

CITY OF DUNDAS

CHAPTER 6

LAND USE



LAND USE

The City of Dundas was established and developed along the Cannon River to take advantage of the waterpower that turned the wheat grinding stones at the flour mill. Railroads were established to take the product to eastern markets. The dominance of the mill and railroad waned over time. Eventually, the downtown was isolated from the main north-south highway between Faribault and Northfield. Then highway commercial growth allowed for space for modern retail businesses.

Dundas has been responding to these new development patterns. The commercial land use pattern in the City is now focused along Highway 3. The City will continue to provide commercial development opportunities along the highway. It will also provide for new housing in appropriate densities for the locations. The historic downtown will be preserved and expanded in the traditional development pattern. A connective commercial corridor will be established between the downtown area and the newer commercial areas. Industrial employment opportunities in the current southwest area of the City near the railroad tracks will be provided.

The City will use the land use plan to maintain an economically balanced community now and into the future by reserving appropriate amounts of land for residential, commercial, and industrial growth. This growth is anticipated in three stages with the property currently in the City, the immediate growth area identified in the orderly annexation area, and then with future development beyond. Appropriate development areas will be preserved for industrial and commercial development to ensure an adequate supply of land for employment and retail opportunities as the City grows residentially.

The land use plan will also serve to honor the City's heritage and preserve the City's sense of place by preserving past development patterns and community character. The City will also emphasize the unique character of the community in future growth areas.

The City will use development and redevelopment to connect key areas of the community. Commercial corridors will connect to one another. Higher density development will be placed outside of the commercial areas to buffer lower density development and provide a customer base for commercial uses. The proper placement of residential areas will allow for the establishment of high-quality residential neighborhoods. Appropriate densities will be placed near sensitive natural areas.

RESIDENTIAL LAND USE

The residential land use designations allow for a range of housing opportunities and densities. Each of the city's residential classifications is based on the type of housing and densities permitted. The City will encourage a variety of housing types within all new developments but maintain a focus on high-quality single-family housing. The types of development permitted in each designation is based on the character of the area in which it is placed. A description of each residential land use category is below.

CITY OF DUNDAS

Critical Natural Area Residential

This designation is intended to minimize impact on sensitive natural resources including trout streams, the Cannon River, wetland, bluffs, and wooded areas. The density of such areas is intended to be single family housing at 1 unit per 2.5 acres. Large lot developments are envisioned, and conservation-oriented cluster developments are encouraged.

Low Density Residential

The Low Density Residential areas are intended to provide both space for residential neighborhoods of less than 4 units per acre while establishing a sensitive transition between higher density development and adjacent lower density rural areas. The dominant housing type is intended to be single family residential. Conservation oriented cluster developments with larger lots may be permitted to serve as a buffer to long-term rural areas, where appropriate.

Traditional Residential

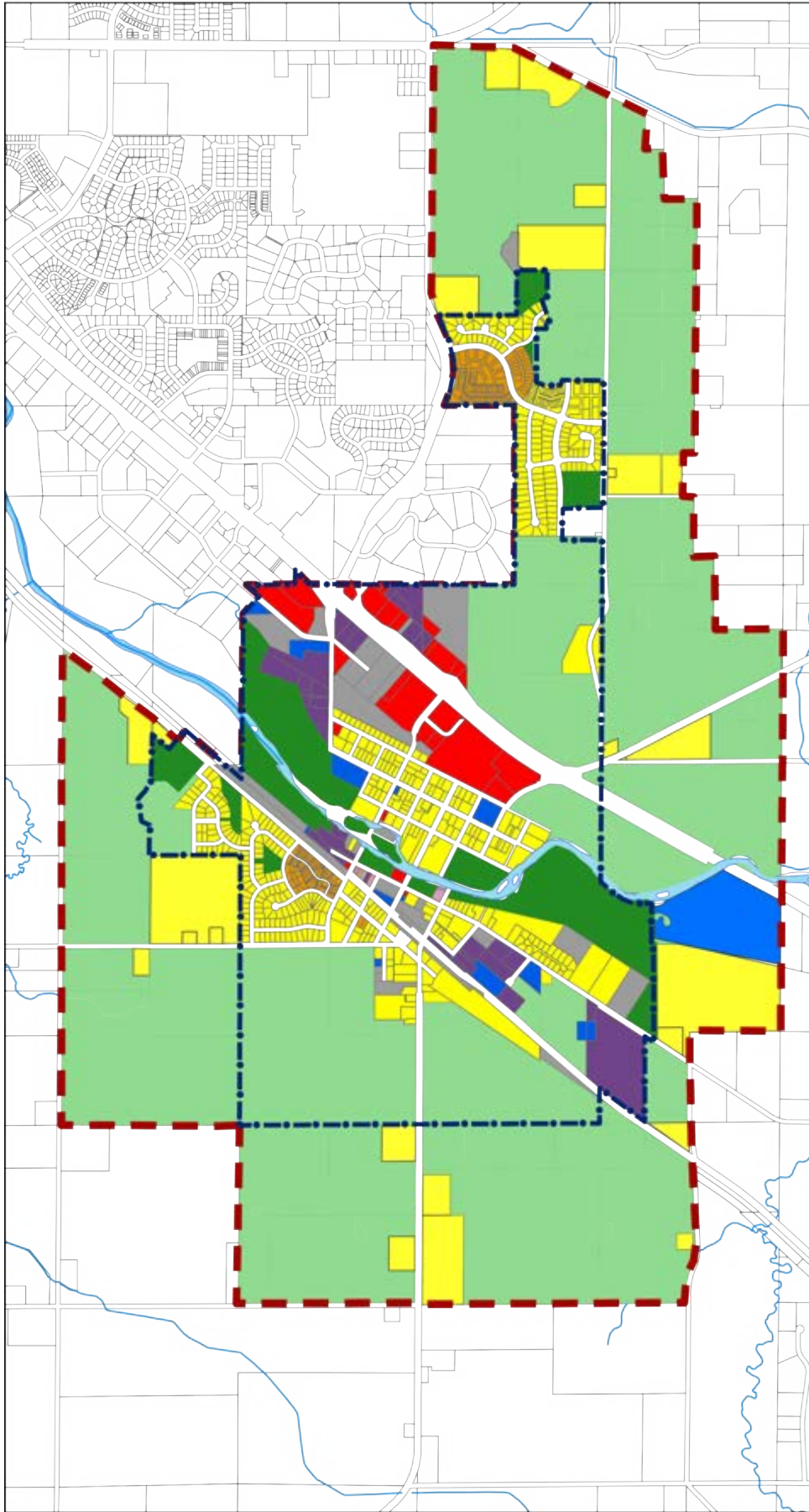
The Traditional Residential designation is for the single family area “Old Town” portion of the community. This is the older platted lots with a variety of sizes and house styles. The historic pattern of development in these areas is single family. This designation intends to preserve the unique character of these older neighborhoods while ensuring that only compatible new development is permitted. New development in this area at 2 to 5 units per acre is anticipated.

Medium Density Residential

The Medium Density Residential designation is intended for developments between 4 and 8 units per acre. This may include principally duplexes, townhomes, and smaller lot single family. All building types must be integrated into a neighborhood setting. To maintain high-quality neighborhoods, the City will focus on enhanced architectural elements in these areas.

High Density Residential

High Density Residential areas are intended for residential neighborhoods of 8 to 25 units per acre. This designation would include primarily apartment buildings and townhomes. High Density Residential should be located in areas near higher classification roadways or adjacent to non-residential land uses as a buffer to lower density neighborhoods. Such developments should fit within the character of the neighborhood and context. High Density development is also appropriate adjacent to commercial areas to augment the customer base for these areas.



0 0.13 0.25 0.5 Miles



Source: Rice County, State of Minnesota,
Northwest Associated Consultants

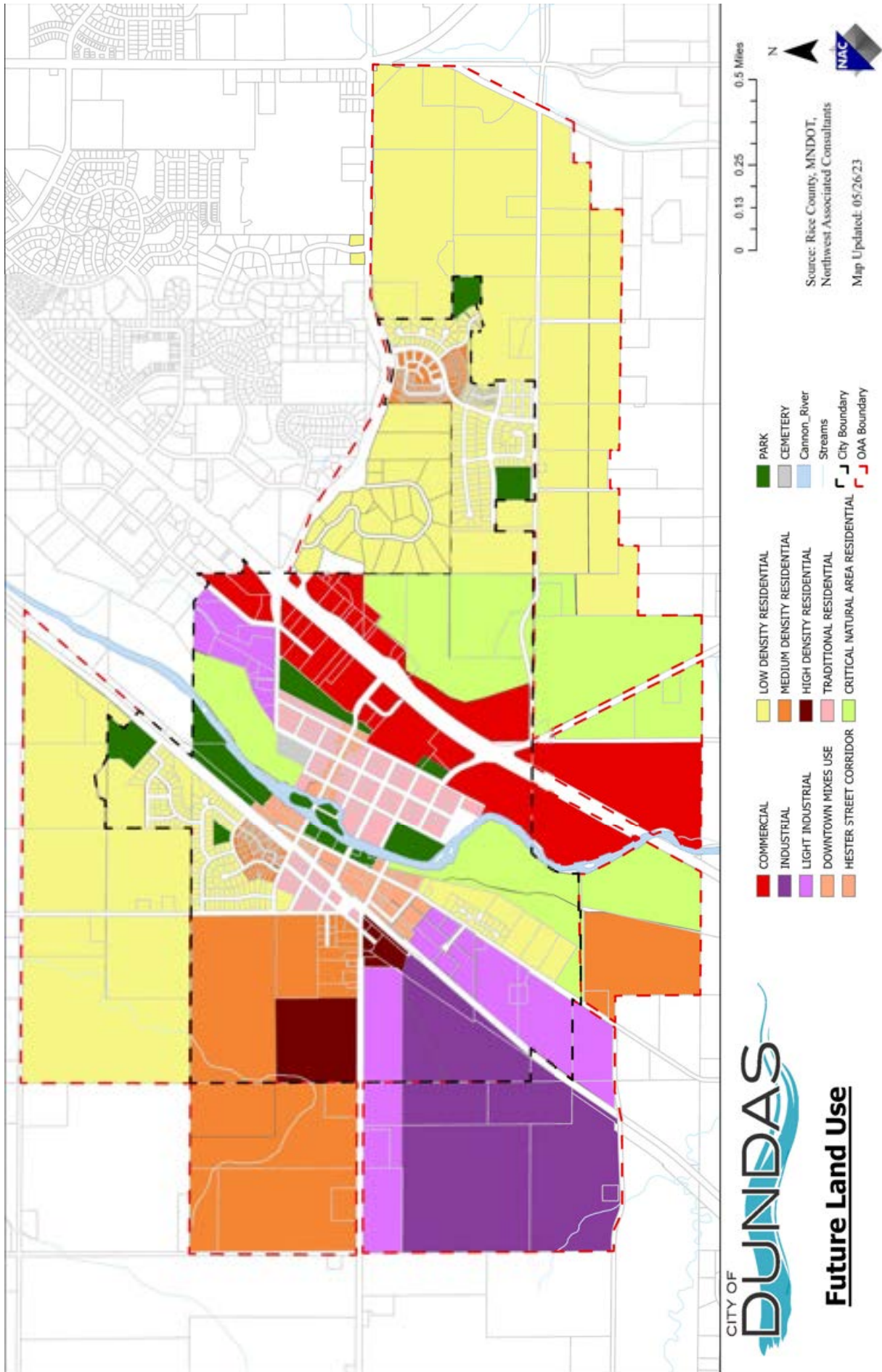
Map Created 07/01/20



Existing Land Use

- Single Family Residential
- Medium Density Residential
- Commercial
- Mixed Use
- Industrial
- Institutional
- Park - Open Space
- Agriculture
- Vacant
- Water
- City Boundary
- OAA Boundary

CITY OF DUNDAS



COMMERCIAL LAND USE

Transitional Commercial

The purpose of the Transitional Commercial area is to provide for low intensity commercial development in locations along Hester Street connecting Highway 3 to the Downtown and to provide a connective corridor between the two areas. Low intensity development includes commercial activities that do not generate significant auto traffic or require significant parking. Such uses could include photography and art galleries and studios, small professional offices such as insurance and legal services and artisan design/manufacturing studios (i.e., furniture, pottery, etc.). The inclusion of coffee shops, retail, and restaurants should be limited to smaller scale uses that are compatible with the residential environment. If uses being creating parking problems for adjacent residential areas, public parking areas may need to be established. The existing houses within this area may be converted to commercial uses

The existing houses, when appropriate, along this corridor are permitted to be converted into commercial uses that are compatible with the area. When a site is redeveloped, architectural appearances that are a hybrid of the Downtown and the residential structures in the area are preferred. The historic Ault Store building may serve as an inspiration.



CITY OF DUNDAS

Downtown Commercial

The Downtown Commercial designation is for the City's historic Downtown. The Downtown is a true traditional small town commercial district that is intended to be preserved and enhanced. Preservation of this key cultural asset serves to honor the City's heritage and preserve the City's sense of place. Preservation and enhancement of this area also serves to assist in maintaining economic balance and provide needed commercial activity. With its scenic riverfront area, the Downtown also provides access to natural resources.

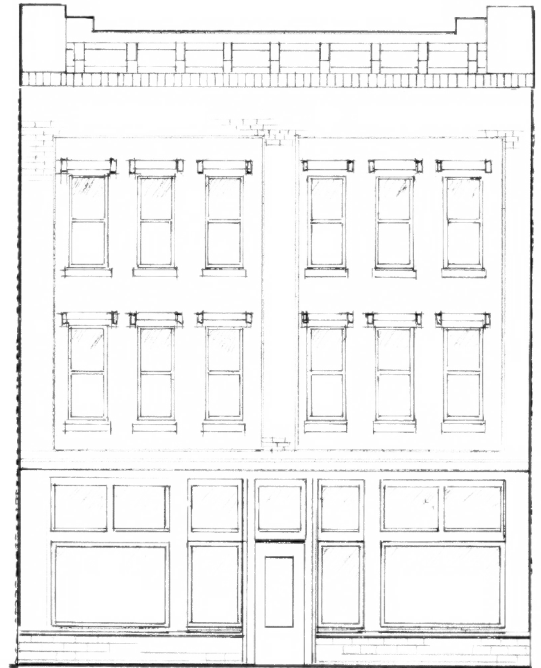
The Downtown is the primary entertainment center of the City. This district should encourage redevelopment investment in the Downtown by recognizing the economic relationship between residential and commercial development while promoting the scenic riverfront amenities.

Commercial uses within this designation should be principally retail, destination, and/or entertainment oriented. Uses such as retail shops, restaurants, and bars are encouraged. Multi-level development is also encouraged whereby offices and residential units may be located on the upper floors of buildings.

Within the "Core" of the Downtown, development is intended to be zero-lot line development matching the character of the existing area. Residential uses may be permitted but only on the upper levels of commercial buildings in a vertical mixed use setting. Within the Core, there should also be more of a strict adherence to traditional storefront building design utilizing both common elements and traditions specific to Dundas. The street level should be developed with continuous activity and building front. Parking areas should be in the rear of buildings or provided in public lots.

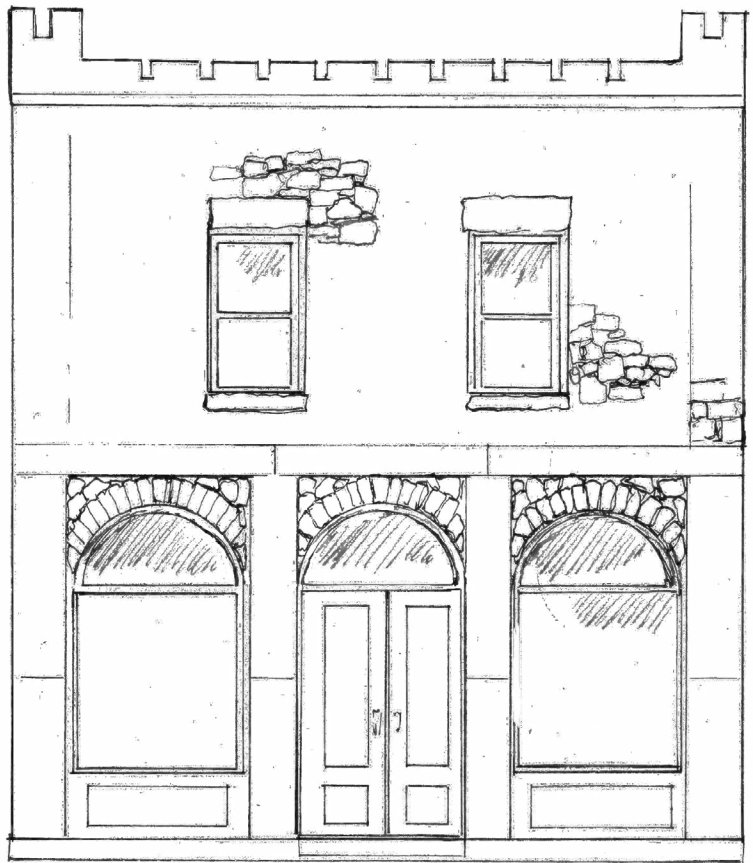
Outside of the Downtown core, in the "Periphery," the uses may include ground floor residential or more horizontal mixed uses. The commercial uses may also be less destination oriented. Buildings should still be street oriented, like in the Core, but there may be instances where parking areas or other such uses may be appropriate along the street level.

As the true center of the City, the trails and transportation systems of the City should prioritize connections to this area.



Architecture in the Downtown is intended to be that of a traditional small town downtown. The architecture should be generally brick or stone and preferably include historic elements and/or themes of the City. This includes items such as arches or ramparts from the old mill.

All buildings should lie directly on or close to the front lot line and flush with the sidewalk itself. This creates the effect of a single solid wall of buildings along the developed portions of the street, rather than having buildings at various depths. Building fronts should have large storefront windows, inviting entrances, and other important historic, traditional themes. The street scape could be improved to include historic accents, street furniture, and private amenity areas on the sidewalks.





Downtown Land Use Sub Districts



Downtown Categories

- Downtown Established Core
- Downtown Core Expansion
- Downtown Periphery
- Downtown Recreation
- Cannon River
- Roads
- Railroad



Source: Rice County, MNDOT,
Northwest Associated Consultants
Map Updated: 04/01/21



Highway Commercial

This designation is intended to provide for the establishment of relatively high intensity highway oriented or dependent commercial outlets providing goods and services for customers from the region. The uses anticipated within this designation are intended to be those that require proximity to regional highways. This designation is intended to provide for commercial goods and services for a more regional context.

Highway Commercial uses are planned for most of the Highway 3 frontage. The City encourages larger retailers, franchises, and uses that cater to highway traffic within this area. Office-warehouse and other light industrial type uses will not be allowed in commercial areas and should be in industrial areas.

A future highway commercial area may be established to the west of the City if there is growth in that direction.

INDUSTRIAL LAND USE

Two industrial use categories are planned that encompass traditional industrial, manufacturing and warehousing, and other uses that are more office and office warehouse focused. The goal of industrial uses in the City is to assist in expanding the City's employment base and provide needed services to the community. Uses that are intended primarily for storage or otherwise do not provide employment should be carefully located as to not interfere with job creation goals. The land use categories are described below.

Light Industrial

The Light Industrial designation is intended more for warehousing, office, light manufacturing, commercial recreation, and other such uses that are compatible to locations nearer the City's commercial and residential areas. Building standards should be higher and exterior storage severely limited, if permitted at all. Truck traffic should also be limited.

Industrial

This designation is intended for heavier industrial uses, generally located in the southwestern portion of the City near the railroad tracks, where truck traffic access and separation from residential uses are easier to accommodate.

These uses should be segregated from residential and commercial uses, as much as possible, to allow the uses to freely operate and to not negatively impact incompatible uses.

The City has considered, in the past, an industrial park. Such a park would be of this type of use.

The City encourages uses that will utilize the rail access on property with rail frontage.

GROWTH & ANNEXATION

The City of Dundas is a growing community. However, growth should fit the City's general policies. This includes preservation of the small town character and natural amenities. New development should assist in meeting these goals.

The small town character of the community is characterized by the City's traditional street grid pattern. Homes are set back far enough to allow for stormwater systems, trees, boulevards, sidewalks, and trails. Subdivisions contain a variety of housing types, styles, and sizes integrated throughout. This style of housing reinforces the diverse and varied pattern of existing housing in the older areas of the City.

The City plans on continuing a reasonable approach to growth and annexation. The City's policy has been to annex land only for urban development when needed. The City will encourage infill development with uses that are compatible with the adjacent uses.

The City may require developments to integrate a variety of lot widths, housing styles, and materials to create diversity within new housing subdivisions.

As the City grows beyond the current boundaries and the Orderly Annexation Area, balancing appropriate land uses to meet the goals of this plan will need to continue. The City needs to provide the appropriate amount of commercial and industrial land for business opportunities and employment. The City also needs to provide the appropriate amount of residential land.

Certain land is more appropriate for certain areas. If the demand for one type of use occurs prior to others, it should still be supplied by the appropriate land. Areas appropriate for commercial and industrial uses should be preserved for that use at the appropriate level. The full growth scenario is based on the City's intended portion of the full sewer capacity area.

The City anticipates the extension of existing commercial and industrial areas to the south. Also, the City envisions adding commercial and industrial area along the corridor leading to the City from Interstate 35 along County Road 1. These areas are intended to assist in maintaining the appropriate balance of commercial, industrial, and residential land uses.

ULTIMATE LAND USE AREA

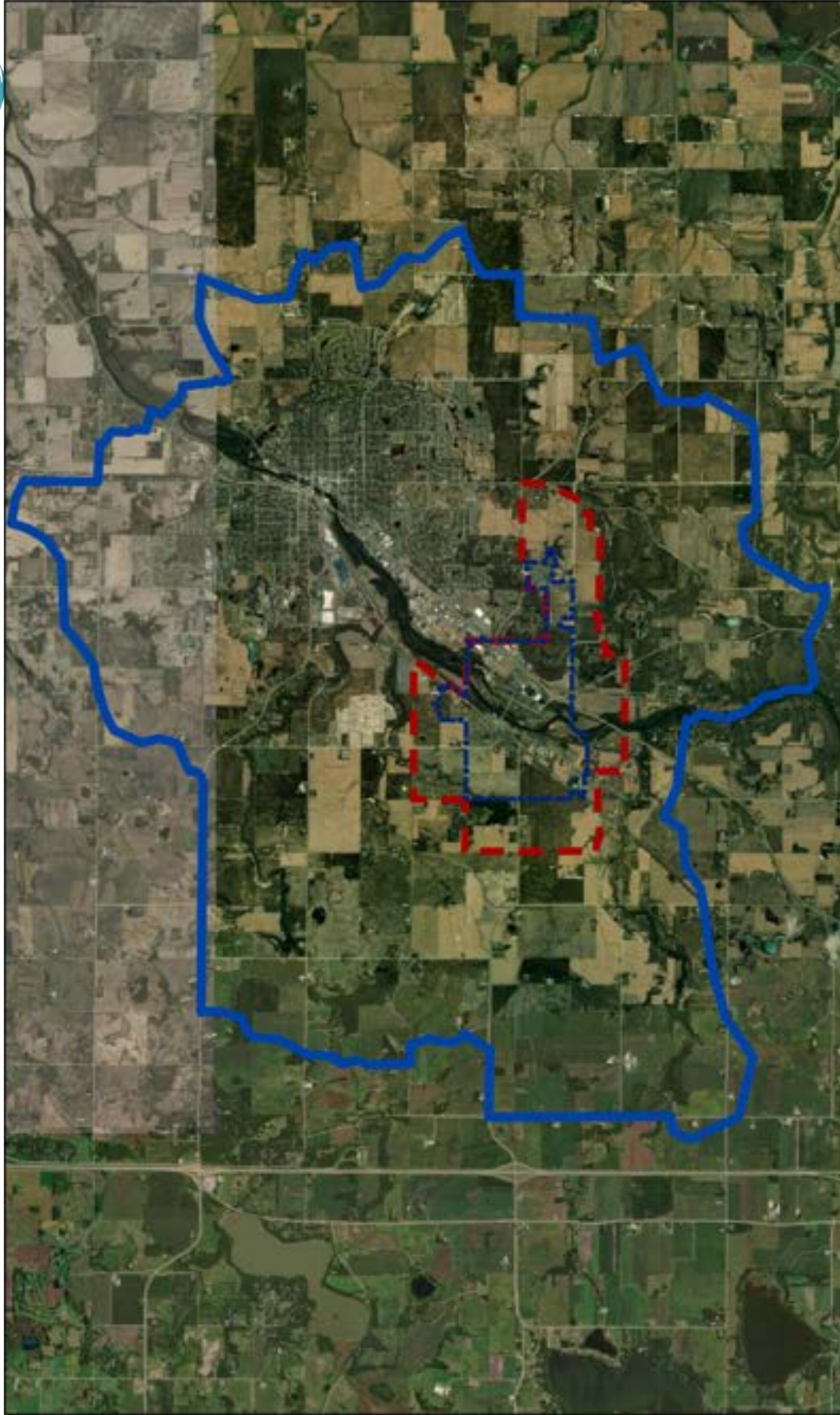
Based on the area identified within the sewer interceptor study, the plan identifies areas of generalized land use. As previously stated, the City's general land use principles are projected within this area.

The residential areas are not defined by specific density ranges but rather a general balance of densities. This results in a projected density that is the same as the density of the existing developed portions of the City.

Likewise, the intensity of use and amount of industrial and commercial land guided in the Ultimate Land Use Area is intended to maintain the existing City's land use balance.

Refinement of the densities or intensity of these uses may be further evaluated in the future.

Sewer Planning Area



Legend

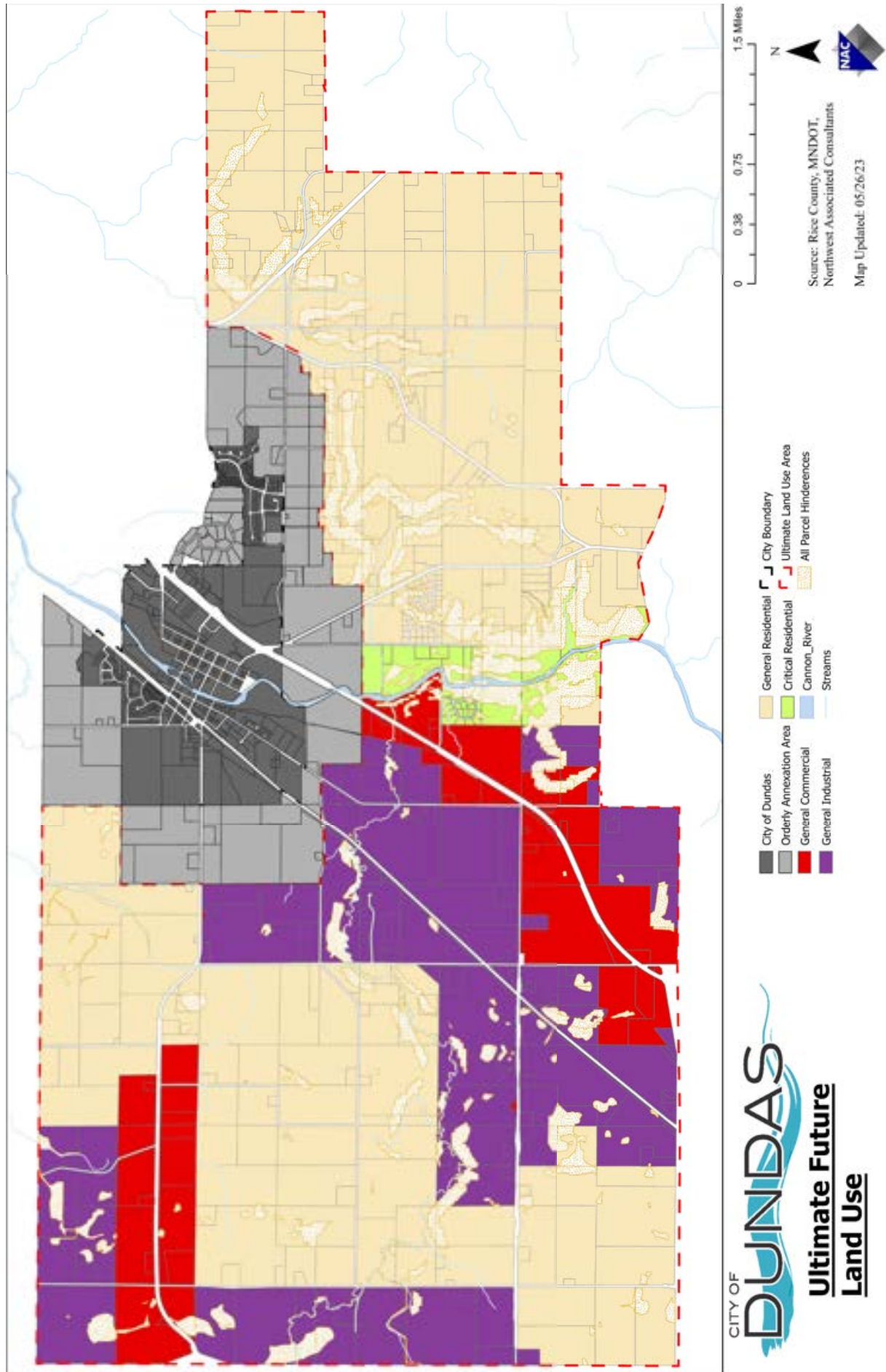
- Full Sewer Planning Area
- City Boundary
- OAA Boundary



0 0.5 1 2 Miles



Source: Rice County, MNDOT,
Northwest Associated Consultants
Map Created 04/01/21



LAND USE GOALS

Goal: Allow for general development consistent with this plan.

- Preserve key natural areas within development.
- Reserve adequate areas for each land use to maintain an appropriate balance of commercial, industrial, and residential land uses.
- Preserve agricultural uses within the City in areas where land owners wish to continue farming pending urbanization.

Goal: Establish and maintain high quality residential areas.

- Preserve an adequate amount of appropriate land for single family residential areas.
- Allow for less intensive, lower density uses in areas with sensitive natural features.
- Utilize multi-family residential when advantageous. Such as near Downtown, along major transportation corridors, and as a buffer to lower density residential areas from commercial/industrial uses.

Goal: Energize and emphasize the City's historic Downtown.

- Promote vertical mixed-use development within the Downtown Core which would allow for commercial on the street level with residential or less intensive commercial uses above.
- Promote the concept of a commercial entertainment district and establish uses that bring additional activity to the area.
- Require traditional Downtown architecture preferably incorporating historic elements of the City.
- Enhance the street scape to beautify the Downtown.
- Allow for the introduction of horizontal mixed uses within the Downtown Periphery when vertical mixed use is not feasible.
- Connect the trail system to all parts of the City using the Downtown as the trailhead.

Goal: Connect Downtown to the Highway Commercial area with commercial uses within the Transitional Commercial designation.

- Allow compatible business to establish in the Hester Street corridor that are not too intense for the close proximity to the neighboring residential uses.
- Allow for conversion of residential uses along the corridor into commercial businesses.
- Encourage redevelopment when conversion is infeasible with enhanced architectural standards balancing the appearance of residential and commercial uses.
- Provide for off street parking to avoid conflicts with neighboring residential areas.

Goal: Preserve the limited frontage on Highway 3 for commercial uses with an emphasis on retail.

- Prioritize commercial uses that require access from a major highway for inclusion in this area.
- Continue policies that are inclusive of larger retailers.

Goal: Preserve appropriate areas for industrial uses that supply employment for the community.

- Use light industrial uses in areas adjacent to less compatible areas. Require enhanced architectural standards when near other uses.
- Focus on uses that create jobs for the community.
- Use rail frontage for businesses that would utilize the frontage.
- Direct truck traffic to the southwest areas of the City to avoid transportation conflicts.
- Develop an industrial park to promote spaces for new and smaller businesses to locate in the community.
- Cluster industrial uses to avoid scattered industrial sites.

Goal: Plan for appropriate land uses within the Ultimate Land Use Area

- As the City continues to grow, the City shall project its core land use policies into the Ultimate Land Use Area
- As future areas outside of the Orderly Annexation Area may be opened for development, the City will ensure the appropriate areas are reserved for future residential, commercial, and industrial needs.
- As this long term growth occurs, the City will maintain its determined level of jobs, retail areas, and residential units with the appropriate balance.

