
Comprehensive Land Use Plan



September 2020

Prepared by
The City of Dodge Center

ABSTRACT

TITLE: CITY OF DODGE CENTER COMPREHENSIVE LAND USE PLAN

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SUBJECT: Land use plan for the City of Dodge Center 2020-2030

DATE: September 2020

AGENCY: City of Dodge Center Planning and Zoning Commission

This planning report describes existing conditions and land use trends, based on current information. In addition, the plan projects future growth and provides recommendations to guide future development in the City of Dodge Center. The Comprehensive Land Use Plan covers a ten-year planning period from 2020 to 2030.

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

Since 1998, when the last comprehensive land use plan was updated, the City of Dodge Center, Dodge County, and Southeastern Minnesota have continued to see an increase in population and economic growth. The City of Dodge Center understands that with this growth, the city needs to adapt in order to proactively accommodate projected land uses. Together, civic leaders, residents, businesses, and other organizations have poured their visions for how the city should prepare for future land uses into this document.

COMMUNITY GOALS: Community goals were gathered through mailing surveys to water utility customers, meeting with boards and commissions, and conducting an in-person meeting where community members were able to share their input.

Specific goals are as follows:

- Expand retail options
- Create more housing for lower and moderate incomes
- Achieve well-rounded, sustainable growth
- Extend walking, biking, and recreation opportunities within the community
- Seek input and ways to work together with other community organizations
- Continue to maintain public infrastructure
- Continue to protect environmental and community resources
- Develop commercial and industrial businesses along the Highway 14 Corridor
- Develop residential uses in the northwest and northeast quadrants of the city

INTRODUCTION

This comprehensive plan aims to lay out a set of blue prints for multiple challenges and opportunities that may arise in the next 10 years, including: commercial, industrial, residential, and recreation development in the future. Herein, the city not only identifies these opportunities and challenges, but also lays out large-picture strategies and manageable steps to take in order to address them. The intent of this document is for it to be used to help guide policy and decision-making for the city's future leaders. This document should be used as a map and compass to make sure that the city stays on the right track for the next 10 years.

The City of Dodge Center aims to continue growth and development through consistency and with the mindset of planning for the future. Growth within the city will be welcomed, but it must be consistent with the values of the people within our community. Proposed development must be both sustainable and well-thought-out in order to avoid stifling future development. In an effort to ensure that these goals are met, the comprehensive land use plan should be referred to in regards to future development to ensure that it is consistent with long term plans and goals.

Community Setting

The City of Dodge Center is a community of approximately 2,800 people. Given the city's name, the Dodge Center is centrally located in the middle of Dodge County and in between Owatonna and Rochester. The city's two main roads are U.S. Highway 14 and County Road 34. Highway 14 is a four-lane road from Rochester through Dodge Center and provides arterial access to the cities of Kasson, Byron, Rochester, Winona, and Lacrosse to the east; and the cities of Owatonna, Waseca, and Mankato to the west. Dodge Center has two interchanges on Highway 14 that are relatively untapped when it comes to business development for commuters. Highway 14 also connected to U.S. 52, providing four lane access to the Twin Cities Metropolitan Area and Interstate 90.

Dodge Center Municipal Airport, supporting a 4,500-foot concrete runway and paved off ramps and taxiways, provides flight access from around the country. Canadian Pacific (CP) Railroad provides east-west rail access through the city, with connecting points throughout the United States and Canada.

Figures 1 and 2 spatially represents the location of Dodge County within the State of Minnesota, and Dodge Center within Dodge County.

Dodge Center, unlike many other small communities in southeastern Minnesota, is largely industrially-based with several large employers. These employers are continuously expanding, and with that expansion has come the need for a larger, more-skilled labor pool and housing to accommodate them. The city is also very diverse in comparison to other smaller cities in the southern Minnesota, as a whole.

As the City of Dodge Center plans for future growth and development in the next ten years, many improvements have and will be made. Improvements such as the proposition of a commercial-industrial park, renovations of existing streets, and the development of new public roads to aid in new residential, commercial, and industrial development.

Other community assets include consistent development of the City's subdivisions with new housing opportunities, the aquatic center, Triton School District, updated parks.

This plan is intended to guide the community's growth and development over the next ten years. However, this plan should be treated as a living document, and as such, it should be updated and improved as ideas and values change. As goals are accomplished, new goals should be established in order to continue progress. This document should be reviewed annually.

Figure 1
Counties of Minnesota

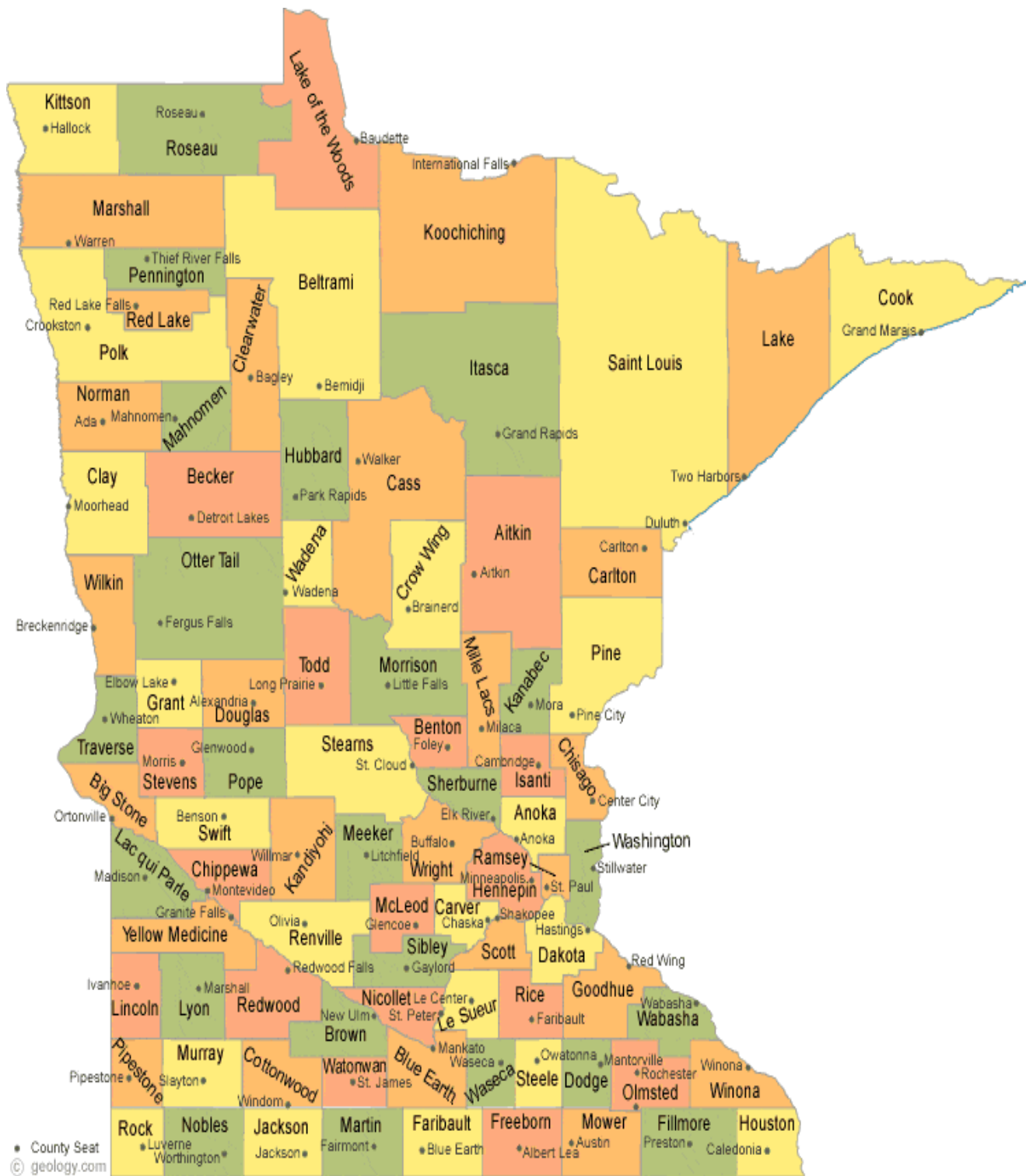
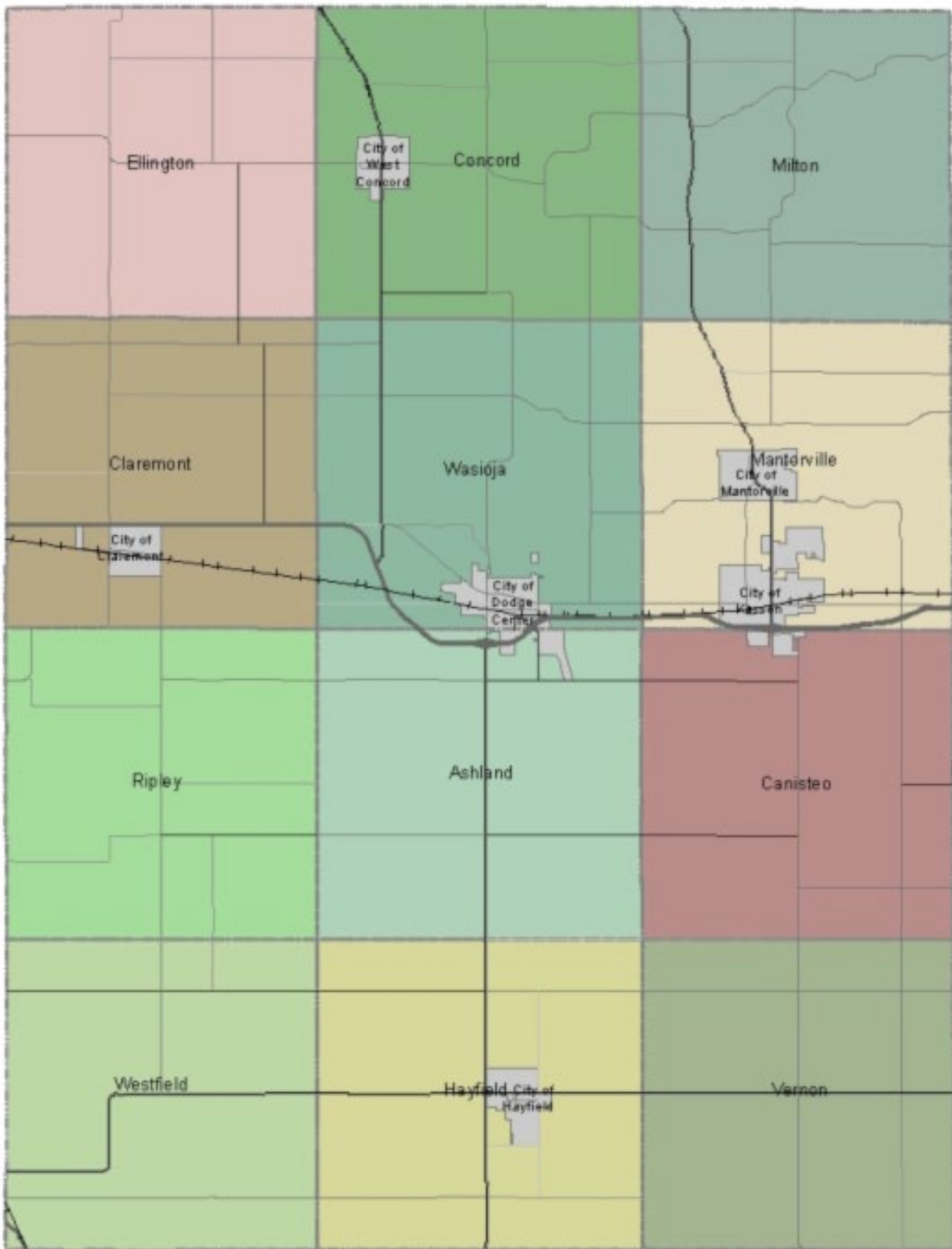
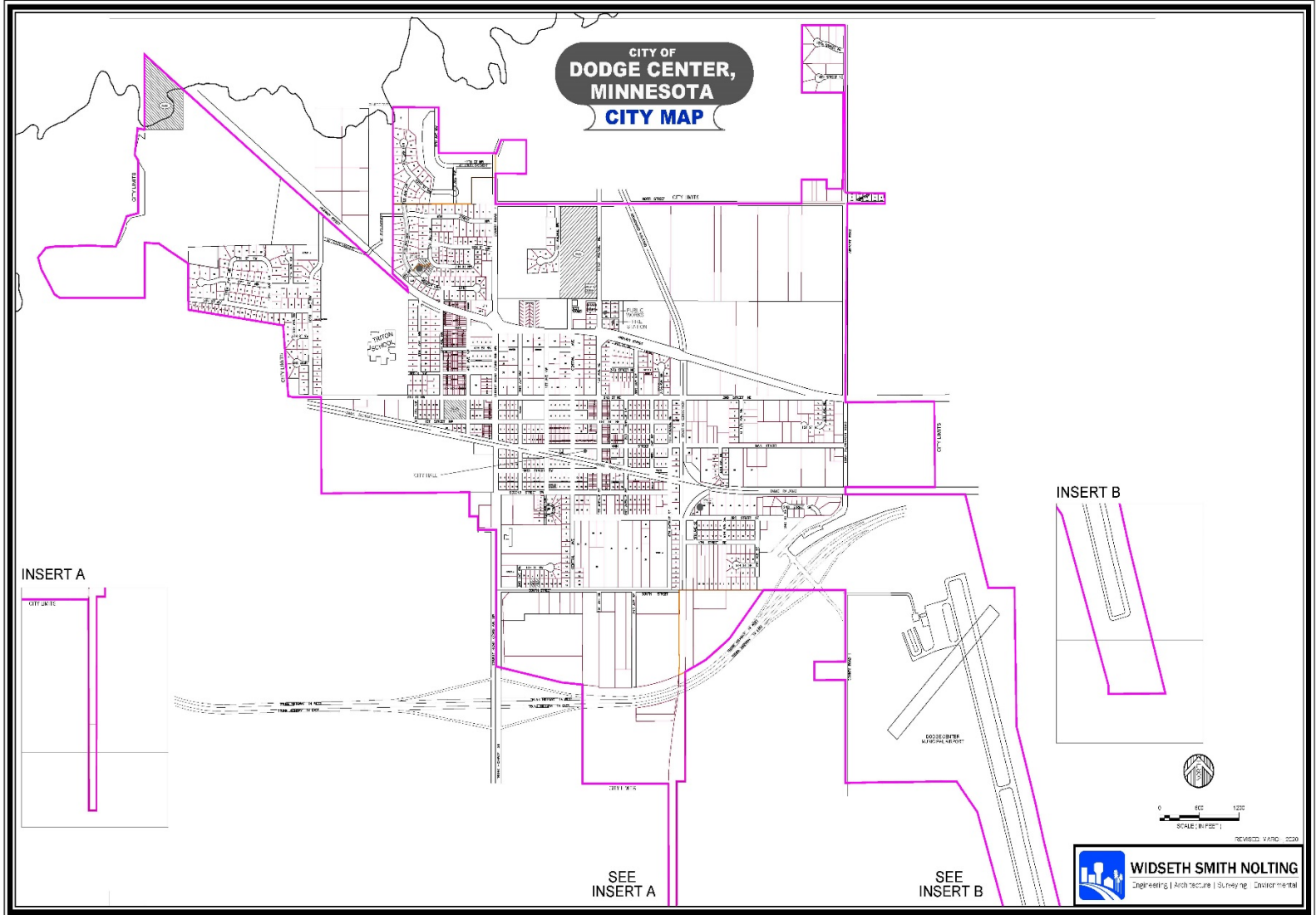


Figure 2
Dodge County Map



**Figure 3
Dodge Center Map**



COMMUNITY GOALS AND STRATEGIES

Community goals and strategies provide a framework that is broken down into manageable steps that could be taken to usher in objectives that are commonly held by civic leaders and community members. These goals can only be achieved through a collaborative effort from the government leaders, businesses, and individuals.

Expand retail options

Goal: Expand and diversify retail, restaurant, and other commercial opportunities within the community to increase the tax base and help aid in the overall growth of the community.

Strategies:

1. Amend zoning ordinances that aids in development, but responsible and well-planned development.
2. Offer economic development incentives, such as TIF, tax-abatement, or technical assistance to commercial businesses that either start-up or relocate to Dodge Center.

Create more housing for lower and moderate incomes

Goal: Create more housing options for lower and moderate-income levels in order to encourage people to live and work within the same community.

Strategies:

1. Create a coalition of developers, grantors, city officials, employers, and other stakeholders in the community that works together to create low-income and workforce-housing within Dodge Center.
2. Offer economic development incentives to housing developers such as TIF or reduced-land prices for city-owned land to aid in helping to cashflow housing development projects.
3. Amend ordinances to encourage affordable housing development such as decreasing lot minimums and implementing lot maximums.

Achieve well-rounded, sustainable growth

Goal: Ensure that the development that occurs within Dodge Center is compatible with the values of the community, presents both environmental and economic feasibility, and offers demonstrable benefits to the community as a whole.

Strategies:

1. Ensure that plan review is thorough, but also effective and efficient by giving communicating timely with the developer.
2. Ensure that developments are well-thought out and are compatible with other developments in the community.

3. Provide unbiased review of plans, but when there is controversy over a proposed development, hold public hearings in which citizens are able to express concerns to ensure that concerns are addressed.
4. Amend ordinances to encourage sustainable development that allows for flexible development as long as it is demonstrably economically and environmentally feasible.
5. Work with Dodge County, Ashland Township, and Wasioja Township to create orderly annexation agreements and collaborate in regards to future annexation and growth of the Dodge Center.

Extend walking, biking, and recreation opportunities within the community

Goal: Create more recreational and leisure opportunities within the community by creating bike path loops, extending sidewalk connections, and maintaining park system.

Strategies:

1. Write grant proposals to MN DNR for their bike path grants to acquire funding.
2. Budget for the improvement or creation of bike paths and sidewalks.
3. Write grant proposals to MN DoT for their Safe Routes to School (SRTS) infrastructure grants to acquire funding for sidewalk connections that increase safety.¹
4. Work with the county, nearby cities, and regional trail organizations to plan and coordinate trail development that increases connectivity of the cities.
5. The MN DNR has already identified our area as an area for future trails, so ensure that the State is involved in the process, as they are key to receiving any external funding.²
6. Maintain park systems by budgeting for costs and planning for routine maintenance and upgrades.

Seek input and ways to work together with other community organizations

Goal: Work with organizations and community groups within Dodge Center to solve issues and create partnerships that benefit the City.

Strategies:

1. Create relationships between the City of Dodge Center and community-based organizations.
2. Identify ways in which community input would increase the value of the service or amenity provides.
3. Seek out ways the City of Dodge Center can support community-based organizations that aim to increase the quality of life for residents.
4. Work with Triton Public Schools to get students involved in their community through projects that would provide students with valuable experience and increase the aesthetic value of the City of Dodge Center with extra help in anything from maintaining parks to public art.

¹ <http://www.dot.state.mn.us/saferoutes/grants-funding.html>

² https://files.dnr.state.mn.us/input/mgmtplans/pat/system_plan/system_plan.pdf

5. Work with Triton Public Schools to foster entrepreneurialism to identify students that may be interested in starting a business in the community and helping them access resources that would help them in their endeavor.

Continue to maintain public infrastructure

Goal: Continually maintain public infrastructure to ensure that the residents of Dodge Center have reliable transportation, sewer, and water. Ensure that city buildings are updated and new buildings are budgeted for when the need arises.

Strategies:

1. Identify and group City streets in year groups by need. Then include estimates for each year group and project within the Capital Improvement Plan. The CIP should ensure that roads are continuously updated when the life of the infrastructure ends.
2. Public buildings should be assessed on their life-expectancy, and should be included in the CIP to allow funds to be accessed when a new building is needed.
3. When funds are short or the life-expectancy of a road is decreased, ensure that pot holes are filled.

Continue to protect environmental and community resources

Goal: Protect environmental resources by ensuring that development that occurs presents no threat to the future of the community, public health, and conservation efforts. Ensure that development is compatible with the values and identity of the citizens of Dodge Center, and causes no un-due harm to the current businesses or individuals that call Dodge Center home.

Strategies:

1. Continue to work within the Green Steps Cities program that is offered by the State of Minnesota for technical assistance in matters of conservation, efficient land use, and environmentally-friendly practices.³
2. Maintain a tree maintenance plan for city-owned trees in parks and boulevards in order to remove diseased or dead trees and replace them with new ones. This can be accomplished through working with the Arbor Day Foundation, through which, the City of Dodge Center is classified as a “Tree City” through its commitment to trees.⁴
3. During plan reviews, ensure that land is used efficiently to prevent sprawls that often costs more tax dollars to maintain the infrastructure than is recouped through property taxes.
4. Prevent spot developments that don’t show promise of further contiguous development within a definite timeline.
5. Use the grid system for new sub divisions as opposed to cul-de-sacs to ensure that future development beyond cul-de-sacs is easily connected to the city center.

³ <https://greenstep.pca.state.mn.us/>

⁴ <https://www.arborday.org/>

Develop commercial and industrial businesses along the Highway 14 Corridor

Goal: Create a climate in which commercial and industrial businesses are allowed to flourish in the Highway 14 corridor. Acquire land near the Highway 14 interchanges and install public infrastructure to create business park.

Strategies:

1. Create a “2030 Zoning Map” and zone the areas adjacent to current industrial and commercial zones as I-1, I-2, and C-2.
2. Work with landowners near the highway interchanges to drum up interest in the possibility of a business park there.
3. Apply for grants from the Department of Employment and Economic Development (DEED) for programs like their Business Development Public Infrastructure (BDPI) grant that can help pay some of the costs of installing infrastructure.⁵
4. Apply for grants from the United States Department of Agriculture- Rural Development (USDA-RD) like their Rural Business Development Program (RBDG), which could be used to acquire land and install infrastructure.⁶
5. Work with current businesses that might be interested in expanding within the business park.

Develop residential uses in the northwest and northeast quadrants of the city

Goal: The City of Dodge Center has a large shortage of low-to-moderate income level single-family housing and multi-family housing. The areas in which housing developments would make the most sense based on currently zoning would be in the northwestern and northeastern quadrants of the City.

Strategies:

1. Within the “2030 Zoning Map”, zone the areas adjacent to current residential zones as residential.
2. Work with current land owners and the respective Townships to have orderly annexation agreements enacted to help with the acquisition of land and development.

⁵ <https://mn.gov/deed/government/financial-assistance/business-funding/infrastructure/>

⁶ <https://www.rd.usda.gov/programs-services/rural-business-development-grants>

COMMUNITY RESOURCES

Being that the City of Dodge Center is close to Rochester and the economic development presence of Destination Medical Center, Dodge Center has and will be greatly affected by the growth of Rochester in terms of population, housing, and economic conditions. These conditions, along with others, will directly impact the manner and rate of land use.

Further, the upgrading of Highway 14 from a two-lane to a four-lane will also play a role in land use, as increased traffic could lead to demands in Dodge Center for hotels, truck stops, and fast food restaurants near the interchanges.

POPULATION

According to the data on Table 1, Dodge County’s population growth during 1990 to 2000 with 14.26% and 2000 to 2010 with 16.03% has been more than Minnesota’s 11.71% and 7.25%. However, from 2010 to 2020, Dodge County’s growth is expected to have been -0.85%.⁷

Whereas, according to the U.S. Census Bureau, from 2010 to 2020, Dodge Center’s population has still increased by 1.734% with 52 residents from 2,687 to 2,734 from 2010 to 2020. However, this increase is still significantly lower than the increases that have occurred between 1990-2000 and 2000-2010. These decreases could be linked to the result of several factors including, but not limited to, child care shortages, housing shortages, and possibly increased opportunities in other cities.

**TABLE 1
Total Population Comparison**

| | Population | Population | Population | Population | Percent Change | Percent Change | Percent Change |
|---------------------|-------------------|-------------------|-------------------|-------------------|-----------------------|-----------------------|-----------------------|
| Year | 1990 | 2000 | 2010 | 2020 | 1990-2000 | 2000-2010 | 2010-2020 |
| Minnesota | 4,375,099 | 4,919,479 | 5,303,925 | 5,687,161 | 11.71% | 7.25% | 6.97% |
| Dodge County | 15,371 | 17,731 | 20,822 | 20,646 | 14.26% | 16.03% | (.85%) |
| Dodge Center | 2,062 | 2,253 | 2,687 | 2,734 | 8.85% | 17.57% | 1.73% |

Source: U.S. Census 1940-2010, MN State Demographer’s Office 2020-2040

⁷ Table 1

TABLE 2
Dodge County 2010 Census Data

| | |
|--|-----------|
| PEOPLE | |
| Population estimates, July 1, 2018, | 20,722 |
| Population estimates base, April 1, 2010, | 20,087 |
| Population, % change - April 1, 2010 (estimates base) to July 1, 2018, | 3.7% |
| Population, Census, April 1, 2010 | 20,087 |
| Age and Sex | |
| Persons under 5 years, percent | 6.2% |
| Persons under 18 years, percent | 25.8% |
| Persons 65 years and over, percent | 14.7% |
| Female persons, percent | 50.1% |
| Race and Hispanic Origin | |
| White alone, percent | 96.5% |
| Black or African American alone, percent(a) | 0.7% |
| American Indian and Alaska Native alone, percent(a) | 0.4% |
| Asian alone, percent(a) | 0.8% |
| Native Hawaiian and Other Pacific Islander alone, percent(a) | Z |
| Two or More Races, percent | 1.6% |
| Hispanic or Latino, percent(b) | 5.1% |
| White alone, not Hispanic or Latino, percent | 91.9% |
| Population Characteristics | |
| Veterans, 2013-2017 | 1,308 |
| Foreign born persons, percent, 2013-2017 | 2.1% |
| Housing | |
| Housing units, July 1, 2018, (V2018) | 8,339 |
| Owner-occupied housing unit rate, 2013-2017 | 82.5% |
| Median value of owner-occupied housing units, 2013-2017 | \$167,900 |
| Median selected monthly owner costs -with a mortgage, 2013-2017 | \$1,450 |
| Median selected monthly owner costs -without a mortgage, 2013-2017 | \$498 |
| Median gross rent, 2013-2017 | \$639 |
| Building permits, 2018 | 86 |
| Families & Living Arrangements | |
| Households, 2013-2017 | 7,690 |
| Persons per household, 2013-2017 | 2.64 |
| Living in same house 1 year ago, % of persons age 1 year+, 2013-2017 | 87.5% |
| Second language spoken at home, % of persons age 5 years+, 2013-2017 | 4.5% |
| Computer and Internet Use | |
| Households with a computer, percent, 2013-2017 | 89.4% |
| Households with a broadband Internet subscription, percent, 2013-2017 | 82.9% |
| Education | |
| High school graduate or higher, % of persons age 25 years+, 2013-2017 | 94.7% |
| Bachelor's degree or higher, % of persons age 25 years+, 2013-2017 | 24.6% |
| Health | |
| With a disability, under age 65 years, percent, 2013-2017 | 5.7% |

| | |
|---|----------|
| Persons without health insurance, under age 65 years, percent | 4.4% |
| Economy | |
| In civilian labor force, total, % of population age 16 years+, 2013-2017 | 73.6% |
| In civilian labor force, female, % of population age 16 years+, 2013-2017 | 69.4% |
| Total accommodation and food services sales, 2012 (\$1,000)(c) | 12,620 |
| Total health care and social assistance receipts/revenue, 2012 (\$1,000)(c) | 14,982 |
| Total manufacturers shipments, 2012 (\$1,000)(c) | 719,747 |
| Total merchant wholesaler sales, 2012 (\$1,000)(c) | 406,669 |
| Total retail sales, 2012 (\$1,000)(c) | 87,932 |
| Total retail sales per capita, 2012(c) | \$4,346 |
| Transportation | |
| Mean travel time to work (minutes), workers age 16 years+, 2013-2017 | 24.5 |
| Income & Poverty | |
| Median household income (in 2017 dollars), 2013-2017 | \$71,078 |
| Per capita income in past 12 months (in 2017 dollars), 2013-2017 | \$31,417 |
| Persons in poverty, percent | 5.8% |
| BUSINESSES | |
| Total employer establishments, 2016 | 414 |
| Total employment, 2016 | 4,759 |
| Total annual payroll, 2016 (\$1,000) | 206,539 |
| Total employment, percent change, 2015-2016 | 5.7% |
| Total nonemployer establishments, 2017 | 1,404 |
| All firms, 2012 | 1,770 |
| Men-owned firms, 2012 | 926 |
| Women-owned firms, 2012 | 525 |
| Minority-owned firms, 2012 | F |
| Nonminority-owned firms, 2012 | 1,714 |
| Veteran-owned firms, 2012 | 284 |
| Nonveteran-owned firms, 2012 | 1,319 |
| GEOGRAPHY | |
| Population per square mile, 2010 | 45.7 |
| Land area in square miles, 2010 | 439.28 |
| FIPS Code | 27039 |

Source: 2010 Census Data, US Census Bureau

Population Projections

Between 2010 and 2030, the City's population is estimated to increase by 73 residents from 2,687 in 2010 to 2,760 in 2030 for a percent change of 2.7%. On the other hand, Dodge County, from 2010 to 2030, is expected to gain approximately 2,985 residents for an increase of 16.83%. However, these projections are extremely conservative, especially in Dodge Center. Since the year 2000, the City only had a population increase of about .48% every five years. However, there has been a great deal of housing development in recent years with residential lots available. Dodge County also seems to be slowing in its population growth in 2030, and resorts to a negative number in 2040. With the rapid development of McNeilus Steel and McNeilus Truck, and increased body of workforce will be required to fill the new jobs created, which will result in a higher demand for housing and a steadier increase in population.

TABLE 3
Population of Dodge County and Dodge Center 1980- Projected 2040

| Entity | 1980 | 1990 | 2000 | 2010 | 2020 | 2030 | 2040 |
|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Dodge County | 14,773 | 12,217 | 16,540 | 17,740 | 20,646 | 20,725 | 20,497 |
| Dodge Center | 1,567 | 2,062 | 2,253 | 2,687 | 2,734 | 2,760 | 2,787 |

Source: U.S. Census 1940-2010, MN State Demographer's Office 2020-2040

Rental Market

In the central sub-market that includes Dodge Center, Hayfield, West Concord, and middle third of townships there is an estimated population of 7,250. Dodge Center's population makes up approximately 37% of the central sub-market. On Table HD-2, the housing study estimates that between 2018 and 2025 there will be a demand for 71 market rate rentals, 34 affordable units, and 37 subsidized units in the central sub-market (p. 168). Based on 37% of each type of rental, Dodge Center's estimated demand is 26 market rate rentals, 13 affordable units, and 14 subsidized units. Maxfield Consultants recommend in the housing study, "Table R-10 shows a 1.2% vacancy rate in the general-occupancy rental market. There are few newer apartment products in Dodge County and the existing rental stock is older and lacks features and amenities today's renters seek. With a strong rental market, we find that new rental units should be added in the short-term to satisfy potential household growth and accommodate employees working at local businesses. We found demand for 352 general-occupancy rental units in Dodge County through 2025, 199 of which are market rate units." (p.176)

TABLE 4
City of Dodge Center
New Housing Construction
2000-2019

| Year | Single-Family Units | Multi-Family Units (Includes Town Homes) | Total of New Units Per Year |
|--------------|----------------------------|---|--|
| 2000 | 19 | 0 | 19 |
| 2001 | 16 | 0 | 16 |
| 2002 | 25 | 7 | 32 |
| 2003 | 15 | 25 | 40 |
| 2004 | 25 | 6 | 31 |
| 2005 | 19 | 0 | 19 |
| 2006 | 8 | 6 | 14 |
| 2007 | 11 | 0 | 11 |
| 2008 | 1 | 0 | 1 |
| 2009 | 3 | 0 | 3 |
| 2010 | 0 | 0 | 0 |
| 2011 | 4 | 0 | 4 |
| 2012 | 6 | 0 | 6 |
| 2013 | 6 | 0 | 6 |
| 2014 | 6 | 0 | 6 |
| 2015 | 4 | 0 | 4 |
| 2016 | 8 | 0 | 8 |
| 2017 | 10 | 0 | 10 |
| 2018 | 7 | 12 | 19 |
| 2019 | 7 | 0 | 7 |
| Total | 200 | 56 | 256 |

Data Collected From Internal Building Permits Issued as of December 18, 2019

ECONOMIC CONDITIONS

Closely associated with the population and housing characteristics of the City of Dodge Center, are the community’s economic conditions. For the City to grow and remain viable, there must be a solid economic base to build on. However, not all of Dodge Center’s working residents work in Dodge Center, many commute to neighboring cities like Rochester and Owatonna.

In regards to the region Dodge Center belongs to, according to DEED in Table 8, southeastern Minnesota is expected to see 4.5% increase in job growth, which is just above Minnesota’s projection and is second only to the central region. Further, according to Table 9, southeastern Minnesota represents the third largest piece of the pie following the metro and the central regions.

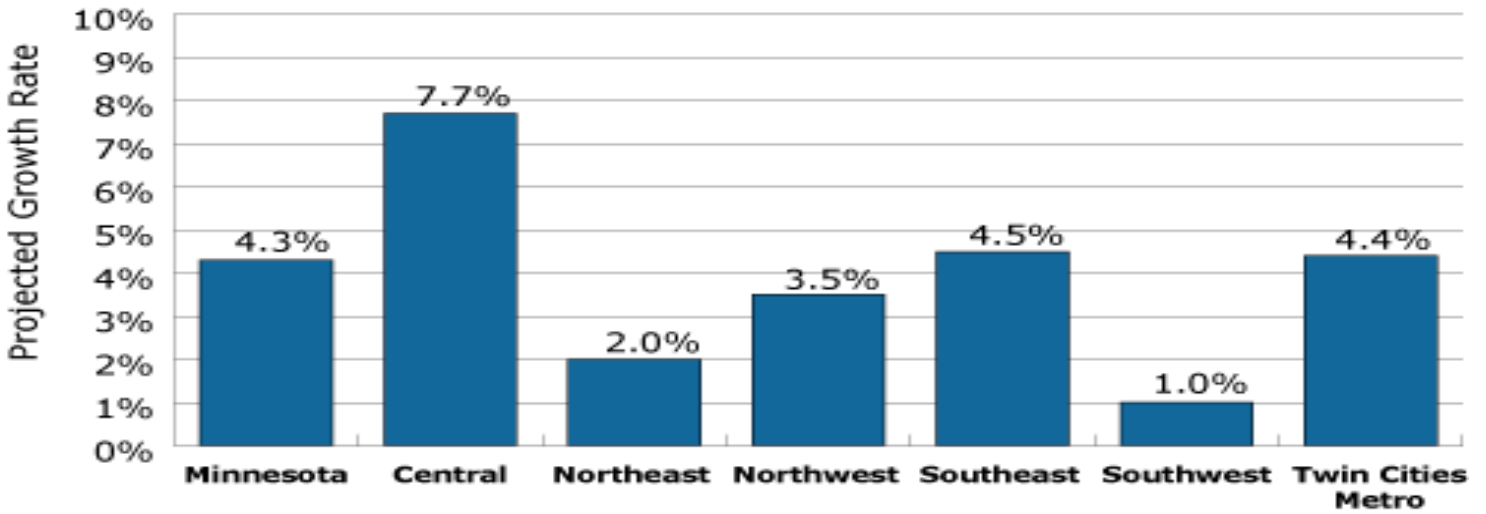
TABLE 5
Dodge County Labor Force, Employment, and Unemployment 1994-2018

| Year | Dodge County Total Labor Force | Dodge County Total Employed | Unemployment Rate |
|-------------|---------------------------------------|------------------------------------|--------------------------|
| 1994 | 8,996 | 8,466 | 5.9 |
| 1995 | 9,035 | 8,542 | 5.5 |
| 1996 | 8,915 | 8,413 | 5.6 |
| 1997 | 8,938 | 8,556 | 4.3 |
| 1998 | 8,967 | 8,659 | 3.4 |
| 1999 | 9,110 | 8,820 | 3.2 |
| 2000 | 10,238 | 9,928 | 3.0 |
| 2001 | 10,481 | 10,123 | 3.4 |
| 2002 | 10,736 | 10,312 | 3.9 |
| 2003 | 10,861 | 10,384 | 4.4 |
| 2004 | 11,122 | 10,639 | 4.3 |
| 2005 | 11,172 | 10,741 | 3.9 |
| 2006 | 11,106 | 10,695 | 3.7 |
| 2007 | 11,028 | 10,552 | 4.3 |
| 2008 | 11,041 | 10,467 | 5.2 |
| 2009 | 11,131 | 10,310 | 7.4 |
| 2010 | 11,307 | 10,525 | 6.9 |
| 2011 | 11,235 | 10,559 | 6.0 |
| 2012 | 11,339 | 10,768 | 5.0 |
| 2013 | 11,330 | 10,794 | 4.7 |
| 2014 | 11,250 | 10,781 | 4.2 |
| 2015 | 11,451 | 11,026 | 3.7 |
| 2016 | 11,589 | 11,159 | 3.7 |
| 2017 | 11,700 | 11,311 | 3.3 |
| 2018 | 11,834 | 11,482 | 3.0 |

Source: Minnesota Department of Employment and Economic Development, 2019⁹

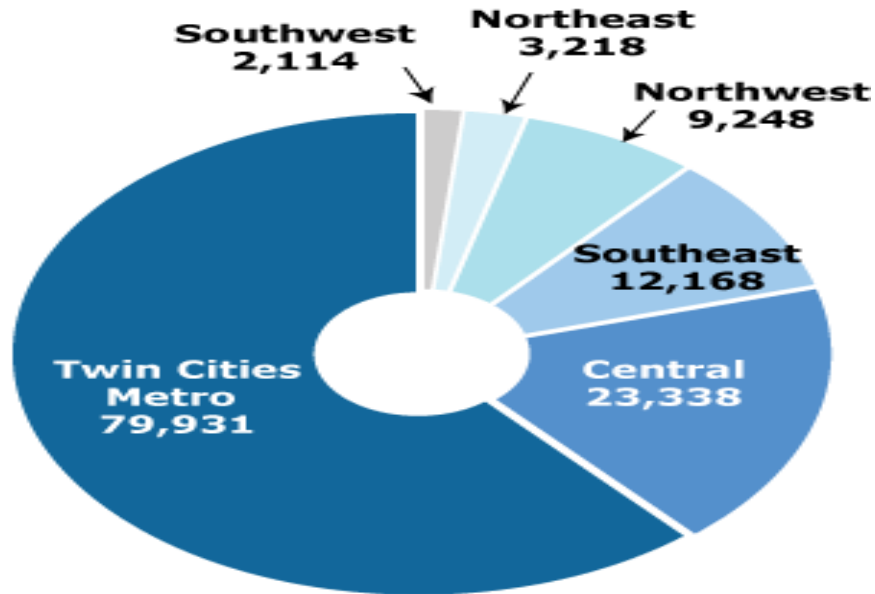
⁹

TABLE 6
Southeast Minnesota Employment Projections by Region
2014-2024



Source: DEED Employment Outlook 2014-2024

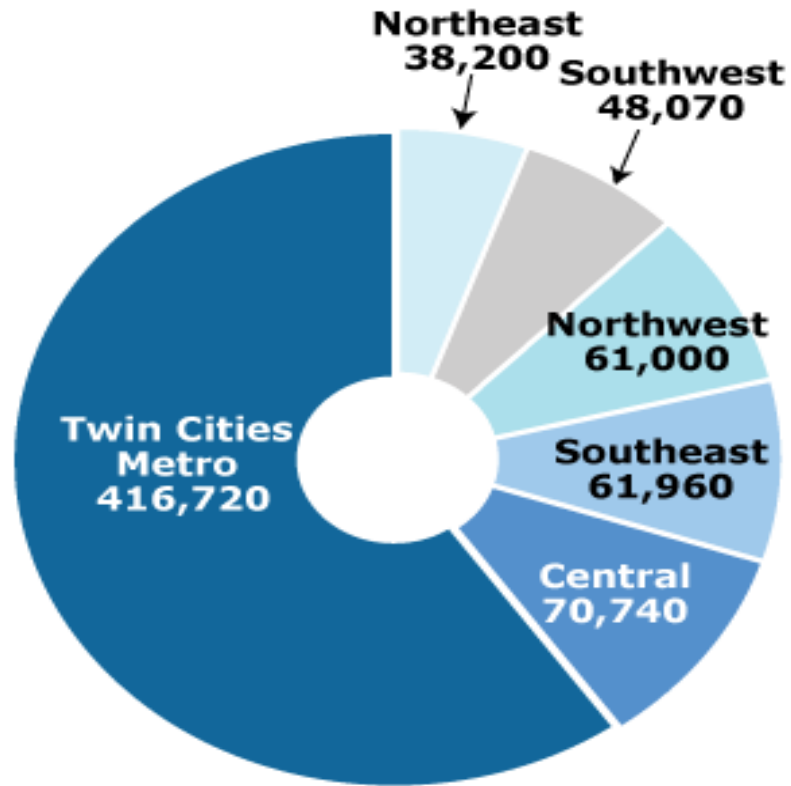
TABLE 7
New Jobs Created, Employment Projections by Region
2014-2024



Source: DEED Employment Outlook 2014-2024

[04000147%2c2704000157%2c2704000169%2c2708R10000%2c2709SE0000&adjusted=0&periodtype=03&resultset=3&startyear=2006&endyear=2015](https://www.deed.state.mn.us/employment-outlook/2014-2024/04000147%2c2704000157%2c2704000169%2c2708R10000%2c2709SE0000&adjusted=0&periodtype=03&resultset=3&startyear=2006&endyear=2015)

TABLE 8
Replacement Openings by Region
2014-2024



Source: DEED Employment Outlook 2014-2024

ENVIRONMENTAL

Environmental resources provide resources that are central to development. Misuse of these resources could have long lasting impacts that could create ongoing issues. The City of Dodge Center must protect its resources and use them wisely in balance to ensure that growth is not stifled, but also ensure that that growth is responsible and poses no undue burden upon our environmental resources or the people that depend on their continued use.

Further, environmental conditions will certainly impact where, what, and how development will occur especially when considering the roles that the City's topography, drainage, wetlands, woodlands, and soil types play. Incorrect uses of these environmental features will increase the costs of infrastructure, lower property values, and ultimately degrade the environment. Environmental impacts should be carefully considered when reviewing plans for future development.

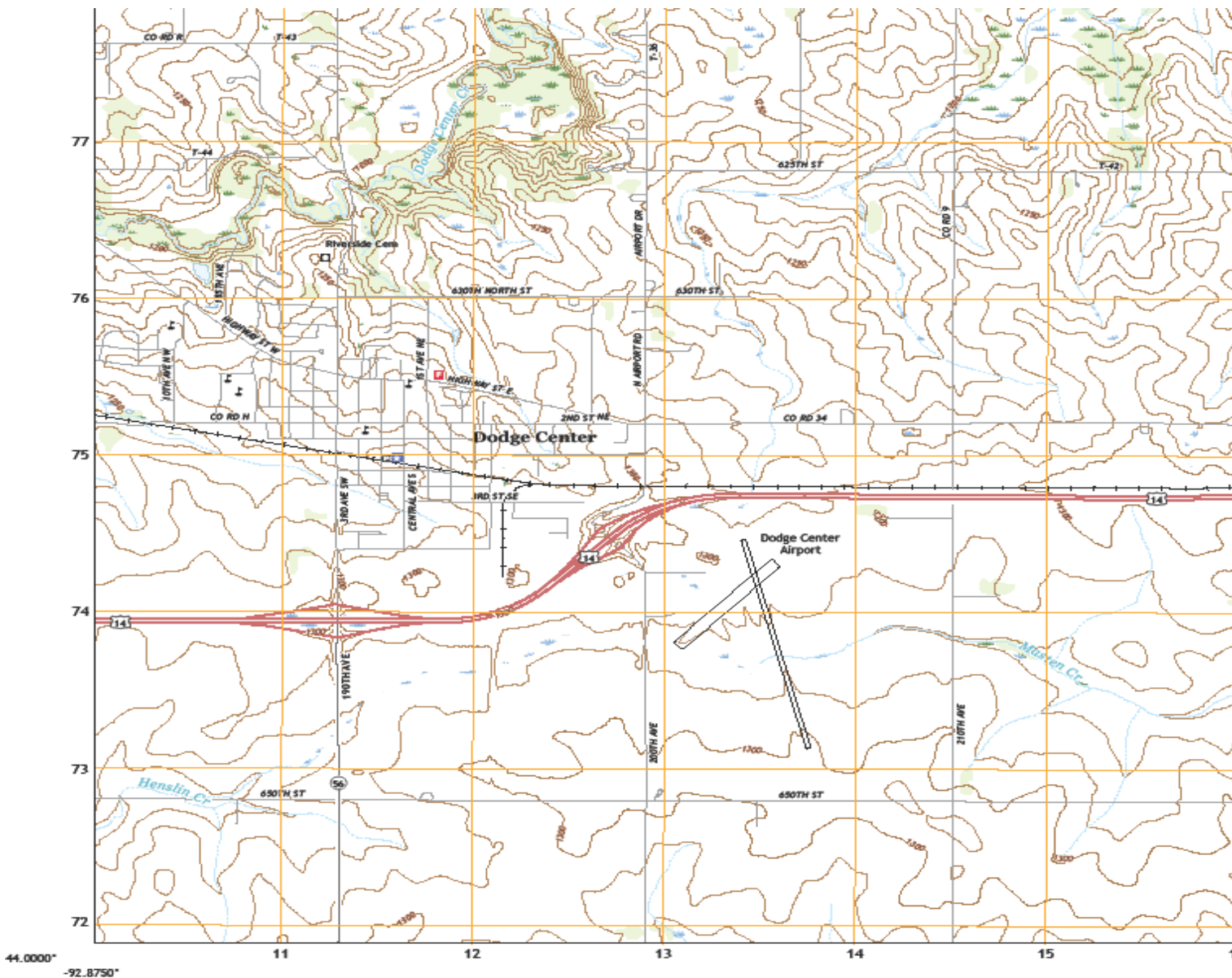
In 2019, the City of Dodge Center became a "Green Steps City", which is a governmental program that assists Minnesota cities with resources and guidance on policy reforms and updates that ensure that environmental resources are conserved through proven practices. The City should continue to look towards the Green Steps Cities program for advice on policy changes and implementation, in order to ensure that the City is making sustainable decisions.¹⁰

Topography

The topography of Dodge Center changes significantly from north to south, from 1,250 feet north of the City to a height of 1,300 feet in the southeast quadrant, in the vicinity of the airport. This represents a fifty-foot change in elevation in about one statutory mile. Elevation in the southwest quadrant of the City and surrounding township is not so abrupt, just 1,270 feet compared to 1,300 feet in the southeast. Future development must be cognizant of these changes, particularly as it relates to infrastructure installation and more importantly drainage.

¹⁰ <https://greenstep.pca.state.mn.us/>

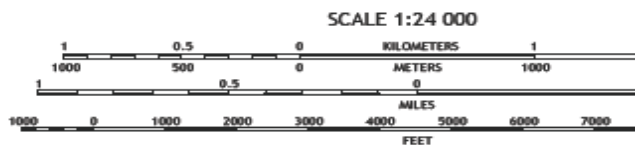
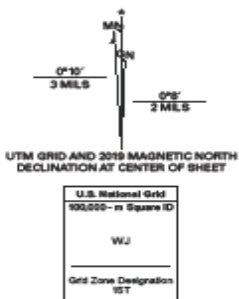
FIGURE 4
Topographical Map



Produced by the United States Geological Survey

North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid: Universal Transverse Mercator, Zone 15T
This map is not a legal document. Boundaries may be
generalized for this map scale. Private lands within government
reservations may not be shown. Obtain permission before
entering private lands.

Imagery.....NAP, August 2017 - November 2017
Roads.....U.S. Census Bureau, 2016
Names.....GNS, 1980 - 2018
Hydrography.....National Hydrography Dataset, 2000 - 2018
Contours.....National Elevation Dataset, 1998
Boundaries.....Multiple sources; see metadata file 2017 - 2018
Public Land Survey System.....BLM, 2017
Wetlands.....FWS National Wetlands Inventory 2011

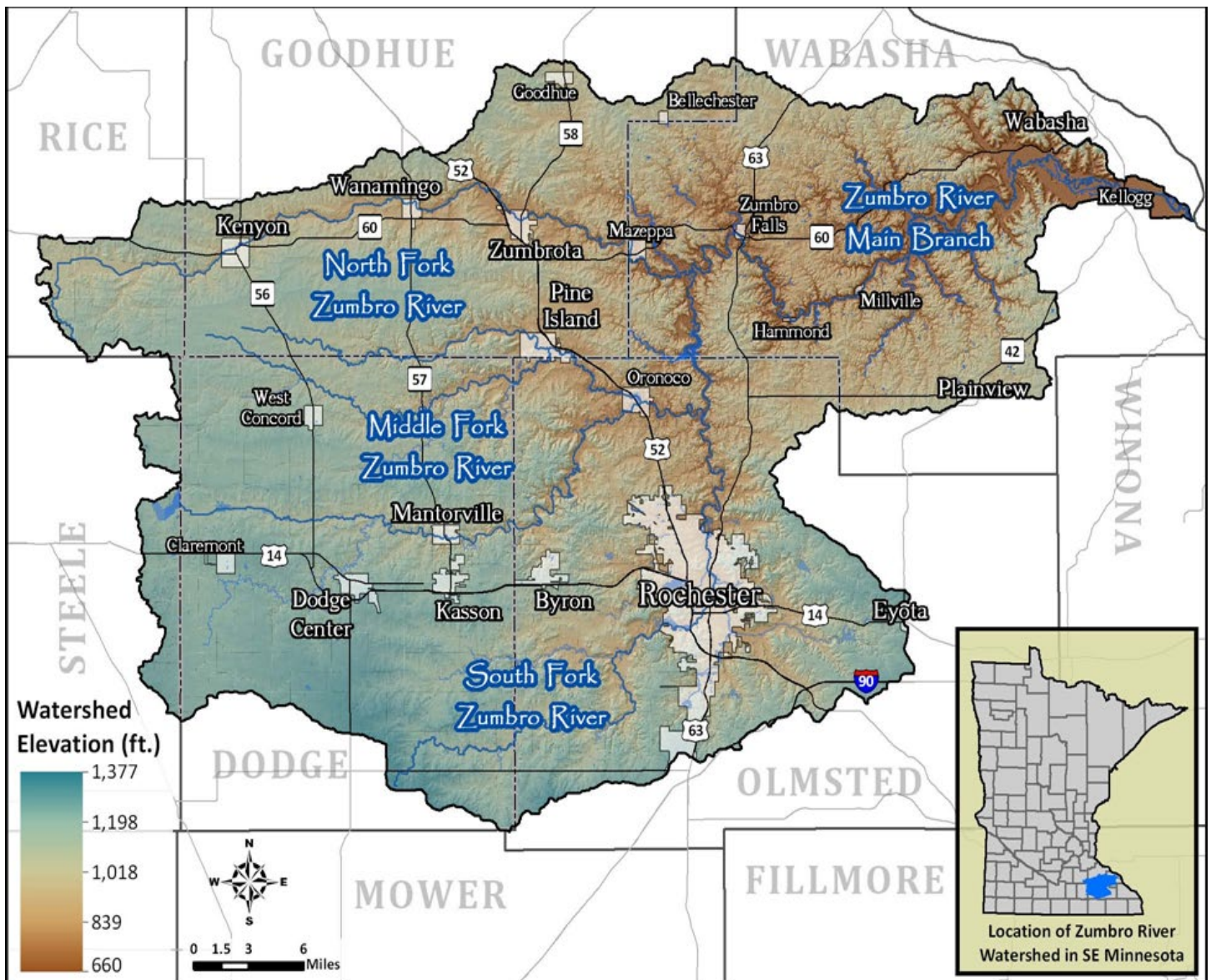


CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988
This map was produced to conform with the
National Geospatial Program US Topo Product Standard, 2011.
A metadata file associated with this product is draft version 0.6.18

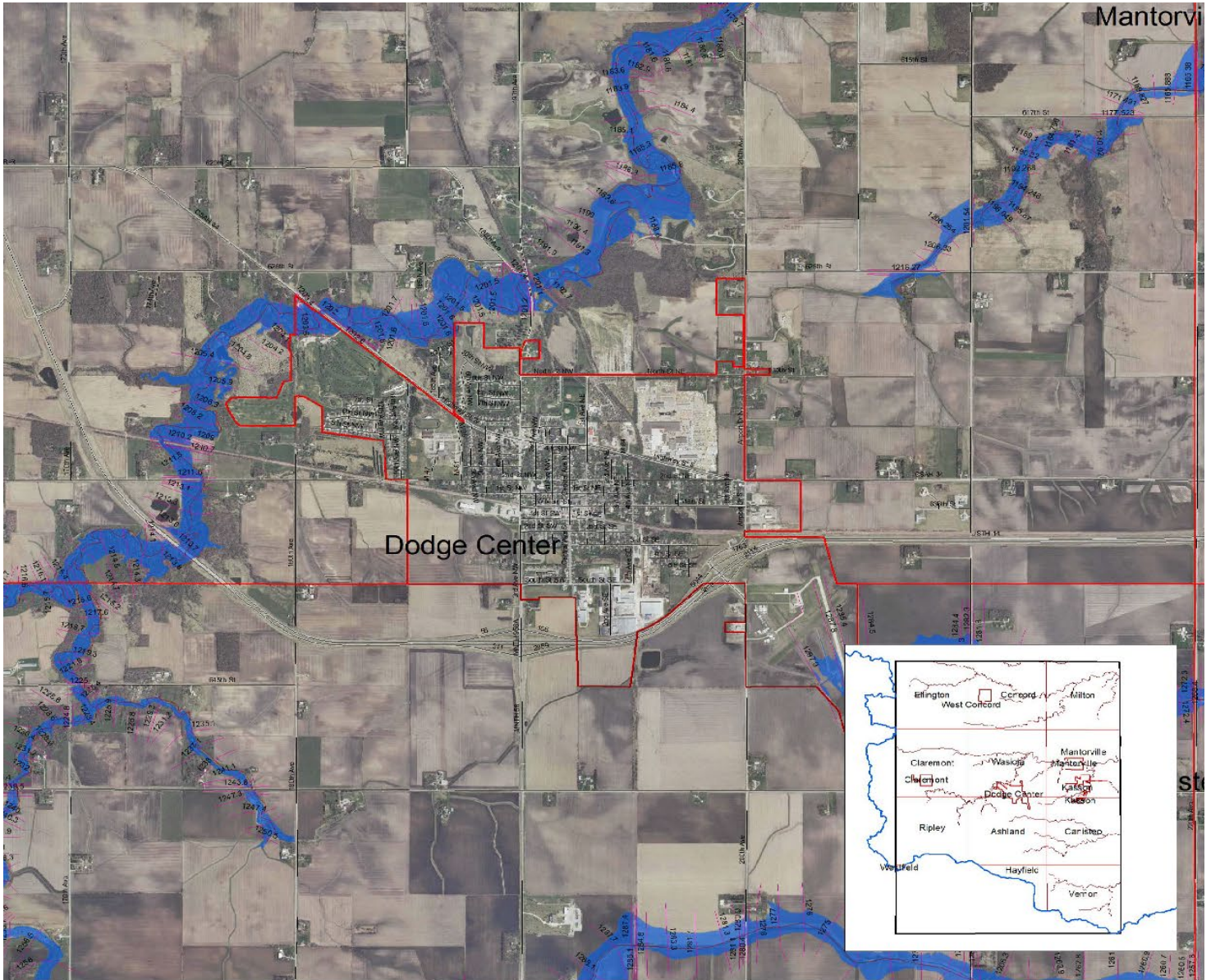
Drainage

The City of Dodge Center, for the most part, drains north to the Zumbro River Basin. This also holds true for the southeast quadrant, although some drainage to the west may be evident due to changes in elevation, such quantities are likely minimal. Therefore, based on drainage patterns, the southern boundaries of the City appear to be the most advantageous to future development, particularly commercial and industrial due to the close proximity to the U.S. Highway. However, residential development should be mostly confined to the northeast and northwest areas of Dodge Center, but should be cognizant of the flood plain and shoreland that exist along the riverbed.

FIGURE 5
Zumbro Watershed Map



**FIGURE 6
Flood Plain Map**



Legend

- FEMA Stream Centerlines
- A Zone Cross Sections
- A Zone Draft 100 Year Floodplain
- AE Zone Base Flood Elevation Lines
- AE Zone Draft 100 Year Floodplain
- Dodge County Boundary
- City Boundary
- Township Boundary
- Zumbro_HU.CB
- Roads, Minnesota



Wetlands and Woodlands

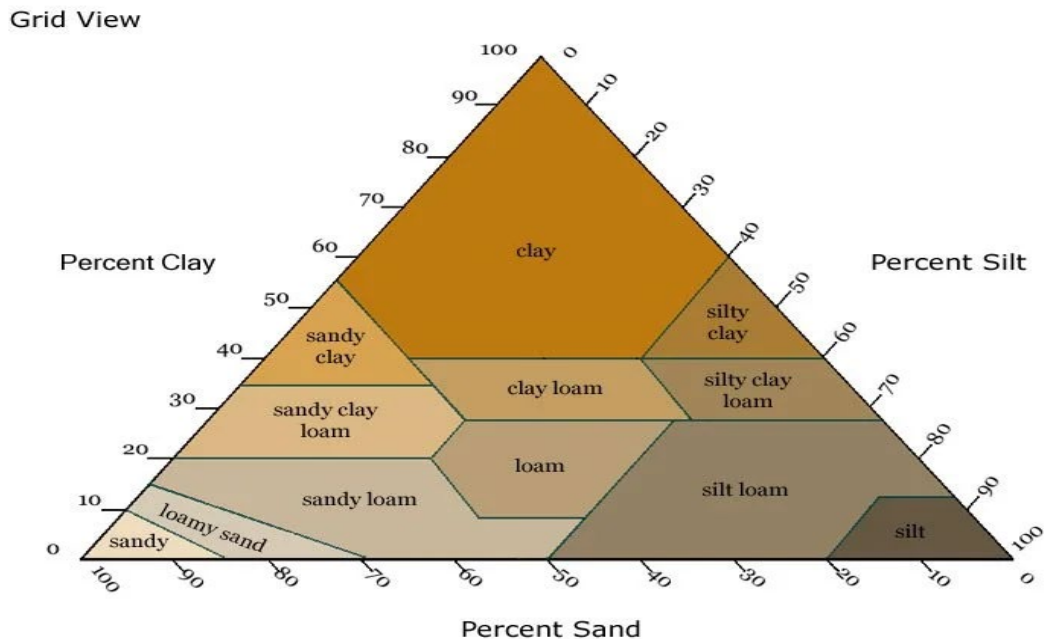
There are no appreciable wetlands and woodlands within the current boundaries of Dodge Center, with the exception of a small area north of County Road 34 and at Creek Park by the golf course.

Soils

According to the USDA's Soil Survey, the soils most conducive for residential development are located in the northwest quadrant of the city, west of 190th Avenue (3rd Ave NW), north of County Road 34, and along the west and east side Airport Drive, north of County Road 34. Also, soils located about ½ mile north of County Road 34 and ¼ - ½ mile east of 190th Avenue appear conducive for residential development due to the loamy soils in those vicinities. For the most part, Dodge Center has either silt loam or clay loam. In terms of residential development west of 190th Avenue, the predominant soil type is M507A Marquis silt loam and M511A Readlyn silt loam. These soil types may need some soil correction due to the higher amount of silt.

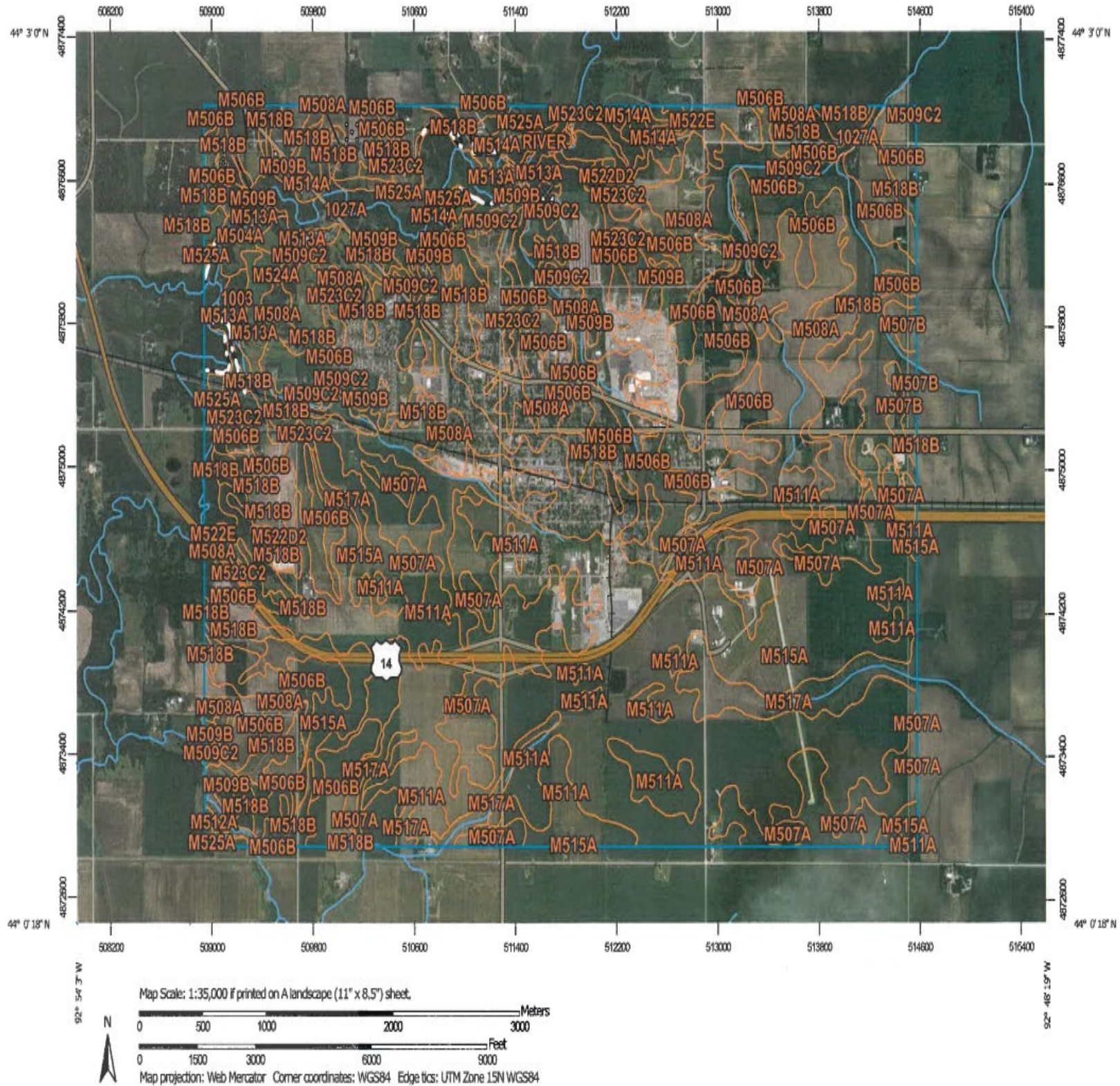
Vacant land with poorer soils may require more money to develop and in the long run cost more to maintain infrastructure than higher grade soils. The soils located south of the City, although high in elevation, are poorly drained with high water tables with an average of zero to ten feet of depth to reach the water table from the surface.¹¹

FIGURE 7
USDA Soil Texture Classification







































¹¹ https://files.dnr.state.mn.us/waters/groundwater_section/mapping/mha/hg03_plate2.pdf

FIGURE 8
Soil Map



MAP LEGEND

| | | | |
|---|------------------------|---|--|
| Area of Interest (AOI) | |  Spoil Area | |
|  | Area of Interest (AOI) |  Stony Spot | |
| Soils | |  Very Stony Spot | |
|  | Soil Map Unit Polygons |  Wet Spot | |
|  | Soil Map Unit Lines |  Other | |
|  | Soil Map Unit Points |  Special Line Features | |
| Special Point Features | | Water Features | |
|  | Blowout |  Streams and Canals | |
|  | Borrow Pit | Transportation | |
|  | Clay Spot |  Rails | |
|  | Closed Depression |  Interstate Highways | |
|  | Gravel Pit |  US Routes | |
|  | Gravelly Spot |  Major Roads | |
|  | Landfill |  Local Roads | |
|  | Lava Flow | Background | |
|  | Marsh or swamp |  Aerial Photography | |
|  | Mine or Quarry | | |
|  | Miscellaneous Water | | |
|  | Perennial Water | | |
|  | Rock Outcrop | | |
|  | Saline Spot | | |
|  | Sandy Spot | | |
|  | Severely Eroded Spot | | |
|  | Sinkhole | | |
|  | Slide or Slip | | |
|  | Sodic Spot | | |

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Dodge County, Minnesota
 Survey Area Data: Version 16, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 1, 2013—Feb 17, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

| Map Unit Symbol | Map Unit Name | Acres in AOI | Percent of AOI |
|-----------------|--|--------------|----------------|
| 1003 | Anthropotic Udorthents-Pits-Dumps complex, abandoned, 2 to 45 percent slopes | 11.1 | 0.2% |
| 1027A | Coland, frequently flooded-Spillville, occasionally flooded complex, 0 to 2 percent slopes | 247.8 | 4.3% |
| M504A | Marshan clay loam, 0 to 2 percent slopes, rarely flooded | 15.1 | 0.3% |
| M506B | Kasson silt loam, 2 to 6 percent slopes | 1,274.9 | 22.1% |
| M507A | Marquis silt loam, 1 to 3 percent slopes | 138.5 | 2.4% |
| M507B | Marquis silt loam, 2 to 6 percent slopes | 26.5 | 0.5% |
| M508A | Oran silt loam, 1 to 4 percent slopes | 493.3 | 8.5% |
| M509B | Mantorville loam, 2 to 6 percent slopes | 50.0 | 0.9% |
| M509C2 | Mantorville loam, 6 to 12 percent slopes, moderately eroded | 75.8 | 1.3% |
| M511A | Readlyn silt loam, 1 to 3 percent slopes | 779.0 | 13.5% |
| M512A | Menomin-Hayfield complex, 0 to 4 percent slopes | 2.8 | 0.0% |
| M513A | Meridian loam, 0 to 3 percent slopes | 53.5 | 0.9% |
| M514A | Lawler-Marshan complex, 0 to 2 percent slopes | 19.4 | 0.3% |
| M515A | Tripoli clay loam, 0 to 2 percent slopes | 1,339.3 | 23.2% |
| M517A | Clyde silty clay loam, 0 to 3 percent slopes | 137.9 | 2.4% |
| M518B | Clyde-Floyd complex, 1 to 4 percent slopes | 899.1 | 15.6% |
| M522D2 | Bassett-Racine complex, 12 to 18 percent slopes, moderately eroded | 30.9 | 0.5% |
| M522E | Bassett-Racine complex, 18 to 25 percent slopes | 23.3 | 0.4% |
| M523C2 | Bassett-Kasson complex, 6 to 12 percent slopes, eroded | 91.9 | 1.6% |
| M524A | Hayfield silt loam, 0 to 2 percent slopes | 6.8 | 0.1% |

COMMUNITY FACILITIES

This section of the Comprehensive Plan is intended to describe the existing community facilities within the City of Dodge Center. Several of these facilities are located along Main Street and County Road 34 and are readily accessible to citizens.

City Hall and Community Center

Dodge Center City Hall is located at 35 East Main Street. City Hall houses administration and is where City Council and board meetings are conducted. The Community Center is attached to City Hall and is available to rent to host events and parties.



City Shop

The municipal garage, a former farm implement facility, is located at 130 Highway Street



East, north of the ambulance/fire garage. City trucks, tractors, and ancillary equipment are stored in the building. The Public Works Superintendent also has an office there. For now, the building is adequate for meeting community needs, but as the City continues to grow, expansion of the facility may be necessary.

North Park

North Park is the City's largest park, in terms of activities available. Located on the site is the aquatic center, tennis courts, softball fields, picnic shelter, trails, pollinator garden, adaptive playground, and veteran's memorial. In 2019, the City received a DNR grant to conduct up \$300,000 worth of improvements to the park.



Creek Park



Creek Park is 10.5 acres that are adjacent to the Zumbro River. The park offers primitive camping, a picnic shelter, a bathroom, and a hiking trail system adjacent to the river banks. This park is perfect for visitors looking for stroll through the woods and fishing. In 2020, the City of Dodge Center is expecting to invest in a dog park to allow residents opportunities to let their dogs off their leashes in a fenced in area.

West Park and Tall Oak Park



West Park and Tall Oak Park provide picnic and playground facilities plus open space for leisure activities.



Lions Park

Lions Park is the newest addition to the City's array of park offerings. In 2019, land was donated by McNeilus Properties along Sixth Avenue NW for the expressed purpose of installing a park and extensive fundraising campaign and volunteerism led to the installation of a new park sign and groundbreaking. In the Spring of 2020, playground equipment will be installed.



Dodge Center Ambulance Garage



Ambulance Director, 3 Full time EMT's, 3 part-time Paramedics, and numerous volunteers!

The Primary Service Area (PSA) covers over 14,000 residents in the cities of Dodge Center, Kasson, Mantorville, and Claremont. They also have mutual aid agreements with the ambulance services in Hayfield and West Concord.

The Dodge Center Ambulance Service began operations in August of 1974. With dedicated staff and volunteers, the service continues to thrive today.

The Dodge Center Ambulance Service operates two Advanced Life Support (ALS) capable ambulances and 1 Quick Response Vehicle (QRV). The Ambulance service has a volunteer staff of 30 EMTs, Paramedics and RN/EMTs. The service is maintained by an

Dodge Center Fire Department

The Dodge Center Fire Department was founded in 1902. The department obtained its first motorized fire truck in 1931. This truck was a 1931 Chevy with a 350-gallon-per-minute pump and a 200-gallon tank. This truck remains in the Dodge Center fire station and is used for parades. In 1954 a used Dodge truck was acquired as the first water tanker. This truck carried 1000 gallons of water. In 2003 the fire station was relocated to its current location at 130 East Highway Street.



Dodge Center Municipal Airport



The Dodge Center Municipal Airport is a two taxi-lane airport that offers local flight, hangar space for lease, and on-site fuel.

Heritage Estates Apartments

Heritage Estates is owned and operated by the Dodge Center Housing and Redevelopment Authority provides income-based units to residents.



Fairview Care Center



Located northwest of Triton Schools, Fairview Care Center is a Dodge County owned nursing home that also provides assisted living opportunities for those less able to care for their own needs.

Library

The Dodge Center Public Library, located at 13 NW 1st Street, was built and open to the public in 1996. The beautiful stone 3,620 square foot structure is designed to accommodate over 20,000 books, magazines, videos, and other assorted publications for readers of all ages. The library also has a 300 square foot conference room, which allows groups ranging in size up to 25 to meet in a quiet and relaxed environment. In addition, the library is a member of the Southeastern Minnesota Library Cooperative (SELCO), which provides additional library resources through an inter-library program.



Water Supply



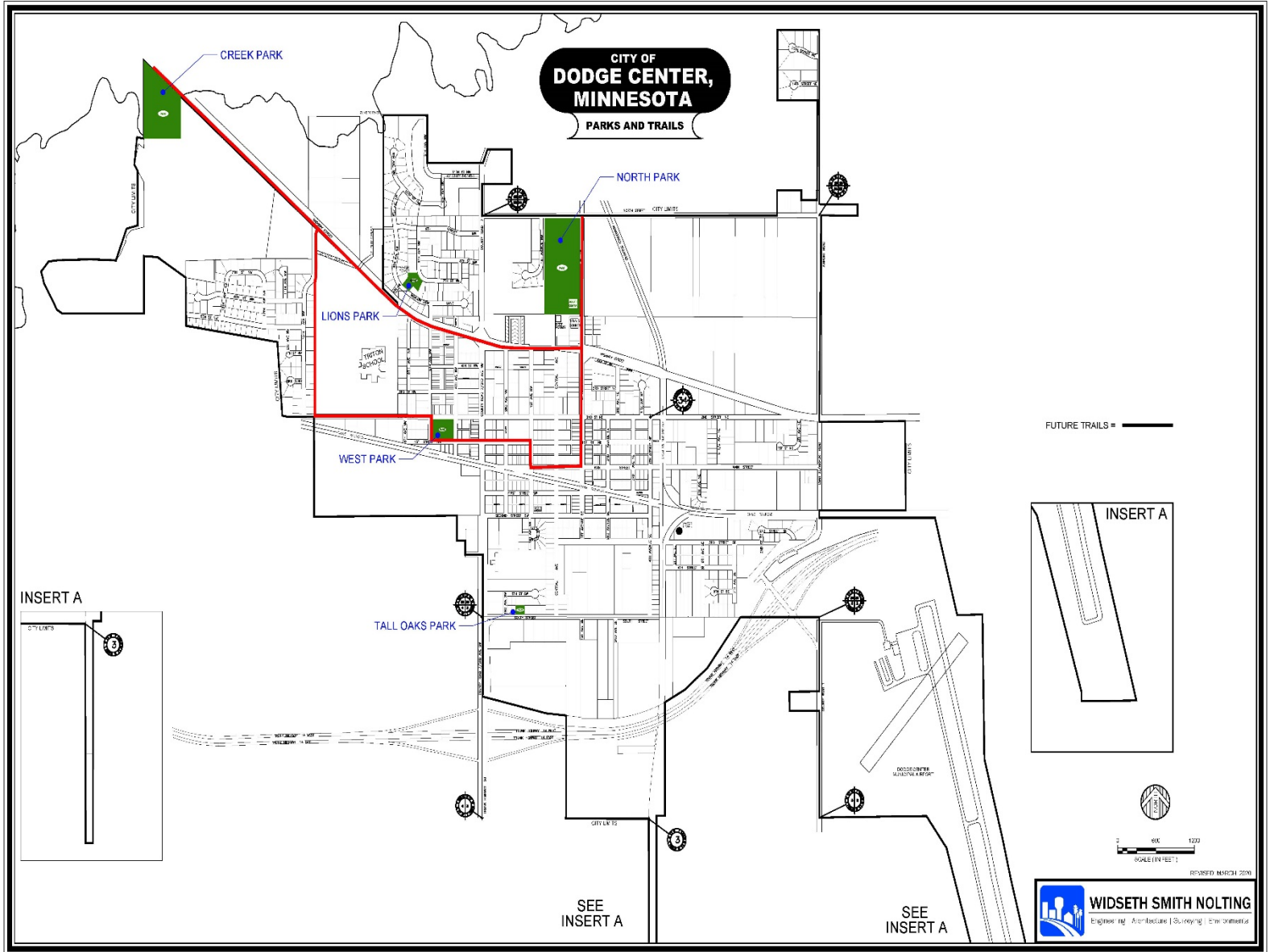
The City of Dodge Center currently runs on two towers and two wells. The southeast tower has the ability to hold 250,000 gallons and the northwest tower has the ability to hold 300,000 gallons. Both wells run at 600-700 gallons per minute. As far as capacity, the City currently runs the towers at $\frac{1}{2}$ to $\frac{3}{4}$ capacity of what they could hold.

Wastewater Treatment Plant (WTTP)

Dodge Center's wastewater treatment plant is located north of the City on 190th Avenue. The facility is designed to treat up to 973,000 gallons of raw sewage per day, with a peak design flow of 2,300,000 gallons. The plant was built in 1989 and placed in service in 1990.



Figure 9
Community Facilities Map



EDUCATION AND WORKFORCE DEVELOPMENT

Triton School District



Triton Public School District is a public K-12 school system located in Dodge Center established in 1990 when the Cities of Claremont, Dodge Center, and West Concord consolidated to create one high school and middle school. In 1996, a bond referendum passed to build an elementary school, which later opened in 1998. In 2009, the middle school was built as an addition to the elementary and high schools and relocated from West Concord to Dodge Center.

**TABLE 9
Triton School District Enrollment
2010-2020**

| Year | Elementary School | Middle School | High School | ECS/Futures/ Choice/ALC | District Totals |
|-------------|--------------------------|----------------------|--------------------|------------------------------------|------------------------|
| 2010 | 539 | 232 | 322 | 29 | 1,137 |
| 2011 | 562 | 260 | 317 | 32 | 1,171 |
| 2012 | 590 | 239 | 316 | 40 | 1,185 |
| 2013 | 594 | 260 | 303 | 42 | 1,199 |
| 2014 | 578 | 278 | 294 | 37 | 1,187 |
| 2015 | 533 | 297 | 304 | 41 | 1,175 |
| 2016 | 517 | 280 | 321 | 51 | 1,169 |
| 2017 | 513 | 284 | 336 | 41 | 1,174 |
| 2018 | 482 | 281 | 341 | 57 | 1,148 |
| 2019 | 463 | 253 | 351 | 56 | 1,123 |
| 2020 | 428 | 254 | 338 | 43 | 1,074 |

Source: Triton School District based on 2nd quarter enrollment, 2019

Note: The Triton School District serves the Cities of Claremont, Dodge Center, and West Concord

Private Education



There are two private denominational education facilities in the City of Dodge Center. One is the Maranatha Seventh-Day Adventist and one is Grace Lutheran.



Workforce Development

The City of Dodge Center should take an active role in helping businesses connect with the labor pool. This can be done through sponsoring grant applications to DEED for their job skills training programs and tax incentives that can help them develop skills within their current labor pool, which translates to higher wages, and tax incentives to employ those that may be overlooked in the economy including minorities, veterans, felons, and those with disabilities.¹²

The City of Dodge Center can also create a climate that encourages the growth of the workforce particularly through housing developments with market values within the wage median household income; which is approximately \$62,500-- the lowest out of the three submarkets listed in the Dodge County Housing Study with the western submarket at \$75,234 and the eastern submarket at \$80,962 (p. 1). Creating new housing stock that varies from subsidized, affordable, and market-rate will allow a variety of people with different skill levels to live and work in Dodge Center, fulfill the workforce shortage, and hopefully allow citizens of Dodge Center to be able to go through housing lifecycles entirely within Dodge Center, through first buying entry-level housing, then “move-up” housing, and then senior and assisted-living housing.

Further, the City of Dodge Center could assist with workforce development through liaising and connecting businesses with CareerForce at RCTC in Rochester that connects employees with employers in order to help recruit new employees.¹³

¹² <https://mn.gov/deed/business/financing-business/training-grant/>

¹³ <https://www.careerforcemn.com/rochester>

TRANSPORTATION AND INFRASTRUCTURE

The City of Dodge Center's transportation system consists of a U.S. Highway, a State Highway, several county trunk highways, several arterial collector streets, double track railroad (freight only), and a municipal airport. In terms of public transportation, Rolling Hills Transit offers fare-travel between Dodge Center, Kasson, and Mantorville Monday through Friday. Rochester City Lines also picks up and drops off commuters at the park-and-ride near the eastern interchange Monday through Friday that work at Mayo or other businesses in downtown Rochester. This allows for streamlined travel for those that want to work in Rochester, but also raise their families in small communities like Dodge Center.

U.S. Highway 14 is the most important transportation link serving the Dodge Center area. This east-west link connects the community with the Rochester Urbanized Area twenty miles to the east and the Owatonna and Mankato Trade Areas to the west. State Highway 56 connects Dodge Center with the City of Hayfield and Interstate 90 to the south and the City of West Concord to the north.

Existing Highways and Street System

Roadways are typically classified according to their primary function, either to move vehicles or to serve adjacent land areas for urban purposes. Arterials—thru roads—usually handle vehicle movement, while local streets are designed to afford direct access to individual parcels. Collectors serve both local and through traffic by providing a connection between arterials and local streets.

Principal Arterials

U.S. Highway 14 is classified as a principal arterial and runs east to west just south of the City. The present four lane road averages 11,400 vehicles per day for the stretch between Dodge Center's interchanges. Whereas, east of the interchanges, there is an average 13,500 vehicles and west of the interchanges is only 8,500, based off of 2017 MN DoT estimates.¹⁴ However, once the two-lane section from Dodge Center to Owatonna is improved to four lanes, the average amount of vehicles per day should be expected to increase across all three of said stretches; with the most dramatic increases happening between Dodge Center and Owatonna.

Minor Arterials

County Road 34 serves as the minor arterial for the City and runs east to west where US Highway 14 previously was before being relocated south of the City. County Road 34 connects Dodge Center to Kasson and is a hub for both commercial and industrial development.

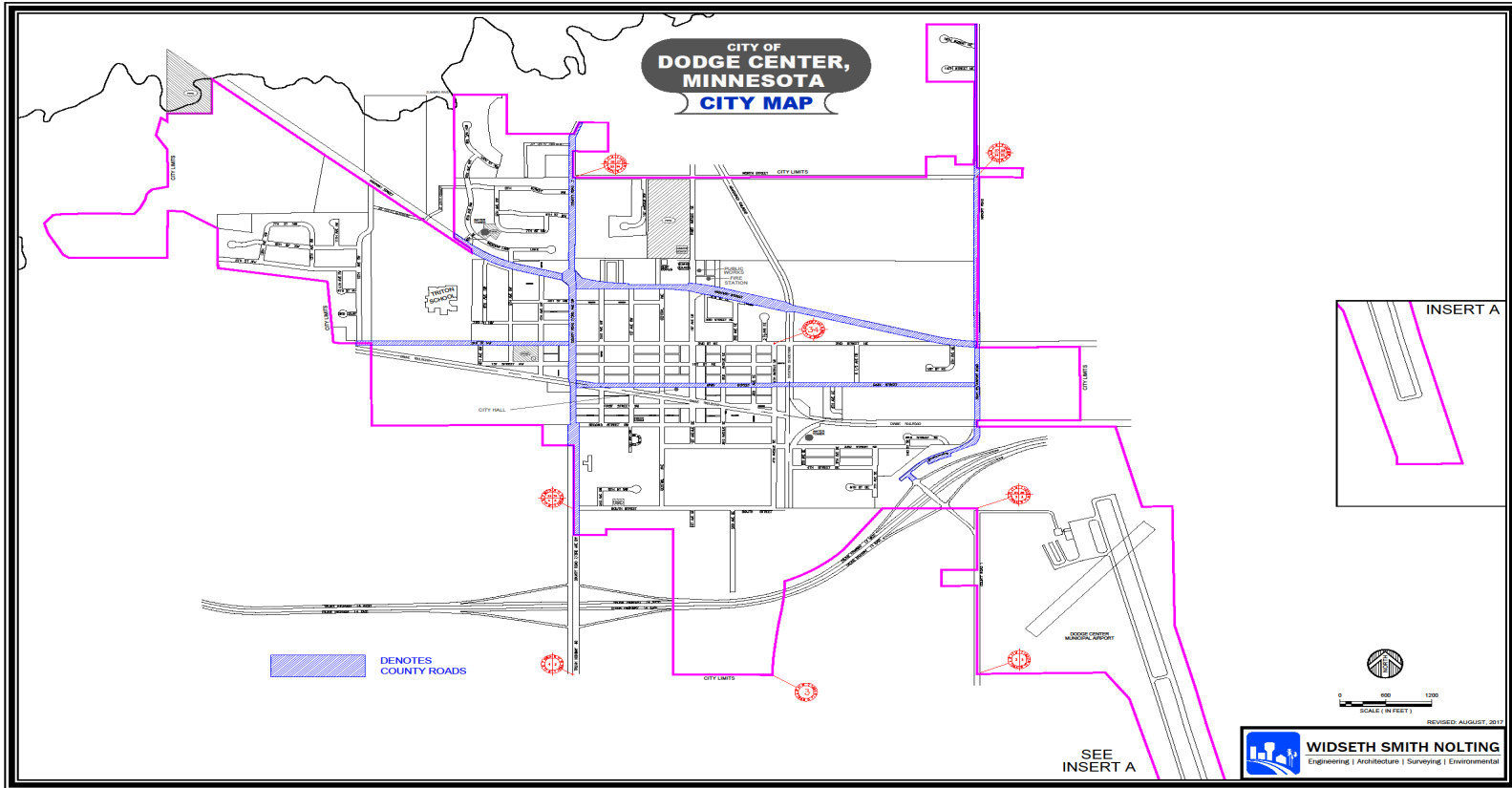
Minor Collectors

County Road 7, County Road 31 which makes up Main Street, County Road H, and County Trunk I which includes part of Airport Road serve as minor and somewhat segmented collectors to and through portions of the City.

¹⁴ <https://mndot.maps.arcgis.com/apps/webappviewer/index.html?id=7b3be07daed84e7fa170a91059ce63bb>

Central Avenue, and once North 2nd Street is reopened after the 2020 road improvement project to allow thru traffic by connecting to County Road 34, can also be labeled as minor collectors given that they afford continuous access north to south and east to west respectively through the City.

**Figure 10
County Road Map**

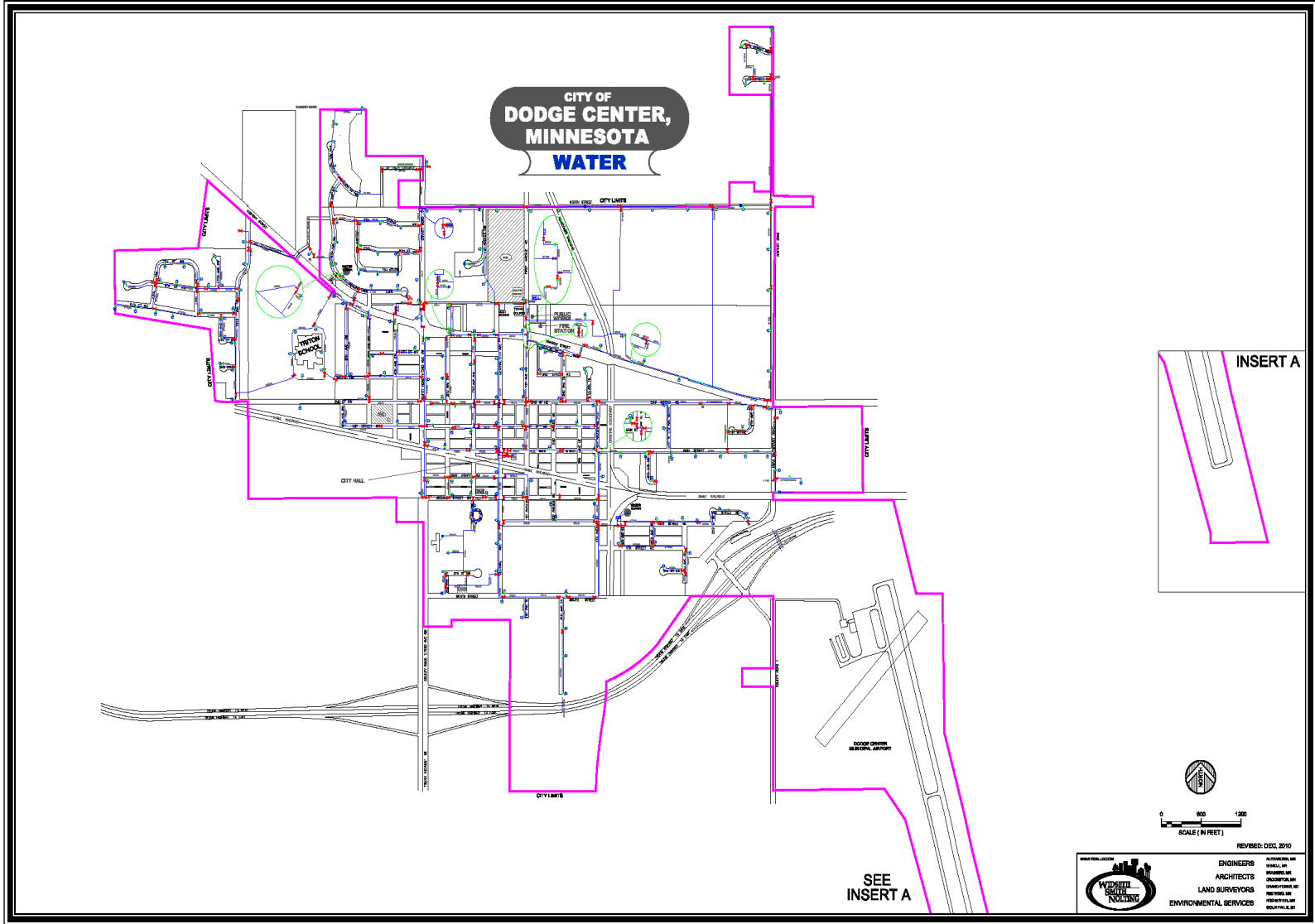


Local Streets

The remaining streets in the City are classified as local streets and provide access to residential, commercial, industrial, and recreational uses within Dodge Center.

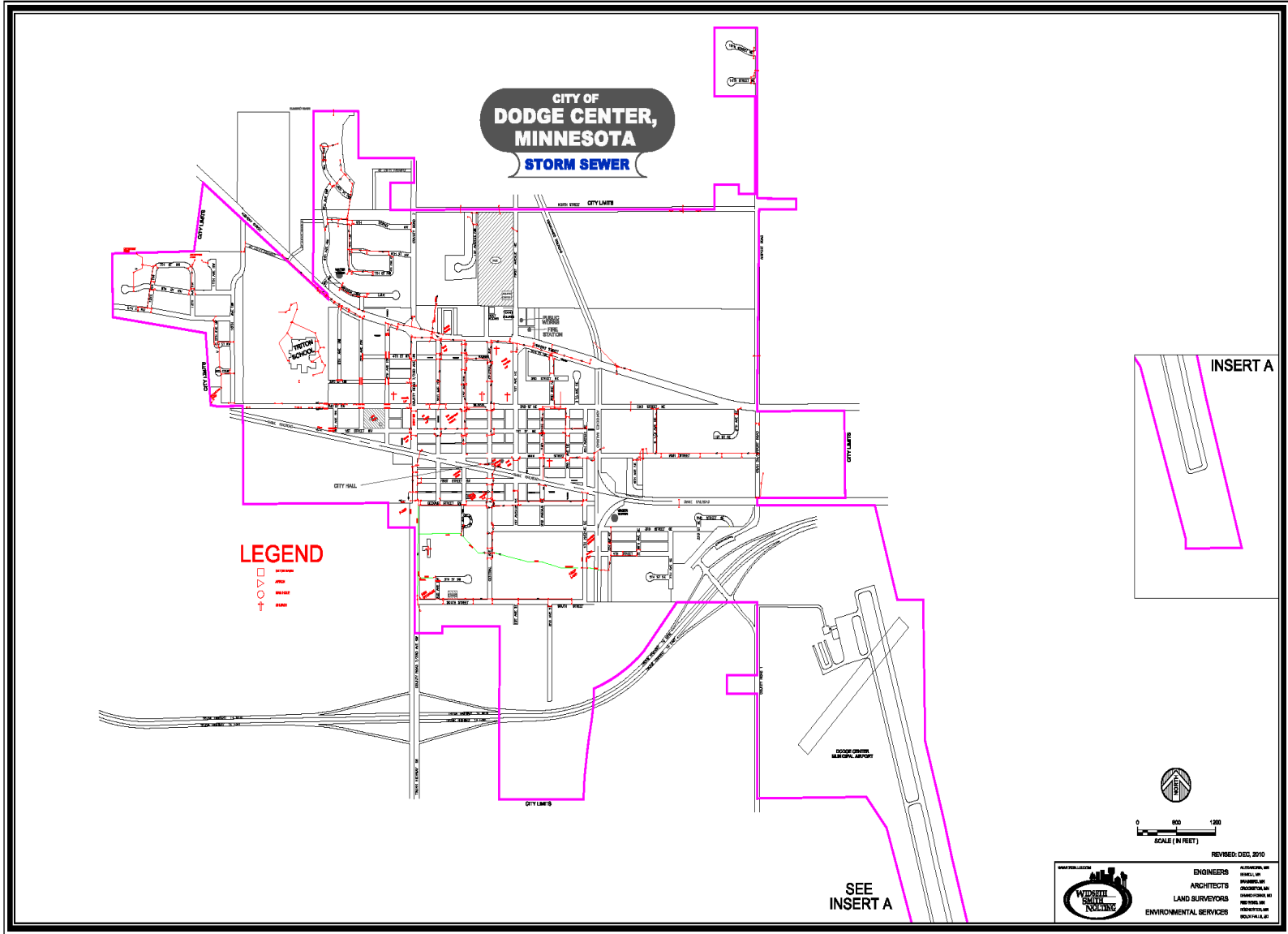
City Water

Figure 11
City Water Main Map



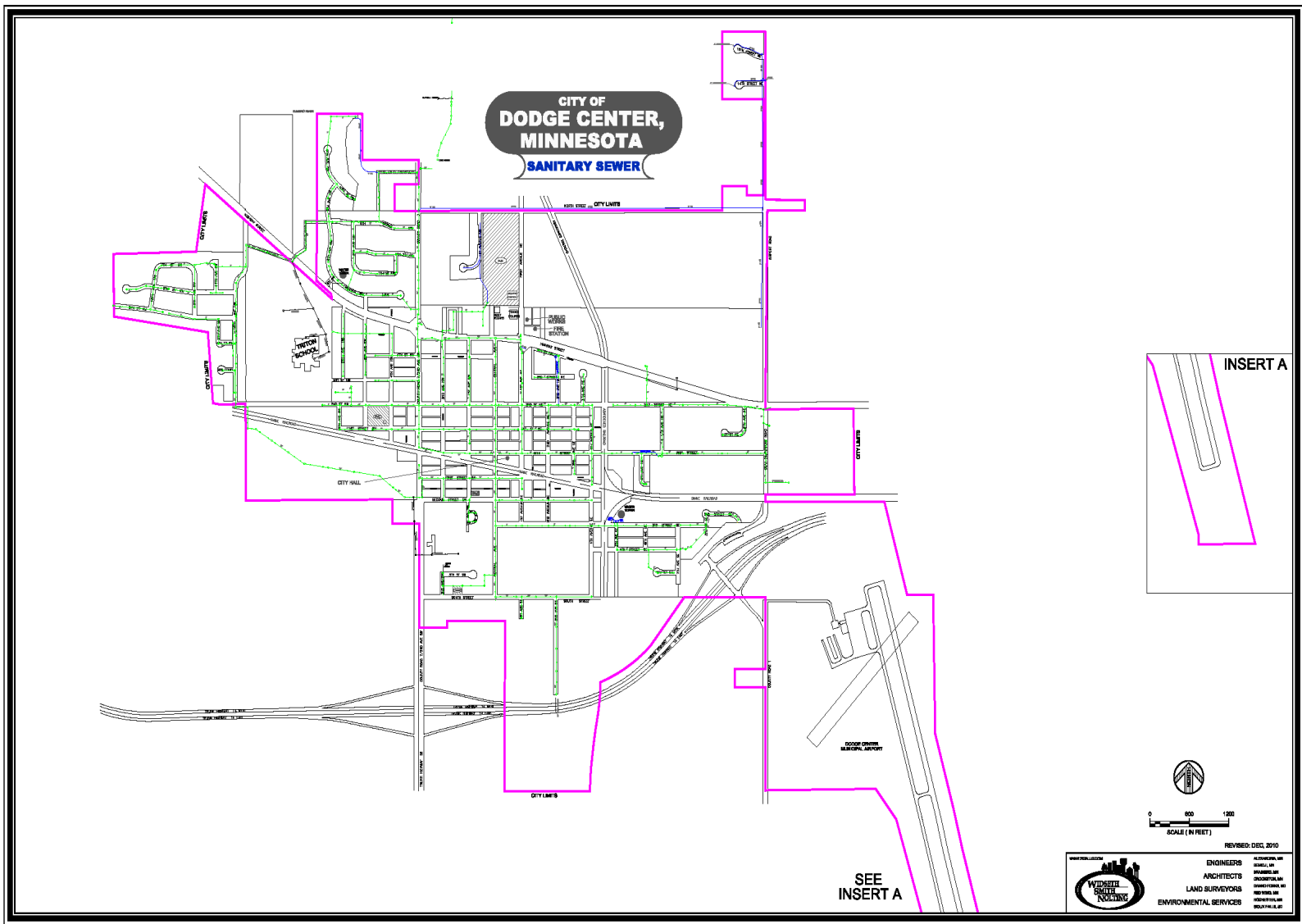
City Storm Sewer

Figure 12 Storm Sewer Main Map



City Sanitary Sewer

Figure 13 Sanitary Sewer Main Map



Future Street and Infrastructure Extensions

With the projected residential growth there will be a need for new infrastructure to accommodate it. Insofar as residential growth is proposed on the west side of 190 Avenue, there would need to be at least two street extensions that would ideally be contiguous of 2nd St SW and South Street SW in order for better contained traffic flow. With the extension of 2nd St SW, the County Engineer has expressed interest in having the new extension designated as a county road, with ceding 635th Street back to the City and replacing the current railroad crossing with one that extends 10th Avenue NW.

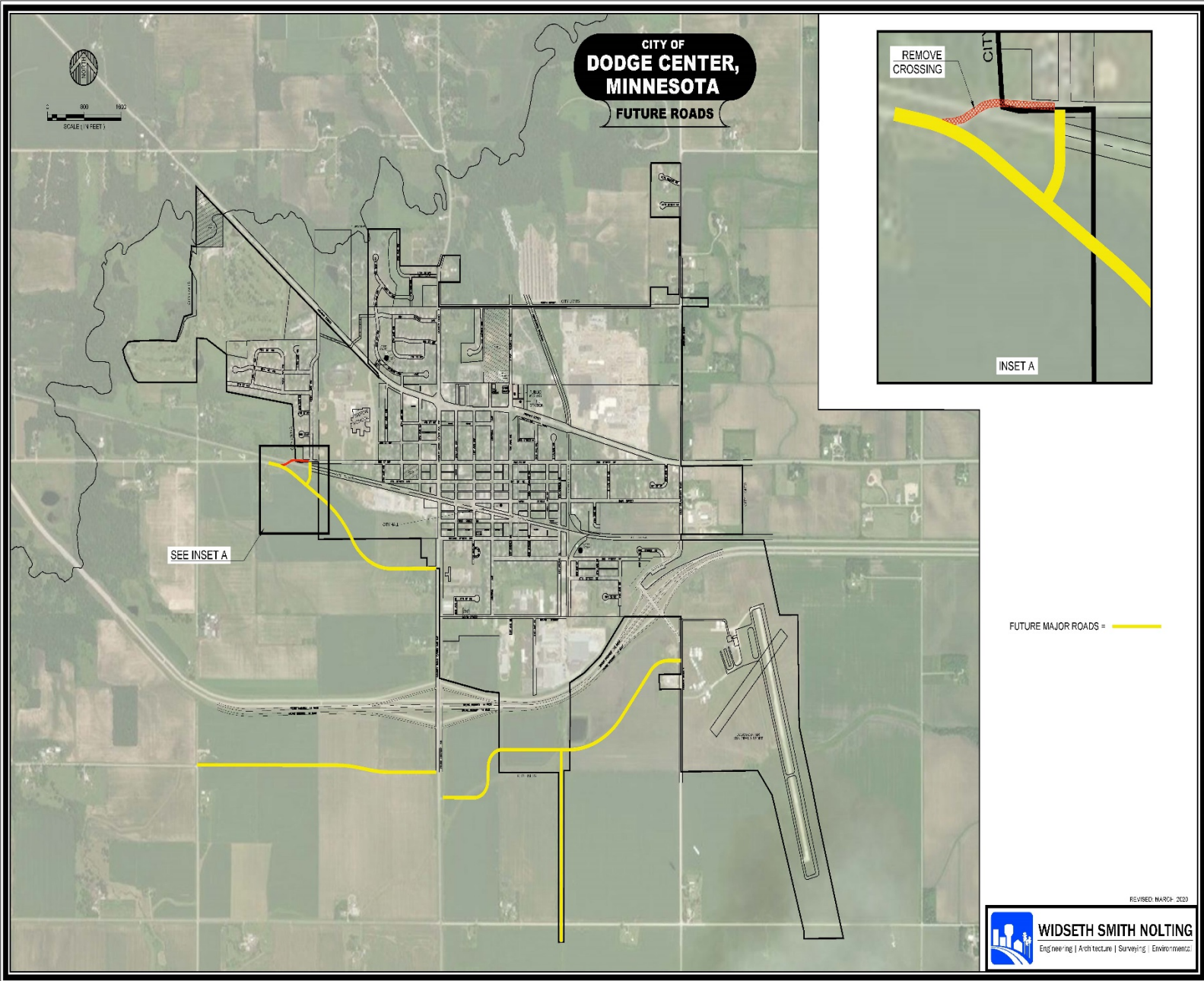
In 2019, the City began working with Dollar General for potential building locations, and 190th Avenue was decided on south of the pond across from the Rozelle Apartments, and thus, south of the 2nd St SW proposed extension. Dollar General will be building a new city road between the two proposed extensions and provide a third road access to future development in that area.

Residential streets should conform to the design practices within the rest of the existing city, and should be well-thought-out in regards to future growth. Grid streets should be used in future development because of their ability to mitigate many of the shortcomings of cul-de-sacs and spot development. It also allows for higher densities, which can in turn, make the reconstruction costs more manageable. Cul-de-sacs, non-through streets, and dead ends shouldn't be considered in development plan reviews, unless there is no reasonable expectation of growth beyond that development due to natural boundaries like rivers or flood plains as well as man-made boundaries like the U.S. Highway or railway. Building cul-de-sacs saves developers money because they are able to fit more lots on one road and maximize their profit, but pose issues for everything from connectivity of the city, future growth, rationalization of the need for the street's improvement because of the almost exclusive use of the road, issues of emergency response, and snow plowing.

With proposed commercial and industrial development south of Highway 14, there would be a strong need for a service road to run from State Highway 56 and 200th Avenue to allow for development along the Highway 14 corridor, especially after the new construction of four-lane highway from Dodge Center to Owatonna. In order to get infrastructure south of Highway 14, infrastructure would be extended from the casings at the end of 2nd Avenue SE. The figures above that show city water and city sanitary sewer show the location of the casings. Further, there would also be a need for a lift station as well due to the higher elevation of the land south of Highway 14. Extending this infrastructure will be a great expense, so the City should look at potential grants that can ease the financial burden. Building this extension could open up commercial development opportunities on both the eastern and western interchanges to catch travelers needing fuel or fast food and industrial development to allow for quicker and safer truck routes with their closer proximity to U.S. Highway 14.

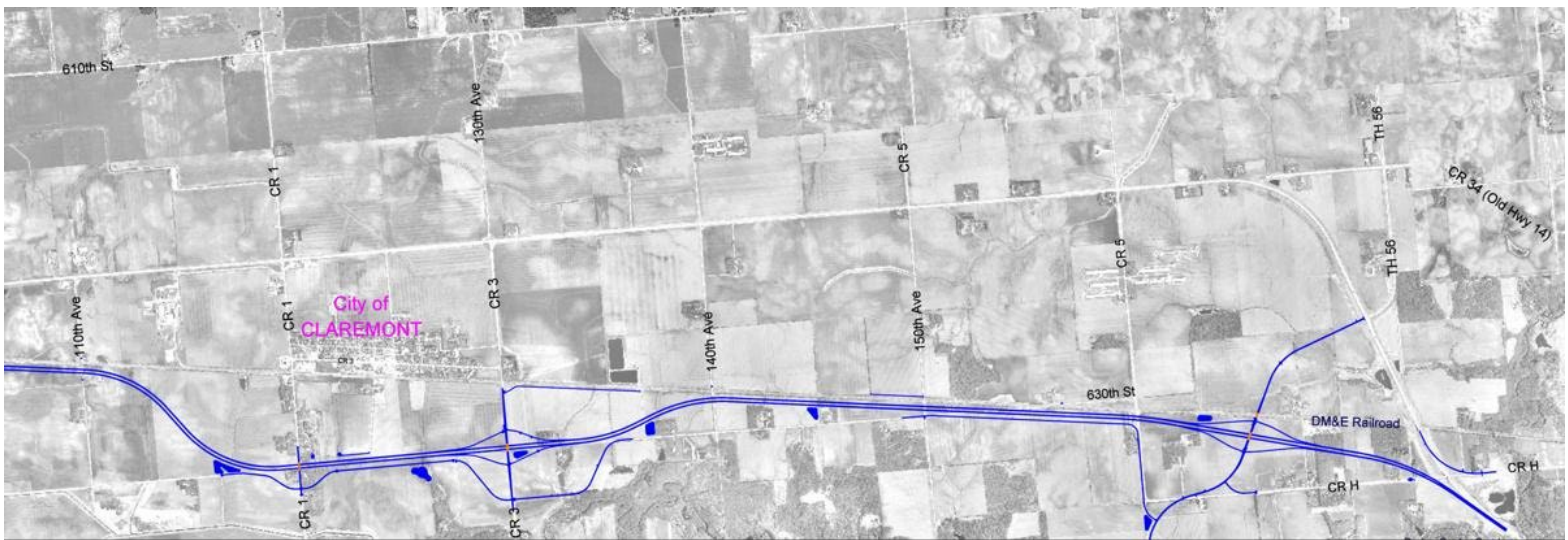
Although, perhaps not the first priority of the proposed commercial and industrial park along the Highway 14 corridor, mainly due to the even higher cost of extending the infrastructure, the City should look at building infrastructure west of State Highway 56 to accommodate growth around the western interchange to attract commuters to stop for dining, fuel, and lodging. This infrastructure should be a second phase to the more cost efficient and desirable business park road extension to the east.

Figure 14
Future City Streets Map



The U.S. Highway 14 is the lifeblood of Dodge Center and connects the City to Rochester (21 miles) in the east and Owatonna in the west (22 miles). Currently, the stretch between Dodge Center and Owatonna is two-lanes and has been considered one of the most dangerous stretches along Highway 14. However, Highway 14 will be a four-lane road from Rochester to Mankato, which will open up a greater deal of traffic between the two cities. According to the Minnesota DoT, “Full construction is expected to begin in spring 2020 with traffic planned on the new route later in 2021. Full completion of the project is expected in 2022..”¹⁵

Figure 15
Future U.S. Highway 14 Map



¹⁵ <https://www.dot.state.mn.us/d6/projects/hwy14/index.html>

Sidewalk

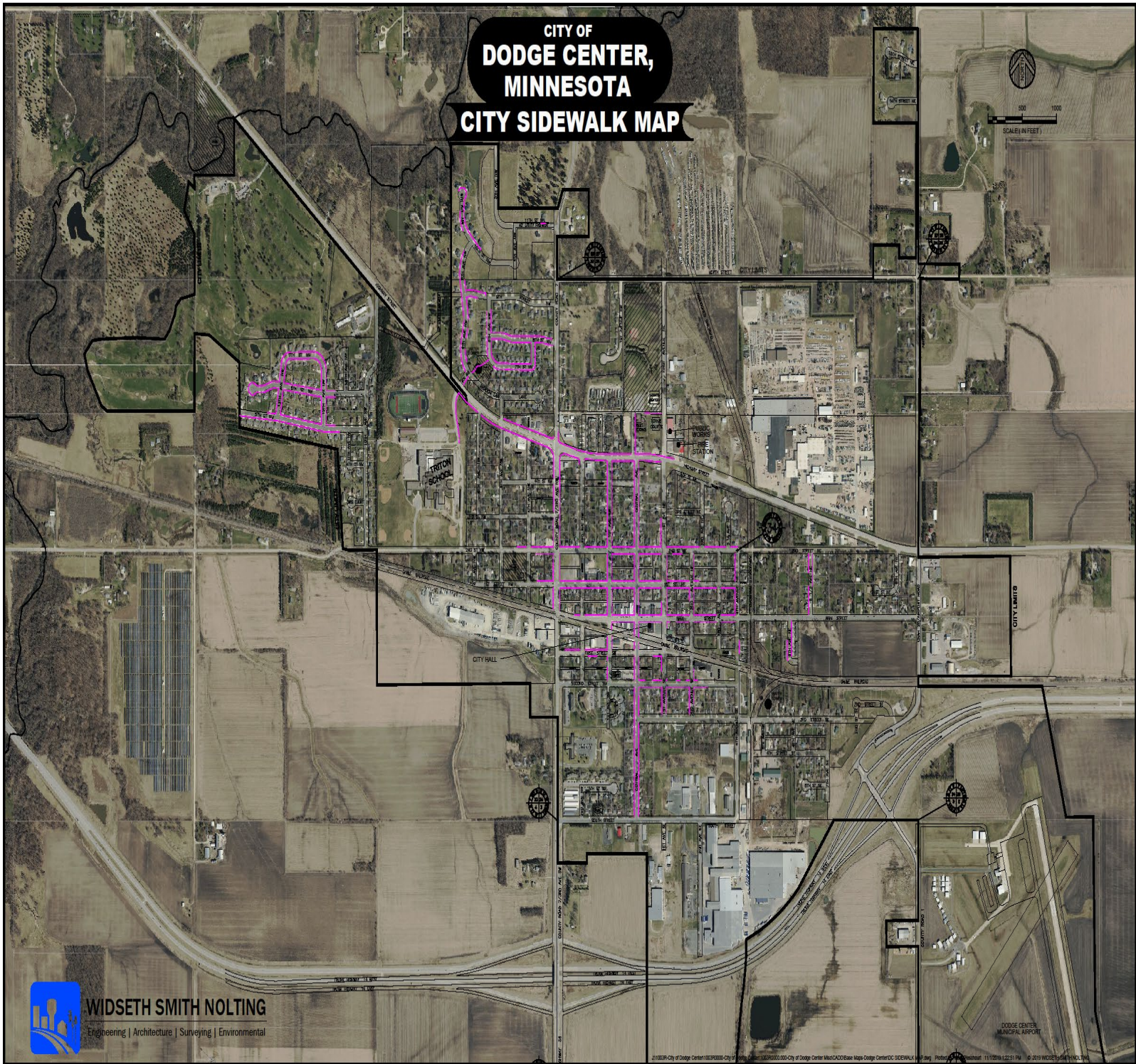
The means to travel on foot is a necessity in every city—even in rural areas where the barriers to motor travel are limited compared to the traffic in more urban areas. However, according to the American Planning Association’s December 2019 issue magazine, “. . .US Department of Transportation data shows that 7.2% of trips in towns with populations between 2,500 and 10,000 are made on foot. That figure rises to 8.5% in communities with populations of 10,000 to 50,000. These figures outpace those for suburbs outside the urban core, where just 6.7 % of trips are pedestrian. And they are not so distant from the 12 % of trips on foot in the urban core.” (p. 25)¹⁶ To this end, the City should strong consider adopting a policy or enacting an ordinance that requires sidewalks in all new residential developments and in the reconstruction of existing roads that don’t currently have sidewalk installed.

Further, the American Planning Association states that, “Half of all kids walked or biked to school in 1969. Now its less than 15 percent, but that number is going back up thanks to the rise of Safe Routes to Schools programs. . .” (p. 26)¹⁷ Although, sidewalks are undoubtedly an extra expense when installing and maintaining, they keep pedestrians safe, allow for the most affordable and equitable form of travel, reduces carbon-emissions, and allows citizens to be more healthy and active.

¹⁶ <https://www.planning.org/planning/2019/dec/>

¹⁷ <https://www.planning.org/planning/2019/dec/>

Figure 16
Sidewalk Map



EXISTING LAND USE

Residential Use

In 2018, Dodge County conducted a housing study demonstrating the demands for housing in the county. Across most of Minnesota, there is a housing crisis unfolding with demand skyrocketing. Dodge Center is no exception to the current trends, and is taking steps to tackle the problem. In recent years, there has been a great deal of residential development in the northwest quadrant surrounding the school and a subdivision north on Airport Drive.

These single-family homes range from \$200,000 to \$400,000. There is a program in place between the Economic Development Authority and the City of Dodge Center to incentivize single-family homes in which there is up to \$2,500 forgiven in water and sewer hook up fees.

However, in comparison to the higher-end, single family development, there has been a smaller amount of development for affordable rental units. According to the Dodge County Rental Housing Demand: 2018-2025 table, in the Central Submarket., there is a demand for approximately 70 market rate units, 35 affordable units, and 35 subsidized units (p. 155).¹⁸ The Central Submarket is the middle third of the county from north to south and contains Dodge Center, Hayfield, and West Concord.

Community Facilities and Parks

Dodge Center has four main facilities where routine city services are provided. City Hall is where administration, utility billing, accounting, and community development is conducted. The Emergency Services building is co-habited by the Ambulance and the Fire Department, which provides first response to emergencies within the City as well as providing mutual aid for neighboring cities. The public works garage stores equipment and vehicles and is utilize as the base of operation for the public works department. Finally, the City of Dodge Center owns a two-taxi-lane municipal airport that allows residents and businesses opportunities to lease hangar space for regional flight.

Further, the City of Dodge Center provides a variety of recreational and leisure opportunities for its citizens. Such opportunities include a library, a swimming pool, a community center, and four parks within the city.

Commercial Use

Commercial development in the City of Dodge Center has mostly been centered in three areas of the City. The first area is Main Street, which is home to retail, bars, cafes, insurance agencies, and other service providers. The Main Street area is zoned mostly C-1, which designated the downtown business district and allows for greater flexibility with setbacks and parking requirements, making it ideal for smaller service and retail-based businesses.

The second area where commercial development has taken root is along the County Road 34 corridor, which contains several restaurants, a grocery store, three gas stations, and multiple

¹⁸ Dodge County Housing Study 2018 <https://www.co.dodge.mn.us/EDA/1938-01%20Revised%20Dodge%20County%20Update.pdf>

automotive service and retail outlets. This area is zoned C-2, which allows for a greater amount of traffic flow, with parking areas that can accommodate more foot traffic.

The third main commercial development concentration is along Third Ave Southwest and 190th Avenue and is more recently seeing an uptick in new development with Heritage State Bank expecting to be established west of the old Elementary school, and Dollar General, which is expecting to build across the street from the Rozell Apartments. It can be reliably anticipated that along 190th Avenue there will continue to be an increased rate of commercial development when landowners are motivated to sell their land, the new four lane Highway 14 is complete from Dodge Center westward, and more residential housing is developed creating a higher demand for more commercial amenities.

Industrial Use

The City of Dodge Center boasts several large industrial businesses that employ hundreds of workers, not only in Dodge Center, but in the wider region. There are two main corridors where most of the industrial base in the City is located. The first corridor is along County Road 34, which is zoned I-2 or Heavy Industrial. The main businesses in this section are Ims Construction, Stevens Trucking, and McNeilus Truck. Collectively, this industrial district employs approximately 1,200 people.

The other main industrial area of Dodge Center runs along South Street, Fourth Avenue Southeast, and U.S. Highway 14. Along Fourth Avenue Southeast, the zoning is I-2 or Heavy Industrial and has businesses including an agronomy center, metal scrap yard, and manufacturing. Along South Street and U.S. Highway 14 is zoned I-1 or Light Industrial and housing businesses including McNeilus Steel, Energy Economics, Jenni-O, National Fleet Graphics, and several warehouses and vehicle maintenance shops. This industrial section of Dodge Center is estimated to employ approximately 700 people.

FIGURE 18
2019 Land Use Designation

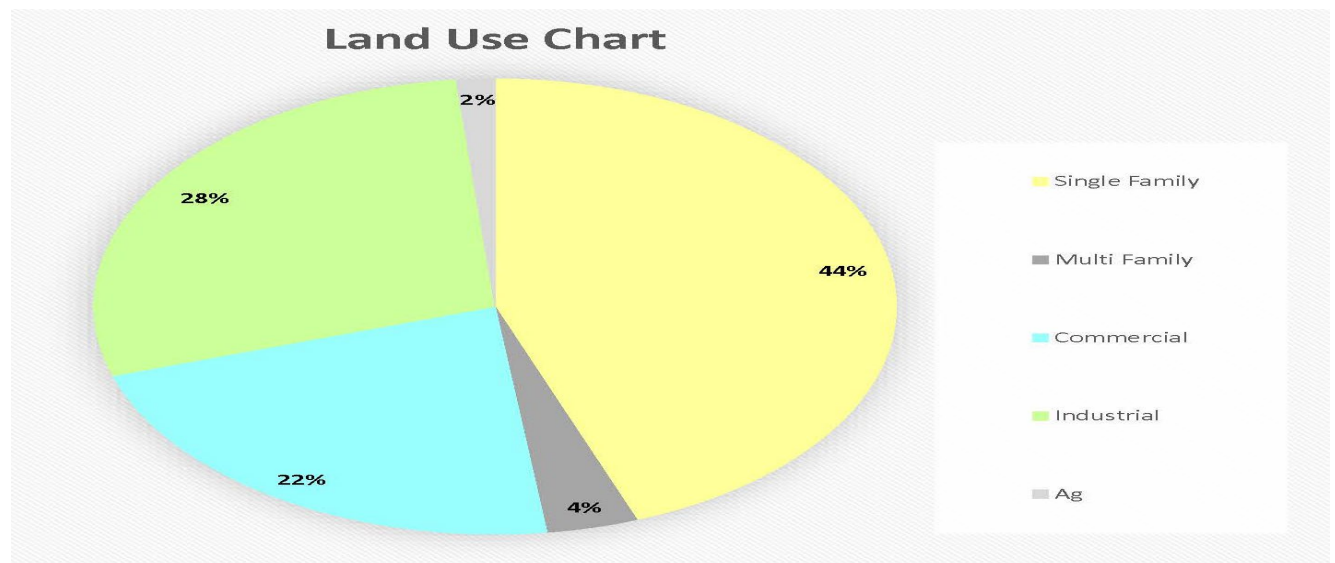
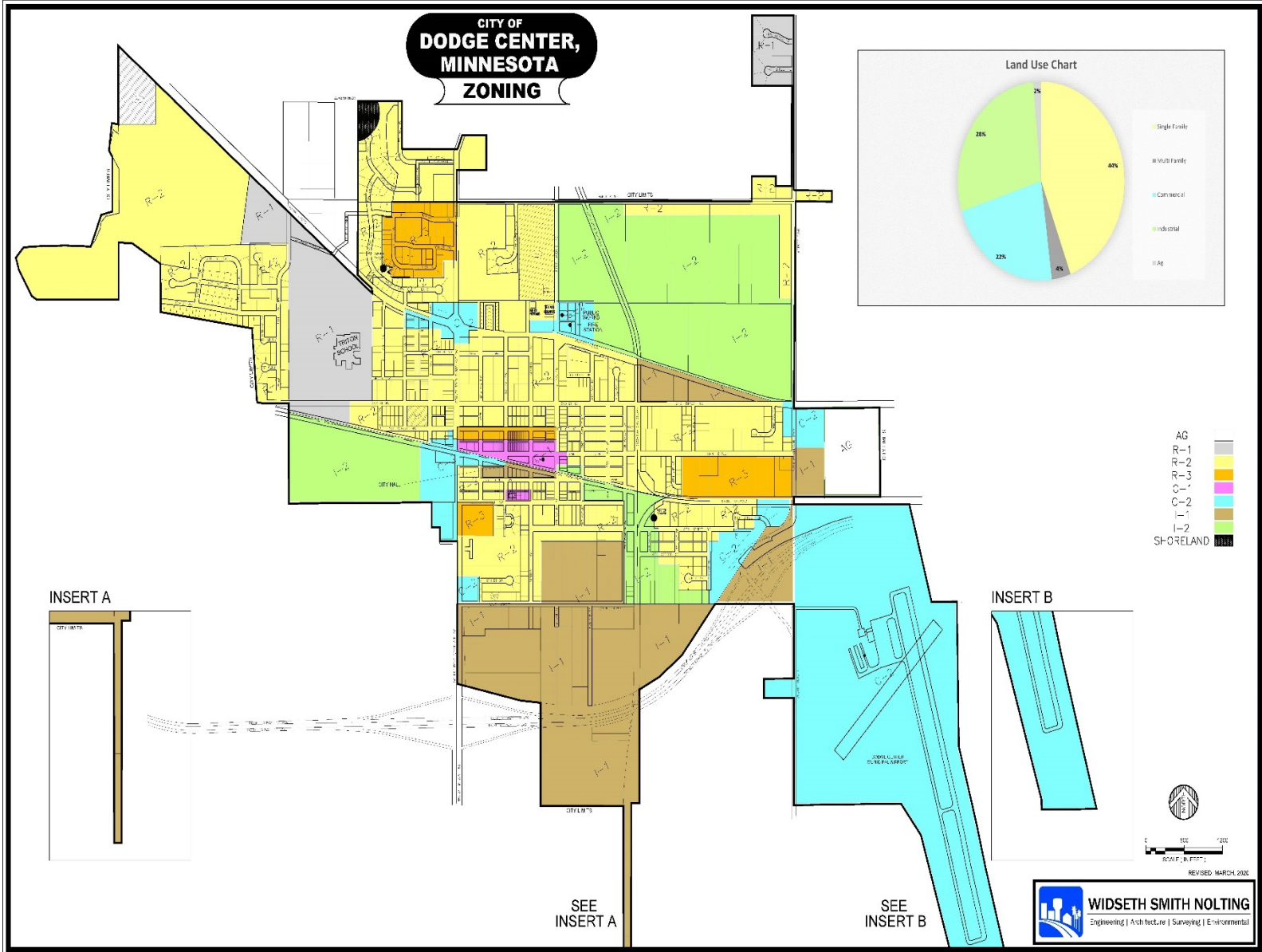


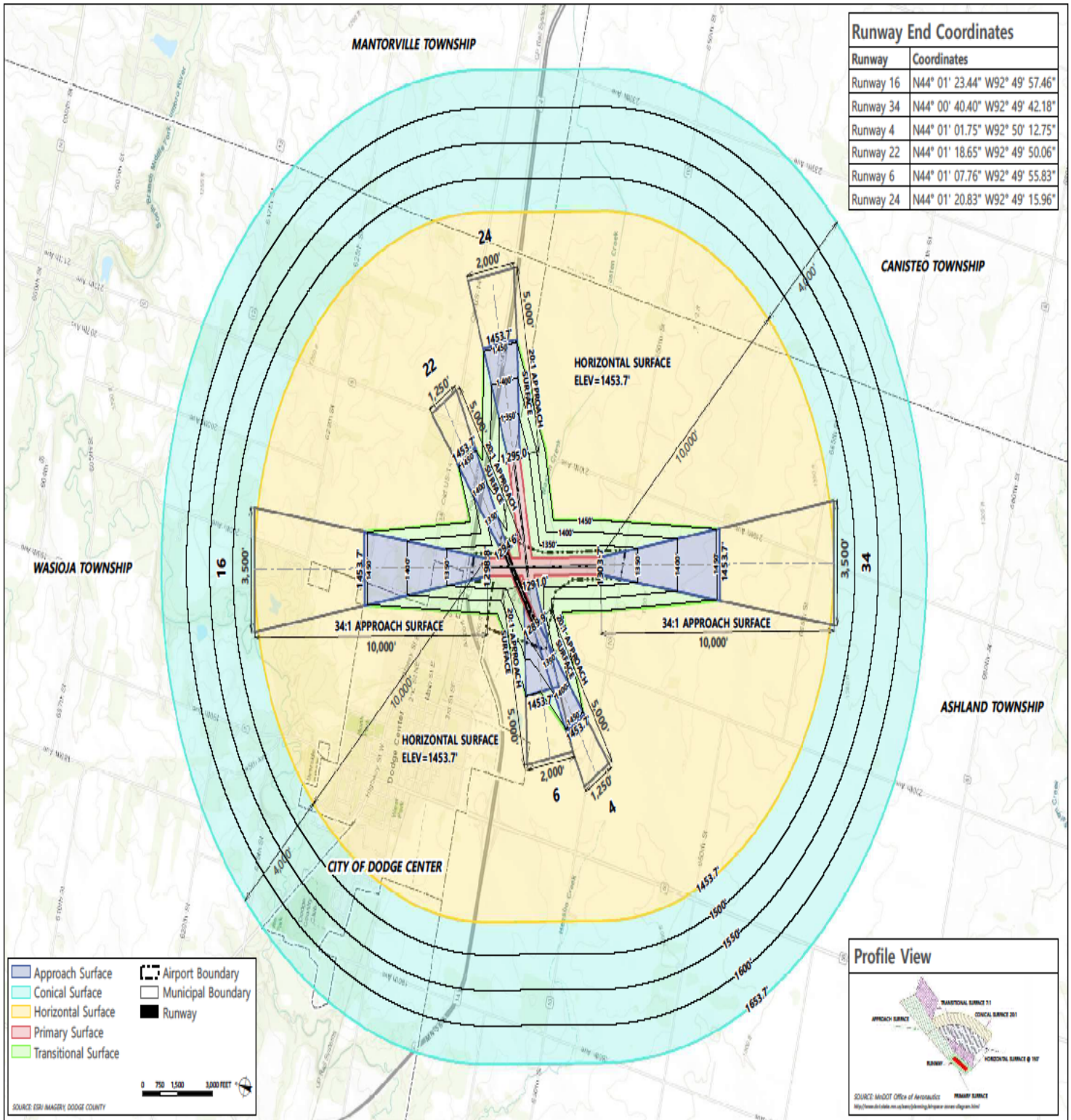
FIGURE 19
2020 Land Use Map



Airport Land Use

In 2020, the City of Dodge Center and Dodge County, through the Joint Airport Zoning Board, updated the joint zoning ordinance. Each entity is responsible for enforcing the zoning code in their respective jurisdictions. Below this passage are five maps that show the airspace zoning. According to this ordinance, land within safety zone A may not erect new structures and land within safety zone B are restricted on uses that increase population density and decrease parcel sizes for use. Land within safety zone C, which covers a majority of the City of Dodge Center, are only restricted on uses that will interfere with airport operations. More information on the ordinance can be found within City Code.

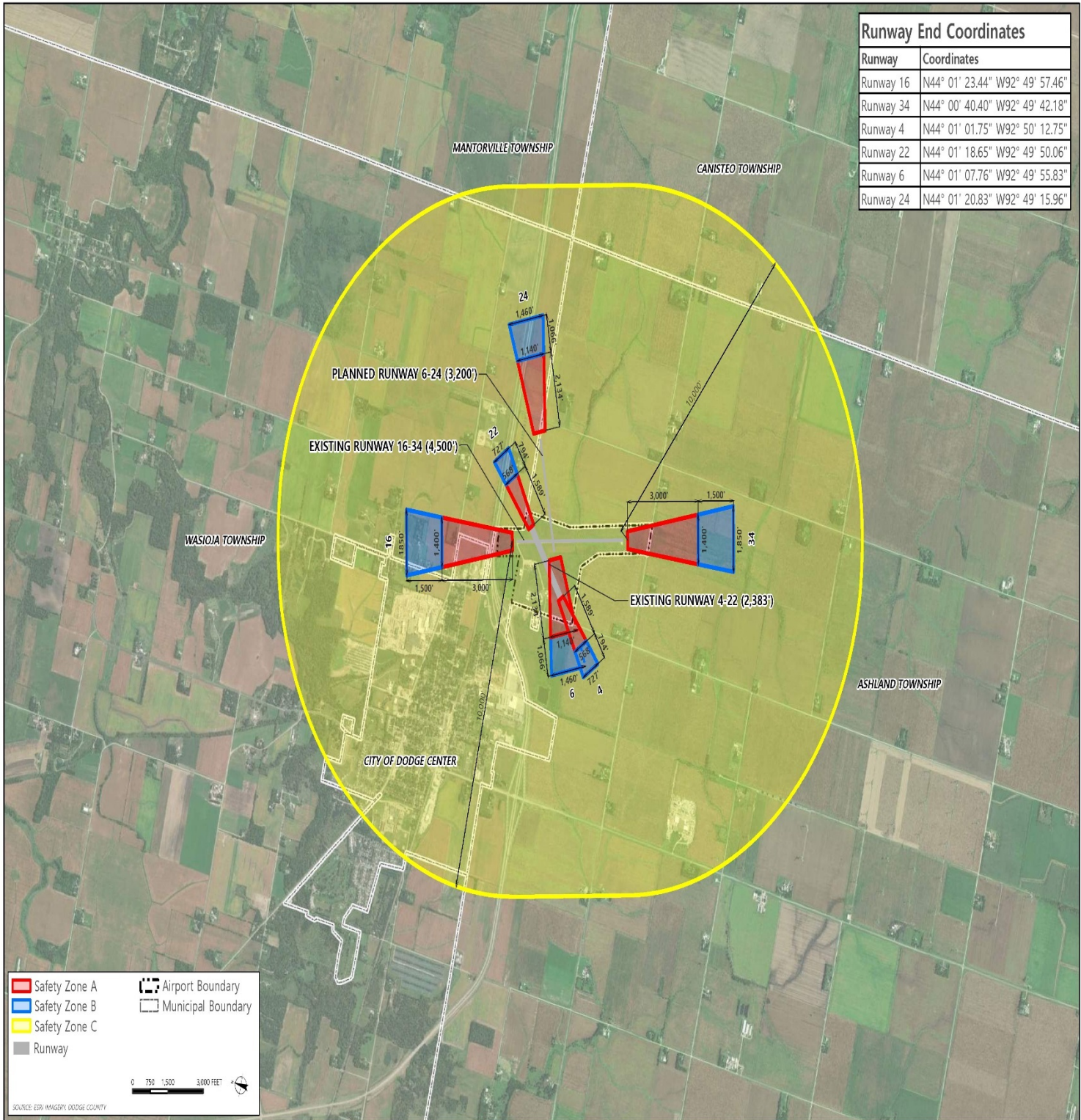
FIGURE 20
Airspace Zoning Map



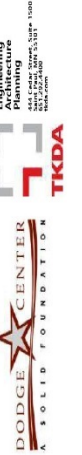
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B1: Airspace Zoning Map
DODGE CENTER AIRPORT
PROJ. NO. 17018
DATE: SEPTEMBER 30, 2019

FIGURE 21
Airport Land Use Zoning Map

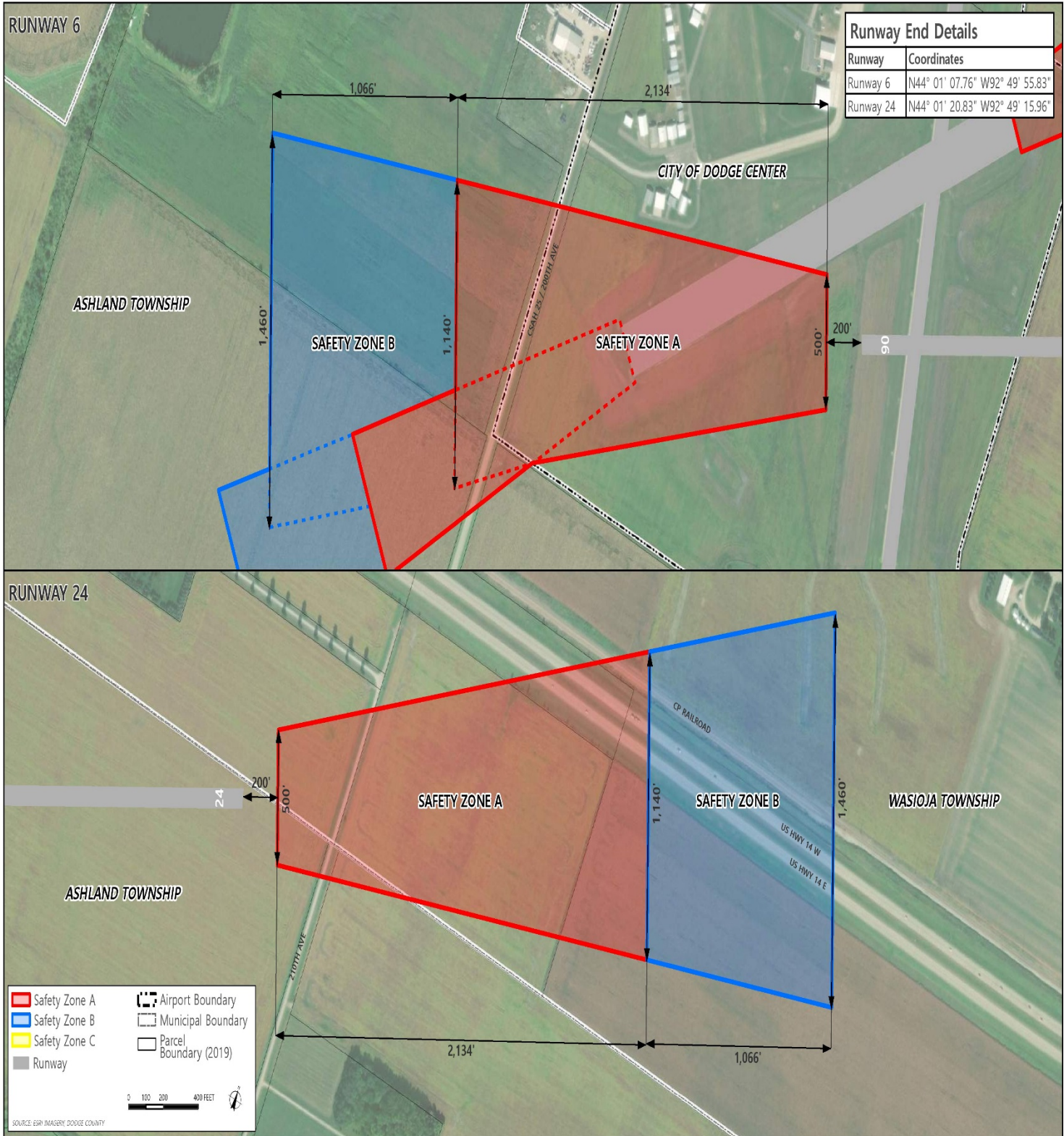


| Runway End Coordinates | |
|------------------------|---------------------------------|
| Runway | Coordinates |
| Runway 16 | N44° 01' 23.44" W92° 49' 57.46" |
| Runway 34 | N44° 00' 40.40" W92° 49' 42.18" |
| Runway 4 | N44° 01' 01.75" W92° 50' 12.75" |
| Runway 22 | N44° 01' 18.65" W92° 49' 50.06" |
| Runway 6 | N44° 01' 07.76" W92° 49' 55.83" |
| Runway 24 | N44° 01' 20.83" W92° 49' 15.96" |



B2: Land Use Zoning Map
DODGE CENTER AIRPORT
PROJ. NO. 16983
DATE: SEPTEMBER 30, 2019

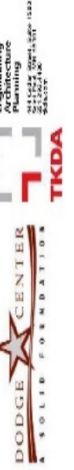
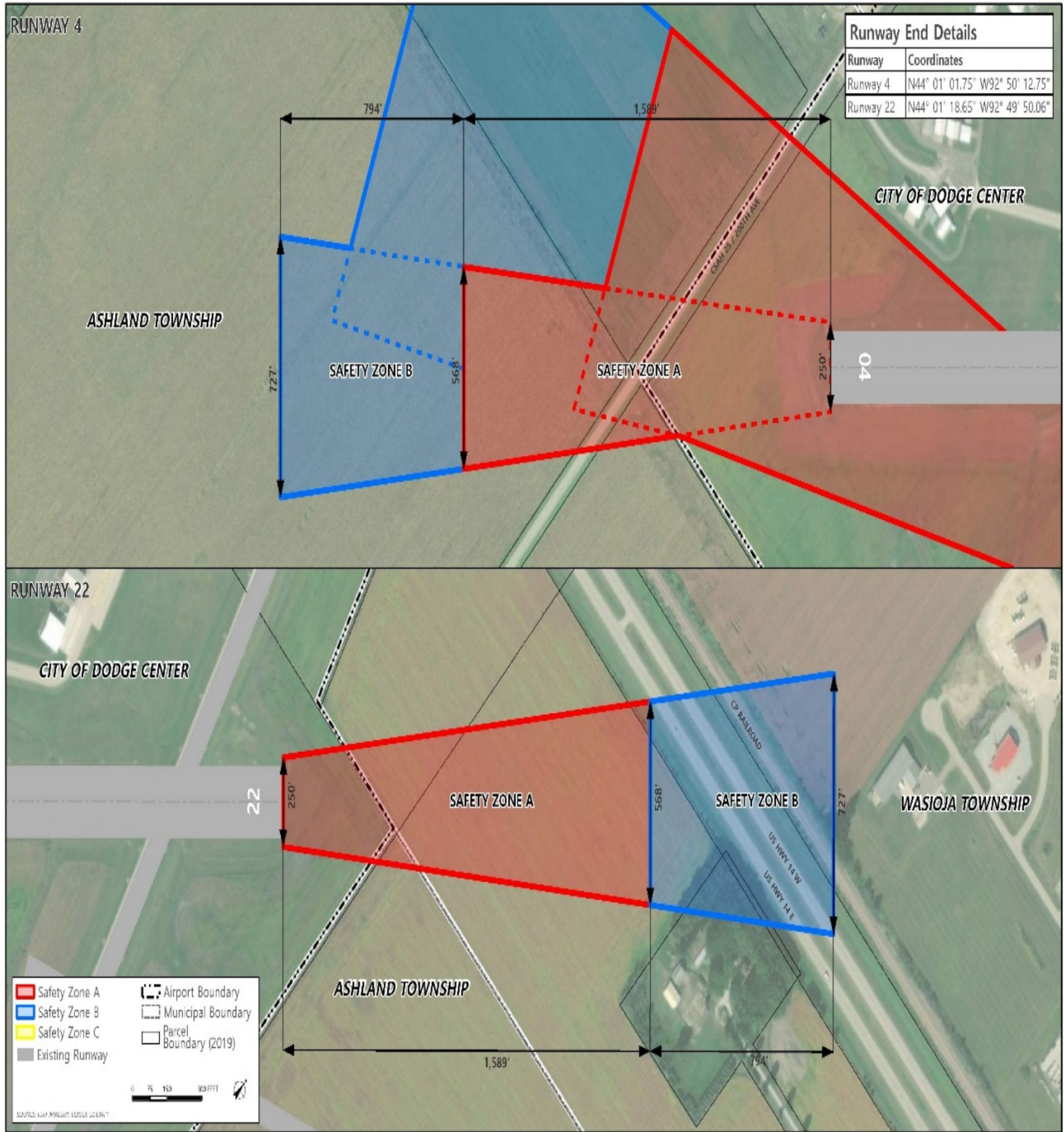
FIGURE 23
Runway 6-24 Land Use Zoning Detail



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 Planning
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B5: Runway 6-24 Land Use Zoning Detail
 DODGE CENTER AIRPORT
 PROJ. NO. 169983
 DATE: SEPTEMBER 30, 2019

Figure 24
Runway 4-22 Land Use Zoning Detail



B4: Runway 4-22 Land Use Zoning Detail
DODGE CENTER AIRPORT

PROJ. NO. 16983
DATE: SEPTEMBER 30, 2019

LAND USE PLAN 2030

Residential Development

Residential development must continue to occur in order to accommodate the expected growth of businesses in Dodge Center. The areas that make the most sense for future residential growth are in the western, northwestern, and northeastern areas of the City. The demand for future development exists in various types and pricing, however, low-income and workforce housing seems to be the most desirable in order to meet the demand of well over 2,000 jobs within Dodge Center. The costs of construction continue to soar, but wages seemingly do not increase proportionally creating an enormous gap in the demand for affordable housing and affordable housing availability. Multifamily, high-density developments that local employees can afford will be crucial in overcoming the housing crisis in Southeastern Minnesota and ensuring that the labor force for these businesses is readily available.

If the City of Dodge Center is unable to meet the workforce demands of local employers, there will be less incentive to grow and expand in the City, and that growth could be lost to other cities or states that have higher unemployment rates. Dodge Center should actively work to help housing development in the City, with the goal of ensuring that citizens have the opportunity to live and work in the same community. However, at the present time, due to the shortage of affordable and workforce housing stock, businesses rely on neighboring communities to supply a substantial portion of their labor force.

Community Facilities and Parks

The City should pursue a biking and walking trail to connect with neighboring cities and Rice Lake State Park. Further, Dodge Center has begun requiring sidewalks for newly constructed or reconstructed roads with the goal of increasing connectivity and the walkability of the City.

There has also been interest from several citizens in the creation of a multi-use building that could serve as a museum, recreational center, and incubator building for start-up businesses. The City should continue to consider the potential acquisition and redevelopment of a building to suite one or a combination of the potential uses above.

Furthermore, it would behoove the City to develop and adopt a Capital Improvement Plan (CIP) that budgets and plans for new city buildings and large renovations of existing ones to ensure that the City keeps its facilities updated, OSHA-compliant, and can rely on its own funds versus bonding, and the tax levy increase to fund subsequent debt-service payments.

Commercial Development

The City of Dodge Center should encourage commercial development to provide jobs for residents, increase the tax base, and allow for a variety of opportunities for leisure within the City. Residents have stated throughout the surveys that were conducted that they wanted to see more retail and restaurants within the community.

Commercial development should be encouraged on the following existing commercial areas: Main Street, 190th Avenue, County Road 34. However, from 2020 to 2030, the City of Dodge Center should acquire land on the southern side of U.S. Highway 14 to develop a mixed-used business park that could house new fast food restaurants, a truck stop, a car dealership, a hotel, along with providing ample room for many existing commercial and industrial businesses to expand.

Industrial Development

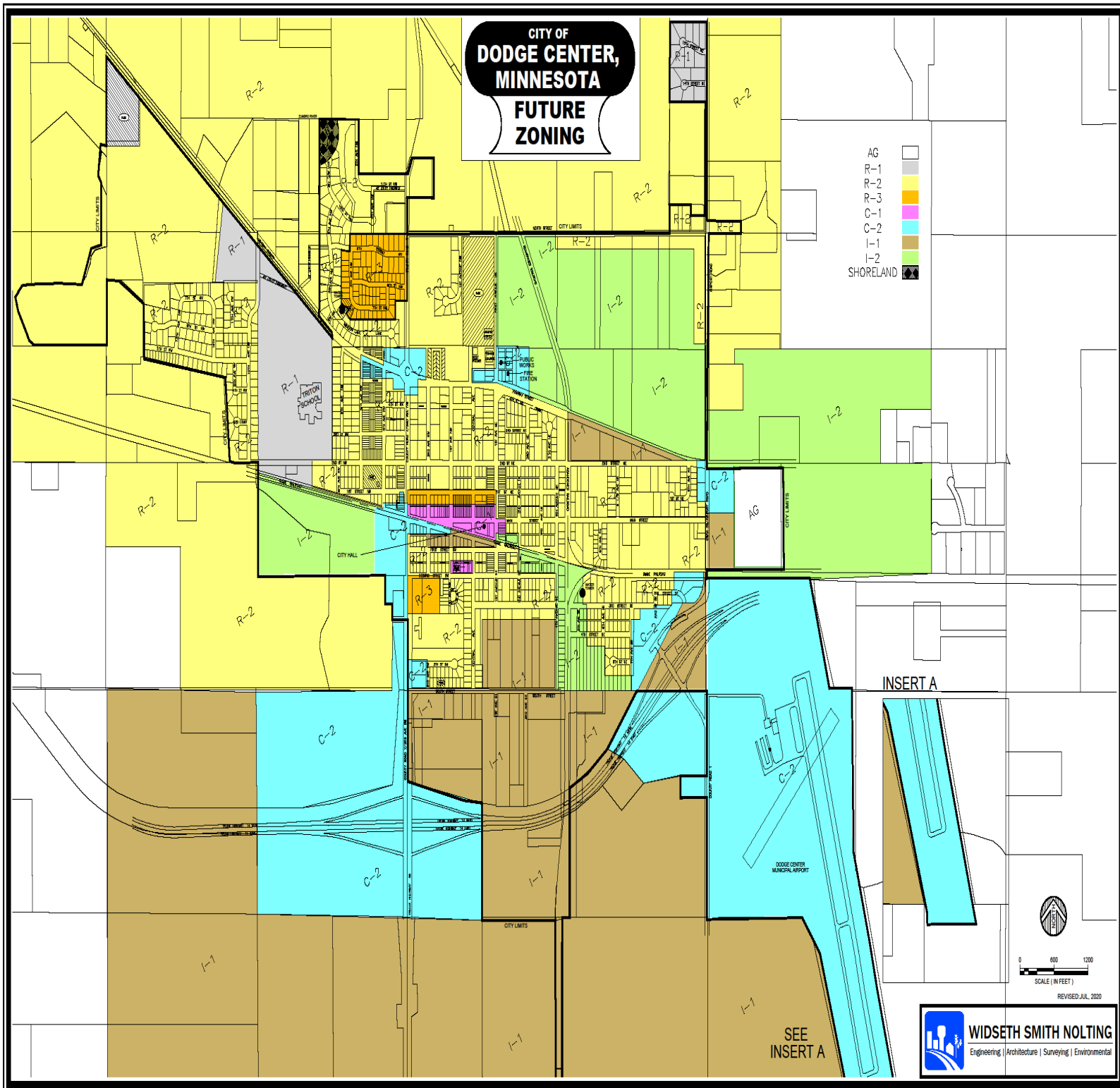
The City of Dodge Center should continue to foster the growth of its industrial core by encouraging new development and redevelopment along South Street, County Road 34, Fourth Avenue Southeast, and near U.S. Highway 14. The City can support this continued growth by incentivizing workforce housing, helping find and apply for grant opportunities for industrial companies, and designating new areas south of U.S. Highway 14 to be used for industrial use.

Industrial businesses in Dodge Center are the backbone of not only the tax base, but the identity many residents associate with. During the 2020-2030 planning period, the City needs to take a strong position in helping sustain and grow its industries, and that is best done through workforce housing, stable tax-rates, acquisition of land for future development, and adequate infrastructure.

Priorities and Needs

In ranking the priority of the three main types of development by zoning, residential should be seen as priority number one, commercial development should be seen as number two, and industrial development should be seen as number three. This is not to say that commercial and industrial development are not important, but housing development has, unfortunately, not kept pace with the rapid development of our businesses. Commercial development also stands for increased development in order to accommodate the needs and wants of current and future residents as well as visitors. Industrial development and expansion should continue to be encouraged, but the main concern regarding its development is the community's currently small labor force.

**FIGURE 25
FUTURE LAND USE PLAN MAP 2030**



ABUTTING PROPERTIES/ORDERLY ANNEXATION AGREEMENTS

It is in the best interest of the City of Dodge Center to enter orderly annexation agreements with both Ashland Township to the south and Wasioja Township to the north in order to streamline growth and development of the City.

The City currently has an orderly annexation agreement with Ashland Township, but the City should also work to secure an orderly annexation agreement with Wasioja Township. The township's benefit from the agreements because it provides an outline of growth to be expected and the timeframe, and allows them to plan for it. The City benefits because it allows for easier and non-conflictual annexation to occur because the township consents in advance in regards to which properties can be annexed. The current Orderly Annexation Agreement between the City of Dodge Center and Ashland Township is in "Appendix A" of this comprehensive plan.

FUTURE COMPREHENSIVE PLANNING

Guidelines for Future Comprehensive Planning

In order to ensure that comprehensive land use planning in the future is consistent with the changing demographics, needs, and aspirations of the City of Dodge Center, this section of the Comprehensive Plan will lay out the steps and process that need to be taken and an approximate date. Every five years, the City of Dodge Center will make minor revisions to the plan to keep the document up-to-date. Every ten years, the City of Dodge Center will conduct a full revision of the document.

Five Year Minor Revision

In January of 2025, the Planning and Zoning Commission should direct city staff to make revisions to the Comprehensive Land Use Plan and bring recommendations back to the Planning and Zoning Commission for approval, and then to the City Council for approval, and attach a signed and dated resolution to the appendix of this plan before the end of December 2025.

Ten Year Full Revision

In January of 2029, the Planning and Zoning Commission should direct city staff, an outside consultant, or firm to develop a new Comprehensive Land Use Plan. The following steps are to be completed, at minimum, in order to ensure consistency of the comprehensive plans both past and present. There shall be at least one public hearing to allow residents to voice their opinions on what they think Dodge Center should strive for in the future. There shall also be opportunities for people to submit written comments by including a survey in utility bills or allowing some other mechanism where people are able to write down their opinions. There shall also be appropriate and reasonable measures to give all persons the chance to contribute to this plan. There will be measures taken to ensure that interpreters are present for people that have English as a second language. There should also be opportunities for the youth in the community to get exposure to the comprehensive planning process, and an opportunity to add their voice to it. Data will then be collected through and be analyzed both qualitatively and quantitatively. Based on the data results received from surveying people and collecting data from other sources, the narrative will be written to explain the data trends, what they mean for the future of the city, and what the consensus of citizens is for the vision of the future comprehensive land use plan. The finalized plan should follow all laws in its adoption, and shall be easily accessible to the general public.

APPENDIX A

ORDERLY ANNEXATION AGREEMENT WITH ASHLAND TOWNSHIP

APPENDIX B

Resolution to Approve the Comprehensive Land Use Plan