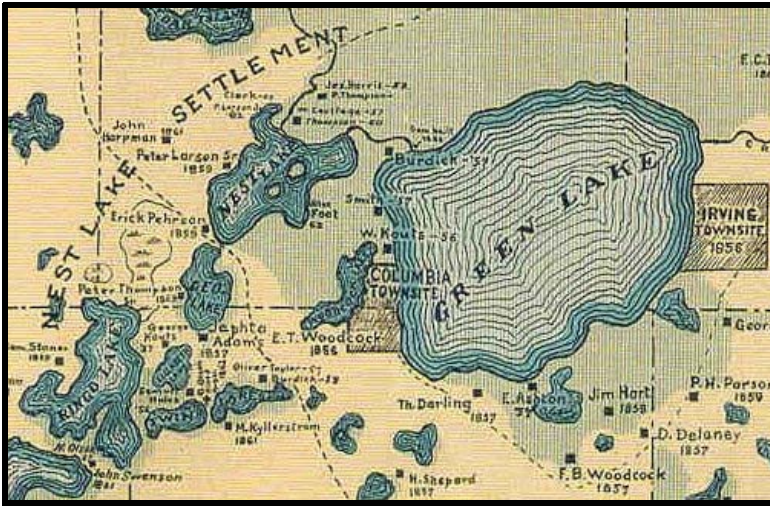
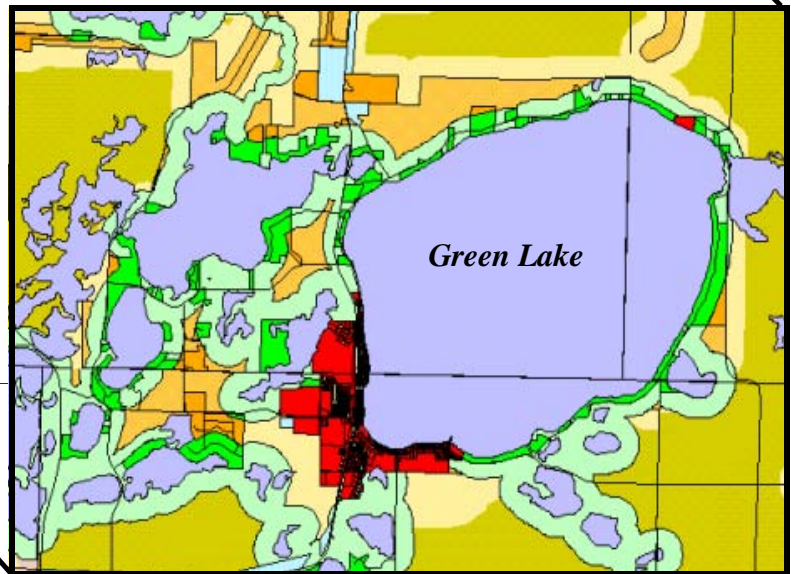


# The Kandiyohi County Comprehensive Plan



*The Green Lake Area in the Late 1800s*

*The Green Lake Area in 2001*



**Adopted November 20, 2001**

**Prepared by Kandiyohi County and  
The Mid-Minnesota Development Commission**

# **The Kandiyohi County Comprehensive Planning Task Force**

*The following individuals served on the Citizens Task Force during the comprehensive planning process. Kandiyohi County greatly appreciates their participation!*

## **Citizens**

Duane Anderson	L. Wayne Larson
Ken Behm	Danny Lippert
Jean Berg	Roger Schroeder
Mark Bloomquist	Roger Strand
Betty Bollig	Dale Swanson
Gary Bullemer	Marguerite Swenson
Julie Carroll	DuWayne Underthun
H.A. Christiansen	Jane Youngkrantz
Bruce Heymer	

## **Planning Commissioners**

Pat Carpenter	Harlow Olson, Chair
Dennis Goehring	Howard Patrick
Pat Kearney	Rick Reimer
James Loehr	Bruce Reuss

## **County Board of Commissioners**

Richard Falk, Chair	Dennis Peterson
Richard Larson	Bruce Shuck
Harlan Madsen, Vice-Chair	

## **County Planning and Zoning Office**

Paula Schroeder, Administrator	Kristi Caspers
	Gary Geer

### ***Facilitated by***

Matthew E. Johnson, Community Development Director  
Mid-Minnesota Development Commission  
333 West Sixth Street, Willmar, MN 56201  
(320) 235-8504



# Kandiyohi County Comprehensive Plan

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## Introduction to the Kandiyohi County Comprehensive Plan



### *“Where the Lakes Begin”*

This document establishes a Comprehensive Plan for Kandiyohi County. The primary purpose of the Plan is to provide a “vision” for growth and development by outlining what Kandiyohi County residents would like to see occur in the future. This Plan primarily accomplishes this in two ways. First, Chapter Seven establishes the County’s Goals, Objectives and Policy Guidelines. These prescribe how land use decisions should be made on a day-to-day basis. Second, Chapter Eight outlines which activities should be completed by the County to ensure the Plan is implemented properly.

The Kandiyohi County Comprehensive Plan focuses on growth and development issues for the next 20 years, or until approximately the year 2020. This “2020 vision” was used as a manageable amount of time to plan for, although the Plan will be implemented until it is either revised or ultimately replaced. The following information is included in the Plan:

**Kandiyohi County Profile** – Chapter One provides a profile of Kandiyohi County, including sections on the County’s history, social-demographics and future population and household estimates.

**Natural Resources** – Chapter Two introduces the natural resource base of the area, including information on the County’s topography, water features and soils.

**County Land Use** – Chapter Three examines Kandiyohi County’s existing land use. Zoning, recreation, housing and transportation are the major categories examined.

**Community Profiles** – Chapter Four presents a community profile for each of the 12 cities located in the County. The profiles include population and household statistics, current land use maps and urban growth areas (if they were identified).

**Township Profiles** – Chapter Five presents a township profile for each of the County’s 24 townships. The township profiles include statistics and current zoning maps.

**Current and Emerging Issues** – Chapter Six describes the types of local and multi-jurisdictional planning issues that will ultimately shape the County in the future.

**Goals, Objectives and Policy Guidelines** – Chapter Seven establishes a guide to making land use decisions in the form of goals, objectives and policy guidelines. The 11 goals of the 1997 Community-Based Planning Act are used to help ensure the Plan adequately addresses all of the key comprehensive planning components.

**Implementation** – Chapter Eight explains how the Comprehensive Plan should be implemented. The primary feature is a temporary work plan for the County, which outlines 20 implementation steps. In addition, the Chapter explains how the Comprehensive Plan can be updated whenever revisions need to be made.

### **The Role of the County Board, Planning Commission and Citizen’s Task Force**

On May 19, 1999, Kandiyohi County contracted with the local Regional Development Commission, the Mid-Minnesota Development Commission (MMDC), to help the County write a new Comprehensive Plan. MMDC worked with the County’s Planning Commission and Citizen’s Task Force on a monthly basis during public meetings to develop the specific contents of the Plan. The Citizen’s Task Force was created by the County Board to help support the decision making process (see page i for a list of the members). On August 13, 2001, the Planning Commission voted to submit this Plan to the County Board for approval. The Plan was formally adopted by the County Board on November 20, 2001.

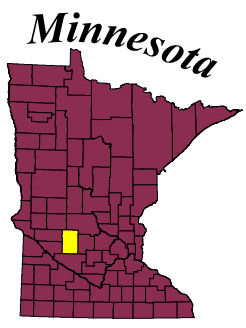
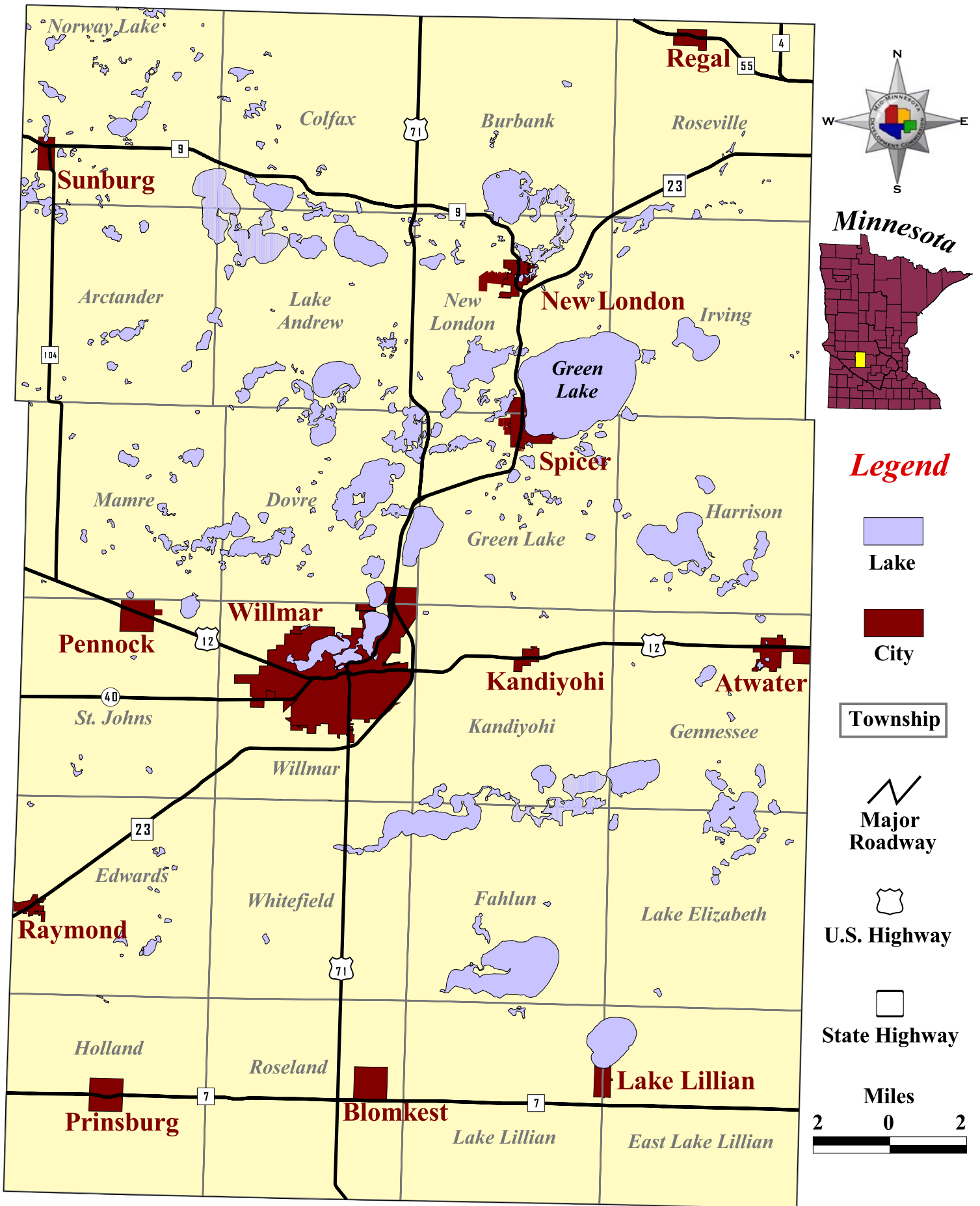
### **The Community-Based Planning Act**

In 1997, Minnesota passed the Community-Based Planning Act in order to provide a guide to updating comprehensive plans. The Act establishes eleven goal areas that should be addressed when local units of government are involved in the comprehensive planning process. Although the Act establishes the eleven goal areas, the specific objectives and policy guidelines found in Chapter Seven of this Plan are unique to Kandiyohi County. For example, one of the goal areas relates to citizen participation. This was accomplished throughout the planning process by holding monthly meetings with strong input from the local residents. In addition, the creation of the Citizen’s Task Force was a strong sign of the County’s commitment to this goal.

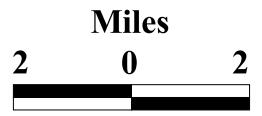
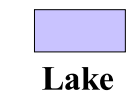
### **Location of Kandiyohi County**

Kandiyohi County is located in central Minnesota, approximately 80 miles west of the Minneapolis-St. Paul Metropolitan Area and 60 miles southwest of the City of St. Cloud. As Map 1A shows, the County has 12 cities and 24 townships. The County is characterized by numerous lakes, trees, rolling hills and vast agricultural land. Although there are some exceptions, the County is divided into “lake country” in the northern half and “prime agricultural land” in the southern half. The County shares borders with Stearns and Pope Counties to the north, Meeker County to the east, Renville County to the south, and Swift and Chippewa Counties to the west.

# Map 1A: Kandiyohi County's Cities and Townships



## Legend



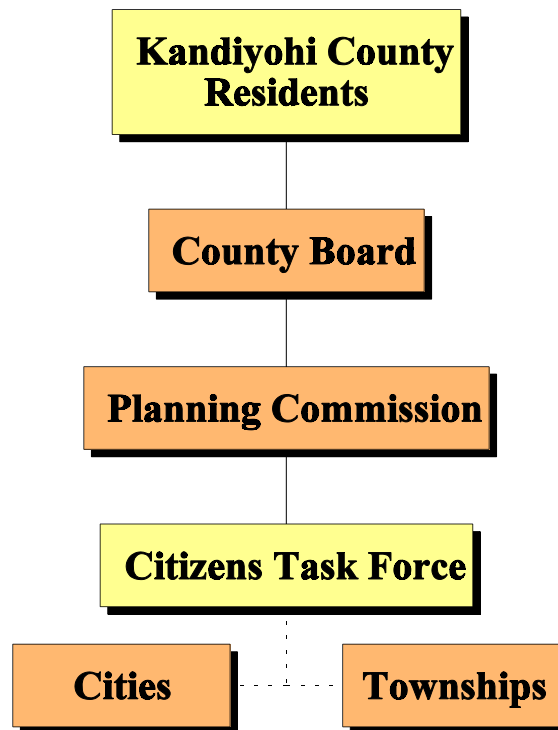
## The Comprehensive Planning Process

The Kandiyohi County comprehensive planning process was designed from the start to have strong citizen participation and intergovernmental cooperation. In addition to the Planning Commission, the County Board appointed a Citizen’s Task Force to assist with the development of the Comprehensive Plan. The Task Force participants included County Board members, Planning Commissioners and citizen volunteers (see page i). The diverse nature of the participants helped to contribute to a wide range of ideas on how the County should address the key planning issues identified throughout the planning process.

It was also decided that meetings should be held with each city and township in Kandiyohi County early in the planning process. The Mid-Minnesota Development Commission and the County’s Planning Commission accomplished this by meeting at least once with every local unit of government. The primary purpose of these meetings was to give the cities and townships the opportunity to identify local planning issues and to express how they should be addressed. In addition, the cities and townships were asked to review the current and future land use maps found in the community profiles (Chapters Four and Five).

State agencies were also invited to participate in the planning process. Specifically, Minnesota Planning and the Minnesota Department of Natural Resources made presentations to the Citizen’s Task Force. Many of the issues identified by these agencies were incorporated into the Comprehensive Plan.

**Figure 1:  
Comprehensive Planning Process Flowchart**



# Chapter One: A Profile of Kandiyohi County

This Chapter profiles the people of Kandiyohi County, including sections on the County's history, social-demographics and future population and household estimates. One of the Citizen's Task Force volunteers, Roger Strand, provided the information presented in the history section. The social-demographics section is based primarily on U.S. Census statistics, including the recently released 2000 Census. Finally, the population and household projections are based on the County's population trends over the last 40 years. The projections estimate the number of potential new residents the County may have over the next 20 years.

## KANDIYOHI COUNTY HISTORY

~by Roger Strand~

All of our planning begins with the land -- this land which for a time lay covered beneath a great ice sheet. As the glacial ice receded some 10,000 years ago, it gouged basins, around which we now construct sewer systems, molded the landscapes which define our watershed districts, and deposited the base for the soils which now sustain us.

We've been left with a varied mix of opportunities and occasional dilemmas in Kandiyohi County: flat and gently rolling prairie land, deep clear lakes which echo with the call of loons, meandering glacial ridges with rich pockets of gravel, and a corridor of old-growth deciduous forest. Indeed, it's been said that our county contains most of the geographic elements of Minnesota within its borders.

Ecologists, using pollen records from lake sediment core samples, can now reconstruct the history of our landscape. On the ragged tail of the retreating glacier, there was tundra, with moss, low shrubs, and stunted spruce. Woolly mammoths, along with herds of more familiar big game, returned to the region, followed by a succession of native peoples. Long before the notion that a person could really own a piece of the land, they were here. They hunted, fished, and gathered wild foods, all the while adapting to changes in climate and vegetation.

For the most part, we find only traces of their passing: the burial mounds east of Green Lake, arrow points uncovered by spring rains in plowed fields, shards of pottery decorated by an unknown hand, and a copper spear point, unearthed at Robbins Island, lost thousands of years ago by a forgotten hunter. These ancient artifacts remind us that it is only in very recent times that our county has been populated by people with a known written language.

At the time of early white settlement in Minnesota, Indians belonging to the eastern (Santee) branch of the Dakota nation, claimed this area as their hunting and fishing territory. The Dakota name for the land was Kandiyohi, "where buffalo fish abound." This native fish still arrives through the stream systems which drain our lake basins toward the Minnesota and Mississippi Rivers.

By the 1850s, Little Crow, or Taoyateduta, was recognized as a leader of the Mdewakanton band of the eastern Dakota. He signed the 1851 treaty, which handed over a vast tract of land to the U.S. government, some of which would become Kandiyohi County. In exchange, the Dakota received a strip of reservation land on both sides of the Minnesota River, along with promises of yearly food allotments and annuity payments. Little Crow made two trips to Washington during this decade and was well aware of the military might and sheer numbers of the whites.

The 1851 treaty opened the door for settlers looking to claim land within present-day county lines. The majority of the first wave were British or U.S. born, including some who were primarily interested in land speculation. Elijah Woodcock, a New Yorker, 23 years of age, became involved in just such a business venture, arriving along the shores of Green Lake by horse-drawn wagon in 1856. He and his partners envisioned a village along the lake, near present-day Spicer, which they would call Columbia. Woodcock volunteered to occupy the site to satisfy the homesteading requirement. Filled with optimism, he later wrote: "I hastened to my native state and took to myself a wife to share the joys and griefs of a western home."

Loretta Woodcock, just 19 years old, accompanied her new husband to Green Lake, arriving in early fall, 1856, to prepare for a bitter winter in a small log cabin, then under construction. They stayed three years before running out of resources, and finally giving up their dream. While here, she gave birth to the first white child born in our county.

Her recollections, written in 1901 from their home in Ohio and published four years later in the Illustrated History of Kandiyohi County, are worth sampling: "We came in sight of the celebrated Green Lake...What joy to me! I felt I never could be lonely on the shore and in sight of that beautiful lake. I changed my mind later on, though no word of complaint ever escaped my lips."

"The first night we slept on the ground with an umbrella over us in a cabin that was started, but not nearly finished -- just some logs laid upon one another." "While he was away a child was born...We named her Ida Delle. I regretted so much afterward I had not called her Minnesota." "While there alone one morning thirty Indians on ponies came whooping and yelling...They threw off their blankets and started on a hunt. Before night they were back, their ponies loaded with elk and deer meat."

Meanwhile, along the Minnesota River, things were not going well for the Dakota: more land had been lost by treaty (1858), off-reservation hunting was officially discouraged, and the conversion to a farm economy had mixed acceptance. In 1861, the corn crop failed, and promised foodstuffs, stored on Indian agency grounds, were not released. There was widespread hunger during the ensuing winter. By spring, bitter confrontations resurfaced over annuities, which were either not being paid, or seemed to filter only into the deep pockets of traders.

U.S. troops in the area were few due to the demands of the nation's great Civil War. Our region, far from the seats of power, was developing war clouds of its own, and lacked only the final trigger pull. On August 17, 1862, four young Dakota men, on their way home from a hunt in the Big Woods of Kandiyohi, killed five settlers near Acton. By dawn the next day, a sizable group of warriors had gathered for emergency council at the home of Little Crow. Believing that war against the whites was futile, Little Crow at first attempted to dissuade them, recounting observations from his Eastern travels. The young men were insistent and finally questioned his



valor. His son later recalled the chief's reply: "You will die like the rabbits when the hungry wolves hunt them in the Hard Moon, but Taoyateduta is not a coward: he will die with you."

Thus followed the sad, and brief, U.S./Dakota conflict, which bloodied our county, emptying it of immigrants and native people alike. After the defeat of the Dakota in late September, 1862, the U.S. Army banned the return of surviving and new settlers, and manned crude forts near Kandiyohi, Solomon, and Norway Lakes until the area was deemed secure. By 1865, the military order was lifted and the floodgates opened wide.

Land-hungry immigrants began arriving here from all parts of Europe, but especially from Scandinavia. They were looking for a combination of tillable soil, timber and water. Most headed for the wooded northern half of our county, which was then separately organized as Monongalia County: but the southern half, carrying the Kandiyohi name, was soon to hold the railroad trump card (Maps 1B and 1C show the two counties in the late 1800s).

In 1868, surveyors for the St. Paul & Pacific Railroad, working just ahead of the track layers, selected a route to the western plains which passed just south of Foot Lake. Although not a soul lived there at the time, a village, called Willmar, was soon platted. By Christmas of the next year, the tracks had reached the new village. Incredibly, a scant 12 months later, at the close of 1870, Willmar could boast a grain elevator, hotel, lumberyard, and more than 20 other businesses, including a jewelry store and a billiard parlor! Farmers, most from the former Monongalia County (they had just voted to consolidate with the "railroad half"), were lining up their grain-filled wagons at the elevator.

In those boom town days, the muddy streets of Willmar were filled with conversations in a number of European languages, but for the first time in thousands of years, native peoples were nowhere to be heard.

Much water has flowed down the branches of the Crow River since then. Old stereotypes only slowly fade away. Recognizing this, the Kandiyohi County Historical Society actively studies, records, and celebrates the lives of our native people, as well as the contributions of the immigrants.

The physical changes in our county in less than a century and a half are remarkable: Most of the early immigrants carved out their lives and their farms directly from the soil, nourishing the towns and railroad stockholders of the day. The new arrivals soon constructed churches and schools, and developed a system of roads. Their children pioneered and built poultry processing industries, manufacturing plants, and other businesses, and eventually hospitals, clinics, and resorts. The thread from this spool of immigration extends, as well, to the parklands and wildlife reserves, and, in fact, to every part of our community.

As we plan for the future of our county, we note that descendants of native people are returning, and new citizens are once again arriving from distant shores and places, to take advantage of employment opportunities and realize an enhanced quality of life. Along with the positive aspects of cultural diversity, we take heed of the rapid increase in numbers within all segments of our population, and the challenge this presents for planners.

In this light, consider a related challenge: Unlike the people who enliven the early pages of our history, we now have both the technical means and the numbers to either preserve or destroy the essential elements of our county’s natural beauty and resources. We can choose to utilize these resources in an intelligent, sustainable way -- or we can sit back and allow them to slip away. Right now, we need to harness just a portion of the tenacity and the will of the people who came here before us and apply it to this task.

**Table 1A:  
Time-line of “Major Events” in Kandiyohi County’s History**

Pre-	
1856 –	– A succession of native peoples lived in the land we now know as Kandiyohi County
1856 –	– The first European and other non-native settlers came to the area
1858 –	– Minnesota became the Country’s 32 <sup>nd</sup> State
	– The southern half of the County was Kandiyohi County (Willmar County Seat)
	– The northern half of the County was Monongalia County (New London County Seat)
1968 –	– City of New London is established
1869 –	– City of Atwater is established
	– City of Kandiyohi is established
	– City of Willmar is established
	– Railroad reaches Atwater, Kandiyohi and Willmar (other communities soon emerge)
1870 –	– Monongalia and Kandiyohi Counties merge into Kandiyohi County
1871 –	– City of St. Johns (now Pennock) is established
1886 –	– City of Prinsburg is established
	– City of Spicer is established
1887 –	– City of Regal is established
1888 –	– City of Raymond is established
1896 –	– First County Road is constructed
1910 –	– Willmar voted dry (would remain dry for over 50 years)
1916 –	– City of Sunburg is established
1920 –	– Sibley Park is dedicated and the Mount Tom Monument is built
1923 –	– City of Lake Lillian is established
1926 –	– City of Kester (now Blomkest) is established
	– New London Izaak Walton League Chapter is formed
1927 –	– Mid-State Co-Op Egg and Poultry Exchange is started
1928 –	– Federal Fish Hatchery is opened in New London
1929 –	– First County Park is founded at Diamond Lake
1934 –	– Willmar Airport is opened
1942 –	– Robbins Island Park is established
1953 –	– Little Crow Lakes Resorts Association formed
1959 –	– Svea School closed (on the National Register of Historic Places)
1961 –	– Willmar Community College is opened
1971 –	– Amtrak brings passenger train service to Willmar

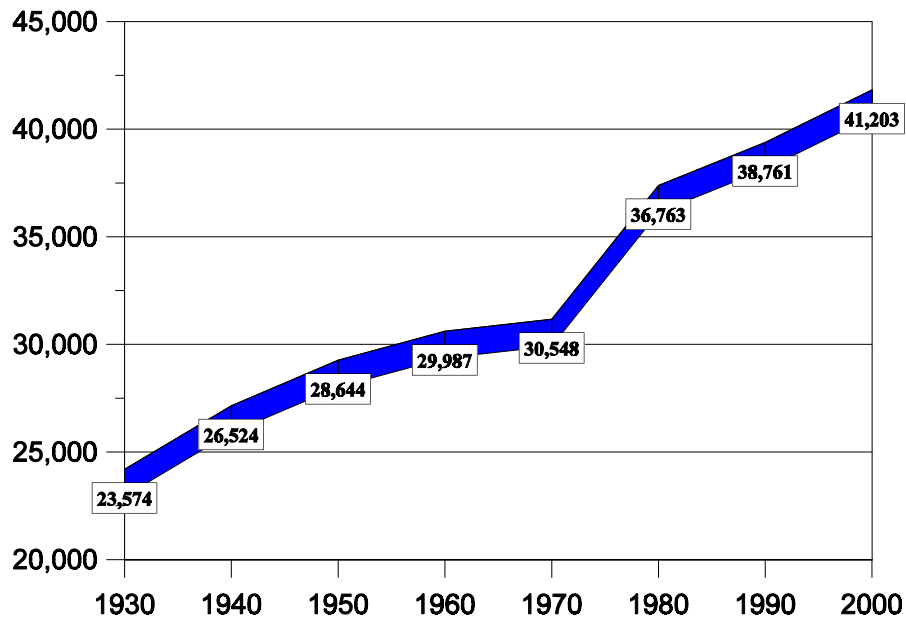
## Population Profile

The U.S. Census provides a thorough assessment of the Country's population once every ten years. All of the information presented in this section was taken from Census records, including the recently released 2000 Census. In addition, much of the information presented in this section pertains only to Countywide data, rather than to specific cities or townships. This is because Chapters Four and Five present detailed social-demographic information on each of the County's 12 cities and 24 townships.

### Historic Population Levels

One of the most important trends to analyze in a comprehensive plan is to determine what historic rates of population growth have occurred. Figure 1A presents Kandiyohi County's population data since 1930. The Figure shows that Kandiyohi County has gained new residents over every decade to its 2000 population of 41,203. Notice the large jump in population that occurred between 1970 and 1980. These "spikes" often occur without notice, which makes being prepared for when they occur an important planning challenge.

**Figure 1A:  
Population Data for  
Kandiyohi County (since 1930)**



A good way to compare Kandiyohi County’s historic rate of population growth is to examine the growth rates experienced by neighboring Counties. Table 1B does this for Stearns and Pope Counties to the north, Meeker County to the east, Renville County to the south, and Swift and Chippewa Counties to the west. The Table includes data for each County from 1970 to 2000 along with the State’s information for the same time-period.

**Table 1B:  
Seven County Area Gain in Population since 1970**

County (Major City)	1970	1980	1990	2000	30-Year Change	Percent Change
Chippewa (Montevideo)	15,109	14,941	13,228	13,088	-2,021	-13%
<b>Kandiyohi (Willmar)</b>	<b>30,548</b>	<b>36,763</b>	<b>38,761</b>	<b>41,203</b>	<b>10,655</b>	<b>35%</b>
Meeker (Litchfield)	18,387	20,594	20,846	22,644	4,257	23%
Pope (Glenwood)	11,107	11,657	10,075	11,236	129	1%
Renville (Olivia)	21,139	20,401	19,673	17,154	-3,985	-19%
Stearns (St. Cloud)	95,400	108,161	118,791	133,166	37,766	40%
Swift (Benson)	13,177	12,920	10,724	11,956	-1,221	- 9%
<b>Seven County Area</b>	<b>204,867</b>	<b>225,437</b>	<b>232,098</b>	<b>252,447</b>	<b>47,580</b>	<b>23%</b>
<b>State of Minnesota</b>	<b>3.8 Mil</b>	<b>4.1 Mil</b>	<b>4.4 Mil</b>	<b>4.9 Mil</b>	<b>1.1 Mil</b>	<b>29%</b>



The statistics that appear in Table 1B show that Kandiyohi County has experienced above average population growth since 1970. In fact, the County was second only to Stearns County in the overall percentage of population increase among the seven counties compared. Stearns County’s large increase is obviously directly related to the rapid growth that has occurred in the St. Cloud region. Table 1B also reveals that Kandiyohi County outpaced the average growth rate experienced throughout the State of Minnesota.

## Population by Age Groups

Table 1C shows the breakdown of Kandiyohi County’s population by age categories for the years 1970 to 2000, and for Minnesota for the year 2000. The data reveals that, since 1970, the County’s population has been increasingly “aging.” Minnesota Planning projects the percent increase in elderly population will continue to grow at a larger rate than that of the total population over the next 30 years (*Minnesota’s Changing Counties: The Next 30 Years*). It is during this time-frame that the “baby boomers” will reach their retirement age. This is a strong indicator of the increasing need for many senior-related services, including senior housing and transit services.

**Table 1C :  
County and State  
Population by Age Groups**

	1970	1980	1990	2000	Minnesota in 2000	30-Year Change
<b>Under 18</b>	35%	28%	29%	27%	26%	-8%
<b>Ages 18-24</b>	10%	14%	9%	9%	10%	-1%
<b>Ages 25-44</b>	20%	25%	30%	26%	30%	+6%
<b>Ages 45-64</b>	22%	19%	17%	22%	22%	0%
<b>65 &amp; Over</b>	13%	14%	15%	15%	12%	+2%
<b>Totals</b>	<b>30,548</b>	<b>36,763</b>	<b>38,761</b>	<b>41,203</b>	<b>4.9 Million</b>	<b>+10,655</b>

Source: U.S. Census

## Median Age

Another way to document Kandiyohi County’s aging population is to examine how the population’s median age has changed throughout the years. Table 1D provides this information for Kandiyohi County and Minnesota. Notice that the median age for the County increased by six years since 1970. In addition, the County’s median age was slightly higher than the State’s.

**Table 1D: County and State  
Median Age since 1970**

	1970	1980	1990	2000	Change
<b>Kandiyohi County</b>	30.8	29.7	36.5	36.9	+6.1
<b>State of Minnesota</b>	26.8	29.2	32.5	35.4	+8.6

Source: U.S. Census

## Population Projections

The information presented to this point in the Chapter helps to pinpoint a reliable range of population projections for the County over the next 20 years. Chapters Four and Five provide detailed population and household projections for each city and township located in Kandiyohi County. These projections should be used to plan for each of those identified areas. However, Table 1E presents three population projections for the entire County based on its historic level of growth since 1960. In addition to the historic-based projection (the one referred to as “based on the last 40 years” in the Table), Table 1E includes population projections that are based on slow and fast annual rates of population gain. The slow projection is 50 percent of the County’s historic rate of growth. Likewise, the fast projection is 150 percent of the County’s historic growth rate. The combination of the slow, historic, and fast population projections provide a reliable range of possibilities that could occur in Kandiyohi County over the next 20 years.

**Table 1E:  
20-Year Population  
Projections for Kandiyohi County**

County’s Population	1960	1970	1980	1990	2000	Change
	29,987	30,548	36,763	38,761	41,203	11,216
County’s Population Projections		2005	2010	2015	2020	Change
Based On Slow Growth		41,904	42,605	43,306	44,007	2,804
Based On The Last 40 Years		42,605	44,007	45,409	46,811	5,608
Based On Fast Growth		43,306	45,409	47,512	49,615	8,412

Table 1E suggests that Kandiyohi County would gain an additional 5,608 residents by the year 2020, if it simply experiences the same growth rate over the next 20 years as it has since 1960. This increase would have a significant impact on the County’s natural and man-made resources. Although this many new residents would cause many growth-related problems, the fast annual population projection suggests an even more challenging situation. Table 1E shows a potential increase of 8,412 people for this estimate. Since population “explosions” often cause the most serious planning-related issues, the fast population projection should be used for planning purposes.

One aspect of population projections must be clearly understood: *they only provide an estimate!* The underlying philosophy is not to be “right” as much as it is to be “prepared”. The text box on the next page explains what variables can factor into population projections.

### A note about population projections...

A population projection is a well-informed estimate of how many people could live in an area in the future. One of the best indicators used to make a reliable estimate is the area's historic level of growth. For example, if a community has grown by an average of two people a year for the last 20 years, it is often assumed that this average rate of growth will continue into the future.

The difficult part of making population projections is determining whether past trends will continue and, if not, how they will change. The future population of a community is derived from its present population plus births and net migration minus any deaths. Therefore, any factor that influences births, deaths, or migration will alter the projected population. In addition, the community's population can also change simply by altering its boundary through annexation. Finally, several things can affect the community's attractiveness to both current and potential residents, including: the ease and cost of commuting to employment areas; employment opportunities within the community; local housing supply and housing costs; and the community's overall aesthetics (lakes, scenery, etc.).

As a result of the complexity of making population projections, they should only be viewed as *estimates*. To help compensate for their uncertainty, the population projections used in

### Household Numbers

An increase in Kandiyohi County's population naturally means an increase in the number of households located in the County. Table 1F shows exactly how the number of households has increased as the County has gained population since 1970. Although knowing the total number of people and households is important, these numbers allow an average County household size to be established (i.e., the average number of people living in each household). Notice that since 1970, the average household size in Kandiyohi County has decreased from 3.29 people to 2.59 people per household. This trend is important because it shows that even more housing units will be needed in the future to accommodate the County's increasing population.

**Table 1F: Kandiyohi County's Population, Household Numbers and Household Size since 1970**

Year	1970	1980	1990	2000
Population	30,548	36,763	36,761	<b>41,203</b>
Household	9,272	12,852	14,327	<b>15,936</b>
Household Size	<b>3.29</b>	<b>2.86</b>	<b>2.57</b>	<b>2.59</b>

## **Chapter Two: Kandiyohi County's Natural Resources**

Kandiyohi County is located in Central Minnesota between the corn belt to the south and the lakes region to the north. As a result, the County has both strong agricultural and natural resource characteristics. This Chapter examines these characteristics, including sections on the County's climate, geology, original vegetation, watersheds, topography, soils and water features.

### **Climate**

The County is located in the Continental Climate Zone, which is characterized by a wide range of seasonal temperatures. The average high in Kandiyohi County is 72 degrees Fahrenheit and the average low is 16 degrees Fahrenheit. The average annual precipitation in the County is 28 inches, approximately one-third of which occurs during the growing season. Snowfall in the winter months averages approximately 47 inches.

### **Geology**

Kandiyohi County contains 552,960 acres of land and water, all influenced by glaciation. As a result, the County is covered by glacial till (a mixture of clay, sand and silt along with gravel cobbles and boulders), glacial lake sediments (particle sizes consisting mostly of clay and silt) and glacial outwash (sand and gravel-sized particles).

The topography of the County is closely related to its glacial activity, which is responsible for most of the natural features in the County. The County consists mainly of glacial till plains (which are relatively flat) and moraine areas where the terrain ranges from gently rolling to very hilly. Both areas contain shallow lakes, swamps, wetlands and ponds. The moraine areas contain more of the deep lakes of Kandiyohi County.

### **Original Vegetation**

Before the land was settled, Kandiyohi County was predominately covered with upland prairie and prairie wetland vegetation. In the north and northeastern part of the County, however, there were large stands of hardwood trees. The upland prairie was mostly covered with tallgrass that occupied a wide variety of landforms, including beach ridges and swales, glacial lake beds, morainic hills, steep bluffs and rolling till plains. In general, prairie cordgrass and bluejoint dominated the wet lowlands. Big Bluestem and Indian Grass occupied the deep soils of the moist uplands, and Little Bluestem and Side Oats Grama covered the thin soils of the dry uplands. Throughout the prairie, numerous wetland communities were dominated by sedges and rushes. These wetlands are known today as "prairie potholes".

The oak woodland and brushland was a common ecotonal type between the prairie and deciduous forest. Fire, more than topography or climate, was the primary factor that influenced

the location and extent of this type of vegetation. The oak woodland and brushland ranged from small groves of trees intermixed with open prairie to communities of scrub forest and dense scrub thicket. The dominant trees were bur and pin oak. Maple-basswood forests were dominated by elm, basswood, sugar maple and red oak. These forests were highly sensitive to fire. As a result, their boundaries were also in large part controlled by the frequency of fire. The forests were restricted to areas where natural firebreaks (such as rivers, lakes and rough topography) prevented the spread of fire from the adjacent prairie lands.

Map 2A displays the County's native vegetation. The Map shows that a large stand of trees stretched across the northern half of the County between what is now Green Lake and Sibley Park. Much like today, aspen, basswood, hickory, maple and oak trees were all common. Map 2A also reveals that vast water resources were found throughout the County, including numerous lakes and large pockets of wet prairie land.

### **Watersheds and Topography**

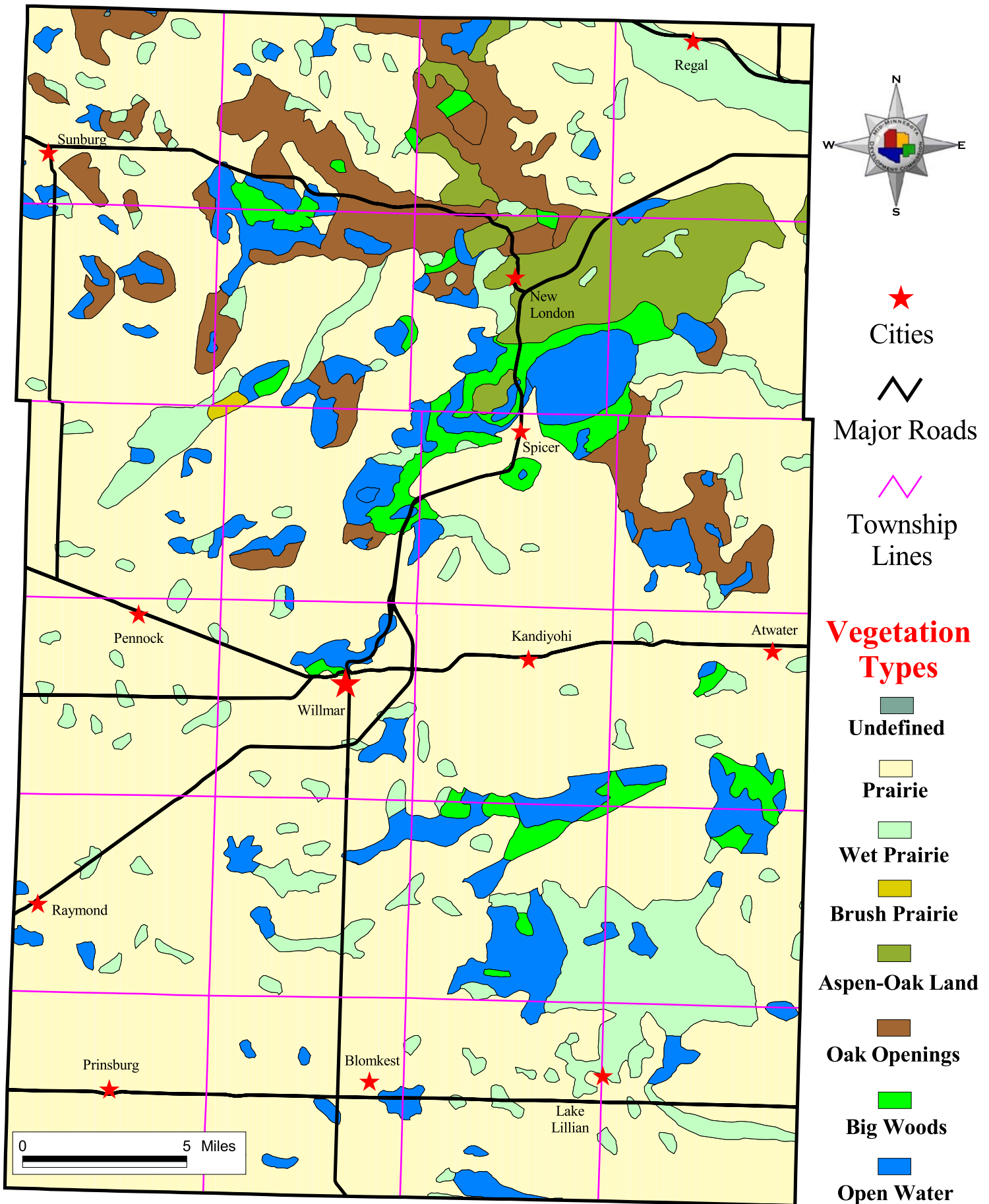
Kandiyohi County is located on five major watersheds: the South Fork of the Crow River Watershed, the Middle Fork of the Crow River Watershed, the North Fork of the Crow River Watershed, the Minnesota River-Hawk Creek Watershed and the Chippewa River Watershed. The Crow River Watersheds are part of the Upper Mississippi River Drainage Basin, while the latter watersheds are part of the Minnesota River Drainage Basin. Map 2B shows the locations of these watersheds and the boundaries of the minor watersheds within each of them. The topography of the County's five major watersheds is briefly summarized below:

**Minnesota River-Hawk Creek Watershed** – This watershed is characterized by gently twisting glacial till plain that is intensively row cropped. Groundwater generally flows southwestward in movement. Cretaceous sandstone aquifers are present over most of this area, but yields in many places are minimal. Aquifers are generally less than ten feet thick. The best yields from cretaceous aquifers are obtained by wells in the west central part of the watershed, near the towns of Prinsburg and Raymond.

**Chippewa River Watershed** – The topography of this watershed is dominated by a rolling moraine characterized by forested areas, lakes and swamps. Groundwater flows mainly across the watershed from northeast to southwest. The depth of water varies from shallow enough to be withdrawn by a centrifugal pump to over 100 feet below the surface. Pleistocene glacial drift, including till, clay, silt, sand and gravel cover the entire watershed. Sand and gravel are the only glacial deposits that are aquifers and are grouped according to their mode of deposition.

**North Fork of the Crow River Watershed** – This watershed is dominated by slightly rolling moraine topography. Groundwater flows generally west to east. Cambrian and Precambrian sedimentary rocks underlie the glacial drift in the eastern part of the watershed. Cretaceous sedimentary rocks are present in areas of the western two-thirds of the watershed. Where sedimentary rock is absent, the glacial drift is underlain by Precambrian igneous or metamorphic rocks. Forested areas are sparse and occur mainly in areas too steep for agriculture.

# Map 2A: Kandiyohi County's Presettlement Vegetation



**Middle Fork of the Crow River Watershed** – This watershed is dominated by a rolling moraine topography. Groundwater flows generally west to east. Cambrian and Precambrian sedimentary rocks underlie the glacial drift in the eastern part of the watershed. Cretaceous sedimentary rocks are present in areas of the western two-thirds of the watershed. Where sedimentary rock is absent, the glacial drift is underlain by Precambrian igneous or metamorphic rocks. The Middle Fork flows through some of the largest lakes in the County. Forested areas are common throughout the watershed, extending north of Green Lake through the City of New London and upstream to Lake Monongalia.

**South Fork of the Crow River Watershed** – The South Fork of the Crow River Watershed exhibits the same characteristics as the previously described North Fork of the Crow River Watershed. The major difference is in the topography, which is characterized by gently rolling glacial till as opposed to the rolling moraine topography to the north.

## **Soils**

Soils develop from the breakdown of rock minerals and from intermixed plant and animal remains. The changing of rock into soil is an extremely long process, taking place over thousands of years. This process has formed the County's soils from deposits originally left by the glaciers. As an agricultural County, soils are one of its most valuable resources.

Kandiyohi County has a wide variety of soil types due to the wide variety of glacial material from which they were formed. In addition, the County's diverse land forms all contribute to a wide variety of soil characteristics. Also important in the formation of the County's soils are climate, vegetation, and topography.

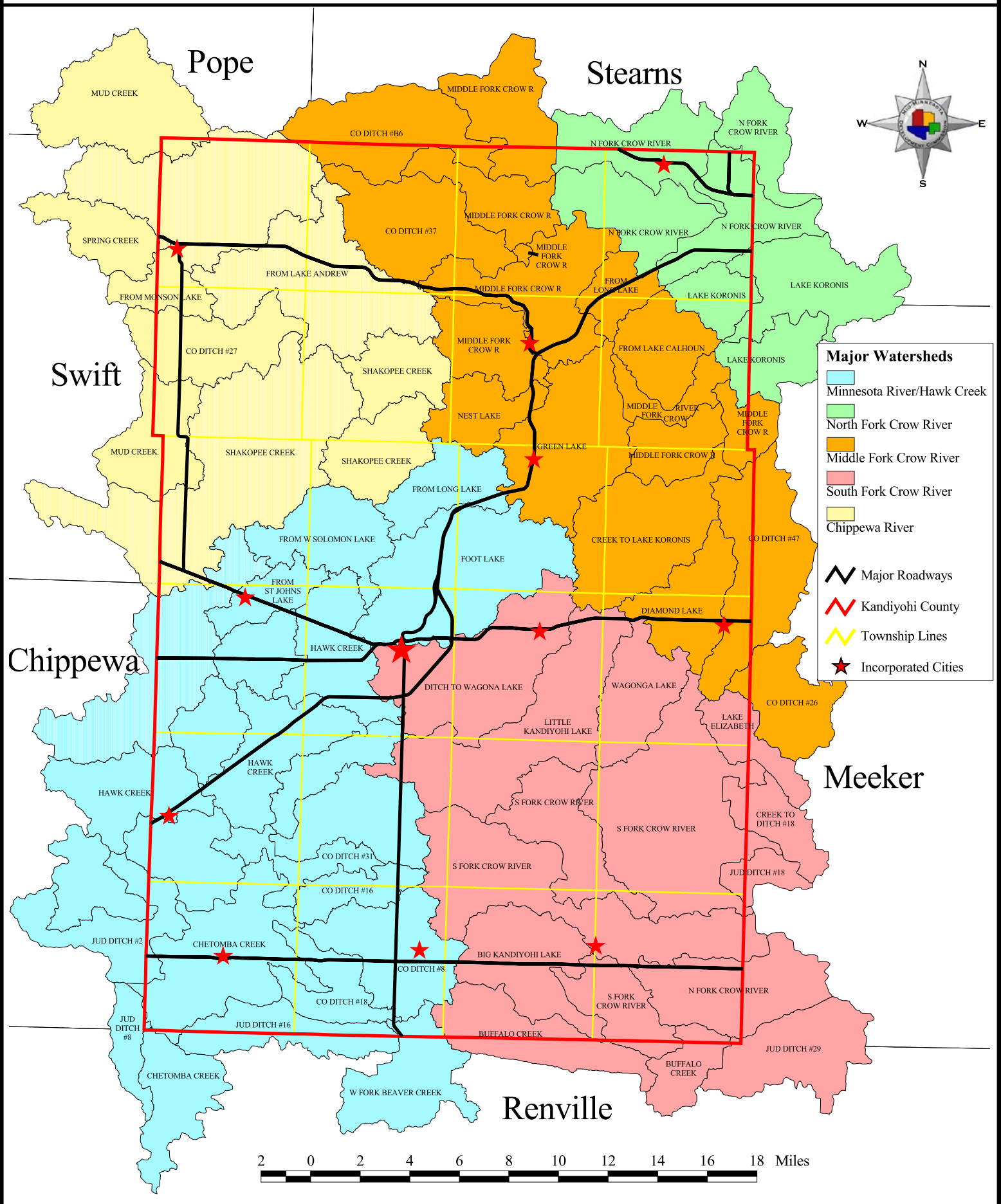
In general terms, the County contains four broad soil groups. These four groups are further broken down into ten soil associations for the region (see Table 2A). Map 2C shows the general location of the County's ten major soil associations.

## **Water Resources**

The County has abundant surface water resources with a large number of lakes, wetlands and stream systems. Of the precipitation the County normally receives each year (28 inches on average), 1 to 3 inches becomes surface runoff. The surface water bodies receive this runoff and act as temporary reservoirs. Kandiyohi County has 361 lake basins of ten acres or more. These basins cover an area of 61,953 acres (96.8 square miles) which represents approximately 11.2 percent of the County's total area.

For the purpose of general analysis, there are two basic types of lakes within the County: "high to moderate" and "low" recreational use. "High to moderate" recreational use lakes are those which frequently experience a variety of water oriented uses, such as swimming, fishing, hunting, trapping, boating or water skiing. "Low" recreational use lakes would be those which experience low amounts of these activities.

# Map 2B: Kandiyohi County's Major and Minor Watersheds



**Table 2A: Kandiyohi County’s Major Soil Associations**

**North Central and Northeastern Kandiyohi County**

- Type 1 Regal-Osakis** – Nearly level, poorly drained and moderately well drained, loamy soils that formed in glacial outwash; primarily located on outwash plains.
- Type 2 Esterville-Hawick-Lena** – Nearly level to very steep, well drained and excessively drained, loamy and sandy soils that formed in glacial outwash and nearly level, very poorly drained, mucky soils that formed in organic deposits; located on outwash plains and ground moraines.
- Type 3 Koronis-Hawick-Sunburg** – Undulating to very steep, well drained, loamy and sandy soils that formed in glacial till and outwash; located on ground moraines and outwash plains.

**Northwest and East Central Kandiyohi County**

- Type 4 Wadenill-Sunburg-Delft** – Nearly level to very steep, well drained and poorly drained, loamy soils that formed in glacial till and local alluvium; located on ground moraines and till plains.
- Type 5 Guckeen-Marna** – Nearly level to hilly, moderately well drained to poorly drained, loamy and clayey soils that formed in lacustrine material and in the underlying glacial till; located on ground moraines and till plains.

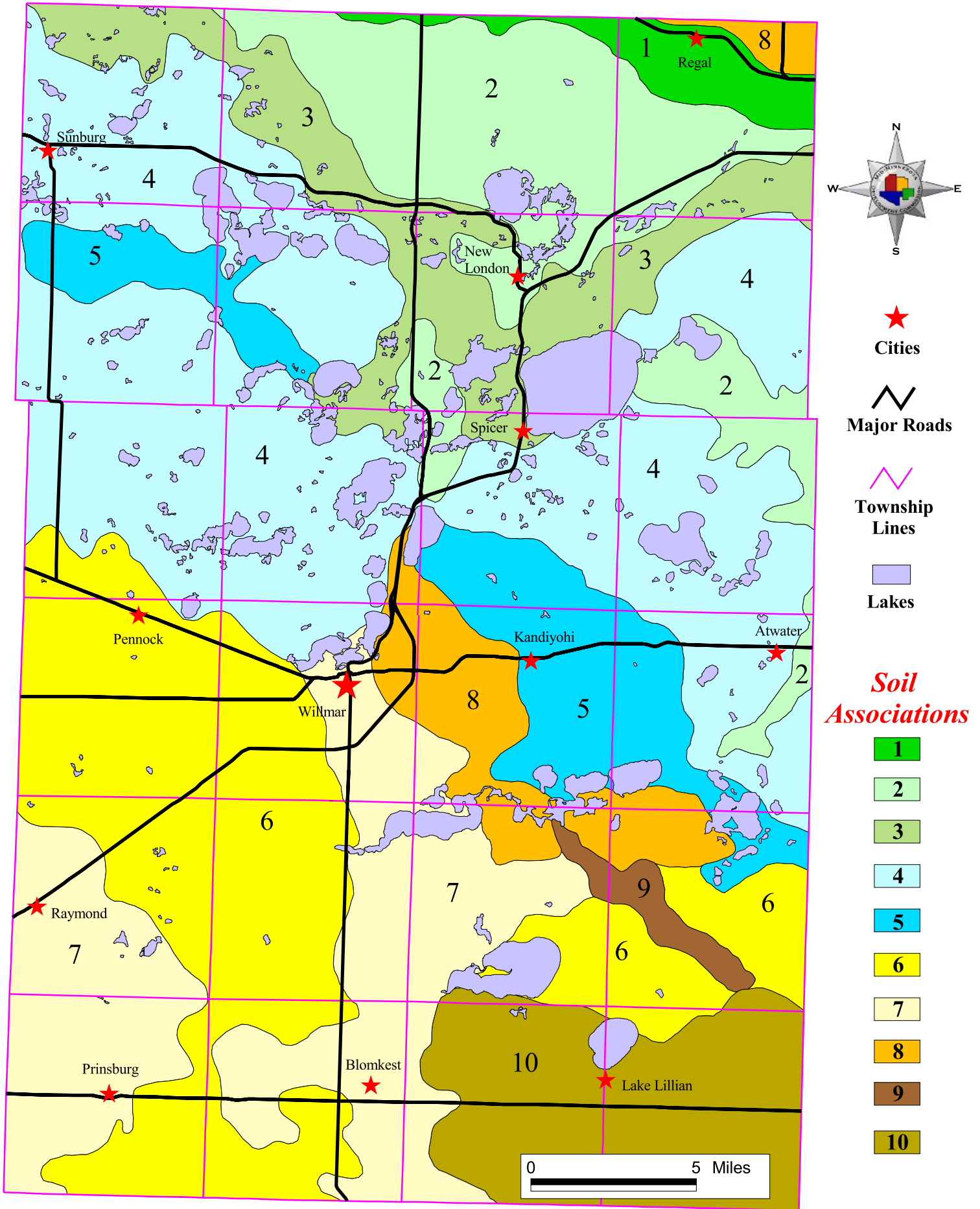
**Southwest and Central Southeastern Kandiyohi County**

- Type 6 Harps-Okoboji-Seaforth** – Nearly level and undulating, poorly drained, very poorly drained, and moderately well drained, loamy and silty soils that formed in glacial till and lacustrine sediments; located on till plains.
- Type 7 Normania-Canisteo-Harps** – Nearly level and undulating, moderately well drained, poorly drained, and very poorly drained, loamy soils that formed in glacial till; located on till plains.
- Type 8 Ves-Normania-Webster** – Nearly level to hilly, well drained, moderately well drained, and poorly drained, loamy and silty soils that formed in glacial till; located on till plains.

**Pockets Within Southeastern Kandiyohi County**

- Type 9 Fieldon-Coriff** – Nearly level, poorly drained, loamy soils that formed in glacial outwash or deltaic sediments and in glacial till; located on lake plains, outwash plains, and moraines.
- Type 10 Canisteo-Nicollet** – Nearly level and undulating, very poorly drained to moderately well drained, loamy and silty soils that formed in glacial till; located on till plains.

# Map 2C: Kandiyohi County's Soil Associations



There are 68 lakes within the County which have surface areas greater than 150 acres. These lakes can be considered to be permanent since they maintain somewhat consistent water levels from year to year. Furthermore, these lakes experience “high to moderate” recreational use. The remaining 293 lakes in the County are considered to have “low” recreational use. Many of these lakes are quite small and shallow and only contain water during part of the year. These lakes serve as excellent wildlife habitat and are largely underdeveloped. As a result, they are mostly used for hunting and trapping but are not used extensively for swimming, boating and fishing.

In addition to the many streams and ditches in the County, there are also three main rivers, all branches of the large Crow River system. The North Fork enters the County near Regal in Roseville Township and meanders in a southeasterly direction until it leaves the County on the eastern side of that Township. The Middle Fork enters the County in the northwestern part of Burbank Township and exits the County in the southeastern part of Irving Township. The South Fork originates near the City of Lake Lillian and exits the County on the eastern side of East Lake Lillian Township.

There are two main or principal types of outwash aquifers found in the County: surficial drift aquifers (which are unconfined and are usually shallow) and buried drift aquifers (which are pockets of confined sand and gravel separated by glacial till). Surficial drift aquifers are very localized and usually do not cover a wide area. Buried drift aquifers are usually found at deeper depths. In addition, the County also has two minor aquifer types: Cretaceous and Precambrian. Both of these minor aquifers are contained within bedrock. These aquifers differ from the outwash aquifers in that they typically are deeper and do not yield as many gallons per minute.

The County is currently in the process of updating its Comprehensive Water Management Plan. The Plan provides a detailed look at the water resources of the County and is in accordance with the 1986 Comprehensive Local Water Management Act. The Water Plan is scheduled to be completed in 2002 and will further elaborate on the water-related goals and implementation steps found in this Comprehensive Plan.

### **Wetlands**

Wetlands are some of the most productive ecosystems in the world. Apart from filtering water before it enters aquifers, wetlands are the breeding sites of thousands of species of fish, shellfish, microorganisms, amphibians, reptiles, insects, invertebrates and birds. The term “wetlands” refers to low depressions in the landscape covered with shallow and sometimes intermittent water. Wetlands are also commonly referred to as marshes, swamps, potholes, sloughs, shallow lakes, and ponds. Some have surface water only in the springtime during thaws or after rainstorms, while others may form shallow lakes which rarely dry up.

Originally, wetlands were located nearly throughout the entire County. With the advent of intensive agriculture practices and the application of land drainage techniques, many of the wetlands located on lands that were flat and suited to agricultural use have been drained. Because of this, there are now relatively few wetlands in the flat till plain areas of the County. Most of the remaining wetlands are found in the moraine areas of the northern half of the County, where the wetlands have either been preserved or where drainage is not economically feasible.

Most of the County's wetlands were identified in the National Wetlands Inventory. This Inventory classifies the wetlands into eight "wetland types." Wetlands are differentiated by depth of water, vegetation and seasonal life-span. A definition of U.S. Fish and Wildlife Service wetland categories follows.

**Type 1 Seasonally Flooded Basin or Flat:** soil that is covered with water or is waterlogged during variable seasonal periods but is usually well drained during much of the growing season.

**Type 2 Wet Meadow:** soil that is usually without standing water for most of the growing season but is waterlogged within a few inches of the surface.

**Type 3 Shallow Marsh:** soil that is usually waterlogged early in the growing season, often covered with as much as six or more inches of water.

**Type 4 Deep Marsh:** soil that is usually covered with six inches to three feet or more of water during the growing season.

**Type 5 Shallow Open Water (Shallow Lakes):** shallow ponds and reservoirs are included in this type. Water is usually less than ten feet deep.

**Type 6 Shrub Swamps:** soil that is waterlogged during the growing season and is often covered by as much as six inches of water.

**Type 7 Wooded Swamps:** soil that is usually waterlogged at least within a few inches of the surface and is covered with as much as one foot of water.

**Type 8 Bogs:** soil that is usually waterlogged and supports a spongy covering. They normally occur in shallow basins, on flat uplands, and along sluggish streams.

Wetlands are regulated by Federal, State and local agencies. At the Federal level, the U.S. Army Corps of Engineers (USACE) and the U.S. Department of Agriculture's Natural Resource Conservation Service (USDA-NRCS) have regulatory responsibilities. While USACE authority has been limited by the United States Supreme Court, work in wetlands determined to be waters of the United States under the Federal Clean Water Act requires a USACE permit. The Federal Farm Bill's "Swamp Buster" provision provides that a landowner who alters a wetland for agricultural purposes can lose eligibility for many USDA benefits, such as price support programs.

Minnesota law also provides two regulatory schemes for wetlands. Larger and deeper wetlands (type 3, 4 and 5 wetlands greater than 10 acres in rural areas and greater than 2.5 acres within municipalities) have been identified and cataloged as protected waters and wetlands. These basins were designated in the late 1970s and are regulated through the Department of Natural Resources, Division of Waters Protected Waters Program. The Protected Waters Program affords a high degree of protection to these basins, however, only wetland basins that are listed on the protected waters inventory are regulated under this program. This is regardless of whether they now meet the size and type test. Protected waters maps are available through the Kandiyohi County Planning and Zoning Office.

In 1991, the State Legislature passed the Wetlands Conservation Act (WCA) in order to establish a no-net-loss of wetlands policy for the State. The WCA requires anyone proposing to drain or fill a wetland must first try to avoid disturbing the wetland; second, to try to minimize any impact on the wetland; and finally, to replace any lost wetland acres, functions and values (this process is called sequencing in the law). Certain wetland activities are exempt from the Act, allowing projects with minimal impact or projects located on land where certain pre-established land uses are present to proceed without regulation. Kandiyohi County is the responsible agency for the administration of WCA, including wetlands inside the City of Willmar. The program is administered statewide by the Minnesota Board of Water and Soil Resources. WCA protects any wetland, regardless of its status on the National Wetland Inventory.

#### **Wellhead Protection** (quoted from Source Water Protection materials)

Wellhead protection is a means of protecting public water supply wells by preventing or minimizing contaminants from entering an area that contributes water to a well or well field over a period of time. The wellhead protection area is determined by using geologic and hydrologic criteria, such as the physical characteristics of the aquifer and the effects which pumping has on the rate and direction of groundwater movement. A management plan is developed for the wellhead protection area that includes inventorying potential sources of groundwater contamination, monitoring for the presence of specific contaminants, and managing existing and future land and water uses that pose a threat to groundwater quality. The primary goals of wellhead protection are to reduce the use of costly treatment facilities, to avoid the drilling of new wells and to avoid the need to clean up contaminated groundwater. Wellhead protection will be discussed extensively during the process of updating the County's Water Management Plan.

#### **Public Drainage Systems**

Kandiyohi County has over 500 miles of public drainage systems, including County, Judicial and State Ditches. Map 2D shows the location of the "known" ditches, however the database needs to be updated. Notice that most of the ditches are found in the southern part of the County. Drainage systems are used where the topography of the landscape is nearly level and where the soils are poorly drained. Ditches remove surface water and provide outlets for farmland drain tiles. Maintaining the ditch system includes beaver controls, installing inlet pipes, stabilizing banks, erosion control, weed control and occasionally "cleaning out" the ditches.



### **Aggregate Resources (Gravel Pits)**

Gravel is used in virtually every element of our built environment. It is used for roads and bridges as well as for private development. The current demand for aggregate resources in Minnesota is the equivalent of one ten-ton truck load per citizen each year. The annual demand for these resources has increased by 50 percent since the early 1980s to over 50 million tons per year. As a result, locally available reserves are dwindling in many areas of the State. To help alleviate this growing problem, the Minnesota Department of Natural Resources is currently performing a number of aggregate resource inventories throughout the State. Once the inventory has been completed for Kandiyohi County, the data could be used to help make future land use decisions. Based on the current DNR staff who is qualified to conduct the inventory, however, it will take many years before one is completed for Kandiyohi County. A thorough analysis of how the County can best protect this valuable resource is one of the implementation steps identified in Chapter Eight.

### **100-Year Flood Plain**

The Federal Emergency Management Agency (FEMA) is an independent agency of the federal government whose mission is as follows:

*to reduce loss of life and property and protect our nation's critical infrastructure from all types of hazards, through a comprehensive, risk-based emergency management program of mitigation, preparedness, response and recovery.*

FEMA identifies floodplains based on the risk of flooding in a given year. On FEMA floodplain maps, the area identified as a floodplain indicates that there is a 1 percent chance of a flood occurring in that area in a given year. A flood occurring in an area with a 1 percent chance of flooding is known as a hundred-year flood (see the text box on page 13). FEMA currently has plans to re-evaluate each County's 100- and 500-year floodplain.

### **County Biological Survey**

The Minnesota Department of Natural Resources, Division of Ecological Services, is currently conducting a County Biological Survey in Kandiyohi County. The goal of the Survey is to identify significant natural areas and to collect and interpret data on the distribution and ecology of rare plants, rare animals, and native plant communities. The DNR anticipates completion of the field work during 2001 and should have maps completed by fall 2002. This information will provide information about where quality natural areas exist within the County. Once available, this information can be used to help make better land use decisions. County Biological Survey Data will also be used in identifying potential acquisition opportunities for conservation organizations.

### What Exactly is a 100-Year Flood?

The phrase “100-year flood” still seems to cause confusion among the public, lenders and insurers. Many continue to believe it is a description of a flood that occurs only once every 100 years. In fact, “100-year flood” is an abbreviated way of describing the magnitude of a rainfall and subsequent flood event that has a 1 percent chance of occurring. It is important to note that the same statistical chances apply for any storm regardless of when it occurs.

Floods are classified according to their frequency and depth. For instance, there are 10-year, 25-year, 50-year, 100-year, and 500-year floods. A 100-year flood occurs less frequently than a 10-year flood, but because it has a larger volume and greater depth of water, a 100-year flood is far more destructive and damaging (and is therefore a more serious threat to human safety). The National Flood Insurance Program adopted as a national standard a “100-year floodplain” to describe Special Flood Hazard Areas (SFHAs) that are depicted on the Flood Insurance Rate Maps (FIRMS) as Zone A. Due to the confusion it created, the use of the term “100-year floodplain” has been replaced with the newer designation of “base flood”. Base Flood Elevation (BFE) requirements are listed on FIRMS and are used on Elevation Certificates to indicate the expected depth of water should a flood occur. New buildings constructed in SFHAs are required to have their lowest floors at or above the BFE listed for that location on the current FIRM. Table 2B shows the statistical chances of flooding a building located in one of these higher risk areas over different periods of time.

Buildings located in 100-year flood areas are required to have flood insurance as a condition of receiving a federally-backed mortgage loan or home equity loan. Given that many mortgages have a repayment period of 30 years, buildings in areas subject to a 100-year flood have a 26 percent chance of experiencing that flood during the life of the loan. However, during that same period, there is only a 4 percent chance of a fire. In summary, if the last 100-year flood happened three years ago, don’t think the next one will occur in another 97 years – statistically it could happen again in any given year.

Table 2B: Chances of Being Flooded				
Period of Time	Flood Level			
	10-yr flood	25-yr flood	50-yr flood	100-yr flood
1 year	10%	4%	2%	1%
10 years	65%	34%	18%	10%
20 years	88%	56%	33%	18%
30 years	96%	71%	45%	26%
50 years	99%	87%	64%	39%

*Source: Information excerpted from Watermark, Fall/Winter 1998 - a FEMA/National Flood Insurance Program newsletter.*

## Conservation Lands

**Public Hunting Lands** – Waterfowl Production Areas (WPA) preserve wetlands and grasslands that are critical to waterfowl and other wildlife. These public lands, managed by the U.S. Fish and Wildlife Service, were included in the National Wildlife Refuge System in 1966 through the National Wildlife Refuge Administration Act. Part of the money collected through purchasing a Duck Stamp in Minnesota goes toward the acquisition and maintenance of these areas. Wildlife Management Areas (WMA) are managed by the Department of Natural Resources, Division of Wildlife. Kandiyohi County has nearly 70 Waterfowl Production and Wildlife Management Areas that appear on the township maps presented in Chapter Five.

**Private Conservation Lands** – Public conservation lands constitute less than 2 percent of the County’s area. Private lands contribute much of the wildlife habitat and other natural areas found throughout the County. Various conservation programs have paid landowners to convert cropland or other agricultural lands into permanent vegetative cover and wildlife habitat. State programs include Re-Invest in Minnesota (RIM) and Permanent Wetland Preserves programs. Most of the state conservation easements are either long term or permanent. The Federal government also offers a number of private land conservation easement programs, the largest of which is the Conservation Reserve Program (CRP) through the U.S. Department of Agriculture. CRP contracts are typically for 10 or 15 years and provide landowners with rental income. In return, landowners plant appropriate vegetation on their properties. Nearly 40,000 acres of private land in Kandiyohi County is enrolled in various conservation easement programs.

**Table 2C:  
Kandiyohi County State and Federal Conservation Program Easements**

Program	Contracts	Acreage Enrolled
RIM	71	3,112
Permanent Wetland Program	4	47
CREP (both Federal and State)	32	1,755
<b>Total State Programs in the County</b>	<b>107</b>	<b>6,271</b>
Conservation Reserve Program	NA	33,234
Wetland Reserve Program	4	105

*Source: Board of Soil and Water Resources and USDA, Natural Resources Conservation Service*

**Nature Conservancy Preserves** – The Nature Conservancy (TNC) is a not-for-profit conservation organization that is involved in protecting high quality natural areas around the world. A principal tool of the Nature Conservancy has traditionally been land acquisition. TNC holdings in Kandiyohi County include two preserves. The Moe Woods, in northwest Kandiyohi County, covers 173 acres. The Regal Meadow, in northeast Kandiyohi County, covers 385 acres. The TNC has plans to increase its investment in Kandiyohi County.

## **Chapter Three: Kandiyohi County's Current Land Use**

This Chapter examines Kandiyohi County's current land use, including sections on the County's current zoning districts, housing, transportation and recreational areas. A section on the Green Lake Sanitary Sewer and Water District is also included.

### **Kandiyohi County's Zoning Districts**

Kandiyohi County's current Zoning Ordinance has been administered since 1992. The preamble to the Zoning Ordinance reads as follows:

*An Ordinance requiring permits for buildings, structures and the uses thereof; for land uses and for water supply and sewage disposal facilities as referenced in the Kandiyohi County Sewage Treatment Ordinance; and establishing minimum lot sizes, setbacks and side yards, providing for parking and other requirements; and imposing penalties.*

The Ordinance establishes seven separate zoning districts (see Map 3A). The purpose or "intent" of each zoning district is described below.

**A-1 Agricultural Preservation District** – The purpose of this district is to provide for areas where agricultural uses are seen as the best and highest long-term use of the land. The land itself needs to be preserved and protected for agricultural activities (including high-intensity livestock production) from competing non-agricultural uses. The land in this district also needs to be protected from poorly planned and scattered residential and other non-agricultural development. Accordingly, newly created subdivisions of land less than 40 acres in size will not be issued building permits. Only one dwelling per quarter/quarter section of land will be allowed (16 dwellings per section).

Dwellings that are allowed should be on the edges of open farmland where possible or on abandoned farm sites. Re-zoning would be required for platting and would only be allowed on the district's borders or in areas of unique character (under stringent siting criteria so that the integrity of the district is not compromised).

Grantees, transferees and buyers in an A-1 Zone are hereby placed on notice that they will be living in an Agricultural Preservation District, and that from time to time they will be subjected to the usual incidents of agricultural operations and husbandry (including high intensity livestock production), which may include continuous noise, dust and odors and other effects which are to be expected in an A-1 District.

**A-2 General Agricultural District** – The purpose of this district is to provide a district allowing suitable areas of Kandiyohi County to be retained for general farming activities including cash crop products and animal husbandry; to regulate the encroachment on agricultural land by non-farm land uses; and to secure economy in governmental expenditures for public services, utilities and schools.

**R-1 Residential Shoreland Management District** – The purpose of this district is to provide suitable areas for the orderly and aesthetic development of residences within the shoreland area of lakes, streams and rivers, as defined in Section 1-116, Subdivision 2 of the Zoning Ordinance, and in natural environment areas which will retain the physical features of the shoreland and natural areas.

**R-2 Community Residence District** – The purpose of this district is intended to recognize and encourage low density residential development in unincorporated communities and in areas adjacent to urban development where municipal utilities are or may become available, and where such development relates substantially to the development pattern set forth in the Comprehensive Plan for Kandiyohi County, or other designated residential areas.

**C-1 Central Commercial District** – The purpose of this district is intended to provide areas suitable for the location of commercial enterprises and light manufacturing and warehousing activities necessary for supporting neighborhoods, communities and developed areas. It is the purpose of the C-1 District to prevent scattered “strip commercial” development and to encourage development in those areas indicated in the Comprehensive Plan as soundly related to the economic growth of the County.

**C-2 Highway Service Commercial District** – The purpose of this district is intended to provide a district that will allow compact and convenient limited highway-oriented business, closely related to existing urban areas in the County and at standards that will not impair the traffic-carrying capabilities of abutting roads and highways.

**I-1 Industrial Development** – The purpose of this district is intended to provide a district that will allow compact, convenient, limited, highway-oriented industry closely related to existing urban areas in the County and at standards that will not impair the traffic-carrying capabilities of abutting roads and highways. It is recognized that industrial uses are an important part of the County’s land use pattern. The regulations for this district are intended to encourage industrial development that is compatible with surrounding or abutting districts.

### **Zoning Maps**

Map 3A shows the location of each zoning district in Kandiyohi County. Since an 8½ by 11 zoning map is too small to read, a zoning map is provided for each township in Chapter Five.

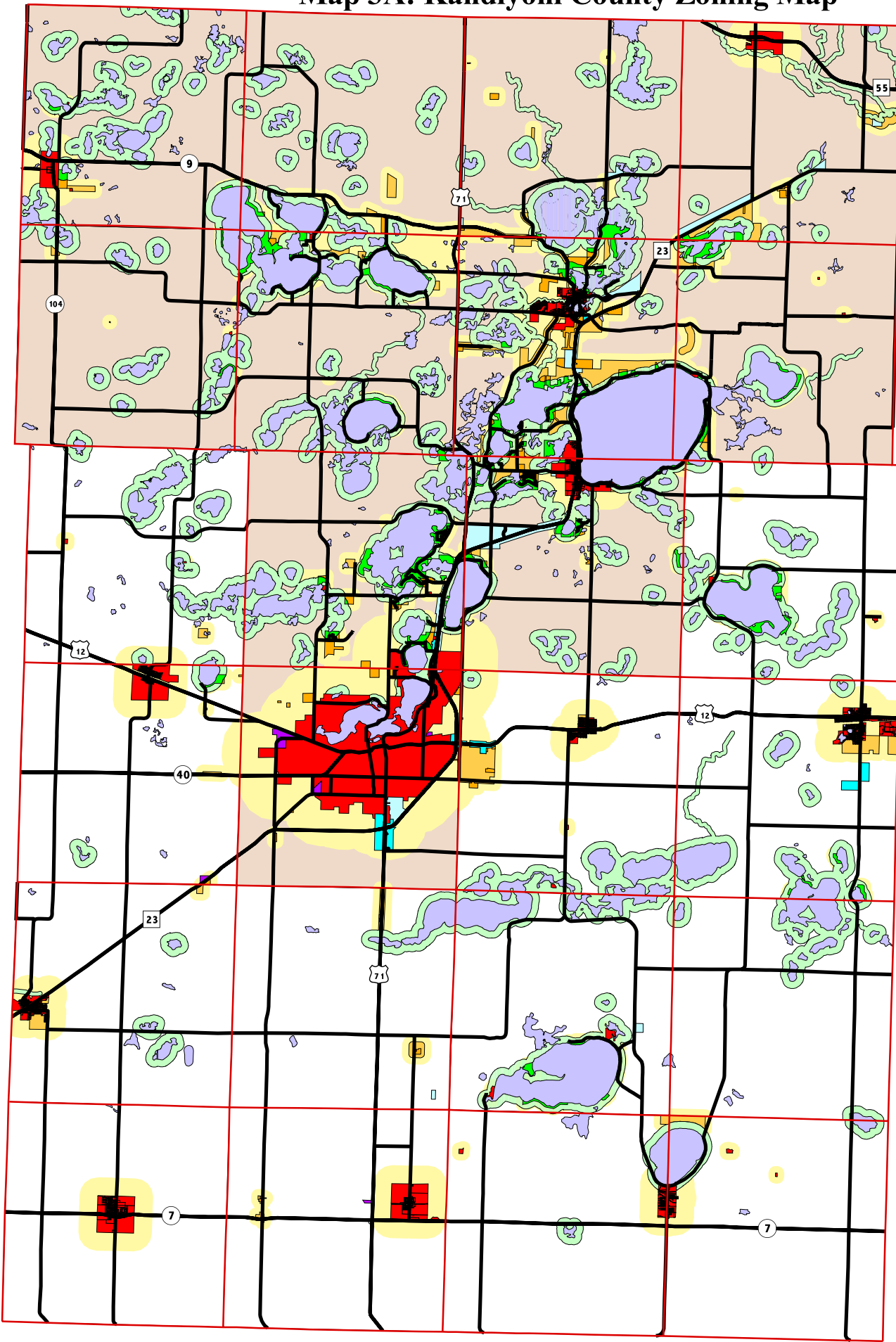
# Map 3A: Kandiyohi County Zoning Map

**Not An  
Official  
Zoning  
Map**

**Please  
Refer To The  
Zoning Maps  
In Chapter 5**



- A-1 Agricultural Preservation
- A-2 General Agriculture
- Restricted Agriculture
- R-1 Shoreland Management
- R-1 Platted
- R-2 Community Residence
- R-2 Platted
- I-1 Industrial Development
- C-1 Central Commercial
- C-2 Highway Commercial
- Cities
- Lakes
- Major Roadways
- Townships



## **Green Lake Sanitary Sewer and Water District**

*~ written with assistance from Thomas J. H. Bonde ~*

Environmental concerns associated with high density development became apparent as early as the 1920s in the Green Lake area. In 1951, the problems were highlighted after the Minnesota Department of Health released a report recommending that bathing on Spicer's public beach should be prohibited, due to waste from residences, resorts and cabins on the lake. As a result of the report, a centralized sewage treatment plant was constructed in New London in 1954 and Spicer in 1955.

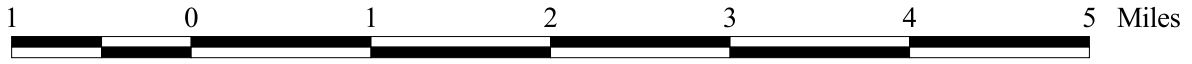
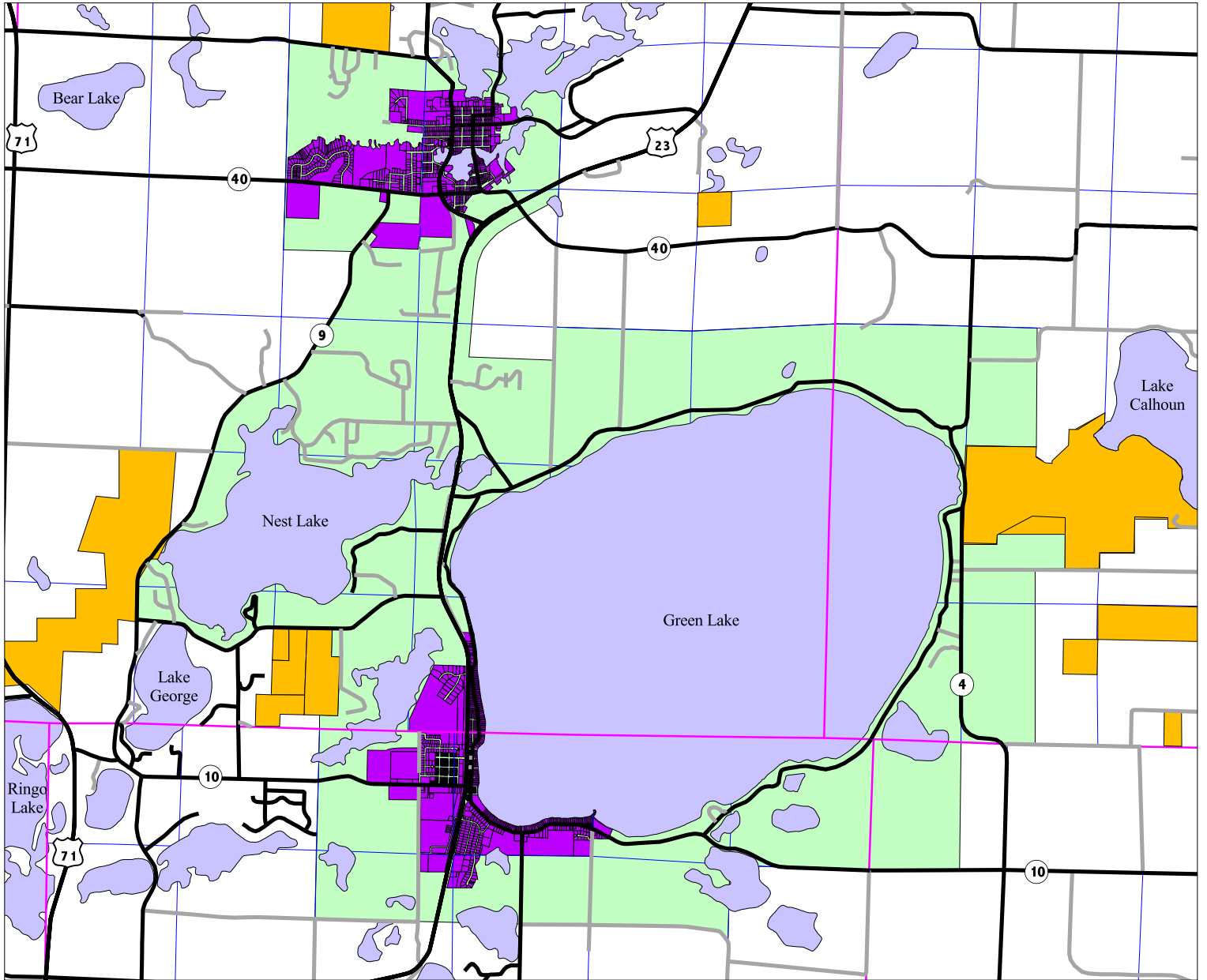
The "solution" to the problem, however, proved to only temporarily satisfy the environmental concerns. Part of the problem was that many of the individual septic systems built around Green Lake were not sufficiently operating. By 1969, it became apparent that some additional actions were needed in the area to help ensure that wastewater was being treated adequately. The situation presented itself with the opportunity to form the Green Lake Sanitary Sewer and Water District. This was accomplished by the Kandiyohi County Board of Commissioners in 1975 after many years of planning efforts. More recently, around 1996, the following water and sewer related problems were documented.

- , The Green Lake area had no central water supply or distribution system.
- , New London and Spicer needed additional water supplies for future demands.
- , New London, Spicer and the Green Lake area had secondary drinking water conditions for iron and manganese.
- , The Green Lake area did not have chemical water treatment.
- , The Green Lake area had no storage for fire protection.
- , New London, Spicer and the Green Lake area needed additional storage for fire protection.
- , Existing treatment ponds for New London and Spicer were overloaded and had overflow problems as a result.
- , Many of the individual and cluster systems around Green Lake were failing due to a variety of conditions.

The primary physical components of today's District consist of a water distribution and sewer collection system around Green Lake, a new water treatment facility and a new wastewater treatment facility. In addition, the District has made many other needed improvements, such as new lift stations, wells and storage facilities.

The District is managed by the Green Lake Sanitary Sewer and Water Commission, which consists of two members from New London, two members from Spicer, two lake residents and one County Commissioner. In addition, the District also has a full time superintendent and five facility operators. Map 3B shows the location of the District's Ultimate Service Area. One of the key issues identified in the planning process is how the District can systematically expand its sewer and water services as the region continues to attract new development.

# Map 3B: Green Lake Sewer District - Ultimate Service Area



- Lakes
- Spicer & New London
- Ultimate Service Area
- Wildlife/Waterfowl Areas
- Unpaved Roads
- Paved Roads
- Township Lines
- Section Lines



## Kandiyohi County's Parks

**County Park 1**, established in 1957, is located on the west side of Big Kandiyohi Lake. The Lake has good northern, walleye, bullhead and crappie populations. In the spring of the year, the park is known for its excellent crappie fishing in the bay next to the park. The park has 90 campsites with electricity, in addition to the features listed below in Table 3A. The park is located approximately ten miles south of Willmar (see Map 3C).

**County Park 2** (1957) is located on the east side of Big Kandiyohi Lake, approximately five miles north of the City of Lake Lillian. The park has an excellent sandy swimming beach and access to shoreline fishing. The park also has 90 campsites with electricity.

**County Park 3** (1929) is located on the western shore of Diamond Lake, approximately four miles north of Atwater or six miles southeast of Spicer. Diamond Lake is known for its good walleye and northern populations. The park has 70 paved campsites, most with electricity.

**County Park 4** (1956) is located in Spicer on the southwestern shore of Green Lake. The park has an excellent swimming beach, a shady picnic area, changing rooms and toilet facilities, but no camp sites are available. The park attracts many day-time users due to its close proximity to the many amenities that Spicer offers.

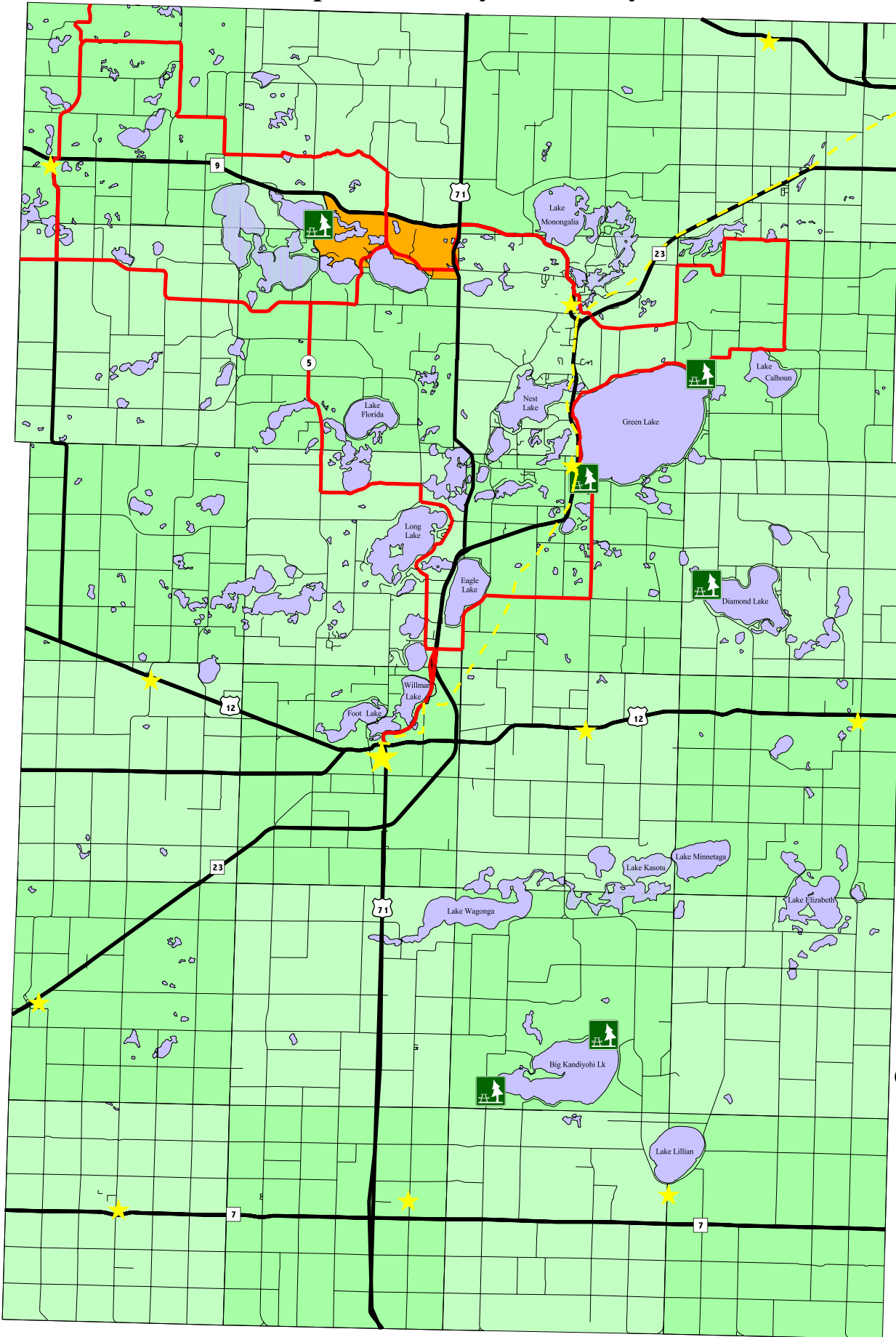
**County Park 5** (1927) is located on the northeastern shore of Green Lake, approximately five miles from Spicer. The park has 45 paved camping sites with electricity, in addition to all of the features listed in Table 3A.

**County Park 7** (1968) is located on the east shore of Games Lake, approximately nine miles west of New London. Games Lake is part of the "Norway Chain of Lakes," which are four lakes totaling 2,800 acres. They are well known for excellent fishing. The park has 60 camp sites, including 45 paved and the majority served with electricity. (Note: there is no County Park 6.)

**Table 3A: County Park Features**

	Electricity	Dump Station	Showers	Toilets	Beach	Boat Access	Boat Rentals	Bait	Camp Store	Game Room	Playground	Picnic Area	Shelter	Gas
Park 1	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Park 2	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Park 3	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Park 4				U	U	U						U		
Park 5	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Park 7	U	U	U	U	U	U	U	U	U	U	U	U	U	U

# Map 3C: Kandiyohi County Parks and Trails



**Cities**



**Lakes**



**Sibley State Park**



**Kandiyohi County Parks**



**Glacial Ridge Tr.  
(Automotive)**



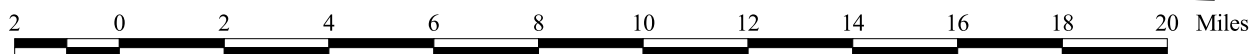
**Glacial Lakes Tr.  
(Recreational)**



**Minor Roads**



**Major Roads**



## Sibley State Park

(partially acquired from [www.wildernessinquiry.org](http://www.wildernessinquiry.org))

In addition to the six County parks, Sibley State Park is also located in Kandiyohi County. The park is located 4 miles west of New London and 15 miles north of Willmar (see Map 3C). The main entrance is on U.S. Highway 71. Sibley State Park is named after Henry Hastings Sibley, Minnesota's first governor, who used the surrounding woods as his hunting grounds. This land was purchased by the State in 1919, assuring that it would be protected as a park. In 1934, Sibley State Park was established and is now approximately 2,500 acres in size.

The forest is dominated by oak, red cedar, ironwood, green ash, aspen, maple, and basswood. On the knolls, remnants of prairie grass still exist. Some of the fields which had been cleared and farmed by settlers have now been restored to native prairie grasslands and oak savanna. The park also has a variety of wildlife, including white-tailed deer, red and gray fox, coyote, raccoon, and ruffed grouse. Chipmunks, red and gray squirrels, mink, striped skunks, badgers, and woodchucks are other species visitors can see as they hike the trails. Birds common to Sibley include great blue herons, egrets, wood ducks, Canada geese, scarlet tanagers, indigo buntings, pelicans, loons, bluebirds and wild turkeys.

The park is characterized as woody and hilly with several lakes, formed by receding glaciers and the melting of large, buried ice blocks. The most notable natural feature in the park is Mount Tom, which rises 1,375 feet above sea level. From Mount Tom, as well as six other overlook points of interest, park visitors get an excellent view of the surrounding forests, prairie knolls, lakes, and farmlands (see the picture to the right). Hikers can get more intimate with these features by hiking, skiing and snowmobiling. Canoeists can link several of the lakes within and outside the park by using portages identified for this purpose. The park also offers primitive, modern, group and horse campsites.

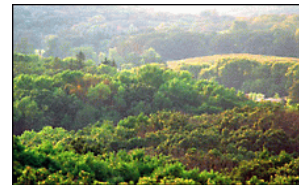


View from Mt. Tom

Supplemental to these personal experiences, users can visit with park naturalists at the Interpretive Center to learn about the abundant wildlife and history of the park. Starting in 1935, the Veterans Conservation Corps helped to develop the park. The granite buildings and water fountains they left are tangible evidence of this history. Sibley State Park offers users a wealth of experiences and is worthy of a visit and a lengthy stay. To contact the park, write 800 Sibley Park Road Northeast, New London, Minnesota 56273-9664 or call (320) 354-2055.

## Glacier Ridge Trail

Glacier Ridge Trail is a 220-mile network of scenic roads traveling along a heavily wooded ridge that was formed when Minnesota's last glacier stopped and melted here millions of years ago (see Map 3C). The glacier also left behind numerous lakes and rolling hills, which all help to define Kandiyohi County's natural character.



## Housing

Based on the population information presented in Chapter One, Kandiyohi County has experienced steady population growth over the last 40 years. As population growth continues, additional housing units will need to be constructed. Kandiyohi County's sound economic base and large employment center (in the City of Willmar) results in housing being one of the County's most important planning issues. Kandiyohi County's rural landscape offers many natural settings that also attract residential development. In keeping up with the demand for housing, it will be important for the County to focus its residential land use efforts on a wide variety of housing for all income and age groups. Furthermore, the location of additional housing needs to be re-evaluated on a regular basis. This could be partially accomplished by conducting housing studies once every five years.

### Housing Units

The 2000 Census revealed that Kandiyohi County had 18,415 total housing units, including all single family houses, mobile homes, rental units, seasonal homes and vacant dwellings. The 1970 Census reported 11,109 total housing units in the County. As a result, the growth in total housing units in Kandiyohi County from 1970 to 2000 was 7,306 dwellings, equaling a 66 percent increase. Figure 3A shows how the total number of housing units in the County has increased from 1970 to 2000. Notice the Figure also shows how much of the County's total housing came from the cities compared to the townships.

**Figure 3A:  
Total Housing Units Comparison for  
Kandiyohi County Townships, Cities and  
Kandiyohi County from 1970 to 2000**

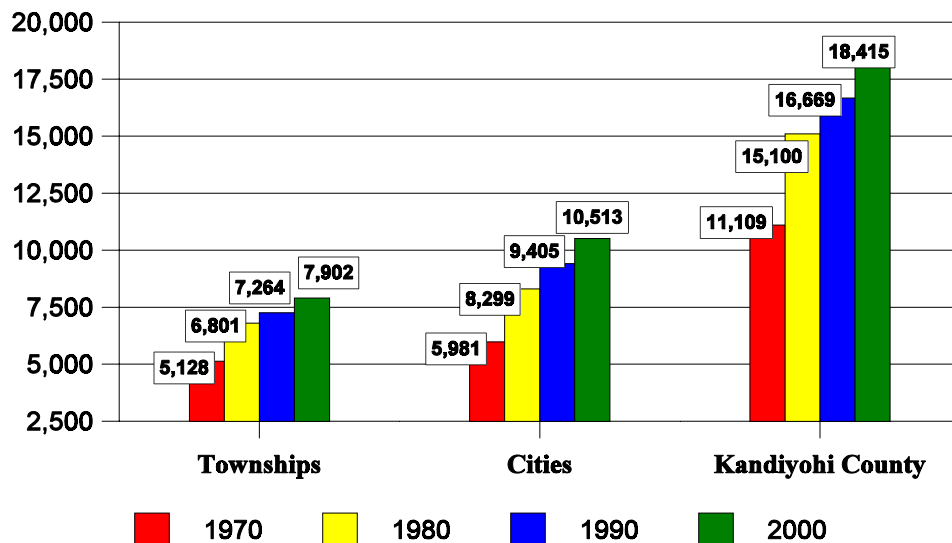


Figure 3A illustrates that the number of housing units in the townships grew by 2,774 from 1970 to 2000, representing a 54 percent increase. In comparison, the total number of housing units for the cities grew by 4,532 units, representing a 76 percent increase. Of the 7,306 total growth in housing units in the County, approximately one-third (38%) occurred in the townships and two-thirds (62%) occurred in the cities (although annexations accounted for some of the cities' growth).

A large percentage of the growth during this time period occurred in cities and townships located in the northern half of Kandiyohi County. The key factor contributing to the higher housing growth rates in this part of the County can be attributed to the many lakes, wetlands and wooded areas that offer attractive building sites. Future growth in this area of Kandiyohi County will ultimately reach a point that results in many of the natural environment areas having residential developments unless the County, in collaboration with the cities and townships, proactively take measures to prevent this from occurring. Tables 3B and 3C provide a breakdown of the number of housing units from 1970 to 2000 in each of the individual townships and cities in Kandiyohi County (refer to Map 1A to find the location of each township and city).

**Table 3B:  
Housing Unit Growth in  
Kandiyohi County's Cities from 1970 to 2000**

City	1970	1980	1990	2000	Change	Percent
<b>Atwater</b>	354	463	438	475	<b>121</b>	34%
<b>Blomkest</b>	52	68	66	70	<b>18</b>	35%
<b>Kandiyohi</b>	100	175	197	228	<b>128</b>	128%
<b>Lake Lillian</b>	119	143	115	135	<b>16</b>	13%
<b>New London</b>	271	310	408	439	<b>168</b>	62%
<b>Pennock</b>	92	152	166	173	<b>81</b>	88%
<b>Prinsburg</b>	145	190	194	192	<b>47</b>	32%
<b>Raymond</b>	229	294	276	332	<b>103</b>	45%
<b>Regal</b>	17	23	22	20	<b>3</b>	18%
<b>Spicer</b>	271	423	483	605	<b>334</b>	123%
<b>Sunburg</b>	57	58	55	55	<b>-2</b>	-4%
<b>Willmar</b>	4,274	6,000	6,985	7,789	<b>3,515</b>	82%
<b>City Totals</b>	<b>5,981</b>	<b>8,299</b>	<b>9,405</b>	<b>10,513</b>	<b>5,532</b>	<b>55%</b>

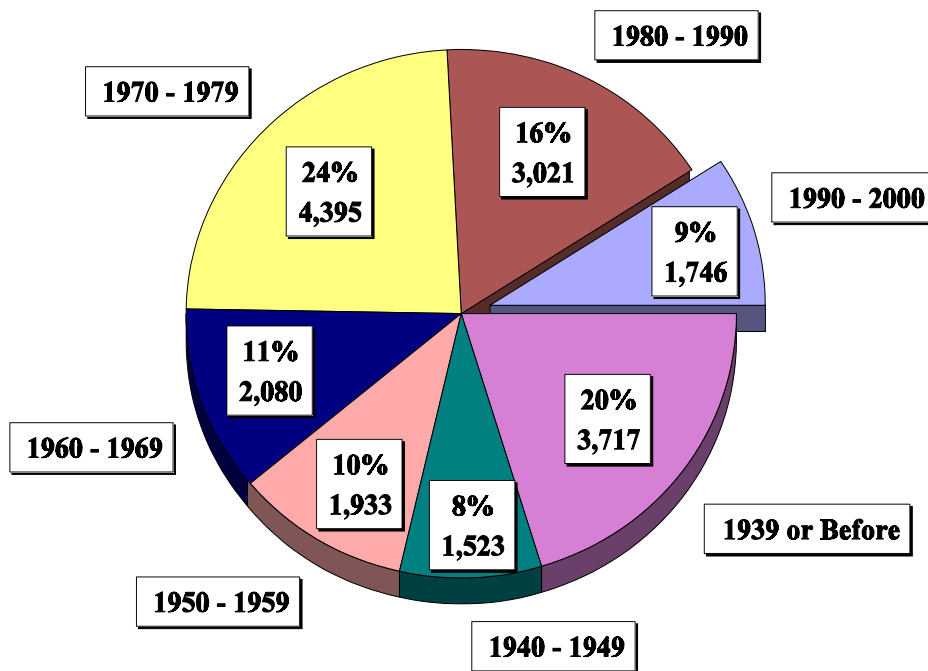
**Table 3C:  
Housing Unit Growth in  
Kandiyohi County's Townships from 1970 to 2000**

<b>Township</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>Change</b>	<b>Percent</b>
<b>Arctander</b>	134	190	227	187	53	40%
<b>Burbank</b>	115	149	151	186	71	62%
<b>Colfax</b>	159	254	269	314	155	98%
<b>Dovre</b>	268	488	609	736	468	175%
<b>East Lake Lillian</b>	119	106	133	102	-17	-14%
<b>Edwards</b>	102	115	140	106	4	4%
<b>Fahlun</b>	250	345	365	367	117	47%
<b>Genessee</b>	130	160	183	182	50	39%
<b>Green Lake</b>	450	587	619	696	246	55%
<b>Harrison</b>	381	435	446	479	98	26%
<b>Holland</b>	130	131	124	122	-8	-6%
<b>Irving</b>	372	480	375	559	187	50%
<b>Kandiyohi</b>	157	222	230	232	75	48%
<b>Lake Andrew</b>	432	620	661	783	351	81%
<b>Lake Elizabeth</b>	105	107	112	91	-14	-13%
<b>Lake Lillian</b>	99	102	105	95	-4	-4%
<b>Mamre</b>	110	124	133	133	23	21%
<b>New London</b>	666	1,057	1,263	1,440	744	116%
<b>Norway Lake</b>	123	142	132	137	114	11%
<b>Roseland</b>	163	177	167	168	5	3%
<b>Roseville</b>	133	192	219	259	126	95%
<b>St. Johns</b>	129	160	157	152	23	18%
<b>Whitefield</b>	161	186	186	201	40	25%
<b>Willmar</b>	240	272	258	175	-65	-27%
<b>Township Totals</b>	<b>5,128</b>	<b>6,801</b>	<b>7,264</b>	<b>7,902</b>	<b>2,774</b>	<b>40%</b>

According to Tables 3B and 3C, nearly every city and township has experienced an increase in housing units since 1970. The three cities that experienced the fastest housing growth were Kandiyohi (128%), Spicer (123%) and Pennock (88%). The average housing growth was 55 percent for the cities. Likewise, the three townships that had the fastest growth in housing were Dovre (175%), New London (116%) and Colfax (98%) Townships. The average housing growth for the townships over the 30-year time period was 40 percent.

Figure 3B shows the breakdown of housing construction by decade for Kandiyohi County. As it illustrates, one-fifth of Kandiyohi County’s housing was built in 1939 or before. The Figure also shows that nearly one-fourth of the County’s housing was built between 1970 and 1980 (24%). Surprisingly, the strong economic decade of the 1990s only accounted for 9 percent of Kandiyohi County’s total housing units.

**Figure 3B:  
Percent of Housing Units  
Constructed by Decade (U.S. Census)**



Obviously, the strong increase in new housing since 1970 has greatly affected the County's overall land use patterns. Tables 3D and 3E compare housing unit densities for all of Kandiyohi County's cities and townships and Kandiyohi County as a whole from 1970 to 2000. The densities were determined by dividing the total number of housing units for each entity by the land area in square miles for each political subdivision. The land area used to determine the housing unit densities was based on the square miles of each entity in 1990 (the most recent data available). It should be noted that the actual size in square miles for some cities and townships may have changed between 1970 to 2000. The use of the 1990 land area size in square miles for each city and township should, however, help identify where the highest concentrations of housing are located throughout the County.

**Table 3D:  
Housing Density Comparison for  
Kandiyohi County's Cities from 1970 to 2000**

City (1990 Land Area in Square Miles)	Housing Units Per Square Mile				Change	
	1970	1980	1990	2000	Total Change	Percent Change
<b>Atwater (1.0)</b>	354	463	438	475	121	34
<b>Blomkest (1.0)</b>	52	68	66	70	18	35
<b>Kandiyohi (.3)</b>	333	583	657	760	427	128
<b>Lake Lillian (.5)</b>	238	286	230	270	32	13
<b>New London (.7)</b>	387	443	583	627	240	62
<b>Pennock (1.0)</b>	92	152	166	173	81	88
<b>Prinsburg (1.1)</b>	132	173	176	175	43	33
<b>Raymond (.5)</b>	458	588	552	664	206	45
<b>Regal (.5)</b>	34	46	44	40	6	18
<b>Spicer (.9)</b>	301	470	537	672	371	123
<b>Sunburg (.5)</b>	114	116	110	110	-4	-4
<b>Willmar (10.7)</b>	399	561	653	728	329	82
<b>City Average</b>	<b>241</b>	<b>329</b>	<b>351</b>	<b>397</b>	<b>156</b>	<b>55</b>

**Table 3E:  
Housing Density Comparison for  
Kandiyohi County's Townships from 1970 to 2000**

Township (1990 Land Area in Square Miles)	Housing Units Per Square Mile				Change	
	1970	1980	1990	2000	Total Change	Percent Change
Arctander (34.5)	3.9	5.5	6.6	5.4	1.5	38
Burbank (33.0)	3.5	4.5	4.6	5.6	2.1	6
Colfax (32.8)	4.9	7.7	8.2	9.6	4.7	96
Dovre (27.4)	9.8	17.8	22.2	26.9	17.1	174
East Lake Lillian (33.6)	3.5	3.2	4.0	3.0	-.5	-14
Edwards (35.5)	2.9	3.2	3.9	3.0	.1	3
Fahlun (29.5)	8.5	11.7	12.4	12.4	3.9	46
Genessee (32.4)	4.0	5.0	5.6	5.6	1.6	4
Green Lake (30.6)	14.7	19.2	20.2	22.7	8.0	54
Harrison (31.7)	12.0	13.7	14.1	15.1	3.1	26
Holland (35.4)	3.7	3.7	3.5	3.4	-.3	-8
Irving (32.8)	11.3	14.6	11.4	17.0	5.7	50
Kandiyohi (33.3)	4.7	6.7	6.9	7.0	2.3	49
Lake Andrew (29.4)	14.7	21.1	22.5	26.6	11.9	81
Lake Elizabeth (34.4)	3.1	3.1	3.3	2.6	-.5	-16
Lake Lillian (35.6)	2.8	2.9	2.9	2.7	-.1	-3
Mamre (33.9)	3.3	3.7	3.9	3.9	.6	18
New London (25.0)	26.6	42.3	50.5	57.6	31	116
Norway Lake (32.7)	3.8	4.3	4.0	4.2	.4	11
Roseland (35.1)	4.6	5.0	4.8	4.8	.2	4
Roseville (35.0)	3.8	5.5	6.3	7.4	3.6	95
St. Johns (34.7)	3.7	4.6	4.5	4.4	.7	15
Whitefield (35.3)	4.6	5.2	5.3	5.7	1.1	24
Willmar (24.0)	10.0	11.3	10.8	7.3	-2.7	-27
<b>Township Average</b>	<b>7.0</b>	<b>9.4</b>	<b>10.1</b>	<b>11.0</b>	<b>4.0</b>	<b>35</b>

Tables 3D and 3E reveal that, from 1970 to 2000, Kandiyohi County's cities experienced a 55 percent increase in housing unit density while the townships had a 35 percent increase. Notice that many of the cities and townships that experienced the largest increase in housing density are located in the northern half of the County. For example, New London Township went from an average of 26.6 to 57.6 houses per square mile in the 30 year period. A large increase in the density of housing in certain areas can result in significant changes to the landscape, negative impacts to sensitive environmental areas and a need for additional infrastructure and other public services.

## **Transportation**

The primary purpose of any transportation system is to move goods and people both safely and efficiently. An efficient and balanced transportation system includes highways, railroads, mass transit and aeronautics. While the most influential mode of transportation is the automobile, the other types of transportation play an important role in the overall network.

### **Highways**

The current highway network in Kandiyohi County has been built in response to an ever increasing public demand for improved mobility. The local units of government and Mn/DOT are all responsible for assuring that the total highway system operates properly and the roads owned by the different levels of government are integrated into the overall highway system. Kandiyohi County is well served by an extensive roadway network, which connects the County with the rest of the region and the State. Kandiyohi County has a well-balanced mix of City, Township, County and State roadways, nicely spaced throughout the County.

The Functional Classification System is a method used to describe the main function each road performs in the highway network. It is essentially a hierarchy of roads using criteria that describes the function that a particular road performs in a highway network (typically access and mobility). There is a general agreement among the public that the responsibility for the most important roads should be assigned to the highest level of government. In this fashion, the greatest resources for road maintenance and construction are devoted to the most heavily traveled roads. It follows that less traveled roads become the responsibility of local levels of government. Map 3D shows the Functional Classification of roads in Kandiyohi County. These roads are defined as:

**Principal Arterial** - These highways provide an integrated network of routes which carry the highest traffic volumes, serve the longest trip movements, and provide for statewide or interstate travel. They serve all major urbanized areas and population centers. Principal arterial routes provide for through movement with minimum interference.

**Minor Arterial** - These highways link cities, larger towns, and other major traffic generators, such as major resort areas, to each other and to principal arterial routes. They form an integrated network which provides for movement within the State and between counties.

**Major Collectors** - These routes provide service to the County Seat and to the larger cities not served by principal or minor arterials. They predominately serve trips within the County and link locally important traffic generators with their service areas and other nearby larger cities with higher order routes.

**Minor Collectors** - These routes link smaller cities and locally important traffic generators and provide developed areas with reasonable access to a higher functioning roadway.

**Local Roads** - The rural local roads primarily service relatively low traffic volumes and short distance trips.

To the right is a text box that contains a breakdown for Rural Functional Classification Systems. Listed is the Mn/DOT required breakdown and what actually exists in Kandiyohi County.

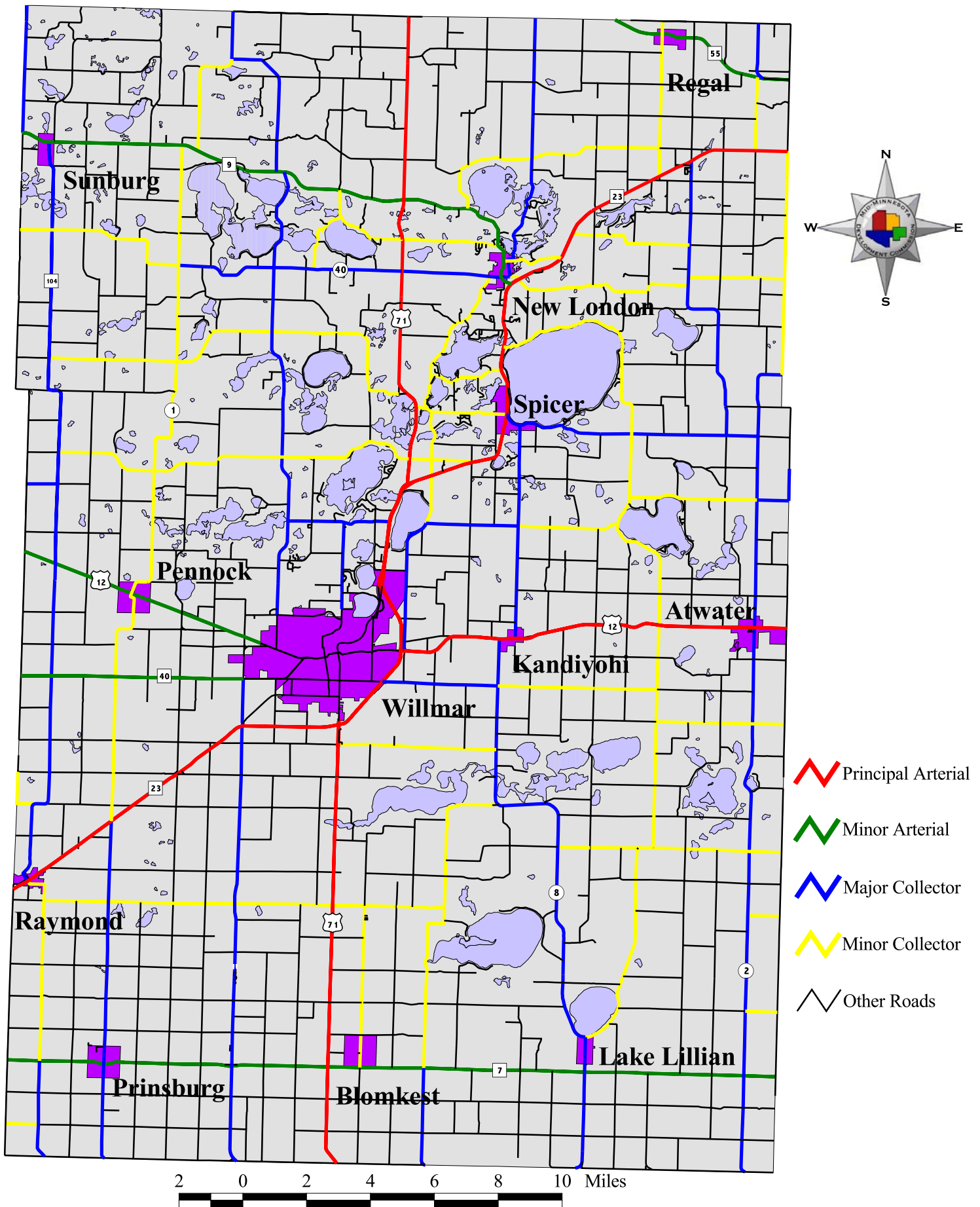
<b>Rural Functional Classification System Breakdown</b>		
<u>Road Type</u>	<u>Suggested</u>	<u>Kandiyohi County</u>
Principal Arterial	2-4%	4%
Minor and Principal Arterials	6-12%	9%
Major and Minor Collectors	20-25%	26%
Local Roads	65-75%	65%

In order to protect the integrity and prolong the life-span of the roads, weight restrictions are imposed on the paved roads in Kandiyohi County. Spring weight restrictions are intended to restrict weights on roads when they are most vulnerable to damage (spring is a critical period for roads because the soils and aggregate materials are weak while the frost leaves the road). By State law, all County and Township roads are automatically reduced to five-ton per-axle weight limit (unless posted otherwise) at the same time as spring road restrictions are placed on state highways.

**Railroads**

There are three active rail lines in Kandiyohi County. The Canadian Pacific/Soo (CP/Soo) Line operates a class four rail line on the northern edge of the County, running on the northern side of State Highway 55 through the community of Regal. The CP/Soo rail line owns approximately 1,100 miles of line, or about 23 percent of the total rail mileage in the State. The other rail lines in Kandiyohi County are operated by Burlington Northern/Santa Fe (BNSF). One is a class three rail line which runs along U.S. Highway 12, through the communities of Pennock, Willmar, Kandiyohi and Atwater. The other is a class four line which runs along State Highway 23, through Raymond and Willmar. BNSF owns approximately 1,900 miles of rail line in Minnesota, which is almost 40 percent of the total mileage in the State.

# Map 3D: Kandiyohi County's Functional Classification



The efficiency of a railroad is affected by the physical condition of the rail lines. The Federal Railroad Administration (FRA) track classification is based upon the physical characteristics of the roadbed, track geometry and track structure. There are four different track classifications with maximum freight and passenger speeds (see the text box). Characteristics related to the roadbed include drainage and vegetation. Track geometry includes gauge, alignment, elevation and surface. Track structure involves ballast, ties, rail, spikes, joints and switches. These characteristics determine the allowable operating speeds for each rail line.

<u>Class</u>	<u>Freight Speed</u>	<u>Passenger Speed</u>
One	10 mph	15 mph
Two	25 mph	30 mph
Three	40 mph	60 mph
Four	60 mph	80 mph

The weight restriction of a particular line has a great effect upon the movement of grain traveling through the County. The most efficient means for rail shipment of grain is by 100 ton hopper cars. Such cars have a gross weight of 263,000 pounds. Without access to a rail with strength to handle these hopper cars, a shipper must choose between small rail cars or truck transportation. Both the CP/Soo and BNSF rail lines are designated to handle over 263,000 pounds. As a result, the CP/Soo and BNSF rail lines both bear over 10,000,000 gross tons of freight annually.

A key element in rail transportation is the availability and capacity of elevators, especially considering the importance of grain movement in Minnesota. There are four grain elevators with access to rail lines in Kandiyohi County that are licensed to buy and/or sell grain. Considering the importance of the rail lines and how much they handle in freight shipments, the elevator's role in the rail network is significant. To the right is a text box listing the four grain elevators that are adjacent to rail lines in Kandiyohi County (the storage capacity information may be outdated).

<u>Location</u>	<u>Storage</u>	<u>Track Capacity</u>
Atwater	480,000 bu	2 Cars
Kandiyohi	240,000 bu	4 Cars
Raymond	1,550,000 bu	10 Cars
Willmar	1,900,000 bu	3 Cars

Source: BNSF Grain Elevator Directory 1998

**Mass Transit**

Mass transit is considered to be an essential public service. Mass transit provides for increased capacity on heavily traveled roads, provides transportation access to the handicapped or those otherwise unable to drive, supports dense land use development, decreases dependence on car use, and helps to prevent the creation of additional air pollution from diminished individual car use.

Kandiyohi County has one mass transit provider, the Kandiyohi Area Transit (KAT), which started serving the public in July 1999. KAT is operated by a Joint Powers Board and an Operations Board. The Joint Powers Board is made up of representatives from the City of Willmar and Kandiyohi County, as well as a representative from the other cities in Kandiyohi County (the current representative is from Spicer). The Operations Board is also made up of representatives from the City of Willmar and Kandiyohi County, however, there are also people from human services organizations, health care organizations, educational organizations, senior organizations and local businesses.

KAT ridership has grown considerably since it first started offering rides, beginning with 4,758 rides in July 1999. This number grew to 7,589 a year later, and for the month of August 2000, KAT provided 8,774 rides. The total number of rides provided during this time period was 93,640. In addition to dial-a-ride service, KAT has contracted with several area employers to transport employees to various work sites.

### **Airports**

The only airport in Kandiyohi County is the Willmar Municipal Airport. It is classified by the Mn/DOT Office of Aeronautics as a Key System, having a paved and lighted runway over 5,000 feet in length and capable of accommodating heavy, multi-engine aircraft, as well as most of the corporate jet fleet. The Federal Aviation Administration classifies the airport as a transport airfield, which can accommodate all aircraft with approach speeds less than or equal to 121 knots. While the Willmar Municipal Airport does not offer regular commercial passenger service, the Office of Aeronautics projects that the airport will have about 9,313 general aviation passengers originating from or connecting to the airport in the year 2000. The City of Willmar is in the planning stages of relocating the airport two miles west of its current location. Construction should begin in Fall 2002, and be completed in 2004.

### **Maintenance of the Transportation Network**

The transportation network in Kandiyohi County represents a huge investment of tax-payer dollars and is essential in supporting many aspects of Kandiyohi County's economy. If some of the elements of this network are neglected or poorly managed, substantial re-investment may be needed to restore capacity and performance. The following planning practices can help to promote efficiency and prolong the effective life of the entire transportation system:

#### **Access Management**

Access Management is an effort to maintain the effective flow of traffic on all roads while accommodating the access needs of adjacent land development. Essentially, it is a tool that limits the number, spacing and design of accesses along highways. Access Management,

when used properly and consistently, can provide safer roadways, more efficient movement of traffic, improve cost-effectiveness, and coordinate and manage growth along major roadways.

Unfortunately, existing access management practices and definitions of appropriate access levels vary throughout the State. Mn/DOT is in the process, however, of developing suggested access spacing guidelines. Based on the feedback received during the comprehensive planning process, the County will consider adopting these access spacing guidelines when they become available.

### **Road Weight Restrictions**

Due to the cost of constructing and maintaining a 9 or 10 ton road, few roads in Kandiyohi County are built to that capacity. The majority of the paved roads in the County are built to handle 5 or 7-ton per-axle vehicles. However, often new developments in rural areas are located adjacent to a road that is not sufficient to handle heavy commercial traffic, with the end result being the developer asking that the road be upgraded at the County's expense. The end result of this is that government resources are being used on roads that normally would not merit the upgrade. Therefore, the County should create an ordinance that prohibits development that requires a 9 or 10 ton roadway from locating in areas not currently served by a 9 or 10 ton roadway, unless that development is willing to pay for the expense of upgrading and maintaining the necessary roads.

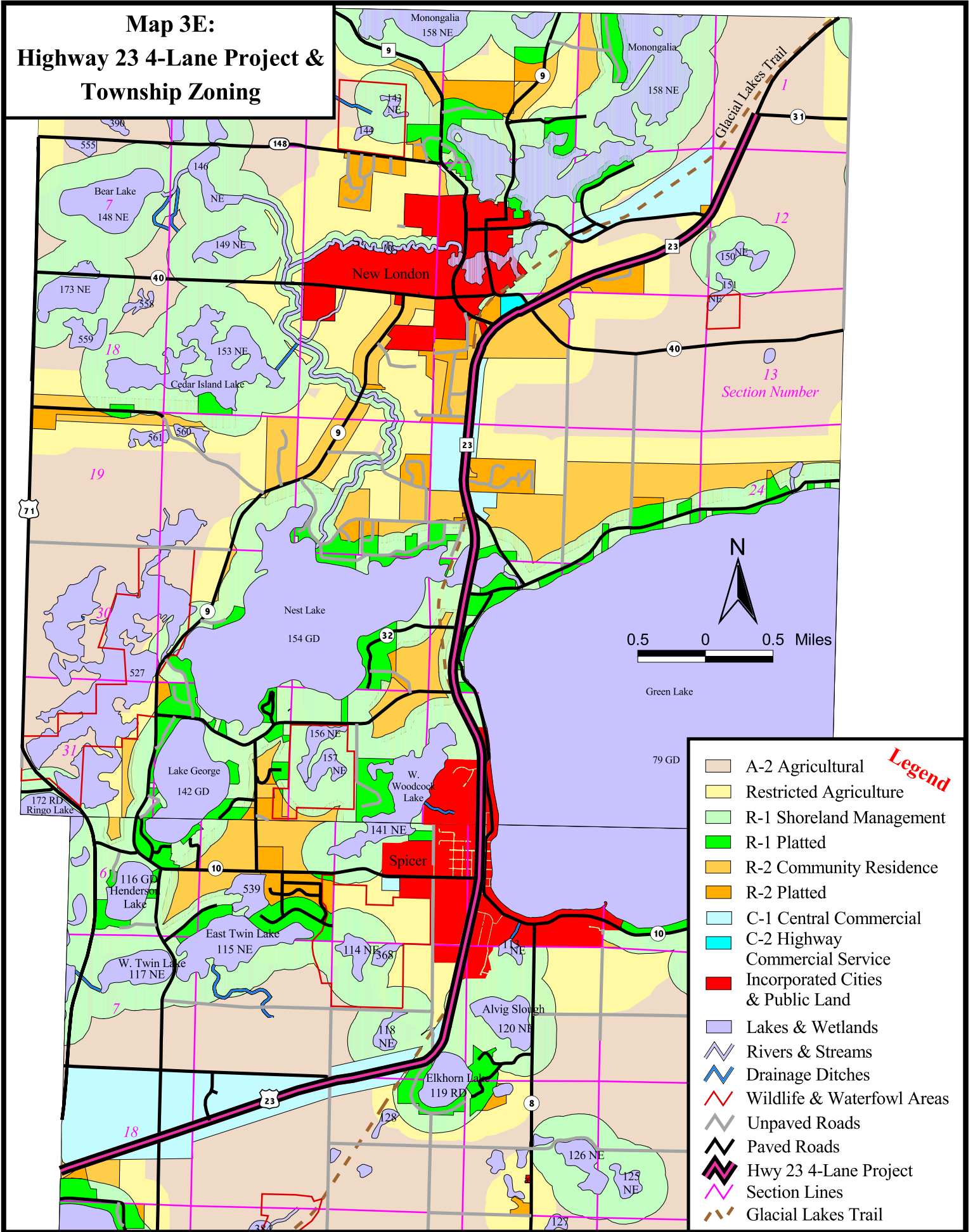
### **Airport Relocation and Expansion**

The County and the City of Willmar will need to limit development in areas adjacent to the new airport location, when that is established. This will allow for the eventual expansion of the airport by preventing encroachment of incompatible land uses and maintaining runway protection zones. If the area surrounding the airport is allowed to be developed, it will prevent the airport from expanding in the future and may actually require the airport to be re-located again, thus rendering useless the opportunities that were offered by the initial airport relocation.

### **State Highway 23 Construction**

The Minnesota Department of Transportation (Mn/DOT) is currently in the planning stages to upgrade a 13 mile stretch of State Highway 23 to a managed access four-lane roadway. The improvements would begin at the junction of State Highway 23 and U.S. Highway 71 and end north of New London near County Road 31 (see Map 3E). This construction project, while a significant expense, is necessary because State Highway 23 has been designated as an inter-regional corridor between Duluth, Minnesota, and Sioux Falls, South Dakota. In addition, the improvements are needed to accommodate the growing local traffic.

# Map 3E: Highway 23 4-Lane Project & Township Zoning



- Legend**
- A-2 Agricultural
  - Restricted Agriculture
  - R-1 Shoreland Management
  - R-1 Platted
  - R-2 Community Residence
  - R-2 Platted
  - C-1 Central Commercial
  - C-2 Highway Commercial Service
  - Incorporated Cities & Public Land
  - Lakes & Wetlands
  - Rivers & Streams
  - Drainage Ditches
  - Wildlife & Waterfowl Areas
  - Unpaved Roads
  - Paved Roads
  - Hwy 23 4-Lane Project
  - Section Lines
  - Glacial Lakes Trail

The idea of a four-lane in Spicer originated by the City itself. As far back as 1988, the City requested that Mn/DOT explore expanding Highway 23 to four lanes. During the project development phase, the City of Spicer hired a consultant who made several recommendations. Many of those recommendations were incorporated into the present design.

The Highway 23 project is funded using dedicated State and Federal revenue from taxes on the sale of motor vehicles, gasoline and other road user fees. The 2000 Legislative Session provided a one-time allocation of over \$500 million for transportation needs. Mn/DOT has set aside \$13.3 million of this money to purchase right-of-ways for this project.

As the result of environmental concerns relating to increased runoff on the expanded roadway and its impact on area lakes, Mn/DOT formed a local interagency water quality advisory committee consisting of Mn/DOT, the Minnesota Pollution Control Agency, Minnesota Department of Natural Resources, City of Spicer, Green Lake Township, New London Township, Kandiyohi County and local lake associations.

Concurrent with the State Highway 23 planning process, a Technical Advisory Committee is engaged in a Spicer Area Transportation Study. The primary purpose of the Committee is to coordinate changes and improvements to local roads as they relate to the four-lane managed-access design.

## **Chapter Five: Township Profiles**

This Chapter is similar to Chapter Four except that Kandiyohi County's townships are profiled rather than its cities. The profiles include information on the township's residents and number of households, along with a description of the township's major roadways and natural resources. The population and household information presented uses 1960 to 2000 Census records. This time-span is used to help establish a slow-, historic- and fast-based population and household estimate for each township for the next 20 years. In addition, a current zoning map is included that shows the township's "current land use" and the location of any urban growth area (if one exists in the township).

### **How to use the Township Profiles**

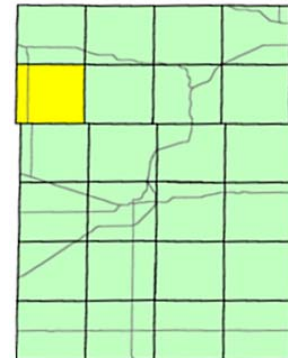
There are two main features included in each township profile. The first is a table that presents the township's population and household numbers since 1960. The second feature is a current zoning map, used to give perspective on the township's current land use. The population and household information is used to establish a "historic-based" rate of population gain or, in some cases, a historic-based rate of population loss. This rate (either positive or negative) is then applied over the next 20 years to show a historic-based population projection.

Realizing that many factors can influence an area's population level, the tables also present what each township's future population would be if either a slow or fast population gain or loss occurred. The slow annual growth rate was established at 50 percent of the township's historic-based rate. For example, if a township gained 80 new residents over the last 20 years, the slow projection would estimate that the township would gain another 40 people over the next 20 years. Similarly, the fast annual growth rate was established at 150 percent of the township's historic-based rate. In the previous example, the township's fast projection would estimate that the township would gain 120 new residents over the next 20 years (80 multiplied by 150%). Therefore, each township profile contains a slow-, historic- and fast-based population projection for the years 2005, 2010, 2015 and 2020.

Another important feature of the township profiles are maps showing how the township is currently zoned. This provides the best picture of the township's "current land use." Although the zoning information and the actual current land use does not match up perfectly in reality, the zoning information does provide the best knowledge of how the land is currently being used. The zoning information was provided by the County Planning and Zoning Office. The only future land use information presented on the maps are for those cities that identified a 20-year urban growth area. These areas are represented by the heavy yellow and black lines on the maps. The primary purpose of these areas is to identify where potential urban growth might occur and where joint planning efforts need to be made by the city, the affected townships and Kandiyohi County.

## Arctander Township

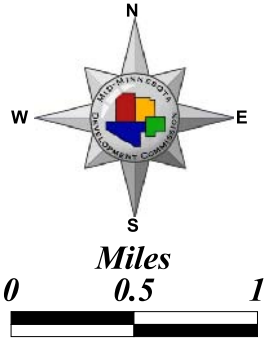
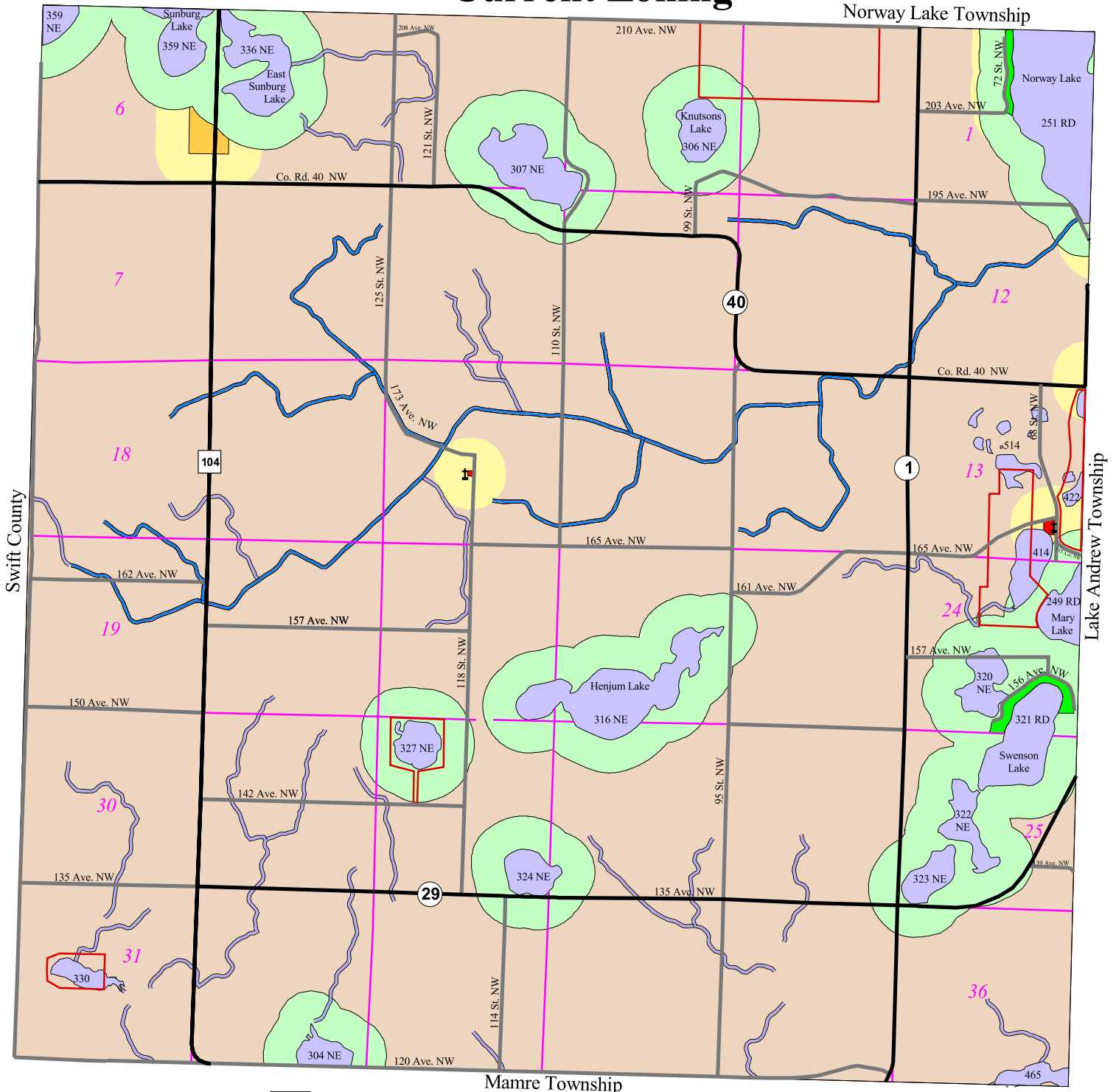
- Location:** Northwest corner bordering Swift County
- Population:** 401
- Households:** 145
- Major Roads:** State Highway 104, County Roads 1 and 40
- Water Features:** Henjum, Sunburg, Mary and Swenson Lakes



Arctander Township has gained 25 new households over the last 40 years, despite a loss of 7 households from 1990 to 2000. At the same time, the Township’s population has declined from 450 people in 1960 to 401 in 2000. The Township’s population could slowly regain to its previous numbers over the next 20 years, primarily as new residents seek a place to live around one of Arctander’s many natural environment lakes. As Map 5A reveals, most of Arctander Township is zoned A-2 Agricultural. The major exception to this is in the Lakeshore Management areas, where a good percentage of the Township’s population resides. There are also several seasonal cabins that would not be considered part of the Township’s official population.

<b>Table 5A: Arctander</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	450	412	422	431	401
Households	120	125	145	152	145
<b>20-Year Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	398	395	392	389	-12
Based on Last 40 Years	<b>395</b>	<b>389</b>	<b>382</b>	<b>376</b>	<b>-25</b>
Slow Annual Growth	407	412	418	423	22
<b>Households Based on 2.77 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	144	143	142	140	-5
Based on Last 40 Years	<b>143</b>	<b>140</b>	<b>138</b>	<b>136</b>	<b>-9</b>
Slow Annual Growth	147	149	151	153	8

# Map 5A: Arctander Township Current Zoning

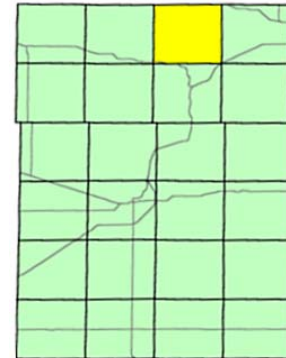


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| <p><b>Current Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f4b084; border: 1px solid black; margin-right: 5px;"></span> A-2 General Agricultural</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Restricted Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> R-1 Shoreland Management</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4db6ac; border: 1px solid black; margin-right: 5px;"></span> R-1 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffb74d; border: 1px solid black; margin-right: 5px;"></span> R-2 Community Residence</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff9800; border: 1px solid black; margin-right: 5px;"></span> R-2 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #9c27b0; border: 1px solid black; margin-right: 5px;"></span> I-1 Industrial Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #bbdefb; border: 1px solid black; margin-right: 5px;"></span> C-1 Central Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #00bcd4; border: 1px solid black; margin-right: 5px;"></span> C-2 Highway Commercial Service</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> Incorporated Cities / Public Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #b39ddb; border: 1px solid black; margin-right: 5px;"></span> Lakes &amp; Wetlands</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Rivers &amp; Streams</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Drainage Ditch</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid red; margin-right: 5px;"></span> Wildlife &amp; Waterfowl Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid yellow; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Unpaved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Paved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Railroads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid pink; margin-right: 5px;"></span> Section Lines</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed orange; margin-right: 5px;"></span> DNR Trail</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> U.S. Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> State Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> County Road</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Church</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid pink; margin-right: 5px;"></span> 1-36 Section Number</li> </ul> |
|---|---|--|

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Burbank Township

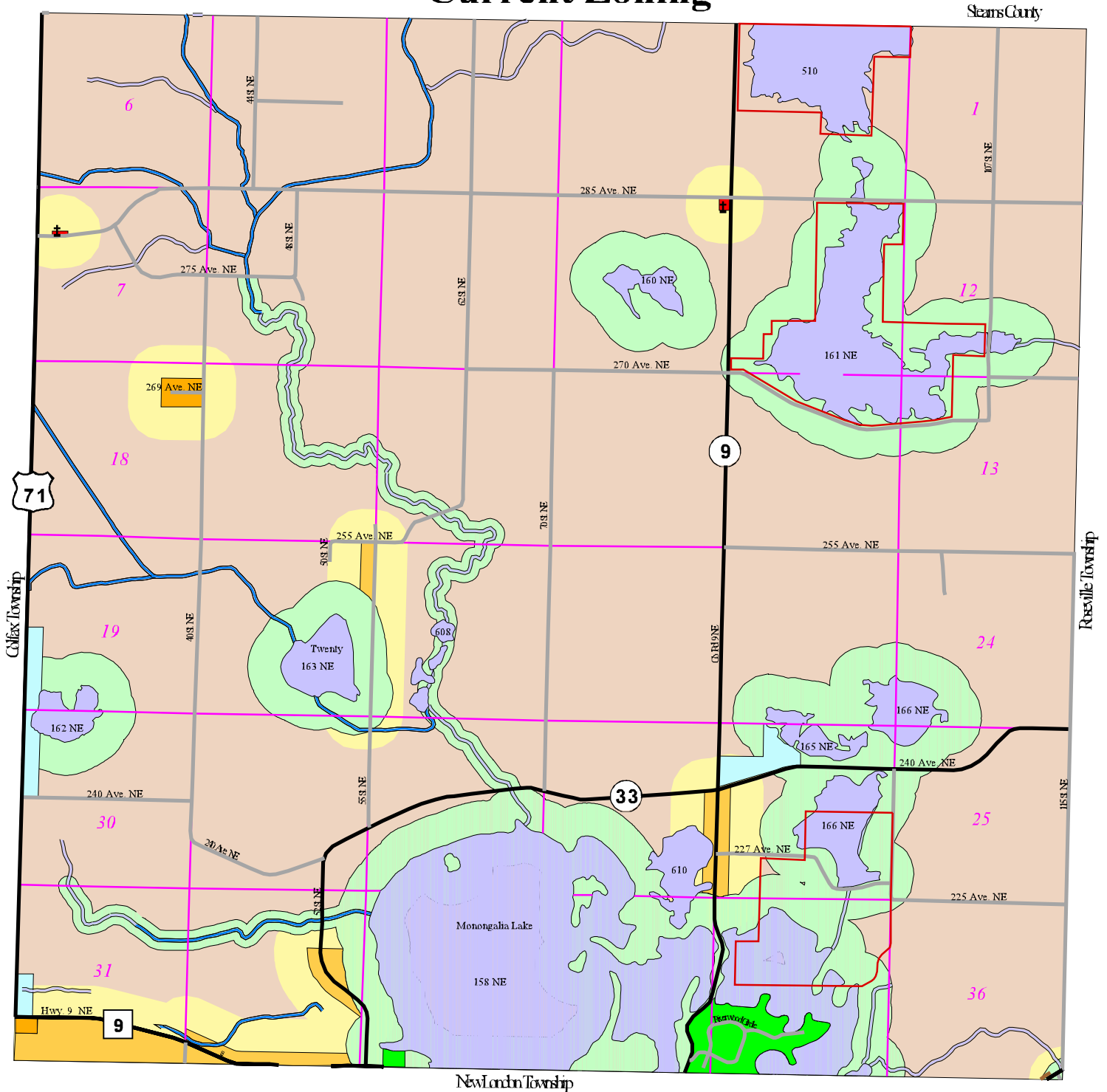
- Location:** Northeast corner bordering Stearns County
- Population:** 510
- Households:** 174
- Major Roads:** U.S. Highway 71, State Highway 9, County Roads 9 and 33
- Water Features:** Monongalia Lake and Middle Fork Crow River



Burbank Township has been steadily gaining both people and households since 1960 to its current population of 510 people and 174 households. Table 5B suggests that Burbank Township could gain another 71 new residents over the next 20 years if it continues at the same rate it has over the last 40 years. The Township is mostly zoned A-2 Agricultural, except for the numerous lakes and their corresponding Shoreland Management areas. A high percentage of the Township’s population resides in the southern part of the Township near State Highway 9 and Monongalia Lake and to the west along U.S. Highway 71. Map 5B also shows the Township has a few R-1 and R-2 Platted areas, two large wildlife management areas and a portion of the Middle Fork Crow River.

<b>Table 5B: Burbank</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	369	359	406	427	510
Households	95	93	126	142	174
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	519	528	536	545	35
Based on Last 40 Years	<b>528</b>	<b>546</b>	<b>563</b>	<b>581</b>	<b>71</b>
Fast Annual Growth	537	563	590	616	106
<b>Households Based on 2.93 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	177	180	183	186	12
Based on Last 40 Years	<b>180</b>	<b>186</b>	<b>192</b>	<b>198</b>	<b>24</b>
Fast Annual Growth	183	192	201	210	36

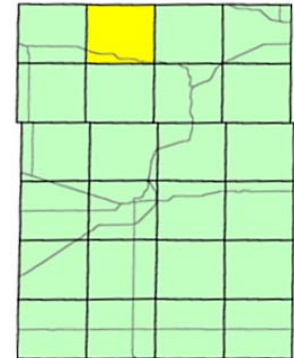
# Map 5B: Burbank Township Current Zoning



- Current Zoning Districts**
- A-2 General Agricultural
  - Restricted Agriculture
  - R-1 Shoreland Management
  - R-1 Platted
  - R-2 Community Residence
  - R-2 Platted
  - I-1 Industrial Development
  - C-1 Central Commercial
  - C-2 Highway Commercial Service
  - Incorporated Cities / Public Land
  - Lakes & Wetlands
  - Rivers & Streams
  - Drainage Ditch
  - Wildlife & Waterfowl Areas
  - Urban Growth Boundary
  - Unpaved Roads
  - Paved Roads
  - Railroads
  - Section Lines
  - DNR Trail
  - U.S. Highway
  - State Highway
  - County Road
  - Church
  - 1-36* Section Number
- NE - Natural Environment Lake  
GD - General Development Lake  
RD - Recreational Development Lake**

## Colfax Township

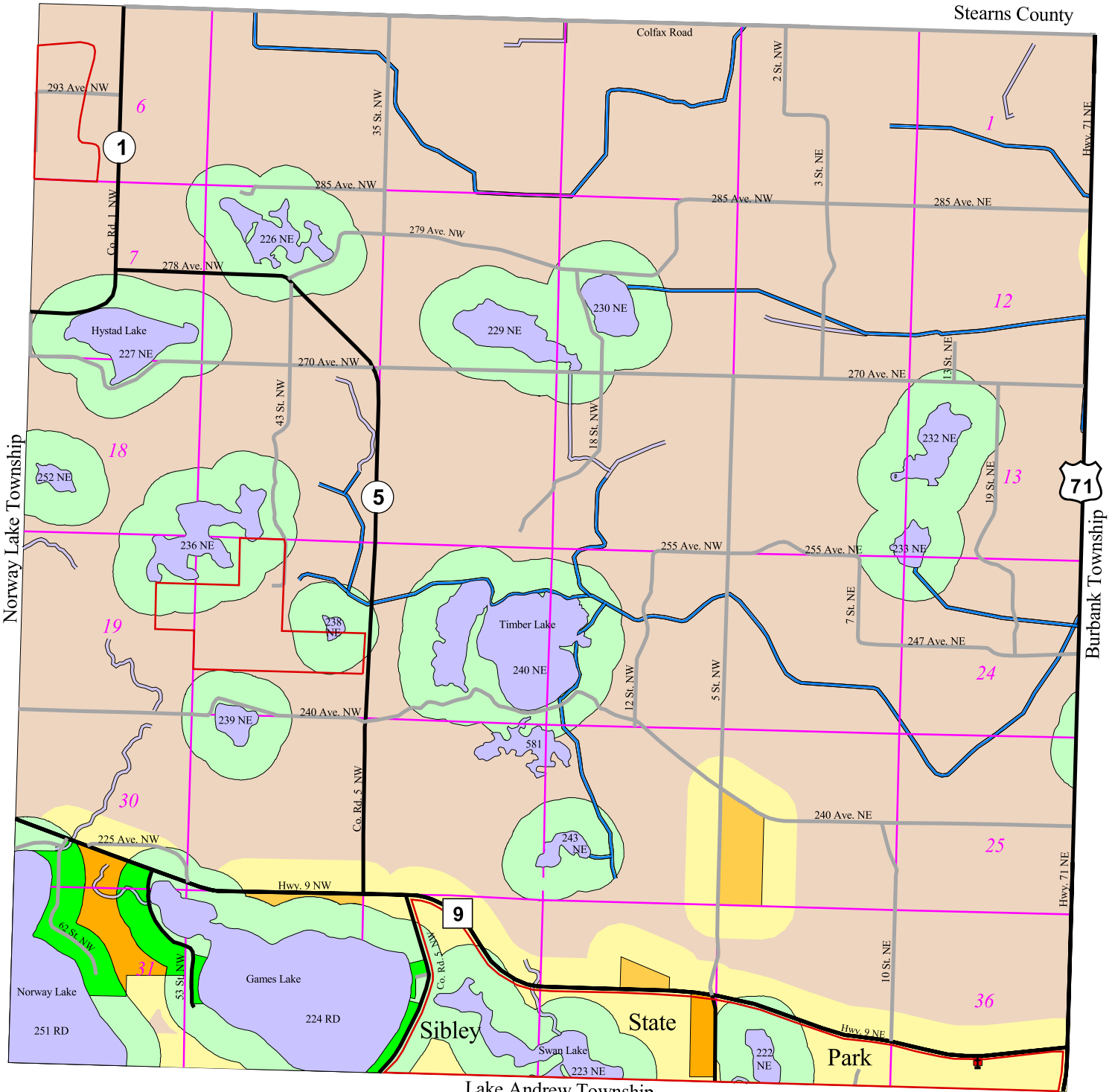
- Location:** Northwest corner bordering Stearns County
- Population:** 557
- Households:** 210
- Major Roads:** U.S. Highway 71, State Highway 9, County Roads 5 and 34
- Water Features:** Timber, Games, Hystad, Swan and Skull Lakes
- Special Features:** Sibley State Park



Colfax Township has been steadily growing since 1960 to its current population of 557 and 210 households. The population projections in Table 5C reveal that Colfax Township could expect to increase anywhere from 10 to 29 percent over the next 20 years, gaining approximately 100 new residents. Map 5C illustrates the Township is zoned mostly A-2 Agricultural. There are also a significant amount of R-1 Shoreland Management and Restricted Agriculture Zoning Districts. Three dense groups of R-1 Platted zoning districts also exist around Norway and Games Lakes in the southwest corner of the Township. In addition, Map 5C shows that Colfax Township has a high number of natural environment lakes.

<b>Table 5C: Colfax</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	341	378	490	496	557
Households	92	101	163	171	210
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	571	584	598	611	54
Based on Last 40 Years	<b>584</b>	<b>611</b>	<b>638</b>	<b>665</b>	<b>108</b>
Fast Annual Growth	598	638	679	719	162
<b>Households Based on 2.65 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	215	220	226	231	21
Based on Last 40 Years	<b>220</b>	<b>231</b>	<b>241</b>	<b>251</b>	<b>41</b>
Fast Annual Growth	226	241	256	271	61

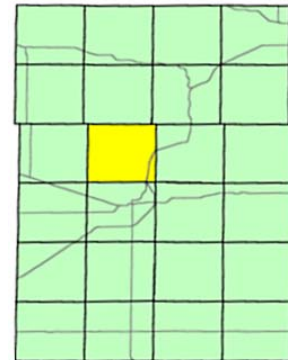
# Map 5C: Colfax Township Current Zoning



- |   |  |   |
|---|--|---|
| <p><b>Current Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f4b084; border: 1px solid black; margin-right: 5px;"></span> A-2 General Agricultural</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff2cc; border: 1px solid black; margin-right: 5px;"></span> Restricted Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> R-1 Shoreland Management</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4db6ac; border: 1px solid black; margin-right: 5px;"></span> R-1 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc80; border: 1px solid black; margin-right: 5px;"></span> R-2 Community Residence</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffb74d; border: 1px solid black; margin-right: 5px;"></span> R-2 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #9c27b0; border: 1px solid black; margin-right: 5px;"></span> I-1 Industrial Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #42a5f5; border: 1px solid black; margin-right: 5px;"></span> C-1 Central Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #00bcd4; border: 1px solid black; margin-right: 5px;"></span> C-2 Highway Commercial Service</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff0000; border: 1px solid black; margin-right: 5px;"></span> Incorporated Cities / Public Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #b3e5fc; border: 1px solid black; margin-right: 5px;"></span> Lakes &amp; Wetlands</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Rivers &amp; Streams</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Drainage Ditch</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Wildlife &amp; Waterfowl Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Unpaved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Paved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Railroads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Section Lines</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></span> DNR Trail</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> U.S. Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> State Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> County Road</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Church</li> </ul> <p style="text-align: right; color: #e91e63;">1-36 Section Number</p> |
|---|--|---|
- NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Dovre Township

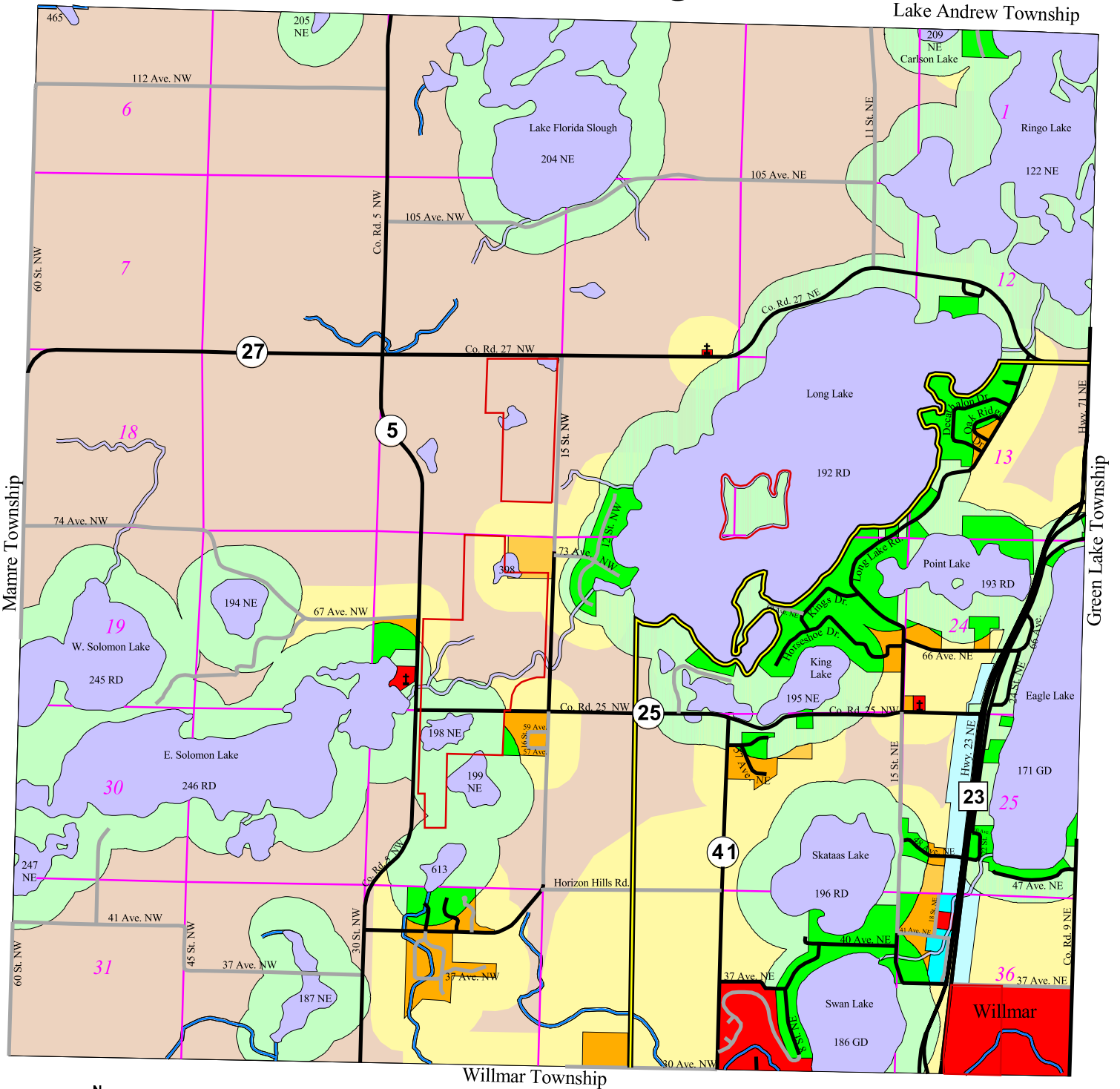
- Location:** West Central
- Population:** 1,968
- Households:** 708
- Major Roads:** U.S. Highway 71, State Highway 23, County Roads 5 and 27
- Water Features:** East Solomon, West Solomon, Long, Point, Eagle, Skataas, Swan and Ringo Lakes
- Special Features:** City of Willmar



Dovre Township has been growing rapidly over the last 30 years to its current population of 1,968 and 708 households. Dovre is the second most populous township in the County, gaining almost 1,200 residents since 1970. The population projections listed in Table 5D indicate that the Township is likely to grow between 14 to 43 percent over the next 20 years. Dovre Township is zoned primarily A-2 Agricultural, with a high percentage of R-1 Shoreland Management and Restricted Agriculture Zoning Districts. There are also three dense groups of R-1 Platted zoning districts around East Solomon, Skataas, Swan, Eagle, Long and Ringo Lakes. Although most of the lakes in Dovre Township are recreational development, there are several natural environment lakes and one general development lake.

<b>Table 5D: Dovre</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	830	797	1,450	1,746	1,968
Households	210	233	446	588	708
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	2,039	2,111	2,182	2,253	285
Based on Last 40 Years	<b>2,110</b>	<b>2,253</b>	<b>2,395</b>	<b>2,537</b>	<b>569</b>
Fast Annual Growth	2,182	2,395	2,609	2,822	854
<b>Households Based on 2.78 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	733	759	785	810	102
Based on Last 40 Years	<b>759</b>	<b>810</b>	<b>862</b>	<b>913</b>	<b>205</b>
Fast Annual Growth	785	862	938	1,015	307

# Map 5D: Dovre Township Current Zoning

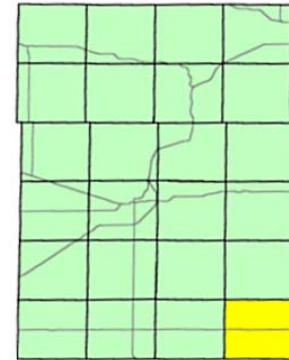


- |   |   |  |
|---|---|--|
| <p><b>Current Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f0e68c; border: 1px solid black; margin-right: 5px;"></span> A-2 General Agricultural</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffffcc; border: 1px solid black; margin-right: 5px;"></span> Restricted Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> R-1 Shoreland Management</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4db6ac; border: 1px solid black; margin-right: 5px;"></span> R-1 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc80; border: 1px solid black; margin-right: 5px;"></span> R-2 Community Residence</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffb74d; border: 1px solid black; margin-right: 5px;"></span> R-2 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #9c27b0; border: 1px solid black; margin-right: 5px;"></span> I-1 Industrial Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4dd0e1; border: 1px solid black; margin-right: 5px;"></span> C-1 Central Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #00bcd4; border: 1px solid black; margin-right: 5px;"></span> C-2 Highway Commercial Service</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff0000; border: 1px solid black; margin-right: 5px;"></span> Incorporated Cities / Public Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #b39ddb; border: 1px solid black; margin-right: 5px;"></span> Lakes &amp; Wetlands</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Rivers &amp; Streams</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed blue; margin-right: 5px;"></span> Drainage Ditch</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dotted red; margin-right: 5px;"></span> Wildlife &amp; Waterfowl Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid yellow; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> Unpaved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Paved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Railroads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid magenta; margin-right: 5px;"></span> Section Lines</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed brown; margin-right: 5px;"></span> DNR Trail</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> U.S. Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> State Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> County Road</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Church</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> 1-36 Section Number</li> </ul> |
|---|---|--|

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## East Lake Lillian Township

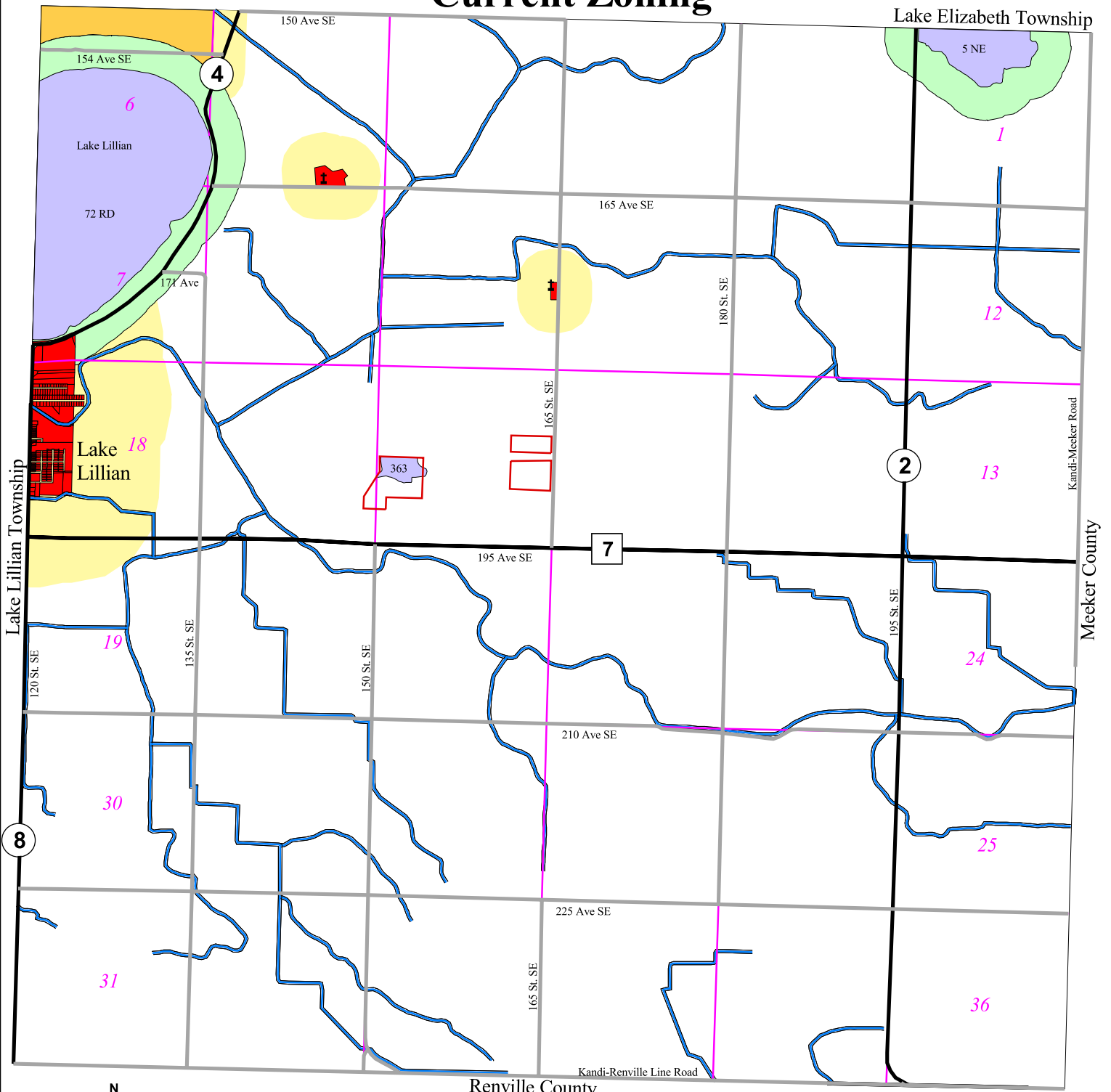
- Location:** Southeast corner bordering Renville and Meeker Counties
- Population:** 225
- Households:** 91
- Major Roads:** State Highway 7, County Roads 2, 4 and 8
- Water Features:** South Fork Crow River
- Special Features:** City of Lake Lillian



East Lake Lillian Township’s population and household numbers have been declining since 1960 to its current level of 225 residents and 91 households. East Lake Lillian is the second least populated township in the County, losing 187 residents since 1960. The Township is mostly zoned A-1 Agricultural Preservation, although it has a small amount of R-1 Shoreland Management and Restricted Agriculture Zoning Districts. There are only a few lakes in the Township, however, Lake Lillian is rather large and is classified as a recreational development lake. There are also three wildlife areas located in the center of the Township, north of State Highway 7.

<b>Table 5E: East Lake Lillian</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	412	368	283	285	225
Households	110	103	96	124	91
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	213	202	190	178	-47
Based on Last 40 Years	<b>202</b>	<b>178</b>	<b>155</b>	<b>131</b>	<b>-94</b>
Slow Annual Growth	248	270	293	315	90
<b>Households Based on 2.47 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	86	82	77	72	-19
Based on Last 40 Years	<b>82</b>	<b>72</b>	<b>63</b>	<b>53</b>	<b>-38</b>
Slow Annual Growth	100	109	119	128	37

# Map 5E: East Lake Lillian Township Current Zoning



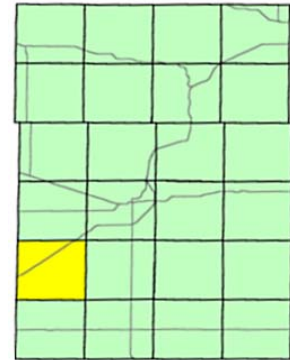
**Current Zoning Districts**

- |                                   |                            |                            |
|-----------------------------------|----------------------------|----------------------------|
| A-1 Agricultural Preservation     | Lakes & Wetlands           | DNR Trail                  |
| Restricted Agriculture            | Rivers & Streams           | U.S. Highway               |
| R-1 Shoreland Management          | Drainage Ditch             | State Highway              |
| R-1 Platted                       | Wildlife & Waterfowl Areas | County Road                |
| R-2 Community Residence           | Urban Growth Boundary      | Church                     |
| R-2 Platted                       | Unpaved Roads              | <i>1-36</i> Section Number |
| I-1 Industrial Development        | Paved Roads                |                            |
| C-1 Central Commercial            | Railroads                  |                            |
| C-2 Highway Commercial Service    | Section Lines              |                            |
| Incorporated Cities / Public Land |                            |                            |

NE - Natural Environment Lake  
GD - General Development Lake  
RD - Recreational Development Lake

## Edwards Township

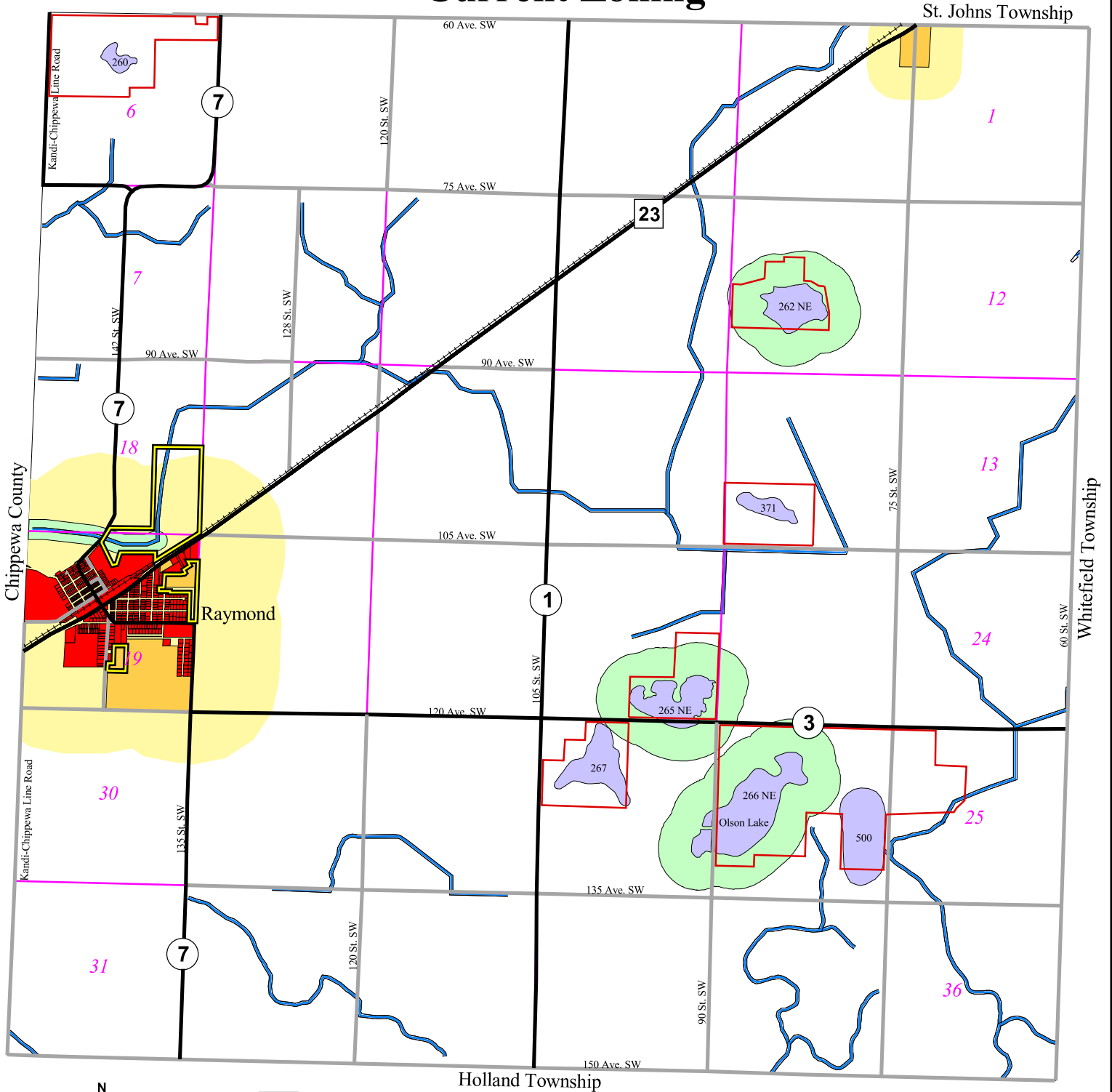
- Location:** Southwest corner bordering Chippewa County
- Population:** 304
- Households:** 101
- Major Roads:** State Highway 23, County Roads 1, 3 and 7
- Water Features:** Olson Lake and Hawk Creek
- Special Features:** City of Raymond



The population and number of households in Edwards Township have decreased over the last 40 years to 304 people and 101 households. Table 5F reveals that the Township experienced a loss of 123 residents and 27 households during the 1990s. The Township is zoned primarily A-1 Agricultural Preservation, with a small amount of R-1 Shoreland Management and Restricted Agriculture Zoning Districts. Map 5F shows seven lakes in Edwards Township with the larger ones being designated as natural environment lakes. In addition, there are several wildlife and waterfowl areas in the Township.

<b>Table 5F: Edwards</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	437	406	368	427	304
Households	109	98	109	128	101
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	296	288	279	271	-33
Based on Last 40 Years	<b>287</b>	<b>271</b>	<b>254</b>	<b>237</b>	<b>-67</b>
Slow Annual Growth	325	346	367	388	84
<b>Households Based on 3.01 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	98	96	93	90	-11
Based on Last 40 Years	<b>95</b>	<b>90</b>	<b>84</b>	<b>79</b>	<b>-22</b>
Slow Annual Growth	108	115	122	129	28

# Map 5F: Edwards Township Current Zoning



<b>Current Zoning Districts</b>	A-1 Agricultural Preservation	Lakes & Wetlands	DNR Trail
	Restricted Agriculture	Rivers & Streams	U.S. Highway
	R-1 Shoreland Management	Drainage Ditch	State Highway
	R-1 Platted	Wildlife & Waterfowl Areas	County Road
	R-2 Community Residence	Urban Growth Boundary	Church
	R-2 Platted	Unpaved Roads	<i>1-36</i> Section Number
	I-1 Industrial Development	Paved Roads	
	C-1 Central Commercial	Railroads	
	C-2 Highway Commercial Service	Section Lines	
	Incorporated Cities / Public Land		

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Fahlun Township

**Location:** Southeast Central

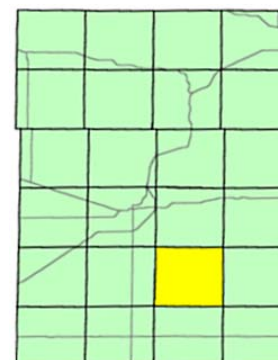
**Population:** 412

**Households:** 157

**Major Roads:** County Roads 3, 8 and 20

**Water Features:** Wagonga, Little Kandiyohi and Big Kandiyohi Lakes

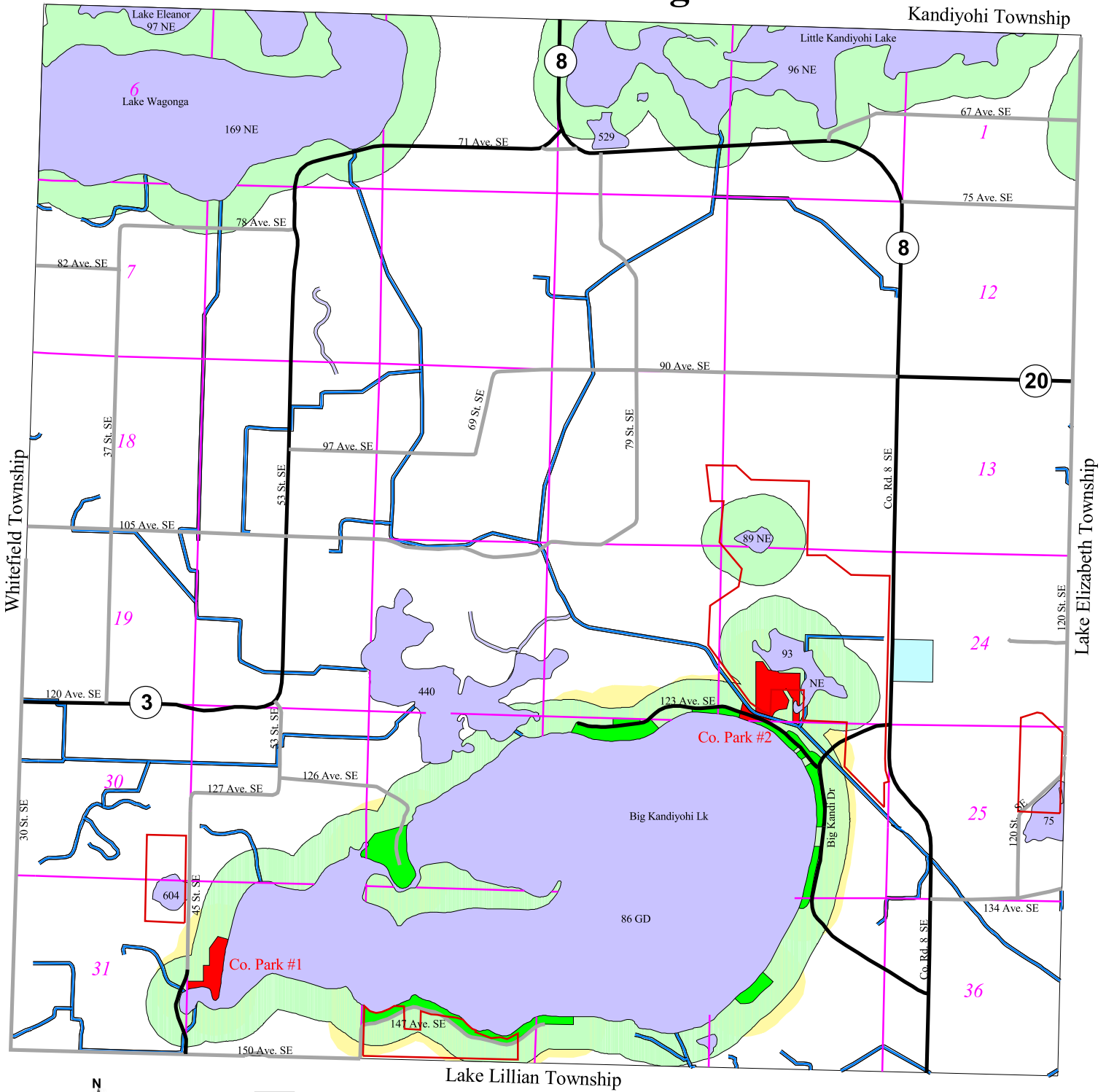
**Special Features:** County Parks 1 and 2



The population of Fahlun Township steadily declined between 1960 and 1990, losing 94 residents over the 30 years (equaling 22%). The population greatly rebounded in the 1990s, however, regaining 74 people. At the same time, the number of households in the Township increased by 46, after experiencing a decrease of 25 households during the 1980s. Map 4G shows the Township is zoned mostly A-2 Agricultural Preservation, with a significant amount of R-1 Shoreland Management and Restricted Agriculture Zoning Districts. There are also dense groups of R-1 Platted Zoning Districts around Big Kandiyohi Lake in the southern half of the Township along with County Parks 1 and 2.

<b>Table 5G: Fahlun</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	432	398	358	338	412
Households	103	106	136	111	157
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	411	410	408	407	-5
Based on Last 40 Years	<b>410</b>	<b>407</b>	<b>405</b>	<b>402</b>	<b>-10</b>
Slow Annual Growth	417	422	427	432	20
<b>Households Based on 2.62 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	157	156	156	155	-2
Based on Last 40 Years	<b>156</b>	<b>155</b>	<b>155</b>	<b>153</b>	<b>-4</b>
Slow Annual Growth	159	161	163	165	8

# Map 5G: Fahlun Township Current Zoning

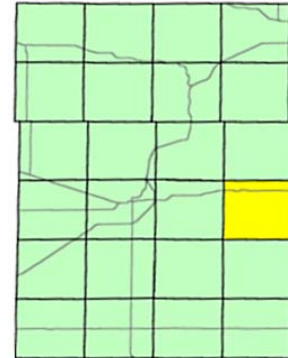


- |                                 |                                   |                            |                            |
|---------------------------------|-----------------------------------|----------------------------|----------------------------|
| <b>Current Zoning Districts</b> | A-1 Agricultural Preservation     | Lakes & Wetlands           | DNR Trail                  |
|                                 | Restricted Agriculture            | Rivers & Streams           | U.S. Highway               |
|                                 | R-1 Shoreland Management          | Drainage Ditch             | State Highway              |
|                                 | R-1 Platted                       | Wildlife & Waterfowl Areas | County Road                |
|                                 | R-2 Community Residence           | Urban Growth Boundary      | Church                     |
|                                 | R-2 Platted                       | Unpaved Roads              | <b>1-36</b> Section Number |
|                                 | I-1 Industrial Development        | Paved Roads                |                            |
|                                 | C-1 Central Commercial            | Railroads                  |                            |
|                                 | C-2 Highway Commercial Service    | Section Lines              |                            |
|                                 | Incorporated Cities / Public Land |                            |                            |

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Genessee Township

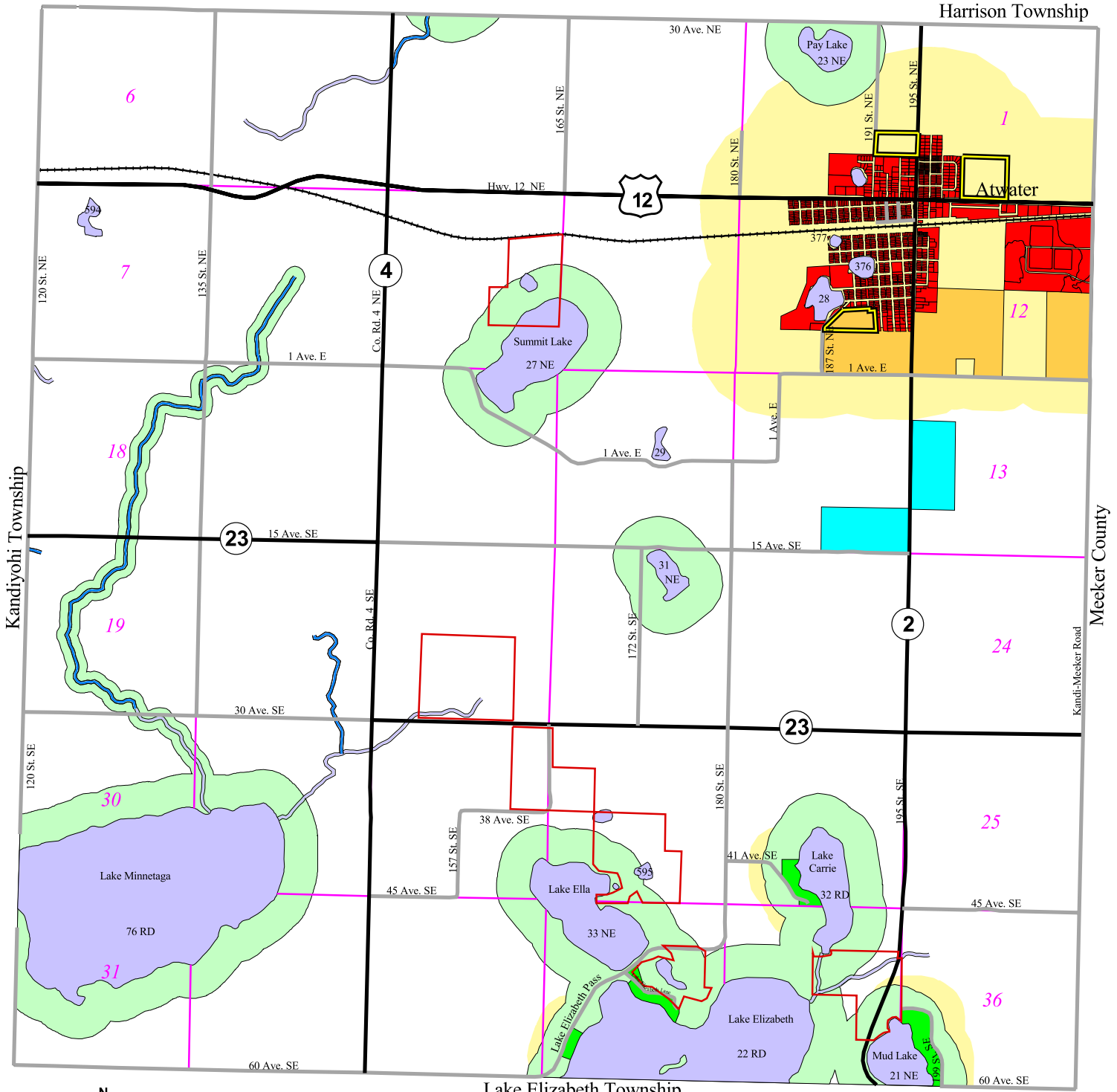
- Location:** East bordering Meeker County
- Population:** 458
- Households:** 164
- Major Roads:** U.S. Highway 12, County Roads 2, 4 and 23
- Water Features:** Lake Ella, Lake Elizabeth, and Minnetaga, Summit and Pay Lakes
- Special Features:** City of Atwater



The population of Genessee Township has been fluctuating since 1960. The current population of 458 is less than the 1990 level, but higher than the 1970 and 1980 levels. The 164 households in 2000 is the largest number the Township has had over the last 40 years. The population projections listed in Table 5H indicate that the population will probably change little over the next 20 years, however, the Township could greatly exceed the projections if it continues gaining at the rate it did over the last 10 years (the projections are based on the last 40 years). Although the Township is zoned mostly A-1 Agricultural Preservation, there are a significant amount of R-1 Shoreland Management and Restricted Agriculture zoning districts. Map 5H also shows several dense groups of R-1 Platted zoning districts around Lake Elizabeth, Lake Carrie and Mud Lake in the southeastern corner of the Township.

<b>Table 5H: Genessee</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	475	366	430	495	458
Households	151	117	137	159	164
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	457	456	455	454	-4
Based on Last 40 Years	<b>456</b>	<b>454</b>	<b>451</b>	<b>449</b>	<b>-9</b>
Slow Annual Growth	462	467	471	475	17
<b>Households Based on 2.79 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	164	163	163	163	-1
Based on Last 40 Years	<b>163</b>	<b>163</b>	<b>162</b>	<b>161</b>	<b>-3</b>
Slow Annual Growth	166	167	169	170	6

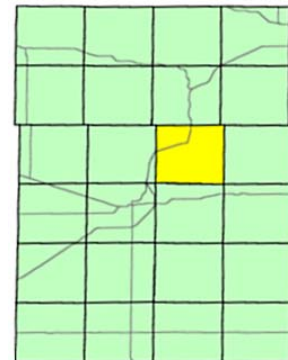
# Map 5H: Genessee Township Current Zoning



- |   |  |   |
|---|--|---|
| <p><b>Current Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: white; margin-right: 5px;"></span> A-1 Agricultural Preservation</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Restricted Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; margin-right: 5px;"></span> R-1 Shoreland Management</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: brightgreen; margin-right: 5px;"></span> R-1 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; margin-right: 5px;"></span> R-2 Community Residence</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkorange; margin-right: 5px;"></span> R-2 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; margin-right: 5px;"></span> I-1 Industrial Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; margin-right: 5px;"></span> C-1 Central Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; margin-right: 5px;"></span> C-2 Highway Commercial Service</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; margin-right: 5px;"></span> Incorporated Cities / Public Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; margin-right: 5px;"></span> Lakes &amp; Wetlands</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Rivers &amp; Streams</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed blue; margin-right: 5px;"></span> Drainage Ditch</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Wildlife &amp; Waterfowl Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Unpaved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Paved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Railroads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Section Lines</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></span> DNR Trail</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> U.S. Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> State Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> County Road</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Church</li> </ul> <p style="text-align: right; color: magenta;">1-36 Section Number</p> |
|---|--|---|
- NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Green Lake Township

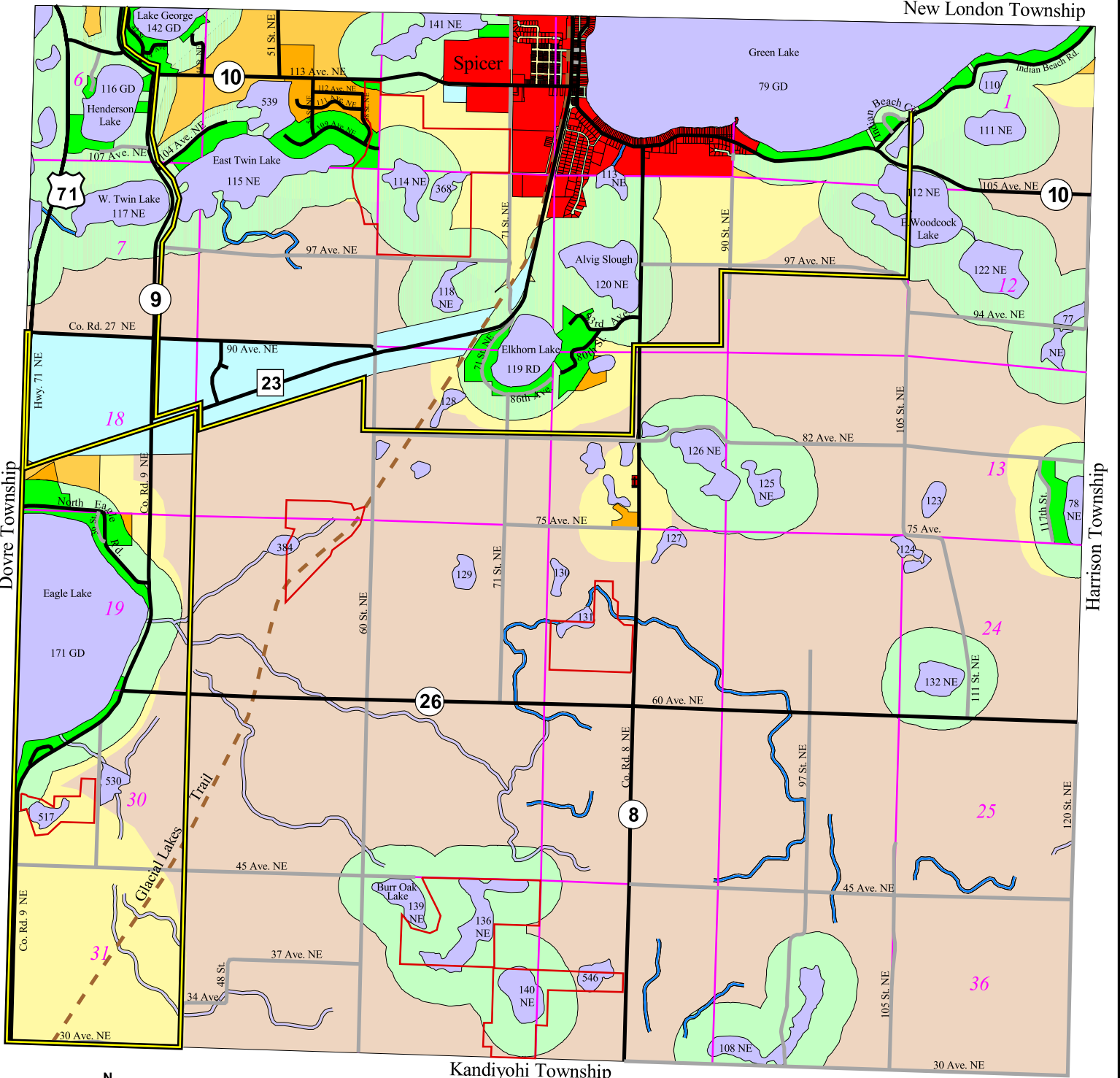
- Location:** East Central
- Population:** 1,473
- Households:** 551
- Major Roads:** U.S. Highway 71, State Highway 23, County Roads 8, 9, 10 and 26
- Water Features:** Green, East Twin, West Twin, Henderson, George, East Woodcock, Downs, Elkhorn and Gina Lakes
- Special Features:** City of Spicer, Green Lake Sanitary Sewer and Water District



Green Lake Township has been growing rapidly over the last 40 years to its current level of 1,473 people and 551 households. Green Lake Township is the third most populated township in the County, growing by 800 people since 1960. The population projections listed in Table 5I indicate that the Township is likely to continue growing over the next 20 years. Green Lake Township is primarily zoned A-2 Agricultural, with a significant amount of C-1 Central Commercial, R-1 Shoreland Management, R-2 Platted and Restricted Agriculture Zoning Districts. There are also several dense groups of R-1 Platted zoning districts around Eagle, Green, East Twin, Henderson and George Lakes. The City of Spicer is currently updating its Comprehensive Plan and has identified a fairly large urban growth area (see Map 5I). In addition, the City of Willmar has identified an urban growth area around Eagle Lake.

<b>Table 5I: Green Lake</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	673	912	1,287	1,270	1,473
Households	185	267	414	454	551
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	1,523	1,573	1,623	1,673	200
Based on Last 40 Years	<b>1,573</b>	<b>1,673</b>	<b>1,773</b>	<b>1,873</b>	<b>400</b>
Fast Annual Growth	1,623	1,773	1,923	2,073	600
<b>Households Based on 2.67 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	570	589	608	627	76
Based on Last 40 Years	<b>589</b>	<b>627</b>	<b>664</b>	<b>701</b>	<b>150</b>
Fast Annual Growth	608	664	720	776	225

# Map 5I: Green Lake Township Current Zoning

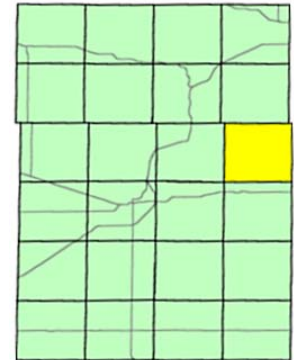


- |   |  |   |
|---|--|---|
| <p><b>Current Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d2b48c; border: 1px solid black; margin-right: 5px;"></span> A-2 General Agricultural</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff2cc; border: 1px solid black; margin-right: 5px;"></span> Restricted Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> R-1 Shoreland Management</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4db6ac; border: 1px solid black; margin-right: 5px;"></span> R-1 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc80; border: 1px solid black; margin-right: 5px;"></span> R-2 Community Residence</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffb74d; border: 1px solid black; margin-right: 5px;"></span> R-2 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #9c27b0; border: 1px solid black; margin-right: 5px;"></span> I-1 Industrial Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #bbdefb; border: 1px solid black; margin-right: 5px;"></span> C-1 Central Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4fc3f7; border: 1px solid black; margin-right: 5px;"></span> C-2 Highway Commercial Service</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> Incorporated Cities / Public Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #b3e5fc; border: 1px solid black; margin-right: 5px;"></span> Lakes &amp; Wetlands</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Rivers &amp; Streams</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></span> Drainage Ditch</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dotted black; margin-right: 5px;"></span> Wildlife &amp; Waterfowl Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Unpaved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Paved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Railroads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Section Lines</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></span> DNR Trail</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> U.S. Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> State Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> County Road</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Church</li> </ul> <p style="text-align: right; color: #e91e63;">1-36 Section Number</p> |
|---|--|---|

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Harrison Township

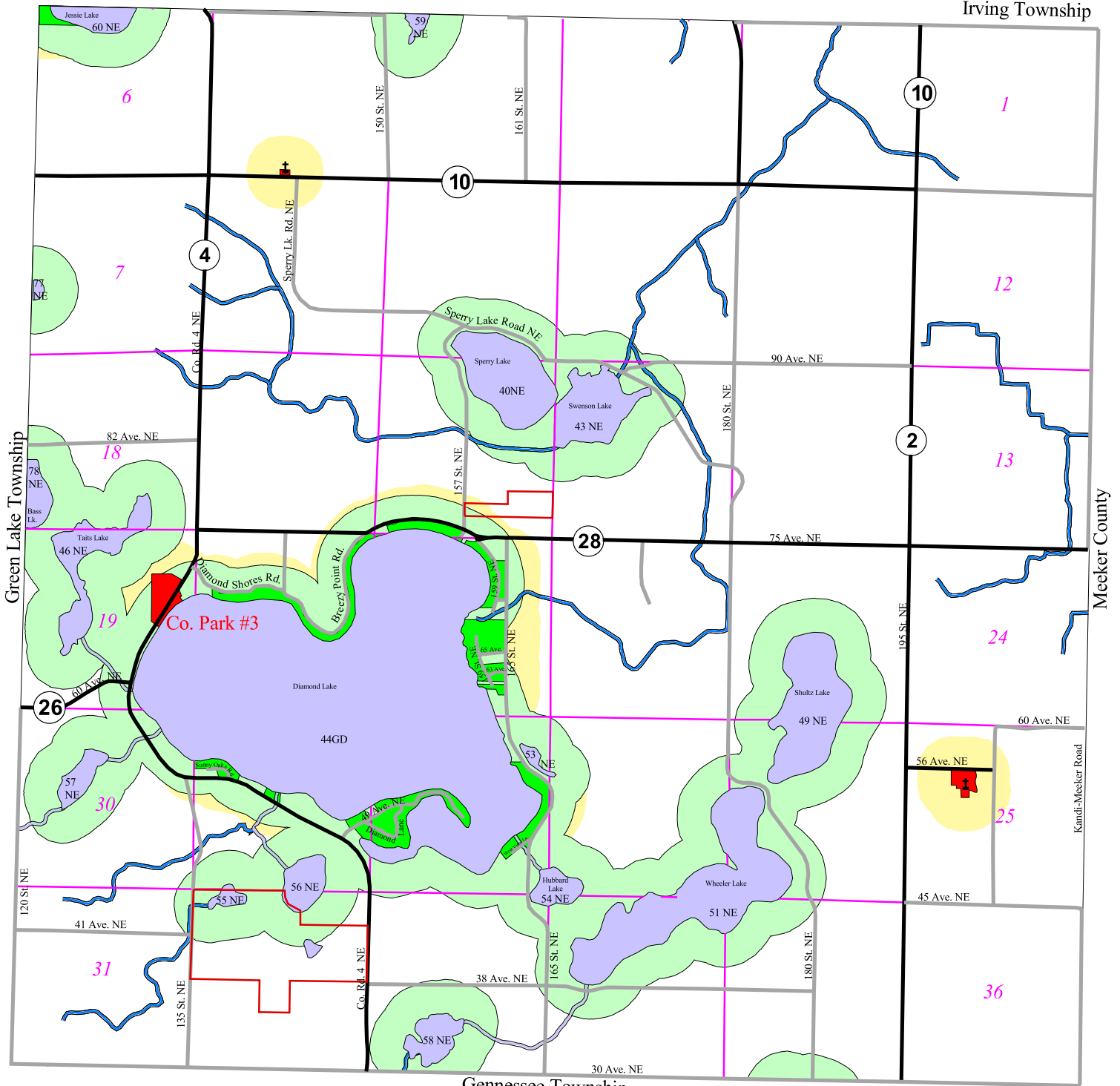
- Location:** East bordering Meeker County
- Population:** 665
- Households:** 259
- Major Roads:** County Roads 2, 4, 10 and 28
- Water Features:** Diamond, Sperry, Hubbard, Wheeler and Schultz Lakes
- Special Features:** Green Lake Sanitary Sewer and Water District and County Park 3



Harrison Township has gained 147 people and 112 households over the last 40 years to its current level of 665 people and 259 households. The population projections listed in Table 5J suggest that Harrison Township should expect to see an increase of another 74 people and 29 households over the next 20 years. Map 5J shows that the Township is zoned mostly A-1 Agricultural Preservation, but has a significant amount of R-1 Shoreland Management and Restricted Agriculture Zoning Districts. There are also some dense groups of R-1 Platted zoning districts around Diamond Lake and County Park #3. With the exception of Diamond Lake, every lake in Harrison Township is classified as a natural environment lake.

<b>Table 5J: Harrison</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	518	537	596	579	665
Households	147	167	191	196	259
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	674	684	693	702	37
Based on Last 40 Years	<b>684</b>	<b>702</b>	<b>721</b>	<b>739</b>	<b>74</b>
Fast Annual Growth	693	720	748	775	110
<b>Households Based on 2.57 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	262	266	270	273	14
Based on Last 40 Years	<b>266</b>	<b>273</b>	<b>281</b>	<b>288</b>	<b>29</b>
Fast Annual Growth	270	280	291	302	43

# Map 5J: Harrison Township Current Zoning

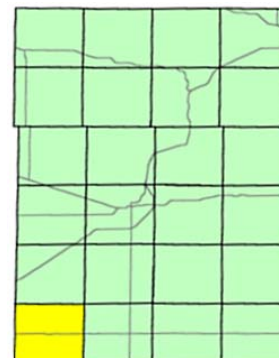


- |   |  |   |
|---|--|---|
| <p><b>Current Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: white;"></span> A-1 Agricultural Preservation</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: yellow;"></span> Restricted Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: lightgreen;"></span> R-1 Shoreland Management</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: green;"></span> R-1 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: orange;"></span> R-2 Community Residence</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: darkorange;"></span> R-2 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: purple;"></span> I-1 Industrial Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: cyan;"></span> C-1 Central Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: blue;"></span> C-2 Highway Commercial Service</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: red;"></span> Incorporated Cities / Public Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: lightblue;"></span> Lakes &amp; Wetlands</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: lightblue;"></span> Rivers &amp; Streams</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: lightblue;"></span> Drainage Ditch</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: lightblue;"></span> Wildlife &amp; Waterfowl Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: yellow;"></span> Urban Growth Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: gray;"></span> Unpaved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: gray;"></span> Paved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: gray;"></span> Railroads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: gray;"></span> Section Lines</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black;"></span> DNR Trail</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> U.S. Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> State Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; border-radius: 50%;"></span> County Road</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; text-align: center; line-height: 10px;">+</span> Church</li> <li><span style="color: magenta;">1-36</span> Section Number</li> </ul> |
|---|--|---|

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Holland Township

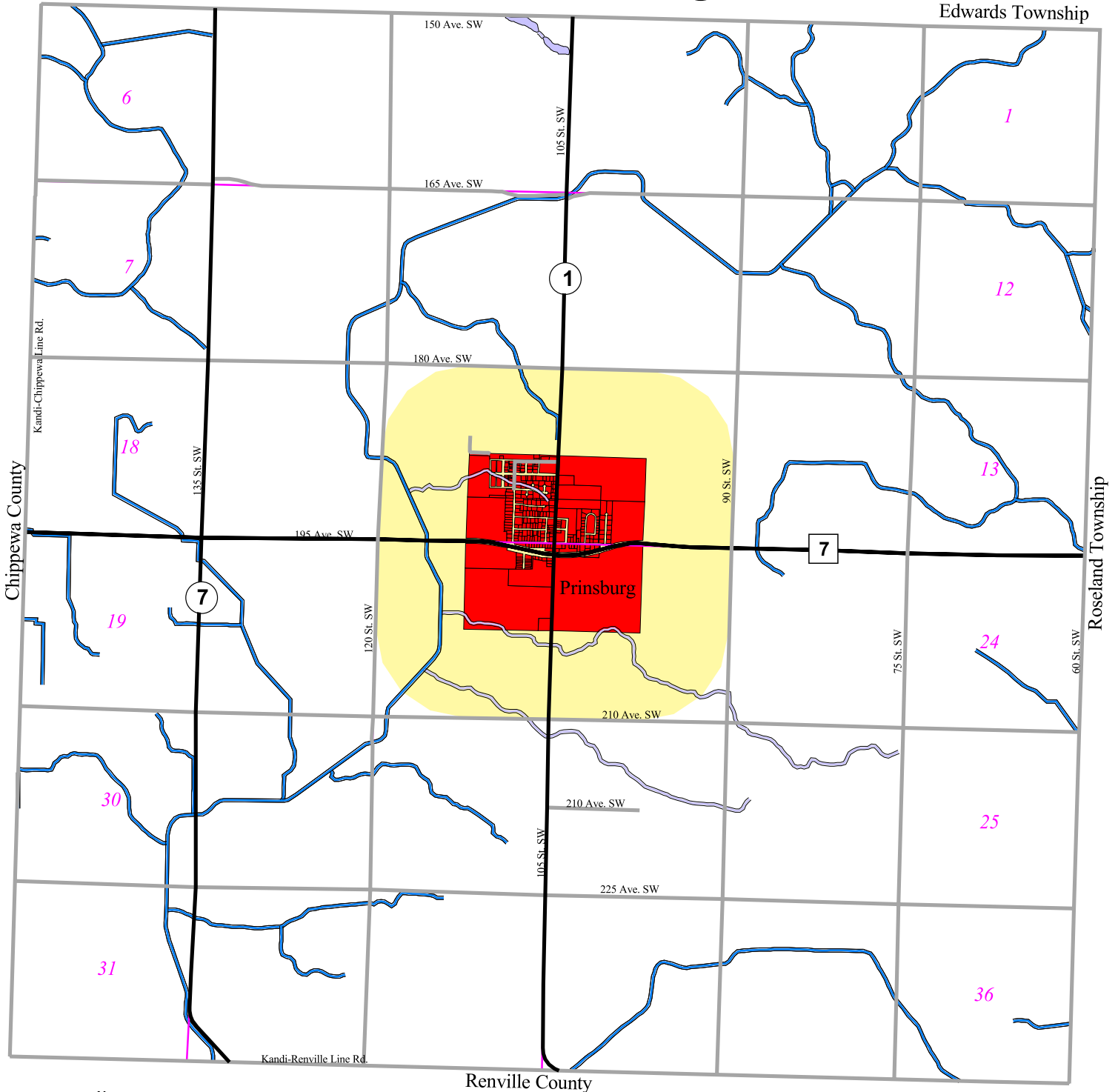
- Location:** Southwest corner bordering Renville and Chippewa Counties
- Population:** 369
- Households:** 120
- Major Roads:** State Highway 7, County Roads 1 and 7
- Water Features:** Chetamba Creek
- Special Features:** City of Prinsburg



The population of Holland Township has been steadily dropping since 1960 to its current level of 369 people and 120 households. The projections listed in Table 5K indicate that the population could possibly continue to drop as much as 33 percent over the next 20 years, potentially losing another 121 residents. The Township is zoned mostly A-1 Agricultural Preservation, but has a large circle of Restricted Agriculture surrounding the City of Prinsburg. Map 5K reveals that Holland Township does not have any lakes but does have numerous streams and drainage ditches. Minnesota State Highway 7 serves as the Township's major road, bisecting the Township into a northern and a southern half.

<b>Table 5K: Holland</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	611	454	445	429	369
Households	141	126	126	122	120
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	354	339	323	308	-61
Based on Last 40 Years	<b>339</b>	<b>309</b>	<b>278</b>	<b>248</b>	<b>-121</b>
Slow Annual Growth	392	416	439	462	93
<b>Households Based on 3.08 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	115	110	105	100	-20
Based on Last 40 Years	<b>110</b>	<b>100</b>	<b>90</b>	<b>81</b>	<b>-39</b>
Slow Annual Growth	127	135	143	150	30

# Map 5K: Holland Township Current Zoning



- |                          |                                   |                            |                            |
|--------------------------|-----------------------------------|----------------------------|----------------------------|
| Current Zoning Districts | A-1 Agricultural Preservation     | Lakes & Wetlands           | DNR Trail                  |
|                          | Restricted Agriculture            | Rivers & Streams           | U.S. Highway               |
|                          | R-1 Shoreland Management          | Drainage Ditch             | State Highway              |
|                          | R-1 Platted                       | Wildlife & Waterfowl Areas | County Road                |
|                          | R-2 Community Residence           | Urban Growth Boundary      | Church                     |
|                          | R-2 Platted                       | Unpaved Roads              | <i>1-36</i> Section Number |
|                          | I-1 Industrial Development        | Paved Roads                |                            |
|                          | C-1 Central Commercial            | Railroads                  |                            |
|                          | C-2 Highway Commercial Service    | Section Lines              |                            |
|                          | Incorporated Cities / Public Land |                            |                            |

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Irving Township

**Location:** Northeast corner bordering Meeker County

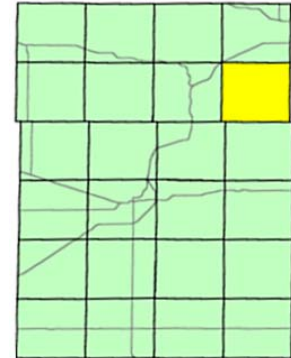
**Population:** 787

**Households:** 310

**Major Roads:** County Roads 2, 4, 20 and 40

**Water Features:** Green, Calhoun, Shoemaker and North Long Lakes and the Middle Fork Crow River

**Special Features:** Green Lake Sanitary Sewer and Water District and County Park 5



Irving Township had 787 residents in 2000, making it the fifth most populated township in the County. Table 5L reveals that Irving Township could gain an additional 119 residents and 47 households over the next 20 years based on the growth that has occurred since 1960. The Table also shows how the Township’s housing has doubled over the last 40 years, going from 155 households in 1960 to 310 in 2000. This type of growth should continue over the next 20 years, primarily due to the anticipated growth pressures around Green Lake and due to the expansion of the Green Lake Sanitary Sewer and Water District.

<b>Table 5L: Irving</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	550	478	699	571	787
Households	155	155	239	210	310
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	802	817	831	846	59
Based on Last 40 Years	<b>817</b>	<b>847</b>	<b>876</b>	<b>906</b>	<b>119</b>
Fast Annual Growth	832	876	921	965	178
<b>Households Based on 2.54 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	316	322	327	333	23
Based on Last 40 Years	<b>322</b>	<b>333</b>	<b>345</b>	<b>357</b>	<b>47</b>
Fast Annual Growth	328	345	363	380	70



## Kandiyohi Township

**Location:** East Central

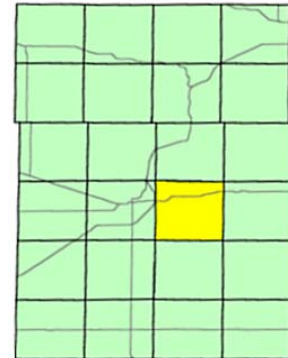
**Population:** 600

**Households:** 225

**Major Roads:** U.S. Highway 12, County Roads 8, 19 and 23

**Water Features:** Swan, Kasota, Little Kandiyohi and Eleanor Lakes

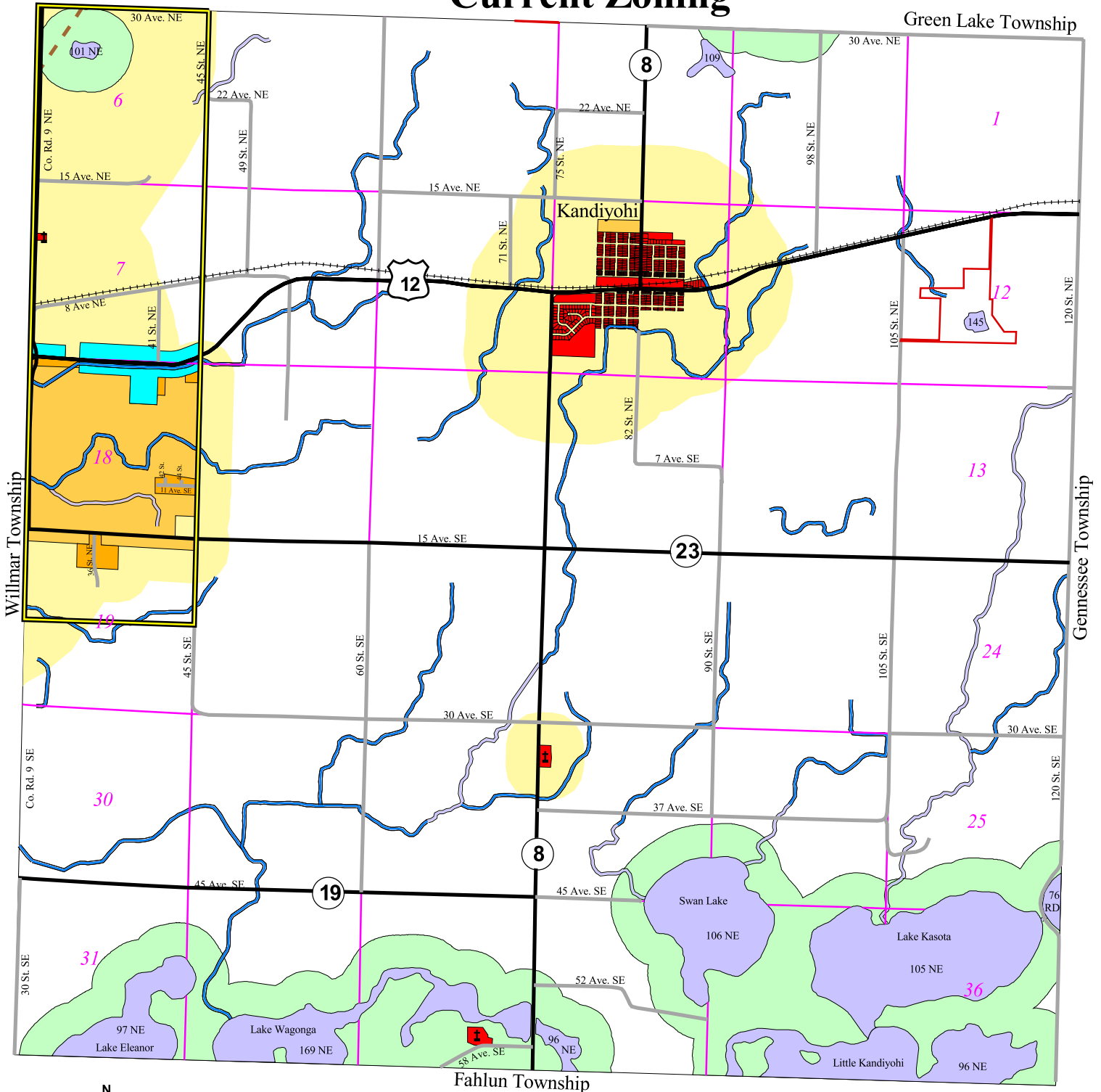
**Special Features:** City of Kandiyohi



Kandiyohi Township has experienced an overall population increase during the last 40 years, although the population has declined by 102 people since 1980. This can be partially explained by a decreasing average household size during that time period. Table 5M confirms this by showing how the number of households in the Township has actually increased by 104 since 1960. Kandiyohi Township should continue to experience an increase over the next 20 years, gaining approximately 56 residents and 21 households based on the Township’s historic growth levels. Although Map 5M reveals that most of Kandiyohi Township is zoned A-1, several R-1 Shoreland Management districts are located around the numerous lakes found in the southern portion of the Township. Notice also that Map 5M identifies the location of Willmar’s urban growth boundary along the northwestern edge of the Township.

<b>Table 5M: Kandiyohi</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	489	591	702	663	600
Households	121	153	214	209	225
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	607	614	621	628	28
Based on Last 40 Years	<b>614</b>	<b>628</b>	<b>642</b>	<b>656</b>	<b>56</b>
Fast Annual Growth	621	642	662	683	83
<b>Households Based on 2.67 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	227	230	233	235	10
Based on Last 40 Years	<b>230</b>	<b>235</b>	<b>240</b>	<b>246</b>	<b>21</b>
Fast Annual Growth	233	240	248	256	31

# Map 5M: Kandiyohi Township Current Zoning



- |                                 |                                   |                            |                            |
|---------------------------------|-----------------------------------|----------------------------|----------------------------|
| <b>Current Zoning Districts</b> | A-1 Agricultural Preservation     | Lakes & Wetlands           | DNR Trail                  |
|                                 | Restricted Agriculture            | Rivers & Streams           | U.S. Highway               |
|                                 | R-1 Shoreland Management          | Drainage Ditch             | State Highway              |
|                                 | R-1 Platted                       | Wildlife & Waterfowl Areas | County Road                |
|                                 | R-2 Community Residence           | Urban Growth Boundary      | Church                     |
|                                 | R-2 Platted                       | Unpaved Roads              | <i>1-36</i> Section Number |
|                                 | I-1 Industrial Development        | Paved Roads                |                            |
|                                 | C-1 Central Commercial            | Railroads                  |                            |
|                                 | C-2 Highway Commercial Service    | Section Lines              |                            |
|                                 | Incorporated Cities / Public Land |                            |                            |

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Lake Andrew Township

**Location:** Northwest Central

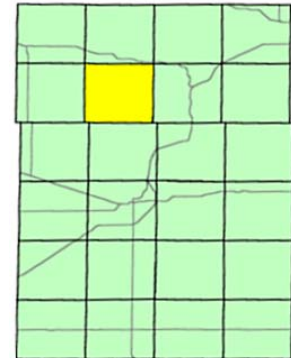
**Population:** 1,051

**Households:** 413

**Major Roads:** U.S. Highway 71, County Roads 5, 29, 38 and 40

**Water Features:** Shakopee Creek, Lake Florida, Lake Andrew, and Crook, Norway and Middle Lakes

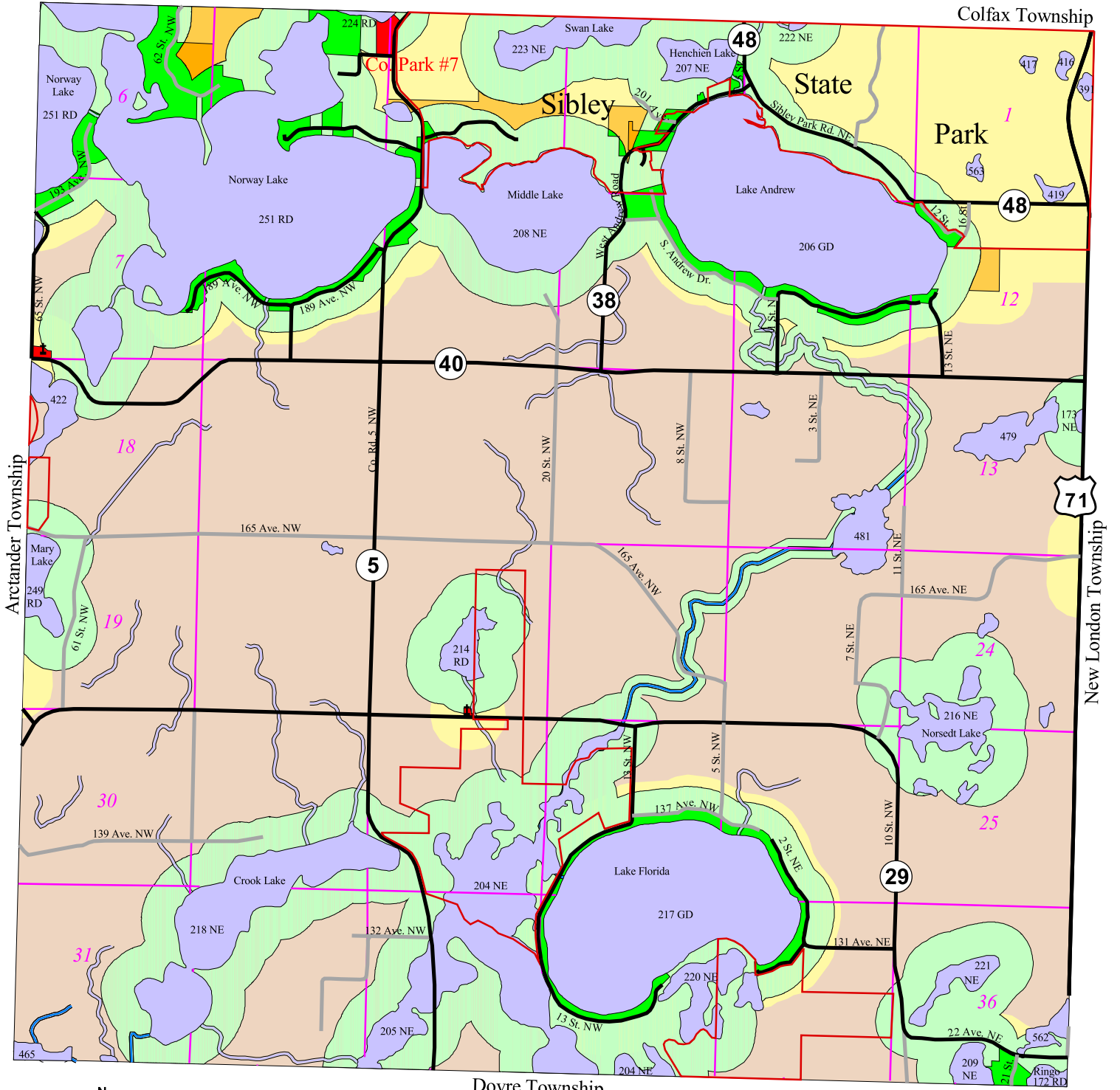
**Special Features:** Sibley State Park and County Park 7



Lake Andrew Township was the fourth most populated township in Kandiyohi County in 2000, with a total of 1,051 residents. The Township has seen a rapid increase in population and households over the last 40 years, due in large part to the several lakes located throughout the Township. As a result of the numerous lakes, a large portion of Lake Andrew Township is zoned R-1 Shoreland Management. Table 5N projects that Lake Andrew Township could gain an additional 295 people and 117 households over the next 20 years, assuming that growth occurs as it has since 1960. Map 5N illustrates that Sections 1 through 12 in Lake Andrew Township are mostly consumed by lakes, R-1 Shoreland Management areas and Sibley State Park.

<b>Table 5N: Lake Andrew</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	461	503	656	749	1,051
Households	140	157	234	295	413
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	1,088	1,125	1,162	1,199	148
Based on Last 40 Years	<b>1,125</b>	<b>1,199</b>	<b>1,272</b>	<b>1,346</b>	<b>295</b>
Fast Annual Growth	1,162	1,273	1,383	1,494	443
<b>Households Based on 2.54 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	428	443	457	472	59
Based on Last 40 Years	<b>443</b>	<b>472</b>	<b>501</b>	<b>530</b>	<b>117</b>
Fast Annual Growth	457	501	544	588	175

# Map 5N: Lake Andrew Township Current Zoning



- Current Zoning Districts**
- A-2 General Agricultural
  - Restricted Agriculture
  - R-1 Shoreland Management
  - R-1 Platted
  - R-2 Community Residence
  - R-2 Platted
  - I-1 Industrial Development
  - C-1 Central Commercial
  - C-2 Highway Commercial Service
  - Incorporated Cities / Public Land
  - Lakes & Wetlands
  - Rivers & Streams
  - Drainage Ditch
  - Wildlife & Waterfowl Areas
  - Urban Growth Boundary
  - Unpaved Roads
  - Paved Roads
  - Railroads
  - Section Lines
  - DNR Trail
  - U.S. Highway
  - State Highway
  - County Road
  - Church
- 1-36 Section Number*
- NE - Natural Environment Lake  
GD - General Development Lake  
RD - Recreational Development Lake

## Lake Elizabeth Township

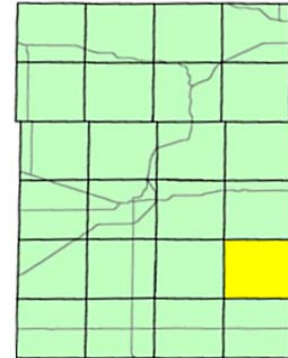
**Location:** Southeast corner bordering Meeker County

**Population:** 277

**Households:** 89

**Major Roads:** County Roads 2, 4 and 20

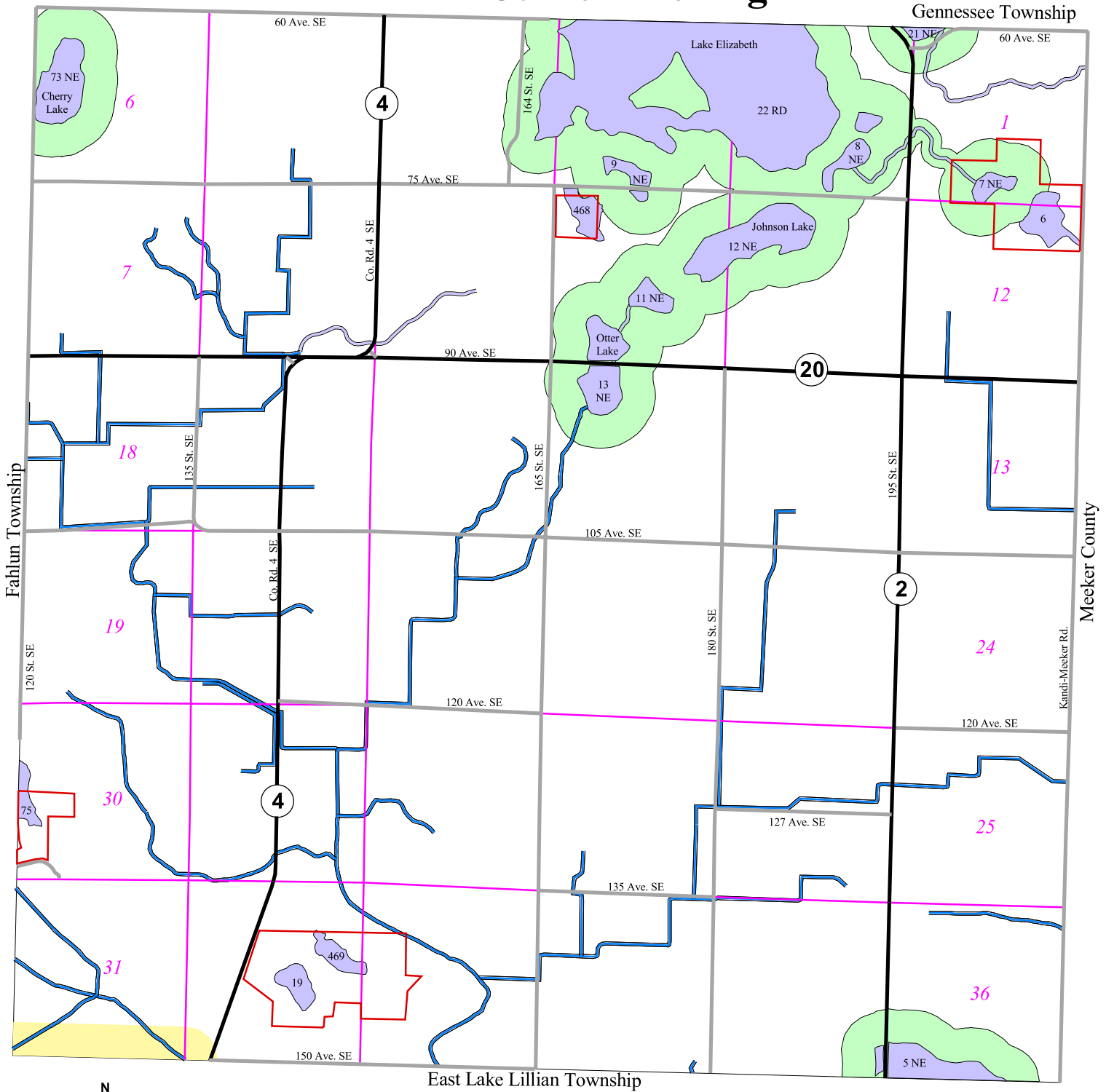
**Water Features:** Otter and Johnson Lakes and Lake Elizabeth



Lake Elizabeth Township, located in the southeast corner of Kandiyohi County and adjacent to Meeker County, has experienced a decline in both population and households over the last 40 years. In 2000, Lake Elizabeth Township was the third least populated township in the County with 277 residents. Although the number of households in the Township has not fluctuated much since 1960, the 89 households in 2000 was a 40-year low. Map 5O reveals that most of Lake Elizabeth Township is zoned A-1. Several lakes are located in the northern portion of the Township, however, including Lake Elizabeth, a large recreational development lake. Any new residential growth in the Township over the next 20 years will likely take place in the R-1 Shoreland Management areas near these lakes.

<b>Table 5O: Lake Elizabeth</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	397	342	320	293	277
Households	105	95	98	104	89
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	270	262	255	247	-30
Based on Last 40 Years	<b>262</b>	<b>247</b>	<b>232</b>	<b>217</b>	<b>-60</b>
Slow Annual Growth	289	302	314	326	49
<b>Households Based on 3.11 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	87	84	82	79	-10
Based on Last 40 Years	<b>84</b>	<b>79</b>	<b>75</b>	<b>70</b>	<b>-19</b>
Slow Annual Growth	93	97	101	105	16

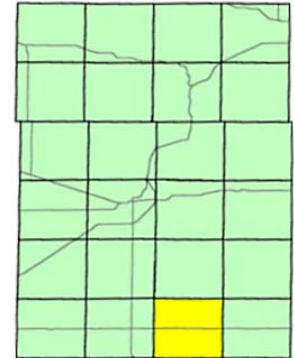
# Map 50: Lake Elizabeth Township Current Zoning



- |  |   |   |
|--|---|---|
| <p><b>Current Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: white; margin-right: 5px;"></span> A-1 Agricultural Preservation</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Restricted Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; margin-right: 5px;"></span> R-1 Shoreland Management</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> R-1 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; margin-right: 5px;"></span> R-2 Community Residence</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkorange; margin-right: 5px;"></span> R-2 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; margin-right: 5px;"></span> I-1 Industrial Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; margin-right: 5px;"></span> C-1 Central Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: blue; margin-right: 5px;"></span> C-2 Highway Commercial Service</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; margin-right: 5px;"></span> Incorporated Cities / Public Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; margin-right: 5px;"></span> Lakes &amp; Wetlands</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Rivers &amp; Streams</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Drainage Ditch</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid red; margin-right: 5px;"></span> Wildlife &amp; Waterfowl Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid yellow; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Unpaved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Paved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Railroads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid magenta; margin-right: 5px;"></span> Section Lines</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></span> DNR Trail</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> U.S. Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> State Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> County Road</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Church</li> </ul> <p style="text-align: right; color: magenta;">1-36 Section Number</p> |
|--|---|---|
- NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Lake Lillian Township

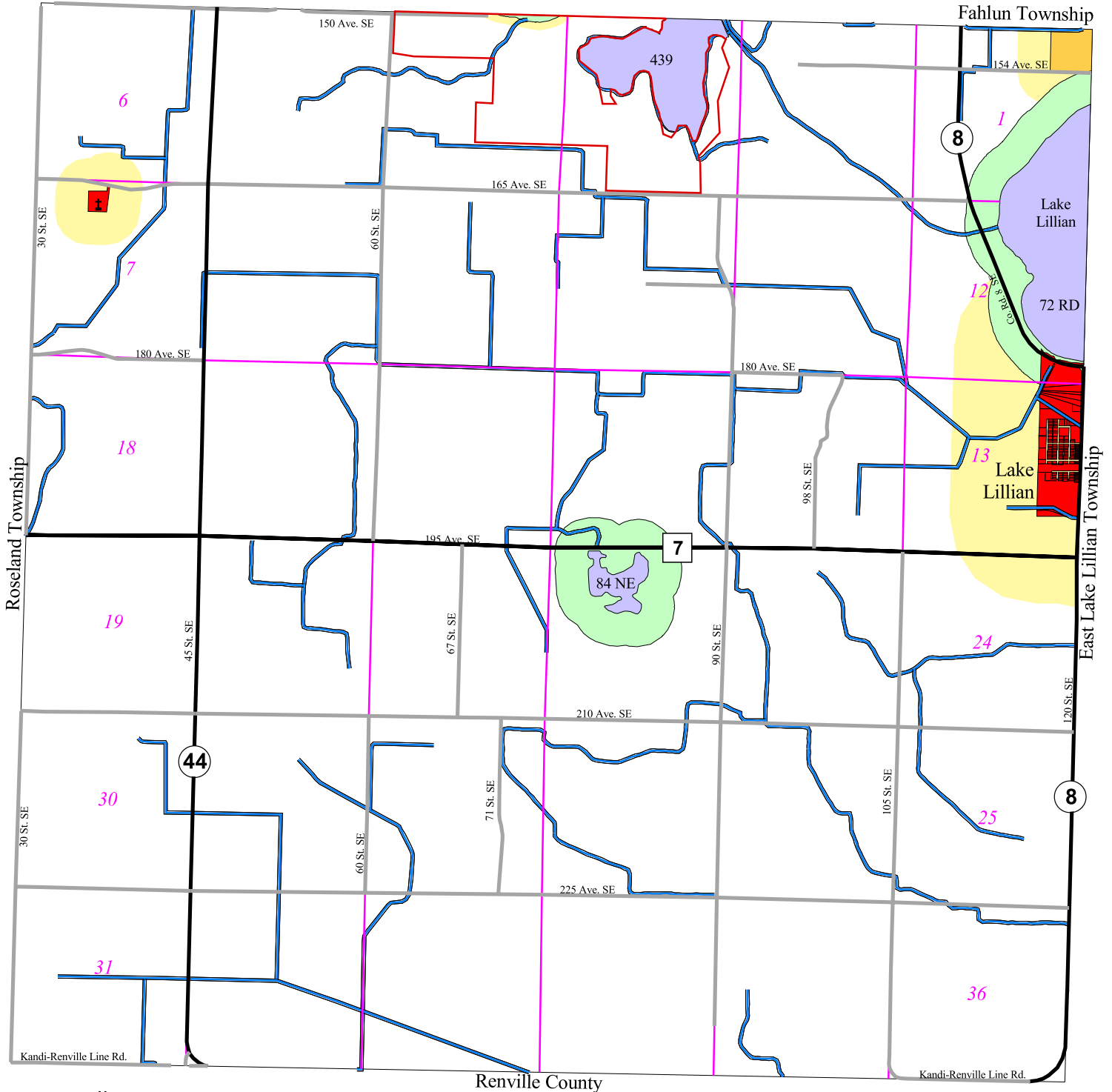
- Location:** Southeast corner bordering Renville County
- Population:** 221
- Households:** 86
- Major Roads:** State Highway 7, County Roads 8, 16 and 44
- Water Features:** Lake Lillian
- Special Features:** City of Lake Lillian



Lake Lillian Township, located in the southeast corner of Kandiyohi County and bordering Renville County, has lost nearly half of its population over the last 40 years and was the least populated township in the County in 2000 with 221 people. Despite a gain of 5 households during the 1980s, the Township lost 23 households between 1960 and 2000. Map 5P shows that most of the Township is zoned A-1 and that a portion of the City of Lake Lillian is located in Sections 12 and 13. A portion of the large recreational development lake, Lake Lillian, is also located in the northeastern corner of the Township. State Highway 7 dissects the Township into a northern and southern half, running east/west through the center of the Township.

<b>Table 5P: Lake Lillian</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	435	345	283	254	221
Households	109	90	94	99	86
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	208	194	181	167	-54
Based on Last 40 Years	<b>194</b>	<b>168</b>	<b>141</b>	<b>114</b>	<b>-107</b>
Slow Annual Growth	243	265	286	308	87
<b>Households Based on 2.57 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	81	75	70	65	-21
Based on Last 40 Years	<b>75</b>	<b>65</b>	<b>55</b>	<b>44</b>	<b>-42</b>
Slow Annual Growth	95	103	111	120	34

# Map 5P: Lake Lillian Township Current Zoning



- |  |   |   |
|--|---|---|
| <p><b>Current Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: white; margin-right: 5px;"></span> A-1 Agricultural Preservation</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Restricted Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; margin-right: 5px;"></span> R-1 Shoreland Management</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> R-1 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; margin-right: 5px;"></span> R-2 Community Residence</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: darkorange; margin-right: 5px;"></span> R-2 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; margin-right: 5px;"></span> I-1 Industrial Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; margin-right: 5px;"></span> C-1 Central Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: blue; margin-right: 5px;"></span> C-2 Highway Commercial Service</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; margin-right: 5px;"></span> Incorporated Cities / Public Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; margin-right: 5px;"></span> Lakes &amp; Wetlands</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Rivers &amp; Streams</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed blue; margin-right: 5px;"></span> Drainage Ditch</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dotted blue; margin-right: 5px;"></span> Wildlife &amp; Waterfowl Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Unpaved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Paved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Railroads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid magenta; margin-right: 5px;"></span> Section Lines</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dashed black; margin-right: 5px;"></span> DNR Trail</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> U.S. Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> State Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> County Road</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: red; margin-right: 5px;"></span> Church</li> </ul> <p style="text-align: right; color: magenta;">1-36 Section Number</p> |
|--|---|---|
- NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Mamre Township

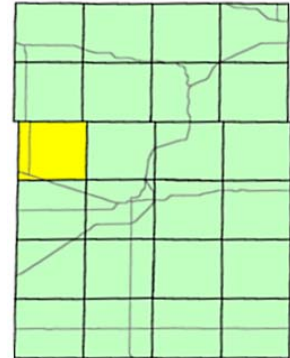
**Location:** West bordering Swift County

**Population:** 384

**Households:** 128

**Major Roads:** U.S. Highway 12, State Highway 104, County Roads 1 and 27

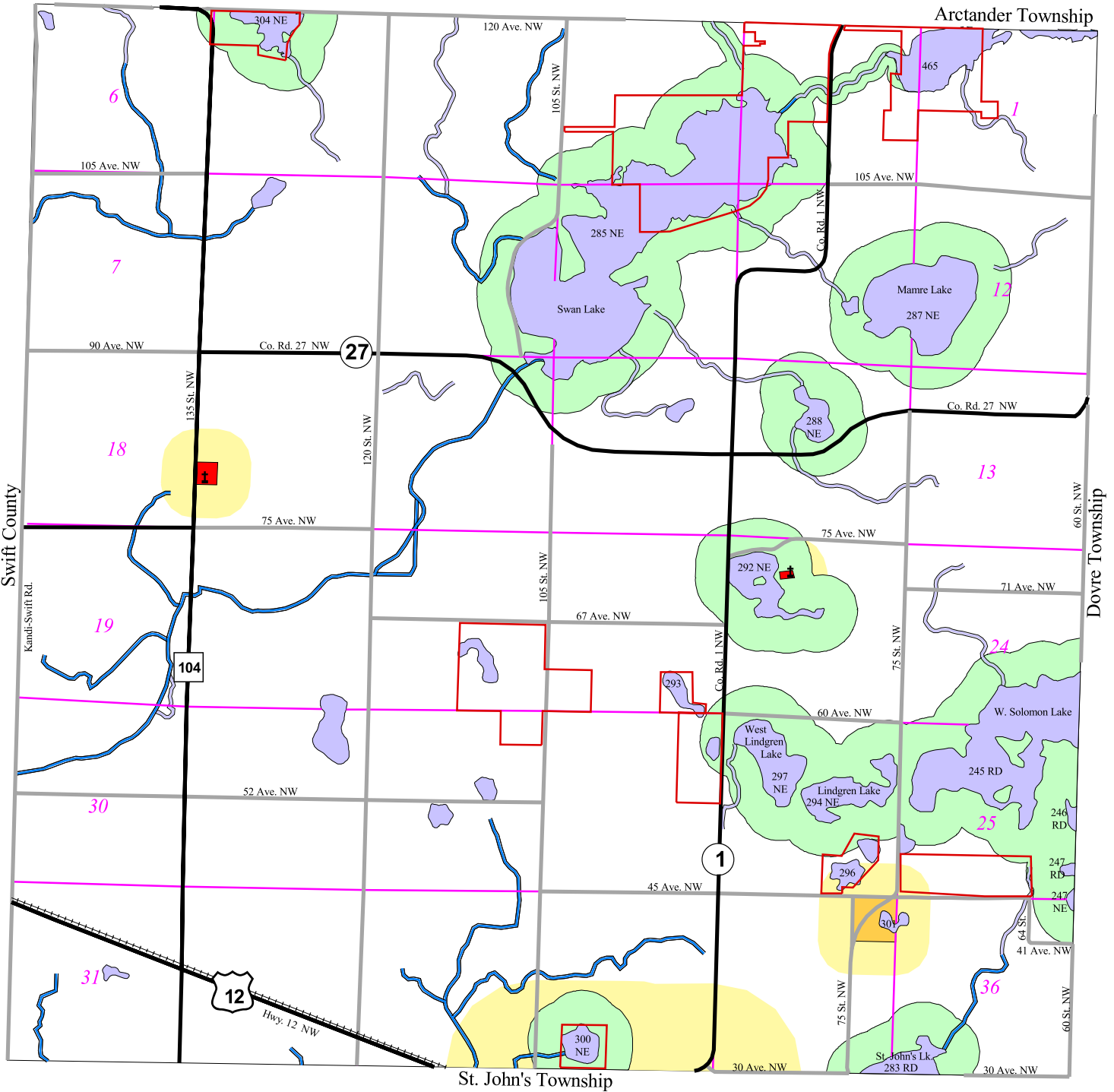
**Water Features:** Swan, Mamre, Bunning, Church, West Lindgren, Lindgren and West Solomon Lakes and Shakopee Creek



Mamre Township’s population in 2000 was nearly the same as it was in 1960. Table 5Q, however, shows that Mamre Township has experienced a decrease of 43 people since 1990. Despite the recent population decline, Table 5Q reveals that Mamre Township gained 20 households from 1960 to 2000. Most of the Township is zoned A-1, with several R-1 Shoreland Management areas located around its numerous lakes. Mamre Township borders Swift County to the west, while the Township’s southeastern corner is located approximately two miles from the City of Willmar. The City of Pennock’s northern corporate limit is actually identical to a portion of the Township’s southern boundary. U.S. Highway 12 is also located in the southwestern part of the Township.

<b>Table 5Q: Mamre</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	375	369	402	427	384
Households	108	104	114	124	128
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	385	385	386	386	2
Based on Last 40 Years	<b>385</b>	<b>387</b>	<b>387</b>	<b>389</b>	<b>5</b>
Fast Annual Growth	386	388	389	391	7
<b>Households Based on 3.00 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	128	128	129	129	1
Based on Last 40 Years	<b>128</b>	<b>129</b>	<b>129</b>	<b>130</b>	<b>2</b>
Fast Annual Growth	129	129	130	130	2

# Map 5Q: Mamre Township Current Zoning

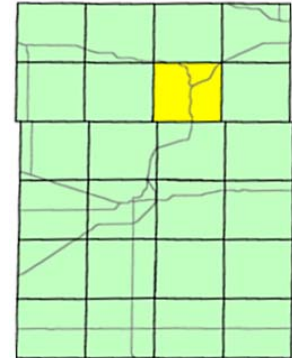


- |                                 |                                   |                            |                            |
|---------------------------------|-----------------------------------|----------------------------|----------------------------|
| <b>Current Zoning Districts</b> | A-1 Agricultural Preservation     | Lakes & Wetlands           | DNR Trail                  |
|                                 | Restricted Agriculture            | Rivers & Streams           | U.S. Highway               |
|                                 | R-1 Shoreland Management          | Drainage Ditch             | State Highway              |
|                                 | R-1 Platted                       | Wildlife & Waterfowl Areas | County Road                |
|                                 | R-2 Community Residence           | Urban Growth Boundary      | Church                     |
|                                 | R-2 Platted                       | Unpaved Roads              | <i>1-36</i> Section Number |
|                                 | I-1 Industrial Development        | Paved Roads                |                            |
|                                 | C-1 Central Commercial            | Railroads                  |                            |
|                                 | C-2 Highway Commercial Service    | Section Lines              |                            |
|                                 | Incorporated Cities / Public Land |                            |                            |

NE - Natural Environment Lake  
GD - General Development Lake  
RD - Recreational Development Lake

## New London Township

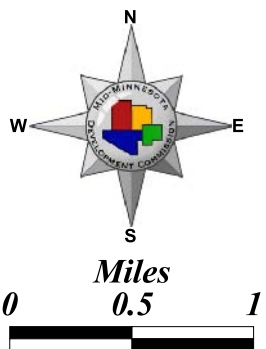
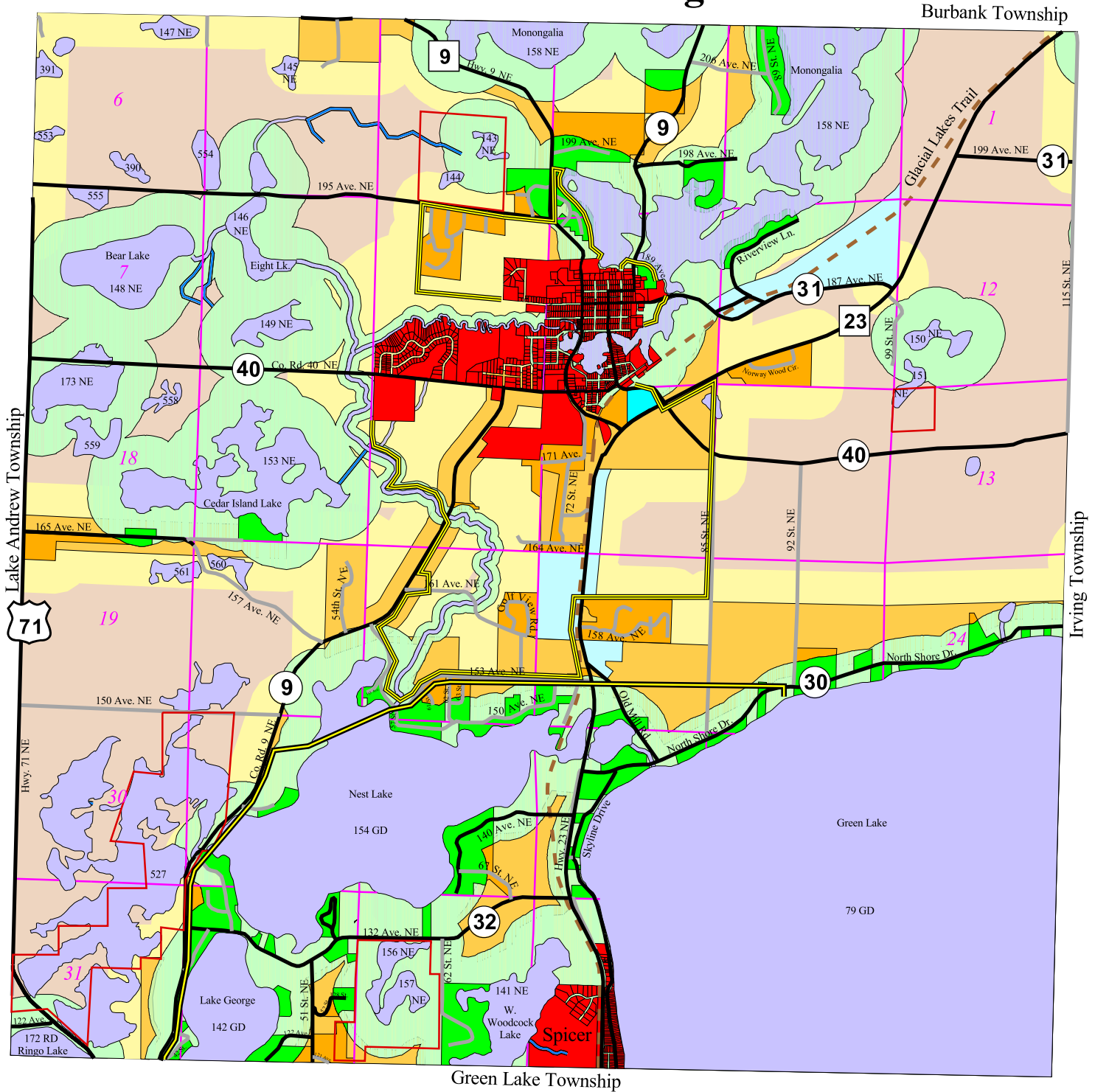
- Location:** Northeast Central
- Population:** 3,057
- Households:** 1,173
- Major Roads:** U.S. Highway 71, State Highways 9 and 23, County Roads 9, 30, 32 and 40
- Water Features:** Green, Monongalia, Cedar Island, Bear, Nest, George and West Woodcock Lakes
- Special Features:** Cities of New London and Spicer and Green Lake Sanitary Sewer and Water District



New London Township is the most populated township in Kandiyohi County, with a population of 3,057 residents in 2000. Table 5R shows that the Township has experienced rapid population and household growth over the last 40 years. Based on the growth that has occurred since 1960, New London Township is projected to gain an additional 974 residents and 371 households over the next 20 years, however, the strong housing growth may level off once it reaches a “saturation” point. New London Township’s many lakes, major highways and the close proximity to the Cities of Spicer, New London and Willmar, have all been major factors contributing to the Township’s rapid growth. The expansion of the Green Lake Sanitary Sewer and Water District and the State Highway 23 four-lane project will likely be key factors contributing to additional growth in the Township over the next 20 years.

<b>Table 5R: New London</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	1,110	1,347	2,289	2,679	3,057
Households	330	416	786	948	1,173
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	3,179	3,301	3,422	3,544	487
Based on Last 40 Years	<b>3,301</b>	<b>3,544</b>	<b>3,788</b>	<b>4,031</b>	<b>974</b>
Fast Annual Growth	3,422	3,788	4,153	4,518	1,461
<b>Households Based on 2.61 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	1,218	1,265	1,311	1,358	185
Based on Last 40 Years	<b>1,265</b>	<b>1,358</b>	<b>1,451</b>	<b>1,544</b>	<b>371</b>
Fast Annual Growth	1,311	1,451	1,591	1,731	558

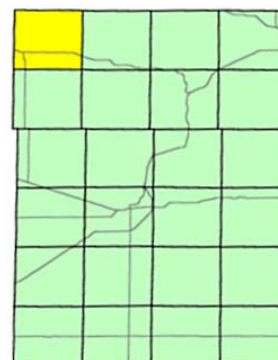
# Map 5R: New London Township Current Zoning



- Current Zoning Districts**
- A-2 General Agricultural
  - Restricted Agriculture
  - R-1 Shoreland Management
  - R-1 Platted
  - R-2 Community Residence
  - R-2 Platted
  - I-1 Industrial Development
  - C-1 Central Commercial
  - C-2 Highway Commercial Service
  - Incorporated Cities / Public Land
- Lakes & Wetlands
  - Rivers & Streams
  - Drainage Ditch
  - Wildlife & Waterfowl Areas
  - Urban Growth Boundary
  - Unpaved Roads
  - Paved Roads
  - Railroads
  - Section Lines
- DNR Trail
  - U.S. Highway
  - State Highway
  - County Road
  - Church
  - 1-36 Section Number
- NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Norway Lake Township

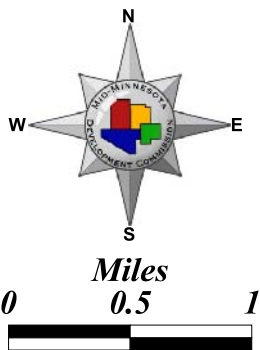
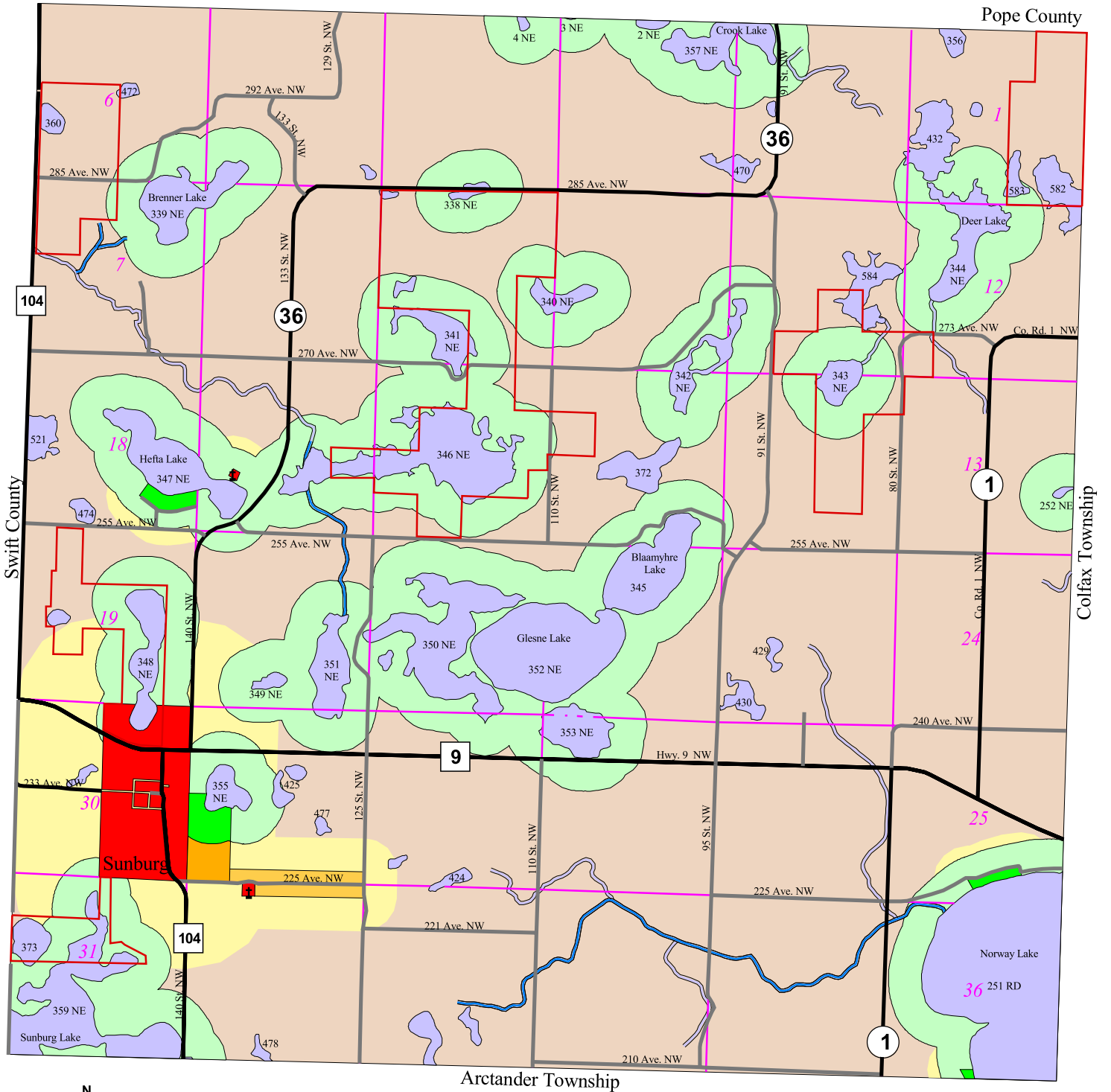
- Location:** Northwest corner bordering Swift and Pope Counties
- Population:** 284
- Households:** 115
- Major Roads:** State Highways 9 and 104, County Roads 1 and 36
- Water Features:** Lake Hefta, Golden Pond, and Sunburg, East Sunburg, Brenner, Crook, Deer, Glesne and Blaamyhre Lakes
- Special Features:** City of Sunburg



Norway Lake Township has experienced a population and household decline over the last 40 years. Table 5S reveals that the Township lost 128 people from 1960 to 2000, making it the fourth least populated township in Kandiyohi County. The population, however, only decreased by seven residents in the last ten years. Norway Lake Township has several lakes, most of which are classified as natural environment lakes. A large amount of residential development exists on Norway Lake, located in the southeastern corner of the Township. Norway Lake Township is predominately zoned A-2 and R-1 Shoreland Management. The Township has the City of Sunburg within its boundary and borders Swift County to the west and Pope County to the north.

<b>Table 5S: Norway Lake</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	412	345	360	291	284
Households	119	107	117	102	115
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	276	268	260	252	-32
Based on Last 40 Years	<b>268</b>	<b>252</b>	<b>236</b>	<b>220</b>	<b>-64</b>
Fast Annual Growth	298	311	325	338	54
<b>Households Based on 2.47 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	112	109	105	102	-13
Based on Last 40 Years	<b>109</b>	<b>102</b>	<b>96</b>	<b>89</b>	<b>-26</b>
Fast Annual Growth	121	126	132	137	22

# Map 5S: Norway Lake Township Current Zoning

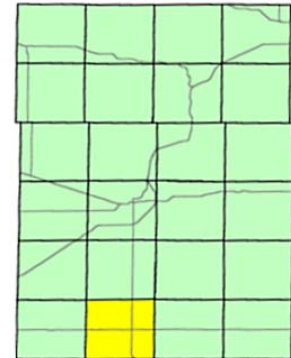


- |   |   |   |
|---|---|---|
| <p><b>Current Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f4b084; border: 1px solid black; margin-right: 5px;"></span> A-2 General Agricultural</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Restricted Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> R-1 Shoreland Management</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4db6ac; border: 1px solid black; margin-right: 5px;"></span> R-1 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc80; border: 1px solid black; margin-right: 5px;"></span> R-2 Community Residence</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffb74d; border: 1px solid black; margin-right: 5px;"></span> R-2 Platted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #9c27b0; border: 1px solid black; margin-right: 5px;"></span> I-1 Industrial Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #81c784; border: 1px solid black; margin-right: 5px;"></span> C-1 Central Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #00bcd4; border: 1px solid black; margin-right: 5px;"></span> C-2 Highway Commercial Service</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff0000; border: 1px solid black; margin-right: 5px;"></span> Incorporated Cities / Public Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #bbdefb; border: 1px solid black; margin-right: 5px;"></span> Lakes &amp; Wetlands</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px solid black; margin-right: 5px;"></span> Rivers &amp; Streams</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px dashed black; margin-right: 5px;"></span> Drainage Ditch</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px dashed red; margin-right: 5px;"></span> Wildlife &amp; Waterfowl Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px dashed yellow; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px solid grey; margin-right: 5px;"></span> Unpaved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px solid black; margin-right: 5px;"></span> Paved Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px solid black; margin-right: 5px;"></span> Railroads</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px dashed pink; margin-right: 5px;"></span> Section Lines</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px dashed black; margin-right: 5px;"></span> DNR Trail</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> U.S. Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> State Highway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> County Road</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Church / Cemetary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> 1-36 Section Number</li> </ul> |
|---|---|---|

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Roseland Township

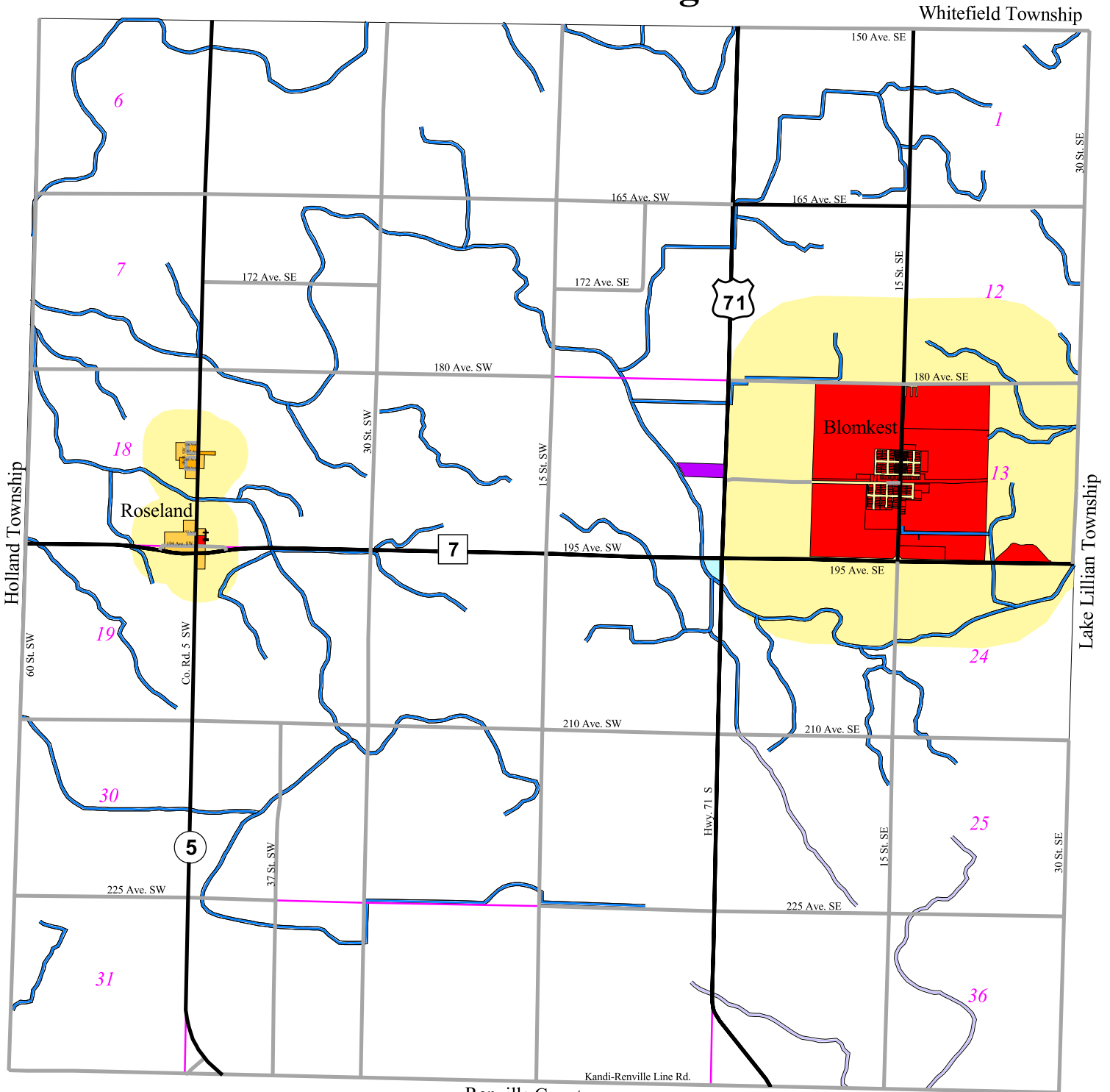
- Location:** Southwest corner bordering Renville County
- Population:** 477
- Households:** 157
- Major Roads:** U.S. Highway 71, State Highway 7, County Roads 5 and 11
- Water Features:** Chetamba Creek
- Special Features:** City of Blomkest



Roseland Township, located in southwestern Kandiyohi County bordering Renville County, has experienced both a population and household decline over the last 40 years. According to Table 5T, Roseland Township has lost 178 residents from 1960 to 2000. The number of households, however, has only decreased by 15 during the same time period. Map 5T reveals that most of the Township is zoned A-1, however, a large Restricted Agricultural district exists around the City of Blomkest. U.S. Highway 71 and State Highway 7 intersect near the center of the Township.

<b>Table 5T: Roseland</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	655	572	519	485	477
Households	172	156	169	170	157
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	466	455	443	432	-45
Based on Last 40 Years	<b>455</b>	<b>433</b>	<b>410</b>	<b>388</b>	<b>-89</b>
Slow Annual Growth	493	510	526	542	65
<b>Households Based on 3.04 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	153	150	146	142	-15
Based on Last 40 Years	<b>150</b>	<b>142</b>	<b>135</b>	<b>128</b>	<b>-29</b>
Slow Annual Growth	162	168	173	178	21

# Map 5T: Roseland Township Current Zoning



**Current Zoning Districts**

- A-1 Agricultural Preservation
- Restricted Agriculture
- R-1 Shoreland Management
- R-1 Platted
- R-2 Community Residence
- R-2 Platted
- I-1 Industrial Development
- C-1 Central Commercial
- C-2 Highway Commercial Service
- Incorporated Cities / Public Land

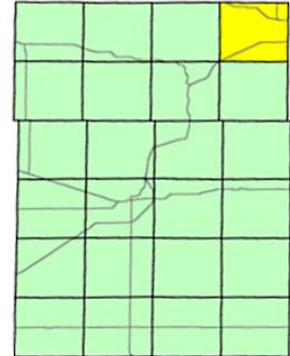
- Lakes & Wetlands
- Rivers & Streams
- Drainage Ditch
- Wildlife & Waterfowl Areas
- Urban Growth Boundary
- Unpaved Roads
- Paved Roads
- Railroads
- Section Lines

- DNR Trail
- U.S. Highway
- State Highway
- County Road
- + Church / Cemetary
- 1-36 Section Number

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## Roseville Township

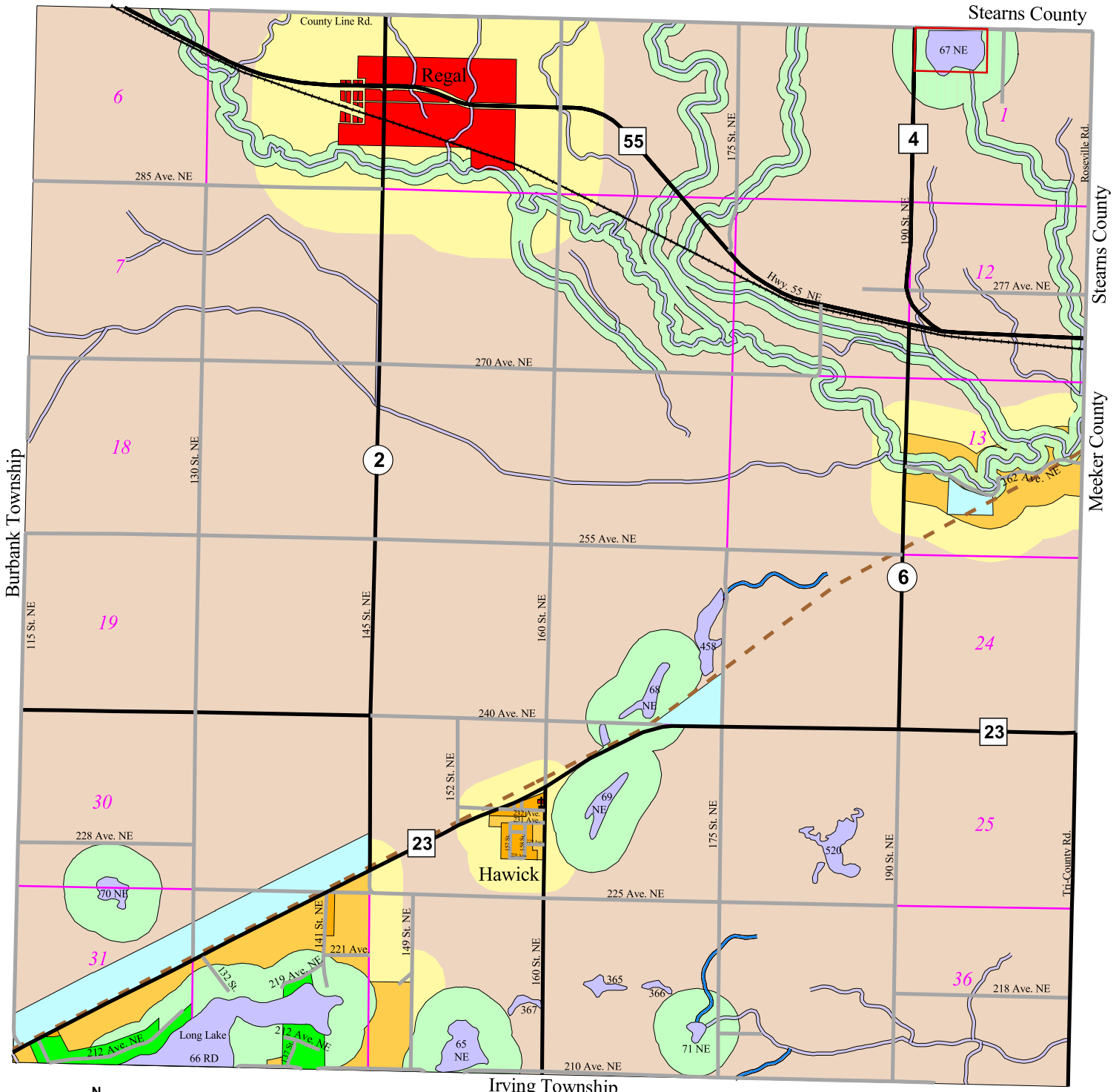
- Location:** Northeast corner bordering Stearns County
- Population:** 570
- Households:** 208
- Major Roads:** State Highways 4, 23 and 55, County Roads 2, 6 and 33
- Water Features:** North Long, Otter, and Reamer Lakes and North Fork Crow River
- Special Features:** The Glacial Lakes Bike Trail, City of Regal and Hawick (unincorporated)



Roseville Township has experienced an increase in both population and households over the last 40 years. According to Table 5U, Roseville Township has gained 153 residents and 100 households from 1960 to 2000. Based on this growth, Roseville Township is projected to gain approximately 77 people and 28 households over the next 20 years. Map 5U shows that the majority of the land in Roseville Township is zoned A-2. The Map also illustrates that Roseville Township has a few lakes along with a portion of the North Fork of the Crow River. Map 5U also reveals that Roseville Township has the City of Regal, the small unincorporated community of Hawick and three State Highways located within the Township.

<b>Table 5U: Roseville</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	417	446	541	485	570
Households	108	114	161	162	208
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	580	589	599	608	38
Based on Last 40 Years	<b>589</b>	<b>609</b>	<b>628</b>	<b>647</b>	<b>77</b>
Fast Annual Growth	599	628	656	685	115
<b>Households Based on 2.74 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Growth	212	215	219	222	14
Based on Last 40 Years	<b>215</b>	<b>222</b>	<b>229</b>	<b>236</b>	<b>28</b>
Fast Annual Growth	219	229	239	250	42

# Map 5U: Roseville Township Current Zoning



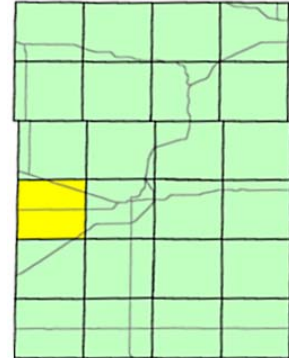
**Current Zoning Districts**

- |                                   |                            |                     |
|-----------------------------------|----------------------------|---------------------|
| A-2 General Agricultural          | Lakes & Wetlands           | DNR Trail           |
| Restricted Agriculture            | Rivers & Streams           | U.S. Highway        |
| R-1 Shoreland Management          | Drainage Ditch             | State Highway       |
| R-1 Platted                       | Wildlife & Waterfowl Areas | County Road         |
| R-2 Community Residence           | Urban Growth Boundary      | Church / Cemetary   |
| R-2 Platted                       | Unpaved Roads              | 1-36 Section Number |
| I-1 Industrial Development        | Paved Roads                |                     |
| C-1 Central Commercial            | Railroads                  |                     |
| C-2 Highway Commercial Service    | Section Lines              |                     |
| Incorporated Cities / Public Land |                            |                     |

NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## St. Johns Township

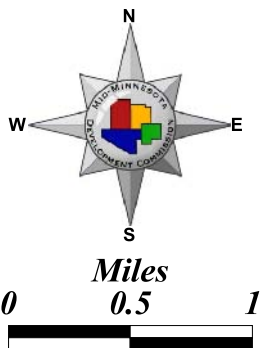
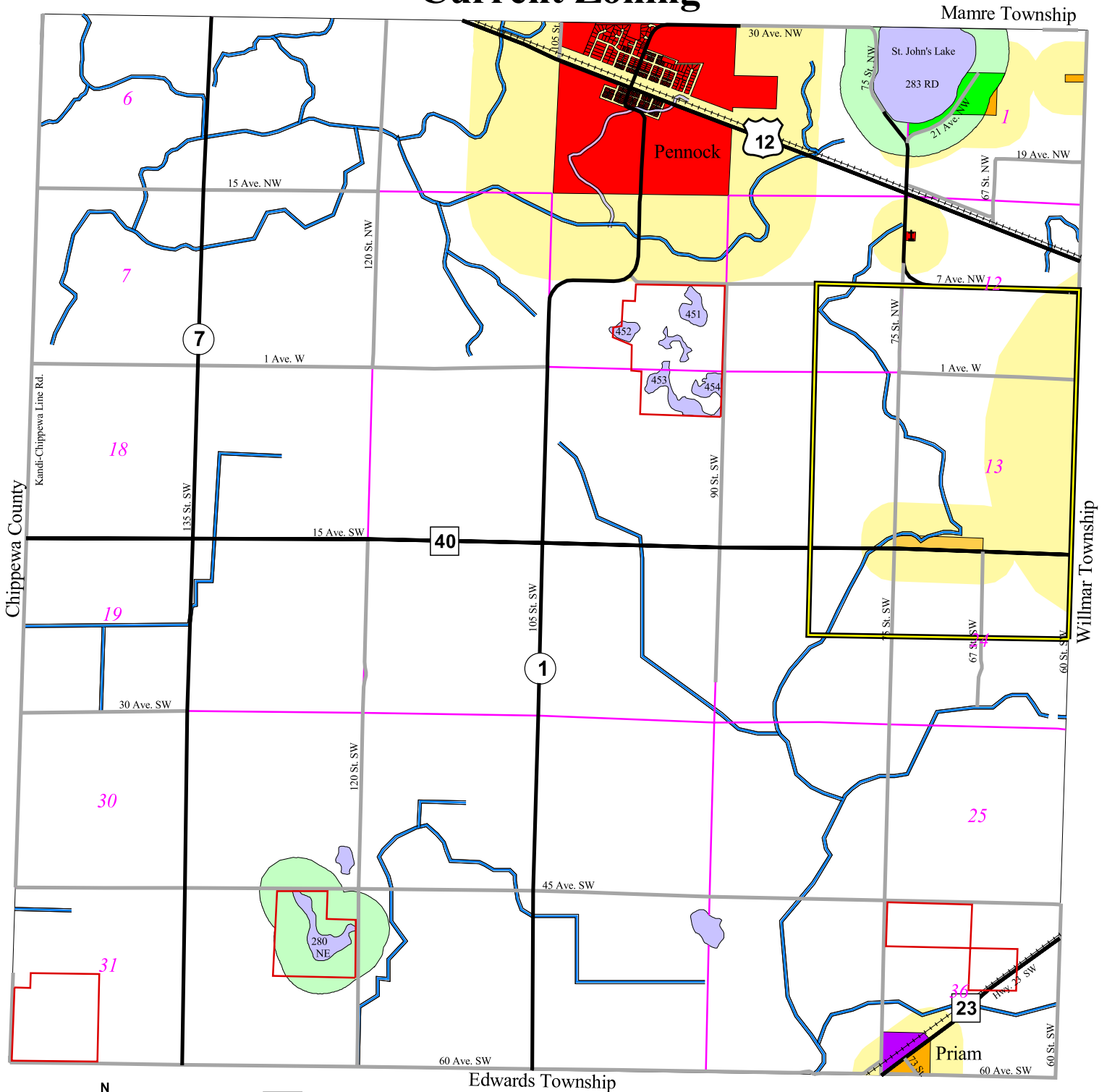
- Location:** West bordering Chippewa County
- Population:** 386
- Households:** 143
- Major Roads:** U.S. Highway 12, State Highways 23 and 40, County Roads 1 and 7
- Water Features:** Saint Johns Lake and Hawk Creek
- Special Features:** City of Pennock



St. Johns Township has experienced a decrease in population and an increase in households over the last 40 years to its current level of 386 people and 143 households. Table 5V reveals that, although St. Johns Township has lost 80 residents from 1960 to 2000, the Township gained 25 households. Map 5V illustrates that a majority of St. Johns Township is zoned A-1. St. Johns Township is located on the western edge of Kandiyohi County and borders Chippewa County to the west. Section 13 of the Township is located less than one mile from the City of Willmar’s corporate boundary. All of Section 3 in St. Johns Township is occupied by the City of Pennock.

<b>Table 5V: St. Johns</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	466	433	499	439	386
Households	118	121	161	152	143
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	381	376	371	366	-20
Based on Last 40 Years	<b>376</b>	<b>366</b>	<b>356</b>	<b>346</b>	<b>-40</b>
Slow Annual Growth	401	416	430	445	59
<b>Households Based on 2.70 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	141	139	137	136	-7
Based on Last 40 Years	<b>139</b>	<b>136</b>	<b>132</b>	<b>128</b>	<b>-15</b>
Slow Annual Growth	149	154	159	165	22

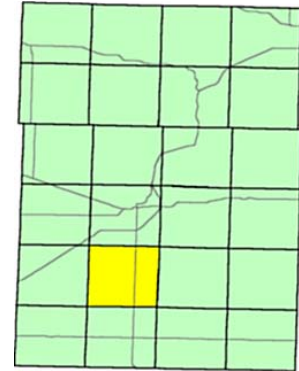
# Map 5V: St. Johns Township Current Zoning



- Current Zoning Districts**
- A-1 Agricultural Preservation
  - Restricted Agriculture
  - R-1 Shoreland Management
  - R-1 Platted
  - R-2 Community Residence
  - R-2 Platted
  - I-1 Industrial Development
  - C-1 Central Commercial
  - C-2 Highway Commercial Service
  - Incorporated Cities / Public Land
  - Lakes & Wetlands
  - Rivers & Streams
  - Drainage Ditch
  - Wildlife & Waterfowl Areas
  - Urban Growth Boundary
  - Unpaved Roads
  - Paved Roads
  - Railroads
  - Section Lines
  - DNR Trail
  - U.S. Highway
  - State Highway
  - County Road
  - Church / Cemetary
  - 1-36 Section Number
- NE - Natural Environment Lake  
GD - General Development Lake  
RD - Recreational Development Lake

## Whitefield Township

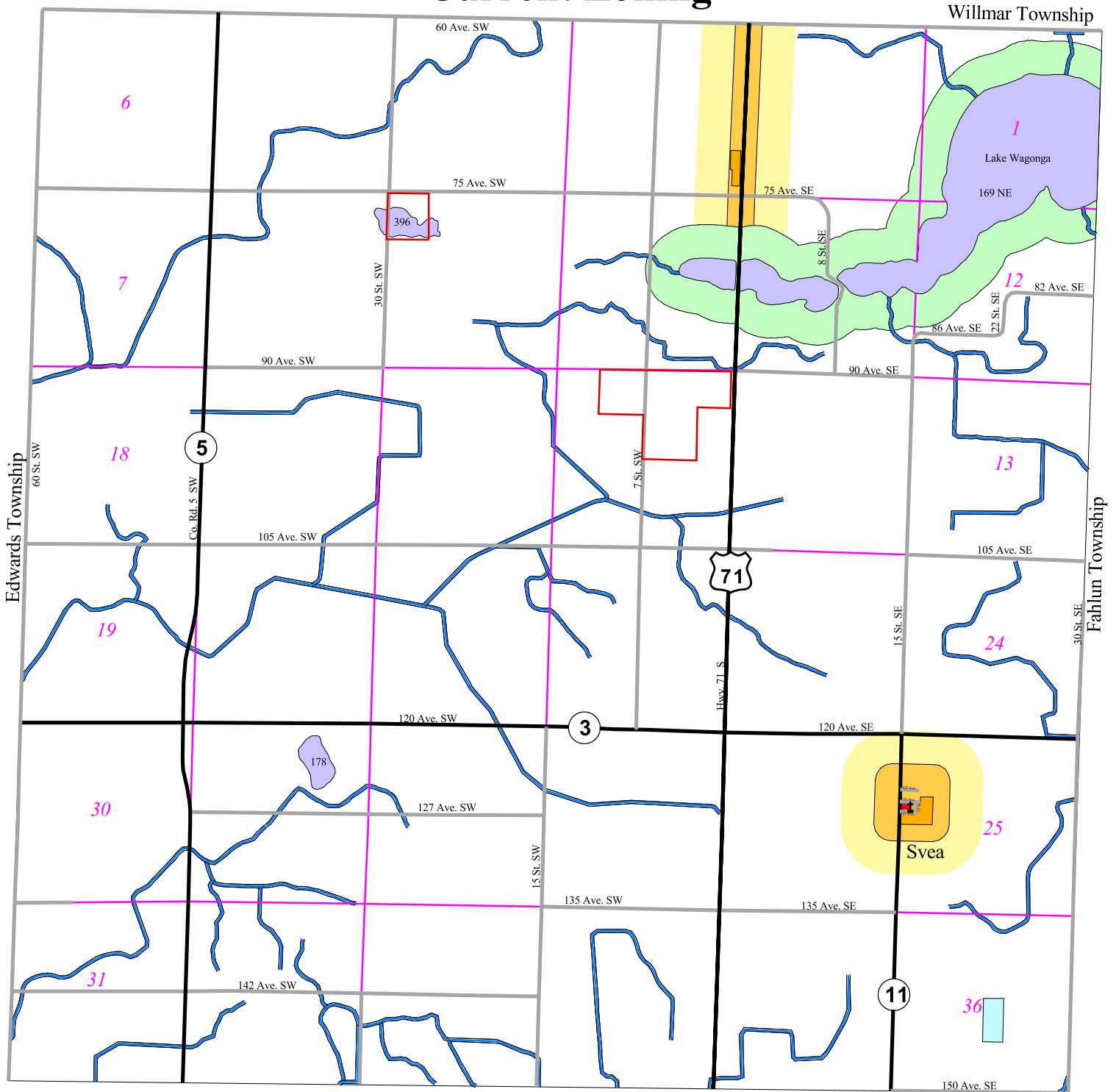
- Location:** Southwest Central
- Population:** 571
- Households:** 194
- Major Roads:** U.S. Highway 71, County Roads 3, 5 and 11
- Water Features:** Wagonga and Stevens Lake
- Special Features:** Svea (unincorporated)



Whitefield Township experienced a steady population decline from 1960 to 1990, followed by a gain from 1990 to 2000. Table 5W, however, reveals that Whitefield Township has gained 45 new households since 1960. Based on the Township’s historic population change since 1960, the Township could lose approximately 26 additional residents over the next 20 years. Map 5W illustrates that most of Whitefield Township is zoned A-1 with some R-1 Shoreland Management zoning around Wagonga Lake. U.S. Highway 71 runs north/south through the Township.

<b>Table 5W: Whitefield</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	623	560	531	506	571
Households	149	149	177	184	194
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	568	565	561	558	-13
Based on Last 40 Years	<b>565</b>	<b>558</b>	<b>552</b>	<b>545</b>	<b>-26</b>
Slow Annual Growth	584	597	610	623	52
<b>Households Based on 2.94 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	193	192	191	190	-4
Based on Last 40 Years	<b>192</b>	<b>190</b>	<b>188</b>	<b>185</b>	<b>-9</b>
Slow Annual Growth	199	203	194	212	18

# Map 5W: Whitefield Township Current Zoning



- |                                 |                                   |                             |                            |
|---------------------------------|-----------------------------------|-----------------------------|----------------------------|
| <b>Current Zoning Districts</b> | A-1 Agricultural Preservation     | Wildlife & Waterfowl Areas  | U.S. Highway               |
|                                 | Restricted Agriculture            | Protected Waters & Wetlands | State Highway              |
|                                 | R-1 Shoreland Management          | Rivers & Streams            | County Road                |
|                                 | R-1 Platted                       | Drainage Ditch              | Church / Cemetery          |
|                                 | R-2 Community Residence           | Unpaved Roads               | <i>1-36</i> Section Number |
|                                 | R-2 Platted                       | Paved Roads                 |                            |
|                                 | I-1 Industrial Development        | Railroads                   |                            |
|                                 | C-1 Central Commercial            | Section Lines               |                            |
|                                 | C-2 Highway Commercial Service    | DNR Trail                   |                            |
|                                 | Incorporated Cities / Public Land |                             |                            |
- Shoreland Management Class**  
 NE - Natural Environment  
 GD - General Development  
 RD - Recreational Development

## Willmar Township

**Location:** West Central

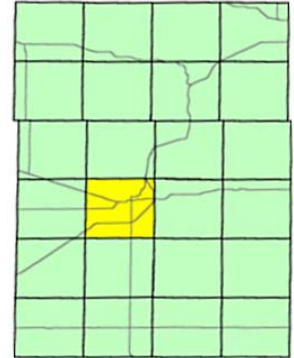
**Population:** 661

**Households:** 170

**Major Roads:** U.S. Highways 71 and 212, State Highways 23 and 40, County Roads 5, 9, 23 and 41

**Water Features:** Foot and Willmar Lakes; Hawk Creek

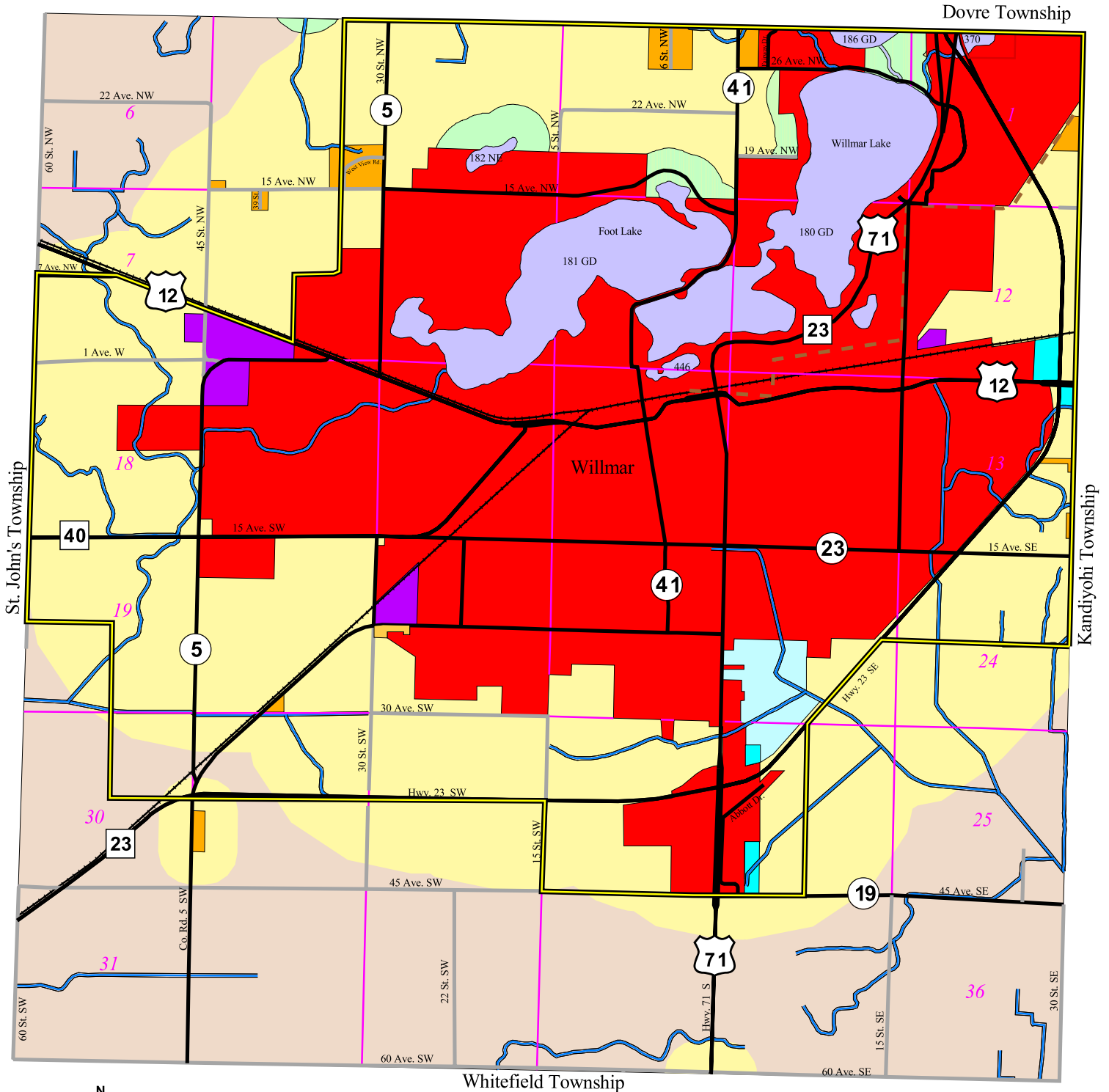
**Special Features:** City of Willmar



Willmar Township has experienced a large decrease in both population and households over the past 40 years, due primarily to the City of Willmar’s growth. As the City of Willmar has expanded, the City has annexed land from the Township, therefore reducing Willmar Township’s population and number of households in the process. Table 5X reveals that Willmar Township has lost 2,403 residents and 308 households since 1960. As a result, Willmar Township’s population and household gain or loss over the next 20 years will likely be impacted by the growth and demand for land from the City of Willmar. Most of the land outside of the City of Willmar is zoned either A-2 General Agriculture or Restricted Agriculture.

<b>Table 5X: Willmar</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	3,064	1,420	817	689	661
Households	478	235	194	237	170
<b>Population Projections</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	642	622	603	583	-78
Based on Last 20 Years	<b>622</b>	<b>583</b>	<b>544</b>	<b>505</b>	<b>-156</b>
Slow Annual Growth	676	692	707	722	61
<b>Households Based on 3.89 People</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>Change</b>
Slow Annual Decline	165	160	155	150	-20
Based on Last 20 Years	<b>160</b>	<b>150</b>	<b>140</b>	<b>130</b>	<b>-40</b>
Slow Annual Growth	174	178	182	186	16

# Map 5X: Willmar Township Current Zoning



- |   |  |   |
|---|--|---|
| <p><b>Current Zoning Districts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f4b084; border: 1px solid black; margin-right: 5px;"></span> A-2 Agricultural</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #fff2cc; border: 1px solid black; margin-right: 5px;"></span> Restricted Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> R-1 Shoreland Management</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #4db6ac; border: 1px solid black; margin-right: 5px;"></span> R-1 Platted</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ffccbc; border: 1px solid black; margin-right: 5px;"></span> R-2 Community Residence</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ffb74d; border: 1px solid black; margin-right: 5px;"></span> R-2 Platted</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #9c27b0; border: 1px solid black; margin-right: 5px;"></span> I-1 Industrial Development</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #42a5f5; border: 1px solid black; margin-right: 5px;"></span> C-1 Central Commercial</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #00bcd4; border: 1px solid black; margin-right: 5px;"></span> C-2 Highway Commercial Service</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ff0000; border: 1px solid black; margin-right: 5px;"></span> Incorporated Cities / Public Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #b3e5fc; border: 1px solid black; margin-right: 5px;"></span> Lakes &amp; Wetlands</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Rivers &amp; Streams</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px dashed blue; margin-right: 5px;"></span> Drainage Ditch</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px dotted red; margin-right: 5px;"></span> Wildlife &amp; Waterfowl Areas</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Urban Growth Boundary</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> Unpaved Roads</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Paved Roads</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Railroads</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid magenta; margin-right: 5px;"></span> Section Lines</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px dashed orange; margin-right: 5px;"></span> DNR Trail</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> U.S. Highway</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray; margin-right: 5px;"></span> State Highway</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> County Road</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Church / Cemetary</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid magenta; margin-right: 5px;"></span> I-36 Section Number</li> </ul> |
|---|--|---|
- NE - Natural Environment Lake  
 GD - General Development Lake  
 RD - Recreational Development Lake

## **Summary of the Township Profiles**

The information presented in Chapter Five shows that many of Kandiyohi County's Townships could continue to gain population over the next 20 years at a fairly constant pace. The following five factors will influence future township growth the most:

1. **The Location of Kandiyohi County** – Over the next 20 years, Willmar will continue to become one of the largest “regional centers” in west-central Minnesota. This, in addition to the expanding St. Cloud Metropolitan Area, will continue to attract new residents to Kandiyohi County.
2. **Natural Resources** – Kandiyohi County has a strong natural resource base that continues to attract both tourists and residents into the area.
3. **Green Lake Sanitary Sewer and Water District** – The Sewer and Water District is only at approximately one-third capacity with all of New London, Spicer and the Green Lake residents hooked-up. The excess sewer and water capacity will be able to accommodate the high growth that is anticipated for the Green Lake area in the future.
4. **Strong Economy** – Kandiyohi County has continued to expand its strong business and agricultural base, thus creating an environment that attracts further development and employment opportunities.
5. **Rural Character** – One of Kandiyohi County's largest strengths is that it offers a strong rural setting *and* many of the “urban amenities” that attract residential development.

These characteristics each contribute to the likelihood that most of Kandiyohi County's townships will continue to gain population at a rate much higher than their historic rates of growth. This is especially true for those townships that lost population over the last 20 years. In these situations, the “smaller household size” was more of an issue than “fewer dwellings”. As the higher growth areas of the County begin to get “saturated”, the townships that have experienced population loss will present an opportunity for new development in less crowded areas.

The fundamental problem that decision-makers currently face is how best to attract new residential development and preserve the rural character of why people choose to live in the townships. Fortunately, both can be accomplished if the tough questions are examined now, rather than in response to uncoordinated development.

## **Chapter Six: Current and Emerging Issues**

Chapter Six briefly explains the nature and extent of the current and emerging issues facing Kandiyohi County. This inventory of issues, however, is not intended to remain constant over the next 20 years. Some of these issues may become lower in priority as planning measures are taken by the County to address them. Additional issues will also arise that should be added to the list as they emerge.

A key element to a comprehensive plan is being able to address the current and emerging issues of the County. The issues facing Kandiyohi County now and in the future will largely dictate the development that will occur and the planning that will need to take place. Although many of the following issues were identified throughout the comprehensive planning process, several public meetings were held in an effort to specifically gather a list of issues and concerns from local officials and citizens. The issues have been organized into the eleven goal areas established by the Community-Based Planning Act, which was passed by the State of Minnesota in 1997. The issues identified in the eleven goal areas are used as a framework for the objectives and policy guidelines found in Chapter Seven. The objectives and policy guidelines, in turn, provide specific information on the issues that are important in Kandiyohi County and clearly define how decisions should be made by the County on a day-to-day basis.

The eleven Community-Based Planning Act goal areas are listed below. They are described in their entirety in Chapter Seven.

- Goal 1 Citizen Participation**
- 2 Intergovernmental Cooperation**
- 3 Economic Development**
- 4 Resource Conservation**
- 5 Liveable Community Design**
- 6 Housing**
- 7 Transportation**
- 8 Land Use Planning**
- 9 Public Investments**
- 10 Public Awareness**
- 11 Sustainable Development**

### **Identifying an Issue with a Topic Area**

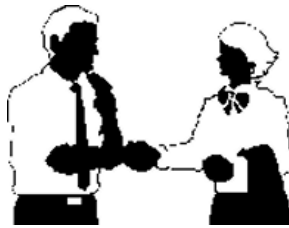
Several of the issues identified in this Chapter could be placed in more than one goal area. For the purposes of this Chapter, however, each issue is presented once in the goal area that best characterizes the issue.

## Citizen Participation



- **Appoint task forces to address specific issues** - Citizen participation can be achieved through the creation of task forces assigned to research and evaluate specific issues.
- **Use the Internet, in addition to other sources, to keep citizens informed** - In addition to traditional information sources such as public meetings and newspaper articles, a growing number of people use the Internet as an information tool.

## Intergovernmental Cooperation



- **Involve townships and cities in the planning process** - The planning activities of the County directly impact townships and cities. The County should seek input from these local units of government prior to making important land use decisions.
- **City and township cooperation** - Cooperation between neighboring cities and townships, particularly in the northern part of Kandiyohi County, is needed to effectively address new development and potential annexations.
- **Establish a collective vision Countywide and in specific areas** - A collective vision for the County and specific areas within the County (i.e., the Green Lake area) should be established through land use plans and implemented accordingly.
- **Use State and Federal agencies and local boards in planning activities** - Coordinated planning activities between the County and affected agencies and boards (such as the DNR, MPCA, Mn/DOT, local watershed districts, etc.) could help to ensure that efficient growth occurs with minimal adverse impacts.
- **Promote more local control on State and Federal issues** - Input from local residents and units of government on State and Federal projects can help keep activities in conformance with local land use plans and public needs.

## Willmar Community Vision 2020

Willmar, as a regional center in the area and the largest city in Kandiyohi County, serves a vital role in the future growth that will occur in the County. The “Willmar Community Vision 2020” project was designed to provide guidance to key governmental, educational, business and community leadership entities by identifying the critical and strategic issues in the Willmar Area Community that must be addressed through decisive leadership goals, strategies and action items. The project identified ten vision elements that represent the critical and strategic issues the Willmar Area Community must address to achieve the desired results by the year 2020. The ten vision elements are as follows:

- **Infrastructure Vision Statement:** The Willmar Area Community will plan for, construct and maintain quality infrastructure that is safe, affordable, environmentally sound, aesthetically pleasing and allows for managed growth.
- **Transportation Vision Statement:** The Willmar Area Community will have a transportation system that facilitates and strengthens its economic vitality and effectively moves people to and from required destinations.
- **Healthcare Vision Statement:** The Willmar Area Community will be the hub for a coordinated regional healthcare system of choice serving West Central Minnesota.
- **Telecommunications Vision Statement:** The Willmar Area Community will encourage the development and maintenance of state-of-the-art telecommunications services that meet our citizens’ needs and keep our businesses competitive.
- **Population Growth Vision Statement:** The Willmar Area Community will strive for steady growth in population while maintaining a unique quality of life.
- **Integrated Services Vision Statement:** The Willmar Area Community governmental jurisdictions will provide integrated services in the most efficient and cost-effective manner possible.
- **Economic Strength Vision Statement:** The Willmar Area Community will be an economically sound and business-friendly community emphasizing the need to retain and expand current and new businesses as the base for economic strength and employment growth.
- **Multicultural Population Vision Statement:** The Willmar Area Community represents a multicultural population that will aspire to live and work together in harmony through public awareness and appreciation of cultural differences.
- **Education Systems Vision Statement:** The Willmar Area Community will continue to strive for and support world-class education systems that emphasize the importance of life-long learning.
- **Positive Image Vision Statement:** The Willmar Area Community will portray a strong positive image as a place to live, work, play and do business.

- **Conduct meetings with State agencies, city councils, township boards, planning commissions, etc.** - Meetings should be conducted between County officials and affected State agencies and local units of government to address specific issues.
- **Conduct meetings with stakeholders to discuss regional issues** - Meetings affecting Kandiyohi County and neighboring counties can be effective in addressing regional issues. Regional issues within Kandiyohi County (for example, the development of the Green Lake Sanitary Sewer and Water District) can be beneficial in bringing affected stakeholders together.
- **Revenue sharing between local units of government** - Revenue sharing between local units of government can provide services more efficiently and lessen tax rate inequities between neighboring units of government.

### **Economic Development**

- **Tourism** - The County's many lakes, wooded areas, trails, parks, hunting and fishing resources provide a wide variety of tourism opportunities in Kandiyohi County. Tourism is an important part of the economy as it produces jobs and results in additional money being spent throughout the County.
- **Protect agricultural activities** - Agricultural activities are an important part of Kandiyohi County's economy. The loss of small family farms and the increase in "corporate" farming activities have greatly impacted the landscape and economy.
- **Agricultural tax rate** - Demand for rural residential housing and urban development places an increased tax burden on land still in agricultural production because of the property's development potential.
- **Economic development that follows current and future infrastructure** - Commercial and industrial development should be encouraged to locate in areas that are currently, or will be, serviced by public infrastructure (i.e., water, sewer, roads, etc.) in order to make the development more cost effective. Land within current corporate limits or in municipal urban growth boundaries would be ideal locations for such development.
- **Countywide business incentive and start-up program** - A Countywide business incentive and start-up program would provide new businesses with resources such as a list of individuals and organizations that provide business assistance, market analysis information and the demographics of the area.
- **Location of industry** - As with commercial development, industrial development should be directed towards currently developed industrial lands with measures taken to buffer the industrial use from other types of development.



- **Commercial development along highway corridors** - Commercial development along highway corridors, especially in areas that are currently established as commercial developments, can provide for orderly growth patterns and minimize the chance for incompatible land uses.
- **Focus business growth in municipalities** - Municipalities often have areas identified for industrial and commercial growth and are often well suited to provide businesses with the infrastructure they need to operate effectively. These areas in municipalities should be used for commercial and industrial development prior to locating such land uses in rural areas.
- **Preferred businesses** - When attempting to attract new business to the County, the size, type, wages, jobs and utility demand of the prospective companies should be taken into consideration. It is important that new businesses are compatible with current and future land use plans and that they create a positive impact on the economy.
- **Promote innovative marketing strategies** - To strengthen the economy of the County, innovative marketing strategies need to be promoted that help add value to the products being produced and the labor resources the County has available.

### Resource Conservation



- **Protecting natural resources** - Kandiyohi County has a diverse natural resource base that provides many economic, recreation and aesthetic benefits to residents. Policies need to be created that allow for both the preservation of the County's natural resources and future development.
- **Population impact on the environment** - As population increases, an increasing burden is placed on several components of the natural environment. The key planning issue is how to accommodate more people without over extending the limits of the County's natural resources.
- **Shoreline management/development** - There are many miles of shoreline in Kandiyohi County. Development of these environmentally sensitive areas needs to be closely monitored and regulated to preserve their natural character. Countywide shoreland management and protection needs to be a cooperative effort between the DNR and the County, townships, cities, watersheds, lake associations and other affected parties.
- **Chemical application** - The application of agricultural and lawn chemicals poses a threat to ground and surface water. Chemical application standards and alternatives to chemical use would help reduce the occurrence of this pollution.
- **Buffer strips around lakes, streams and other natural areas** - Buffer strips of land separating natural and environmentally sensitive areas from neighboring incompatible land uses would help reduce the likelihood of negative impacts to these areas.

- **Protect wetlands** - Wetlands provide numerous benefits including improved water quality, flood water holding areas and wildlife habitat. Land use decisions need to account for the importance of wetlands and must follow the regulations that protect these areas. The DNR should be consulted on any wetland issue.
- **Value of open/“green” space and wooded corridors** - Open/“green” spaces and wooded corridors provide recreational, ecological and aesthetic value to an area. Examples of these areas that should be preserved include parcels ranging in size from small open spaces in housing subdivisions to large undeveloped tracks of land (for example, the woods north of Green Lake along Irving Road or the Alexandria Moraine wooded corridor).
- **Balance natural resources and economics** - Economic development sometimes comes at the expense of valuable natural resources. Natural resources in Kandiyohi County should be preserved for their ecological, recreational and aesthetic value. In turn, land that is less environmentally sensitive should be sought for new development and increased tax base.
- **Only encourage curb and gutter where appropriate** - Curb, gutter and storm sewer installation in rural subdivision developments can lead to an increased runoff of pollutants. Natural water flow or the use of catch basins can be used to slow runoff and contain pollutants.
- **Managing gravel mining as a natural resource** - Gravel mining provides a valuable mineral resource in Kandiyohi County. A Countywide aggregate resource inventory, as a result, could be beneficial in accessing the quantity and location of gravel resources. As the demand for gravel increases, measures should be taken to ensure that mining operations create only a minimal environmental impact and that pits are reclaimed back to a natural state in harmony with the rest of the landscape.
- **Regional planning for the north central lakes area** - The north-central part of Kandiyohi County is expected to experience a fast rate of growth over the next 20 years. This part of the County also has a very diverse resource base. Managing the growth and protecting this area’s resources could be identified in a regional land use plan.
- **Hunting and fishing management** - Kandiyohi County offers good hunting and fishing opportunities for local residents and tourists. Maintaining or enhancing this quality of hunting and fishing will require cooperation between local residents, resort owners, lake associations, local sporting clubs, the DNR and other affected stakeholders.
- **New development’s impact on parks and recreation** - The encroachment of new development near existing parks, trails, lakes and other natural areas used for recreation can have an adverse impact on the aesthetics of the landscape and the quality of recreation provided. Existing parks and recreation areas could be buffered from new development to limit these negative impacts.

- **Septic system impact on water resources** - In order to protect ground and surface water resources, strong septic system controls need to be implemented and enforced.
- **Types and quantity of recreation to permit** - Recreation comes in many forms (passive or active, motorized or non-motorized, etc.). Each type of recreation and the number of people recreating has a different impact on the environment which, in turn, affects the quality of recreation enjoyed by other users. Measures to minimize these impacts will benefit the environment and all those who enjoy the outdoors.

### Liveable Community Design



- **Aging population** - An aging population slowly places additional demands on a community, such as more senior housing and transit services.
- **Adequate recreational opportunities** - It is important to provide recreational opportunities that meet the needs of people of all ages, incomes and abilities in a variety of places throughout the County.
- **Cultural diversity** - Kandiyohi County has a very culturally diverse population. Understanding the needs of the minority populations in the County will enhance everyone's quality of life.

### Housing



- **Higher density housing** - The use of innovative housing subdivision designs can create higher concentrations of housing in an effort to minimize land consumption and preserve open space for all to enjoy.
- **Future housing needs** - The quantity and types of future housing needed in Kandiyohi County will depend on the number of people living in the County and their social and economic characteristics. Housing studies can be beneficial in determining the housing needs of an area.

- **Subdivision development policies** - Subdivision development policies and regulations can be established in a way that gives developers an incentive to make the most efficient use of a piece of property and protect the natural resources in the area.

## Transportation



- **Highway 23 corridor** - The proposed reconstruction of Minnesota Highway 23 in New London and Green Lake Townships and the Cities of New London and Spicer will have a significant impact to the land use in this area, as well as the entire County. Public and local governmental cooperation in addressing issues, such as the project's overall design and environmental issues, should help to ensure that negative impacts are minimized and positive results are achieved from the project.
- **Mass/public transit** - Providing mass or public transportation opportunities throughout the County can help alleviate traffic congestion and provide mobility for an aging population.
- **Traffic patterns** - Identifying high traffic areas can assist the County in determining where road construction and reconstruction should occur, where access management restrictions should be imposed, the best location for new development and where traffic safety concerns are located.
- **Roadway sign policies** - Signs along roads can be a distraction to drivers and can make the landscape unappealing. The location, size, shape and color of signs should be regulated through a detailed sign ordinance implemented by the County.
- **Designate more scenic routes** - Scenic roads provide a recreation opportunity and help maintain an aesthetically appealing landscape. Designating more scenic routes could help preserve natural areas and provide additional recreation opportunities. Growth along these scenic roadways could be permitted without adversely impacting the amenities they provide through the use of stricter zoning regulations such as setback requirements.
- **Identify and plan for future development along highway corridors** - The development potential along highway corridors in the County, including Minnesota Highway 23, should be identified and planned for to account for increased traffic use, road maintenance costs and safety issues.
- **Future roads need to follow infrastructure** - The County needs to systematically plan for the expansion and new construction of roads (where appropriate) in the County's fast-growth areas.

- **Road maintenance** - The maintenance of roads is an expensive, but necessary, component of the County's transportation system. Capital improvements planning for roadway maintenance should account for anticipated increases in traffic and the demand for additional roads as Kandiyohi County grows.
- **Safety concerns** - Growth in Kandiyohi County will result in increased traffic. Proper traffic controls such as signing, traffic lights and access management regulations can help create safer roadways.

## Land Use Planning



- **Rural residential lot size** - A \_\_\_\_\_ maximum lot size in each zoning district sufficient to accommodate the needs of residents yet limit impacts to the landscape and environment should be established in the zoning and subdivision ordinance.
- **Land use coordination** - Coordination between County, township and city zoning and subdivision regulations can help create orderly growth patterns for new development. For example, the County's zoning in municipal urban growth areas should be coordinated with the city's intended land use for that area.
- **Maintain rural/urban character** - Development policies and land use controls should be implemented so rural and urban areas in the County can maintain their own identity and characteristics that are unique to each land use. Such policies and land use controls can prevent the appearance of an offensive landscape from developing and, in turn, can preserve the amenities residents in those areas are seeking.
- **Establish/maintain buffer strips between land uses** - Buffer strips located between land uses can provide separation and reduce conflicts between incompatible land uses.
- **Future land use planning** - Implementation of the County's Comprehensive Plan and encouraging high density development to occur in Urban Growth Areas can facilitate the process for promoting orderly growth.
- **Cluster or conservation subdivision development** - Cluster or conservation subdivision developments promote smaller lot sizes, shared or more cost effective infrastructure and the establishment of public open spaces. These developments offer an alternative to large lot subdivisions and the large consumption of land.

- **Re-examine current zoning policies** - After the adoption of this Plan, the County should consider revising its zoning ordinance to conform with the goals and policies in this document. Specifically, establishing adequate rural residential housing densities needed to accommodate future growth and implementing zoning techniques that minimize the consumption of land in the County should be considered.
- **Current land use patterns** - Current land use patterns are important as they can indicate existing growth policies and can set the stage for what future development policies need to be implemented.
- **Urban growth boundaries** - The land surrounding a municipality where growth is anticipated to occur is an urban growth boundary. As these areas experience growth pressures, the need for annexation sometimes occurs. Cooperation between cities and townships on identifying urban growth boundaries and determining the need for annexation agreements will be an important issue as the County experiences growth.
- **Minimize urban sprawl** - Establishing growth policies that encourage development in municipal urban growth boundaries can limit urban sprawl, reduce costs of providing infrastructure, lead to the consumption of less land, limit adverse impacts to the environment and promote orderly growth.
- **Orderly annexation** - The location of future annexations should occur in identified urban growth boundaries. Factors to take into consideration in determining the need for annexation include; if the annexation promotes protecting the health, safety and welfare of the public; the impact to residents and landowners in the proposed annexed area; costs incurred by the city to annex the property; the future tax implications of the annexation; and the future development opportunities in the area to be annexed. Orderly annexation promotes intergovernmental cooperation between cities and townships in determining the need for annexation and carrying out the process.
- **Transfer of development rights** - Often included as part of a zoning ordinance, transfer of development rights allow landowners to transfer the right to develop one parcel of land to a different parcel in an effort to protect farmland or environmentally sensitive areas from development.
- **Feedlots and rural housing** - Feedlots are a necessary and important component to the agriculture economy. However, the co-existence of feedlots and rural housing can produce problems as the land uses are often viewed as non-compatible. Feedlot ordinance regulations and rural housing development policies need to be implemented and enforced so as to minimize the conflict between these land uses.
- **Gravel mining as a land use activity** - In addition to creating environmental impacts and altering the landscape, issues (such as excessive dust, noise and truck hauling) can create a nuisance when gravel mining occurs too close to rural housing. The use of aggregate mining

regulations and residential setback standards from established mining operations can help reduce some of the conflict between these land uses.

### **Public Investments**



- **New development on taxes** - Prior to providing infrastructure to newly developed areas or to land that is anticipated to experience growth, the costs that will be incurred to provide water, sewer, roads and other services to these areas should be determined. In some cases, the costs to provide services and infrastructure to new development exceed the taxes that will be generated. New development can also increase the property value of neighboring land, which results in these landowners paying higher taxes.
- **Green Lake Sanitary Sewer and Water District** - The Green Lake Sanitary Sewer and Water District provides sewer and water service to residents in the Cities of New London and Spicer and to homes and businesses around Green Lake and the surrounding area. Determining how far water and sewer lines should be extended into rural areas and how to pay for expansion of the District are important issues that need to be addressed.
- **Location of public buildings** - Public buildings are an important part of the identity of the city in which they are located. Prior to relocating public buildings to new sites, the County and affected city should communicate on all possible alternatives.

### **Public Education**

- **Provide environmental education to the public** - Educational programs on the importance of preserving and protecting natural areas and resources could be provided to reduce the adverse impacts imposed on these lands and the amenities associated with them.
- **Improve telecommunications Countywide** - Improved telecommunications can help local business productivity, education and enhance the quality of life for residents.
- **Educate the public on the costs, services and features associated with rural living** - Some people who locate in rural areas are moving there from urban areas and are not familiar with the level of services and features typically found in rural areas. Informational programs



to educate people considering locating in a rural setting may reduce some of the expectations and conflicts they have with the services and features found in rural areas.

## **Sustainable Development**



- **Population change** - Future population projections and changes in the social and economic characteristics of the County's population are important statistics to consider when addressing several planning issues.
- **Quality of rural and urban life** - Planning activities should take into account the short- and long-term impacts they will create on the quality of life residents will experience in rural and urban areas as a result of those activities.
- **Balance between new development and preservation of natural resources** - Planning activities need to establish a balance that allows for new development and protects natural resources at the same time.

## Chapter Seven: Goals, Objectives and Policy Guidelines

This Chapter of the Comprehensive Plan establishes Kandiyohi County's goals, objectives and policy guidelines. They should be used to help make land use and planning decisions by everyone responsible for Kandiyohi County's future. The goals have been organized into the eleven goal areas established by the 1997 Community-Based Planning Act. The eleven goals are used as a framework for the objectives and policy guidelines which, in turn, provide specific information on how decisions should be made by the County on a day-to-day basis.

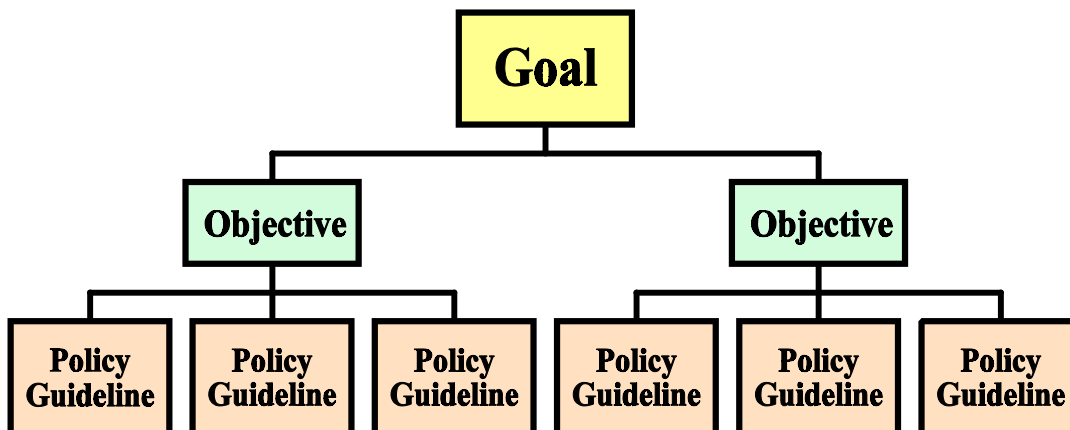
Throughout the Comprehensive Plan, goals, objectives and policy guidelines are defined in the following way (also see Figure 7A):

**Goal:** This is an idealistic statement intended to be attained at some undetermined future date. Goals are purposely general in nature.

**Objective:** Objectives are action-oriented and can be measurable if a date, dollar amount, etc. is included. Objective statements always begin with an action verb. There may be more than one objective for a goal.

**Policy Guideline:** These statements support the action of the objective. The statements are recommendations qualified by the word "should". Policy guidelines can also be converted into action work plans.

**Figure 7A:  
Goal, Objectives  
& Policy Guidelines Hierarchy**



### **Goal One: Citizen Participation**

To develop a planning process with broad citizen participation in order to plan for sustainable development and to benefit from the insights, knowledge and support of local residents.

Objective A: Use the Planning Commission to advise the County on issues of growth and development.

Guideline 1: Planning Commission members should have a wide variety of experiences and should represent a geographical, demographic and cultural balance of the County.

Objective B: Appoint special task forces to address specific problems, issues and opportunities.

Guideline 1: Task force members should be selected based on expertise, credibility and their ability to be objective.

Guideline 2: Task forces should be given single tasks with set time lines for completion.

Objective C: Keep the public advised of important planning issues and events.

Guideline 1: The media should be sent copies of all agendas and be notified regarding any special meetings.

Guideline 2: The media should be informed about the nature and consequences of important planning issues.

Guideline 3: Use the Internet and other multi-media, when feasible, to keep the public informed on County activities and issues.

### **Goal Two: Intergovernmental Cooperation**

To promote cooperation among all levels of government to work toward the most efficient, planned and cost-effective delivery of government services.

Objective A: Meet on a regular basis as needed with local units of government, including cities, townships and adjacent counties.

Guideline 1: A contact person should be identified for each relevant local unit of government.

Guideline 2: Meetings should be held as needed with each level of government to discuss important planning issues and to determine what opportunities exist to solve any conflict. These meetings should occur with the municipalities and townships at least once every year.

Objective B: Help to coordinate the administrative activities between the County, cities and townships.

Guideline 1: Government programs and ordinances should be coordinated among units of government so they are efficiently provided to the public.

Objective C: Meet periodically as needed with governmental agencies.

Guideline 1: The County should meet as needed with State and Federal governmental agencies to discuss important planning issues, needed projects and to determine what opportunities exist to share resources.

### **Goal Three: Economic Development**

To create sustainable economic development strategies that enhance economic opportunities throughout the County.

Objective A: Encourage the expansion, continuation and development of business.

Guideline 1: An inventory of existing business needs and trends should be made.

Guideline 2: Business expansions and developments that are environmentally friendly should be encouraged.

Guideline 3: Businesses should be given planning assistance to expand or improve their operations, including the awareness of existing financing tools.

Guideline 4: A plan for promoting agricultural and agricultural-related businesses should be developed and implemented with high priority.

Guideline 5: Redevelopment and reclamation of existing commercial and industrial areas should be encouraged.

Guideline 6: Marketing strategies should be encouraged that promote the use of goods and services produced or provided in the County.

Guideline 7: Encourage local governmental units to develop and plan for infrastructure necessary to attract, retain and expand business.

Guideline 8: Groundwater supply limitations should be recognized and evaluated prior to major development.

Objective B: Encourage a diversified business community.

Guideline 1: A diversified tax base offering a large number and wide variety of employment opportunities at different education and skill levels should be promoted.

Guideline 2: Recruitment of new business and industry should take into consideration its size, type, wage, jobs, utility demand and compatibility with existing land uses and natural resources.

Guideline 3: Efforts should be made to attract new industrial and commercial businesses that pay liveable wages.

Guideline 4: Bio-fuels should be recognized as a value-added agricultural commodity.

Objective C: Promote tourism as an existing and growing industry.

Guideline 1: A diversified range of recreational activities for every season should be encouraged.

Guideline 2: The County should work with the Department of Natural Resources and the U.S. Fish and Wildlife Service in defining and promoting compatible recreation (i.e., primitive walking trails) in Wildlife Management Areas (WMAs) and Waterfowl Production Areas (WPAs).

Guideline 3: Residential development near WMAs and WPAs should be discouraged by establishing buffer zones for gun safety and habitat purposes.

Guideline 4: Promotion of tourism should include provisions for protecting the County's natural resources.

Objective D: Help develop and improve the human and natural resources of the County.

Guideline 1: The County and private enterprise should work together to achieve and retain a skilled and highly trained labor force.

Guideline 2: Efforts should be made to prevent the out-migration of area youth.

Guideline 3: Planning should occur to protect agricultural lands as a natural and economic resource.

Guideline 4: "Quality of life" indicators should be recognized as measures of the County's economic success.

### **Goal Four: Resource Conservation**

To protect, preserve and enhance the County's resources, including agricultural land, wooded areas, water (both surface and groundwater), native vegetation, recreational areas, scenic areas and significant historic and archaeological sites.

Objective A: Create standards for environmental protection.

Guideline 1: Land use activities should not greatly impact the area's natural resources.

Guideline 2: Prime agricultural land should be defined and identified throughout the County.

Guideline 3: Land use plans and ordinances should encourage the preservation of prime agricultural lands for agricultural purposes.

Guideline 4: The County should make land use decisions that help to protect aggregate resources and mining activities with an emphasis on minimizing or avoiding potential residential and environmental conflicts.

Guideline 5: Continue to support and update the County's Water Management Plan.

Objective B: Develop and enforce standards to minimize soil erosion and promote programs that can help reach the desired results, including preserving topsoil and protecting lakes and streams from runoff.

Guideline 1: Erosive areas should be protected with appropriate conservation measures.

Guideline 2: Educational programs that promote soil conservation should be offered.

Guideline 3: All contractors, including "do-it-yourself" projects, should be held accountable for minimizing water runoff and soil erosion.

Guideline 4: Construction sites should be protected with temporary and permanent erosion control measures.

Guideline 5: The County, along with the cities and townships, should consider planting trees and shrubs that will provide protection from blowing and drifting snow.

Guideline 6: Residents should be given incentives to plant living windbreaks and buffer strips.

Guideline 7: New developments should be encouraged to minimize or prevent runoff.

Objective C: Create and support reasonable regulations that adequately protect the quantity and quality of surface and groundwater.

Guideline 1: Education efforts regarding the application of chemicals on land in urban and rural areas should be supported.

Guideline 2: Ordinances should be implemented and enforced that regulate land use near surface water, wetlands and in flood plains.

Guideline 3: The County should support the proper location, design, installation and maintenance of septic systems along with proper upgrading (if needed).

Guideline 4: Groundwater quality and quantity should be closely monitored.

Guideline 5: Water retention and flood control structures and practices should be encouraged and implemented where appropriate.

Guideline 6: Care should be taken to minimize the disturbance of fragile eco-systems in watersheds.

Guideline 7: Managed/cooperative wastewater treatment systems should be encouraged in rural areas with high density housing.

Guideline 8: Land use practices that enhance water retention should be encouraged.

Guideline 9: Point and non-point pollution sources should be identified and abated.

Guideline 10: Wellhead protection and surface water plans should be implemented, along with programs that encourage the proper closure of abandoned wells.

Guideline 11: Conservation programs, such as buffer strips, should be promoted near surface water and on suitable lands.

Guideline 12: The County should work closely with the individual lake associations and watershed organizations in an effort to protect water resources.

Guideline 13: Watershed management studies and activities should be encouraged.

Objective D: Encourage the public and private sector to efficiently use renewable energy resources.

Guideline 1: Renewable energy sources should be identified and explored.

Guideline 2: Energy efficient settlement patterns in land use plans and related ordinances should be developed.

Guideline 3: The wise use of existing energy conservation technology for existing and proposed buildings should be encouraged.

Objective E: Support providing open space and recreational opportunities.

Guideline 1: The condition of existing open spaces, recreational areas and natural resources should be evaluated periodically.

Guideline 2: New open space or recreational opportunities should be prioritized in those areas of the County not currently served by existing County resources.

### **Goal Five: Liveable Community Design**

To strengthen the County by following the principles of liveable community design in development and redevelopment, including integration of all income and age groups, mixed land uses and compact development, affordable and life-cycle housing, green spaces, access to public transit, bicycle and pedestrian ways and enhanced aesthetics and beauty in public spaces.

Objective A: Support design concepts that are functional for a broad range of residents.

Guideline 1: Design concepts should accommodate a variety of needs, including different age and income characteristics.

Guideline 2: Design concepts should make provisions for both passive and active recreation.

Guideline 3: Design concepts should accommodate both pedestrian and vehicular needs.

Guideline 4: Design concepts should include provisions for modern technology.

Guideline 5: Good land use practices should be encouraged through zoning.

### **Goal Six: Housing**

To provide and preserve an adequate supply of affordable and life-cycle housing.

Objective A: Help assure an adequate and affordable housing supply that provides a convenient, safe and aesthetically appealing living environment.

Guideline 1: The County’s Housing and Redevelopment Authority (HRA) or other appropriate agencies should be consulted on important housing-related issues.

Guideline 2: Encourage preservation and, where necessary, rehabilitation of existing housing stock, if economically feasible.

Objective B: Establish greater cooperation between the public and private sector.

Guideline 1: Existing public and private institutions should be involved in housing efforts as much as possible.

Guideline 2: Suitable land appropriately zoned for residential development should be made available.

Guideline 3: Residential growth should be encouraged to occur in areas that are or will soon be supplied with municipal services\* (see amendment below 12-19-06).

Guideline 4: New approaches for development, such as conservation subdivisions, should be encouraged.

Guideline 5: To preserve the rural character of the County, high density developments should be encouraged to be located in urban areas.

### **Goal Seven: Transportation**

To provide and preserve an enhanced mix of transportation options that efficiently move people, goods and information.

Objective A: Support a public and private balanced transportation system that encompasses air, highway, rail, public transit and pipeline systems which economically move people and products.

Guideline 1: The planning for the transportation system should focus on helping meet the County’s economic and social needs.

Guideline 2: Consideration of the impacts should be evaluated for each major transportation project.

Guideline 3: Public transportation and ride sharing should be given a high priority.

\* This may include appropriate land within urban growth boundaries or areas of City municipality enforcement of building code requirements per Minnesota Statute 16B.62

Guideline 4: Consideration should be given to the aging and disabled populations when designing transportation programs.

Guideline 5: Encouragement should be given towards the development of pedestrian and bicycle friendly facilities to help provide balance to the transportation system.

Guideline 6: Long range planning should address a variety of transportation issues, with special consideration given to issues associated with inter-regional corridors.

Objective B: Encourage the maintenance, reconstruction and construction of a highway system capable of providing safe, convenient and economical movement of people and commodities.

Guideline 1: Special consideration should be given to legislation providing for the funding of bridge replacements.

Objective C: Support the maintenance and improvement of a railroad system capable of safe, convenient, economical and timely movement of people and commodities.

Guideline 1: Truck and rail inter-modalism for agricultural products should be encouraged.

Guideline 2: Safety improvements should be supported at railroad crossings where the improvements are warranted.

Objective D: Support the construction of pipelines designed with consideration for the environment, adjacent land uses and the economic vitality of the area.

Guideline 1: Local ordinances with reasonable design standards should be developed.

Objective E: Encourage the improvement of air transportation services and facilities.

Guideline 1: Support improvements to airports within the region when the need has been demonstrated.

Guideline 2: Airport decisions should consider growth and development factors.

Guideline 3: The County should encourage airport zoning to help ensure that compatible land use decisions are made, including the height of structures.

Objective F: Invest strategically in transportation infrastructure to enhance the vitality of the County.

- Guideline 1: Priority should be given to the preservation and maintenance of the existing transportation system.
- Guideline 2: Current and planned right-of-ways for transportation system improvements should be identified and preserved.
- Guideline 3: The County should work with the townships, cities, neighboring counties and Mn/DOT to plan for an orderly transportation system.
- Guideline 4: Transportation services should be developed that are consistent with local land use plans as well as with other development plans.
- Guideline 5: A transportation system should be provided that encourages employment growth, economic productivity and fosters economic competitiveness.
- Guideline 6: Public and private partnerships in all forms of transportation investments should be encouraged.
- Guideline 7: Prairie grasses, flowers and other low maintenance, high ecological valued vegetation should be encouraged in right-of-way management plans.
- Guideline 8: Consideration should be given to classifying appropriate segments of County Roads and Trunk Highways as scenic with planted areas to buffer developed land.
- Guideline 9: Recreational trails should be an important part of the overall transportation plan.

Objective G: Develop and implement access management guidelines to protect the integrity of the designed roadway system.

- Guideline 1: Land use guidelines, zoning ordinances and subdivision ordinances should be amended to include access management standards.
- Guideline 2: All new developments should mitigate the impacts of new access points on roadways.
- Guideline 3: The integrity of the role of arterial highways should be protected by the development of access management measures where feasible.
- Guideline 4: Land use along newly created transportation corridors should be carefully managed to preserve managed access and to limit commercial strip development.

Objective H: Develop a safe and financially responsible transportation plan.

- Guideline 1: Create a roadway management system with a consistently updated comprehensive inventory of roadways and bridges to assist in the prioritization of projects.
- Guideline 2: A multi-year road improvement program should be created as part of a capital improvement program to include maintenance, safety upgrading, paving and reconstruction work prioritized by year along with costs and methods of financing.
- Guideline 3: Transportation impacts should be examined before land use decisions are made, including the decision if the existing roadways are suitable for the proposed land use or if improvements will be needed.
- Guideline 4: Efficiency in transportation services should be encouraged or promoted.
- Guideline 5: Commercial and industrial developments should be located in areas that avoid through traffic in residential neighborhoods.
- Guideline 6: Rural development should be encouraged to locate near appropriate transportation corridors.
- Guideline 7: Decisions on roadway characteristics should be based on current and anticipated land use trends.
- Guideline 8: Gravel roads should be recognized as ideal in many rural situations.
- Guideline 9: When upgrading County State Aid Highways, recognize that waivers from State design standards are available along Natural Preservation Routes. These Routes are ones which possess unique scenic, environmental or historical characteristics.

### **Goal Eight: Land Use Planning**

To establish a community-based land use process, recognizing that we have the responsibility and tools to shape land use decisions while treating land owners and builders fairly, with an emphasis on setting clear guidelines that preserve both farmlands and unique natural features which we hold to be important.

Objective A: Encourage a balanced and harmonious use of land consistent with natural features and socio-economic factors.

- Guideline 1: Efficient and functional municipal growth and development should be encouraged to help minimize urban sprawl.
- Guideline 2: Urban growth boundaries should be identified by all units of government and planning should occur to account for growth in those boundaries.
- Guideline 3: Local units of government and State agencies should be consulted on important land use issues.
- Guideline 4: The process of orderly annexation should be done in conformance with current and future land use plans.
- Guideline 5: Zoning regulations should be encouraged that protect prime agricultural land from urban growth and non-agricultural growth.
- Guideline 6: High density residential growth should be encouraged in areas that are or soon will be supplied with sewer and water.
- Guideline 7: Commercial and industrial growth or expansion should occur near existing commercial and industrial areas and should occur where sewer, water and other municipal services are available or soon will be available.
- Guideline 8: Strong consideration should be given to redeveloping and intensifying the use of already developed areas, especially as related to commercial and industrial growth.
- Guideline 9: Subdivisions that tie into existing public services or which can develop closed or municipal-like sewer systems should be encouraged.
- Guideline 10: Consider the impact on unique scenic areas when making land use and zoning decisions.
- Guideline 11: Open space and conservation subdivisions should be encouraged as methods to preserve the County's environmentally sensitive areas.
- Guideline 12: Mixed land use in residential neighborhoods should be encouraged where appropriate (such as groceries, bait shops, etc.).
- Guideline 13: Open space planning should be encouraged in shoreland development for environmental and aesthetic purposes.
- Guideline 14: Off-premise advertising signs should be discouraged in scenic and environmentally sensitive areas.

Guideline 15: Communication towers should be placed in areas with compatible existing land use and should not greatly detract from scenic views. In addition, the towers should be required to be co-locational (multi-purpose) if possible.

Guideline 16: Railroad crossings should be evaluated to help make land use decisions.

Objective B: Support the preservation of wetland areas to be preserved for groundwater recharge, surface water conservation, recreation and wildlife.

Guideline 1: Wetland preservation activities should be encouraged in response to a demonstrated need and as a part of a complete natural resource management effort which considers water conservation, recreation and the preservation of wildlife habitat.

Guideline 2: Increased emphasis should be placed upon the management of already acquired areas.

Guideline 3: Increased emphasis should be placed upon shoreland, flood plain and watershed plans and regulations in an effort to preserve these environmentally sensitive areas.

Guideline 4: Encourage temporary retention and settling basins to enhance surface water quality.

Guideline 5: Encourage the restoration of drained wetlands by willing landowners.

Objective C: Support the preservation of conservation corridors, especially the remaining wooded corridors, for the movement of wildlife and for recreational trail use.

Guideline 1: Identify conservation corridors before they are irretrievably lost to further development. For example, along the Alexandria Moraine from Green Lake to Sibley Park and the wooded lands adjacent to the Prairie Woods Environmental Learning Center.

Guideline 2: Work respectfully and proactively with willing property owners to protect the designated corridors, using appropriate land planning tools and other “incentives”. These could include the purchase or transfer of development rights, conservation easements and simply providing information to landowners on a variety of land preservation techniques.

Guideline 3: Additional roads should not be placed through the protected corridors.

Guideline 4: When development is proposed along the edge of the corridors, the County should consider incentives which will maintain development-free buffer zones adjacent to the corridor.

Guideline 5: Encourage public and private landowner cooperation in developing a non-motorized trail within and possibly among the protected corridors.

Guideline 6: Use State and Federal programs, including financial aid when available, to help protect the corridors.

Guideline 7: Make land use decisions that help to minimize the fragmentation of woodlands.

Objective D: Assist in providing recreational and outdoor opportunities to fulfill the needs of all citizens of the County regardless of age, sex, disability or economic status.

Guideline 1: Both active and passive recreation areas should be developed.

Guideline 2: Improvements of existing outdoor recreational facilities should be encouraged where necessary and/or possible.

Guideline 3: Recreational facilities should be planned on the basis of anticipated future population and overall needs.

Guideline 4: Acquisition and development of outdoor recreational facilities in areas not presently or adequately served by existing facilities should be encouraged.

Guideline 5: Encourage the expansion of Sibley State Park within its statutory borders as land becomes available for purchase.

Objective E: Promote the preservation of land and structures that possess scenic, historic or unique value to County's residents.

Guideline 1: The County should actively identify scenic, historic or land with unique value and should develop a plan to successfully protect these areas, if feasible.

Guideline 2: The Historical Society should be consulted on important planning issues to ensure that areas with historical significance are preserved.

Objective F: Support the concept of preserving prime agricultural land.

Guideline 1: Define and identify prime agricultural land Countywide.

Guideline 2: The County should continue to use local input, including township participation, when making agricultural land preservation policies.

Objective G: Create a comprehensive and accurate Geographic Information System (GIS) database for the County to assist in land use decisions.

Guideline 1: A GIS needs assessment should be conducted periodically.

Guideline 2: The County's soil survey should be digitized into the GIS database.

Guideline 3: Current land use, zoning and urban growth area maps (for both the County and cities) should be regularly updated in the GIS database.

Guideline 4: Actively use public GIS data, including (when available) biological surveys, natural heritage information and other similar land use data.

### **Goal Nine: Public Investments**

To account for the full environmental, social and economic costs of new development, including infrastructure costs such as transportation, sewers, wastewater treatment, potable water, ditching, telecommunications, solid waste management, schools, recreation and open space, and plan the funding mechanisms necessary to cover the costs of the infrastructure.

Objective A: Facilitate the development of basic infrastructure and services to as many of the residents of the County as possible without creating substantial economic or environmental problems.

Guideline 1: Technical assistance should be provided when necessary to smaller communities and townships in the County to help develop infrastructure.

Guideline 2: Infrastructure planning and development when necessary should occur for those areas of the County exhibiting the greatest potential for urban growth and economic development.

Guideline 3: The County should assist in providing quality and efficient law enforcement and emergency management to all residents.

Guideline 4: Solid waste planning (including recycling, sanitation and landfill issues) should account for increased waste produced from new and existing sources.

Guideline 5: The County should work with State and Federal agencies to provide more usage of publicly owned land.

Guideline 6: The County should support good telecommunication services throughout the County.

Objective B: Promote safe rural sewer and water systems.

Guideline 1: Whenever feasible, areas should be extended the opportunity of being serviced by public sewer and water systems.

Guideline 2: The Green Lake Sanitary Sewer and Water District should be efficiently used to help meet the growing sewer and water needs in the area.

Guideline 3: The County should work closely with local units of government and property owners in high density areas to create water and sewer service areas.

Objective C: Continue and support the maintenance of a Countywide ditch system.

Guideline 1: Maintain the ditch system so that it effectively manages the movement of water using best management practices to minimize pollution and sediment.

Objective D: Support the development of library facilities.

Guideline 1: The County should support a public library system in order to enhance its competitive stance for educational, social and economic development.

Objective E: Conduct capital improvements programming and budgeting to achieve desired types and levels of public facilities and services.

Guideline 1: Plans for proposed new, upgraded or expanded services and facilities should be coordinated with applicable units of government and agencies.

Guideline 2: Public facilities and services should not be duplicated.

Guideline 3: A capital improvements plan, analyzing short- and long-term needs, should be created and updated regularly.

Guideline 4: The County's infrastructure should be analyzed in terms of maintenance versus replacement costs.

### **Goal Ten: Public Awareness**

To support research and provide information on the County's important cultural, environmental and social issues.

Objective A: Actively research and address important existing or potential public issues.

Guideline 1: Educational resources, such as the library, should be made available to all age groups and cost effectively serve the social, cultural, civic and recreational needs of the County.

Guideline 2: The County should continue to support and provide environmental and land use education on important issues using available resources, such as the Prairie Woods Environmental Learning Center and public libraries.

Guideline 3: Transcultural educational efforts and events should be encouraged.

Guideline 4: The County should cooperate with townships on providing "rural living" education for potential new rural residents.

Objective B: Support innovations in education that accommodate local needs and keep the quality of education competitive.

Guideline 1: Good telecommunications systems should be supported.

Guideline 2: Telecommunications systems available to education and government should be made available to the public.

Guideline 3: The County should encourage the development of public education and art programs for all citizens through the use of libraries and educational facilities.

Guideline 4: The County should support distance education efforts throughout the region.

### **Goal Eleven: Sustainable Development**

To utilize the land and natural resources in a manner which preserves their value for future generations.

Objective A: Promote orderly growth for basic facilities and services needed to manage growth in a sustainable manner.

- Guideline 1: The County should periodically analyze the educational, economic, cultural, housing, social, recreation, health, transportation, employment and similar needs of the County.
- Guideline 2: Assistance should be provided to municipalities and townships, where necessary, in implementing planning goals and sustainable development activities.
- Guideline 3: Recognize and promote conservation subdivisions as a sustainable way to accommodate new development while protecting resources and valuable open space.
- Guideline 4: The County needs to carefully manage growth in order to minimize any negative effects and to help ensure the County's natural amenities continue to provide benefits.
- Guideline 5: Work cooperatively to develop and implement storm water management plans.

Objective B: Promote maintenance, conservation and recycling versus replacement.

- Guideline 1: A regular analysis should be completed on current land uses and their impact on the environment in an effort to conserve the natural resources and aesthetics of the County.
- Guideline 2: An annual inspection and maintenance schedule should be developed and implemented for all County property and facilities.
- Guideline 3: Recycling programs should be encouraged and supported.
- Guideline 4: Buildings should be rehabilitated whenever feasible.
- Guideline 5: Redevelopment of currently developed land should occur, supporting incentives programs which make this financially feasible.
- Guideline 6: Water conservation education should be incorporated into the County's Water Management Plan and should focus on reducing water usage.
- Guideline 7: The County should work with willing landowners on restoring natural water management resources, where practical.
- Guideline 8: Energy conservation programs should be made available to all residents in the County.

## **Chapter Eight: Implementation**

The Comprehensive Plan is an official planning and policy document for the County. Its primary purpose is to help guide land use decisions over the “life” of the Plan. However, without proper implementation, the goals, objectives and policy guidelines will have little impact on growth and development in Kandiyohi County. Several implementation steps will need to be taken in order to successfully reach the “vision” outlined in this Plan. To assist the County in the identification of these activities, Chapter Eight provides the following information: a future land use summary, a list of tools for implementing the Plan and a section on how the Plan can be updated.

### **Kandiyohi County’s Future Land Use**

Throughout the planning process, nearly every meeting addressed Kandiyohi County’s potential future land use development in some fashion. The results of the information gathered in these meetings is presented on the maps found in Chapters Four and Five. The predominate features of the maps found in Chapter Four are the current land use and urban growth area maps presented for every city in the County. The Urban Growth Areas are estimates of where the cities will most likely grow in the future, with an emphasis on a 20-year time period. Exactly when any future development will occur, however, is obviously impossible to predict. For this reason, the urban growth boundary is not a permanent future corporate boundary, but rather a speculation on where the cities could logically grow over the next 20 years. All of the cities were encouraged to meet with their surrounding townships to help identify the appropriate urban growth boundary.

### **Using the Current and Future Land Use Maps (Chapters Four and Five)**

The Urban Growth Areas identified in the city and township profiles do not guarantee that urban growth will exclusively occur in these areas over the next 20 years. In addition, the maps do not guarantee that Kandiyohi County and its cities and townships will only follow the prescribed type of land use for each area. The County Planning Commission will need to evaluate each future land use opportunity on a one-by-one basis. The primary reason for this is because opportunities and circumstances change from day-to-day, and what is considered to be the best decision for Kandiyohi County today may not be the same belief in the future. In short, the maps in Chapters Four and Five are meant to be a helpful tool in guiding future land use decisions, but are not intended to prevent opportunities that are perceived to be “good” for cities, townships and Kandiyohi County. The County can, however, use the Future Land Use Maps as a tool to protect against future development that is not seen as in harmony with the best interests of the area.

**The primary purpose of the maps found in Chapters Four and Five is to establish a communication process between the cities, townships and Kandiyohi County to cooperatively make future land use decisions. This should especially apply to land identified as urban growth areas.**

## Tools for Implementation

There are a number of tools the County can use to implement the Comprehensive Plan in addition to the maps found in Chapters Four and Five. The items introduced below include a brief synopsis of the following planning tools: Zoning Ordinance; Subdivision Ordinance; Shoreland Ordinance; Feedlot Ordinance; Orderly Annexation Plan; and the County's Goals, Objectives and Policies. Guidelines for each implementation step are provided. **Collectively the implementation steps outlined below (numbered from 1 to 20) form a temporary "Work Plan" that can be used to implement the Comprehensive Plan until a formal Work Plan is adopted by the County.**

**Step 1: Adopt an Official Work Plan** – The Kandiyohi County Planning Commission should review the Comprehensive Plan and develop an Official Work Plan (or Implementation Plan). The Work Plan should identify specific tasks that need to occur as a result of the Comprehensive Plan, including who should complete the work (i.e., County Staff, Planning Commission, etc.) and a time-line for when each task should be completed. For example, one task should be to review the County's Goals, Objectives and Policy Guidelines to determine which items prescribe "work" that needs to be completed.

### **Zoning Ordinance**

Zoning can be used to preserve and protect the public health, safety and general welfare of the public by outlining a pattern for orderly development. Zoning ordinances can also be used to regulate the use of property, the height, width and size of buildings, lot sizes, set backs, density standards, vacant space and other land use characteristics. The regulations must be uniform within a district, but may vary among each district. In each use district, the County allows certain uses but can enforce a variety of conditions.

It has been acknowledged during the planning process that Kandiyohi County's Zoning Ordinance may need to be updated in order to better correspond with this Comprehensive Plan. For example, will one dwelling per fives acres be adequate to reach the kind of density the Green Lake Sanitary Sewer and Water District can accommodate? A formal review of the current ordinances can be an extremely time-consuming activity, however, so the current Zoning Ordinance will ultimately need to be followed until it is revised.

**Step 2: Review the Kandiyohi County Zoning Ordinance** – It is common to make "minor" changes to zoning ordinances as problems arise. It is also common to thoroughly examine the entire document once every five years or after the adoption of a new Comprehensive Plan. The primary task is to determine if it adequately accomplishes the "vision" set forth in the Comprehensive Plan. If it does not, revisions will need to be made. A second important task is to check the Ordinance for consistency. It is often the case that when one part of an Ordinance is revised, some of the related provisions remained unchanged. This can lead to confusion on the part of citizens trying to interpret how to follow the Ordinance.

One of the conclusions of the planning process was the need to strike a balance between the demand for new rural housing while protecting prime agricultural land and other natural resources. One possible solution that may resolve this dilemma is to create new provisions that allow some flexibility on zoning decisions in “win-win” situations. Some communities have recently changed their philosophy from “Zoning-By-Right” (i.e., one dwelling per 40 acres) to “Performance Zoning.” The text-box below provides a brief description of Performance Zoning and explains how it can offer some advantages over traditional zoning methods.

### **Performance Zoning**

Performance Zoning refers to a zoning method that uses well defined “criteria” to guide all land use decisions. The method was developed as a response to fix some of the problems associated with “traditional zoning.” For example, in rural Minnesota it is common to find agricultural zoning districts allowing one dwelling per 40 or 80 acres. Although this has been a very effective way to preserve the rural character of many counties, some people have pointed out that it can also be counterproductive. One frequent complaint is that some land is actually ideal for more than one dwelling per 40 acres because the land is not considered to be either “prime agriculture” or a “valuable natural resource.”

The real challenge of Performance Zoning, however, is developing agreed-upon criteria that can be used to guide all land use decisions. In order to administer a Performance Zoning process, the County would need to create “criteria documents” for a few key procedures, including ones to guide variances, rezoning requests and a variety of conditional use permits.

Criteria documents specify which questions need to be answered and what issues need to be considered when making land use decisions. This criteria would help to ensure that fair and consistent land use planning occurs. The follow questions are *some* of the ones currently being discussed as part of Meeker County’s new Zoning Ordinance. They pertain to issuing a conditional use permit for a second dwelling in the A-1 Agricultural Preservation District, which normally allows only one dwelling per every 40 acres.

**Question:** Would the building site be located on “prime agricultural land” as identified in the County’s Soil Survey?

**Question:** Would the building site be located outside of following areas:

- the 100-Year Flood Plain?
- a quarter-mile from Class B, B-h, C and D feedlots?
- a half-mile from Class C-h and D-h feedlots?
- 500 feet from an existing gravel mining operation (property line)?

The above questions are used to determine if the second dwelling would meet the overall intent of the Agricultural Preservation District. If not, the Planning Commission could deny the conditional use permit based on any one of the criteria questions. If the applicant can

Another important topic that was discussed during the planning process was Kandiyohi County's A-1 Agricultural Preservation and A-2 General Agricultural Zoning Districts. The A-1 District has a base density requirement of 40 acres per residential dwelling, in theory designed to "preserve" the agricultural community. The A-2 District has a base density requirement of 5 acres per dwelling, allowing more development, in theory, to occur where "prime farmland" is more scarce and where many of the natural features that attract rural residential development are located (such as near lakes and wooded areas). The A-1 and A-2 Districts were also designed to minimize the number of agricultural-related nuisances by buffering "non-farm" interests away from the agricultural community (see the text box on the next page for some additional reasons).

With a few exceptions, the A-1 Districts are located in the southern half of the County and the A-2 Districts are located in the north. Performance Zoning would be able to establish a system that examined each proposal on a case-by-case basis rather than primarily on geographic location. This would potentially create benefits for both the "north" and the "south" under the same administrative procedures.

**Step 3: *Explore Adding Performance-Based Criteria to the Zoning Ordinance*** – Most Counties would not agree to completely throw out their "traditional" zoning methods for the newer "performance-based" approach. However, performance zoning can fix *some* of the problems that are frequently experienced in administering zoning ordinances. For example, variances, rezone and conditional use requests are often made without consistent guidelines to follow. This leads to decisions that are based on "politics" rather than on the unique characteristics of the proposal. The primary point is that not all land within a zoning district has the same characteristics, and some unique development may actually enhance the site *and* be considered to be compatible with the overall intent of the zoning district.

A second innovative zoning method that was discussed during the planning process would give landowners the option to sell or transfer the "development rights" on their land. This is commonly referred to as "*purchase and transfer of development rights*". The underlying philosophy is to allow development rights (i.e., one house per 40 acres) to be purchased and/or transferred to a more suitable piece of property. This system allows valuable open space to be protected at the same time it compensates the landowner. The best part of purchase and transfer of development rights is that it is 100 percent voluntary: in other words, the landowner must agree to sell and/or transfer the development right. This creates a "win-win" situation for both the landowner and the proposed new development.

**Step 4: *Explore Creating a Purchase and Transfer of Development Rights Ordinance*** – These types of ordinances are being used more frequently by counties that want to strike the balance between allowing more development and protecting valued open space, such as prime agricultural land and sensitive environmental areas. Due to their popularity, a number of recent ordinances could be reviewed and easily customized to meet the needs of Kandiyohi County.

### **Rural Development: *Sometimes* it doesn't make \$cents...**

The costs associated with providing public services to new developments are an important consideration when deciding the preferred location of rural residential housing. The Minnesota Department of Agriculture completed a “*Cost of Public Services Study*” in an effort to assist local units of government in making informed decisions on regulating land use, preserving agricultural land and financially planning for new residential development. The Study included both a Statewide statistical analysis of over 500 local government entities and case studies of the fiscal impacts of growth on local governments in five counties (Wright, Scott, Winona, Carlton and Becker). The study examined historical and projected numbers over a 20-year period.

The Statewide analysis was used to identify factors affecting the fiscal impacts of development on local governments. The case studies were used to gain insight into how patterns of development within Minnesota counties and cities have affected their fiscal capacities. Some of the key findings in the Statewide analysis are listed below:

- Agriculture is an important factor in the fiscal health of most rural counties, townships and school districts because it contributes more taxes than it requires in services.
- New residential development can have a negative fiscal impact on townships that lose a major part of their agricultural tax base and must also provide higher levels of service.
- Due to the structure of Minnesota's local governments, the fiscal impact of new residential development on counties is usually enhanced when it occurs within cities, because cities are able to provide the level of services typically demanded by new residents.
- County per capita road maintenance costs tend to decline as density, residential market value and percent of city residents increase.
- When townships reach a certain population level, their per capita road costs increase.
- New development within cities or adjacent areas often favorably affects the cost of water and wastewater services.

The results of the county case studies supported the above mentioned findings, concluding that the fiscal impact of new residential development is more favorable for all branches of local government when it occurs within or adjacent to cities. This was primarily because infrastructure and other public services were already available.

A second study, *Development in Wright County: The Revenue/Cost Relationship* (MN Dept. of Ag., 1989), revealed that in all cases the cost of providing services to low density residential developments located away from existing infrastructure was over four times higher than the net cost of services for development in a city and near existing infrastructure. The study provided evidence that higher density residential development has less of a negative effect on a community's fiscal budget than does low density sprawl.

Finally, a third study conducted by the American Farmland Trust in 1994, (*Farmland and the Tax Bill: The Cost of Community Services in Three Minnesota Cities*) analyzed the costs of serving residential, commercial, industrial and agricultural land uses. The findings of the study showed that on average, residential areas consumed \$1.04 in services for every \$1.00 of revenue generated. In comparison, commercial and industrial areas used only \$0.37 in services and farmland used only \$0.50 in services for every \$1.00 collected. The study also found that while residential areas produce more than 90 percent of the total revenues in the study, they accounted for more than 98 percent of the total expenditures. **The main point of these studies is not to discourage rural residential housing, but rather to highlight the need for it to be well planned for so that it can make \$cents.**

One of the last zoning-related implementation steps that is needed is to examine and update the County Zoning Map. A large percentage of this work was actually completed during the planning process. With assistance from the County Planning and Zoning Office, the Mid-Minnesota Development Commission created current zoning maps for each of Kandiyohi County's 24 townships (see Chapter Five). The primary emphasis was to create zoning maps that represented the way each township *is currently zoned*, rather than to question how each area *should be zoned* in the future. The County may want to systematically revisit how some areas of the County are zoned, especially once the Zoning Ordinance is updated.

**Step 5: Update the County Zoning Map as Needed** – The County Zoning Map should be updated after every zoning change. This has traditionally been a very difficult task. However, since all the Township Zoning Maps have been placed into a computer database (GIS), making revisions takes a matter of minutes rather than hours. Another large benefit of having Township Zoning Maps is that they can be easily distributed to both residents and local officials who need to make important land use decisions.

### **Subdivision Ordinance**

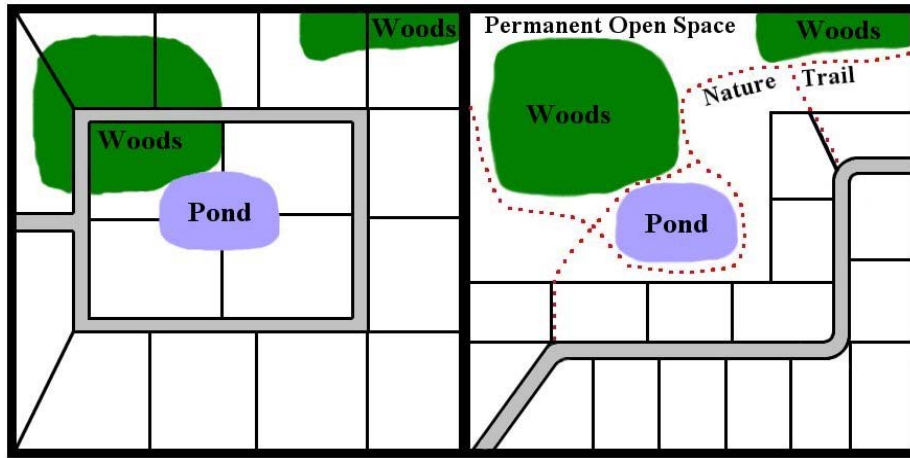
Subdivision ordinances give counties the authority to regulate the subdivision of land to protect the health, safety and general welfare of residents; promote orderly development; provide affordable housing; and allow for the provision of infrastructure and other public services. Subdivision ordinances can be used to regulate the size, location, grading and other land use issues when land under single ownership is divided into two or more lots.

**Step 6: Review the Subdivision Ordinance** – The Subdivision Ordinance should be updated as needed to be consistent with the County Comprehensive Plan and Zoning Ordinance.

As the demand for residential property in Kandiyohi County increases, subdivision planning will need to accommodate the increased demand for residential land through non-traditional design concepts. Conservation subdivision development is a concept that develops a piece of land by concentrating housing units together while protecting open space for a variety of uses. Generally, water (i.e., lakes or wetlands), wooded areas and walking trails are the primary features found in these types of developments. In addition, some conservation subdivisions have been designed to protect agricultural land, wildlife areas and scenic views. Adjacent conservation developments can also be linked together to create regional corridors for wildlife and recreational uses (such as bike, walking and ski trails). The overall point is to encourage new development that protects, rather than consumes, the natural features that are unique to each area.

With conservation subdivision development, entire housing clusters are thoroughly planned and reviewed, open space is planned and permanently deeded as open space, roads within housing clusters are privately owned and maintained, sanitary sewer and well locations are centrally planned and open space and buffers are created to protect adjacent agricultural land and natural areas from the impacts of housing. Conservation subdivisions also tend to have smaller lot sizes. For example, the emphasis might be on half to one acre lots rather than on two to five acres per dwelling unit (see Figure 8A).

**Figure 8A:  
Conservation Subdivision Example**



**Left Side:  
Traditional Subdivision**  
40 Acre Parcel  
16 Lots (average .5 acres)  
No Contiguous Open Space  
4 Lots With Pond Access  
6 Lots With Woods Access

**Right Side:  
Conservation Subdivision**  
40 Acre Parcel  
16 Lots (average .25 acres)  
16 Acres of Open Space  
All Lots have Pond Access  
All Lots have Woods Access

With smaller lot sizes and the planned preservation of open space and natural resources, the housing units are built on smaller tracts of land while agricultural and environmentally sensitive areas are preserved. Housing units grouped closer together can create an increased tax base for local units of government while reducing the costs of providing public services to these residential developments. Since there are public benefits, some incentives can be offered to developers to encourage good land use decisions. For example, additional housing units could be allowed in conservation subdivisions compared to what is normally allowed in “traditional” subdivisions.

Conservation developments often require modification in the design standards of traditional subdivision and zoning regulations. To accommodate these developments, strict compliance to minimum lot sizes, setback requirements and other regulations may be overlooked by the local unit of government. Conservation subdivision ordinances establish general guidelines that encourage these type of developments.

**Step 7: Explore Creating a Conservation Subdivision Ordinance** – More needs to be learned about how conservation subdivisions could benefit Kandiyohi County. This could be accomplished through the Planning Commission or through a special Task Force created to review their potential and to report on how an ordinance could be customized to fit the needs of the County and area residents.

## **Gravel Pits**

The planning process revealed that gravel pits are both needed and often a source of conflict. Since future development is dependent upon vast amounts of gravel, the Minnesota Department of Natural Resources (DNR) has completed Aggregate Resource Evaluations for a number of counties. These evaluations pinpoint the exact location of each type of aggregate (i.e., sand, gravel, etc.). The only problem is that each countywide analysis takes approximately a year to complete, and only one person from the DNR is currently qualified to accomplish the evaluations. Kandiyohi County needs to decide if it wants to be placed on the waiting list to have one completed for the County. Although it may take a while before one is started, the State could eventually make a commitment to devote more staff to these projects.

**Step 8: *Kandiyohi County Aggregate Resource Evaluation*** – To get on the waiting list, the County Board needs to pass a resolution indicating they would like the DNR to conduct an Aggregate Resource Evaluation for Kandiyohi County. Once an evaluation is completed, the document should be fully incorporated into the planning process and should ultimately be used to guide all land use decisions.

Some of the concerns expressed from the planning participants were formulated around the many nuisances that gravel mining creates (i.e., dust, noise, traffic and aesthetics). The prevailing message was that Kandiyohi County needs to develop a strategy that will address the long-term needs for gravel with an emphasis on minimizing rural residential conflicts. The work on such a strategy should begin before future rural development escalates to a point where new mining operations are forced to operate in “less than ideal” locations.

**Step 9: *Create an Aggregate Resource Task Force*** – The Task Force should examine the many issues related to gravel mining from both the “need” and “nuisance” perspectives. The Task Force should then publish a document that summarized their efforts, including a model ordinance designed to “strike a balance” for the long-term needs of the County.

## **Scenic Views, Wooded Corridors and Other Unique Natural Areas**

The planning process revealed that citizens value and wish to preserve a number of natural areas throughout Kandiyohi County. These areas include unique natural resources which deserve special planning consideration. For example, a native wooded corridor still exists, extending from the northern shores of Green Lake to Sibley State Park. Planning participants recognized the certainty of new development, but also expressed the value of keeping this natural corridor functionally intact, for both wildlife and people. In the long-run, the advantage of doing so would provide many benefits to both landowners and local residents.

**Step 10: *Create a Resource Protection Task Force*** – The purpose of the Task Force would be to research what protection “tools” exist and then recommend which options might work in Kandiyohi County. This would include agreeing on a *process* to identify valued community resources. For example, the process might include a study with local input, a recommendation by the Planning Commission and full approval by the County Board.

There are proven methods by which counties can protect unique natural areas. This helps because “the wheel does not need to be reinvented”. One of the most popular methods used is to create an ordinance that allows Conservation Overlay Districts. These types of zoning ordinances not only spell out how unique natural areas can be identified or designated, but they also determine which specific tools can be used to help protect the valued resources (see the text box below).

**Step 11: Examine Creating a Conservation Overlay Ordinance** – The primary goal of a Conservation Overlay District is to give each landowner who is affected by the designation **more** (not less) development options. For example, the Transfer of Development Rights and Conservation Subdivision methods (discussed previously) are frequently used in Conservation Overlay Districts. The key is to provide incentives to landowners to make good land use decisions.

### Examples of Tools Available to Help Protect Unique Natural Areas

The following grant programs are available to communities that want to help protect scenic views, wooded areas and other natural resources:

- T Private conservation organizations, such as **The Nature Conservancy** (TNC), may be able to bring funding to protect significant natural areas. TNC has announced its intention to concentrate on natural areas between Willmar and St. Cloud. TNC can help create nature preserves or conservation easements from willing landowners. TNC is a membership based not-for-profit organization focused on the preservation of plants, animals and natural communities by protecting the lands and waters they need to survive (visit [www.tnc.org](http://www.tnc.org)).
- T **The Legislative Commission on Minnesota Resources** has recommended funding to the Minnesota Waterfowl Association (MWA) of \$11 million to purchase corridors of wildlife habitat. MWA is acting as the lead organization in a coalition of conservation organizations, including the National Wild Turkey Federation and the Minnesota Deer Hunters Association. One of the target areas for the project will be to protect quality deer and turkey habitat and hunting opportunities in Kandiyohi County through the purchase of land and/or conservation easements from willing landowners (visit [www.upnorthoutdoors.com/mnwaterfowl](http://www.upnorthoutdoors.com/mnwaterfowl)).
- T **The Natural and Scenic Grant Program** provides up to 50 percent of total eligible costs with a maximum grant of \$500,000 and a minimum grant of \$5,000 for acquisition of land that contains species (plants and animals) that are endangered, threatened, or of special concern; land that has high quality scenic views; and other similar land. This Program is administered through the DNR and, since the DNR has expressed great interest in helping protect the wooded corridor north of Green Lake, Kandiyohi County would be an ideal place to receive these

## **Shoreland Management**

Kandiyohi County’s Shoreland Management Ordinance has incorporated the shoreland standards established by the 1969 Minnesota Shoreland Management Act (revised in 1989). The standards classify lakes into one of three categories: General Development (least restrictive), Recreational Development and Natural Environment (most restrictive). The Act is intended to provide “minimum standards” and local units of government have the option of imposing more restrictive regulations if they wish to provide greater protection. This normally occurs as lakeshore development pressures increase.

***Step 12: Review the County’s Shoreland Management Guidelines*** – These standards should be periodically reviewed and updated as needed. Some counties have recently completed this process and decided to create a fourth lake classification (referred to as “Natural Sensitive”) for the more “wetland-type” lakes in the County. This was done to separate the development standards between “wetlands” and “small lakes”.

In addition to the Shoreland Management Ordinance, the Department of Natural Resources regulates shoreland development through its Protected Waters Inventory List. This list currently has 196 water basins (totaling 49,374 surface acres), 210 protected wetlands (totaling 5,745 acres) and 22 protected water courses identified throughout the County. In short, landowners need to obtain a Protected Waters Permit before they can begin any project which affects the bed of a protected water or wetland. The reason for this law is that, although the shoreland is considered private property, the waters in the lakes and rivers are used by the public.

***Step 13: Update the DNR Protected Waters Inventory List*** – The current inventory for Kandiyohi County is dated January 1, 1990. The planning process revealed a few questionable listings, such as wetlands that haven’t existed for a number of years. Updating the list would be an essential part of updating the zoning maps, since a shoreland management buffer is placed around each protected water.

## **Feedlots**

Kandiyohi County has completed a Level One feedlot inventory and is currently in the process of conducting a Level Two inventory. Basically, the Level One inventory simply identifies the location of the feedlots, while the Level Two inventory determines how large the feedlot is and what type of manure storage exists. Counties can choose to administer setback requirements for new or expanding feedlots from existing residential properties, however, Minnesota recently passed a statute which states that...

“a local ordinance that contains a setback for new feedlots from existing residences must also provide for a new residence setback from existing feedlots in areas zoned agricultural at the same distances and conditions specified in the setback for new feedlots unless the new residence is built to replace an existing residence” (Statute 394.25, Subdivision 3C, Letter D).

**Step 14: Use the Level Two Feedlot Inventory to Help Make Land Use Decisions** – Regardless of how Kandiyohi County addresses feedlot-related setbacks in the future, the Level Two inventory should be incorporated into the land use decision making process. For example, if someone is proposing to build a Planned Unit Development, it would be helpful to know if a feedlot exists nearby and, more importantly, what type and how large the feedlot is before making the land use decision. The primary goal is to improve the decision making process for *both* the feedlot operators and the non-farm residents.

### **Urban Growth Areas**

The process for adding land into a city’s corporate boundary is called annexation, which is often controversial if the process has not been well planned for by both the city and affected township(s). Minnesota State Statutes provide for three different annexation procedures: 1) Annexation by Ordinance; 2) Orderly Annexation; and 3) Annexation by Petition and Hearing. Annexation by Ordinance is the simplest process but requires, among other things, the land to be owned by the city and the land must be completely surrounded by incorporated land. Orderly Annexation involves intergovernmental cooperation, since a joint resolution needs to be passed between the city and township(s) involved. Finally, the Petition and Hearing process involves a public hearing before an adjudicated law judge who grants or denies the annexation. This process should only be done if the first two procedures fail.

Annexation allows cities to grow in an orderly and planned manner. After a city determines the need for annexation, the procedure of Orderly Annexation should be used, including designating the land as an “Urban Growth Area”. Orderly Annexation agreements provide assurances to both cities and townships as to the location, timing and future land use of the proposed annexation. More importantly, Orderly Annexation agreements help to prevent costly disputed annexation hearings. The County can serve a role in facilitating orderly growth around municipalities by encouraging Orderly Annexation.

**Step 15: Encourage Orderly Annexation Agreements for Urban Growth Areas** – The process for Orderly Annexation is found in Minnesota Statutes 414.0325. The County should actively help to facilitate orderly annexations by discussing the need for them with the affected townships and municipalities.

A second important planning issue pertains to how the County makes land use decisions in areas that are designated as Urban Growth Areas. One of the primary functions of the Urban Growth Areas is to identify land that needs “intergovernmental cooperation”. For example, if the County needs to make a land use decision for a piece of property that falls within a city’s Urban Growth Boundary, the County should ask the city if the proposed land use is compatible with the city’s future land use plan for the area. In practice, the County does not want to make land use decisions that negatively affect either the township or city.

**Step 16: Use Intergovernmental Cooperation in Urban Growth Areas** – Land use decisions in Urban Growth Areas (or even for other land adjacent to a city’s corporate boundary) should have intergovernmental input by the affected parties.

New London Township is currently participating in a Merger Study with the Cities of New London and Spicer to explore the pros and cons of becoming one incorporated city. One immediate benefit of the Study has been the increased communication that has taken place between the three local units of governments on a number of key planning issues. The Merger Study started in July, 2001, and is expected to last at least a year. At that time, the people of each entity will cast a vote to determine the outcome. A simple majority is needed by each political unit to formally begin the merging process.

### **Long Range Transportation Planning**

In order to prevent congestion and costly right-of-way acquisition, the County and other local governments should plan to develop roads where high levels of development are anticipated. The construction of roads and acquiring right-of-ways before it becomes too “problematic” is a cost effective tool for transportation and infrastructure planning. Properly planned collector streets can reduce congestion and save wear and tear on local streets that were not designed for heavy traffic volumes. High growth areas of the County currently include, but are not limited to, the areas of New London Township, Green Lake Township, Lake Andrew Township and Irving Township. An analysis of the impacts of land use and zoning on growth should be examined in order to anticipate future growth related transportation needs.

***Step 17: Form a Transportation Committee*** – The County Engineer has expressed interest in “planning for” rather than “reacting to” the County’s short and long-term transportation needs. However, the Planning Commission and County Board needs to make this a commitment in order to get this accomplished.

### **County Meetings**

The County Board, Planning Commission and appropriate County staff should meet annually or as necessary to discuss issues, concerns and needed projects. A comprehensive list of tasks should be analyzed and formed into a work plan.

***Step 18: Conduct a County Board, Planning Commission and County Staff Meeting*** – The primary purpose of these meetings is to enhance the communication process among the people responsible for the County’s future. These meetings should be considered as short-term “strategic planning” for the County.

A related issue is that certain parts of the County or region may require special planning efforts as problems or opportunities arise. For example, Kandiyohi County has entered into the Mid-Minnesota Joint Powers Board (along with Meeker, McLeod and Renville Counties) to cooperatively address local water management issues. The main rationale for cooperating is because water management can be more effectively accomplished if addressed on a regional basis. This is true for many of issues facing local units of government today.

**Step 19: *Emphasize Intergovernmental Cooperation*** – Many of the issues that will ultimately face Kandiyohi County in the future would be better addressed through collaborative means. The County should be committed to help identify and help resolve these issues by using strong intergovernmental cooperation and citizen input.

### **Updating the Comprehensive Plan**

To successfully implement the contents of the Comprehensive Plan and to determine if the Plan is consistent with the growth and development activities of the County, a periodic review of the Plan is necessary. For example, Chapter Seven establishes the Goals, Objectives and Policy Guidelines that Kandiyohi County should follow when making land use decisions. These should be reviewed periodically and revised as necessary.

**Step 20: *Formally Review Kandiyohi County's Comprehensive Plan*** – The County should review the Plan at least once every two years (especially Chapter Seven) in order to ensure that Kandiyohi County's "vision" remains both accurate and constructive.

Any changes to the Chapter can be documented as an amendment to the Comprehensive Plan. The Plan can be amended by the recommendation of the Planning Commission to the County Board, or the County Board can propose an amendment to the Plan by resolution to the Planning Commission. A public hearing must then be held by the Planning Commission before adoption of the amendment can occur. Finally, the County Board of Commissioners is required to formally vote on any proposed amendment to the Comprehensive Plan.

#### ***Priority Statement:***

**This Comprehensive Plan shall not operate to unilaterally change, or render ineffective, any Kandiyohi County Ordinance enacted prior to the date of this Plan, including without limitation the Zoning and Subdivision Ordinances. This Land Use Plan may be used to interpret the intent and objectives of prior ordinances. In all cases, there will be a rebuttable presumption that the provisions of this Comprehensive Plan and prior ordinances are consistent. In the event of inconsistencies, however, the provisions of the ordinances that were enacted prior to this Plan shall apply. Any inconsistencies in turn may be addressed once a specific ordinance is updated.**

**Decisions on how and when to implement the provisions of this Comprehensive Plan shall remain exclusively with the Kandiyohi County Board of Commissioners.**

*For more information regarding this Comprehensive Plan,  
please contact the Kandiyohi County Planning and Zoning Office at:*

**400 SW Benson Avenue  
Willmar, MN 56201  
(320) 231-6229**

*or the Mid-Minnesota Development Commission at:*

**333 West Sixth Street  
Willmar, MN 56201  
(320) 235-8504**