan. It does, however put focus on more detailed requirements and expectation of development in and around Hastings, including in location, size and type. This includes:

- Fringe Development Patterns
- Extent of Perimeter Growth
- Development Staging
- Rate of Growth
- Type and Character of New Housing Needed
- Downtown
- Riverfronts
- New Neighborhood Design

Natural Resources

The analysis of the environmental conditions of Hastings provides an understanding of the forces behind land development patterns and assists the City in determining resource preservation needs. In particular, much greater community and regional value continues to be placed on the preservation of natural terrain features such as forests, slopes and wetlands as the City continues to grow. Additionally, natural resource features have been recognized for their desirability in creating pleasing living environments, improving quality of life, and preserving or enhancing property valuations.

Natural Resources and Open Space

Certain areas of the City contain special topography and hardwood forests while others exhibit remnants of the past farming. Those areas in Hastings that contain the most concentrated stands of mature vegetation are often those that have undergone early development for residential home sites. The City has generally been successful in encouraging the preservation of significant vegetation in overall development plans.

However, unnecessary tree removal, especially in the steeper slope areas, have caused considerable and costly environmental damage. Major problems resulting from development are the elimination of native or significant tree stands, damage to trees from construction equipment, and secondary growth of nuisance vegetation such as buckthorn.

A balanced vegetative cover can benefit the City in many ways. First, a network of plant roots maintains water quality by stabilizing soil and aerating plant roots. Next, natural vegetation provides food and shelter for many types of wildlife. Also, varied and mixed vegetation, both natural and planted contribute to the unique scenic quality of the City and buffer the effects of weather.

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It is likely that natural features will need to be included within development projects occurring on former agricultural lands in the southern and western parts of the community.

Additional considerations include:

- Continually support the protection of important natural features such as slopes, significant vegetation and water resources within areas that will be developed in the future.
- Techniques to preserve and incorporate natural features in the design of new development should be continually explored and defined in the City land use regulations
- The City should strive to continue supporting policies that provide for the interconnection of natural areas and greenways with City parks and open spaces, between commercial nodes and between neighborhoods.

Landforms and Soils

The landforms of Hastings are caused in part from the period of glaciation. The Mississippi River valley served as one of the channels for Glacial River Warren that drained Lake Agassiz in northern Minnesota and Canada. Terraces were formed at previous water levels as waters receded from the glacial river.

There are four types of land formations in Hastings including moraine, glacial outwash, bedrock area, and fluvial landforms. The moraine represents the terminus of the latest period of glaciation (the Wisconsin Glaciation) and is located in the west central portion of Hastings to the south of TH 55. Topography of the moraine is hilly with rocky and clay type soils that are not conducive to productive cropland.

The glacial outwash plain was formed by the deposition of materials from the glaciers and is generally located adjacent to moraines. These plains are usually level and contain deposits of

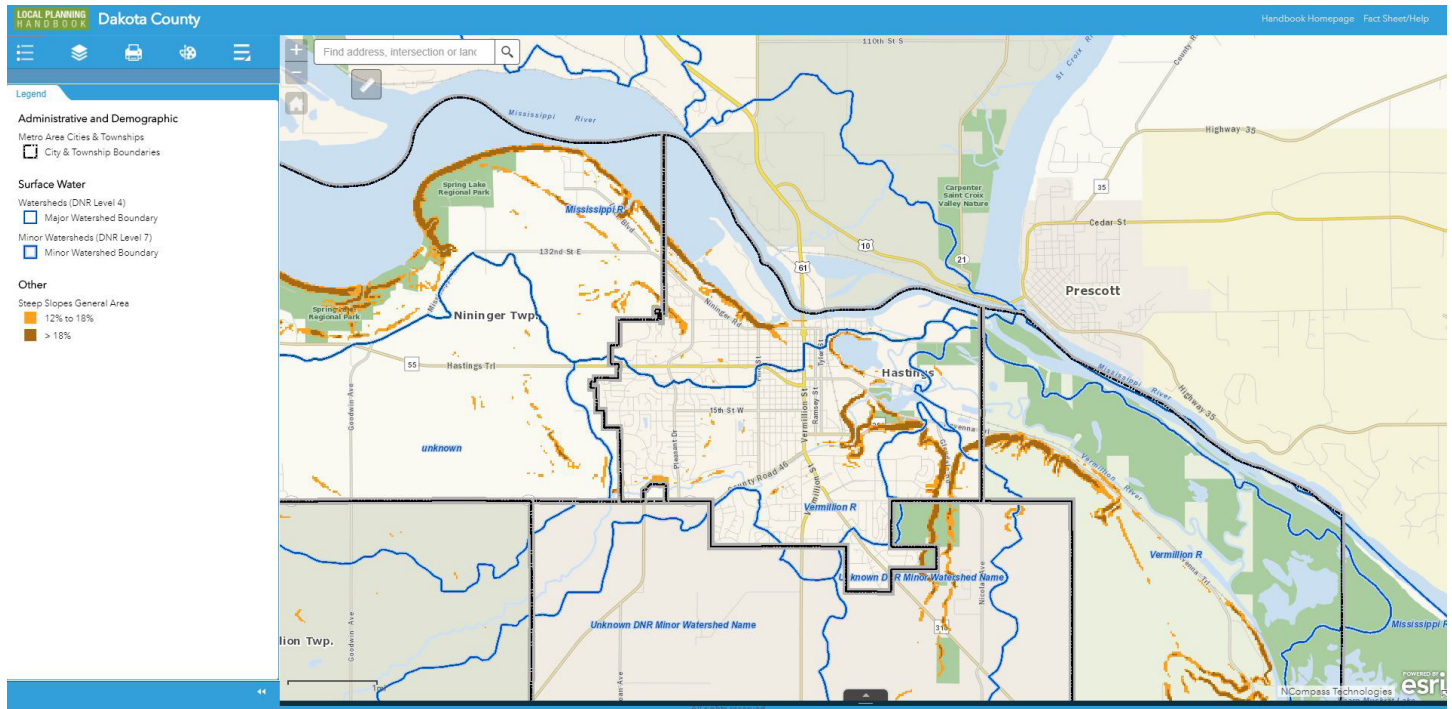
sand and gravel. Soils tend to be dry but can be extremely productive cropland when irrigated. The glacial outwash plain area in Hastings is located in two areas: southwestern Hastings and south of the Vermillion River in the south part of the City.

Outcrops of bedrock are located along the western portion of Hastings south of the Mississippi River floodplain and along the Vermillion River. Soils within the bedrock areas are primarily sandstone. The fluvial landforms are associated with the Mississippi and Vermillion Rivers and occupy the northern half of Hastings. These landforms consist of the floodplains, terraces and bluffs along the rivers. Most of the older part of the City is located on the relatively flat land of the Mississippi River terrace. The bluffs along the Mississippi River are as tall as 200 feet, producing an elevation range from 900 feet to 675 feet in eastern Hastings. Soils in the non-floodplain areas are fine silts and loams, and frequently flooded fine silts and clays within the bottomlands.



Steep Slopes

Steep slopes are defined as those exceeding 12 percent in grade. Steep slopes (most over 18 percent in grade) exist along the western portion of the Mississippi River floodplain along CSAH 42, along the Vermillion River in central Hastings, along either side of Glendale Road in the southeast, and along the western and northern shore of Lake Isabel. A north-south extension of slopes that range from 6 percent to 18 percent occurs in the western portion of Hastings along Pleasant Drive. Steep slopes are protected from development within the shoreland zoning district that surrounds Lake Isabel, the Vermillion River and the south shore of the Mississippi River.



Source: Metropolitan Council Local Planning Handbook Interactive Mapping Tool

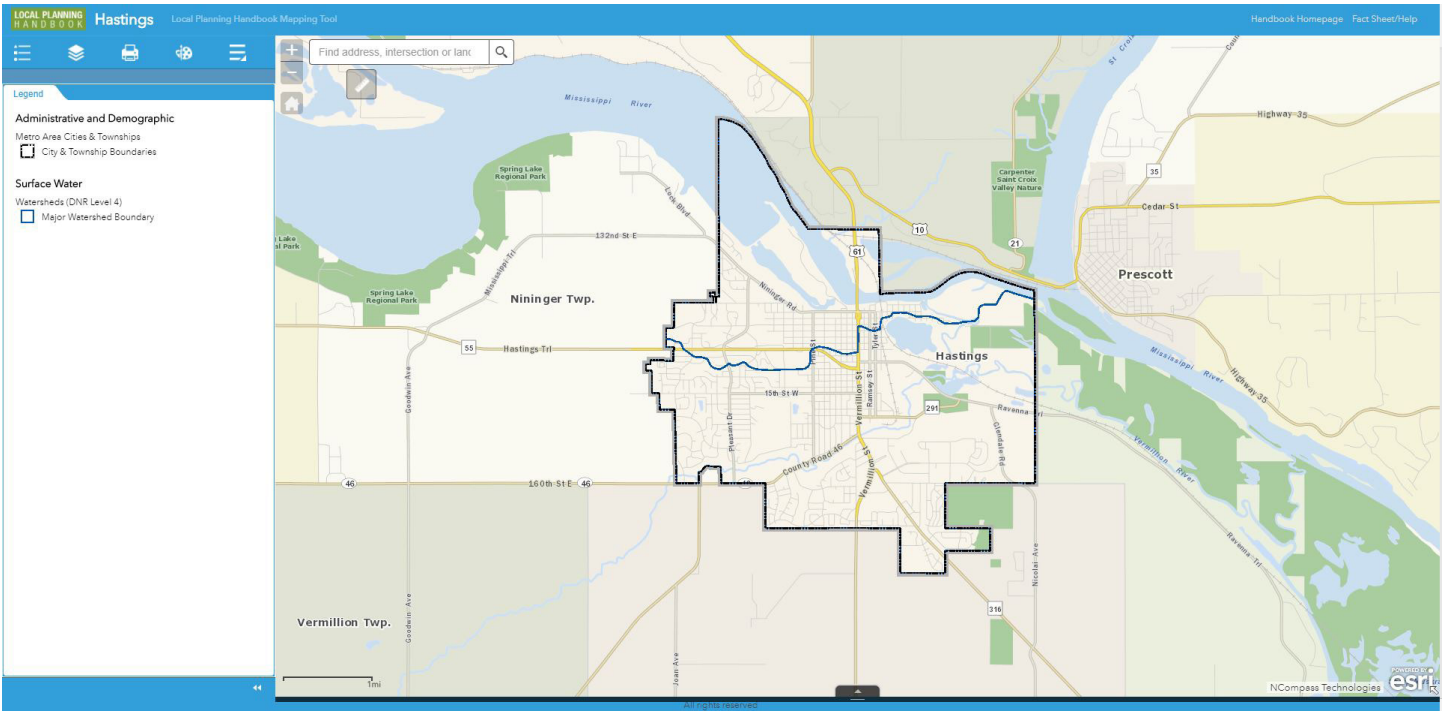
Water Resources

The City is divided into two major (DNR Level 4) watersheds, the Mississippi River and the Vermillion River. The Mississippi River watershed is generally north of TH 55 and the Vermillion River watershed is in the south and western portions of the City.

There are four sub-watersheds (DNR Level 7) within the Vermillion River watershed including:

- #42: The Vermillion River proper,
- #42D: An intermittent drain way joining the river west of TH 61,
- #42K: An intermittent stream just east of the Veterans Home, and
- #42J: The bottomlands east of the downtown

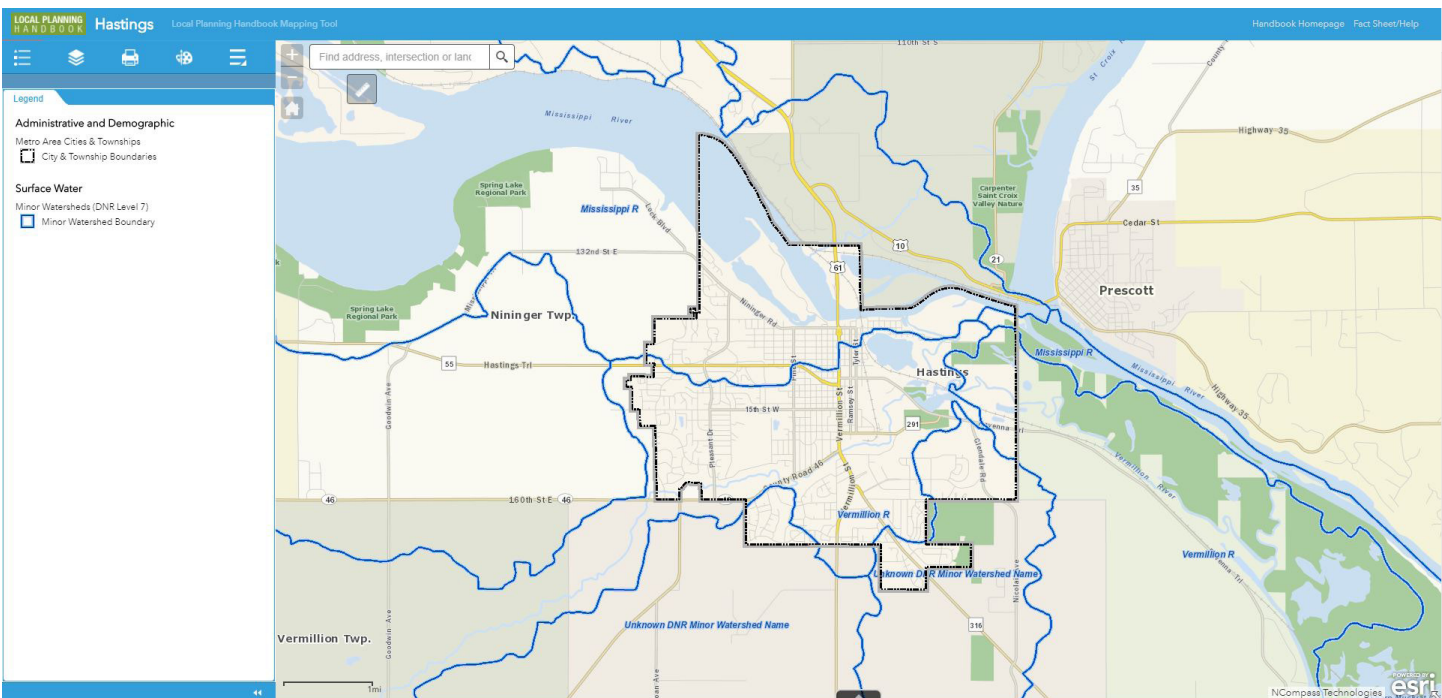
The major water resources influencing planning activities within these watersheds include the Mississippi and Vermillion Rivers, Lake Rebecca and Lake Isabel, a sand coulée paralleling the west side of Glendale Road and numerous wetlands. A full discussion of the aforementioned water resources is found in the Mississippi River Area Corridor Plan chapter of the 2040 Comprehensive Plan. The City acts as the local government agency for administering the State's Wetland Conservation Act.



Source: Metropolitan Council Local Planning Handbook Interactive Mapping Tool

Water quality and quantity within the Vermillion River watershed is under the control of the Vermillion River Watershed Joint Powers Organization (VRWJPO), established in 1984 as a joint powers organization of cities within the watershed. The VRWJPO has a surface water management plan that addresses the needs and development standards throughout the district.

The Surface Water chapter of the 2040 Comprehensive Plan outlines the City's responsibility and plans for complying with VRWJPO requirements and local concerns. Additionally, this chapter contains a map of wetlands within the entire City. Most of the wetlands are located along the Mississippi and Vermillion River corridors. Several isolated wetlands are located within the west central area of the community.



Source: Metropolitan Council Local Planning Handbook Interactive Mapping Tool

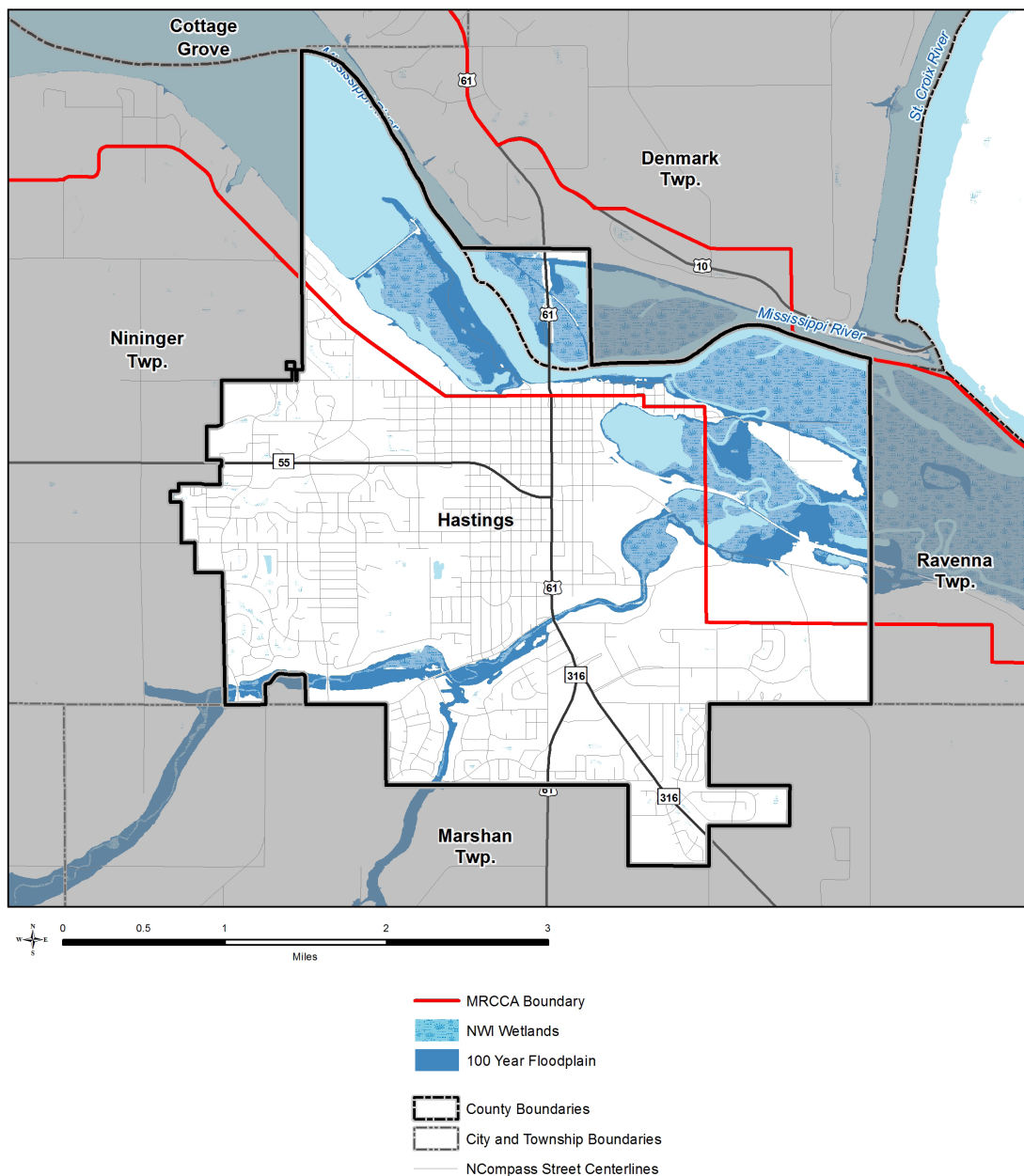
Floodplains and Riparian Open Space

The Mississippi and Vermillion Rivers each contain extensive floodplain areas that are important to the land use planning heritage of the City.

Discussion of these resources which are located in the Hastings portion of the Mississippi National River and Recreation Area (MNRRA) corridor is found in the Mississippi River Corridor Area Plan chapter of the 2030 Comprehensive Plan, which incorporates the Critical Area and MNRRA requirements.

The western part of the City contains the portion of the Vermillion River that falls outside of the Mississippi River corridor in Hastings. The Vermillion River floodplain occupies a relatively narrow band with 100-year flood elevations that range from 783 feet at the Peavey Mill Dam to the east of Vermillion Street to 802 feet at the City's western border.

Mississippi River Corridor Critical Area - Wetlands & Floodplains City of Hastings, Dakota & Washington Counties



Vegetation

Pre-settlement vegetation consisted of River Bottom Forest, Oak Openings and Barrens, and Prairie. Only limited areas of these three groupings remain today. A description of the vegetation resources in the northern portion of the City is found in the Mississippi River Corridor Area Plan.

The southern half of Hastings originally contained the Prairie type of vegetation. Most of the original prairie grasses have been replaced or removed through farm cultivation and pasturing. Existing grass areas have colonized plantings of sumac, dogwood, prickly ash, and blackberries. Occasionally, black cherry, aspen and poplar trees can be found. The central portion of Hastings contains remnants of the Oak Openings and Barrens vegetation group. Red Oak and Burr Oak dominate in these areas with Aspen, Basswood, Box Elder, Green Ash, Hackberry, Hickory, Hazelnut, Ironwood, and Sugar Maple trees. Additionally, isolated groupings of Red Cedar exist along the transition areas. The county has a large amount of Ash trees and the existing threat of invasive Emerald Ash Borer is a concern. This is a threat to the area and those trees and can be costly to the city budget to treat and remove trees dead trees.

Lawns and ornamental plantings have replaced much of the indigenous plant materials, and street trees as the City has undergone development. Ornamental plants require ongoing maintenance in the form of watering, fertilizing, pruning, etc. Indigenous plants are adapted to the natural fertility, low organic matter, and drought hazard characteristics of Hastings soils. To conserve, preserve and reduce maintenance and costs, careful consideration must be given to planting native species and the maintenance of indigenous planting materials.

For additional natural resources maps and information please see Chapter 10: Parks, Trails and Open Space and Chapter 11: Mississippi River Corridor Critical Area.

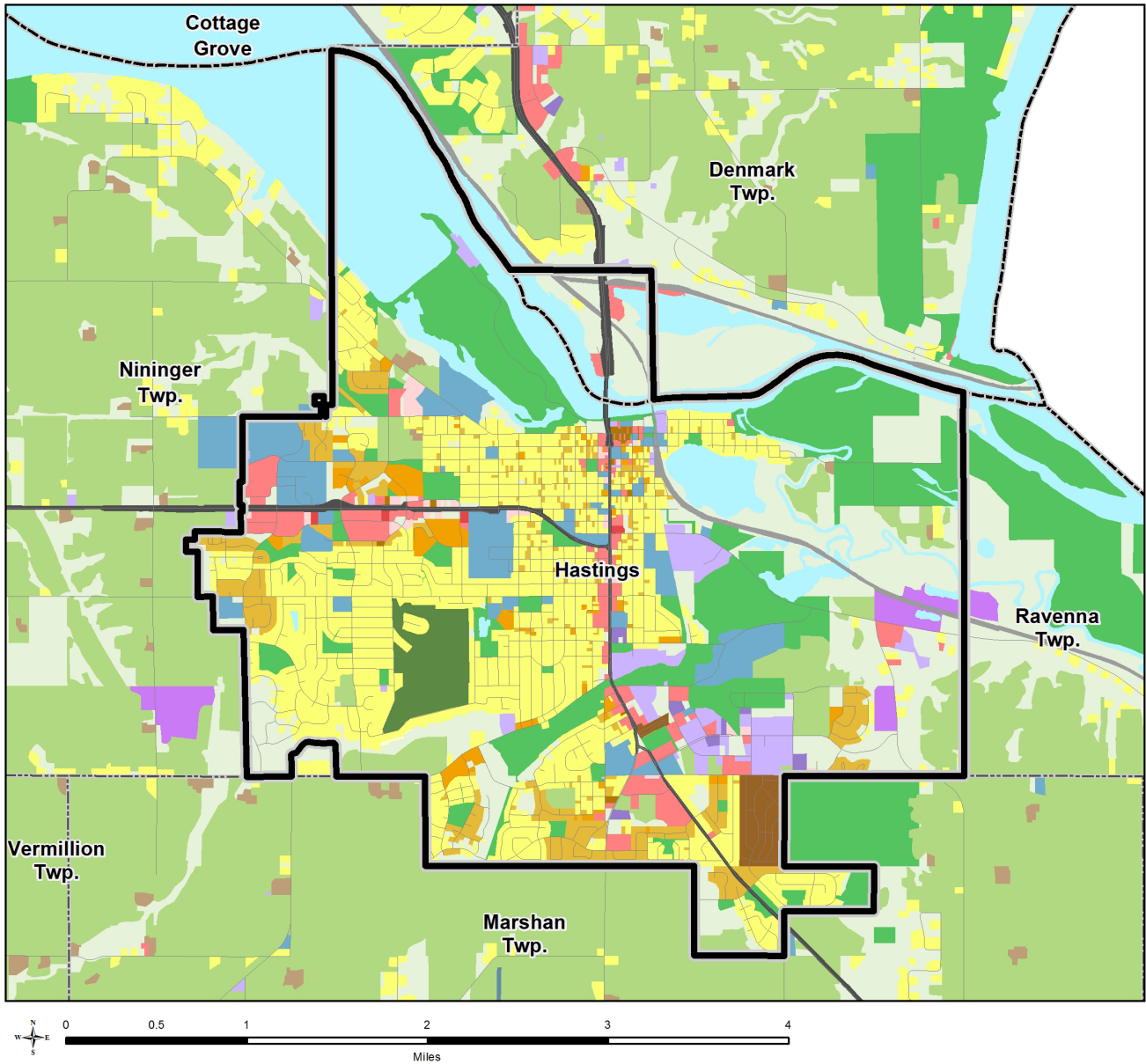
Current Land Use

The pattern and distribution of different types of land uses help define the character of a community, especially an established river town like Hastings. Hastings' image has been shaped by the presence of the Mississippi River and the historic downtown on the riverbank. The City is attractive today to new residents and development because of its small town character, arts and entertainment community, great schools, lower cost of living, higher quality of life and its location within the metropolitan area. The riverfront, historic downtown, parks, trails, heritage sites and streetscapes were all mentioned as strengths of the community in multiple public engagement activities as part of the 2040 Comprehensive Plan process. As urban land uses continue to develop within the Metropolitan Urban Service Area, the City needs to ensure that the proper balance of residential, commercial and employment opportunities are provided that reinforce the development pattern and image that the City desires.

Land use in Hastings is dominated by residential development. Commercial development has occurred in the historic downtown, along Highway 55 and Vermillion Street/Highway 61. Industrial and warehouse activity has been limited due in part to a more distant location from major metropolitan transportation routes. Older strip commercial development outside of the downtown has occurred on Vermillion Street/Highway 61. The corridor has seen some great redevelopment over the past few years. The Vermillion Street Corridor Study provides further guidance in development activities.

Over the last 20 years the Hastings area has proven to be attractive to sub-regional commercial development as evidenced by new suburban style development along the west end Highway 55. The appropriate location of regional and national retailers needs to be considered in relationship to the character and design of downtown businesses, existing neighborhoods and potential access to the regional transportation system. Growth in online shopping may affect further growth in the future.

2016 Generalized Land Use City of Hastings, Dakota & Washington Counties



2016 Generalized Land Use



Existing Land Use Categories

The land use categories have been grouped according to the definitions established by the Metropolitan Council and are depicted on the 2016 Generalized Land Use map and the table below. The table includes the acreage of the existing land uses and percentages of land use within Hastings provided by the Metropolitan Council for 2010 and 2016.

Existing Land Use	2010 Acres	2010%	2016 Acres	2016%
Single Family Residential	1,916	25.0%	1,987	26.0%
Multifamily Residential	543	7.1%	538	7.0%
Commercial	306	4.0%	311	4.1%
Industrial and Utility	341	4.5%	322	4.2%
Institutional	412	5.4%	412	5.4%
Parks and Recreational	1,178	15.4%	1,307	17.1%
Mixed Uses	29	0.4%	41	0.5%
Major Roadways	100	1.3%	106	1.4%
Agricultural and Undeveloped	1,832	23.9%	1,635	21.4%
Open Water	999	13.0%	998	13.0%
Total	7,657	100%	7,657	100%

Single Family Housing: Attached + Detached

Generally, the single family residential category is defined as detached and attached homes (including manufactured homes) located on lots of five acres or less and served by municipal sanitary sewer and water services. In 2016, single-family residential land uses comprised about 26% of the total land area of the City (7,657 acres).

Multiple Family Housing

This category includes lots containing multiple dwelling units such as duplexes, town houses, quad homes, apartment buildings and associated common open space that is privately owned. Most of the existing multiple family development is located around the downtown and on the south and west sides of the City. The amount of developed land devoted to multiple family residential land uses has increased as a result of the construction of numerous town homes, twin homes and quad homes in the south and northwest areas of the City. Additionally, developments like the recent Artspace Lofts, have helped to fuel more interest in quality affordable multi-family housing development in downtown Hastings.

Commercial

Commercial land uses include properties that contain retail sales, offices, professional services, hotel or motels and private recreational facilities (except golf courses) operated for profit such as theaters and bowling alleys. Generally, most commercial land uses are concentrated in the downtown area of Hastings, the Midtown Shopping Center/Vermillion Street area along Highway 61, and, especially, along Highway 55 in the west section of the City.

The number of offices within the City is relatively limited and most buildings are found adjacent to Highway 55 in the central and western portion of the Hastings and along Highway 61.

Since 1990, the amount of developed land devoted to commercial uses has increased because of the outgrowth of development of the greater Twin Cities area and demand for services by new residential developments. In 2016, it was estimated that there were about 311 acres of commercially developed property in the City of Hastings, which is approximately 4.1% of the total land area of the City.

Industrial

This category includes properties used for general contracting, manufacturing, warehousing of all kinds, goods movement facilities, communications, utilities and wholesale trade. The City's industrial lands are concentrated in the Hastings Business and Industrial Park established in 1972 in the southeastern part of the City. Today, the amount of land devoted to industrial uses is 322 acres or 4.2% of the total land area of the City.

Mixed Use

A mixture of multiple family residential, commercial and office uses within a single building or development are included within this category. This category contains a limited number of properties but will likely continue to grow as downtown and the Vermillion corridor continue to improve and redevelop over the coming years.

Recreation and Conservation

All local, regional and state parks, playgrounds (not including school yards), public and private golf courses and similar areas are included in this category. Parks and public open space lands are distributed throughout the City totaling approximately 1,307 acres. This land use category represents approximately 17.1% of the total land area of the City.

Institutional/Public and Semi-Public

Public and semi-public lands include public and private schools, religious institutions, cemeteries, ice arenas, and all local, state and federal government facilities except parks. Other public and quasi-public include the Dakota County government offices and library, Lock and Dam No. 2, the Regina Medical Facility complex, the armory, Minnesota Veteran's Home, the Civic Arena, City Hall, churches and numerous other civic oriented buildings.

Extraction

The extraction category includes two sand and gravel extraction business located in the southeast portion of the City outside of the Metropolitan Urban Service Area (MUSA). Just west of General Sieben Drive there is another large mining area just outside the present City boundary.

Agricultural or Rural

Agricultural land uses are those parcels of five acres or more used for agricultural purposes including sod and tree farms and those that are underdeveloped or vacant. There are a few scattered sites of agriculture remaining in the southern and eastern portions of the community within the City.

Rural land uses are those properties that have been planned for agricultural activities, non-intensive recreation uses and environmental preservation. These land uses occupy the eastern portion of Hastings and are generally coincident with the Rural Open Space District of the Mississippi River Corridor Area Plan. The rural land use designation is designed to contribute to the definition of Hastings identity by providing the following:

- An eastern boundary for urban development and the provision of a land use transition between Ravenna Township and the urban portion of the City;
- Opportunities for rural residential living environments;
- Preservation of open space and environmental features;



Additionally, the preservation of a rural land use area will preclude urban levels of development that requires the installation of expensive municipal and regional services.

Restricted Development

These lands are comprised of property that is protected from development because of environmental characteristics. Property within this category includes designated floodplains aligning the Mississippi and Vermillion Rivers and the Hastings Scientific Natural Area. Approximately 15.64% the total land in Hastings may not be developed due to park status, governmental regulations and/or ownership.

Water

This category includes the Mississippi and Vermillion Rivers, Lake Rebecca and Lake Isabel in Hastings and the other public waters (wetlands) of the state as defined by Minn. Stat. 103G.005, Subd. 15.

Major Road Rights-of-Way

This category includes the rights-of-way only for the County, State and Federal highways. In 2016, this category included 183 acres. Local and collector streets were included in other categories such as Residential, Commercial or Industrial. There are no airports, airport search areas or areas of airport influence within the City.

Undeveloped and Underdeveloped Property

According to 2016 Metropolitan Council estimates there are approximately 1,527 acres that may be available for development within Hastings that are undeveloped and either are served or have the potential to be served by municipal services. This acreage is classified as either Agriculture or Undeveloped and represents approximately 21.4% of the total land area of the City.

Recent Development and Annexation Activity

The recent development history shows the pace of growth relative to the regional forecast of new households and jobs.

Housing Development Activity

Housing starts during the 1990s averaged in the range of 100 to 150 units per year. The first three years of the next decade witnessed an unprecedented surge in new housing (to 380 in 2003) followed by a steep decline to less than the level of the 1990s. New construction can be expected to rebound to the range of 150 to 250 new houses annually.

In the period of 1990 through 2016, the annual number of new single-family housing starts exceeded the number of new multiple-family starts in only four years. In other words, multiple-family housing in Hastings has usually accounted for at least half the number of new houses each year. This trend is consistent with the pattern seen across the Twin Cities.

Housing growth in Hastings in recent years has been fueled by the desire of people to live in smaller communities that have a small town character and good public schools. Diversity in housing types and quality was an issue raised at several of the 2040 Planning processes public engagement activities. Most of the housing development in Hastings has been the direct result of the private marketplace. Based on planning and zoning decisions that were made by the City, the private development community has responded by building housing developments that include single family detached homes, twin homes, townhomes and apartment units. The vast majority of housing in the city was built and sold at market prices or continues to be rented today at rates that are supported by market conditions.

Orderly Annexation History

Plans for potential annexation areas depicted in the 1982 Comprehensive Plan were to increase the area of the City by 1,200 acres by 2000. Until 1993, when the Comprehensive Plan update was adopted, the City had annexed only 410 acres from Marshan Township (located to the south of the City). These included 382 acres located south of 31st Street East between the Three River Mobile Homes Park and TH 61 for the County Crossroads and residential development, and 28 acres to the west between Cannon Street and Leroy Avenue for residential development.

In 1993, 248 acres were added to the City from Nininger Township and 187 acres from Marshan Township (Cari Park Addition, Century Gothic and South Pines (east and west of Hwy 316)) to allow for residential development with urban services in the southwest and southern part of the community. According to the Metropolitan Council, in 2016, Hastings was approximately 7,405 acres in size.

Hastings has a subdivision ordinance to govern the platting and division of property. This ordinance contains the minimum design standards for the installation of public and private improvements to support development within subdivisions. The subdivision ordinance contains a provision that allows for the dedication of property or fees in lieu of property for public land uses such as park and open space purposes.

Additionally, the ordinance requires the submittal of a concept plan for adjacent lands owned or controlled by the developer.

Official Controls

Title XV of the Hastings City Code included eight chapters that deal primarily with the regulation of land use and development. All of the land usage regulations, including copies of the Zoning Ordinance and Subdivision Regulations, can be found at the following link on Hastings' City website: <http://www.hastingsmn.gov/city-government/city-charter-ordinances>

Zoning Ordinance

Hastings was regulating land use by a zoning ordinance adopted in 1956 prior to its adoption of a comprehensive plan in 1971. The current ordinance (Chapter 155 of the City Code) was last codified in 2007 and has been amended as necessary. The text of the zoning ordinance prescribes the specific uses and minimum or maximum requirements according to identified zoning districts. The City has adopted numerous districts that regulate residential, business, and agricultural land uses within the community.

Subdivision Regulations

Hastings also utilizes its current Subdivision Regulations (Chapter 154 of the City Code) to regulate the subdividing of land within the city so that new additions will be integrated with the Comprehensive Plan of the city and will contribute to an attractive, stable, and wholesome community environment. The regulations governing plats and the subdivision or development of land apply within the corporate limits of the city.

Stormwater Management

This ordinance (Chapter 152 of the City Code), adopted in 1993 and most recently revised in 2016, requires that a stormwater management plan be submitted to the City for all development and redevelopment. The plan shall be approved before subdivisions, land alteration or building permit approval. Criteria for the sizing, construction, and performance standards of stormwater facilities for water quality, rate control, volume control, wetland protection and steep slope protection are included in this ordinance. Site erosion for construction activity and wetland protection in accordance with the Wetland Conservation Act are also covered in the ordinance.

Floodplain Regulations

The City adopted floodplain regulations (Chapter 151 of the City Code) to minimize property losses from flood damage and to protect the function of the floodway areas of the Mississippi and Vermillion Rivers. The ordinance establishes the location of the floodway (FW) zoning district that includes all lands that are below the 100 year flood profile for the Mississippi and Vermillion Rivers prepared by the Federal Insurance Administration. Uses permitted within this district are those that have a low potential for flood damage and include agricultural activities, recreational uses, non-structural residential uses and other similar activities. Additionally, the flood fringe is established in the regulations and is treated as an "overlay" to the zoning designations noted above. Specific standards are included within the ordinance for the flood fringe area.

Shoreland Management Ordinance

The existing ordinance was adopted in 1994. The ordinance is derived from the Department of Natural Resources Model Shoreland Ordinance to be compliant with state shoreland regulations. The ordinance regulates development within 1000' of Lakes Isabel and Lake Rebecca, and 300' of the Mississippi and Vermillion Rivers and the Sand Coulée Flowage. A map depicting the nine shoreland areas in Hastings is included in the Mississippi River Corridor Plan. Shoreland restrictions affect development and redevelopment in the downtown because of the more restrictive requirements for lot dimensions, structure setbacks, impervious surfaces, height and other features.

Redevelopment Potential

Downtown

Downtown Hastings provides a mix of commercial, service and residential land uses in a compact area. These uses have contributed to a healthy downtown where services are close to residents and residents are able to provide a market for retail and service establishments. It is important that the downtown remain a viable area not only from its historic standpoint but also because of its contribution to the “small town” values of the community as a whole. The preservation of the urban design pattern in new development and redevelopment should be maintained to retain the viability of the downtown. The mixture of first level retail with upper level residential units in the downtown core surrounded by multiple family residences as a transition to the existing single family neighborhoods will serve to continue the importance of the downtown.

Downtown Redevelopment

Several industrial uses were established in the downtown in the early to mid-1900’s to take advantage of the Mississippi riverfront and the railroad. Today, all other industries have disbanded or relocated to other sites.

One of the primary tools for encouraging reinvestment is the Downtown Hastings Redevelopment District, established in 1973. The purpose of the district is to encourage redevelopment of the historic downtown neighborhood and commercial area. The following entities have invested in Downtown improvement:

- The Hastings Housing and Redevelopment Authority (HRA) has invested in rehabilitation, acquisition of property, demolitions, and public infrastructure reconstruction.
- Private property owners have invested in the rehabilitation and improvement in buildings;
- The Dakota County HRA has invested in the Mississippi Terrace elderly apartment project; and
- The City has invested in public improvements including the remodeling of the old County Courthouse for City Hall and the Police Station.
- While there has been substantial investment in the downtown, there are several challenges that should be addressed, including:
 - The need to continue to support the historic character of the downtown and surrounding neighborhood as part of redevelopment, refurbishment and new development activities.
 - The need and role for public transit (buses, park and ride, commuter rail, etc.) in the downtown and to and from downtown.
 - Continued development and implementation of the Heart of Hastings Master Plan to further expand the historic development pattern of Downtown Hastings and adjacent neighborhoods.
 - Future redevelopment of vacant parcels.
 - The ability to maintain and increase affordable housing in the downtown area.
 - Support of development controls that meet realistic downtown and neighborhood development opportunities yet comply with policies of the Mississippi River Corridor Area Plan and the Heritage Preservation Plan chapters of the 2040 Comprehensive Plan.

Vermillion Street Corridor

Although Downtown Hastings has been the focus of redevelopment activity during the last 30 years, the Vermillion Street corridor is emerging as the next major opportunity. The 2007 plan for the corridor identified several land use, urban design and traffic challenges while recommending steps to begin to address them.

A blessing and curse of this corridor is the great amount of traffic it carries from south of the city to points north and west. If or when an alternative route around the southwestern perimeter of the community is built, some of that traffic will be rerouted. That would have both positive and negative effects on the businesses of the corridor. That, along with the general growth of the community's population and spending power, will lead to new land use opportunities.

The City has recently completed the Vermillion Street Corridor Study. The Plan addresses land use, development, traffic and mobility, urban design, infrastructure, and more along the corridor. The Plan will help guide decision-making and investment for the area for the next several years. The planning area includes the Vermillion Corridor, as well as blocks abutting the corridor.

Central Neighborhoods

Throughout the previously established neighborhoods of Hastings, as in every city, there are numerous opportunities for property owners to improve their houses or even rebuild their properties entirely. These are most often accomplished on a private, case-by-case basis, without assistance from the City.

The City of Hastings expects to promote such reinvestment for the sake of long term neighborhood stability. Across the community, the City will maintain streets, utilities, parks and other public facilities or services to high standards, and it will continue to enforce the Uniform Building Code for all properties. In 2006 Original Hastings Design Standards (OHDS) were adopted for neighborhoods adjoining the Downtown. OHDS is a zoning overlay district that seeks to ensure consistency of new development to the established form and development pattern.

Adjacent Communities' Land Use

The adjacent townships of Nininger (to the west), and Marshan (south) are, for the most part, planned and zoned for 1 house per Quarter-Quarter Section (40 acres) of land.

Ravenna Township (east) and Denmark Township (north) contain areas of both agricultural land and semi-rural estate lots (1 – 10 acres). Each of these community's desires to maintain its agricultural base and independent township status. Thus, each township wishes Hastings to limit its annexations to only that land which will be immediately developed, and to grow in a very compact manner.

However, there are only a few instances where semi-rural lots would create impediments to the orderly and compact outward growth of urban lots served by public sewer and water lines.

Economic Development and the Land Use Plan

Economic development initiatives have long been an important consideration in past planning efforts of the City. Job retention and growth, new and competitive services for residents and the enhancement of the City's tax base has been the primary focus of Hastings economic development activities. In the past, economic development activities have been conducted through the Industrial Park Board, Housing and Redevelopment Authority, and Hastings Economic Development Commission. The Hastings Economic Development and Redevelopment Authority (HEDRA) was established in 2009. The HEDRA replaced the HRA and EDC; continuing on the strong foundation laid by those agencies. Additionally, the Hastings Chamber of Commerce is an active participant in the City's redevelopment and economic activities.

The following section provides an overview of current business activity and needs in the City, identifies opportunities for further business expansion and concludes with economic development issues.

Current Business Activities and Needs

The Midtown Shopping Center on Vermillion Street offers a wide variety of shopping and service opportunities. However, in order to remain vital, additional off-street parking and proper access is needed. In instances where redevelopment or additions are proposed, the City and property owners should examine a development theme that attempts to visually unify the Midtown area.

County Crossroads Shopping Center (established as the terminus to the Midtown Shopping Center/Vermillion Street development), Westview Mall and General Sieben Drive offer neighborhood-oriented services and space for larger businesses. Larger retail stores include Cub, and Wal-Mart near Highway 55 and General Sieben Drive, as well as Coborn's located at County Crossroads.

The Hastings Business and Industrial Park located in southeastern Hastings was established by the Industrial Park Board to accommodate sufficient space for new, expanding and relocated industrial businesses. Approximately 70 acres remain available in the Industrial Park. Larger industrial businesses operating outside of the Industrial Park include Ardent Mills along Vermillion Street north of the Vermillion River, as well as Smead Manufacturing.

Business Expansion Opportunities

Commercial business expansion opportunities are available in the downtown and in the major shopping centers.

Within the Hastings Business and Industrial Park 70 acres with parcels ranging from 1.5 to 40 acres are ready for new development and are served by municipal services within the industrial park. These services should be provided as demand for industrial space justifies the expenditure of funds for the improvements. Additionally, there are a variety of different sized lots privately owned (most by existing businesses) within the industrial area on 10th Street East.

Currently, the City uses several financial incentives for existing, expanding and new businesses within the City. These incentives include Tax Increment Financing (TIF), lending assistance, land credit and lower interest rates for qualifying projects.

Future Concerns

One concern raised during the 2040 comprehensive planning process is where and how much land might be needed for future industrial growth. There is the potential for a new business park, which might include industrial users, north of the intersection of County Road 46/160th Street East and Jacob Avenue.

Other issues center upon the desirability of redeveloping certain geographic areas of the City to stimulate business expansion and vitality. For example, the Midtown Shopping Center / Vermillion Street area contains sites that are functionally obsolete that could benefit from a coordinated redevelopment effort to attract and retain businesses. These efforts could include a revolving loan or improvement program to stimulate private improvements, and the installation of public streetscape improvements.

Affordable Housing

As noted previously the predominant housing type in Hastings is single-family, detached homes. In recent years, developments that include different types of housing have been constructed and provide additional choice for Hastings residents. However, there is a need to continue to encourage housing styles and densities that afford existing and future residents affordable housing opportunities. It is expected that additional residential development will occur as Hastings accommodates its share of regional growth.

A number of land use related issues need to be addressed with the existing housing supply and anticipated new housing growth to 2040 including:

- Locations for housing development that will meet the Metropolitan Council's Affordable Housing Need Allocation for Hastings as referenced in this chapter and Chapter 8.
- Land use opportunities for a variety of housing styles where further development is planned to occur.
- Preservation of land for higher density residential development.
- Zoning to allow the private sector to provide diverse types of housing to accommodate changing nature of households (i.e., more single-person households, fewer children per household, more elderly people).
- Sufficient support services and adequate green space in proximity to housing to foster healthy living environments.
- In-filling of undeveloped properties to meet development demand, prevent development pressure in rural areas and to use established facilities and services.
- Site plan review for multi-family residential developments to produce developments that are aesthetically pleasing and complement the natural characteristics of a site.

Urban Design

Aesthetically pleasing and well-designed developments need to be encouraged in the newly developing and older areas of the community as the City nears full development. To date, developers and the City have provided developments and services that contribute to the image of the community.

Because of its rich history, Hastings, even more than most communities, should encourage builders to follow the principles of traditional design. These include:

- Mixed-use developments where the careful design of the urban environment allows for different categories of uses to be combined in a structure or within the development with minimal impact;
- Cluster developments where minimum lot sizes are “relaxed” and open space is provided; and
- Architectural elements reminiscent of pre-World War II architecture, sometimes known as “neo-traditional design.”

In addition, as property converts from agricultural to urban land uses, natural features should be preserved and/or created in developments to foster a sense of “neighborhood character” and positive environmental image. It is likely that natural features will need to be introduced within development projects occurring on former agricultural lands in the southern and western parts of the community.

Sub-Area Considerations

Some areas of the City require a specialized visual image to promote unity and attraction:

- The Design Guidelines for Original Hastings should continue to be followed.
- The Master Plans for Lake Rebecca and the Railroad area should be implemented to accomplish the policies of the Mississippi River Corridor Area Plan.
- Landscaped entrance gateway to the City should be created, especially at the TH 55 and TH 61 entrances to the City.

Landscaping

Landscaping requirements and programs need to be considered in the City especially in areas where there are no natural woodlands or other features:

- Performance based landscaping standards are needed to improve public views and buffering of land uses;
- Programs should be adopted for more tree plantings by the developer as part of project review procedures.

Chapter 6: Community Design Analysis includes an analysis of the current character of the community as well as goals and policies for future development.

Land Use and Transportation

The City is responsible for maintaining a transportation network in a manner that is reasonably safe and efficient. The system needs to provide for the movement of pedestrians, transit riders, bicyclist, as well as private and commercial vehicles. The system also must be compatible with existing and future adjacent land uses. As the City adds households and employees, and growth continues in Dakota County and southern Washington County, traffic volumes will increase on major routes within the City.

The Dakota County Transportation Plan indicates that there will be insufficient capacity on TH 316, immediately south of Hastings and on TH 55 from southern Inver Grove Heights to Hastings in 2040 assuming no roadway improvements are made.

As traffic congestion escalates on regional roadways, motorists choose alternative routes that may include local roads and areas of the City that were not planned for increased traffic levels. The challenges that the City will face include the ability to balance the impacts of local land use planning decisions in areas of the community where the existing transportation system congestion exists; and mitigate business and neighborhood impacts associated with local and regional transportation improvements needed to relieve congestion.

Subdivision and development design should accommodate traffic volumes and access in ways that do not detract from neighborhood values. The asset of social interaction is associated with neighborhood streets in addition to their transportation function. The feeling of a “sense of neighborhood” is often lost because the activity and noise associated with increased traffic levels on local streets serve to separate social interaction. Subdivision and development design also needs to include safe and attractive provisions for alternative means of travel to promote community interconnection and alternative travel options for residents of all ages.

As property undergoes development, there are opportunities to plan for the location and function of new roadways to serve land uses and complement the City’s transportation system. Additionally, the City should plan for the appropriate level of development intensity to assure the long term functioning of the local roadway network and minimal level of impact to adjacent properties. As part of the development review process, examination of opportunities for short and long term improvements or activities to support the potential for transit and related activities should occur.

The city should consider adding policies that take wildlife into consideration as transportation and development projects occur. Especially when the projects are in proximity to the Vermillion River and other natural resource areas. This will help enhance the health and diversity of wildlife populations, encourage developers of private and public lands to retain natural areas or restore them with native species after construction. Specific policies and more information are provided in the DNR’s Best Practices for Protection of Species document available on their website. Policies that encourage private and public developments to be planted with native flowers, grasses, shrubs and tree species should be explored. Adding these policies could increase the amount of pollinators and wildlife populations as well as help filter and store storm water.

Suggestions for Incorporation

- Requiring biodegradable erosion control netting
- Providing wider culverts around th floodplain
- Including passage benches under bridges
- Installing surmountable curbs
- Adding small natural play areas to parks
- Adding native plantings along play fields
- Using smart salting practices
- Install wetlands fencing
- Additional street tree plantings
- Additional plantings along waterways
- City gateway feature with native plantings

Planned Future Roadways

In addition to the above, means of access and local roadway improvements needs to be investigated as full development of the community occurs. Opportunities to restrict, move and provide for shared access are available when property undergoes development or redevelopment. The following are specific roadway issues that relate to land use decisions that should be examined as property development becomes imminent:

- **36th Street – westerly from Vermillion Street:** The purpose of the connection is to relieve local traffic from portions of TH 61 and allow for access to property. This connection should be planned as part of the development of the Bauer property. The opportunity to examine a potential trail connection to the Vermillion River needs examination if this roadway connection is considered.
- **Connect General Sieben Drive to CSAH 42 and CSAH 87:** Connecting General Sieben Drive north from its current terminus at Featherstone Road to CSAH 42/87 should be planned and constructed as development occurs between CSAH 4/87 and Featherstone to allow for a continuous north-south collector.
- **Tuttle Drive - Westerly to TH 61:** This potential connection would provide an east-west collector that is presently not available in the southern area of the City. The eventual extension of Tuttle Drive west across TH 61/Vermillion Street and west to Jorgen Avenue/Northfield Blvd should be planned and constructed as development occurs along the future corridor.

Land Use and Transportation Challenges

- Providing an interconnected grid of minor arterial and collector streets across the city while respecting major environmental features, especially on the eastern side of the community.
- Properly regulating access to and from arterial and collector roads so as to protect their traffic function.
- Being proactive with the transportation and development issues.
- Examining the transportation system and land use needs from a “system” standpoint.
- Incorporating multi-use paths, bicycle lanes and sidewalks into new developments.
- Planning for residential streets should recognize the social and neighborhood cohesiveness function of roadways.



Summary of Growth Potential

Constraints

Constraints impacting future land use development discussed as part of the 2040 Comprehensive planning process include the following:

The Mississippi River: The major river of North America is located north of the City of Hastings, poses the biggest constraint to any contiguous development to the north of the downtown Hastings.

- The area across the river is accessible by the new TH 61 bridge and the City boundaries currently stretch across the River. However, cost of utility extensions, access concerns and lack of connectedness to the community of Hastings present hesitations for 2040 growth across the river and none is planned.
- Some of the river floodplain extends into the downtown. The Critical Area Plan designates the area between Second Street and the river as Urban Diversified District, which allows taller buildings, a variety of land uses and a high degree of coverage.

Vermillion River Basin Lowlands: The greatest constraint to balancing Hastings' growth from east to west is the eastern lowlands of the Vermillion River basin. This area is clearly demarcated by Lake Isabel and the north-south bluff line and steep slope running just west of Nicolai Avenue.

- Much of the land north of Ravenna Trail is wetland and/or floodplain created by the Vermillion River "delta." South of Ravenna Trail, there is another steep, wooded slope then high ground. These natural conditions were also recognized in the Mississippi River Critical Area Plan, in which the State designated a large as Rural Open Space District.
- City sewer and water lines will be looped to serve the planned regional wastewater treatment plant located north of Ravenna Trail at CSAH 91. Existing developable properties below the bluff will likely be assessed as these utility lines run pass their property – likely promoting development as a way to recoup utility assessment costs. It is likely that sewer and water will be run from their terminus at Spiral Blvd and 31st Street, east to Glendale Road (CR 91) and north to Ravenna Trail (CR 54) to create a looped watermain system to maintain water quality and to eliminate an existing sanitary sewer lift station on Spiral Blvd.
- Development and/or redevelopment of the existing large lot uses can easily occur with access along the existing county roads. Extension of utilities south and east of the Spiral Blvd east terminus along Glendale Rd to serve the high ground along the eastern City limits and within the existing City limits could occur subject to typical development expense once the treatment plant has been relocated and utility mains servicing the new treatment plant are constructed.

Veterans Administration Hospital: The Veterans Administration Hospital and grounds, located along Le Duc Drive, together with C.P. Adams Park present some constraints for growth and connectedness for eastern portion of the community along Le Duc Drive/18th Street East towards Glendale Road.

Southwestern Gravel Mining: There is a large gravel mining operation located west of General Sieben Drive and north of 160th Street.

Landowners Preferences: Land transitions from a farm field to a city only after the owner decides that he/she ready to sell it for that purpose.

Road Access: Road access is a constraint on the eastern perimeter of the city but to a lesser extent elsewhere. On the southern and western sides of the city, planning has left street stubs ready to be extended outward, but it is up to land developers to invest in those improvements.

Opportunities

Opportunities regarding future growth discussed as part of the 2040 Comprehensive planning process include the following:

City Utilities: The Hastings sewer and water utilities, along with planned local and regional treatment improvements, will have sufficient capacity to accommodate forecast growth through 2040. Upcoming studies will refine the estimate of these systems capacities. There are no immediate topographic limitations to these utilities.

Public Road Extensions: As noted above, the City has planned for collector streets to be extended south from Century Drive, Village Trail, Pleasant Drive and General Sieben Drive. The east-west Tuttle Drive and 36th Street will link them all. Further south, a future arterial road may run east-west in the 170th Street alignment and connect to an improved north-south arterial on the west side, perhaps in the Jacob Avenue alignment. On the west, roads can be extended from Featherstone Road, Fourth Street W., the north and south frontage roads to Highway 55, Northridge Drive and Greystone Drive.

Southern Perimeter: The southern perimeter of Hastings offers flat, open farm fields and easy access by utilities and collector streets. However, compared to the western side, it is further from major shopping areas and slightly further from jobs in the Twin Cities.

Western Perimeter: The west side is easily serviced, close to major shopping and close to the Highway 55 transportation link. However, development will be partially impeded by the large gravel mine west of General Sieben Drive near Greystone Road.

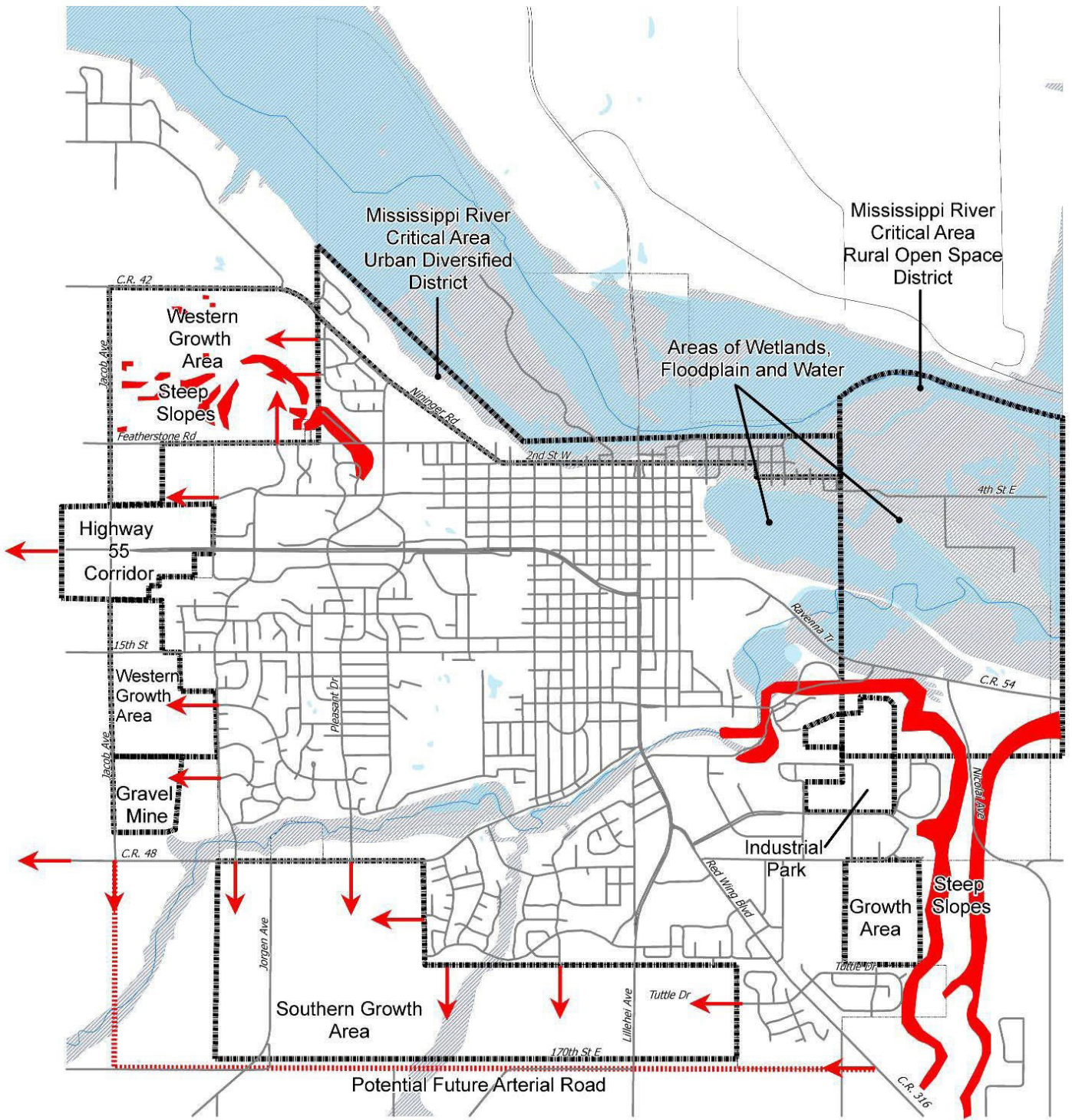
Highway 55 Corridor: Highway 55 is the main transportation link to the south suburban communities and, thus, carries a significant amount of traffic. A pattern of retail and service businesses, attached housing and government buildings has been started along the corridor. There is much potential for further development westerly in the corridor; the future land use plan as well as the guidelines outlined under Urban Design of this chapter and in Chapter 6: Community Design Analysis will help guide future development along this corridor as well as other across the community.

County State-Aid Highway 46: CSAH 46 runs west parallel to Highway 55 to Highway 52 and the City of Coates. This route is secondary to TH 55 in design, average daily traffic and convenience as a link to the Twin Cities. The trend of land use in southwestern Hastings is entirely residential. A large mining operation a short distance north of CSAH 46 west of General Sieben Drive will impede growth in this vicinity. Thus, the development pressure on this corridor is much less than along TH 55.

Downtown and Riverfront: There are a few choice locations for infill and redevelopment downtown for multiple-family housing and/or professional offices.

MAJOR GROWTH OPPORTUNITIES AND CONSTRAINTS

2040 Hasting Comprehensive Plan





Future Land Use Plan

The City of Hastings Future Land Use Plan guides public and private actions in regard to the pattern of land use and development and expresses ideas from other plan chapters as they relate to land use. Its purpose is to encourage the orderly development of Hastings, create an attractive and efficient urban environment and protect key natural resources.

This chapter includes:

- The Metropolitan Council's growth forecast for Hastings
- A summary of the Metropolitan Council's community designation for Hastings
- Goals and strategies for future land use planning
- Policies to guide future land use and community design decisions.
- A map of the desired future pattern of land use.

The Future Land Use Plan is the central element of the Hastings Comprehensive Plan, and many people will think of this chapter as "the comprehensive plan." Although there are other plan chapters, they are each related to the land use plan as they each have a geographic component. Consequently, there is some overlap, and other elements provide more detail on certain subjects mentioned in this chapter. The key provisions of other chapters of the Comprehensive Plan critical to the physical development of Hastings are integrated into the Land Use policies.

The Future Land Use Plan translates the community vision for growth and conservation into a recommended physical pattern of neighborhoods, commercial and employment areas, roads and parks. Land use policies seek to influence the location, types, amount and timing of future growth through private real estate development, public investment in infrastructure and community facilities, and conservation of natural areas. In addition, the chapter policies are intended to ensure that the environment and other long-term public interests are given adequate consideration and prevent or mitigate the negative effects of incremental, ad hoc and laissez-faire market decisions.

The Future Land Use Plan will be used by the community in making decisions about private development proposals, and the location, size and timing of public improvements. The chapter may also be the basis for preparing more specific sub-area or sketch plans for smaller subsections of the community such as the central business district or a future residential neighborhood.

The objectives and policies of this chapter are expected to be implemented through the City's zoning and subdivision ordinances, which may be amended after the adoption of this plan, and through the administration of that ordinance by City staff, the Planning Commission and the City Council.

The Future Land Use Plan should not be construed as a final blueprint for specific site development nor a prospective zoning map. The identification of preferred land uses does not imply that rezoning a specific area is immediately appropriate. While the zoning and subdivision ordinances must be consistent with this plan, the rezoning process is separate from the planning process and must consider the timing of zoning decisions, availability of similar land and the impact of a rezoning decision on other community objectives and policies.

The Future Land Use Plan may be amended occasionally as circumstances warrant. However, the community hopes that the policy direction of this plan will be relatively consistent over time. Guidelines for reviewing and updating the plan are included in the Plan Implementation chapter of this comprehensive plan.

Metropolitan Growth Forecasting Process

The Metropolitan Council develops forecasts of when, where and how much population, household and job growth the region and its communities can expect. They update the 20-year regional and local forecasts at least once per decade.

Regional Forecast

The regional forecast looks at the seven-county region position within the larger, national economy. The region's business conditions and competitive advantages determine economic and employment levels which, in turn, drive population growth by attracting people to the Twin Cities.

Local Forecasts

Once the regional forecast is complete, additional land use modeling locates future population, households and employment to specific communities within the region. The Metropolitan Council's model looks at how demographics, regional policies, and available land affect real estate supply and demand.

Modeling only takes our forecasts so far. Working with local governments and planners to incorporate their on-the-ground knowledge about local development to adjust our forecast results is the next important step in the process.

Metropolitan Council Revised Population, Housing and Employment Forecasts			
Forecast Year	Population	Households	Employment
2010	22,172	8,735	8,532
2020	22,800	9,200	8,100
2030	25,500	10,600	9,100
2040	28,300	12,000	9,600

Source: Metropolitan Council July 2020

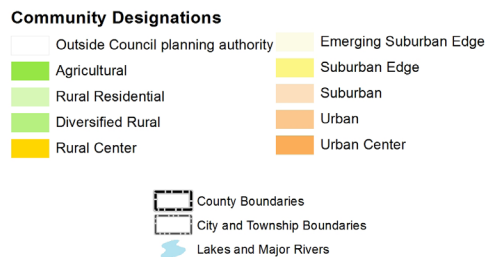
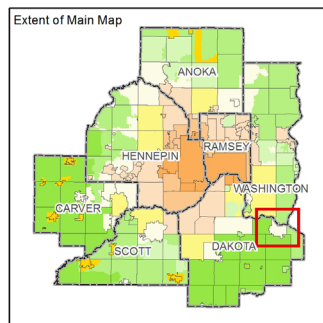
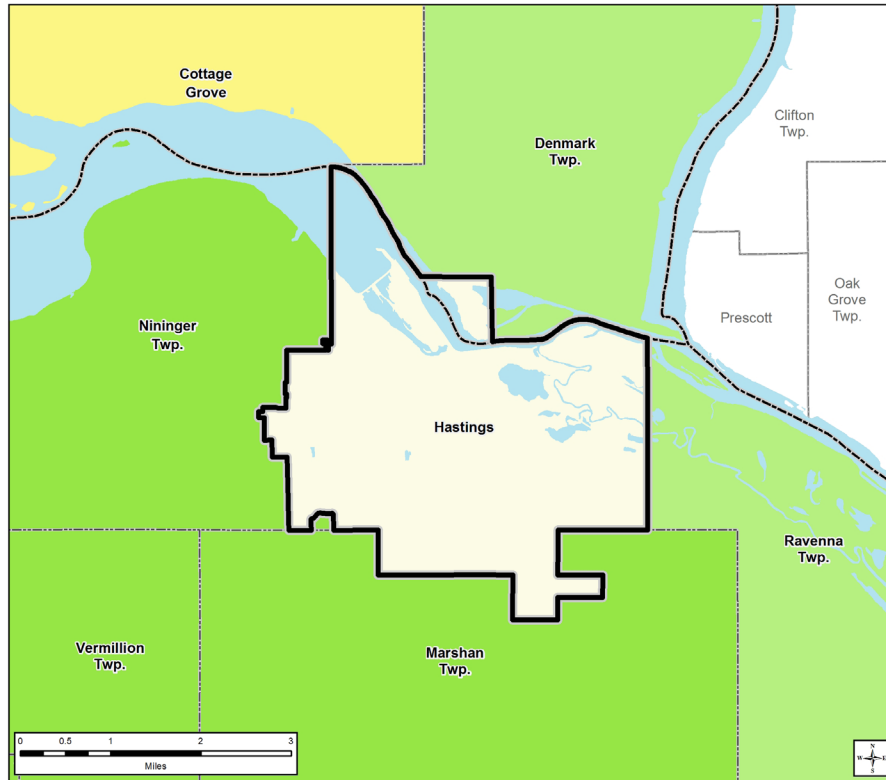
Metropolitan Council Community Designation

The Metropolitan Council has developed policies related to the orderly and efficient use of land for the 7-county metropolitan area and identified 10 different community designations for land use policy across the region. Hastings, being an established City but growing as an emerging suburb as part of the metro region has been designated by the Metropolitan Council to be "Emerging Suburban Edge" for the 20 year planning period.

The Metropolitan Council has established the following policies for the Community of Hastings to follow regarding land use planning based on this determination:

- Plan and stage development for forecasted growth through 2040 and beyond at overall average net densities of at least 3-5 dwelling units per acre in the community. Target higher-intensity developments in areas with better access to regional sewer and transportation infrastructure, connections to local commercial activity centers, transit facilities, and recreational amenities.
- Identify and protect an adequate supply of land to support growth for future development beyond 2040, with regard to agricultural viability and natural and historic resources preservation.
- Incorporate best management practices for stormwater management and natural resources conservation and restoration in planning processes.
- Plan for local infrastructure needs including those needed to support future growth.

**Community Designations
City of Hastings, Dakota and Washington Counties**



The regional long-range plan for the Twin Cities region produced by the Metropolitan Council characterizes Hastings as a “Emerging Suburban Edge” community. Per the “Checklist of Minimum Requirements for Hastings the City is required by the Metropolitan Council to include a map acknowledging Hastings designation by the Metropolitan Council as a “Emerging Suburban Edge” community. The City is also required to acknowledge the expectation that future residential growth will occur with residential densities ranging from three to five units per net acre.

OVERALL DENSITY EXPECTATIONS FOR NEW GROWTH, DEVELOPMENT, AND REDEVELOPMENT	
Metropolitan Urban Service Area: Minimum Average Net Density	
Urban Center	20 units/acre
Urban	10 units/acre
Suburban	5 units/acre
Suburban Edge	3-5 units/acre
Emerging Suburban Edge	3-5 units/acre

Source: Metropolitan Council 2018

Key Land Use Planning Issues

The major land use issues discussed during the 2040 comprehensive planning process are described below.

Fringe Development Pattern - What should be the pattern of land use on the City's perimeter? How will new neighborhoods be connected to the existing community? How will these new growth areas be served by commercial development, both at the neighborhood and community-wide level? Are there landowners willing to develop or sell for development in the community's future growth areas?

Extent of Perimeter Growth - How far west should this plan allow development to occur between now and 2040? How will regional transportation system improvements impact growth to the west, towards the Twin City Metro area?

Development Staging - What should be the sequence of new neighborhood development on the perimeter of the City? How will any sequencing be impacted by the willingness of agricultural landowners to develop or sell for development?

Rate of Growth - How many new housing units and how much commercial or industrial development is anticipated and does the community have enough accessible land available to facilitate this growth? How have growth projections changed from those included in the 2030 Comprehensive Plan?

Type and Character of New Housing Needed - Will the community support the anticipated regional and local affordable housing needs outlined by the Metropolitan Council? Where will the need for affordable housing be satisfied? What is the anticipated need for senior housing? What will be the character of sing-family, multi-family and senior housing be?

Downtown - To what degree should the City promote and assist redevelopment that conforms with the recommendations of the Heart of Hastings Plan for intensive, urban retail, offices, housing and mixed-use buildings? How can the plan support the expansion of the Arts and Culture downtown and across the community with future growth and redevelopment?

Mississippi Riverfront - How can the riverfront and river traffic be better connected to downtown? To what extent should the City strive to provide or require public access to the riverfront during property redevelopment? Are there additional opportunities to support the revitalization of community assets along the riverfront and in the surrounding area?

New Neighborhood Design - Should the City require that new residential areas be designed with many of the features of the older neighborhoods such as sidewalks, street trees, and a mixture of housing types, narrow streets, front porches, short front setbacks and garages located to the rear or setback from the front door?

Future Land Use Goals and Strategies

Goal 1: Small Town Character

Protect the look and feel of older neighborhoods and seek to extend traditional neighborhood design principles into new areas.

Strategies:

1. The Land Use Plan Map - Regulate land use consistently with the Land Use Plan and the policies of this plan.
2. Sustainable Growth - Grow by investing in established areas, carefully planning new neighborhoods, providing attractive public amenities and protecting environmental resources.
3. Redevelopment - Restore underutilized urban and riverfront properties to viable commercial, residential or recreational opportunities.
4. Land Use Plan Implementation - Use this plan as a basis for reviewing development applications, as a guide for neighborhood or district plans, and as the foundation for amending the City's zoning and subdivision ordinances.
5. Ensure redevelopment in older (established) neighborhoods is consistent with TND.

Goal 2: Fringe Growth

Strategies:

1. Land Needs - Plan a sufficiently large area for urban growth to accommodate the regional forecast of population, households and jobs plus some additional land for market flexibility.
2. Perimeter and Regional Growth - Achieve compact and cost-effective perimeter growth for the long-term future.
3. Major Roadway Corridors - Plan land use along the major road corridors in a manner supportive of the functional classification of the road.
4. Municipal Expansion - Work to maintain a well-planned and fiscally sound community by including all appropriate land areas within the City boundaries.

Goal 3: Neighborhood Protection and Improvement

Keep older neighborhoods attractive and vital through improved streets, parks and services, code enforcement, design standards and selective redevelopment.

Strategies:

1. Residential Neighborhoods - Reinforce and create neighborhoods with a diversity of housing, attractive public spaces, compatible land uses, sense of identity.
2. Neighborhood Identify - Dependent on the size and involvement, consider officially naming and designating neighborhoods to reinforce neighborhood identify and placemaking.
3. Inappropriate Land Use - Reduce land use conflicts through redevelopment of blighted, vacant or underutilized properties, enhanced buffering or screening, and improved building and site design.
4. Local and Regional Investments - Invest in public facilities so as to maximize their impact, minimize duplication and advance the other objectives of the comprehensive plan.

Goal 4: Natural Environment

Protect and enhance the major natural features of Hastings such as wooded steep slopes, wetlands, floodplains and waterfronts.

Strategies:

1. Riverfronts and Stream Corridors - Guide riverfront land use to parks, housing, offices, hospitality businesses and, of course, marinas.
2. Environmental Resources - Safeguard and improve environmental features as a means of promoting sustainable urban development, revitalization and quality of life.
3. Sustainable Energy Investment - Encourage and support community (City, County, school, State entities, residents, businesses, and property owners) investments in the installation of sustainable energy sources such as solar, wind and geothermal for environmental and economic reasons as well as more energy efficient transportation systems and capital.

Future Land Use Objectives and Policies

Objective 1: Land Needs

Plan a sufficiently large area for urban growth to accommodate the regional forecast of population, households and jobs plus some additional land for market flexibility.

Policy: Utilize the Metropolitan Council's growth forecasts for population and provide housing for the number of additional households forecasted.

Objective 2: Sustainable Growth

Grow by investing in established areas, carefully planning new neighborhoods, providing attractive public amenities and protecting environmental resources.

A central idea in this plan is that previously established districts ought to be maintained or renewed as new investments occur in fringe locations. Growth on the perimeter of the city should be compact and adjacent to prior development, and some new housing or business should occur as redevelopment. Over the next twenty-five years, the community will face many opportunities to reshape or intensify certain locations that have emerged as "activity centers," whether they are employment nodes or shopping centers locations that need a new purpose.

Policies:

1. Major Directions of Urban Growth: Continue to grow toward the west and south to reduce pressure on the sensitive resources on the eastern side of the community. Plan for and confine urban growth over the 2018-2040 time period to the area to the area just west of Jacob Avenue on the west, just north of 170th Street on the south. Maintain an open and mostly undeveloped area in the northeastern portion of the community where the Vermillion River enters the lowlands of the Mississippi River valley as well as east of the Glendale Road valley.
2. Fringe Development Pattern: Regulate development to be compact and efficient. Allow for

mixtures of both detached and attached forms of housing in neighborhoods. Include parks and off-street bicycling paths consistent with the Parks and Trails chapter of this plan.

3. Compact and Contiguous Growth: Guide growth in Hastings to locations either contiguous to or within presently urbanized areas. Land use should be either urban and compact or rural and with very low density. This would serve to:
 - Promote efficient use of serviced land
 - Promote the development of vacant and underutilized land within the city limits
 - Promote continued investment in older areas
 - Limit public and private expenses
 - Protect sensitive environmental resources
 - Preserve rural character and prime farmland
 - Conserve nearby fringe areas for future urbanization when public sewer and water service become available
 - Reduce driving
 - Enable increased use of transit and bicycling
 - Preserve the distinction between urban and rural areas
 - Create a stronger sense of neighborhood and community.
4. New Neighborhoods: Include in new neighborhoods a variety of types of housing (both detached and attached), local streets sized to encourage appropriately slow traffic speeds, street trees and sidewalks, parks and greenways within walking distance, and small commercial areas that accommodate not just cars but also bicyclists and pedestrians.
5. Infill and Reinvestment: Provide various incentives for the re-use or more intensive use of locations that were not previously developed, locations that have been built upon but cleared and locations that are underutilized

or highly deteriorated. Some part of the future growth in jobs and housing will be captured in the older parts of the city to keep those areas vital and to use prior public investments.

Incentives may include planning and zoning, buying, preparing and re-selling property, and improving roads, utilities and parks. Prime locations for infill and redevelopment activity include the riverfronts, the downtown and its edges, portions of the older residential neighborhoods, and portions of the major road corridors such as Vermillion Street. Examples of public improvements may include the recent “Bailly Parkway” or redesigned Levee Park projects.

6. Older Neighborhoods: Keep existing neighborhoods, including residential and commercial areas, attractive and economically viable by providing high-quality streets, parks, street trees, fire, police and other public services, by enforcing local ordinances related to maintenance and upkeep, by assisting redevelopment and by requiring new development to be attractive and respectful of its neighbors.
7. Activity Centers: Work to intensify the pattern of land use in certain parts of the city. In those areas, apply zoning, infrastructure and incentives to create higher density development, particularly employment, shopping and multi-family housing, served by major roads.

“Activity centers” are intended as a means of encouraging infill growth, of using infrastructure efficiently, of reducing auto trips and creating diverse, interesting urban locations. The primary locations of intensified development will likely be:

- Downtown
- Vermillion Street corridor/Highway 55 corridor
- The vicinity of the intersection of US Highway 61 and County Highway 316
- The location of the planned business park along Jacob Avenue north of County Highway 46.

8. Downtown: Continue to support downtown as the historic, social and psychological heart of the city. Promote an environment that is walkable, dense, diverse and in keeping with its historic architectural character. Expand the range of housing options in and around the downtown, and improve the linkage between downtown and the riverfront.
9. Maintaining Growth Forecasts: Work with Dakota County, the Metropolitan Council and Independent School District 200 to continually update the City’s forecast of population, households and jobs for the sake of planning roads, utilities, parks and schools.
10. Leadership on Regional Land Use: Continue to participate in and initiate discussions about sensible land use planning in the southeastern part of the Twin Cities metropolitan area.

Advocate compact cities with high quality public infrastructure and well-designed private investments surrounded by agricultural areas with very few non-farm houses, interlaced with forest, wetlands and greenways.

11. Annexation: Use annexation as one of the means by which to create a compact, attractive and sustainable urban area that is distinct from the nearby rural area. Hastings will encourage annexation petitions by providing high quality public infrastructure and progressive planning. See also Objective 11, Municipal Expansion.



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Objective 3: Future Land Use Plan Map and Future Land Use Categories

Regulate land use consistently with the Future Land Use Plan Map as well as the policies of this entire Comprehensive Plan.

Future Land Use Map

The following Future Land Use Map for 2040 illustrates the proposed pattern of future land use for Hastings and its immediate area and is based on the other objectives and policies of the Hastings Comprehensive Plan. This pattern is generalized and not exact. It will be used by the community, City staff and officials to make recommendations and decisions about land development and rezoning requests. The Future Land Use Plan Map also illustrates additional potential development areas to convey the longer-term expectations of the community beyond the twenty-year planning horizon and to provide sufficient market flexibility and choice. The land use plan map should be used in good judgment as a guide for development in conjunction with the goals, objectives and strategies from this chapter and the remainder of the 2040 Comprehensive Plan.

The Future Land Use Plan Map, based on the 2030 version and the Metropolitan Council’s growth forecasts, provides sufficient land to meet the growth needs of Hastings through 2040. Development decisions regarding specific tracts and parcels will be initiated through the workings of the development market and driven primarily by petitioner and private entities. To the extent possible, the City will seek to guide the sequencing and staging of land development on the perimeter of the community to be consistent with the Future Land Use Map and the Development Staging Plan (described later in this chapter).

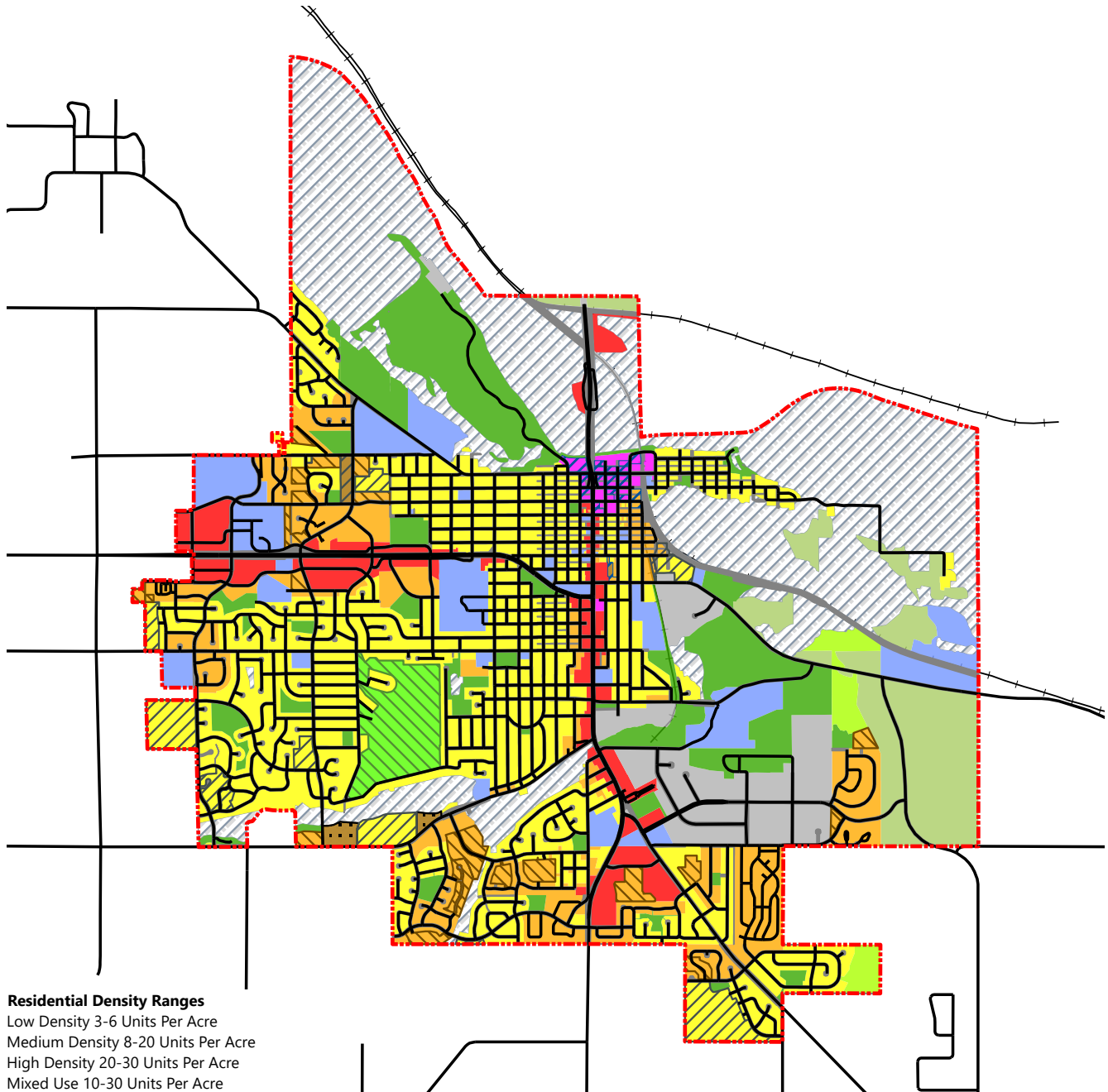
Policy:

1. Land Use Plan Map and Categories: Officially adopt and follow the Future Land Use Map and the Future Land Categories detailed as the general pattern of future continued physical development for the City of Hastings.

2020-2040 Planned Future Land Use	2016-2020 Acres	2020 %	2021-2030 Acres	2030 %	2031-2040 Acres	2040 %
Low Density Residential	1987	26.0%	2032	26.5%	2078	27.1%
Medium Density Residential	538	7.0%	697	9.1%	857	11.2%
High Density Residential	11	0.1%	17	0.2%	23	0.3%
Mixed Use	41	0.5%	50	0.6%	58	0.8%
Commercial	311	4.1%	316	4.1%	321	4.2%
Industrial & Utility	428	5.6%	479	6.3%	530	6.9%
Parks	752	9.8%	782	10.2%	812	10.6%
Golf Course	150	2.0%	150	2.0%	150	2.0%
Agriculture	1160	15.1%	800	10.4%	440	5.7%
Floodplain, Wetland Protection, & Open Water	1791	23.4%	1791	23.4%	1791	23.4%
Institutional	412	5.4%	467	6.1%	522	6.8%
Upland Conservation	76	1.0%	76	1.0%	76	1.0%
Total Acreage	7657	100%	7657	100%	7657	100%

FUTURE LAND USE MAP

Hastings 2040 Comprehensive Plan



Residential Density Ranges
 Low Density 3-6 Units Per Acre
 Medium Density 8-20 Units Per Acre
 High Density 20-30 Units Per Acre
 Mixed Use 10-30 Units Per Acre

- | | |
|---------------------------------|--|
| Current City Limits | Parks |
| Floodplain & Wetland Protection | Upland Conservation Area |
| Agriculture | Golf Course |
| Low Density Residential | Forecasted Residential Growth Areas |
| Medium Density Residential | New Low Density Residential Growth |
| High Density Residential | New Medium Density Residential Growth |
| Mixed Use | New High Density Residential Growth |
| Commercial | Mixed Use Redevelopment |
| Industrial & Utility | Upper Story Redevelopment (Commercial on Ground Floor) |
| Institutional | |



Future Land Use Categories

The table to the right and on the following page corresponds with Hastings 2040 Future Land Use Map. Both are adopted by the City and community to provide guidance for the general pattern of future continued physical development for the City of Hastings. The provides a more detailed description of each category along with criteria to evaluate the appropriateness of specific uses relative to each land use category.

The land use patterns and future public park locations shown on the map are generalized and do not represent precise demarcations on the ground nor specific sites. Consequently, the City will use the Future Land Use Plan Map in conjunction with related objectives and policies of the Comprehensive Plan in reviewing rezoning and development proposals, plats, site plans, annexation petitions and other requests regarding future land use.

Major departures from the Future Land Use Plan Map will be considered only in the context of an amendment to the Comprehensive Plan. The City will generally allow rezoning to more intensive land uses consistent with the Future Land Use Plan Map provided that adequate safeguards are made to ensure that the more intensive development will not adversely affect the use and enjoyment of nearby sites as a result of excessive traffic, noise or light by unattractive site planning or by excessive or unwarranted impact on the natural environment.

Plan Map Category
Low Density Residential
Medium Density Residential
High Density Residential
Mixed Use
Commercial
Industry & Utility
Institutional
Parks
Golf Course
Agriculture
Floodplain, Wetland Protection, & Open Water
Upland Conservation Area

Land Uses	Potential Zoning Districts
The Low Density Residential category includes single-family housing, two-family housing and low-density attached housing. Allowable densities in the zoning ordinance range from approximately 3 to 6 housing units per net acre. Includes places of worship.	R-1, Low Density Residence, R-1L, Low Density Large Lot and R2, Medium Density Residence.
Small-lot townhouses. 4-, 6- and 8-unit buildings with individual exterior entrances. The density is expected to be in the range of 8 to 20 dwelling units per acre. Includes places of worship.	R-3, Medium High Density Residence, R-4 High-Density Residence, and R-6 Manufactured Home Residence.
All forms of apartment/condo buildings are included in this category, which has been located where there is good traffic access, between Low-Density Housing and non-residential land uses, and at high-amenity locations. The density is expected to be in the range of 20 to 30 units per net acre. Includes places of worship.	R-4 High-Density Residence
<p>Commercial retail or service businesses, offices and high-density housing. Commercial and residential development may be combined vertically in the same building. Parking may be in structures to maximize land development intensity. Park space should be small and intimate and may occur in the form of plazas. It is anticipated that 75% of acreage guided for mixed use will consist of high density residential uses and 25% will be guided towards commercial uses.</p> <p>In Downtown Hasting's this land use category allows and promotes high-intensity office, retail, housing, hospitality, public land uses, preferably in mixed-use buildings with strong pedestrian orientations and historic character. The density is expected to be in the range of 10 to 30 units per net acre.</p>	RMU – Residential Mixed Use or DC, Downtown Core
Businesses providing retail trade or services for individuals or businesses. Also includes office buildings.	C-1, General Commerce; C-2, Highway Auto-Specialized Commerce; C-3, Community Regional Commerce; C-4, Regional Shopping Center, O-1, General Office
This category includes manufacturing or warehousing that may involve heavy truck traffic, railroad service, the handling of raw materials. It also includes railroad yards major ROW, outdoor truck parking, power substations and the regional sewage treatment plant.	I-1, Industrial Park; I-2, Industrial park Storage/Service
This category includes public or private schools, City Hall and the Dakota County Government Center. Also included are private businesses such as medical, cemeteries or the YMCA that have a public service orientation, not-for-profit objectives and community financial support.	PI, Public Institution
Existing public parks and planned public parks	PI, Public Institution
Private or public golf courses.	R-1, Low Density Residence
Includes farming and very low density housing (not exceeding one house per 40 acres).	A, Agriculture District
Includes, open water, wetlands protected by watershed, state or federal regulations and floodplains mapped on the federal Flood Insurance Rate Map.	FW – Floodway. Any Residential district; Agriculture district. Also regulated by Chapters 151, 152 and 153 of the City Code
Includes steep slopes or the Department of Natural Resources Wildlife Management Area or Scientific Natural Areas.	Any Residential district; Agriculture district.

Average Residential Density

According to the Metropolitan Council there is currently an estimated 9,700 housing units and 2,557 acres of developed housing (mixed-use, multi-family, single family) in Hastings. Based on these estimates the current density of housing development in Hastings is approximately 3.8 housing units per acre. Hastings is predicted to have 12,500 households in 2040 and 3,016 acres of developed housing. Based on these estimates to the minimum 2040 housing density will be approximately 4.15 housing units per acre. This projected density is higher than the current estimate and meets the 3-5 units per acre minimum required for an Emerging Suburban Edge community.

Estimated Residential Net Density 2010-2040

Land Use Category	2010	2020	2030	2040
Low Density 3-6 Units Per Acre	1,916	1,987	2,032	2,078
Medium Density 8-20 Units Per Acre	400	538	697	857
High Density 20-30 Units Per Acre	8	11	17	23
Mixed Use 10-30 Units Per Acre (75% Residential)	29	41	50	58
Total Acres of Residential	2,353	2,577	2,797	3,016
Estimated Households (Met Council)	8,735	9,200	10,600	12,000
Estimated Net Density (Total Residential Acres/Households)	3.7	3.6	3.8	4.0

Developable Land

The table below reflects net developable acres guided for residential development and that are intended for urban services by planning period (2020, 2030, and 2040). The table also reflects the projected units that could be developed using the minimum density of each land use category. This projection slightly exceeds the Metropolitan Council's forecast and shows that there is land available to meet the Metropolitan Council's forecasts.

Residential Land Guided for Development

Land Use Category	Min/Acre	Through 2020		Through 2030		Through 2040	
		Acres	Units	Acres	Units	Acres	Units
Low Density 3-6 Units Per Acre	3	1,987	5,961	2,032	6,097	2,078	6,233
Medium Density 8-20 Units Per Acre	8	538	4,304	697	5,579	857	6,854
High Density 20-30 Units Per Acre	20	11	220	17	340	23	460
Mixed Use 10-30 Units Per Acre (75% Residential)	10	41	410	50	500	58	580
Total		2,577	10,895	2,797	12,516	3,016	14,127
Metropolitan Council Households Forecast			9,200		10,600		12,000

New Residential Growth - Net Density and Affordable Housing Projections

Projecting new residential growth and the potential affordability of that growth is a required and important part of Hastings' future land use planning for 2040. The two tables at the bottom of this page explore the potential affordability of projected new residential growth in Hastings from 2021 through 2030 and then from 2031-2040. The Region's Total Need for Affordable Housing for 2021 – 2030 is 37,900 units. Hastings's 2021 – 2030 Allocation of Need is 360 units, as shown to the left.

Affordable Housing Need Allocation	
Income Measurement	Number of Units
At or Below 30% AMI	173
From 31% to 50% AMI	43
From 51% to 80% AMI	144
Total Additional Units Needed by 2030	360

Source: Metropolitan Council 2018

Based on the target density ranges, net developable acres and calculations in the tables below Hastings has developed a future land use plan that provides the potential to exceed the required minimum 360 affordable housing units. Hastings has the potential to attract an estimated 1463 to 3570 affordable housing units through 2030.

New Residential Average Net Density and Affordable Housing Projections 2021-2030

Residential Future Land Use Category	Density Range		Net Developable Acres	Projected Units (Low/Min & High/Max)	
	MIN/Acre	Max/Acre		Low	High
Low Density 3-6 Units Per Acre	3	6	45	136	272
Medium Density 8-20 Units Per Acre	8	20	159	1275	3188
High Density 20-30 Units Per Acre	20	30	6	68	180
Mixed Use 10-30 Units Per Acre (75% Residential)	10	30	6.75	68	203
Totals - Net Developable Acres and Projected Housing Units			218	1599	3843
Affordable Potential Totals - Net Developable Acres and Projected Housing Units (Min/Acre ≥ 8)			172	1463	3570
Expected Average Density of All New Development				7.3	17.7

New Residential Average Net Density and Affordable Housing Projections 2031-2040

Residential Future Land Use Category	Density Range		Net Developable Acres	Projected Units (Low/Min & High/Max)	
	MIN/Acre	Max/Acre		Low	High
Low Density 3-6 Units Per Acre	3	6	46	138	276
Medium Density 8-20 Units Per Acre	8	20	160	1280	3200
High Density 20-30 Units Per Acre	20	30	6	120	180
Mixed Use 10-30 Units Per Acre (75% Residential)	10	30	6.75	68	203
Totals - Net Developable Acres and Projected Housing Units			219	1606	3859
Affordable Potential Totals - Net Developable Acres and Projected Housing Units (Min/Acre ≥ 8)			173	1468	3583
Expected Average Density of All New Development				7.3	17.6

Development Staging

The Development Staging Plan serves as a guide for when public infrastructure, such as roadways, sanitary sewer and water, will be available in specific areas of Hastings. The Metropolitan Council requires communities within the metro area to provide a plan that shows growth in staged increments. It is intended that the Hastings City Council will adopt a sub-staging plan at a future date that will further refine the locations, time line and necessary infrastructure that will be needed to ensure development occurs in an orderly fashion.

The first stage in the City's development strategy, depicted in the Development Staging Plan map on the following page, is the continued and orderly development of available undeveloped land and redevelopment areas within the current City limits. This first stage would occur during the 2020-2040 planning period and correlates with the Metropolitan Council's projections for population, households, and employment. Without formal annexation agreements the City of Hastings needs to plan to accommodate the Metropolitan Council's projected growth of population, households and employment for 2040 within the existing (2020) City Limits. The previous tables and the Development Staging Plan map show how this is possible within the density guidelines of an "emerging Suburban Edge" community. The Forecasted Residential Growth Areas identified on the Future Land Use Map also correspond to this first stage of development.

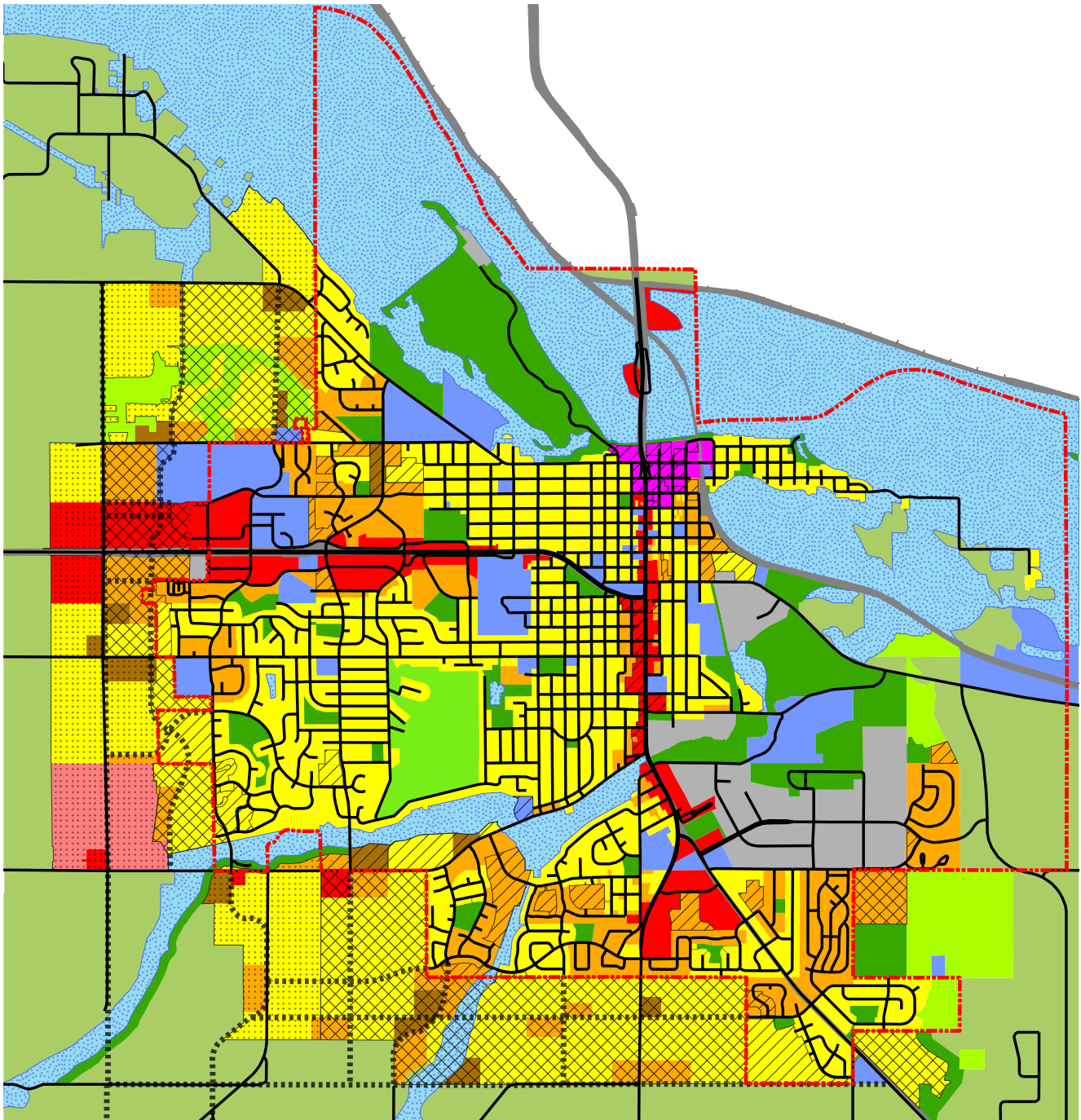
The second stage depicted on the Development Staging Plan map identifies potential growth extending beyond the City's existing City limits and beyond what is allowed on the 2040 Future Land Use Plan map. The areas in the second stage are adjacent to the existing City Limits of Hastings and would require annexation to be developed and served by municipal utilities with reasonable extensions of service lines and access. The development of these areas is also very depend on the market for growth outside the existing City Limits and the desires of private property owners. All development planning will ensure adequate public infrastructure (streets, sewer, water) is planned for and funded.

The third stage show on the map shows area that could be accessed and served by future municipal utilities beyond 2040 provided the market for growth is evident, property owners are willing and properties in the second stage area are developed to allow reasonable cost for extensions of municipal services. These areas were included in the 2030 Comprehensive Plan and the City believes it is reasonable to include them in the Development Staging Plan map as part of the long-term planning discussion even though they are not allowed as part of the 2040 Future Land Use Plan.

Premature development of property in the second stage and the third stages of the Development Staging Plan could potentially have a direct impact on the public health, safety and general welfare of the City of Hastings and its stakeholders. The policies for growth of the City of Hastings, to assist decisions makers in growth planning review beyond maps,, are further defined in Objective 4: Perimeter and Regional Growth. Chapter 12: Water Supply and Chapter 13: Sanitary Sewer provides a clear delineation of where current urban services are available within the City and areas for expansion of services.

DEVELOPMENT STAGING PLAN

Hastings 2040 Comprehensive Plan



- | | | |
|---|--------------------|----------------------------------|
| Stage 1 Development (X Inside Current Municipal Area) | Agriculture | Industrial |
| Stage 2 Development | Low Residential | Institutional |
| Stage 3 Development | Medium Residential | Park |
| Proposed Roadway | High Residential | Upland Conservation Area |
| Current City Limits | Mixed Use | Floodplain or Wetland Protection |
| Streets & Roadways | Commercial | Golf Course |
| | Business Park | Road/ROW |



Infrastructure Impacts of Stage 1 of Development Staging Plan

The following table reflects total land uses that are intended for municipal utilities and the respective planning period for when services would be available by. This table is intended to satisfy a required component from the Metropolitan Council to identify potential local infrastructure impacts for each 10-year increment and demonstrate how Hastings will provide services and facilities that accommodate planned growth. The planned growth through 2040, that is included in the Future Land Use Plan and constitutes Stage 1 of the Development Staging Plan, is listed by type in the chart below. These categories are will utilize municipal services and are inside the existing City limits in either developed areas or area adjacent to developed areas that are serviced by municipal utilities. The areas of the staging plan that are outside the City limits, Stage 2 and Stage 3, are not included in this chart. However, please see Chapters 12 and 13 for more information the expansion planning of municipal utilities in Hastings.

Lands with Municipal Services Through 2040							
Land Use Category	2016-2020		2021-2030		2031-2040		
	Acres(Net)	% Total	Growth Acres	% Total Growth Acres	Growth Acres	% Total Growth Acres	
Low Density Residential	1987	44.4%	45	12.6%	45	12.6%	
Medium Density Residential	538	12.0%	159	44.3%	159	44.3%	
High Density Residential	11	0.2%	6	1.7%	6	1.7%	
Mixed Use	41	0.9%	9	2.4%	9	2.4%	
Commercial	311	6.9%	5	1.4%	5	1.4%	
Industry & Utility	428	9.6%	51	14.1%	51	14.1%	
Park	752	16.8%	30	8.3%	30	8.3%	
Institutional	412	9.2%	55	15.3%	55	15.3%	
Total Acreage	4480		360		360		

Objective 4: Perimeter and Regional Growth

Achieve compact and cost-effective perimeter growth for the long-term future.

This objective describes a framework in which the City of Hastings will work to achieve perimeter growth that is compact and proceeds outward in a stage fashion. These policies are among the most important in the entire Comprehensive Plan because they address how the City may ensure that growth is economic, efficient, feasible and contributes to the long-term financial health of the entire City.

A critical issue facing Hastings is how to ensure that the City's urban extension is compact, cost-efficient and designed for lasting value. The policies for this objective provide the framework within which the City will work to achieve perimeter growth that is as compact as possible and proceeds outward in a staged fashion. The policies seek to address perimeter growth both through setting minimum

standards for non-sewered development and providing planning incentives for desirable growth patterns.

It is in the City's interests as well as those of the broader metropolitan area that future growth be orderly and compact, provide better access with less traffic, minimize land consumption, support their share of the regions need for affordable housing and preserve prime open space and key natural resources.

Policies:

1. Infill Development. Seek to maximize infill development in the existing urban neighborhoods because those locations are already served by City sewer, water, drainage, roads and public safety, are within one mile of a neighborhood park and are within the City's developable area as designated in the Comprehensive Plan.

2. Contiguous Perimeter Development in the City. Review applications for annexation, rezoning and land development in locations indicated on the Land Use Plan Map, as Future Neighborhood. Those lands are located north of 170th Street and east of Jacob Avenue.

Such applications can generally be expected to meet with City Council approval if they are consistent with this Comprehensive Plan and the more specific requirements of the City's zoning and subdivision regulations.

Public utilities and roads are expected to be financed and built by the applicant; County, State or Federal roads would be built by those units of government, and the cost of over-sizing major utility trunk lines that serve a broad area may be recouped by the land developer from other land owners as upstream properties are connected.

3. Land Use in Adjacent Townships. Encourage the adjacent Townships of Nininger (to the west), Marshan (to the south), Ravenna (to the east), and Denmark (to the north) to continue to plan and zone land within one mile of the

edge of Hastings' boundary for farming and very low density housing. Properties within the planned 2040 growth boundary should be allowed at a density not exceeding one house per 40 acres.

A pattern of very low density housing and limited commercial or industrial development is essential to allowing Hastings to expand in a manner that is compact, contiguous to prior development and cost-effective. Compact urban growth is essential to the fiscal health of the City of Hastings, the quality of the City's perimeter neighborhoods, and the protection of valuable farmland. Other benefits include less driving and loss of natural resources.

Finally, this proposal is consistent with the policies promoted by the Twin Cities Metropolitan Council. As long as the four adjacent township continue to cooperate and zone lands near Hastings as suggested above, the City will not have to resort to other means available under State law to protect its future.

For its part, the City of Hastings will refrain from approving annexation petitions except for properties expected to be platted or developed within the foreseeable future. The City will consult with the Townships when reviewing such petitions and seek to reach an amicable arrangement. (Refer allow to Objective 12, Municipal Expansion.)

4. Extraterritorial Subdivision Review. Seek to review proposed subdivisions of land within two miles of the City to avoid interference with officially adopted plans for public roads or utilities.

5. Development Staging. Adopt a plan for the sequential annexation of land and the extension of City sewer and water lines. Attempt to gain agreement from each affected Township on the growth staging plan. Approve annexation petitions that are consistent with the general plan of staged and orderly development, limiting annexation to property that will be developed in the near future, in

order to effectively manage perimeter growth to the mutual benefit of the City and the Townships. Prepare and adopt criteria for evaluating annexation petitions.

6. Extension of Public Utilities to Perimeter Locations. Approve the extension of municipal sanitary sewer, potable water, roads or surface water drainage routes to perimeter locations only if benefiting properties are within or directly adjacent to the City of Hastings. This must be consistent with the city's local sewer plan for the volume of anticipated flow.

Initial priority for the extension of municipal sanitary sewer and water lines will be given as indicated on the Development Staging Plan.

Amend the Development Staging Plan prior to the next major update of the Comprehensive Plan if:

- Development occurs faster than anticipated in a given location, or
 - The land development market indicates a strong preference for change and is willing to compensate the City for additional facility costs incurred in making the change.
- Solicit comments from the adjacent townships on the Development Staging Plan.

Consider annexation petitions consistent with that general plan of staged and orderly development.

7. Review Criteria for Subdivision or Rezoning Applications. Apply the following guidelines when reviewing applications for subdivision or rezoning anywhere in the City.

- Official Map: Is the proposal consistent with the City's Official Map of roads, utilities, drainage and parks?
- Land Use Plan: Is the proposed land use in conformance with the City's land use plan?
- Residential Density: Is the residential density in conformance with the City's land use plan?
- Subdivision: Can the property be easily subdivided into urban-sized parcels? Has a drawing been submitted showing how this

is feasible? Will buildings be located in conformance with the subdivision plan?

- Design Standards: Does the design of the proposed roads, utilities and drainage conform with the City's standards if the site is within one of the Utility Staging Areas?
- Public Utilities: Can public sewer and water be economically and efficiently retrofitted?
- Access Management: Does the spacing of driveways and public street intersections conform with the City's access management guidelines?
- Future Public Roads: Can public road access be easily provided in the future to the portions of the tract not adjacent to the county or township road?
- Environmental Protection: Does the proposal conform with the City's regulations for the protection of slopes, trees and water quality?

8. Rate of Growth. Do not impose an annual limit on residential or commercial growth at this time. Instead, guide and regulate the design of new development to achieve consistency with the visual character principles described in this plan.

9. Environmental Protection. Protect or restore sensitive or unique natural resources such as floodplains, steep slopes, major wooded areas, major vistas, streams, wetlands, water quality, shorelines and riverbanks through regulation and/or City investment. (Refer to Objective 8. Environmental Protection.)

10. Employment Centers. Plan for a business park on the western side of the community along Jacob Avenue near County Highway 46. This employment center should feature a campus-like setting, upgraded architectural standards, and no outdoor storage.

11. Glendale Road Valley Land Use. The issue of whether sewered residential development should occur in the Glendale Road valley requires further public discussion.

Municipal sanitary sewer and water lines are

tentatively planned to be looped from Spiral Boulevard to Ravenna Trail via Glendale Road to serve the future regional wastewater treatment plant north of Ravenna Trail near the Glendale Road intersection. The issue is whether part of the cost of those lines should be assessed to benefiting landowners along Glendale Road and the zoning of those properties changed from Agriculture to one or more of the urban residential districts.

12. Protecting Prime Farmland. Minimizing the loss of land that is classified by government agencies as prime for agriculture is one of several considerations in this plan. The City of Hastings seeks to minimize the loss of this irreplaceable natural resource by promoting compact urban development and discouraging large-lot sprawl outside its borders.

Hastings believes that it is in the interest of both the City and its neighboring towns to keep locations outside the urban area agricultural and rural rather than semi-residential and semi-rural. Additionally, the City believes that urban growth served by sewer and water lines is an effective way to reduce the pressure on rural areas of subdivision into oversized residential lots, thus minimizing the loss of farmland and rural visual character. Therefore, Hastings will review landowners' petitions for annexation and development consistent with the comprehensive plan.

There are large tracts of land classified as prime for agriculture to the west and south of Hastings in the Townships of Nininger and Marshan. Past investments in roads and utilities by the City, County and State, coupled with landowners' decisions, are pulling urban growth in those directions. Thus, it seems inevitable that some prime farmland will be converted to urban uses.

Hastings believes that it is prudent to continue to allow annexations to the west and south so as to take advantage of infrastructure investments and because growth opportunities in other directions (where there is less prime

farmland) are limited by topography, access, utilities and other factors.

The regulatory techniques advocated by this plan to protect farmland include:

- Zoning land for no more than 1 house per 40 acres (small lots, low density)
- Clustering houses onto sites that are not prime for farming, are wooded, or are difficult to farm because of size or access.

13. Protecting Aggregate Resources. It is economically important not to lose access to locations rich in sand and gravel because those materials are essential to creating concrete and asphalt, two materials we need in our society.

A review of the report, "Minnesota Geological Aggregate Resources Inventory of the Seven-County Metropolitan Area" (Minnesota Geological Society, 1982), indicates that there are no significant such deposits within the area planned to be urbanized under this Land Use Plan.

However, subsequent land use plans should be aware of two large veins of dolostone (bedrock) aggregate in Nininger Township and a vein of natural (fractured) aggregate in the Glendale Road valley in Marshan Township. The active gravel mine along Jacob Avenue is at the southeastern tip of the southerly vein in Nininger Township. Also, east of the Glendale Road valley in Ravenna Township, there are bedrock and surficial aggregate deposits.

Objective 5: Residential Neighborhoods

Reinforce or create neighborhoods with a diversity of housing, attractive public spaces, compatible land uses and a sense of identity.

Creating attractive new neighborhoods and maintaining the better qualities of the older neighborhoods are aims that support the objective of sustainable growth. In addition, properly accommodating some townhouses and apartments in each district or neighborhood can

help support these housing options avoiding the deleterious effects of multiple apartment buildings in a small area, and monotony of town home units of similar design and appearance.

Policies:

- 1. Compact Growth.** Encourage new neighborhood development that is compact and diverse. Design each new neighborhood to include both detached and attached forms of housing.
- 2. Variety within Each New Neighborhood.** Encourage in each major neighborhood a range of housing types, densities, and building configurations including single-family detached, townhouses, apartments and more specialized types such as senior housing. (A major neighborhood is defined as approximately one square mile in size or as demarcated by major geographic features such as a highway or river.)

Amend the several districts of the zoning ordinance that allow multiple-family housing so as to increase architectural variety and limit the number of attached units of each type (apartments, row houses, back-to-back townhouses, etc.) in each development project. Suggested limits are: 150 apartments, 100 townhouses, 30 duplexes.

It is expected that the development industry will continue to respond with proposals that include more than one type of housing in the larger projects, resulting in neighborhood variety.

Locate attached and multifamily housing in transitional spaces between commercial and single-family areas, and at high-amenity locations near streams, parks, parkways and greenways. When combining housing types, it is preferable for the transition between types to occur at the rear rather than the front (i.e. across a courtyard or parking area rather than across the street).

Help implement this policy by preparing neighborhood “sketch plans” as described in Policy 3 under Objective 13, Land Use Plan Implementation.

- 3. Links to Previously Established Neighborhoods.** Link new neighborhoods visually and functionally to the established portions of Hastings via street connections, bicycle facilities and, where possible, the greenway and parkway systems.
- 4. Planning and Design.** Prepare specific plans for neighborhoods or districts in need of additional guidance beyond the Hastings Comprehensive Plan.
- 5. Context-Sensitive Redevelopment and Infill.** Encourage infill development in older traditional neighborhoods that respects the characteristics of those neighborhoods, as described above under Objective 4, Established Neighborhoods, of the Community Design chapter of the Hastings Comprehensive Plan and in keeping with the prevalent housing styles in each neighborhood.

This principle does not imply that all housing will be of the same type (i.e., detached or duplex) but that older and newer housing will share many design elements. Redevelopment and infill are keys to strengthening older neighborhoods and should always be done in a manner that responds to and builds on the strengths of those neighborhoods.

- 6. Multiple Land Uses in Neighborhoods.** Identify locations for mixed use in established neighborhoods that already have some diversity of uses, proximity to transit or major traffic corridors. Apply the policies of the Urban Design chapter regarding mixed use in the neighborhood context.
- 7. Mixed- and Multiple-Use Residential and Commercial Development.** Consistent with the plan policy of generally increasing the compactness of urban development, combine housing in the same building or closely

integrated on the same site with retail or office space, particularly in the Downtown or other designated mixed-use locations.

- Promote the development of well-designed moderate-density housing adjacent to one or more of the following amenities: shopping, recreational or cultural facilities, and employment centers.
- Advance the understanding and acceptance of urban density and traditional urban patterns among businesses and designers; promote traditional urban patterns as a means of improving business, enhancing neighborhoods and reducing traffic congestion.
- Emphasize mixed- and multiple-use buildings with windows and doors fronting public sidewalks, interesting façade materials, multiple-story buildings, high density, attractive public and usable spaces, parking in secondary locations or in structures, links to green spaces and bicycle routes, and transit service.

8. Review of Medium and High-Density Housing Applications.

Consider these factors in its review of medium and high-density housing:

- Adequate utility and street capacity
- The ability of a given area or neighborhood to absorb additional density
- Adequate access
- Proximity to services and employment opportunities
- Proximity to schools and natural amenities
- Compatibility with adjacent development
- Suitability of the site for construction
- Other matters of public interest as determined by the City Council.

9. Land Use Incompatibilities. Use improved code enforcement, buffering and screening to try to reduce if not eliminate problems due to incompatible land uses. Some of Hastings' older neighborhoods have long been affected by incompatible land uses, such as industrial plants, materials or equipment storage, freight lines or truck routes in close proximity to residential uses. There is often no easy way to resolve these incompatibilities in the short term.

10. Public Facilities. Continue to improve streets, sidewalks, parks and other public facilities in established areas in order to promote private reinvestment, housing and business rehabilitation and confidence in those locations.

11. Design Guidelines. Continue to apply the Original Hastings Design Standards for the neighborhoods north of Tenth Street and east of Pine Street. Ensure that infill and redevelopment buildings are compatible with nearby structures and that they enhance rather than harm nearby investments. In future neighborhoods, the City will encourage developers to follow design guidelines for traditional neighborhoods reflective of Historic Hastings.

12. Solar Access. State legislation requires that local comprehensive plans include a solar access protection element. Solar energy can supply a significant portion of the space heating and cooling and water heating requirements of the individual home or business, through the use of active or passive solar energy systems. Hastings is well-suited for solar energy utilization, since over half of its streets run east-west, giving many houses a southern orientation. However, the City's extensive mature tree cover partially shades the typical house.

The City can protect solar access on individual properties by:

- Requiring buildings of two or more stories requiring setback variances or requesting Planned Unit Development designation demonstrate that their proposals will not reduce winter solar access to the second story or roof of the adjacent building to the north. Solar access should be explicitly reviewed in each variance case, and in all PUD proposals.
- Exempting solar collectors from height restrictions if necessary, provided that they do not block solar access to the adjacent building's roof.

13. Infill: Prioritize infill of greenfields and redevelopment over annexation and expansion

outward. This will ensure a compact and efficient use of infrastructure, while keeping the city's core thriving and relevant.

Objective 6: Riverfronts and Stream Corridors

Guide riverfront land use to parks, housing, offices, hospitality businesses and, of course, marinas.

Policies:

1. Riparian Open Space. The City will continue to work with private developers to set aside or dedicate land along rivers and creeks for natural open space. Extending public greenways along the Vermillion and Mississippi Rivers is a high priority. The natural environment, particularly the two rivers, will be protected, showcased and used as an economic development incentive.

2. Mississippi Riverfront Land Use. Guide land use along the Mississippi River to take advantage of the dual benefits of the river – aesthetics and water access. The pattern of land use and zoning within downtown Hastings should emphasize land uses that take advantage of the river views such as mid- and high-density housing, offices, parks and trails, and hospitality businesses such as restaurants or hotels, and, of course, marinas.

Seek opportunities to acquire a continuous band of linear park land along the Mississippi River.

Use the Heart of Hastings downtown plan, as a more detailed guide for land use, development and design guidelines.

3. Mississippi River Corridor Plan. Follow the updated Minnesota River Critical Corridor Act Plan and Chapter 11 of this Comprehensive Plan. In coordination with the Mississippi National River and Recreation Act, which has been reflected in this Land Use Plan. The Corridor Plan includes policies designed to protect the scenic, natural, economic and cultural resources of the Mississippi River through Hastings and surrounding areas.

4. Vermillion Riverfront Land Use. As the city

grows to the southwest, plan to protect the Vermillion River floodplain and associated woods. Adjacent land uses may include a variety of single-family or attached housing. Surface water runoff must be well treated with ponds, swales and rain gardens before entering the river, bank erosion minimized and woodlots preserved. Riverfront parks outside the floodplain would also be appropriate.

Hastings should be extra diligent about using “best management practices” throughout its portion of the Vermillion River watershed. It is essential to reduce pollutants in the river and keep water temperatures as close to natural levels as feasible.

Objective 7: Major Roadway Corridors

Plan land use along the major road corridors in a manner supportive of the functional classification of the road. Every community struggles with the challenge of land use and urban design on the property fronting either side of a major road. These corridors are highly visible to all the community and contribute strongly to the image and appearance of the city. Businesses covet the access and visibility the road provides but the community has an interest in protecting the function of the road while avoiding the sometimes unattractive aspects of linear commercial development. The major location of difficulty in Hastings involving major road corridor land use is along Vermillion Street, which was addressed by the 2008 Vermillion Street Development Guidelines.

Policies:

1. Road Corridor Land Use Planning. Plan the edges of arterial roads for any appropriate and acceptable variety of land uses, ranging from single-family housing to shopping centers, as long as the roadway access guidelines presented in the Transportation Plan are followed. Generally speaking, access efficiency and visibility should tend to guide more intensive land uses to the edge of major roads and land uses that generate less traffic to minor roads.

While housing developers may not view the edge of an arterial road as the most desirable environment, it is not necessary to line every stretch of arterial frontage with commercial or multiple-family development. Limited low-density neighborhoods may be acceptable provided additional setback and screening (landscaping, berms, etc.) is included. However, if housing is located along an arterial road, its access must conform to the spacing guidelines of the Transportation Plan, meaning that intersections will be widely spaced and there will be no direct driveway access allowed.

2. Western Highway 55 Corridor. Plan the Western Highway 55 corridor for an intensive variety of retail, service, office, and governmental land uses flanked by mid- and high-density housing. Prepare a more detailed plan for the Western Highway 55 corridor to solidify the City's thinking and position on land use and urban design, raise awareness among city officials and staff, build public consensus and guide landowners and developers.

The following general statements should guide the district plan:

- The district will be a compact, architecturally diverse, pedestrian-friendly community with a distinct identity. It should include several types of land use such as retail or service business, office, housing, lodging, eating and drinking businesses, and park. The district should be dedicated to the belief that we desire to integrate nature, home, work and leisure. It should be a place where people can live, work and play.
- The City should insist on a high quality of design in buildings and public improvements. Design guidelines should be reviewed and followed to promote an attractive environment with lasting value.
- Residential, office and retail buildings should face toward the public street to the extent possible. As much of the parking as possible should be located in structures, under buildings or to the rear of buildings.
- Provide a generous amount of landscaping;

pay attention to the details of lighting, signage, materials and fixtures.

- Walking and bicycling should be encouraged through physical improvements, streetscape and building placement. Sidewalks and places for people to gather and socialize should be included.
- Community auto access should be provided at General Sieben Drive, Jacob Avenue, 4th Street W., 1st Street W. and South Frontage Road. Right-in, right-out auto movement may be provided at the mid point along Highway 55.
- The district should not directly compete with or harm Hastings' historic downtown. The downtown should continue to evolve and grow by following its current plan, which emphasizes leveraging its historic stock of buildings, riverfront and park amenities, established mixed-use density, owner-operated specialty businesses and adjacent urban residential neighborhoods. The Western Highway 55 District should capture forecast growth and include businesses that could not feasibly locate in downtown.
- The boundaries of the study may be defined as Jacob Avenue on the west, General Sieben Drive on the east, South Frontage Road on the south and 4th Street W. on the north, potentially north to 1st Street W. (Featherstone Road) west of the high school. Aesthetic improvements in public right-of-way of Highway 55 itself should be addressed from Jacob Avenue on the west to River Street on the east.

3. Jacob Avenue and 170th Street Corridors.

These two future minor arterial roads will present an opportunity for the City and the County to cooperate to safeguard roadway traffic capacity and safety while planning attractive land development.

4. Redevelopment Techniques. There is a range of possible responses by the City to the problems created by inappropriate land use and access along arterial roads. Techniques should be chosen on a case-by-case basis.

- **“Live with It”:** The least desirable option but one that many cities must adopt for a period of time is to live with the negative effects on the roadway and the land development. However, there are costs associated with this option such as lost development opportunities, traffic accidents and congestion.
- **Planning and Zoning:** The City could plan and zone the inappropriate locations for office, multi-family housing, a small shopping center or a similar use that might offer possibilities for improved access spacing and control. While this option has little direct cost to the City, it also depends on a private market desire for implementation. Small office buildings for professionals or corporations have often succeeded in these settings and can be compatible neighbors with an adjacent residential neighborhood. With the many locations of concern, this alternative is a necessary first step to change (which does not preclude Option D).
- **Site Improvements:** Site improvements may reduce somewhat the negative relationship between housing and a major road. For instance, housing may be protected from the deleterious effects of traffic, parking lots and commercial buildings by landscaping, setback, building orientation and size. The road function may be protected by combining or closing access points and/or changing the access design.
- **Acquisition and Redevelopment Assistance:** The City may acquire private property through voluntary sale to promote redevelopment. Financial tools available for this task include tax increment financing, a neighborhood improvement district, a special benefits district, federal Community Development Block Grant funds, general obligation bonds and others.
- **Right-of-Way Acquisition and Improvement:** The City, perhaps in conjunction with Dakota County or the Minnesota Department of Transportation, could acquire and clear inappropriate land

development along one or both sides of a roadway and add it to the public road right-of-way. The land could be devoted to landscaped open space, a sidewalk and a bicycle path to benefit the corridor travelers and the adjacent residents. If this option were selected, it would be less costly if the City did not prematurely zone the land for more intensive use.

Objective 8: Environmental Resources

Safeguard and improve environmental features as a means of promoting sustainable urban development, revitalization and quality of life.

Policies:

1. **Water Resource Protection.** Continue to protect the function and integrity of streams, floodplains and wetlands during the site plan and subdivision review process by applying the regulations of City Code Chapter 152 (Stormwater Management), Chapter 151, (Floodplain Management) and Chapter 153, (Shoreland Management).

Precise locations of these and other features should be determined during the review of development applications using detailed site surveys and field inspections.

2. **Steep Slope and Woodland Protection.** Increase and formalize protection of steep slopes (in excess of 12 percent) and major wooded areas. Prepare and adopt an ordinance regulating changes to steep slopes and a separate ordinance regulating alterations to major wooded areas.
3. **Prime Agricultural Lands.** Continue to strive to minimize the loss of prime agricultural lands to development by promoting compact, contiguous, sewered urban development and reducing incentives for semi-rural sprawl on multi-acre residential lots.

Avoiding urban development on prime farmland will be one of several factors in fringe land use planning but not the sole or

primary factor. In its growth management plan, Hastings will also consider:

- Maintaining a compact and regular pattern of growth and boundaries
- Minimizing infrastructure and service costs
- Designing attractive neighborhoods
- Responding to market demands for development.

The City recognizes that development on farmland close to presently built-up areas can help avoid the loss of productive farmland elsewhere.

- 4. Greenways.** Enlarge and extend greenways, as described in the Parks Plan, both for recreation, non-motorized transportation and environmental protection. The greenways, being linear public open space along creeks or rivers, provide natural vegetation, flood storage and runoff filtration.
- 5. Parks.** As noted in the Parks Plan, manage portions of some parks in a more natural manner, allowing some grass to grow wild, removing invasive plant species and reintroducing lost plant species.
- 6. Non-Metallic Mineral Resources.** Work with owners of the gravel mine along Jacob Avenue to plan for a post-retirement use of that property, preferably as an expansion of the business park proposed to the south and west by this plan. (See also Policy 13 under Objective 4, Perimeter and Regional Growth.)

Objective 9: Redevelopment

Restore underutilized urban and riverfront properties to viable commercial, residential or recreational opportunities.

Continuous redevelopment is essential to sustaining the vitality of the community. This major task must, of course, be led by the private sector, but the City can provide incentives and guidance such as the land use plan, zoning ordinance, roads and trunk utilities. A major question over the coming years will how much City financial help should be provided to key sites.

Policy:

- 1. Redevelopment Program.** Engage in a continuous process of assisting the redevelopment of key blighted or highly incompatible properties or districts.

Hastings will support redevelopment primarily by planning and zoning certain sites for more intensive or different land uses than their present use. In special circumstances, the City may use tools such as tax increment financing to support redevelopment when it can be demonstrated that “but for” the City’s involvement, the development could not be completed. Monetary and other benefits to the City must strongly justify the investment risk. Other benefits may include leveraging subsequent significant private investment nearby, stemming the tide of neighborhood disinvestment or reviving a major environmental feature (such as a floodplain).

Target Areas: The top priority locations for redevelopment assistance are listed below. Refine this list and concentrate on as many as the City Council determines that the City has capacity for:

- Downtown and its immediate perimeter
- Mississippi Riverfront
- Vermillion Street corridor

Process: Detailed plans already prepared for each of these districts address market forces, land use patterns, building conditions, traffic circulation, property acquisition, relocation and clearance, public finance, urban design and public participation. In each district, the City will, of course, be involved through planning and zoning.

Municipal financial or public works involvement will depend on individual circumstances and opportunities.

In the case of Downtown, the City has been directly involved in assistance through the riverfront park, off-street parking and tax increment financing for spot redevelopment.

Tools: Determine the financial or other tools that the City may use to assist redevelopment by a study for each area, and these tools may change as the years go by. However, at this time, they include: zoning, private investment, tax increment financing, street or utility improvements, general obligation bonds, state or federal roadway improvement funds, and state redevelopment grants (not presently available), and state or federal brownfields remediation funds.

Objective 10: Inappropriate Land Use

Reduce land use conflicts through redevelopment of blighted, vacant or underutilized properties, enhanced buffering or screening, and improved building and site design.

Hastings has experienced a small amount of neighborhood decline because of inappropriate land use and physical deterioration combined with opportunities for new housing or businesses on the perimeter of the City. Many areas of Hastings developed prior to the adoption of zoning in 1956, resulting in situations where some land uses or developments are incompatible with their surroundings in terms of activity, size or appearance.

Policies:

- 1. Zoning Amendments.** In order to prevent new land use incompatibilities and to potentially remedy existing incompatibilities, amend the City zoning code to:
 - Provide performance-based criteria to measure and determine appropriate land use intensity. Such criteria might include traffic generation, hours of operation, building design and buffering.
 - Provide landscaping and screening standards for the zoning ordinance to buffer different uses and parking areas from public sidewalks and streets.
 - Provide building design guidelines regarding appropriate scale and materials for new infill developments and building expansions. The Urban Design chapter of the Comprehensive

Plan provides a more detailed discussion of building design guidelines.

- 2. Property Acquisition.** Consider acquisition of private property, on a case-specific basis, to eliminate land use incompatibilities or deteriorated properties and encourage redevelopment consistent with the planned land use for the area. In many situations, land use incompatibilities result from incremental changes that have occurred over time as economic trends and development standards have changed. In those cases, the City may need to purchase certain properties to eliminate land use incompatibilities. This should be done on a case-specific basis and will require careful scrutiny of the costs and benefits involved in such action. Financial tools the City might use for property acquisition and relocation include tax- increment financing and federal Community Development Block Grant funds.

- 3. Neighborhood Planning.** Continue to implement the recommendations of adopted neighborhood plans and prepare specific plans for other neighborhoods or districts where a need for additional guidance is identified. The City's neighborhood planning process engages the residents and strives to protect neighborhoods from effects such as excessive traffic, blighted properties or land use incompatibilities. The neighborhood plans outline strategies to address those issues and capitalize on opportunities to enhance the neighborhoods. When preparing neighborhood plans or implementing public improvements, the objectives and actions described in this comprehensive plan should be observed.

Objective 11: Municipal Expansion

Work to maintain a well-planned and fiscally sound community by including all appropriate land areas within the City boundaries.

The City of Hastings has expanded its area of jurisdiction by approving a series of annexation petitions over the past several decades.

Consistent with the principles set forth in this Land Use Plan, urban development should occur in areas served by utilities, appropriate streets and other public facilities. These and other facilities and services will be provided by the land developer in coordination with the unit of government best equipped and staffed to do so, which is the City.

The City of Hastings will identify locations where sewer and water lines can be extended to serve growth, will prepare land use and other plans consistent with the intention to provide for and capture new investment, and will consider the municipal fiscal impact of annexations proposed by the landowners.

Policies:

- 1. Rationale for Annexation.** Consider annexing land from Nininger or Marshan Townships for planned development because municipal services are required for sustainable urbanization, and Hastings is most capable of providing necessary municipal services.
- 2. Utilities.** Extend sewer and water lines outside the City's borders only if the property owner agrees to petition to have his or her property annexed to the City of Hastings.
- 3. Annexation Petition Review Criteria.** Land depicted as any category other than Agriculture on the Land Use Plan Map shall be considered for annexation based upon the following criteria:
 - The Property owners petition for annexation, or are willing to have the property annexed to the City, or there is a public need for infrastructure improvements;
 - It is demonstrated to the City Council's satisfaction that the land is needed for urban development, supports economic development plans, and/or the proposed land use cannot be satisfied by lands already within the City;
 - The City works closely with the township(s) to ensure there is an orderly and logical process to amend the Comprehensive Plans and develop agreements to reflect the

respective detachment/annexation areas, and

- The land fulfills a specific community need, and can be achieved through the orderly, economic provision of public facilities and services.

- 4. Consent Annexation Policy.** When sanitary sewer service is requested for properties outside of Hastings, require immediate annexation of those properties adjacent to the City if services can be provided economically.

If the property for which sanitary sewer service is requested is vacant and requires sanitary sewer for development, plans will first be submitted to the City to determine if sewer service should be provided and if annexation is required. Properties abutting the City will be annexed prior to development to avoid confusion in the permitting process unless the City determines that annexation is not in its best interest.

- 5. Legislative Advocacy.** Participate in legislative advocacy organized by the Minnesota League of Cities to devise annexation laws that provide incentives for and remove legal impediments to creating compact and efficient fringe urban growth.

Objective 12: Local and Regional Investments

Invest in public facilities so as to maximize their impact, minimize duplication and advance the other objectives of the comprehensive plan.

Public spending is a powerful way to influence the pattern of land use and the actions of the private land development industry. Many thousands of dollars are spent annually on roads, utilities, parks and other facilities or services, all of which influence the value of land in one way or another. Thus, an excellent way to implement this plan would be to ensure that such spending is consistent with plan objectives. Ideally, the Hastings Comprehensive Plan would be the central guiding document for all long-term capital improvements programming in Hastings.

Policies:

- 1. Priorities.** Give high priority to maintenance of and reinvestment in streets, parks, utilities and other City and County facilities so as to maximize the use of existing public or private investments. Secondly, use public expenditures to steer private investment to locations judged best for the interest of the region, to the extent possible within budget constraints.
- 2. The Role of the Public Sector.** Provide major infrastructure in an orderly and timely manner so as to promote intensive investment and redevelopment in target areas and neighborhoods within or near the presently urbanized area. Locate and design public buildings to foster community or neighborhood identity and raise the quality of nearby private development.

Use major infrastructure investments to support investments by the private sector. However, all new local and collector streets and most new utility lines will be privately financed and built. Interceptor sewer lines, such as those shown on the Development Staging Plan may be financed and built by the City with the cost assessed to benefiting property owners. (Occasionally, interceptor sewer lines will be extended privately and the cost recouped from other benefiting land owners.)

- 3. Land Use and Transportation Relationship.** Plan and regulate land development to make relatively intensive use of sites served by minor arterial, collector and local streets.

Adequate future road rights-of-way will be planned and reserved in advance of development for the sake of economy and good design.

High priority will be given to parks and parkways and other publicly-financed amenities that will be used to attract moderate- to high-density development.

- 4. Capital Improvement Programming.** Continue to refer to the Hastings Comprehensive Plan when annually updating the City's capital improvements program. The process for ranking all proposed projects will use the plan's Objectives as a starting point, then consider mandates, prior commitments, project interrelationships and cost effectiveness.

A perfect convergence between the plan and the capital improvements programs is unlikely to emerge, but a higher degree of consistency will result than if the comprehensive plan were not formally considered at all. In addition, this disciplined process will force a greater recognition of the importance of the plan in the minds of all staff and local public officials and also lead to regular, thoughtful plan amendments.

Objective 13: Land Use Plan Implementation

Use this plan as a basis for reviewing development applications, as a guide for neighborhood or district plans, and as the foundation for amending the City's zoning and subdivision ordinances.

This land use plan will only be as good as its application. While the policies and map of this and other chapters are a good foundation for future decisions, much work remains to be done. Detailed neighborhood and small-area plans will be needed, and they will take direction from the Hastings Comprehensive Plan. Finally, sound judgment by the staff and steady political leadership will be needed to implement this plan on a daily basis.

Policies:

1. Zoning Ordinance.

- Amend the zoning ordinance to include a district consistent with the Business Park category of the Land Use Plan Map.
- Modify minimum required lot area for R-3 Medium High Density Residential to 2,178 sqft per unit or lower.
- Modify minimum lot area for R-4 High Density Residential to 1,452 sqft per unit or lower.

- 2. Development Review Process.** Make land use and development decisions in a reasonable, predictable manner based on approved plans and ordinances.

City staff and the Planning Commission will strive to review development applications as expeditiously as possible while allowing the necessary public comment. Staff will continue to make applicants aware early in the process of the requirements of all applicable ordinances and plans so as to avoid later delays.

At the same time, staff will strive to work with applicants to ensure that the planning and design aims of the Comprehensive Plan are implemented. This may involve interpreting objectives or guidelines that are not clear-cut and specific, and persuading developers to amend their designs to satisfy community aims not expressly stated in the zoning ordinance but contained in the Hastings Comprehensive Plan or neighborhood plans.

When reviewing development or rezoning applications, or when preparing small- area or neighborhood plans, consult the policies of the Comprehensive Plan.

- 3. Neighborhood and Small-Area Plans.** Continue to prepare plans for developed neighborhoods.

Design land development in large tracts and whole neighborhoods rather than piecemeal. Prepare “sketch plans” for square-mile areas showing collector roads, floodplains, steep slopes and wetlands, as well as showing land use in greater detail than does this Comprehensive Plan, in order to guide developers, who may negotiate the revision and refinement of such plans during the application process.

- 4. Growth Monitoring.** Prepare a map of the current pattern of land use that covers the City plus lands just outside the City. Keep that map up to date.



Resiliency in Development

Natural, technological, and human-caused hazards take a high toll on communities. Hastings understands the importance of better managing risks and the importance of good future land use and growth planning. Good planning will reduce the negative impacts of disasters on the livelihoods and quality of life of the community. The City's future development will strengthen resilience and improve the community's ability to continue or restore vital services in a more timely way as well as build back better after damaging events.

Goal 1: Protect the natural environment and enhance it to mitigate weather and climate-related impacts.

Strategies:

1. Preserve open spaces and natural areas and seek to expand these areas as opportunities arise in the development process.
2. Increase the amount of native vegetation cover.
3. Preserve and enhance wetlands, stream, lakes and floodplain.
4. Establish a diverse urban forest and, at a minimum, maintain the present level of tree canopy coverage citywide.
5. Control existing and emerging invasive plant species, pests, and diseases
6. Encourage the construction of green infrastructure to enhance water quality and reduce stormwater runoff rates, volumes, and nutrient loads.
7. Provide education and outreach on maintaining and protecting natural resources.

Goal 2: Ensure the stability and reliability of constructed systems through long-term planning and consideration of weather and climate trends.

Strategies:

1. Protect and maintain constructed systems that provide critical services.
2. Ensure new infrastructure is built to be resilient.
3. Minimize the excavation of public streets and disruption to public services.
4. Support well-planned improvements to the private utility and communications networks that provide efficiency, security and needed redundancy.

Goal 3: Encourage Energy Efficiency in Buildings, Lighting, and Infrastructure.

Strategies:

1. Communicate to residents and businesses about rebates, audits, and other opportunities to decrease energy costs and lower energy-related emissions.
2. Commit to the safe development of public facilities, and will evaluate the feasibility of re-siting and upgrading facilities to mitigate potential hazards.
3. Integrate energy efficiency best practices information and assistance into building permit process.
4. Encourage an integrated approach to designing building and infrastructure systems (heating, cooling, water, etc).
5. Maximize the energy efficiency of all public buildings, campuses, infrastructure, and operations.

- 6. Improve fuel efficiency of City vehicle fleet.
- 7. Encourage fuel/charging stations or supporting infrastructure for low emissions vehicles.
- 8. Look for opportunities to partner with other public entities, utility companies, and private sector to maximize energy efficiencies.
- 4. Encourage and implement programs to support participation in the National Flood Insurance Program (NFIP) and hazard proofing of residences and businesses.
- 5. Discourage private development in flood-prone areas and work to restore the natural floodplain.

Goal 4: The City will promote education and awareness regarding hazards and risks in the community.

Strategies:

- 1. Strive to keep citizens apprised of the situation and possible outcomes during flooding, snowstorms and other naturally occurring hazards.
- 2. Collaborate with local agencies and organizations to inform the community about disaster preparedness, especially including evacuation procedures in flood-prone areas and the location of public shelters.
- 3. Encourage private disaster preparedness, including resilient building practices and materials, establishment of disaster response and recovery plans by families and businesses, and maintenance of emergency kits and supplies as recommended by the Federal Emergency Management Agency (FEMA).

- 6. Plan for the effective delivery of emergency services and basic human needs in the event of a worst case scenarios, such as catastrophic flooding, wind damage from tornadoes or large snowfall events.

Goal 5: The City will protect and support the development of access to direct sunlight for solar energy.

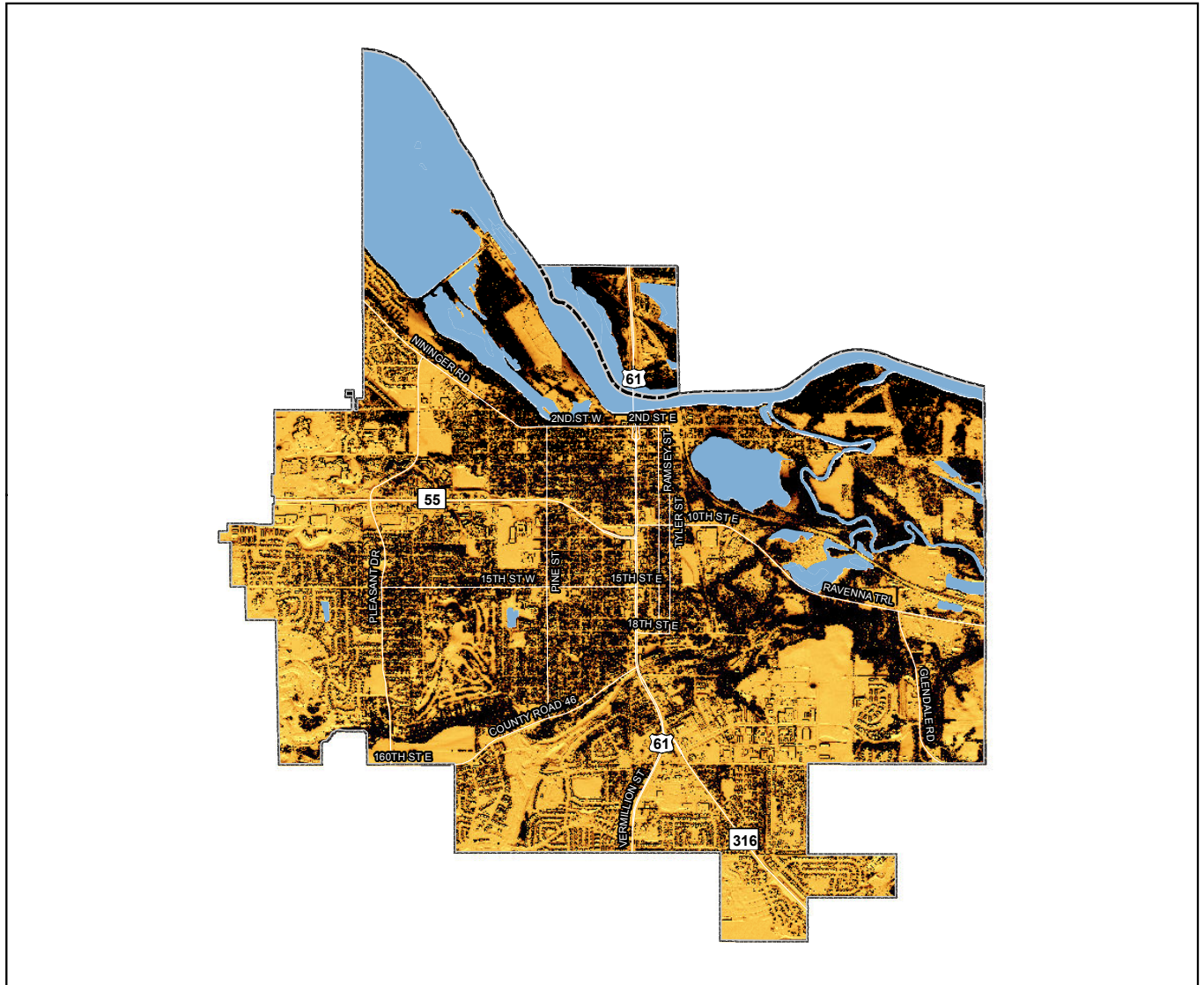
Strategies:

- 1. Ensure that developing and redeveloping properties have adequate access to sunlight.
- 2. Encourage residential solar development that maintains community character.
- 3. Encourage investment in electric grid infrastructure and solar development that makes electric service more reliable and resilient to weather-related disruptions.
- 4. Enforce solar access protections provided for by the uniform implementation of lot and building performance standards of the adopted codes.

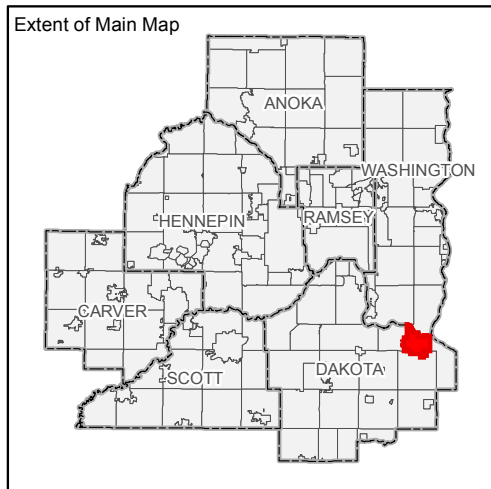
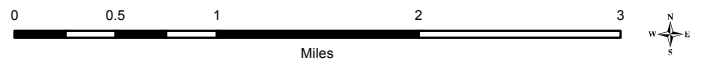
Community ¹	Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr) ²	Rooftop Generation Potential (Mwh/yr) ²
Hastings	18,575,793	1,313,092	1,857,579	131,309

The gross solar potential and gross solar rooftop potential are expressed in megawatt hours per year, and these estimates are based on the solar map (on the next page) for Hastings. These values represent gross totals and estimate the total potential resource before removing areas unsuitable for solar development or factors related to solar efficiency. The gross solar generation potential and gross solar rooftop generation potential for your community are estimates of how much electricity could be generated using technology and assumptions on the efficiency of conversion.

Gross Solar Potential City of Hastings, Dakota & Washington Counties



12/16/2016



Gross Solar Potential (Watt-hours per Year)

- High : 1269765
- Low : 900001
- Solar Potential under 900,000 watt-hours per year
- County Boundaries
- City and Township Boundaries
- Wetlands and Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.