



City of Hutchinson, Minnesota Comprehensive Plan 2013

**ADOPTED
12.10.13**

Acknowledgements

The City of Hutchinson gratefully acknowledges the contributions of all who participated in updating of the Comprehensive Plan, with special thanks to the Steering Committee and Focus Group Participants. The City recognizes and is grateful for the people of Hutchinson who provided feedback and input at public meetings and workshops.

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“Developing the plan is actually laying out sequences of events that have to occur for you to achieve your goal.”

George L. Morrissey

Purpose of the Plan

The purpose of the Comprehensive Plan for Hutchinson is twofold. The first provides an essential legal basis for land use regulation such as zoning and subdivision control. The second establishes a picture of Hutchinson's future by presenting a unified and compelling vision for the community, derived from the aspirations of its citizens; and establishes specific goals and policies necessary to fulfill that vision. The vision continues to be crucial, as the challenges related to job and population growth affect the future character of Hutchinson.

Authority to Plan

Communities are given the legal authority to adopt a Plan according to Minnesota State Statute 462.353, Subd. 1. The statute enables cities to promote the “public health, safety, and general welfare” of the community. The following describes in detail the State's Municipal Planning and Development Policy Statement (462.351);

“The legislature finds that municipalities are faced with mounting problems in providing means of guiding future development of land so as to insure a safer, more pleasant and more economical environment for residential, commercial, industrial and public activities, to preserve agricultural and



other open lands, and to promote the public health, safety, and general welfare. Municipalities can prepare for anticipated changes and by such preparations bring about significant savings in both private and public expenditures. Municipal planning, by providing public guides to future municipal action, enables other public and private agencies to plan their activities in harmony with the municipality's plans. Municipal planning will assist in developing lands more wisely to serve citizens more effectively, will make the provision of public services less costly, and will achieve a more secure tax base. It is the purpose of sections 462.351 to 462.364 to provide municipalities, in a single body of law, with the necessary powers and a uniform procedure for adequately conducting and implementing municipal planning”.

Land use regulations such as zoning ordinances, recognize that people in a community live cooperatively and have certain responsibilities to one another. These regulations establish rules that govern how land is developed within a municipality. A city, however, may not adopt land use ordinances without first adopting a Comprehensive Plan. This requirement derives from the premise that land use decisions should not be arbitrary, but should follow an accepted and reasonable concept of how the city should develop/redevelop.

Use of Plan

The Comprehensive Plan presents a vision for the future of Hutchinson and an agenda for community action. It is based on locally established visions, goals, and policies derived through public participation. The individual chapters outline in more specific terms the goals and policies to ensure Hutchinson retains livability, grows in a way that supports the values of the community, enhances market strength, and continues to be sustainable. The plan is designed as a working document that both defines the future and provides a working program for realizing the City's future potential.

The plan provides specific recommendations to direct and manage Hutchinson's growth and development. Some of the changes will come in the form of reinvestment and redevelopment while others will come as the City expands its land base. As with all land use decisions, implementation of these growth and redevelopment recommendations will have different levels of benefit and impact on community members.

To realize full potential of the Plan, it should be used to:

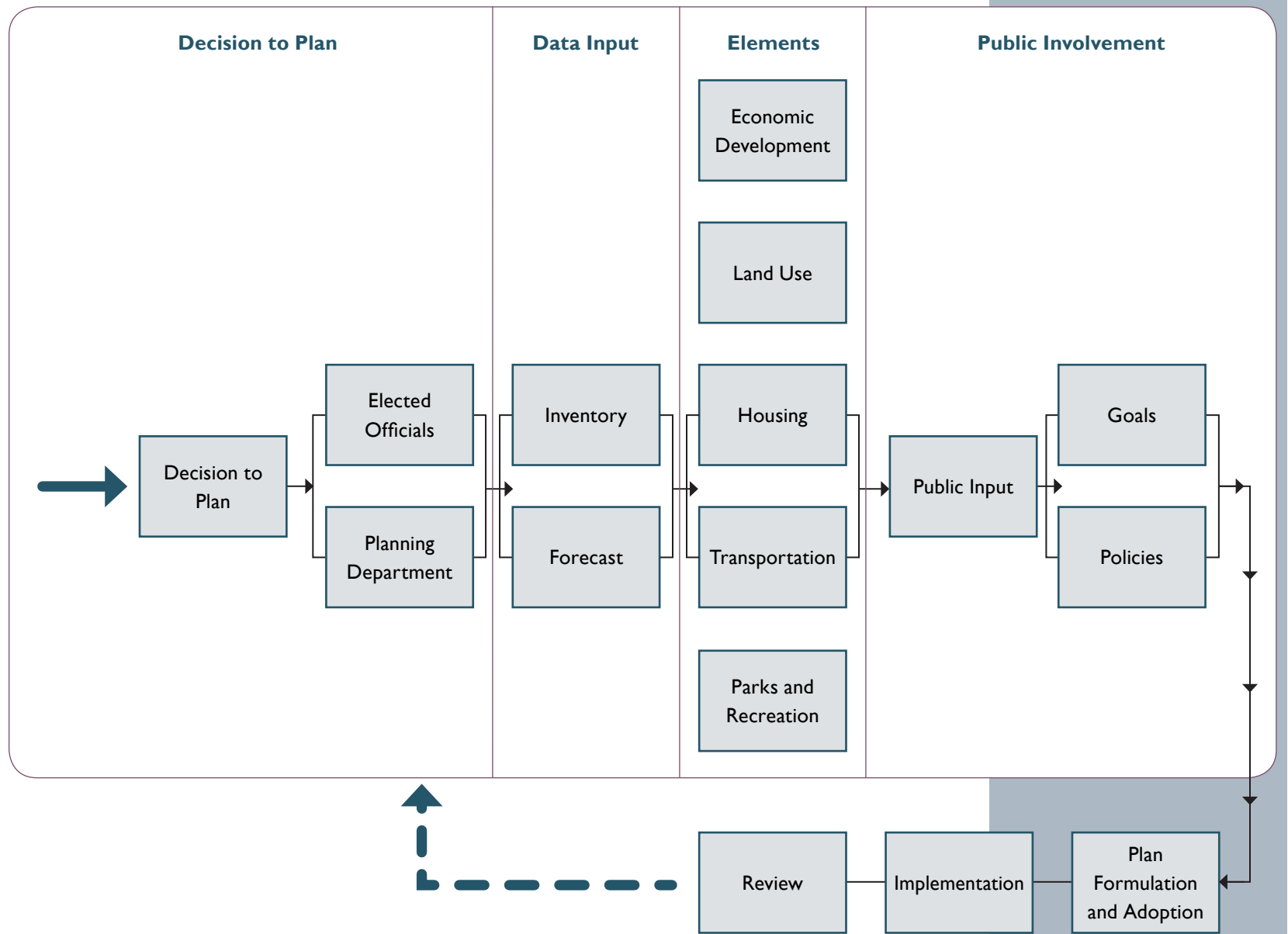
- Guide City officials and staff to assist with a variety of tasks
 - Development and infrastructure decisions
 - Acquisition and use of land
 - Budgeting capital improvements
 - Establishing regulatory changes

- Guide residents, businesses, and property owners to assist them in
 - Determining potential property use
 - Understanding possible land use changes in the surrounding area
 - Establishing reasonable land value expectations
 - Understanding future infrastructure improvements
 - Making improvements and investments to their own properties
- Guide developers in their property acquisitions and coordinating their development plans with City goals, regulations, and infrastructure plans
- Assist neighboring and overlapping jurisdictions to coordinate issues of mutual interest

Figure 1.1 illustrates the use of the Plan beginning from the time the community makes the decision to plan through to plan review which then begins the planning cycle anew.

While the Plan provides information and guidance, it depends heavily on appropriate exercise of individual discretion, interpretation, and initiative to fulfill this plan's overall goals, policies, and programs.

Figure I.1 Use of the Plan



Organization of Plan

The Hutchinson Comprehensive Plan is presented in eight sections described as follows:

1. Introduction – describes the Plan’s purpose, the City’s authority to plan its organization, use, and general policy framework including the formulation of general goals and policies based on a series of themes identified during the public engagement process.
2. Community Profile – describes general population characteristics including age, households, age, race, ethnicity, income, education, employment characteristics, and future population projections.
3. Public Participation and Visioning – summarizes methods used to engage the public in major involvement activities including the development of a Steering Committee, Focus Group Meetings, and Open Houses.
4. Land Use – identifies issues related to growth and land use, analyzes the current land use pattern and recommends a set of development principles, specific goals and policies.
5. Housing – provides a summary of existing housing characteristics, identifies potential demand through 2020, and provides goals and policies for future development relative to need and demand.
6. Transportation – discusses key findings of the current transportation network, including the trail system, evaluates current and future transportation needs, and provides a number of goals and policies for attaining Hutchinson’s transportation vision.
7. Parks, Open Space and Recreation – summarizes current park and recreation facilities, recommends a park classification system based on national park and recreation standards, and puts forth a set of goals and policies to guide future improvements to the system.
8. Implementation – provides guidance for maintaining accountability, monitoring activities, developing procedures and regulations, and community involvement in implementation of the 2013 Comprehensive Plan.

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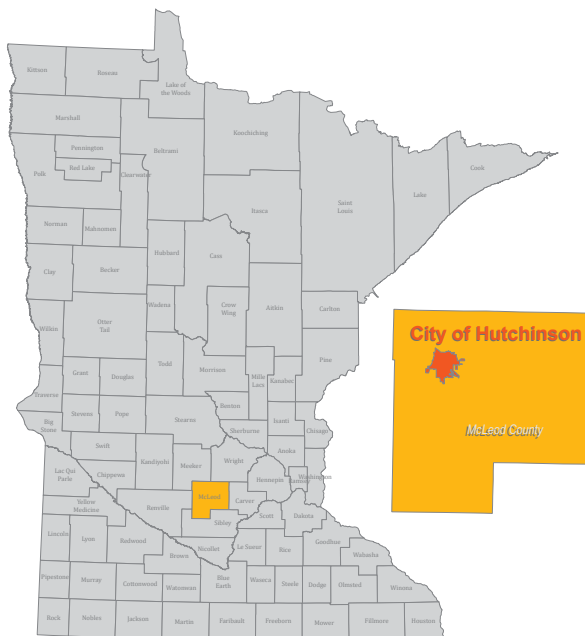
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Over the course of its history, Hutchinson has experienced steady growth—much of it tied to the expansion of local business economy and the evolving role of Hutchinson as a regional center.

Regional Setting

Hutchinson is located in northeastern McLeod County. The City is approximately 53 miles south of St. Cloud on Highway 15 and 65 miles west of the Twin Cities on Highway 7 (See Figure 2.1).

Figure 2.1 Regional Location Map



Hutchinson is situated on the South Fork of the Crow River and on the shores of Otter Lake and Campbell Lake. The City contains a wealth of natural resources including the Crow River, streams, lakes, fertile agricultural land, wetlands, and wooded areas.



Source: Minnesota Historical Society

Community History

Hutchinson was settled in 1855 by John, Asa, and Judson Hutchinson—the Hutchinson Family singers. The area chosen by the brothers overlooked the beautiful Hassan River Valley. From the City's early beginnings, there has been a tradition to plan for the future. Upon settling their claim, 15 acres were set aside for a park and eight lots for educational purposes. Additionally, women were given the right to vote as part of the town organization—again a testament to the progressive nature of Hutchinson's founding fathers.

Over the course of its history, Hutchinson has experienced steady growth—much of it tied to the expansion of local business economy and the evolving role of Hutchinson as a regional center. During the 1990s and early 2000s, the City began to grow at a more rapid pace due to increasing industrial base and the rising trend of people desiring to live in a small town rural setting that is in close proximity to a metropolitan area.



Community Development

Today, the City functions as a complete stand-alone community and as a bedroom community for many people working in the Twin Cities Metropolitan Area. The City has recognized its unique position and has capitalized on its location and economy.

The downtown remains vibrant despite the economic downturn of 2009 to 2011. The City lies at the intersection of the major east-west and north-south roads in the region. Trunk Highway 7 connects western Minnesota with the Twin Cities and has become a major commuting route to the job market in the west metro area. Highway 15 is the major north south route connecting to St. Cloud, a regional center to the north, as well as the northern Minnesota lakes area, and southern Minnesota.

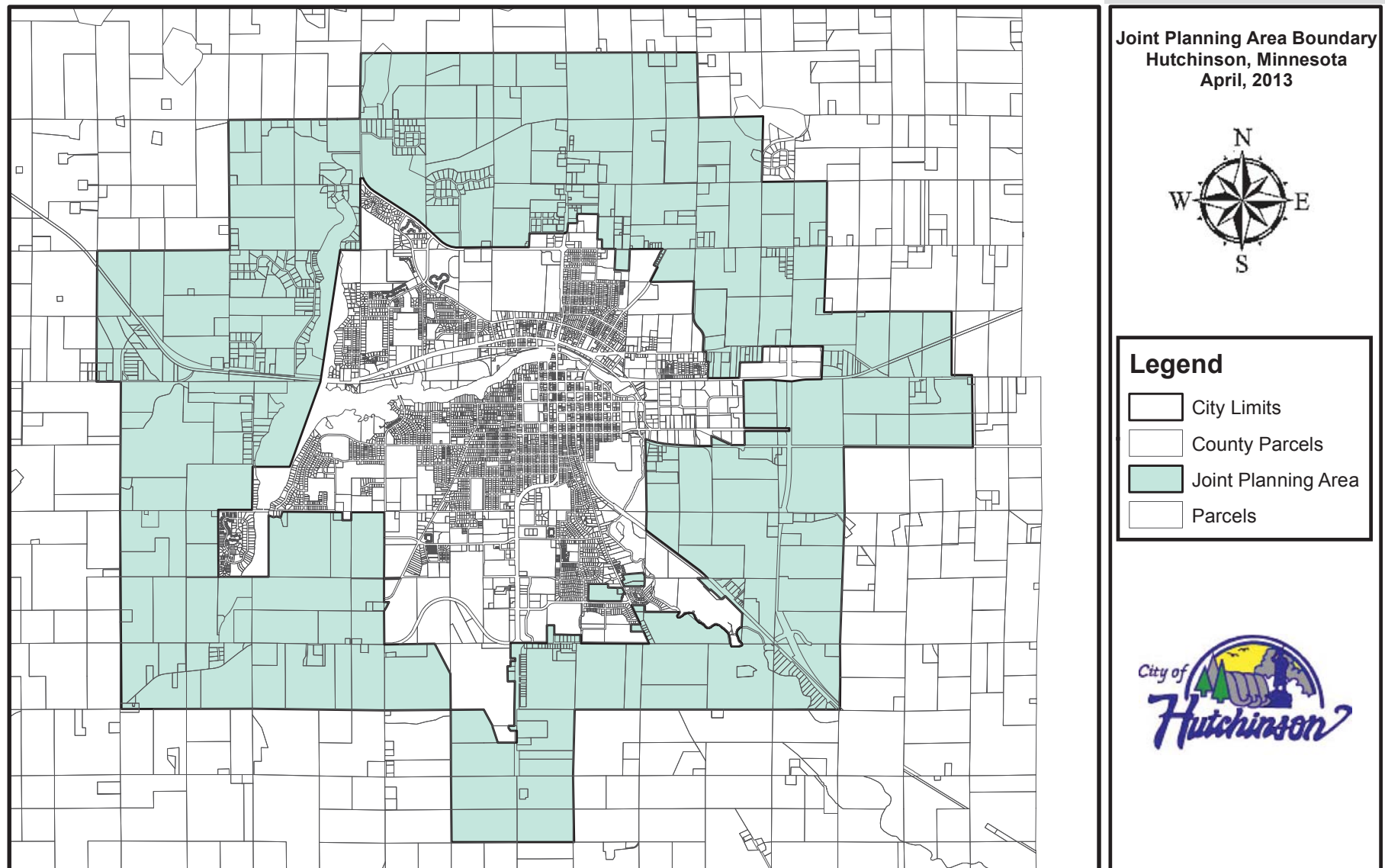
Hutchinson's beautiful setting, progressive nature, and prime location will continue to make it a community with great potential for growth and change over the next 20 years.

Intergovernmental Planning

The working relationship between Hutchinson and the surrounding townships is a model of cooperation that is unique among cities and townships in Minnesota. The groups have recognized the need to work together to effectively plan for the growth of the City of Hutchinson in a way that is sensitive to the needs of rural areas. Since 1998, the City, McLeod County, Hassan Valley Township, Hutchinson Township, Acoma Township, and Lynn Township have managed the Hutchinson Joint Planning Board that is charged with the enforcement of zoning regulations within the Hutchinson Joint Planning District. See Figure 2.2 for current Hutchinson Joint Planning District boundaries.

Figure 2.2

Current Hutchinson Joint Planning District



City Government

The City of Hutchinson is a “home rule city.” Home rule cities are allowed by the State Constitution and State Statute which enable local voters to adopt a city charter that is in effect a local constitution. Home rule allows voters to approve any form of government and powers as long as they do not conflict with state law.

Hutchinson has adopted the Mayor-Council form of government and utilizes the services of a city administrator. The Mayor serves as chair to the five member council, but does not have greater authority than other council members. Collectively the Council exercises the legislative power of the city and determines all matters of policy.

The City Administrator is responsible to the council for the administration of city affairs and has the responsibility to direct city operations and provides supervisory authority over all municipal departments as provided for by the council.

Municipal Services and Utilities

The City has a progressive history that is unique among communities this size. The City currently operates the public library, municipal airport, gas and electric utilities, liquor store, cemetery, and a compost/soil product manufacturing facility. The City is also part of the Hutchinson Area Transportation Services (HATS), a transportation maintenance and office facility shared in partnership with the state and county.

Police Services

The Hutchinson Police Department has 18 sworn officers and 10 non-sworn personnel on a full time basis. The police department provides 24-hour protection, police/school liaison programs, and various crime prevention and protection programs. The department also incorporates the active responses to emergencies within the community, investigation of crime, and coordination of all city services during a major emergency, incident, or disaster.

Fire Services

The Hutchinson Fire Department has been in service since 1884. Today the department has 28 paid on-call members with a full time Fire Chief. Its service area includes 180 square miles and a population of approximately 18,000 people, including the cities of Hutchinson, Biscay, and Cedar Mills.

Water

The public water system is operated by the Hutchinson Water Department which is responsible for the treatment and distribution of the City's water. The current community water usage is approximately 1.55 million gallons per day (mgd). The capacity of the water system is 6.5 mgd. Table 2.1 shows daily average and peak water usage flow rates by million gallons per day (MGD) between 2007 and 2011. Both average daily and peak flow rates have decreased since 2007 because of improved water quality provided by the new water plant which opened in 2007, economic driven changes at local industries and the conservation efforts of users in general. However, usage appears to have stabilized in 2012.

Table 2.1

Daily and Peak Water Usage between 2007 and 2012

Year	Daily Average MGD	Daily Peak MGD
2007	2.104	4.157
2008	1.955	3.423
2009	1.758	2.834
2010	1.643	2.614
2011	1.555	2.314
2012	1.533	2.741

Source: City of Hutchinson

The Hutchinson Water Department also provides water needed for community fire protection.

Wastewater

The Hutchinson Wastewater Facility began operation in 1988. A major expansion was completed in 2008 to accommodate community growth and expansion. The facility is designed to treat an average of 3.67 million gallons/day of wastewater and is expected to meet the needs of the City through 2028.

Storm Water Management

The City of Hutchinson has operated with a Minnesota NPDES Municipal Separate Storm Sewer System (MS4) permit since 2007. Cities and townships with a population of at least 10,000, and cities and townships with a population of at least 5,000 that are discharging or have the potential to discharge to valuable or polluted waters, are required to obtain this permit.

Health Care Services

Hutchinson and the surrounding area is served by Hutchinson Health. Hutchinson Health includes a 55-bed medical, a 12-bed psychiatric unit, and a 120-bed full care nursing home that opened in 2011 called "Harmony River". The facility also provides a senior daycare program.

The Hutchinson Housing and Redevelopment Authority (HRA) operates Park Towers, a 101-unit affordable housing apartment building. There are several other senior living facilities within the community.

Schools

Hutchinson is served by School District 423. The district includes West and Park Elementary Schools, Hutchinson Middle School, and Hutchinson High School. West Elementary serves students in preschool and grades K-1. Park Elementary serves students in grades 2-5. Hutchinson Middle School serves students in grades 6-8 and Hutchinson High School serves students in grades 9-12.

Other public schools serving the Hutchinson area include: New Discoveries Montessori Academy (K-6), New Century Charter School (7-12), Crow River Learning Center (9-12), and Cornerstone (K-12).

In addition to public schools, a number of private schools offer preschool to grade 12 educational opportunities for Hutchinson residents.

Higher education resources in Hutchinson are provided by Ridgewater Community and Technical College. The college offers two and four year degrees and technical training for its students.

Demographics

This background information will analyze population information, age distribution, education levels, employment characteristics, household information, income levels, and demographics, as well as an analysis of trends in Hutchinson. This information will assist the City in making land use and transportation decisions and help identify areas of growth.

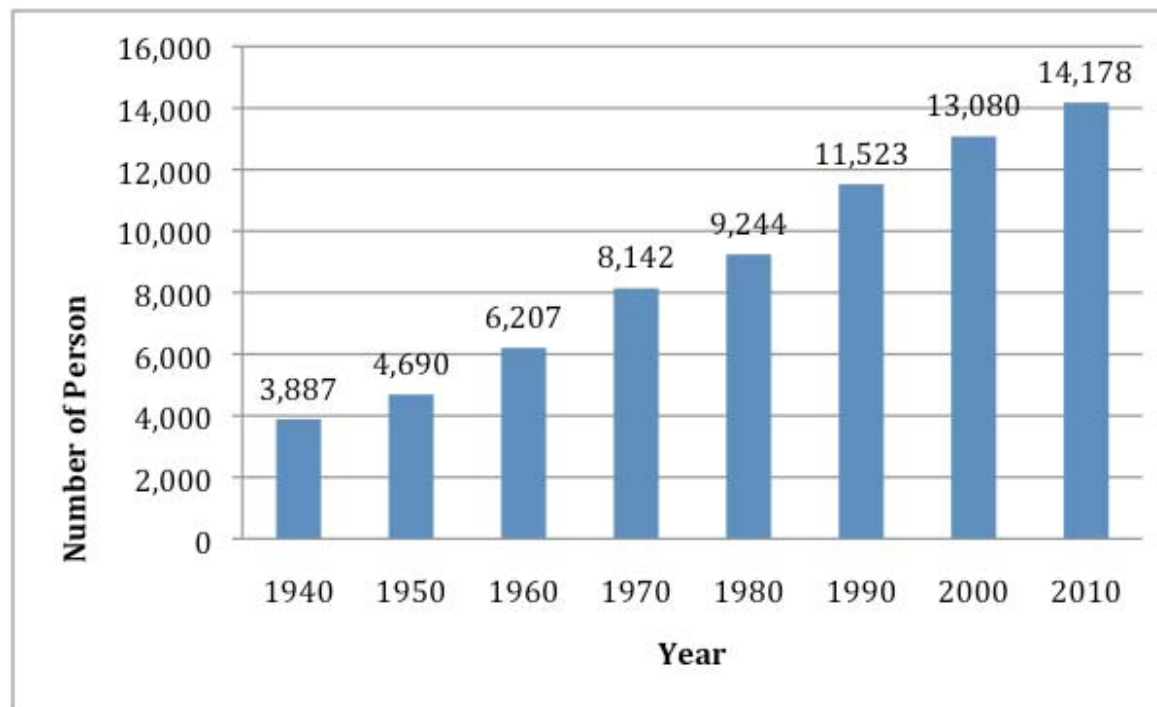


Population

The City has been the beneficiary of good location, good community growth and excellent economic opportunity. The 2010 Census shows (Figure 2.3) Hutchinson's population at 14,718, increasing by 8.4% since 2000. The community has seen steady and managed growth over the past century that has allowed it to become a significant economic center within the region. The population of Hutchinson has increased steadily over the last 70 years; however Hutchinson's growth rate actually slowed over the past decade due to the economic downturn of 2008 to 2012.

Figure 2.3

Hutchinson Population, 1940-2010



Source: U.S. 2010 Census

Table 2.2 compares population trends of Hutchinson, neighboring townships and McLeod County. In numbers, the growth during the 1990s outpaced the 2000s by over 40%. Only the City of Hutchinson, Hutchinson Township, and McLeod County experienced growth during both of the past two decades.

Table 2.2

Population Trends in Hutchinson Area 1990-2010

	1990	2000	1990-2000		2010	2000-2010	
			Change	% Change		Change	% Change
Hutchinson	11,523	13,080	1,557	13.5%	14,178	1,098	8.4%
Acoma Township	1,040	1,185	145	.1%	1,149	-36	-3.0%
Hutchinson Township	1,069	1,120	51	4.8%	1,220	100	8.9%
Hassan Valley Township	786	832	46	5.9%	693	-139	-16.7%
Lynn Township	734	604	-130	-17.7%	550	-54	-8.9%
McLeod County	32,030	34,898	2,868	9.0%	36,651	1,753	5.0%
Minnesota	4,375,099	4,919,479	544,380	12.4%	5,303,925	384,446	7.8%

Source: U.S. 2010 Census

Components of the Population

Further analysis of the population of Hutchinson reveals additional information about the City's identity. Current age distributions and future projections can be used to identify implications of a changing population.

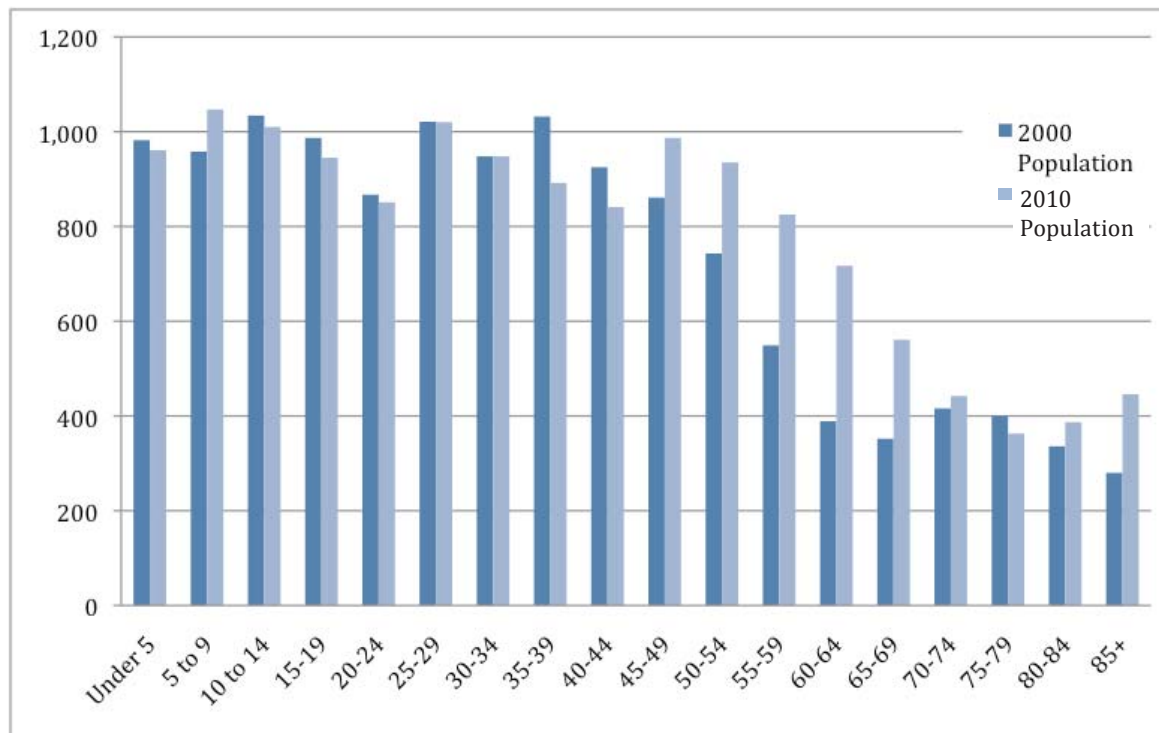
Age Composition

Figure 2.4 shows the population distribution by age in Hutchinson in 2000 and 2010. Starting at age cohort of 45-49 and going all the way to age 85+, Hutchinson has seen an increase in the number of people in each cohort except the age 75 to 79. The reduction in the age 75 to 79 age cohort is likely due to the reduced number of births that occurred during the Great Depression. People in the age 75 to 79 cohort were born between 1931 and 1935.

An aging population trend is evident in reviewing the age composition data. This trend is similar to what is occurring throughout Minnesota, as well as nationally. Significant planning and concern must be made to plan for the City's aging population and decrease in the traditional workforce age bracket.

Figure 2.4

Age Composition of Hutchinson 2000 and 2010



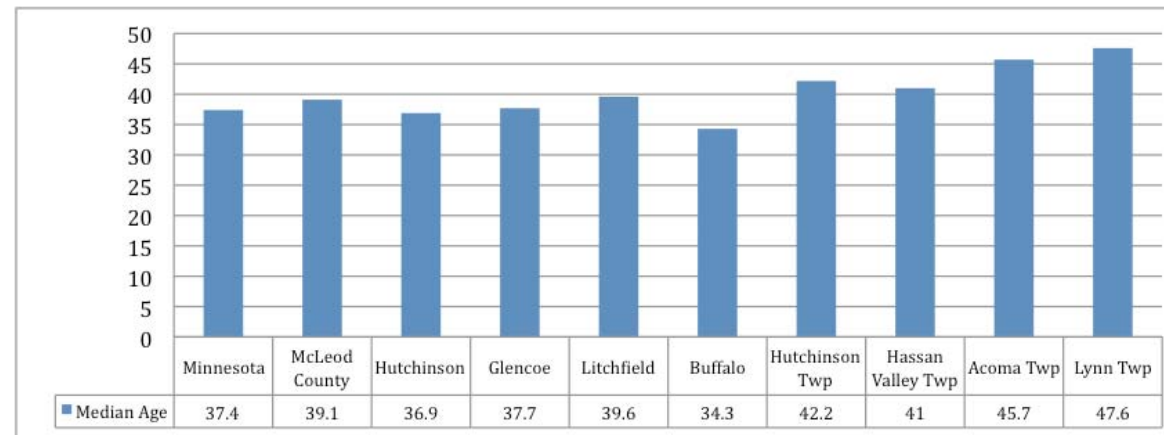
Source: U.S. 2010 Census

Median Age

Figure 2.5 illustrates the median age in Hutchinson as well as surrounding communities. Hutchinson's median age continues to be lower at 36.9 than surrounding communities with the exception of Buffalo. This is due to the fact that population for ages 0 to 34 remains relatively high and comparable to what it was 10 years ago.

Figure 2.5

Hutchinson Area Median Age 2010



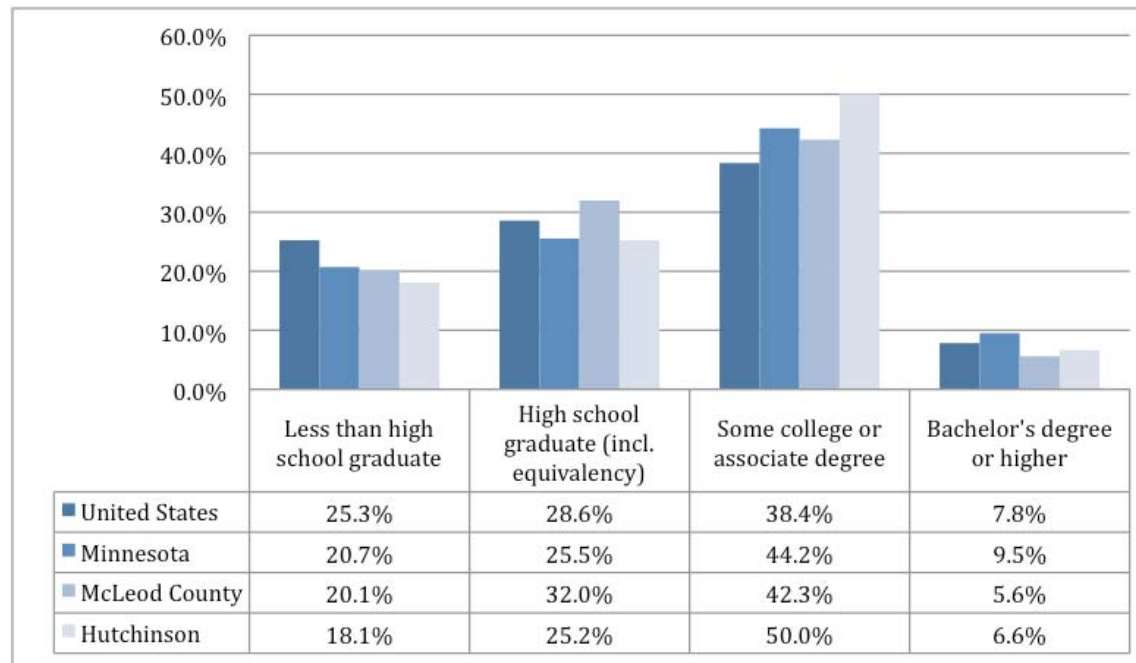
Source: U.S. 2010 Census

Education

Education is another telling piece of information for a population. Figure 2.6 provides education attainment information for individuals 25 years of age and older in 2010. Hutchinson has comparatively fewer “less than high school graduates” than the comparison jurisdictions. However, Hutchinson has a higher percentage (50%) of residents with at least some college or an Associate’s Degree. Finally, Hutchinson has a lower percentage (6.6%) of residents with a Bachelor’s Degree or higher, than both Minnesota and the United States, but a higher percentage than McLeod County.

Figure 2.6

Educational Attainment Comparison 2010



Source: U.S. 2010 Census

Employment and Occupation Information

Employment statistics provide a picture of the economic health and well being of a community. Table 2.3 compares employment data by percentages between 2000 and 2010 for Hutchinson and surrounding townships of all those individuals 16 years of age and older who were participating in the workforce. Following national trends, the table shows that the percentage of working people, 16 years of age and older, decreased between 2000 and 2010 in the City and surrounding townships with the exception of workforce in Glencoe, Plato City, and Round Grove Township.

It should be noted that a major employer in Hutchinson, Hutchinson Technology experienced major layoffs during this time period which likely influenced workforce participation.

Table 2.3

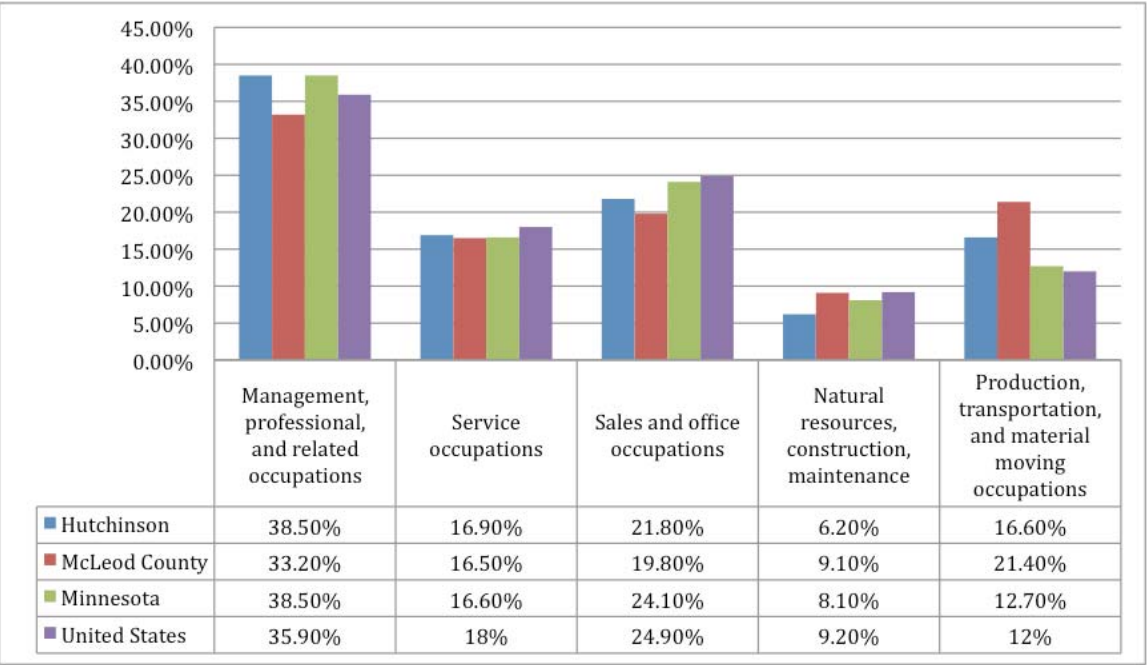
Workforce Participation Hutchinson Area Percentage 2000 and 2010

Town	2000 %	2010 %	Change
Biscay	88.61%	77.10%	-11.51%
Brownton	69.24%	64.80%	-4.44%
Glencoe	66.37%	68.00%	1.63%
Hutchinson	72.87%	67.90%	-4.97%
Lester Prairie	77.96%	75.20%	-2.76%
Plato City	72.22%	72.80%	.58%
Silver Lake	68.66%	62.40%	-6.26%
Stewart	71.96%	62.90%	-9.06%
Winsted	68.79%	66.30%	-2.49%
Acoma Twp	80.66%	67.30%	-13.66%
Bergen Twp	77.14%	69.60%	-7.54%
Collins Twp	69.70%	59.50%	-10.20%
Glencoe Twp	76.63%	72.30%	-4.33%
Hale Twp	74.65%	69.90%	-4.75%
Hassan Valley Twp	74.06%	57.10%	-16.96%
Helen Twp	81.12%	68.40%	-12.72%
Hutchinson Twp	79.14%	71.80%	-7.34%
Lynn Twp	76.91%	65.50%	-11.41%
Penn Twp	71.49%	60.90%	-10.59%
Rich Valley Twp	72.87%	69.70%	-3.17%
Round Grove Twp	70.85%	75.90%	5.05%
Sumter Twp	78.64%	70.20%	-8.44%
Winsted Twp	76.35%	71.70%	-4.65%

Source: U.S. 2010 Census

Figure 2.7 below highlights what occupations residents work in. Just under 39% of Hutchinson residents are employed in management/professional related occupations, a significant increase over the past ten years. This is a high percentage for a community not located within a Metropolitan area and is likely due to the amount of large businesses/corporations located in Hutchinson. The next highest occupation is in sales and office occupations showing an increase in occupational growth whereas there has been a decrease in production jobs over the same time period. As a whole, the occupational breakdown for Hutchinson is fairly consistent with that of McLeod County and in general doing as well or better than state and national trends with the exception of those occupations related to natural resources, construction, and maintenance.

Figure 2.7
Occupational Area Comparison



Source: U.S. 2010 Census

Table 2.4 shows a distribution of occupations for Hutchinson and surrounding towns and townships. In general, the greatest number of jobs across all occupations is in Hutchinson. Management, professional, and related occupations tend to provide the greatest employment opportunities with sales and office occupations, then production jobs. The occupation groups showing the smallest numbers are in the natural resource, construction, and maintenance categories.

Table 2.4 Occupation Distribution Hutchinson Area

Town	Management, professional, and related occupations	Service occupations	Sales and office occupations	Natural resources, construction and maintenance occupations	Production, transportation, and material moving occupations
Biscay	21	4	20	16	13
Brownton	91	51	64	71	76
Glencoe	738	426	702	306	663
Hutchinson	2,831	1,245	1,606	453	1,222
Lester Prairie	251	126	188	119	254
Plato	45	25	42	19	64
Silver Lake	89	65	29	35	116
Stewart	74	34	64	8	101
Winsted	288	272	274	101	208
Acoma Twp	263	91	95	78	134
Bergen Twp	141	106	79	63	123
Collins Twp	82	17	51	39	53
Glencoe Twp	116	14	80	37	29
Hale Twp	201	73	108	70	127
Hassan Valley Twp	120	59	91	72	78
Helen Twp	161	43	71	46	160
Hutchinson Twp	253	86	144	57	156
Lynn Twp	105	17	50	47	74
Penn Twp	56	19	15	23	24
Rich Valley Twp	146	40	86	70	72
Round Grove Twp	46	16	27	16	27
Sumter Twp	135	29	50	59	49
Winsted Twp	201	64	104	81	139

Source: U.S. 2010 Census

Income

Income levels are directly tied to occupations and employment; income statistics can help explain the quality of life and stability of the area. Hutchinson has a median income of \$57,750. This figure is comparable to other cities in McLeod County and typically lower than township median income. Table 2.5 shows the median income for each jurisdiction within McLeod County.

Table 2.5
Median Household Income
Hutchinson Area (Estimates)

City	Median Household Income
Biscay	\$56,000
Brownton	\$54,583
Glencoe	\$49,574
Hutchinson	\$57,750
Lester Prairie	\$58,571
Plato	\$51,250
Silver Lake	\$44,423
Stewart	\$48,646
Winsted	\$48,191
Township	Median Household Income
Acoma Twp	\$73,558
Bergen Twp	\$59,583
Collins Twp	\$57,813
Glencoe Twp	\$80,625
Hale Twp	\$68,304
Hassan Valley Twp	\$56,458
Helen Twp	\$68,750
Hutchinson Twp	\$79,583
Lynn Twp	\$68,893
Penn Twp	\$51,875

Township (cont'd)	Median Household Income
Rich Valley Twp	\$68,021
Round Grove Twp	\$53,750
Sumter Twp	\$73,958
Winsted Twp	\$66,786

Source: U.S. 2010 Census

Table 2.6 shows the median income for comparable cities within central Minnesota.

Table 2.6
Median Household Income
Comparable Cities (Estimates)

City	Median Household Income
Bemidji	\$31,475
Fergus Falls	\$37,872
Little Falls	\$33,447
Marshall	\$42,685
St. Cloud	\$39,149
New Ulm	\$45,603
Northfield	\$63,934
Redwing	\$49,810
Willmar	\$38,529

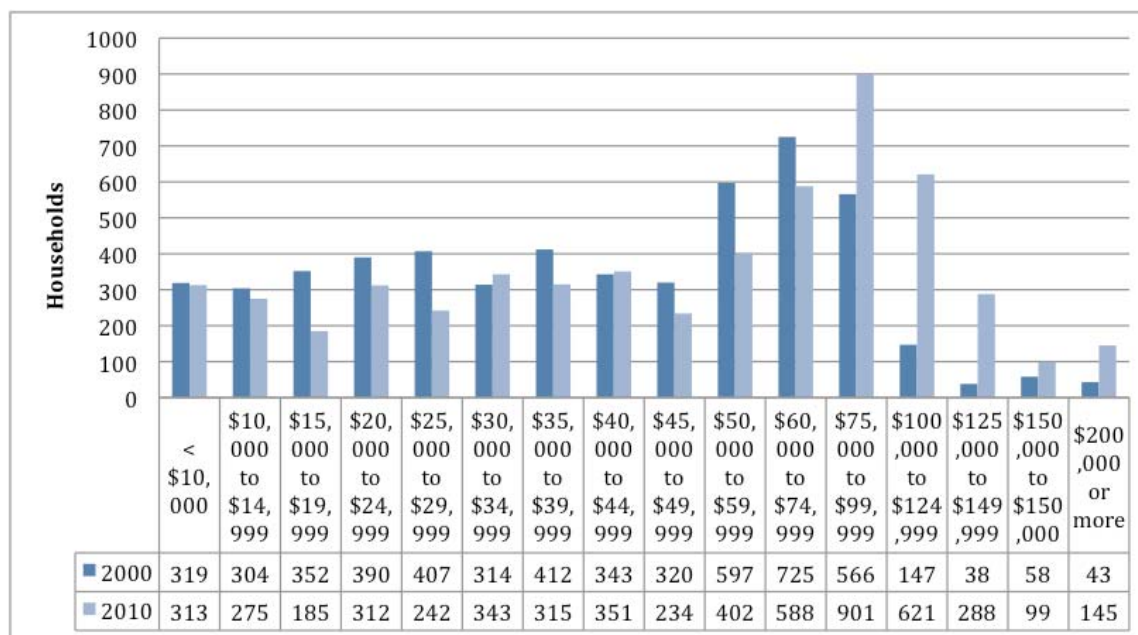
Source: U.S. 2010 Census

Income Distribution

Figure 2.8 shows an income distribution comparison between 2000 and 2010. In general, there has been a drop in household income between 2000 and 2010 for those making between \$15,000 and \$29,999. The greatest household income gain between 2000 and 2010 has been those wage earners making between \$100,000 and \$124,999.

Figure 2.8

Hutchinson Income Distribution Comparison by Household



Source: U.S. 2010 Census

Household Information

Table 2.7 shows household information for Hutchinson in 2010. The table shows most occupied housing units in Hutchinson are owner-occupied and a vacancy rate of about seven percent.

Table 2.7

Housing Characteristics Hutchinson Area

	Hutchinson	% of Total	U.S. Average
Total Housing Units	6,393	N/A	N/A
Owner-Occupied Housing Units	4,041	63.2	66.6
Renter-Occupied Housing Units	1,909	29.8	33.4
Vacant Housing Units	443	6.92	12.2

Source: Maxfield Research, Inc.

Table 2.8 shows household characteristics for the Hutchinson Area. As expected, higher levels of owner-occupied housing occurs in the township areas with significantly fewer rental and vacant housing units.

Table 2.8

Household Characteristics Hutchinson Area

	Total housing Units	Owner-occupied Housing Units	Renter-occupied Housing Units	Vacant Housing Units
Hutchinson	6,393	4,041	1,909	443
Acoma Twp	441	386	35	20
Hutchinson Twp	485	432	23	30
Hassan Valley Twp	296	269	18	9
Lynn Twp	204	188	16	0
McLeod County	15,760	11,210	3,429	1,121
Minnesota	2,347,201	1,523,859	563,368	259,971

Source: U.S. 2010 Census, Maxfield Research, Inc.

Table 2.9 and 2.10 shows population and housing growth estimates and projections for Hutchinson and McLeod County. Estimates and projections were provided by Maxfield Research, Inc as part of a 2012 Hutchinson Housing Study. The projections are based on information from ESRI (a national demographic service provider) and Minnesota Planning with adjustments calculated by Maxfield Research, Inc.

The study concludes that Hutchinson and McLeod County will continue to experience growth in population and households during the next decade, but at a slower rate than during the past decade based on the assumption of a slowdown in the housing market and other economic pressures. It is expected that Hutchinson's population will increase by 5.4% by the 2020. Household growth is expected to increase by 8.2% by 2020. This greater increase is based on decreasing household size.

Table 2.9

Population Trends and Projections 2000 to 2020

	2000 Census	2010 Census	2012 Estimate	2020 Forecast	% Change 2000 - 2010	% Change 2010 - 2020
Hutchinson	13,080	14,178	14,225	14,950	8.4%	5.4%
McLeod County	34,898	36,651	36,700	37,500	5.0%	2.3%

Source: Maxfield Research, Inc.

Table 2.10

Household Trends and Projections 2000 to 2020 Projections

	2000 Census	2010 Census	2012 Estimate	2020 Forecast	% Change 2000 - 2010	% Change 2010 - 2020
Hutchinson	5,333	5,950	5,975	6,440	11.6%	8.2%
McLeod County	13,449	14,639	14,650	15,300	8.8%	4.5%

Source: Maxfield Research, Inc.

Race and Ethnicity

In the 2010 Census, the distribution of demographics for Hutchinson showed a high concentration of individuals who identified themselves as white. Comparing the change in demographics for the City between 2000 and 2010, Hutchinson has become slightly more racially and ethnically diverse. Table 2.II shows an increase in all demographics within the City with the most significant increase for individuals who identified themselves as Black or African-American.

Table 2.II

% Change of Race and Ethnicity 2000-2010

	2000	2010	% Increase
White alone	12,663	13,531	6.85%
Black or African American alone	43	127	195.35%
American Indian and Alaska Native alone	22	41	86.36%
Native Hawaiian and Other Pacific Islander alone	9	12	33.33%
Asian alone	126	151	19.84%
Some Other Race alone	93	133	43.01%
Population of two or more races:	100	183	83.00%
Total	13,056	14,178	8.59%

Source: U.S. 2010 Census



3.0

“Our vision for the City of Hutchinson is that we will continue to be an involved, progressive, and innovative community that promotes our regional prominence while preserving our hometown character and delivering quality, cost-effective services.”

City of Hutchinson

Introduction

The Hutchinson Comprehensive Plan was created through a public participation process. The process was designed to offer a range of opportunities for the community to provide input on issues, opportunities and any concerns related to future city planning.

Project Steering Committee

A Project Steering Committee was appointed to guide the planning process. The Committee was composed of representatives from the City Council, Planning Commission, McLeod County, Joint Planning Board, School District 423, Chamber of Commerce, Downtown Business Association, Economic Development Authority (EDA), and local business and community members, appointed to guide the Plan Update and make recommendations to the Planning Commission and City Council. The Committee worked with City Staff beginning during the spring of 2011 through the winter of 2012 - 2013.

Throughout the course of the plan updating process, the Steering Committee reviewed and updated the community vision and planning principles; created goals and policies, reviewed and recommended a future land use plan map, and developed implementation action items.

The Steering Committee sought public participation through community workshops, open houses, focus groups and listening sessions. To understand issues related to the Comprehensive Plan, the

Committee and the Public engaged in a SWOT Analysis. This analysis looks at the Strengths, Weaknesses, Opportunities, and Threats (Challenges) that are currently facing Hutchinson.

The following briefly summarizes themes that emerged from the SWOT Analysis:

Recreational Amenities – Steering Committee respondents indicated things such as parks, trails, and recreation are important. They also indicated there are not enough recreational opportunities for young people and that there is a need for an improved aquatic facility.

Demographics – Respondents indicated that changing demographics (aging population) and a lack of cultural diversity could be a challenge, as well as an opportunity.

Strong Public Infrastructure – Hutchinson has strong public infrastructure and is prepared to accept growth. However, maintaining current infrastructure could be difficult with shrinking budgets.

Land Use – Redevelopment is important. Redevelopment allows the City to utilize infrastructure that is already in place. The lack of good downtown housing is also an issue. Other issues are empty big box stores and foreclosures/blight/declining neighborhoods. Lastly, annexation is an important land use issue, in terms of whether the annexation is needed and how townships react to annexation.

Economic Development – A business incubator is currently being planned for by the Hutchinson EDA. This will help new businesses to get started and grow in Hutchinson. The industrial park is also an asset. It is important to fill the empty big box buildings as well. Lastly, Hutchinson has a very strong downtown, which is an important component to economic development.

Sense of Community – Hutchinson has a strong sense of community and is known as a progressive community.

Community Facilities – City of Hutchinson facilities, as well as School District Facilities, and other entities facilities are important and need to be discussed in the Comprehensive Plan. There is currently cooperation regarding facilities and this should continue in the future.

Intergovernmental Cooperation – The various government entities in Hutchinson have a good history of working together (HATS Facility, City/School Cooperation). This should continue and possibly expand in the future.

Transportation – The Hutchinson area has a strong transportation system and is served well by State Highways. Future discussion should occur regarding the future of Highway 22 from Hutchinson to Highway 212.

Communication – Strong and open communication is very critical to solving problems and working together with various entities.

Technology – Technology should be utilized to best position Hutchinson to be a prosperous community.

Sustainability – The Comprehensive Plan will look at ways to meet present needs without compromising the ability for future generations to meet their needs.

Tourism and Art – The Comprehensive Plan will look at ways to capitalize on tourism and art to help attract visitors to Hutchinson. The area lakes and Crow River, as well as the downtown can also be showcased to attract tourism.

Youth and Young Families – The Comprehensive Plan will look at ways to keep youth and young families in the community. Attracting and retaining more youth and young families will be important to the future of Hutchinson.

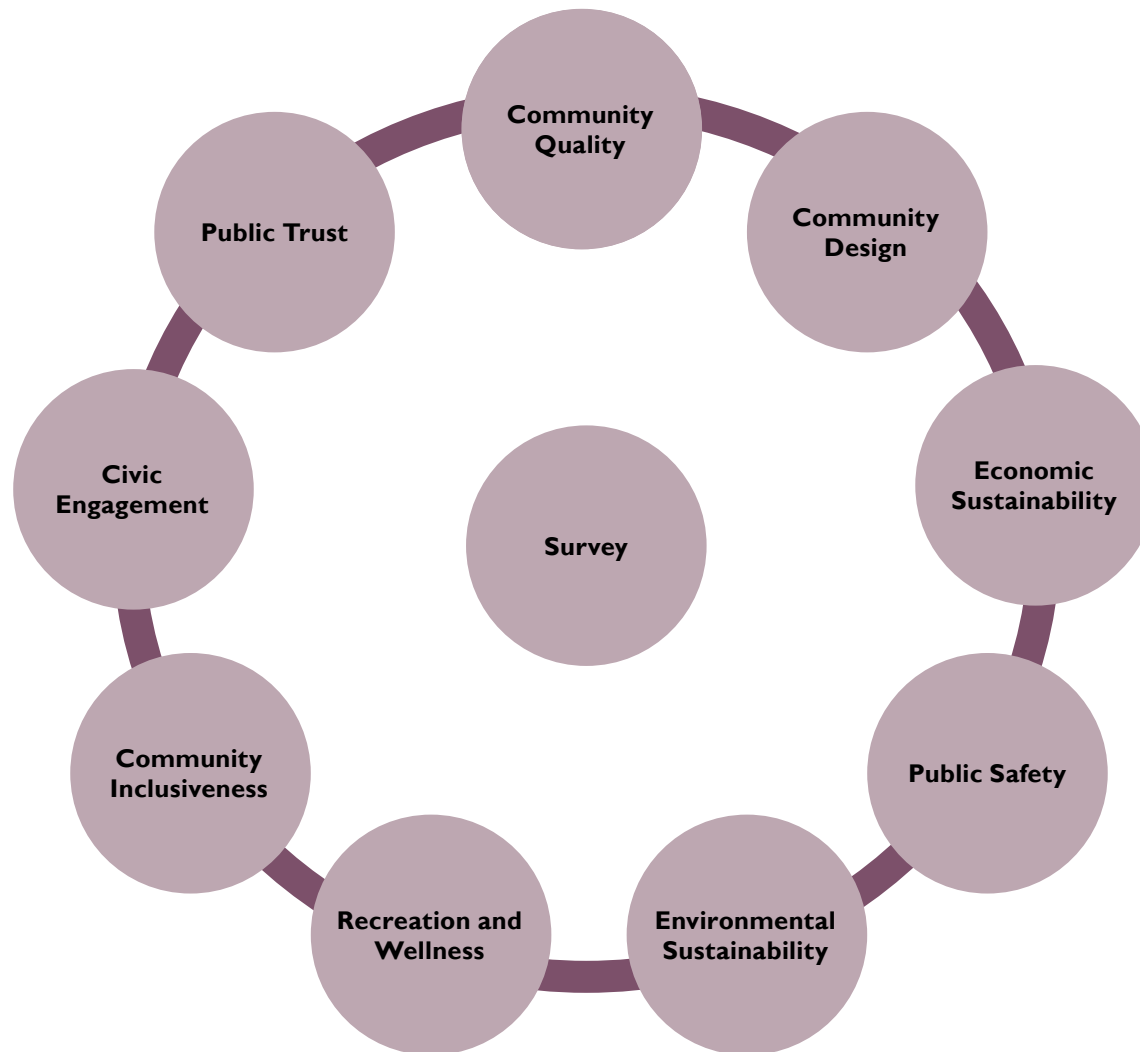
The results of both meetings, along with city background analysis, helped provide the basis for the Plan Update.

Community Survey

The National Citizen Survey, a community survey tool developed jointly by the National Research Center, Inc (NRC) and the International City/County Management Association (ICMA) was administered to the Hutchinson Community in 2011. The report provided the opinions of a representative sample of residents about community quality of life, service delivery, civic participation and unique issues of local interest (See Figure 3.1). It provides staff, elected officials, and other stakeholders an opportunity to identify challenges and to plan for and evaluate improvements, and to sustain services and amenities for long-term success. This survey should be done every three years to ensure trends are identified and the survey can be benchmarked. The following highlights the findings of that study:

- Most residents experienced a good quality of life in the City of Hutchinson and believed the City was a good place to live. The overall quality of life in the City of Hutchinson was rated as “excellent” or “good” by 78% of respondents. About eight in ten reported they plan on staying in the City of Hutchinson for the next five years.
- A variety of characteristics of the community was evaluated by those participating in the study. The characteristic receiving the most favorable rating was the overall appearance of Hutchinson. The characteristic receiving the least positive rating was employment opportunities.
- Ratings of community characteristics were compared to the benchmark database. Of the 17 characteristics for which comparisons were available, seven were above the national benchmark comparison, six were similar to the national benchmark comparison, and four were below.
- Residents in the City of Hutchinson are civically engaged. While only 23% had attended a meeting of local elected public officials or other local public meeting in the previous 12 months, a majority had volunteered their time to some group or activity in the City of Hutchinson. This rate of volunteerism was much higher than the benchmark.
- In general, survey respondents demonstrated mild trust in local government. Close to half rated the overall direction being taken by the City of Hutchinson as “good” or “excellent.” This was lower than the benchmark. Those residents who had interacted with an employee of the City of Hutchinson in the previous 12 months gave high marks to those employees. Most rated their overall impression of employees as “excellent” or “good.”
- On average, residents gave favorable ratings to a majority of local government services. City services rated were able to be compared to the benchmark database. Of the 34 services for which comparisons were available, 19 were above the benchmark comparison, 14 were similar to the benchmark comparison, and one was below.

Figure 3.1 Community Survey Focus Areas



The survey also included a “Key Driver Analysis” which examined the relationships between ratings of each service and ratings of the City of Hutchinson’s services overall. Those key driver services that correlated most strongly with residents’ perceptions about overall City service quality were identified. The purpose of the analysis was to target improvements in key services and focus on those services that had the greatest likelihood of influencing residents’ opinions about overall service quality. Services found to be influential in ratings of overall service quality from the Key Driver Analysis included:

- Land use, planning, and zoning
- Health services
- Sewer services
- Police services
- Sidewalk maintenance

Services identified as those deserving the most attention as measured beneath defined benchmark, included sewer services and police services. For land use, planning and zoning, health services, and sidewalk maintenance, the City of Hutchinson was found to be above the benchmark. The study recommended that these services continue to ensure high quality performance.

Vision for Hutchinson

The Comprehensive Plan has an even more significant role in the growth of the community. Based on the participation of residents in the planning of their community, the Plan establishes a picture or “vision” of Hutchinson’s future. This vision continues to be crucial, as the challenges related to job and population growth affect the future character of Hutchinson.

Vision Statement

The vision for Hutchinson is a broad position statement expressed by its citizens during a visioning process. The vision statement can be a compilation of ideas to be used as a guide for development of more specific goals and policies. Hutchinson embraces the vision that it will be:

A community that will continue to be an involved, progressive, and innovative community that promotes regional prominence while preserving a hometown character and delivering quality, cost-effective services.

In addition, Hutchinson will be:

A Place Where development is compatible with the Environment

Most residents see growth and change continuing through the next decades. Residents also recognize the need to ensure that “growth for the sake of growth” does not become the theme for the community. The community must remain mindful of the need to balance growth and environmental preservation.

A Place with Economic Opportunity

Hutchinson has continued to experience economic stability over the past decade and the City remains a major employment center in the county. The community supports local efforts to expand and diversify the economic base of the City.

A Place with a Strong, Diverse, and Growing City Core

The city center has historically been the place where the community congregated to worship, conduct business, and create the sense of community that made Hutchinson a regional center. The downtown and surrounding area must strive to be the focal point of community activities, commerce, and recreation.

A Place that is Aesthetically Pleasing

Development should not only be sensitive to the natural surroundings, but also to the impact it has on the built environment. The community desires to improve the quality of development through careful consideration of building materials, signage and scale, landscaping and vegetation, and attractive streetscapes.

A Place of Quality Neighborhoods

The City must remain a safe, clean, and friendly community. Strong neighborhoods and community schools will preserve the quality of life for all parts of the City.

A Place of Recreational Opportunities

The City will strive to create a community with abundant trails, walking paths, parks, and activities for people of all ages.



A Place Where an Effective Public Transportation System is Available

The City will strive for the most effective and coordinated transportation system possible. The community expects effective roads, public transit, and trail systems that offer alternate modes of moving people and goods around and through the City. The city recognizes its place as a regional economic center and that the transportation network must support the economic activity of the region.

Formulation of Goals and Policies

The planning process involved a number of opportunities for the public to engage in the public process. Public input was combined with staff research and analysis to help identify issues and opportunities that emerged including key themes from the SWOT Analysis.

Key Themes

Demographics – Respondents indicated that changing demographics (aging population) and a lack of cultural diversity could be a challenge, as well as an opportunity. Another component of demographics is youth and young families and developing policies that help attract and keep this population segment in the community.



Land Use – Redevelopment is important. Redevelopment allows the City to utilize infrastructure that is already in place. The lack of good downtown housing is also an issue. Other issues are empty big box stores and foreclosures/

blight/declining neighborhoods. Lastly, annexation is an important land use issue, in terms of whether the annexation is needed and how townships react to annexation.

Strong Public Infrastructure – Hutchinson has strong public infrastructure and is prepared to accept growth. However, maintaining current infrastructure could be difficult with ever shrinking budgets. Technology is also an important component of infrastructure.

Economic Development – An incubator by its nature has more potential to help over the long term as those businesses grow. Hutchinson has a skilled and available workforce, which makes it attractive to companies looking to locate here. The shovel-ready industrial park is also an asset. It is important to fill the empty big box buildings as well. Lastly, Hutchinson has a very strong downtown, which is an important component to economic development. Hutchinson has the pieces in place that will help attract new industry and business including a skilled workforce, high quality public utilities, a shovel-ready industrial park, strong downtown, a good quality of life, proximity to the metro area, and a variety of economic development services and programs. A business incubator would help develop new businesses and filling the empty big box stores is important.

Recreational Amenities – Steering Committee respondents indicated things such as parks, trails, and recreation are important. They also indicated there are not enough recreational opportunities

for young people and that there is a need for an improved aquatic facility. The Crow River, Luce Line and Dakota Trails, and the potential Green Leaf State Recreation Area are opportunities for recreation.



Transportation – The Hutchinson Area has a strong transportation system and is served well by State Highways. Future discussion should occur regarding the future of Highway 22 from Hutchinson to Highway 212.

Community Facilities – City of Hutchinson facilities, as well as School District Facilities, and other entities facilities are important and need to be discussed in the Comprehensive Plan. There is currently cooperation regarding facilities and this should continue in the future.

Tourism and Art – The Comprehensive Plan will look at ways to capitalize on tourism and art to help attract visitors to Hutchinson. The area

lakes and Crow River, as well as the Downtown can also be showcased to attract tourism.

Organization Cooperation – The various government entities in Hutchinson have a good history of working together (HATS Facility, City/School Cooperation) and this should continue and possibly expand in the future. Strong and open communication is also very critical to solving problems. The Comprehensive Plan should look at ways to improve communication.

Communication – Strong and open communication is very critical to solving problems and working together with various entities. The Comprehensive Plan should look at ways to improve communication.

Sustainability – The Comprehensive Plan will look at ways to meet present needs without compromising the ability for future generations to meet their needs.

Sense of Community – Hutchinson has a strong sense of community and is known as a progressive community.

Goals and Policies

Goals and Policies are a detailed expression of a community's aspirations for the future and can be considered the heart of the Comprehensive Plan. They appear toward the beginning of the plan to provide the framework for the various roles and responsibilities of the city in implementing and

achieving these aspirations. Some are general in nature while others are more specific and related to particular elements of the plans, i.e., land use, transportation, etc. The issues identified during the Steering Committee, Community Workshop, and Focus Topic Meetings precede the specific goals and policies that will aid the City in addressing the issues.

Goal: A general statement of community aspirations and desired objectives that indicates a broad social, economic, or physical state of conditions that the community officially agrees to strive to achieve in a variety of ways, such as through the implementation of the Comprehensive Plan.

Policy: An officially adopted course or method of action intended to be followed to implement the community goals.

To better understand the role for each goal and policy, a number of key terms are defined below with the corresponding responsibilities:

- **Create:** Bring about the desired goal, usually with City staff involved at all levels from planning to implementation. May involve City financial assistance.
- **Continue:** Follow past and present procedures to maintain desired goal, usually with City staff involved at all levels from planning to implementation.
- **Encourage:** Foster the desired goal through City policies. Could involve City financial assistance.
- **Endorse:** Subscribe to the desired goal by supportive City policies.
- **Enhance:** Improve current goal to a desired state through the use of policies and City staff at all levels of planning. This could include financial support.
- **Identify:** Catalog and confirm resource or desired item(s) through the use of City staff and actions.
- **Maintain:** Keep in good condition the desired state of affairs through the use of City policies and staff. Financial assistance should be provided if needed.
- **Recognize:** Acknowledge the identified state of affairs and take actions or implement policies to preserve or change them.
- **Prevent:** Stop described event through the use of appropriate City policies, staff actions, and finances, if needed.
- **Promote:** Advance the desired state through the use of City policies and staff activity at all levels of planning. This may include financial support.
- **Protect:** Guard against a deterioration of the desired state through the use of City policies, staff, and, if needed, financial assistance.
- **Provide:** Take the lead role in supplying the needed financial and staff support to achieve the desired goal. The City is typically involved in all aspects from planning to implementation to maintenance.

- **Strengthen:** Improve and reinforce the desired goal through the use of City policies, staff, and, if necessary, financial assistance.
- **Support:** Supply the needed staff support, policies, and financial assistance at all levels to achieve the desired goal.
- **Sustain:** Uphold the desired state through City policies, financial resources, and staff action to achieve the desired goal.
- **Work:** Cooperate and act in a manner through the use of City staff, actions, and policies to create the desired goal.

General Goals and Policies

The following are a series of general goals and policies that spell out various roles and responsibilities for the city relative to future conditions.

General Goal #1

Maximize Hutchinson's potential as an innovative, progressive, and thriving center for business, health care, industry, education, and recreation while maintaining and enhancing its livability.

Policies

1. Engage in long range planning with the support of community participation to ensure community members and stakeholders are a part of the process and see a connection between basic and long term goals.
2. Promote the development and implementation of a Comprehensive Plan that effectively and

efficiently plans for land use, community facilities, transportation, housing, economic development, and environmental protection for Hutchinson and the immediately surrounding area.

3. Review and amend the Comprehensive Plan as necessary to ensure its usefulness as a practical guide for current and future development. Adhere to this Plan, which shall guide all zoning changes, as closely as possible to ensure consistent development policy.
4. Formulate and enforce City ordinances to ensure development in accordance with the Comprehensive Plan, including downtown development guidelines, and general commercial and industrial development requirements.
5. Continue to plan for land uses to support and enhance Hutchinson's ability to attract



- adequate development, by providing quality areas for new business development.
6. Participate in the state legislative, McLeod County, and surrounding townships' governmental processes regarding issues important to the City.
 7. Protect both the general welfare and the individual choices of Hutchinson residents. Ensure that decisions that are made by the community reflect the needs of current and future residents and business owners.
 8. Support regional and statewide initiatives that benefit the community.

General Goal #2

Support a strong, ongoing working relationship between Hutchinson, McLeod County, and the adjacent townships in all matters related to planning and the provision of public services.

Policies

1. Recognize the legitimate issues and concerns regarding jurisdictional relationships by working and cooperating with surrounding communities through this planning process and outside this process.
2. Continue active participation with the Hutchinson Joint Planning Commission. Continue to monitor its effectiveness in providing balanced growth to the area and recognize the need for cooperation between jurisdictions.

3. Continue to re-examine the existing Hutchinson Joint Planning District Boundaries. Identify areas where the line should be expanded (or contracted).



General Goal #3

Promote community spirit and unity and enhance Hutchinson's character and identity.

Policies

1. Encourage volunteerism, participation in community activities, and acceptance of community leadership positions.
2. Seek partnerships with coalitions and interest groups to share resources and energies in order to address community problems and opportunities.
3. Actively encourage and utilize resident participation in the local decision-making process.
4. Encourage increased interaction and communication between citizens of all ages, cultural heritages, and incomes.

5. Continue to improve and enhance communication among the City, residents, businesses, civic groups, and public agencies utilizing various media such as a city newsletter, cable access, and a community web page.
6. Continue to improve connections between the City and its business community through active participation in the local chamber and civic groups.
7. Encourage a variety of experiences and opportunities in terms of living, working, and social activities within the community.
8. Protect and enhance important historical, cultural, and natural resources as a means to maintain the integrity, heritage, and local character of Hutchinson's natural and built environment.

Measurements

It is important to have appropriate measurements put in place that are reviewed on a regular basis to help make good decisions and understand how successful the policies are, what is working, and what is not.

4.0

“Growth is “smart” when it gives us great communities, with more choices and personal freedom, good return on public investment, greater opportunity across the community, a thriving natural environment, and a legacy we can be proud to leave our children and grandchildren.”

smartgrowth.org

Introduction

The Land Use section is the basic building block, growth strategy, and policy framework for Hutchinson for the next 20 years. How land within Hutchinson is used determines many aspects of the community. It identifies where people will live, work, shop, and where services to support people are needed.

The Land Use Plan helps the Planning Commission and City Council respond to individual development and redevelopment requests. It is comprised of text and maps that are intended to guide land use, zoning, and physical development within Hutchinson consistent with the City’s vision. Together the land use text and associated Future Land Use Map (FLUM) are the plan of what the city should look like and how it should function in 2030.

This Plan is implemented through private and public investment in land development, as well as through detailed planning, zoning and subdivision ordinances, public improvements, and incentives.

Smart Growth Principles

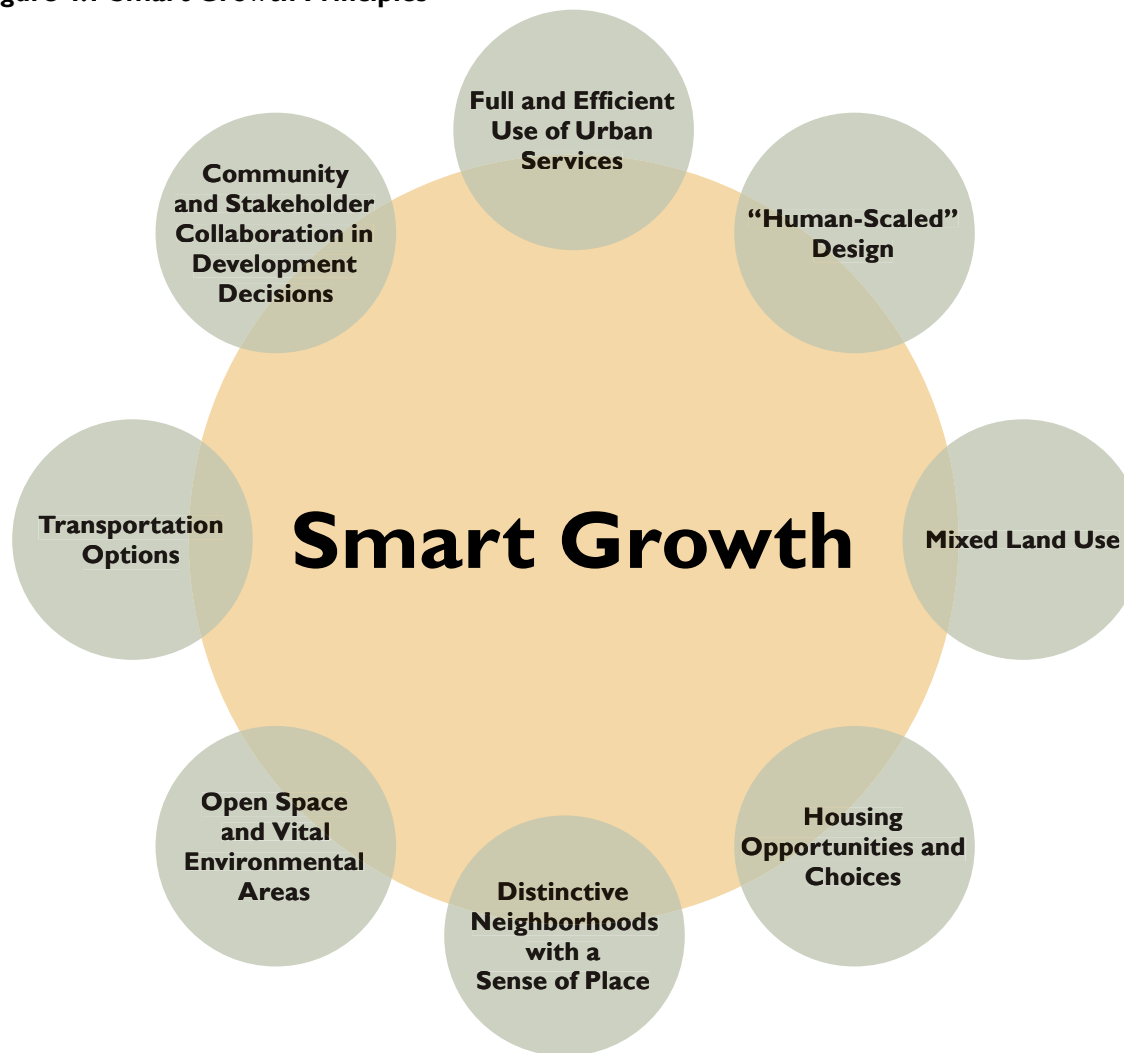
The Land Use Plan is based on a set of Smart Growth Principles that help to create neighborhoods that are beautiful, safe, affordable, and walkable. Smart Growth promotes the building of urban, suburban, and rural communities with housing and transportation near job, businesses, schools, and recreational facilities while protecting the environment.

Smart Growth Principles provide Hutchinson with a way to promote efficient and sustainable land development, redevelopment patterns that optimize past infrastructure investments while consuming less land that is otherwise available for agriculture, open space, and natural resource conservation and preservation.

The following overall principles describe how development should use land efficiently, be environmentally and economically sustainable, and reinforce the quality and character of Hutchinson. These principles differ from planning practices that are more reactive to political dynamics or shifting market forces that tend to minimize or disregard long-term socioeconomic, environmental, and community choices that alter land use decisions.

Smart Growth Principles applied to overall city policy should be a catalyst for Hutchinson to take advantage of opportunities from which the public will benefit because of environmental sustainability, economic efficiency, and enhancement of community and civic life. The principles described in Figure 4.1, as well as the goals and policies outlined in this chapter, establish patterns that should guide the continued development of Hutchinson.

Figure 4.1 Smart Growth Principles





Makes Full and Efficient Use of Urban Services

To avoid stretching city services over wide areas, which increases both the cost of government and the distance that people must travel to their destinations, new growth should generally be adjacent to existing development or take maximum advantage of underutilized “infill” areas to produce a unified, economically efficient, and attractive city.

Encourages “Human-Scaled” Design

Contemporary urban/suburban development, framed by automobile transportation, frequently spreads out over the land and lacks the human scale and detail often found in traditional neighborhoods. For example, Downtown Hutchinson has an intimate human scale in contrast to newer highway oriented-developments. While these new developments provide valuable services, the large building setbacks, dominance of parking

lots, traffic noise, distance between buildings, and lack of pedestrian access and public spaces create a far less inviting environment. Compact and efficient project and building designs use land and resources effectively, preserve more open space, and can provide memorable settings and experiences, all of which have a positive impact on governmental budgets. Well-planned large-scale developments have an important place in Hutchinson's economy and can have a level of detail and scale that take on some of the characteristics of traditional downtown environments.

Mixes Land Uses

In the center of Hutchinson moving out from the Main Street and Washington Avenue intersection, residential, retail, service, and recreational uses are located relatively close together. Conversely, newer contemporary development in Hutchinson tends to separate different land uses away from one another. The concept of single-use zoning grew out of a need to separate living places from major industries to protect the health of residents, and this practice is still good policy in some cases. But mixing compatible but different uses in a modern setting creates more interesting and efficient communities. Providing uses that are closer and linked to one another can also reduce the distances that people must travel by car to conduct their daily lives.

Plans and land development policies that provide appropriate use mixing also provide greater flexibility for those who build communities, and provide a means to avoid unnecessary regulation.

Creates Housing Opportunities and Choices

Hutchinson has a good mix of owner- and renter-occupied housing. More diverse housing types will be needed to meet changing housing needs and preferences. Hutchinson has seen a fair amount of senior housing being built to meet the demands of an aging population and this will likely need to continue into the future.



Consequences of the mortgage crisis and subsequent economic downturn of 2008-2011, as well as demographic change, create greater eventual demand for multi-family development, smaller lot single-family development in innovative design settings, and attached housing for young professionals and empty-nesters. Residential development in higher densities should be incorporated into mixed use projects to reduce the separation between living places and activity centers. Hutchinson should provide opportunities for people at all stages of life to find their place in the City.

Encourages Distinctive Neighborhoods with a Sense of Place

Newer residential areas often occur in defined and sometimes isolated pods, largely caused by incremental development. However, these areas do not appear to have strong identities. A smart growth concept for Hutchinson should increase the highly desirable pattern of neighborhood sense of place and a larger sense of belonging to Hutchinson.

Preserves Open Space and Vital Environmental Areas

Hutchinson's environment, including the Crow River and the park system, is one of its greatest assets. By preserving open spaces and environmentally sensitive areas, the City balances the built and natural environment and provides habitat for plants and animals, recreational opportunities, and places of natural beauty. Open spaces also add real property value to adjacent development. While passive in use, these environments should not be absent of use.

Creates Transportation Options

Many communities have begun to realize the need to provide a wider range of transportation options. A completely auto-dependent city limits access of such groups as young people and older seniors. An increase in the City's physical size should

not reduce access. Techniques that increase the ability of all residents to move freely around the City include better coordination between land use and transportation, increasing connectivity within the street network, and developing multimodal (or complete) streets that accommodate multiple forms of transportation. This expands transportation options and increases opportunities for social interaction. Equally important, incorporating physical activity into the daily routine of citizens creates a healthier and more physically fit community.

Achieves Community and Stakeholder Collaboration in Development Decisions

Hutchinson is a great place to live, learn, work, and play any time of the year. City government should stay close to its constituents through techniques that measure the priorities of residents. The Community Survey the City conducts every few years strives to do this. Other surveys, community open houses, and focus groups have also been used and should continue to be used. Finally, use of on-line tools and social media explored. In short, ideas developed by the community cannot be considered and the implementation of the Smart Growth Principles cannot occur without the collaboration of citizens. Partnerships between neighborhoods, adjoining communities, developers, nonprofit organizations, and the City will support and accelerate implementation of this Plan.

Land Use Goals and Policies

Goal 1: Support the compact, efficient, and orderly growth of all urban development, including residential, commercial, and industrial areas. Strengthen the distinction between the urban city and the rural countryside with well-planned and carefully coordinated services appropriate to the distinct needs of each.

Policies

1. Encourage new development to make use of available lots and redevelop existing properties within the City before annexing new property and stretching City services. Continue the past practice of limiting annexation to the request of property owners and work with adjacent townships to develop orderly annexation agreements when they are ready.
2. Work with the County and adjacent townships to maintain very low residential densities within the Hutchinson Joint Planning District to promote the efficient extension of public utilities when it is needed.
3. Work cooperatively with the adjacent townships, the County, and property owners to encourage orderly growth and development.



4. Review all applicable ordinances and policies to ensure that they do not deter desirable, self-supporting development.
5. Identify areas of significant natural resource benefit and protect these areas from premature or incompatible development.

Goal 2: Plan for the orderly, efficient, and fiscally responsible growth of commercial and industrial development in Hutchinson.

Policies

1. Locate and design industrial and commercial developments to provide good access and road service, while avoiding the routing of traffic through residential neighborhoods.
2. Require new commercial and industrial developments to have access to adequately sized and designed public roads.

3. Encourage the development of additional commercial and industrial areas within the City in accordance with the Land Use Plan.
4. Require all commercial developments to be on public sewer and water.
5. Buffer commercial and industrial developments from environmentally sensitive areas within the community.

Goal 3: Plan for the orderly, efficient, and fiscally responsible growth of residential development in Hutchinson.

Policies

1. Continue to guide residential growth in an orderly and compact manner so that new developments can be effectively served by public improvements and that the character and quality of the City's existing neighborhoods can be maintained and enhanced.
2. Encourage well-designed residential subdivisions at urban densities in the designated growth areas of the City. Locate higher density residential developments in areas adjacent to moderate density developments.
3. Discourage the placement of high-density developments in areas lacking adequate transportation infrastructure.
4. Encourage development of low-density and high-density family housing units in those areas designated on the adopted Land Use Plan.

5. Encourage compatible infill residential development throughout the developed portions of the City to encourage the efficient use of land, the establishment of a strong tax base, and the cost effective provision of City services.
6. Require all residential developments to be on public sewer and water.
7. Encourage the incorporation of a system of trails, sidewalks, and open spaces in new residential developments.
8. Encourage redevelopment when possible.
9. Encourage 25% of all new residential development to locate downtown.

Goal 4: Plan land uses and implement standards to minimize land use conflicts.

Policies

1. Prepare and adopt a Land Use Plan that designates land use areas and guides development to appropriate areas in order to ensure desirable land use patterns and minimize conflicts.
2. Require adequate transitions between different land uses through appropriate land use planning and zoning standards and promote architectural/site aesthetics that are compatible with community standards.
3. Encourage the location of commercial and industrial development in areas that avoid adverse impacts, such as truck traffic through residential areas.

Goal 5: Support development that enhances community character and identity.

Policies

1. Work to strengthen and maintain the appearance of the Highway 15 and Highway 7 Corridors through design standards, trails, lighting, sidewalks, signage, and other tools. Implement Highway 7 Corridor Study.
2. Develop new downtown design guidelines that maintain downtown's historic character.
3. Continue to plan for land uses in order to support and enhance Hutchinson's ability to attract quality development by providing adequate land area within the planned growth areas.
4. Support the redevelopment of vacant and abandoned and substandard sites within the urban core.
5. Ensure that high quality developments are well planned and connected to existing development through the efficient use of streets, utilities, and infrastructure. Limit leapfrog development where infrastructure is being run long distances without serving properties along the way.
6. Work with property owners to encourage the development of attractive entrances and gateways to the community.
7. Develop and enforce community site-planning/architectural standards that support and promote the character of the City.

Goal 6: Support the economic viability of the downtown mixed (business) use district.

Policies

1. Retain and attract the appropriate mix of retail/service business activity and housing opportunities in downtown.
2. Evaluate and recommend improvements to downtown pedestrian and vehicular traffic flow.
3. Encourage and support innovative housing opportunities in the downtown area.
4. Promote adequate customer parking for the downtown with additional concentration on maintenance and improvement of parking facilities.



5. Encourage the use of federal, state, local, and other financial resources to promote reinvestment and the rehabilitation of downtown.
6. Provide appropriate wayfinding signage.
7. Improve connections from the Crow River and Highway 7 Corridor to downtown.
8. Encourage implementation of Imagine Hutchinson Vision and Action Plan.

Goal 7: Support mixed use development that is focused on integrating instead of separating land uses—residential; commercial; office; light industrial; public and semi-public; and parks, recreation, and open space.

Policies

1. Encourage development efforts to take advantage of the River and the Luce Line Trail to provide a creative and contextual identity for new construction and renovation
2. Provide for more than a single use within a development that are mutually supporting, i.e., office buildings with coffee shop, restaurant, small convenience store, post office.
3. Provide for a safe, comfortable, and attractive environment to attract pedestrians, patrons, and residents.

4. Require development within mixed land use areas to work with the natural environment by preserving and integrating natural features such as mature trees, topography, streams, and natural drainage ways into the development plan.
5. Encourage design that provides for the extension of the City's greenway linkages through either dedication of land or extra right-of-way for trail or landscape easements.



6. Encourage a residential component to be included in a mixed use area to provide an opportunity for residents to live closer to their work which will reduce the number of trips generated and congestion on adjacent roadways and streets.
7. Encourage more intense mixed use development along current and future mass transit routes.

8. Encourage the use of shared parking facilities for multiple buildings to provide safe and efficient access to buildings and to lessen the impact of vehicles and parking.
9. Allow for mixed use development in land use categories in areas as shown as Commercial, Downtown Business District, Office, Commercial/Industrial, Public and Semi-Public or where a special study has been undertaken that recommends a non-residential focused mixed use development.
10. Promote the assembling of small tracts of land to form larger, more cohesive parcels to enable well planned and orderly development to occur and to support mixed use type of development.
11. Create regulations that allow for mixed use residential commercial, office, and industrial/ commercial.



Goal 8: Provide for retention and expansion of development in the established commercial areas of Hutchinson.

Policies

1. Encourage the development, retention, and expansion of commercial development in the established areas of the City.
 2. Encourage investment in new and existing commercial development that is compatible in size, architectural design, intensity, and signage with the surrounding land uses in established areas.
 3. Encourage the formation, retention, and expansion of commercial development within the existing commercial boundaries as shown on the Future Land Use Plan.
- b. Promote the assembling of small tracts to form larger, more cohesive parcels to enable well planned and orderly development to occur.
 - c. Limit the principal access of commercial development to thoroughfare, reverse frontage, or commercial streets as defined in the Transportation Plan.
 - d. Encourage commercial development to locate on sites having minimal slope to avoid substantial grading and disruption of natural drainage and vegetation. Avoid areas with substantial stream corridors.
 - e. Design developments to limit parking to the extent possible to reduce stormwater run-off.

Goal 9: Support sufficient and varied choices in the location of commercial activities that serve a definite market need within the City but avoid overbuilding.

Policies

1. Follow the following location criteria when planning for all commercial development:
 - a. Limit commercial development to the areas shown as Commercial on the Future Development Plan and, where applicable, on specific plan maps.



Goal 10: Support the development of guidelines that would allow for compatible transition from commercial development to residential neighborhoods and other less intensive land uses (churches, schools, parks).

Policies

1. Consider appropriate transitional methods at all locations where the development or expansion of commercial land use abuts residential property (either built or zoned).
2. Consider regulations that require “big box” and other large format retailers to minimize their fiscal, transportation, and infrastructure impacts and be compatible with the form and context of area in which is located.
3. Work with surrounding townships to prevent sprawl of incompatible commercial uses outside of the City.

Goal 11: Promote continued development of high quality, high value industries that enhance the city’s economy through an improved tax base and expanded employment opportunities within Hutchinson.

Policies

1. Areas designated for industrial development shall provide for phasing of development as demand increases.
2. Infill of development in the existing industrially zoned areas of the City should be encouraged.
3. Due consideration shall be given to all potential physical implications and services and facility demands (i.e., traffic generation, sewer and water demands, etc.) of any proposed industrial development.
4. The City shall encourage site upkeep and maintenance through code enforcement to promote a positive industrial development image.
5. Site designs that integrate industrial facilities with natural features of the land and provide an aesthetically attractive appearance shall be encouraged.
6. Support the development of business and industries that utilize local resources and products, including local agriculture.

Goal 12: Protect, conserve, and enhance the City's natural resources and environmentally sensitive areas for the community's long-term environmental and economic benefits.

Policies

1. Continue to identify and protect natural resources and environmentally sensitive areas.
2. Require all areas of urban development to be served by public facilities.
3. Encourage maintaining wetlands and natural drainage systems when accommodating new growth and reestablishing wetlands and natural drainage systems through redevelopment projects.
4. Support development types that protect both surface and groundwater from hazardous waste, fertilizers, and pesticides.
5. Require sedimentation and erosion control techniques during development and redevelopment projects and continue to encourage innovative techniques, such as rain gardens, and other low impact development and best management practices.
6. Require the management of stormwater runoff in accordance with local and state requirements, as well as drainage needs.
7. Encourage the use of two-cell stormwater treatment design that both treat stormwater and provide quality wildlife habitat.



8. Retain, enhance, or restore vegetative buffers along the Crow River; streams, lakes, wetlands, and ponds. Use native plant species whenever feasible.
9. Continue to protect the drinking water source management area in accordance with the Wellhead Protection Plan Department of Health rules and regulations.
10. Strictly limit development on unsuitable soils, including slopes over 18 percent, wet soils, and floodplain soils.
11. Continue to support McLeod County's septic system programs.
12. Continue to implement the City's Floodplain Management Ordinance.
13. Continue to implement the City's Shoreland Management Ordinance while still allowing land use that is in harmony with the goal of the plan.
14. Identify and inventory native prairie remnants and continue to support and encourage the expansion of native prairies.
15. Continue to implement and update the City's Stormwater Management Plan.
16. Continue the City's strong urban forestry program and efforts to diversify the local tree species to limit impacts from disease or insects. Work with the public and partners such as the Hutchinson Utilities Commission, the DNR, and the University of Minnesota to assist the City's efforts.



Goal 13: Encourage and support the use of sustainable practices, energy conservation and, the use of renewable energy when practical.

Policies

1. Investigate options and facilitate creation of local financing alternatives for renewable energy development.
2. Work with the electric utility to investigate opportunities for community scale solar development as a primary or principal use on underutilized land, that can both provide clean energy and enhance distribution system reliability.
3. Work with other agencies such as HUC, the HRA, and Heartland Community Action Agency to promote energy conservation and investigate funding options such as PACE, rebates, savings recapture, grants, low interest loans, etc.
4. Support the expansion of clean energy technologies and energy efficiency.
5. Create development standards for rooftop and accessory use solar development in Hutchinson's residential and commercial neighborhoods. Define standards that identify as-of-right solar development opportunities in locations with favorable solar resources.
6. Encourage solar development by ensuring that local permitting processes and regulation for solar installations is transparent and predictable. Consider adopting national best practices for permitting and inspection processes.

Existing Conditions

Land Use Patterns

Hutchinson is approximately 9 square miles in size with a current population of 14,178. The city is laid out in a typical Midwestern grid. Within the City, Mainstreet (Highway 15) is the spine of the community and the heart of commercial, public, and city administrative life. A number of downtown's original buildings remain including a public library surrounded by Library Square Park. All of which, help to retain the historical and pedestrian-friendly image of the community.

The predominant land use pattern in the City is residential, followed by public and institutional which includes parks and open space, and followed by agricultural. As with most growing communities, low density residential has taken a more suburban form with bent and curving grids, larger lot sizes, and dead-end cul-de-sacs. As typical of the original developed neighborhoods nearer to the central core of downtown, the residential development pattern retains a linear grid pattern with sidewalks and is higher density.

As with many communities, commercial development in the more recent developed areas has taken on a more linear pattern with larger "big box" commercial development along major city corridors. This holds true for mixed commercial and industrial development in Hutchinson along Highways 7 and 15. Most industrial development is located on the east side of the community, but significant industrial developments are also found on the south side of Highway 7 West.



The Following are descriptions of existing land use categories:

Agricultural – Identifies portions of Hutchinson that are being used for agricultural production and may contain very low density housing this area comprises about 963 acres or 21% of the land area.

Residential – Identifies those areas of Hutchinson that comprise residential land uses. It is the largest developed land type in the city. Currently, this land use includes single-family and mobile homes. Single family residential land uses include houses, private cabins, and other dwellings that house only one family or one group of people in one building. Residential comprises 1,480 acres or about 32% of the total land area.

Multi-Family – Identifies those areas of Hutchinson that comprise multi-family land use. Multi-family residences include duplexes, either side-by-side or up-and-down, townhouses, apartments, condominiums, rooming houses, and other dwellings that house more than one family in one building. Hotels, motels, resort cabins, and bed-and-breakfasts are not considered residential; these are classified as commercial. Multi-family housing comprises 102 acres or about 2% of the city's total land area.

Commercial – Identifies portions of Hutchinson that contain commercial uses that comprise about 470 acres or 10% of the land area.

Public/Institutional (including parks) – Identifies portions of Hutchinson that contain uses and comprises 1,249 acres or about 27% of the land area. This category includes all publicly owned uses such as schools, city/township buildings, parks, water towers, pumping stations, sewage treatment plants, sanitary sewer as well as public utilities, i.e. power plants, electrical substations, etc. It also includes private institutional uses, i.e. hospitals, colleges, private schools, churches, cemeteries, etc.

Industrial – Identifies portions of Hutchinson that contain industrial uses and comprises 305 acres or about 6% of the land area. Uses include manufacturing, warehousing, assembly, and other similar businesses.

Vacant Lots – Identifies platted lots that are currently vacant/undeveloped and comprises 88 acres or about 2% of the land area.

Table 4.1 lists existing land uses and shows distribution of acres for each category.

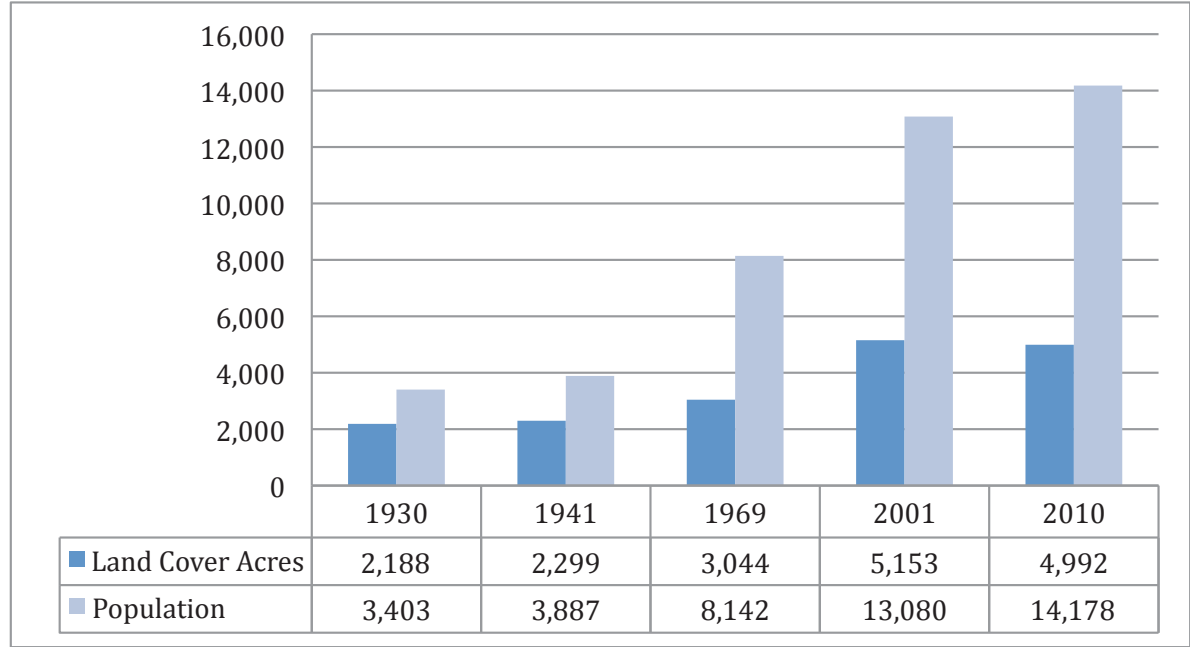
Table 4.1 Existing Land Use Categories

Land Use Category	City Total (Acres)	Percent
Agricultural	963	20.7
Residential	1,480	31.8
Multi-Family	102	2.2
Commercial	470	10.1
Public/ Institutional (including parks)	1,249	26.8
Industrial	305	6.5
Vacant Lots	88	1.9
Total Area	4,657	100

Future Land Needs

Figure 4.2 compares population growth with changes in land cover. While both population and city size has increased, the population continues to grow at a faster rate. The trend shows that density of the city is actually increasing and is not following the typical “urban sprawl” pattern experienced by most growing cities in the State of Minnesota. Effective land use policies have continued to encourage more compact and efficient land consumption for the City. This growth pattern also keeps utility costs low for new development.

Figure 4.2
Population Land Consumption Hutchinson

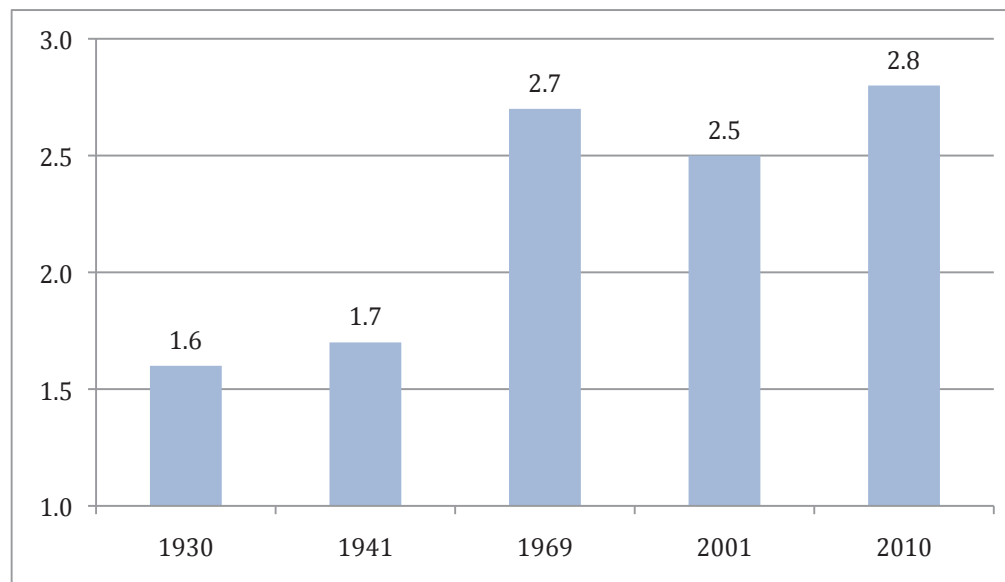


Source: U.S. Census, City of Hutchinson

Figure 4.3 depicts population density or persons per acre of land within the corporate limits of Hutchinson. While many suburban and small communities throughout Minnesota have seen a steady “sprawling” of development over the past 50 years, Hutchinson continues to increase density within the City.

Figure 4.3

Population Density per Acre – Hutchinson

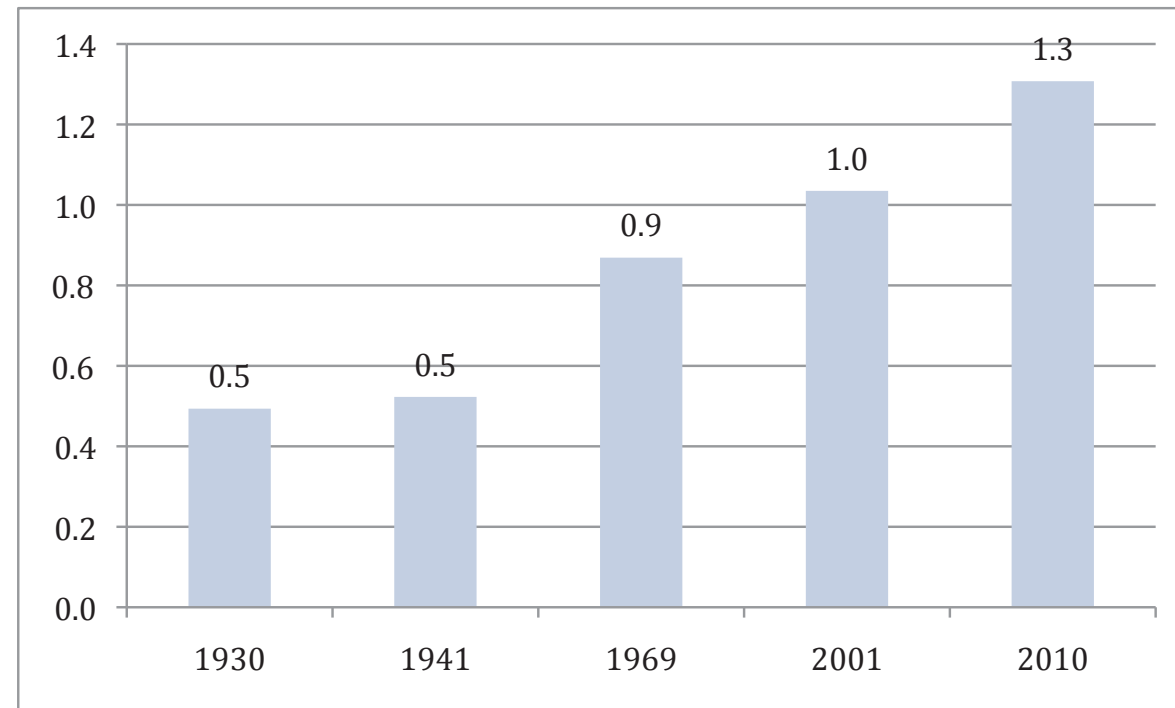


Source: U.S. Census, City of Hutchinson

Figure 4.4 shows dwelling units per acre. The trend suggests that the City continues to increase its dwelling unit density. This is a sign of orderly and compact development patterns. It reflects the City's diverse housing stock and age and the recent multi-family housing developments over the past 20 years

Figure 4.4

Dwelling Units per Acre – Hutchinson



Source: U.S. 2010 Census, City of Hutchinson

Downtown District



Downtown Hutchinson is an essential part of the City's economy. It comprises approximately a 20 block area that had been originally platted in 1855 with a number of historic buildings still in existence. The district lies just south of the South Fork of the Crow River along Trunk Highway 15.

The City of Hutchinson and the Hutchinson Economic Development Authority (EDA) recently updated the 2002 Downtown Revitalization Plan with the Imagine Hutchinson project and resulting "Imagine Hutchinson: A Downtown Vision and

Action Plan" for the Downtown District and Crow River District to the north. The intent of the 10- to 20-year plan is to establish a unified community vision for the future of these two areas using a range of community outreach techniques and to create a clear, concise, and unified implementation strategy to achieve the vision. The plan also includes a market analysis that examines the viability of downtown retail, hospitality, nightlife, and other related items. Finally, the plan explores commercial opportunities and provides potential housing alternatives in the downtown and along the Crow River.

The following highlights key objectives, findings, conclusions, and recommendations of the plan:

The primary objectives for the plan included:

- Building and enhancing Hutchinson's sense of community
- Expanding and improving the range of livability factors in the community
- Strengthening and diversifying the local economy
- Enhancing Hutchinson as a destination

Key elements of the planning efforts included:

- Exploration of appropriate land uses
- Identification of redevelopment opportunities (particularly along the Crow River)
- Identification of potential catalyst projects
- Enhanced trail connectivity along the riverfront (Luce Line Trail) to the downtown
- Integration of public art with planned public improvements throughout the downtown areas
- Identification of potential policy and regulatory changes as well as incentives needed to set the stage for plan implementation
- Identification of short, medium, and long-term action steps, their associated budgets, responsible parties

- Identification of success criteria, the measurement techniques to be employed in determining progress over time

Key Market Study Findings

Following is a list of key study findings for the retail and office, housing, and lodging markets:

Retail and Office

Proximity to the Twin Cities allows Hutchinson to draw substantial numbers of visitors to the area. For retailers, the study shows the Hutchinson market is finite and contained. While it derives support from a regional trade area, its prospects for growth are limited. The findings also show that while the overall retail market is not substantially under-served, some niches such as “eating and drinking” may offer opportunities. While there may be some potential for growth in retail offering unique products and services due to Hutchinson's close proximity to the Twin Cities, the finding concludes that the local office market is not expected to offer opportunities for substantial new construction in the downtown area.

Housing

While the study determined that residential will not likely generate a need for a lot of new housing, the findings showed that there is a need for condominiums or medium density housing in the downtown area that may attract residents ranging from young families to seniors.

Lodging

Findings of the market study for lodging shows that there are a limited number of lodging facilities that offer amenities such as food, event space, or close proximity to the downtown district. While it is anticipated that the Hutchinson lodging market will not likely support additions to the existing market, there may be demand for small-scale boutique hotels in the downtown area, particularly ones that offer event spaces.

Downtown Market Outlook

Following is a summary of the economic market outlook for downtown Hutchinson:

- Given its rural location, orientation, and modest growth outlooks, over at least the next 10 years, increased visitor spending will be the key to revitalization efforts in the downtown area
- In targeting visitors, the largest, most affluent, and fast-growing sources comprise the communities of Carver County and parts of Hennepin County along the western shores of Minnetonka
- Key components to downtown revitalization will focus on small, incremental developments of unique leisure goods and services
- Although the market study did not identify substantial opportunities for new downtown development, it did not

preclude smaller-scale, incremental projects such as buildings with historic features and waterfront locations, creative concepts, business partnerships, and other such advantages

- Opportunities exist for small, incremental growth in residential unit development and senior housing
- Although Twin City metropolitan visitors will most likely rely on the metro area stores for most retail spending, Hutchinson can also benefit economically from tourists looking for unique goods and experiences and recreational opportunities
- Downtown Hutchinson will not likely offer opportunities for substantial new office development in the near or mid-term future



Community Input

A number of citizen participation techniques were used to advertise and gather input and identify downtown assets, issues, and opportunities from the Hutchinson community. Techniques included a project steering committee, focus groups, website, social media sites, surveys, and open houses.

Themes that surfaced as a result of the community input process and used as the foundation for plan implementation included:

- Take advantage of the Crow River and Otter Lake by providing restaurants/housing and additional recreation activities adjacent to the water
- Revitalize the downtown commercial district with added specialty boutiques, restaurants, and other retail business that reflect Hutchinson's unique character, adding shops and dining opportunities for both residents and visitors
- Provide new housing opportunities close to downtown
- Provide an increased number of places for people of all ages to hang out downtown such as coffee shops or bakeries
- Improve the pedestrian environment by added wayfinding elements, better street crossings, and public art

- Make Hutchinson a bike friendly environment for both residents and visitors coming to Hutchinson on regional trails by adding bike-friendly streets, bike facilities, and trailhead and clear wayfinding signage
- Improve the local trail system by adding new trails where necessary and other amenities such as public bathrooms and benches
- Increase public art throughout downtown Hutchinson to create a sense of place and a vibrant community

Recommended Implementation Actions

The following is a list of general implementation action items of the Imagine Hutchinson Plan.

1. Enhance business climate and commerce
2. Develop attractive housing options
3. Develop strong connections
4. Create vibrant gathering places
5. Integrate arts, culture, and heritage to strengthen tourism
6. Celebrate the experience
7. Foster sustainability and stewardship
8. Strengthen tourism through enhanced parks and recreation

Comprehensive Plan Development Framework

The framework for the Comprehensive Plan emerges from a program based on the Smart Growth Principles outlined earlier, market realities, existing projects and priorities, and community-wide goals. The framework establishes the overall structure for the Plan and includes:

- Build out existing platted neighborhoods
- Focus on infill to best utilize already existing infrastructure
- Commercial and industrial growth
- Transportation connectivity
- Recreation amenities
- A strong city core

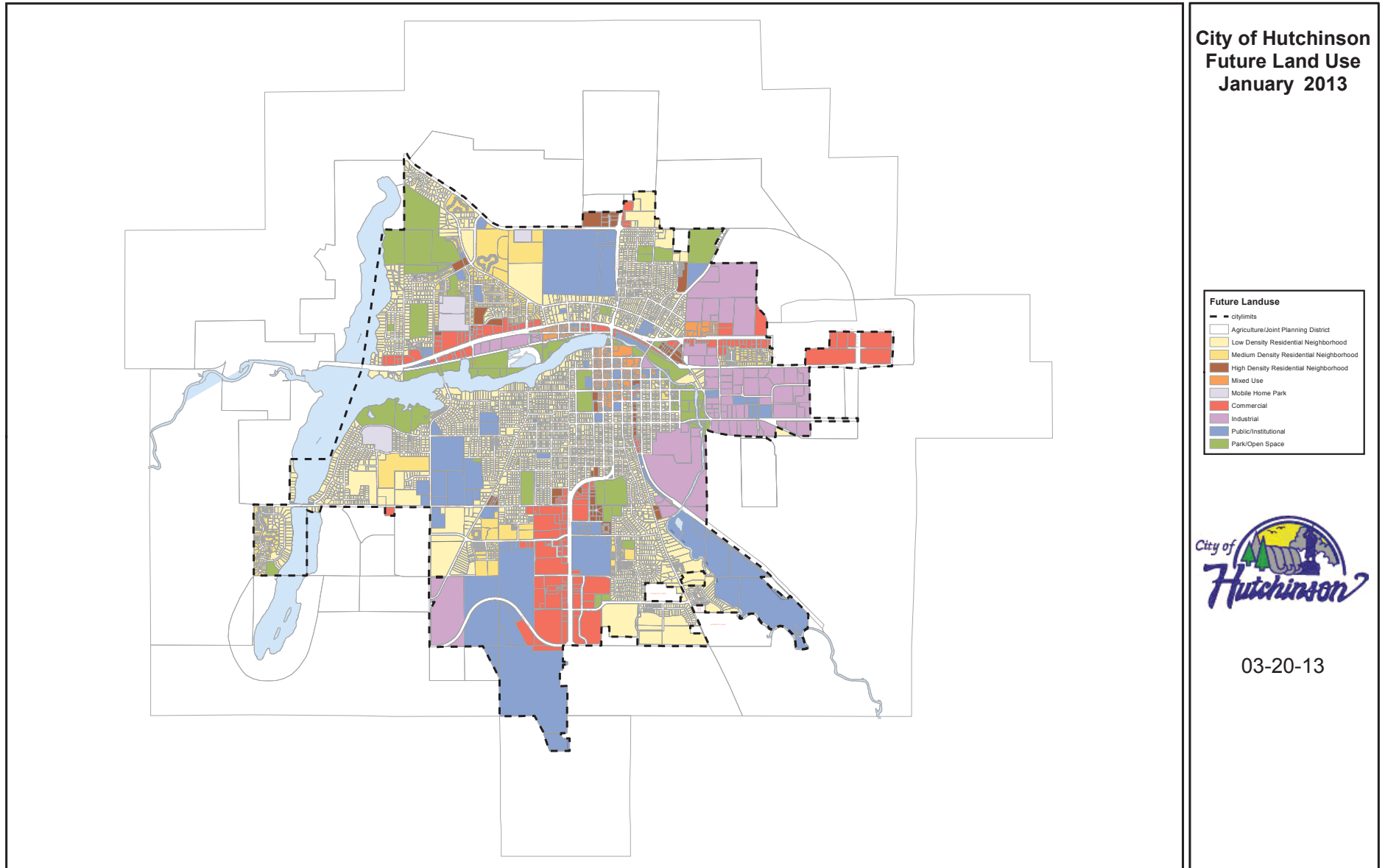
The framework land use category elements are illustrated in Figure 4.5 – The City of Hutchinson Land Use Plan Map. The Plan is intended to serve as a guide to the Planning Commission and City Council in land use related decisions. Residents, businesses, and land owners should understand the future land use map is intended to direct development to certain areas where facilities and services are available and where land uses are compatible with one another.

As a decision-making tool it is important that the Land Use Plan be regarded as general in nature and should not be used for site-specific decisions. It is for this reason that only general locations for designated land uses are mapped.

Future Land Use Map

Figure 4.5 is Hutchinson's Future Land Use Map. The Map shows what is expected or likely to evolve in Hutchinson over the next 20 years. Future land use designations which are listed above are the product of both past, present, and anticipated future influences. The Future Land Use Map is intended to serve as a guide for land use decisions and it provides the basis for creating and/or changing zoning district boundaries or zoning ordinance language. Furthermore, its purpose is to assist in directing public investments in infrastructure, including roads and sewer and water service extensions. Modifications to the Future Land Use Map should be considered very carefully after analysis and examination against the broader community vision, principles, and goals/policies found within the Plan.

Figure 4.5 Future Land Use Map



Future Land Use Map Categories

The Future Land Use Map contains a variety of categories to address the full range of land use types found in Hutchinson today, as well as those likely to occur in the future. The categories used in the Plan are similar to those used in the 2002 Comprehensive Plan with the exception being that the residential categories have been more clearly defined to reflect a wider range of densities. Each land use category is described in detail and illustrated on the Future Land Use Map (Figure 4.5). It is recognized that not every parcel of land within each designation will be buildable due to wetlands, floodplains, soils, slopes, and other natural constraints.

Agriculture/Joint Planning District—Identifies portions of Hutchinson that contain agricultural uses and related businesses. This area also includes very low density housing including areas of largely undeveloped land outside the current city limits and within the Joint Planning District where clustered housing is preferred. Clustered housing will help to retain natural features/open space and protect against development patterns that may hinder transition of these areas to urban use in the future.

Land use requests in the Joint Planning District go through the Joint Planning Board and are approved by the County. Overall densities are dictated by the Hutchinson Area Joint Planning Ordinance. Properties in this area are not planned for annexation and City development in the foreseeable future.

Low Density Residential Neighborhood –

Areas classified as Low Density Residential will predominately be single-family detached units with the potential for some twin homes and other low density attached homes. Overall density between 2-4 units/acre.

Medium Density Residential Neighborhood –

Medium Density Residential accommodates a mix of housing types including single-family detached, twinhomes, and lower density townhomes. Overall density between 4-8 units/acre.

High Density Residential Neighborhood –

Uses in this category include townhouses, row houses, apartments, condominium buildings, and senior housing. Overall density exceeds 8 units/acre.

Mixed Use – Identifies areas intended to provide a mix of commercial, residential, public/institutional-related uses in a pedestrian friendly/human scale environment. Mix of uses can be integrated either vertically or horizontally. Mixed use areas are found in downtown Hutchinson, as well as in the Highway 7 Corridor.

Mobile Home Park – Identifies portions of Hutchinson that serves higher density manufactured mobile home neighborhoods.

Commercial – Identifies commercial land uses including retail and service commercial that serve neighborhood, community and regional markets. In addition, uses such as professional offices and services. These areas are located to provide convenient access for customers.

Industrial – Identifies portions of Hutchinson that contain industrial uses. The location of these businesses are concentrated and separate from other businesses to reduce the disruption that could be caused if each business was scattered throughout the city. Uses include manufacturing, warehousing, assembly, and other similar businesses that provide goods and services.

Public/Institutional – Identifies portions of Hutchinson that contain uses that benefit the public. Includes all publicly owned uses, such as schools, city/township buildings, water towers, pumping stations, sewage treatment plants, sanitary sewer facilities as well as public utilities, i.e. power plants, electrical substations, and telephone companies. Also includes private institutional uses, i.e. hospitals, colleges, private schools, churches, cemeteries, etc.

Park/Open Space – Identifies portions of Hutchinson that contain official parks and open spaces. Parks and open spaces are used for recreation and relaxation. Uses include parks, golf courses, campgrounds, wildlife areas, and other outdoor recreation facilities.

Table 4.2 lists future land uses and shows distribution of acres with the exception of the Agricultural/Joint Planning District category which totals 11,092 acres within the overall planning area.

Table 4.2 Future Land Uses

Land Use Category	City Total (Acres)	Percent
Low Density Residential Neighborhood	1,527	34.0%
Medium Density Residential Neighborhood	318	7.0%
High Density Residential Neighborhood	82	1.8%
Mixed Use	73	1.6%
Mobile Home Park	61	1.3%
Commercial	436	9.6%
Industrial	575	12.7%
Public/Institutional	990	21.8%
Park/Open Space	460	10.2%
Total Area	4,522	100%

Future Land Use Categories/ Descriptions	Density/Intensity/ Design	Photo Illustrations
Agriculture/Joint Planning District		
Identifies • Agricultural uses • Related businesses • Very low density housing – Largely undeveloped land	Dictated by the Hutchinson Area Joint Planning Ordinance	
Low Density Residential Neighborhood		
Identifies • Housing 2-4 units/acre – Single-family detached units – Twinhomes – Low density attached homes	2-4 units/acre	
Medium Density Residential Neighborhood		
Identifies • Housing 4-8 units/acre – Single-family detached units – Twinhomes – Low density townhomes	4-8 units/acre	

Future Land Use Categories/ Descriptions	Density/Intensity/ Design	Photo Illustrations
High Density Residential Neighborhood		
Identifies • Multi-family exceeds 8 units/acre – Townhouses – Row houses – Apartments – Condos – Senior housing	Exceeds 8 units/acre	
Mixed-use		
Identifies intended use • Commercial, residential, public/ institutional related – Retail and commercial services – Offices – Public/institutional – Higher density residential – Public and/or park and recreational • Vertical or horizontal integration	N/A	
Mobile Home Park		
Identifies • Higher density manufactured mobile home neighborhoods	N/A	

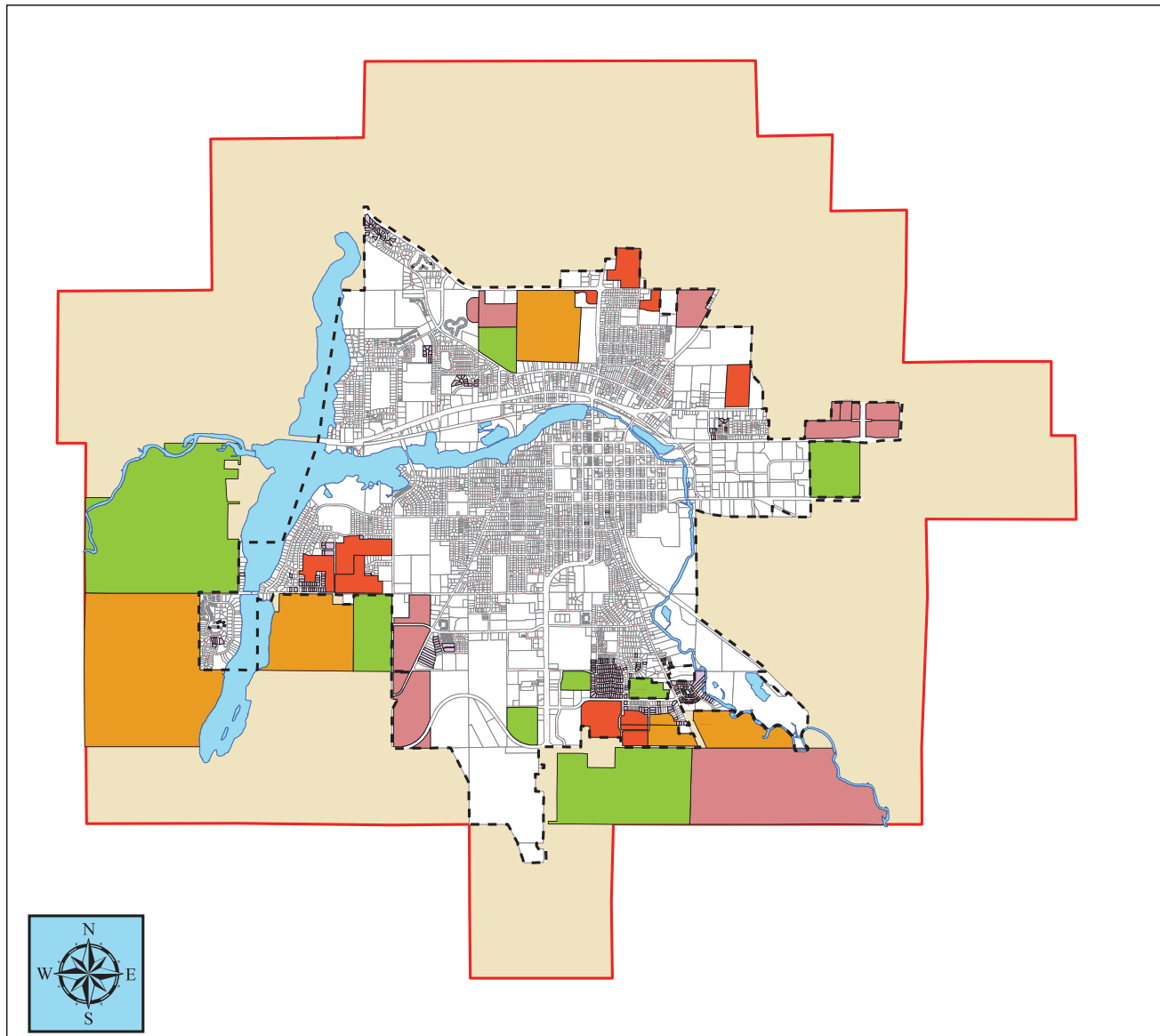
Future Land Use Categories/ Descriptions	Density/Intensity/ Design	Photo Illustrations
Commercial		
Identifies • Commercial – Retail and service commercial – Neighborhood – Community – Regional markets – Offices • Convenient access	N/A	
Industrial		
Identifies • Industrial uses – Separate from other businesses – Reduces city disruption – Manufacturing – Warehousing – Assembly – Businesses providing goods and services	N/A	

Future Land Use Categories/ Descriptions	Density/Intensity/ Design	Photo Illustrations
Public/Institutional		
Identifies • Public benefit – Publicly owned – Schools • City/township buildings – Water towers – Pumping stations – Sewage/treatment plants – Sanitary sewer facilities • Public utilities – Power plants – Electrical substations – Telephone companies • Private institutional – Hospitals – Colleges – Private schools – Churches – Cemeteries	N/A	
Park/Open Space		
Identifies • Official parks and open spaces – Parks – Golf courses – Campgrounds – Wildlife areas – Outdoor recreational facilities	N/A	

Staging Plan

The Staging Plan (See Figure 4.6) identifies land areas by stages within their anticipated location and timing of municipal sewer and water service based on future development demand. The staging area boundaries are based on the City's sewer infrastructure, planned infrastructure capabilities, current development patterns/trends, transportation infrastructure, and land needed for forecasted growth. The Staging Plan includes five staging areas that are not tied to specific time periods but represent the logical sequence of growth based on infrastructure. The reasons for a Staging Plan are to extend infrastructure in a planned, economical fashion so as not place an undue burden on the community, and to allow city staff the time to review and analyze all development proposals against applicable policies, ordinances, and infrastructure plans.

Figure 4.6 Staging Plan Map



City of Hutchinson Staging Plan 2013

- city limits
- Vacant Lots - January-2013
- A: Infrastructure Available / Immediate Road Access
- B: Minimal Infrastructure Needed / Immediate Road Access
- C: Infrastructure Needed / Road Access Available
- D: Significant Infrastructure Needed / Limited Road Access
- Joint Planning Boundary



Disclaimer

The end user of this information agrees that these data and map sets have been created from information provided by various government and private sources at different moments in time and at various levels of accuracy. They are only a graphic representation and should not be considered as positionally accurate. The data is provided "as is" with no claim made as to its accuracy or its appropriateness to its intended use of the data. It is the responsibility of the end user to be aware of the data's limitations and to utilize the data in an appropriate manner and the end user agrees to hold The City of Hutchinson harmless for claims arising out of this exchange of information. Therefore under no circumstances shall the City of Hutchinson be held responsible for any costs, expenses, damages or injuries, including special or incidental or consequential damages to any person(s) or property that arises from the use, or misuse of the information provided.

City staff has broken down the Staging Plan in two broad categories, short and long-term expansion areas. Short and long term refers to the ability of the City to provide the required infrastructure and services and NOT a plan associated with a period of time. Because of the economic downturn of 2008 to 2012 it is very risky to try to predict when and how much development may occur. Staff has developed sub-categories A through D to further breakdown the Staging Plan. Areas identified as “A” areas are expected to be developed, however there is no expectation of when development will start in area “A” or how long it will take to consume the land area with development in this area. After area “A” is filled with development the plan is to move on to area “B” and then on to “C”, etc. until all of the areas are filled up.

The short-term expansion category includes the following detailed staging information, which is defined as follows (Also See Figure 4.6).

- Area “A” – Utility infrastructure available in parcel or immediately available to parcel, as well as immediate roadway access available.
- Area “B” – Minimal utility infrastructure needed to service parcel and immediate roadway access is available.

The long-term expansion category includes the following detailed staging information, which is defined as follows (reference figure).

- Area “C” – A reasonable amount of utility infrastructure is needed to accommodate development and roadway access is limited.

- Area “D” – A significant amount of utility infrastructure is needed to accommodate development and roadway access is limited.

It should be noted that the areas that are identified as Agriculture/Joint Planning in the Future Land Use Plan are not expected to be developed with City infrastructure or services for the foreseeable future based on current land consumption trends and the amount of available land available within the Staging Plan. However, new industrial development and job creation could alter this timeframe. In addition, there may be rare cases when a property identified as Agriculture Joint Planning is annexed into the City and infrastructure/services are provided even though it doesn’t fit into category “A” through “D” above.

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“Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.”

Charter of New Urbanism

Introduction

For many, housing is the single most important component that defines a person's quality of life. From a new resident or visitor, it also provides a visual indicator of the community's character, including prosperity and vitality. From a City's perspective, housing is typically the largest user of land and City services; it is also a significant base for local taxes. Having a clear understanding of current housing inventory (number and types) along with current and future population projections will assist Hutchinson in providing ample housing units to meet the needs of current and future residents.

To assist in determining housing needs, the City hired Maxfield Research Inc. to conduct a comprehensive demographic and housing market study. A summary of the analysis and conclusions can be found at the end of this chapter.



Goals and Policies

Outlined below are goals and policies, based on public input and recommendations from the housing study that will help the City meet future housing demands for residents of across all ages and income levels.

Goal 1: Continue to ensure affordable and diverse housing stock to meet a wide range of community needs.

Policies

1. Continue to assess housing goals, needs, and resources.
 2. Support the findings and recommendations outlined in the 2012 Comprehensive Housing Market Analysis for the City of Hutchinson.
 3. Support relationships with HUD, FmHA, FHA, VA, Minnesota Housing Finance Agency, the Hutchinson HRA, local lenders, builders and other organizations that can assist Hutchinson in meeting its goals.
 4. Encourage public-private partnerships to support and expand affordable housing opportunities.
 5. Continue to support the concept of life-cycle housing to ensure an adequate supply of housing within the community and surrounding area.
 6. Create zoning regulations that allow neighborhoods with life-cycle housing,
- 
- mixed housing types, and/or other types of appropriate uses within residential areas.
 7. Encourage appropriate variability of housing types throughout the City.
 8. Continue to work with Ridgewater Community College to determine the adequate provision of student housing for the student population.
 9. Support periodic housing market study updates to monitor changing housing market conditions.
 10. Encourage the construction of additional market rate rental properties in areas as identified by the Maxfield study. Encourage a portion of these be built downtown as identified in the Imagine Hutchinson Plan.

Goal 2: Create a high quality environment in all residential neighborhoods

Policies

1. Establish a housing pattern that respects the natural environment while striving to meet local housing needs and the community's share of regional area housing growth.
2. Encourage quality housing stock that is supported by strong identifiable neighborhoods.
3. Maintain zoning and subdivision regulations that allow for the construction of a variety of housing types and price ranges.
4. Maintain zoning and other regulations to ensure the upgrading of older homes, neighborhoods, and small irregularly shaped lots.
5. Explore methods and funding options to promote the improvement of the existing housing stock, including retrofitting existing homes to better serve today's families.
6. Explore methods and funding options to encourage the rehabilitation or redevelopment of substandard housing.
7. Continue to encourage work with the Hutchinson Home Purchase Opportunity Program (HHPOP) to provide workforce housing and assistance for first time home buyers.
8. Encourage infill housing where appropriate.
9. Where appropriate, support programs such as Habitat for Humanity, that help address Hutchinson's older housing redevelopment needs.
10. Improve access and linkage between housing, employment, and retail centers in Hutchinson.
11. Explore opportunities to develop "traditional neighborhood design (TND) including ordinances and subdivision regulations. Where appropriate, encourage TNDs as a means to provide attractive housing within walkable neighborhoods for young families.
12. Work with the City's public works and engineering departments to ensure adequate infrastructure for future housing developments.
13. Require active living components in new developments with sidewalks and trails, access to parks, green space, etc.



The following highlights key findings and conclusions of the study, (See Section 2.0 Community Profile for 2012 housing additional demographic information.

Demographic Analysis

The City of Hutchinson, as of 2010, has a population of 14,178 people and 5,950 households. The City is forecasted to add an additional 772 people and 490 households between 2010 and 2020. The population in Hutchinson is aging and older age cohorts are accounting for a significant percentage of the total population. Baby boomers (age group 45-54 and 55-64 in 2010) accounted for an estimated 24.4% of the City's population. Over the next five years, age 65-74 cohort will have the highest growth by percentage and numerically (24.4%). The study attributes the growth in this last cohort to an aging baby boomer generation moving into their young senior years.)

Hutchinson had an estimated median household income of \$56,356 in 2012. Overall, non-senior households had a higher median household income (\$63,526) compared to senior households (\$31,903).

Between 2000 and 2010, home ownership rates decreased from 69.2% to 67.9% in the City of Hutchinson. Approximately 33% of all households in Hutchinson live alone in 2010. Married without children households accounted for the second highest percentage at 27.2%

Hutchinson's unemployment rate of 7.5% as of July 2012 is higher than the state of Minnesota (6.0%) and lower than the Nation (8.4%). Hutchinson's unemployment rate has been higher than the State of Minnesota in every year from 2000 to 2012.

Nearly half the City residents work in Hutchinson (49.2%) as compared to other cities. Of the 50.8% of Hutchinson residents that commuted to jobs outside of the City, the most commuted to jobs are in Maplewood (related to 3M), Glencoe, Willmar, and St. Paul.



Housing Characteristics

The City of Hutchinson issued permits for the construction of 688 new residential units from 2000 to 2011. Between 2000 and 2006, residential construction averaged over 89 units per year. However, beginning in 2007, which was the start of the Great Recession, building permits started declining rapidly, and from 2007 to 2011, the City averaged only 13 units per year. In total, Hutchinson is reported to have approximately 6,393 housing units, of which about 4,041 are owner-occupied, 1,909 are renter occupied, and 433 are vacant as of 2010.

Many homes in Hutchinson are less than 20 years old. Approximately 32% of Hutchinson's housing stock was built after 1990.

Approximately 71% of Hutchinson homeowners have a mortgage. About 21% of homeowners with mortgages also have a second mortgage

or home equity loan. Comparatively, about 68% of homeowners in the United States have a mortgage. The median owner-occupied home value in Hutchinson was \$157,400 in 2010. The majority of the owner-occupied housing stock in the City of Hutchinson was estimated to be valued between \$100,000 and \$199,999 (61.3 percent). The median contract rent in Hutchinson was \$604 in 2010. Approximately 50% of Hutchinson renters paying cash have monthly rents ranging from \$500 to \$749.

Rental Housing Market Analysis



Maxfield Research, Inc. conducted an inventory of subsidized, affordable, and market rate housing projects within the City in order to assess current market conditions for rental housing in Hutchinson. The firm inventoried 1,119 general occupancy market rate rental units in the City spread across 39 multi-family developments (7 units and larger).

At the time of the survey, 54 vacant units resulted in an overall vacancy rate of 4.6 percent. According to the report, a healthy rental market typically maintains a vacancy rate of about 5 percent, which is known to promote competitive rates, ensures adequate consumer choice, and allows for unit turnover. Market rate units accounted for 81% of the total unit inventory (911 units) and had a vacancy rate of only 1.4 percent. According to the study, a healthy income based rental market typically maintains roughly a 3.0percent vacancy rate.

Senior Market Analysis

Twelve senior housing facilities were located in Hutchinson with a total of 482 units. Findings showed that:

Overall vacancy for senior projects is 5 percent in Hutchinson. Excluding Harmony River which is in the initial lease-up phase, the vacancy rate decreases to 3 percent. According to the study,



healthy senior housing vacancy rates typically range from 5percent to 7 percent depending on the service level.

The City has three adult/few service projects with 101 units in the City. The projects are all ownership developments consisting of two condominiums and one senior cooperative. Hutchinson has no adult/few services rentals.

Hutchinson has three assisted living projects that account for 110 units with a vacancy rate of 5.5 percent. The newest project is Cedar Crest in Silver Lake, built in 2009. The number of memory care units in the Hutchinson market area has doubled in the past three years (the Market Area includes 13 townships and 5 small cities surrounding Hutchinson within an area roughly 8 to 18 miles from Hutchinson's border.) The vacancy rate for memory care is 20 percent; this includes the Harmony River Project that opened in May 2012.

For-Sale Housing Market Analysis

The average and median resale price of homes in Hutchinson was approximately \$113,700 and \$103,500 respectively as of July 2012. The median sales price over the last decade peaked in 2005. Since 2005, median sale prices have declined by over 36 percent.

An average of 280 homes has been sold annually in Hutchinson since 2000. The report concludes that

considering the City has a supply of nearly 4,240 homes in 2010, this represents turnover of almost 7 percent of the owned homes annually.

The median list price of homes for sale in Hutchinson was about \$149,450 in July 2012. Based on a median list price of \$149,450, the report concludes that a household would need an income of about \$42,700 to \$49,815 based on an industry standard of 3.0 to 3.5 times of median income. About 65% of Hutchinson household incomes have annual incomes at or above \$42,700.

As of July 2012, Hutchinson had a total of over 300 vacant lots within 17 subdivisions. Nearly 90% of these lots were platted in the last decade, most of which were between 2000 and 2005. Although there were 17 subdivisions with available lots, there were very few of the subdivisions actively marketing at that time. The study found the majority of the lots are still priced too high to compete with declining housing values in the resale market. According to the study, the lot supply benchmark for growing communities is a three-to-five year lot supply. Given the number of existing platted lots and the annual absorption of single family lots over the past few years, the study concludes that Hutchinson is currently over-supplied through the decade.

Housing Demand

Based on the market analysis, the study concludes that demand exists for the following general occupancy product type for the years between 2012 and 2020. Table 5.1 shows that the greatest demand is for market rate rental and the least demand is for-sale single family. Table 5.2 shows

that the greatest demand for multiple senior housing is for active adult market rate rental, whereas the least demand is for assisted living.

Table 5.1 General Occupancy Housing Demand

Product Type	Housing Unit Demand
Market rate rental	128
Affordable rental	24
Subsidized rental	8
For-sale single-family	0
For-sale multi-family	41

Source: Maxfield Research, Inc.

Table 5.2 Multiple Senior Housing Demand

Product Type	Housing Unit Demand
Active adult ownership	8
Active adult market rate rental	127
Active adult affordable	11
Active adult subsidized	50
Congregate	72
Assisted living	0
Memory care	1

Source: Maxfield Research, Inc.

Community Survey Findings

Questions related to the availability of affordable housing and variety of housing options were asked of Hutchinson residents as part of the 2011 The National Citizen Survey. Fifty-five percent of community survey respondents rated the question related to availability of affordable housing as “excellent” or “good”. This rating was higher in the City of Hutchinson than the ratings, on average, in comparison jurisdictions. When asked what percentage of their monthly income went to pay for housing costs, 27% of the respondents reported that more than 30% of their monthly income was used for housing.

6.0

“Beyond functional purposes of permitting people to get from one place to another and to gain access to property, streets... can and should help to do other things: bring people together, help build community, cause people to act and interact, to achieve together what they might not alone.”

Allan B. Jacobs

Introduction

As part of Hutchinson’s planned vision, the City recognizes the travel needs of its residents, local businesses, commuters, visitors, and others traveling through the community. Furthermore, the City of Hutchinson recognizes its important role within the local and regional transportation system and that its policies and infrastructure improvement projects need to encourage and contribute to the orderly development within and surrounding the community. Concurrent with the planning process to update the Hutchinson Comprehensive Plan, the City completed an update of the Hutchinson Transportation Plan. The previous Transportation Plan was adopted in June 1998 and since that time, much has changed in terms of development, supporting transportation

infrastructure, community-wide safety conditions, travel demands, travel patterns, and use of alternatives modes of transportation.

The Transportation Plan is an integrated component of the Hutchinson Comprehensive Plan because it assesses all components of the transportation system. The Transportation Plan encompasses the location, limits, function, and capacity of all transportation facilities in the City of Hutchinson. As a result, the 2012 Transportation Plan is hereby incorporated by reference into the Comprehensive Plan. This approach avoids repetition of material and the remainder of this chapter is intended to provide a summary of the Transportation Plan. The Hutchinson Transportation Plan can be viewed in its entirety on the City’s website at: <http://www.ci.hutchinson.mn.us/>. A copy of the Transportation Plan is also available at City Hall.



Purpose and Content of the Transportation Plan

The purpose of the Hutchinson Transportation Plan is to provide the policy and program guidance needed to make appropriate transportation related decisions when land use changes occur, when elements of the transportation system need to be upgraded, or when transportation problems occur. The Transportation Plan defines how Hutchinson will provide for an integrated transportation system that will serve existing and future needs of residents, businesses, visitors, and how the City's system of roadways will complement the portion of the McLeod County roadway system and state highway system that lie within and immediately surrounding Hutchinson's municipal limits. To provide for safe transportation facilities that offer adequate capacity (existing and future) with a high level of mobility, a transportation improvement plan that corresponds to Hutchinson's overall Comprehensive Plan must be adopted, implemented, routinely utilized, and regularly maintained.

Transportation Vision

The intent of this policy statement is to state a desired outcome in general terms. The transportation vision was developed by considering key findings related to the transportation system and integrating public input generated as part of the community outreach associated with the plan update.

"The transportation network in the City of Hutchinson will facilitate the efficient movement of citizens, visitors, and commerce within and through the City on a safe, well maintained, convenient, coordinated, and fiscally responsible network of routes using a balanced, multimodal transportation system".

Guiding Transportation Principles

The City's guiding transportation principles serve as an overall framework for the development of the Transportation Plan. These principles represent the basic goals of the Transportation Plan and reflect the expressed needs and desires of the citizens and businesses of Hutchinson. The guiding transportation principals are intended to guide the direction of future transportation improvements throughout the community. These principles will also be used as a tool for guiding infrastructure improvements and furthering the transportation vision for Hutchinson. The following transportation principles reflect the community's desire to provide a safe, convenient, multimodal, and environmentally responsible transportation infrastructure for Hutchinson and the surrounding area:

- Develop a system of streets that is consistent with the existing transportation patterns throughout the community, which provides safe and timely travel for residents, visitors, commuters, and commercial users by creating a network of routes that separate traffic according to length of trip, speed, and land accessibility.

- Local street patterns should minimize circuitous travel because it increases trip length, time, fuel consumption, and emissions. Local street design should permit flexibility in community design and allow streets that are compatible with all design objectives of a neighborhood.
- Opportunities will continue to be encouraged and facilitated to allow walking and biking throughout the community.
- Enhance public transit when the community grows to a scale that can support additional services and facilities.
- Opportunities to expand additional modes of transportation (i.e. air travel and railroad corridors) should be preserved and expanded in a safe and efficient manner.



- The City shall ensure local and regional transportation plans are regularly updated to effectively help guide planning and attract future development.

Transportation Goals, Objectives, and Policies

Transportation goals, objectives, and policies should reflect a vision of what Hutchinson's transportation system should provide. They will also help guide priorities for future investment, either as a publicly-maintained local system, or in partnership with regional or state transportation agencies. These transportation goals, objectives, and policies provide the City with a means to measure the performance of the transportation system over time, and as necessary, an opportunity to reassess, revise, and/or supplement the desires of the community.



The “goals” indicate a specific policy direction and assist in organizing individual objectives and more defined policies. The “objectives” provide more detailed action plans that are necessary to prioritize and initiate a goal. Objectives and policies may include the start up or continuation of a program or implementation of a specific project. The following goals, objectives, and policies are not ranked or presented in order of importance or need:

Goal 1: Preserve and Enhance the Transportation System

Objectives

- a. Monitor and maintain the existing transportation system by making adequate improvements to accommodate anticipated growth or to replace worn or obsolete components of the system
- b. Seek opportunities to improve existing roadways through land use changes or redevelopment opportunities, coordinating improvements with roadway partners (e.g. McLeod County and MnDOT) and their funding programs.
- c. Make sure that local needs are considered as part of regional transportation plans.

Policies

1. As one of its greatest investment priorities, the City shall preserve its existing transportation system in the highest order of operating condition.
2. The City will continue to maintain pavement and permanent right-of-way fixtures associated with the roadway system (including bridges) using routine inspections and maintenance, and improvement programs (street rehabilitation program) coordinated by the Hutchinson Public Works Department.
3. The City will coordinate roadway preservation improvements with other transportation system partners including McLeod County, MnDOT, and existing/future transit providers in the area.
4. The City will continue to develop a transportation system that is cost-effective, where each expenditure satisfies a public transportation objective.
5. The City will review all plans for development/redevelopment to determine their impact on the transportation system.
6. The City will actively participate with other jurisdictions in regional planning efforts.

Goal 2: Improve the Functionality & Safety of the Transportation System

Objectives

- a. Continually monitor and analyze the transportation system and assess its performance level.
- b. Identify system deficiencies by examining trend data, including safety (crashes), forecast traffic volumes (capacity), and accessibility (mobility).
- c. Establish a complete roadway network based on balancing the principals of sustainable infrastructure and roadway functional classification.

Policies

1. The City will encourage, and in some cases, conduct studies of reasonable traffic management techniques where documented safety issues exist.
2. The City will monitor crash statistics for trends and tailor crash reduction improvements for targeted areas.
3. The City will seek to capture opportunities to implement roadway improvements with proposed development and/or redevelopment projects.
4. The City will continue to work with public roadway partners and private property owners on access management strategies along primary roadway corridors.

5. The City's sign maintenance practices shall meet all requirements, including federal sign retro-reflectivity standards, and ensure appropriate signing for the traveling public.
6. Where applicable, the City will integrate safety features into pedestrian/bicycle improvements.
7. The City's land use development standards will promote safe and efficient access to the transportation system.



8. Require new development to provide an adequate system of local streets while limiting direct access to major thoroughfares (e.g. Highway 7, Highway 15, Highway 22) in order to maintain safe and efficient roadway operations.

9. Require the dedication or preservation of right-of-way consistent with adopted right-of-way standards when property is platted or subdivided, and work with landowners/ developers during the site planning and platting process to implement safe and efficient roadway designs that look first to provide access via a local roadway rather than a regional roadway.
10. The City will continue the implementation of access management guidelines to assist in preserving future roadway capacity and improving safety along all roadways.
11. The City will periodically survey the residents of Hutchinson on their perception of the local transportation system including its strengths, areas of concerns, and opportunities for improvement.

Goal 3: Balance Transportation Needs with Hutchinson's Land Use Principals

Objectives

- a. Maintain and enhance the “small-town” character of Hutchinson by providing multimodal transportation choices and context-sensitive design elements for new and/or reconstructed intersections and corridors.
- b. The City shall strive to provide convenient access to natural features and opportunities to support active living and healthy lifestyle activities.



Policies

1. Where possible the City will utilize a Complete Streets methodology in the design of streets (adjacent land uses, travel speed, width and number of lanes, on-street parking, vertical/horizontal alignment, pedestrian and bicycle features, intersection curb radii and crossing facilities, landscaping, lighting, etc.).
2. To the greatest extent practical, the City shall balance the transportation system needs with the potential impacts and affects upon natural features of the community.
3. The City will minimize the number of private access points to minor arterial and major collector roadways as part of the development review process.
4. The City will require multimodal traffic impact studies for larger scale developments.

Goal 4: Improve Connectivity Throughout the Community

Objectives

- a. Assess the current transportation system for efficiency and connectivity between commercial nodes, neighborhoods, and civic amenities, and develop possible solutions.
- b. Encourage interconnected development patterns to create more convenient multimodal travel options that will also foster a sense of neighborhoods, while maintaining acceptable traffic volume levels and safety.
- c. Consider solutions for all modes of travel demonstrating connectivity concerns. Maintain an interconnected pedestrian and bicycle system that links residential, institutional/educational, commercial/retail, employment, and recreational destinations.

Policies

1. The City will work with McLeod County, MnDOT, residents, and businesses to provide linkages for logical connections that currently represent transportation system gaps, especially to help reduce crashes and maintain the local transportation system.
2. The City will evaluate current intersection control (stop signs) along primary travel corridors that have frequent intersections from the criss-crossing of local roadways.

Removal of excessive intersection control shall only be considered after a determination is made that travel safety will not be compromised and the modification(s) will enhance travel efficiency/mobility.

3. When new/redevelopment proposals are received, the City shall require connectivity of collector and local streets (including their pedestrian facilities) and trails between residential developments and other land uses.
4. The City will continue to support trail connectivity among local, regional, and state trail systems.



Goal 5: Enhance Transit Opportunities and Usage

Objectives

- a. The City will support local and regional transit providers and programs that benefit residents and visitors to the area.

- b. The City will assess the changing transit needs of residents through continued coordination with the outreach efforts of local and regional providers.
- c. Encourage transit use through improvements to accessibility, service, and choice.



- d. The City will ensure planned development/redevelopment consider future accommodations for transit facilities or services.

Policies

- 1. The City will coordinate with transit providers to determine future transit services consistent with the City's transit market and its associated service standards and strategies.
- 2. Evaluate the need for transit facilities and accommodations in the redesign and

reconstruction of roadways whether or not they are currently used by transit providers.

- 3. Reduce transportation demands by encouraging programs that provide alternatives to single occupant vehicles.
- 4. Encourage collaboration with surrounding communities on the need for and location of improved transit services.

Goal 6: Implement the Transportation Vision Through Strategic Funding, and Objective and Definitive Decision Making, with the Collaboration of Jurisdictions (MnDOT, McLeod County, and Surrounding Townships).

Objectives

- a. Plan for and preserve future opportunities for necessary transportation system improvements, including right-of-way and multimodal routes and facilities.
- b. Realize necessary transportation system improvements in a cost-effective and timely fashion.
- c. Empower City staff to pursue state and federal transportation funding and evaluate non-traditional transportation funding mechanisms.

Policies

1. Utilize available funding programs such as the Municipal State Aid Street (MSAS) and other revenue sources to maximize and leverage funds to transportation improvements.
2. Require adequate right-of-way dedication for new and/or expanded roadways based on the planned function under future conditions.
3. Encourage business owners, residents, and community groups to be active participants in seeking funding by contacting local, state, and federal decision makers in support of transportation funding.

Transportation Plan Summary

The Hutchinson Transportation Plan has been developed to balance the need for convenient and efficient access for local residents and businesses while maintaining mobility and safety on the roadway system for all users. A copy of the complete 2012 Hutchinson Transportation Plan is available on the City's web site at: <http://www.ci.hutchinson.mn.us/>. A copy of the Transportation Plan can also be viewed at the Hutchinson City Center.

The Plan highlights existing conditions of the transportation system and defines a future network comprised of local, collector, and arterial roadways strategically located and interconnected to accommodate access for existing and planned land uses in growth areas and facilitate mobility for longer regional trips to and through the City.



The Plan recognizes a hierarchy of roadways with varying performance or functional expectations as well as jurisdictional responsibilities (i.e. City, County and/or State). Recommendations are based on existing needs, local land use changes, and regional growth through 2030.

The Transportation Plan also provides guidance that recognizes the relationship between land access and mobility for roadways of varying functional classifications such as:

- Local roadways have the highest priority for land access;
- Collector roadways balance land access with mobility; and
- Arterial roadways have the highest priority on mobility and less emphasis on land access.

The Plan assesses the ability of the overall roadway network (local, county, and state routes) to serve existing and future traffic demands including:

- Reports existing Average Annual Daily Traffic demands (AADT);
- Provides 20-year traffic projections (year 2030) based a combination of the Twin Cities Collar County Traffic Model, MnDOT State Aid Traffic Growth Factors for McLeod County, historical MnDOT Traffic Flow Maps, the City's 1998 Transportation Plan, and current and planned City Land Use maps;
- Provides a roadway "capacity assessment" to define roadways that may need more than 2 lanes in the future;
- Describes and recommends access management practices and strategies; and
- Highlights the benefits of right-of-way preservation techniques.
- As part of the planning process, the City considered six Special Study Areas which are summarized below:
- 2nd Avenue SE Bridge Assessment – this special study focused on the potential short-term and long-term options for the 2nd Avenue Bridge that crosses over the South Fork of the Crow River and the anticipated effects on the surrounding transportation system if changes/restrictions/removal is made to the bridge.
- Existing Traffic Signal Assessment – this special study included an assessment of the existing traffic signal systems in the City with an emphasis on determining if signal coordination/interconnectivity is feasible and to determine the need and compatibility for implementing flashing yellow left turn arrow control.
- Complete Streets Assessment – this assessment reviewed the benefits and opportunities for pursuing the concept of Complete Streets in the City. Complete Streets represent multimodal corridor where streets are designed and operated to enable safe access, along and across the street, for all users including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
- Northeast Ring Road Assessment – this special study evaluated potential traffic effects a future arterial roadway located in the northeast part of Hutchinson would have on the existing roadway network. McLeod County has been studying the Northeast segment of the Ring Road system and has recently developed several concepts and has conducted early public outreach.
- Highway 15 South Frontage/Backage Road Assessment – this study considered existing and future frontage/backage roads adjacent to Highway 15 near the south end of town. The City recognizes the need to provide a connected and efficient system of local supporting roadways along with limiting access and managing traffic signal operations along Highway 15 in order to help preserve the long-term capacity of the highway.

- Downtown Highway 15 Reconstruction Concepts – MnDOT has acknowledged the future need for the full reconstruction of Highway 15 (Main Street) through downtown. This special study considered high-level conceptual design options for Highway 15 from the 2nd Avenue NE/NW intersection to the 4th Avenue SE/SW intersection. Additional streetscape enhancements were identified that can serve both as aesthetic improvements to establish a greater sense of identity for the downtown area and provide functional benefits of fostering pedestrian activities and calming traffic through downtown.

The Transportation Plan also recognizes alternative modes of transportation and includes a supplemental Pedestrian & Bicycle System Plan, which includes the following elements:

- An overview of the existing system conditions (trails and sidewalks)
- A future Pedestrian and Bicycle Plan
 - Proposed multi-use trail connections
 - Identification of on-street facilities or bicycle friendly routes
 - Crosswalk enhancements
 - Safe routes to school programs
 - Routine maintenance programs
- Americans with Disabilities Act (ADA) Transition Plan

The Transportation Plan concludes with an implementation section that summarizes the improvements that have been identified throughout the Transportation Plan. However, since available funding is not adequate to meet all identified transportation needs, the timing



of the improvements will be determined as the City advances through the development of future Capital Improvement Programs.

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“A park’s goals should include not only providing people with access to fresh air and nature for their recreation but also a place where they can meet and enjoy each other’s company.... and promote pride in the community.”

Leonard E. Phillips

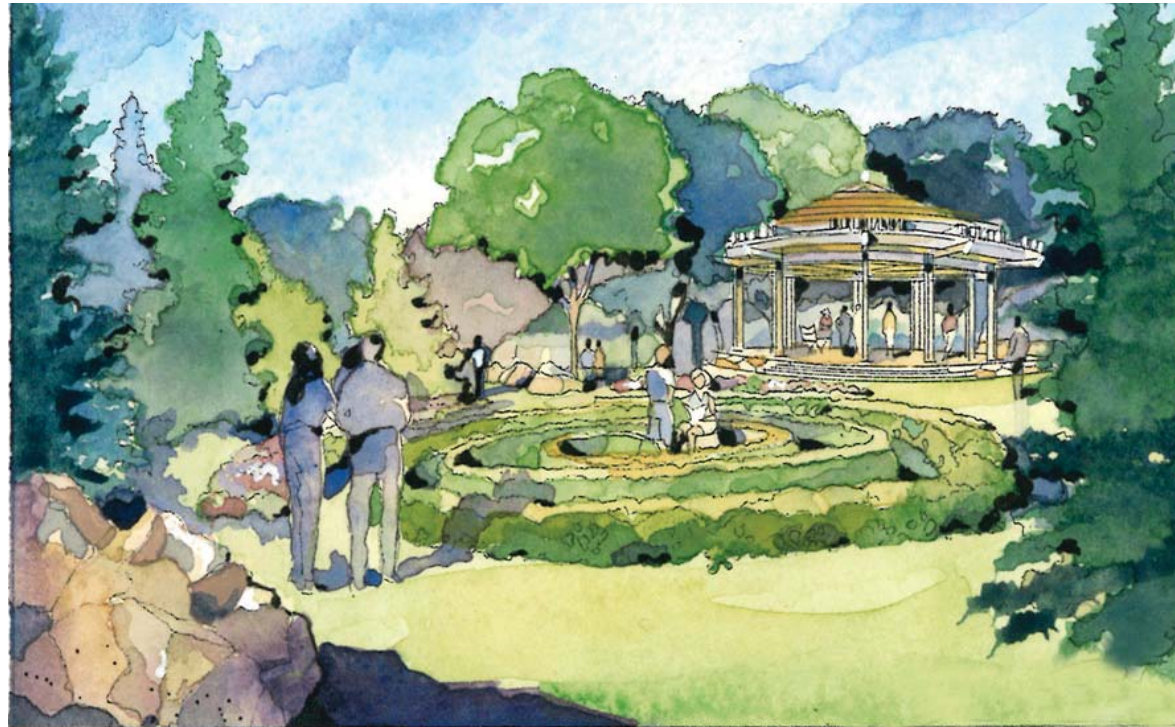
Introduction

Hutchinson’s parks, trails, and open space provide essential recreational opportunities for the community, keep property values high, preserve valuable wildlife habitat and scenic landscapes, and maintain a positive image for the City’s neighborhoods.

As a community begins to grow and becomes more urbanized, parks and open space provide a measure of visual relief from the higher density built environment—a value often difficult to quantify in dollars.

Benefits of Parks, Trails, and Open Space

- Sound management techniques provide healthy, diverse, and sustainable natural resources.
- Healthy trees connect residents to their park system.
- Residents and visitors enjoy the natural environment.
- Residents benefit from the expansion and protection of natural resources.



- Residents partner and support the park systems' natural resources.
- Parks help shape the community.
- Park redevelopment and development focuses on accessibility, flexibility, and naturalization.
- Financially well supported parks prosper.
- Focused land management supports current and future generations.
- Parks are safe and welcoming by design.
- Trails and sidewalks support recreation, transportation, and wellness initiatives.

Benefits of Recreation and Community Education:

- People connect through recreation.
- People, visitors, and workers enjoy opportunities to improve health and fitness.
- People that play develop a greater capacity to enjoy life.

- Volunteers make a vital impact to recreation and the community.
- Recreation facilities provide a center for community living.
- Through outreach and research recreation and community education services are made relevant.
- Life-long learning inspires personal growth.
- Accessible information supports enjoyment and use of parks, recreation, and community education.



Parks, Trails, Open Space, and Recreation Goals

Goals are broad statements or guiding principles that typically reflect the City's vision for parks, open space and recreation. Policies in turn reflect the City's general intentions to achieve each of the stated goals.

Goal 1: Build parks that will help shape the community

Policies

1. Continue to develop access along the Crow River that is aesthetically compatible with the riverfront and sensitive to ecological function.



2. Beautify the park system by integrating gardens and public art into park design.
3. Ensure park access for all residents by providing neighborhood parks within an easy walk from their homes.

4. Acquire land that fulfills needs based on growth, provides trail connections, or secures a unique site or facility.

Goal 2: Provide residents and visitors with opportunities to enjoy the natural environment

Policies

1. Develop and implement a natural area management plan that ensures natural areas (prairies, shorelines, and woodlands) are ecologically diverse, sustainable, and managed with scientifically based methods.
2. Maximize every opportunity to reforest the community.
3. Engage volunteers in the restoration, maintenance, and preservation of the parks system's natural resources and urban forests.
4. Collaborate with local, state, and federal organizations to plan for and fund ongoing ecological management and restoration.



Goal 3: Provide trails and sidewalks that support recreation, transportation, and wellness initiatives

Policies

1. Work with the all entities to identify and support multimodal transportation corridors that link parks, schools, and business within the community.
2. Provide a well maintained, safe, and continuous trail system that leads to increased usage.
3. Engage with groups like the Heart of Hutchinson to promote active lifestyles within the community.
4. Support Safe Routes to School initiatives that lead to youth becoming more active and less likely to become obese.
5. Continue to work with other stakeholders on efforts to pave the Luce Line State Trail and the Dakota Rail Regional Trail in McLeod County.



Goal 4: Develop and redevelop parks that focus on accessibility, flexibility, and naturalization

Policies

- Integrate practices that meet or exceed established standards for ecological design for landscapes and green building techniques that improve function and minimize long term maintenance and operating costs.
- Implement a long term renewal plan based on a complete inventory of the system, lifecycle cost analysis, and condition assessment of all park facilities.
- Build or renew facilities to meet or exceed standards for accessibility.
- Build quality facilities that can be adapted to new uses as community needs change.

Goal 5: Partner with residents to support the park system's natural resources

Policies

1. Engage and involve residents in identifying programs, services, and facility needs within the community.
2. Work with all levels of government to secure funding for park development, maintenance, and operations.
3. Develop and maintain a five year capital improvement plan.
4. Continue to provide for regular operations and maintenance of existing park and trail system components through the annual budget.
5. Engage local businesses, corporations, service organizations, and individuals in partnerships that build on the value of the system.
6. Enhance technology to share information effectively and efficiently within the levels of government and with the community.
7. Allow school sites to function as neighborhood parks provided they include facilities which would include a playground area, shelter, game courts, and other neighborhood related recreation amenities.



Goal 6: Connect people through recreation

Policies

1. Be the source of information about recreation opportunities City-wide.
2. Develop programming partnerships with groups and organizations that provide life-long learning.
3. Create and support concerts, festivals, athletic events, and celebrations that can be enjoyed by the entire community.
4. Initiate, sponsor, and support City-wide volunteer programs and events.





Goal 7: Encourage people to play so they may increase their capacity to enjoy life

Policies

1. Provide programming especially for young children, youth, and teens in four key areas -physical, artistic, environmental, and social.
2. Adapt programming to busy lifestyles and make it easy for individuals and families to participate.
3. Enrich physical, artistic, environmental, and social programming by partnering with other agencies, professionals, and providers.
4. Identify and reduce financial barriers to participation in programming.
5. Ensure recreation opportunities are available for persons with disabilities.
6. Ensure that no net loss of parkland or open space occurs during alterations or displacement of existing parkland and open space. If adverse impacts to parkland or open space occur, ensure mitigation measures include acquisition or replacement parkland of equal or greater size and value.

Goal 8: Provide enjoyable opportunities for people, visitors, and workers to improve health and fitness

Policies

1. Provide team sports for all age groups.
2. Provide access and encouragement for youth to participate in fundamental-level athletics.
3. Provide opportunities for self directed recreation throughout the park system.
4. Explore ways to integrate non-traditional recreation opportunities for all ages into the park system.
5. Provide recreation opportunities that support active lifestyles for workers before, after, and during their workday.
6. Tailor programs and services to the needs of the community.

Goal 9: Assure private development will adhere to City standards for parks, trails, and/or open space preservation by following the requirements of Hutchinson's Public Land Dedication

Policies

1. Accept parkland dedication only if it is consistent with the City's development plans and the City's parks plan.
2. Maintain zoning and subdivision regulations that provide for and encourage the continued development of parks, trails, recreational opportunities, and preservation of open space.



3. Apply official controls, such as Parkland Dedication Requirements, to ensure that appropriate and developable park land is provided with new development. Whenever possible, the land dedication should reflect the goals and policies of this Comprehensive Plan.
4. Evaluate the quality and usability of land for parks, trails, and open space being proposed for parkland dedication by the developer.

Goal 10: Develop and adopt a Park, Trails, and Open Space System Plan

Policies

1. Review the plan annually and update every 5 years.
2. Conduct needs assessment every 10 years as a basis for development and update of the Plan.
3. Consider all public school facilities and recreation areas in the planning of the Park, Trail, and Open Space System Plan.
4. Coordinate efforts with local, state, and federal agencies and local stakeholders to develop the Park, Trail, and Open Space System Plan.
5. Evaluate facility development and maintenance practices in the development of the Park, Trail, and Open Space System Plan.

Existing Parks

Currently there are 39 parks in Hutchinson (See Table 7.1) and approximately 18 miles of trails and numerous athletic facilities. Parks are classified as community parks, neighborhood parks, playgrounds, nature preserves, athletic complexes, etc. Parks within the system currently are not classified by size, type or other means.

Table 7.1 Existing Parks

Number	Park Name	Acres	Address
1	3M Park	3.88	715 Jefferson St. SE or NE
2	AFS Park	5.26	25 School Rd NW
3	American Legion Park	.62	855 Highway 15 S
4	Bernhagen Park	30.9	North High Drive
5	Boy Scout Park	1.31	201 4th Ave NE
6	Cedar Park	.46	235 Cedar Ave NE
7	Community Garden	.41	115 Jefferson St NE
8	Crow River Recreational	4.87	300 Bluff St NE
9	Driftriders Park	4.82	1845 W Shore Drive SW
10	East River Park	20.89	300 4th Ave NE
11	Eheim Park	.26	300 Main St NE
12	Elks Park	3.6	1100 Sherwood St SE
13	Fireman's Park	1.81	205 A Main St N
14	Girl Scout Park	.87	222 Main St N
15	Harrington Merrill House	1.30	225 Washington Ave W
16	JC Riverside Park	7.73	300 Les Kouba Pkwy NW
17	JC South Park	1.23	1050 Goebel St SW
18	Kimberly Park	.70	831 Hilltop Dr NE
19	Kiwanis Park	3.20	22 5th Ave NW
20	Library Square	2.12	50 Hassan St SE
21	Linden Park	15.73	610 Linden Ave SW
22	Lions East Park	.38	230 5th Ave NE
23	Lions West Park	.61	724 Sunset St SW

Number	Park Name	Acres	Address
24	Maplewood Park	.73	680 Main St N
25	Masonic West River Park	28.85	1003 Les Kouba Pkwy
26	Miller Woods Park	20.80	416 School Rd NW
27	North Park	7.31	33 Grove St SW
28	Northwoods Park	8.20	889 Elm St NE
29	Oddfellows Park	10.10	1212 Hwy 7 W
30	Roberts Park	38.22	1500 Roberts Rd
31	Rolling Meadows Park	.91	750 7th Ave NW
32	Rotary Park	6.61	760 School Rd NW
33	Shady Ridge Park	.45	713 Shady Ridge Rd NW
34	South Park	9.83	200 2nd Ave SW
35	Tartan Park	24.77	613 2nd Ave SE
36	Veteran's Memorial Field	2.12	340 Ontario St SE
37	Veteran's Memorial Park	2.71	295 1st Ave NE
38	VFW Park	4.04	15 Bradford St SE
39	Women's Club Park	1.57	440 Connecticut St NW

Park and Trail Classifications

The National Recreation and Park Association (NRPA) and the American Academy for Park and Recreation Administration (AAPRA) have developed park and trail system standards-based guidelines to serve as spatial and functional guidelines for communities to use as they develop their park systems. The following is a list of proposed park classifications including Level of Service (LOS) most relevant to Hutchinson's needs. It is important to note that these standards are general guidelines.



Mini-Park

Description: Smallest park classification that is used to address limited or unique recreational needs (example: downtown pocket park)

Location Criteria: < ¼ mile distance in residential setting

Size Criteria: 2,500 sq. ft. to 1 acre in size but can be up to 5 acres

Site Selection Guidelines: Site should be easily accessible from surrounding area and should link to the community trail system

Development Guidelines: Park facilities similar to those found in a neighborhood park, however there are generally no programmed activities and no specific design guidelines. Park design can be a function of needed use, i.e., picnic area, shaded seating area, etc.



Neighborhood Park

Description: Basic unit of park system that serves as the recreational and social focus of the neighborhood. Typically developed to provide both active and passive recreation opportunities for residents of all age groups living in the surrounding neighborhoods.

Location Criteria: $\frac{1}{4}$ mile to $\frac{1}{2}$ mile service area radius

Size Criteria: 5-10 acres (Sizes may be determined as needed to accommodate desired uses)

Site Selection Guidelines: Site should be easily accessible from surrounding neighborhood, should be centrally located, and should link to a community greenway system. Site development should provide for both active and passive recreation opportunities. The landscape of the site should possess pre-development aesthetic value and not be a “left-over” outlot or located within a 100 year flood-plain.

Development Guidelines: Park development should be a balance of 50% active space and 50% passive space for recreational uses on the site and typically not be programmed. Appropriate park elements would include: play equipment, court games, open “non-programmed” play field or open space, tennis courts, volleyball courts, shuffleboard courts, horseshoe pits, ice skating areas, wading pool, or splash pad. Other park facilities should include picnic areas, internal trail system, and general open space for enjoying the “park scenery”. Neighborhood parks should provide at least 7 to 10 parking spaces and limited lighting should be provided for facility illumination, security, and safety.

Community Park

Description: Larger in size and serves a broader purpose than the neighborhood park with the purpose of providing recreational opportunities for several neighborhoods or larger sections of the community. Typically developed to provide both active and passive recreation opportunities for larger groups while preserving unique landscapes and open spaces.

Location Criteria: Should serve two or more neighborhoods with a ½ mile to 3.0 mile service area radius

Size Criteria: 30-50 acres (Size may be determined as needed to accommodate desired uses)

Site Selection Guidelines: Site should be easily accessible from entire service area, should be centrally located, and should have strong connection to other park areas. Site development should provide for both active and passive recreation opportunities. The landscape of the site should possess pre-development aesthetic value and not be a “left-over” outlot or located within a 100 year flood-plain. The site, when possible, should be located adjacent to natural resource areas and greenways. These areas tend to provide landscapes with greater biodiversity thus enhancing the passive recreational experience.



Development Guidelines: While the community park should be designed to accommodate both active and passive recreational opportunities, programming should remain, for the most part, limited. Appropriate active park elements would include: larger play areas with creative play equipment for a range of ages, court games, informal ball fields for youth play, tennis, volleyball and shuffleboard courts, horseshoe pits, ice skating, swimming pools and beaches, archery ranges, and disc golf.

Parking lots should be provided to accommodate use and limited lighting should be provided for facility illumination, security, and safety.

Special Use Park

Description: Covers a broad range of parks and recreational facilities oriented toward a single purpose use such as historical, cultural, or social sites. These sites may offer local historical, educational, or cultural recreational opportunities. Examples of this type of park include historic downtowns, performing arts parks and facilities, arboretums, public gardens, indoor theatres, churches and public buildings. Other examples include: community and senior centers, community theatres, hockey arenas, golf courses, aquatic parks, tennis centers, softball complexes, and sports stadiums. Community centers, however, are typically located in neighborhood or community parks.

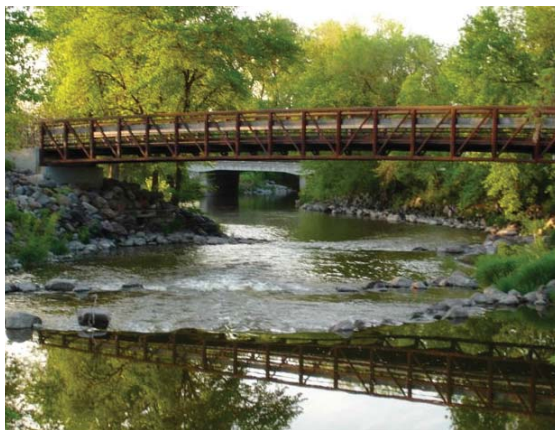
Location Criteria: Location is primarily based on recreation need, community interest, facility type and availability of land. These type of parks should service the entire community rather than a defined neighborhood or area within a community. The site should be easily accessible from major transportation routes and traffic light locations where possible.

Size Criteria: Facility space requirements should determine size of park.

Site Selection Guidelines: A central location is optimal and no specific site selection standard is recommended due to diversity of use potential.

Development Guidelines: Due to the unique quality of this type of recreational facility, community input and focus groups should be used to determine the site development program.





Greenways

Description: Link park system components to create a “cohesive park, recreation and open space system,” that emphasizes the natural environment. Greenways allow for safe, uninterrupted pedestrian movement between parks throughout a community and can enhance property values.

Location Criteria: Location is primarily based on availability of land. Typically greenways are linear in nature and follow natural corridors such as waterways. Greenways can also be of the built environment including abandoned railroad beds, areas within residential sub-divisions, revitalized river fronts, reclaimed industrial sites, safe powerline rights-of-way, pipeline easements, transportation rights-of-ways, etc. Boulevards and parkways can also be considered candidates as greenways if they provide a “park-like quality and provide off-street trail opportunities”.

Corridor Width Criteria: 25 feet within a subdivision, 50 feet minimum and 200 feet optimal

Site Selection Guidelines: Site selection is generally based on availability and the trail system plan. Natural corridors should be considered whenever possible but appropriate “built” corridors are also acceptable with proper design.

Development Guidelines: Greenways provide the opportunity for a number of recreational travel opportunities such as hiking, walking, jogging, bicycling, and in-line skating. Parkway corridors also provide attractive travel experiences for the motorist and canoeing can occur in “green” waterway corridors.

Open Space

Open space, broadly defined, includes woodlands, fields, wetlands, streambanks, floodplains, steep slopes, and unique geological formations—unbuilt areas. Open Space provides protection for scenic areas and endangered habitats. It also continues to provide land for local food production and can help shape the form of urban growth by providing “breathing room”.



Park Classification

Table 7.2 shows park classifications assigned to each of Hutchinson's parks based generally on use, location, and size. While some of the parks may be smaller in size than a typical standard suggests, their location and current amenities have taken precedence in the classification process.

Table 7.2

Proposed Park Classification Table

Number	Park Name	Classification	Acres
1	3M Park	Special Use Park	3.88
2	AFS Park	Special Use Park	5.26
3	American Legion Park	Mini-Park	.62
4	Bernhagen Park	Community Park	30.9
5	Boy Scout Park	Mini-Park	1.31
6	Cedar Park	Mini-Park	.46
7	Community Garden	Special Use Park	.41
8	Crow River Recreational	Special Use Park	4.87
9	Driftriders Park	Community Park	4.82
10	East River Park	Special Use Park	20.89
11	Eheim Park	Mini-Park	.26
12	Elks Park	Neighborhood Park	3.6
13	Fireman's Park	Neighborhood Park	1.81
14	Girl Scout Park	Mini-Park	.87
15	Harrington Merrill House	Special Use	1.30
16	JC Riverside Park	Community Park	7.73
17	JC South Park	Neighborhood Park	1.23
18	Kimberly Park	Neighborhood Park	.70
19	Kiwanis Park	Community Park	3.20
20	Library Square	Special Use Park	2.12
21	Linden Park	Community Park	15.73
22	Lions East Park	Neighborhood Park	.38
23	Lions West Park	Neighborhood Park	.61

Number	Park Name	Classification	Acres
24	Maplewood Park	Mini-Park	.73
25	Masonic West Park	Community Park	28.85
26	Miller Woods Park	Special Use Park	20.80
27	North Park	Community Park	7.31
28	Northwoods Park	Community Park	8.20
29	Oddfellows Park	Community Park	10.10
30	Roberts Park	Community Park	38.22
31	Rolling Meadows Park	Neighborhood Park	.91
32	Rotary Park	Neighborhood Park	6.61
33	Shady Ridge Park	Neighborhood Park	.45
34	South Park	Community Park	9.83
35	Tartan Park	Community Park	24.77
36	Veteran's Memorial Field	Special Use Park	2.12
37	Veteran's Memorial Park	Special Use Park	2.71
38	VFW Park	Community Park	4.04
39	Women's Club Park	Neighborhood Park	1.57
TOTAL ACRES			280.18

Table 7.3 shows a summary of current park acres by assigned classification. Based on the classifications, it shows a close distribution of park types offered within the park system. Most park acres are either classified as Community or Special Parks.

Table 7.3

Summary of Existing Park Acres by Classification

Park Type	# of Parks	Acres	% Total
Mini-Park	6	4.25	1.52%
Neighborhood Park	10	17.87	6.37%
Community Park	13	193.70	68.13%
Special Use Park	10	64.36	22.98%
Total	39	280.18	100%

Future Park Needs

Based on the National Park standard of providing 10 acres of park and open space land per 1,000 people and on having a population of 14,718, Hutchinson exceeds the 148.18 guideline by 132.0 acres. It is important to note that this is only a rule-of-thumb guideline. While Hutchinson's park land acres within the system exceed national guidelines, the ratio alone does not imply that the community is being provided with an adequate range of park types or classifications and recreation facilities.

Table 7.5 shows park classification acreage ratio guidelines adapted from the National Standards that are most relevant to serving Hutchinson's needs. These ratios plan for providing an adequate distribution of park types within the system. These standards typically apply to those parks that offer active recreation opportunities. Standards do not apply for park and open space areas that are more specialized or that provide more passive recreational opportunities. These areas are typically more dependent on the location and size of the feature itself.

Table 7.5

Park Classification Guidelines

Park Classification	Acres/1000
Community Park	>10 acres
Neighborhood Park	2-10 acres
Mini-Park	<2 acres
Greenways	No standard
Special Use Park	No standard
Natural Resource Areas	No standard

Table 7.6 shows land needed to accommodate future park needs by 2020 applying national park standards as shown in Table 7.5. It shows that by the year 2020 Hutchinson should have adequate park land acres to serve the needs of the community. In actuality, Hutchinson may still need to add at least one community park and one or more mini-parks. The table shows that there will be a need for additional neighborhood parks (based on a 4 parks per 1000 people standard). Neighborhood parks are essential to the quality of life for community residents and are considered a “basic unit” or central spine of the park system because they serve as the main recreational and social gathering place in the neighborhood. They are components of the City infrastructure that are human-scale, pedestrian-oriented, and barrier-free.

Table 7.6

Future Park Needs – 2020 (Population of 14,950)

Classification	Existing Acres	Standards	Standard Applied to Population	Net
Park System	280.18	10/1000	149.50	130.68
Community Park	193.70	8/1000	119.60	<74.10>
Neighborhood Park	17.87	4/1000	59.80	<41.93>
Mini-Park	4.25	.5/1000	7.47	<3.22>

Trails and Bike Routes

Hutchinson promotes walking and biking by offering a variety of public trails and bike paths. The state's Luce Line Trail extending from Cosmos to Plymouth has a paved section that runs through the city and a number of city trails access the State Trail. The following table lists trail type and distances within the park system. See Chapter 6.0 Transportation for detailed discussion of trails.

Table 7.7 Park System Trail Loops

Park	Surface Type	Distance (miles)
AFS Park	Gravel	0.45 miles
Drift Riders Park	Gravel	0.25 miles
Linden Park	Paved	0.40 miles
Miller Woods Park	Wood Chip	0.50 miles
Oddfellows Park	Gravel	0.40 miles
Roberts Park	Gravel	0.30 miles
Rotary Park	Paved	0.45 miles
West River Park	Paved	0.90 miles

Recreation Programs in a Community

Research has shown the importance of staying active, socially engaged, and physically fit. This is especially significant as Americans are becoming an aging population and who, both young and old, are experiencing health-related issues associated with lack of exercise, such as obesity. In addition, there has been a growing tendency towards singular entertainment and non-direct communication with easier access to the internet.

Recreation programs provide a community tool to address these issues by:

- Providing opportunities to socialize with other members of the community;
- Providing health related benefits;
- Stimulating local economy; and
- Providing healthy rather than destructive past-time opportunities for youth;

The Hutchinson park system benefits through collaboration with other local and regional entities, such as the 423 School District, McCleod County, athletic associations and community service organizations including education facilities.



Figure 7.1

Parks and Schools Map

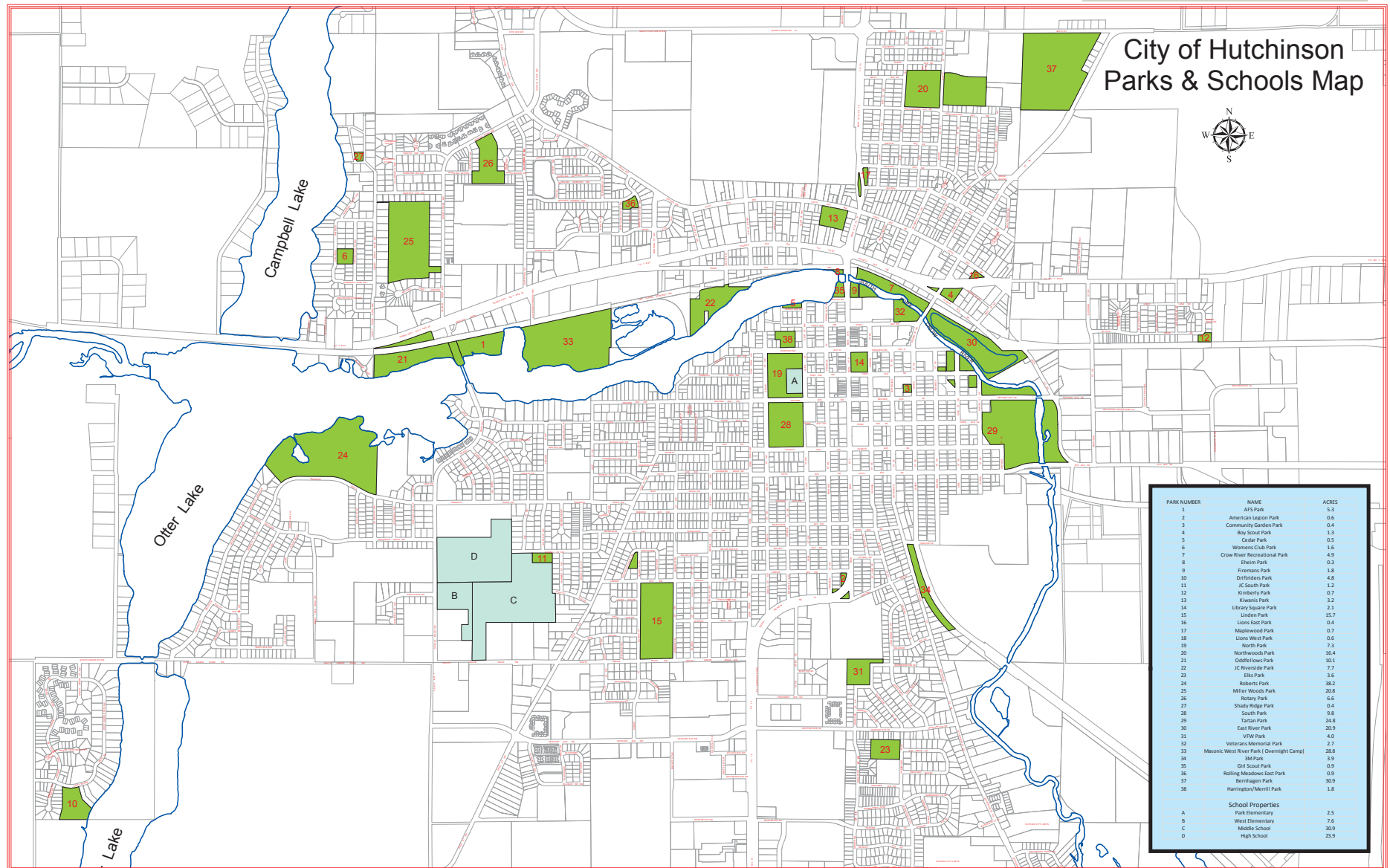
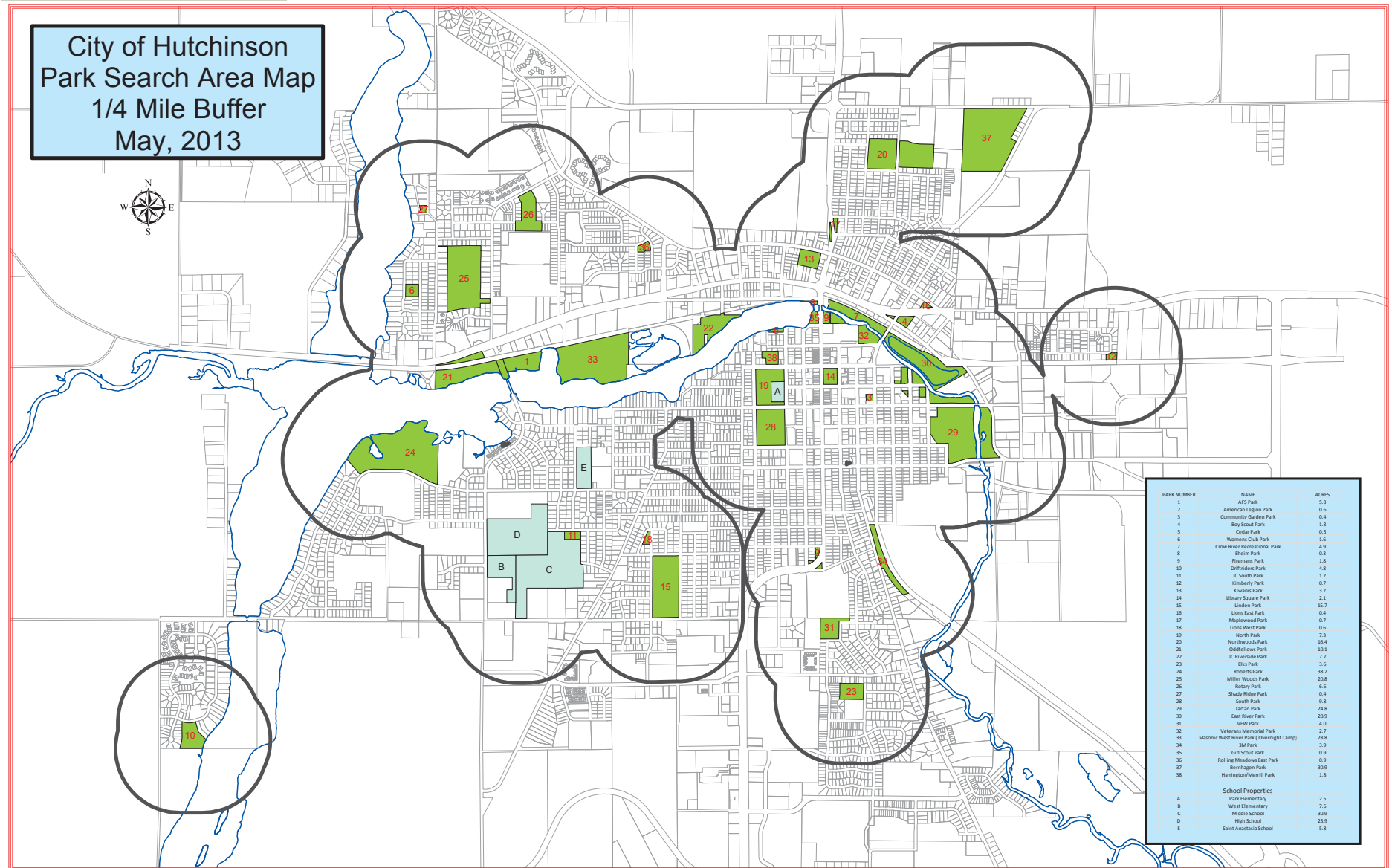


Figure 7.2
Park Search Area Map



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8.0

“Plans are only good intentions unless they immediately degenerate into hard work.”

Peter F. Drucker

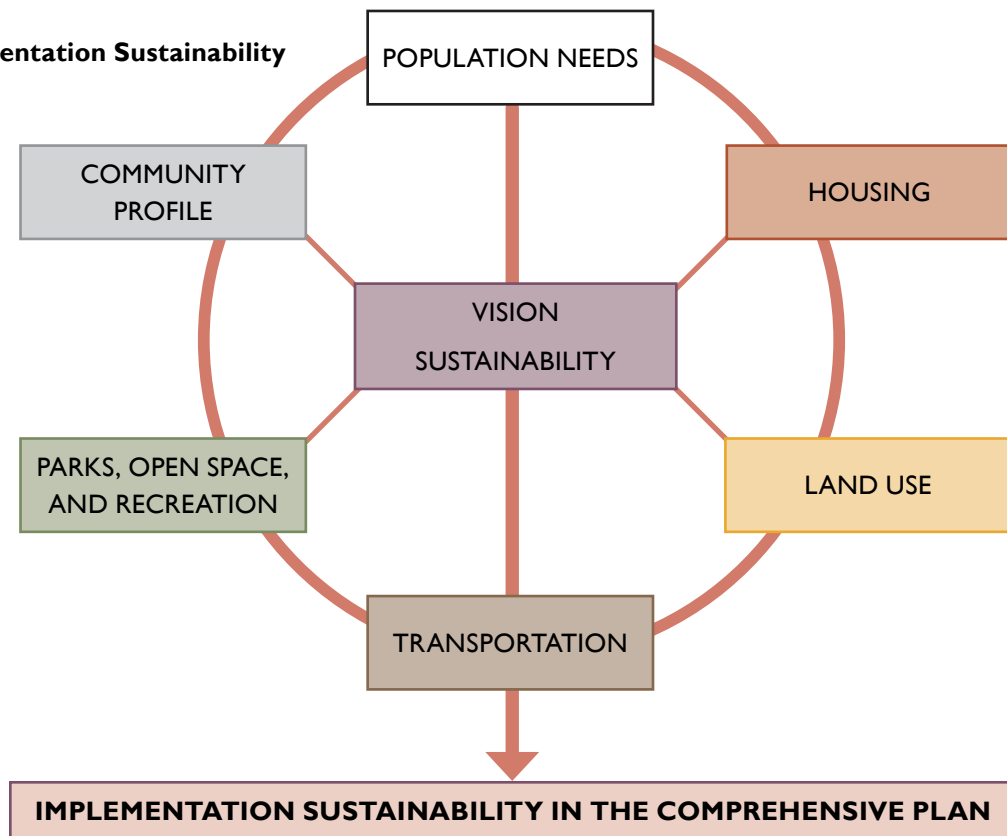
8.0 Implementation

Introduction

The Comprehensive Plan as a general goal and policy guide to resource conservation and land development in Hutchinson has little meaning if it is not carried out with well defined implementing programs and specific action items. And completion of the Plan is by no means an end in itself; rather it is the beginning of a new planning cycle.

Implementing programs need to be developed to achieve the intent of a sustainable Plan (Figure 8.1). These programs can take many forms. The City presently has several land use control mechanisms such as zoning and subdivision ordinances that control land use activities to assure compatibility with the Comprehensive Plan. It is also necessary that these programs be maintained so that conflicts do not exist between the Plan and the implementing ordinances.

Figure 8.1 Implementation Sustainability



Zoning Ordinance

Zoning is the primary regulatory tool used by governmental units to implement planning policies. It consists of the Official Zoning Map and the supporting ordinance text.

The purpose of a Zoning Ordinance is to promote the public health, safety, comfort, and general welfare of the people of Hutchinson. The Ordinance regulates and restricts the location of buildings proposed for specific uses, the height and bulk of buildings, provides for minimum sanitation standards, and regulates and determines the areas of yards and housing density.

Within a land use plan designation, there may be several zones that will accomplish the intent of that designation. For example, an area designated in the Plan for residential may be zoned any one of several zones that permits residential development. The particular zone will be based upon the type of conditions in that area and how they apply to the rural development policies of the Plan.

Any zoning proposal, whether on a large area basis or an individual property, must be determined to be consistent with the goals and policies of the Comprehensive Plan. Where a conflict exists between the Plan and existing zoning, the Plan directives should prevail. In cases where the Comprehensive Plan is not followed, the findings of fact for the zoning proposed should explain the reasons for not following the Comprehensive Plan.

The Zoning Ordinance and Zoning Map are amended from time to time to reflect new policies adopted by the City. The City should review its existing Zoning Ordinance and Map for inconsistencies with the adopted Comprehensive Plan Update, and create a schedule for amending the zoning documents to reconcile divergences or amending the Comprehensive Plan. An important first step is to compare the current zoning map with the adopted Land Use Map and reconcile discrepancies. There may be valid reasons why the two documents are not identical, but these reasons should be clear.

Subdivision Ordinance

The other most widely used land use control mechanism is the subdivision or land division control ordinance. The purpose of the ordinance is to safeguard the best interest of the City, the homeowner, and the developer, encourage well planned subdivisions by the establishment of design and construction criteria; to improve land records by establishing standards for surveys and plats; and protect the environmentally sensitive areas of the City.

Capital Improvement Program (CIP)

A Capital Improvements Program (CIP) is a capital expenditure plan for a community's infrastructure including: streets/sidewalks/alleys; water and sewer systems, park and trail system, and public buildings. The program outlines major projects the City plans to undertake and how they will be financed. The program outlines major projects

the City plans to undertake in the next 5-10 years and how they may be financed. The CIP is updated every year for the five year period. The approval process for the CIP should include a review by the City Council to ensure consistency of the projects with other elements of the Comprehensive Plan.

Bond rating agencies pay particular attention to the CIP, using it to assess how well the City plans and finances capital improvements needed to keep pace with growth and to maintain existing infrastructure. These needs are based on established standards in the Comprehensive Plan, on other City planning documents, and on estimates of population growth and implications of this growth on the City's infrastructure.

The manner in which the City funds capital improvements allows the City to control the timing of development. Because urban development requires City infrastructure, the City can control the timing of development by identifying when the City plans to make the necessary infrastructure improvements for development to occur.

The major categories of expenditure that should be identified in the CIP include, but are not limited to:

- New public facilities;
- Capital improvements to existing facilities;
- Street maintenance and reconstruction;
- Utility installation and reconstruction; and
- Parks, play equipment, and trails.

A capital expenditure plan should be prepared that communicates efforts to:

- Ensure that community priorities are reflected;
- Provide a consolidated financial picture of anticipated expenditures and outline recommended funding strategies to underwrite capital investments;
- Document and communicate capital improvement processes for City improvement projects to promote consistency and public understanding of the public improvement process; and
- Effectively plan for public improvements that support community needs in the areas of housing, transportation, recreation, public safety, and public utilities with corresponding growth in the City's tax base.

Community Involvement and Communication

The City should continue to encourage opportunities for citizen participation at all levels of the planning and development processes through appointed citizen commissions and boards, and attendance and participation at public meetings. The City should continue to disseminate information through the City's website (www.ci.hutchinson.mn.us), brochures, and press release distribution to area newspapers.

Inter-Governmental Cooperation

One of the more critical Plan implementation programs is Hutchinson's cooperation with the townships, special interest groups, and the County as a member of the Hutchinson Joint Planning District. Planning issues often have regional implications that affect several jurisdictions. To carry out not only the City Comprehensive Plan, but also to aid other jurisdictions to accomplish their goals and policies, coordination agreements and cooperative decisions must be made.

In adopting agreements and recognizing regional and other jurisdiction's plans, the City is committed to the vital coordination that is necessary to accomplish effective planning for the area.

Action Items

A community's final step in the comprehensive planning process is to set priorities for strategies associated with the specific plan elements to achieve its vision and goals. Just as many distinct policies can speak to a given goal, a community can select a range of strategies or action items—consistent with its policies—to achieve any of its goals. Reaching an understanding of which should be given the highest priority is a key step a community should take to implement the Plan.

Table 9.1 provides a summarized list of major implementation action items to implement policy recommendations in each element of the Plan. The action items have been assigned a priority rating of



high, moderate, or low and assigned a completion timeline in terms of a short or medium timeframe that the City should undertake to implement the 2030 Plan Update. The recommended action items may require substantial cooperation with others, including local governments and property owners. In addition, other local and City government priorities may affect the completion of these key actions in the time frames presented.



Table 9.1

Implementation Action Item Matrix

Plan Element	Action Item	Priority	Short-Term 1-5 years	Medium-Term 5-10 years	On-going
Land Use					
	Update the Land Use Plan map and land use categories.	Medium		✓	
	Work with adjacent townships to institute orderly annexation agreements when they are ready.	Medium		✓	
	Identify areas of significant natural resource benefit and protect these areas from premature or incompatible development.	High	✓		
	Require all areas of city development to be served by public facilities including public roads and utilities.	High	✓		
	Require adequate transitions between different land uses through appropriate zoning standards.	Medium	✓		
	Consider creating architectural design guidelines in both downtown and general commercial areas that are compatible with community standards.	Medium		✓	
	Consider zoning regulations that allow for mixed use commercial, office, and industrial/commercial.	High	✓		

Plan Element	Action Item	Priority	Short-Term 1-5 years	Medium-Term 5-10 years	On-going
	Consider regulations that require “big box” and other large format retailers to minimize their fiscal, transportation, and infrastructure impacts to be compatible with the form and context of area in which is located.	High	✓		
	Support sustainable land use practices to protect, conserve, and enhance the City’s natural resources.	High			✓
	Continue to protect drinking water source management areas in accordance with the Wellhead Protection Plan, Department of Health rules, and regulations.	High			✓
	Identify and inventory native prairie remnants and continue to support and encourage the expansion of native prairies.	Medium		✓	✓
Housing					
	Consider zoning regulations that allow neighborhoods with life-cycle housing, mixed housing types, and/or other type of appropriate uses within residential areas.	High	✓		

Plan Element	Action Item	Priority	Short-Term 1-5 years	Medium-Term 5-10 years	On-going
	Explore methods and funding options to promote the improvement of the existing housing stock, including retrofitting existing homes to better serve today's families.	Medium		✓	
	Improve access and linkages between housing, employment, and retail centers in Hutchinson.	Medium		✓	✓
Transportation (See Transportation Implementation)					
Parks, Open Space and Recreation					
	Ensure park access for all residents by providing neighborhood parks within easy walk from their homes.	High	✓		✓
	Acquire land that fulfills needs based on growth, provides trail connections, or secures a unique site or facility.	Medium		✓	✓
	Develop and implement a natural area management plan that ensures natural areas (prairies, shorelines, and woodland) are ecologically diverse, sustainable, and managed with scientifically based methods.	Medium		✓	
	Engage volunteers in the restoration, maintenance, and preservation of the parks system's natural resources and urban forests.	Medium		✓	✓
	Integrate practices that meet or exceed established standards for sustainable design for landscapes and green operating techniques that improve functionality and minimize long term maintenance costs.	High	✓		

Plan Element	Action Item	Priority	Short-Term 1-5 years	Medium-Term 5-10 years	On-going
	Work with all levels of government to secure funding for park development, maintenance, and operations.	High			✓
	Engage local businesses, corporations, service organizations, and individual partnerships that build on the value of the system.	High			✓
	Initiate, sponsor, and support City-wide volunteer programs and events	High	✓		
	Identify and reduce financial barriers to participation in programming	High	✓		
	Evaluate the quality and usability of land for parks, trails, and open space being proposed for parkland dedication by developers.	High			✓
	Develop and adopt and Parks, Trails, and Open Space System Plan	High	✓		

Plan Maintenance

To ensure the Plan remains a dynamic and living document, the City should implement an on-going planning process that uses the Plan to develop annual improvement programs. Simultaneously, the Plan should be reviewed and evaluated to ensure that its goals, policies, and programs continue to reflect changing community needs and attitudes.

The most important method of implementing the Hutchinson Comprehensive Plan is to use the plan as part of the day-to-day planning routine by committed elected and appointed officials, City staff members, and citizens. The Plan should be referenced in planning studies and planning staff reports and used when considering each new development, redevelopment, and incentive with the intent of achieving the vision and goals set forth in the plan.

Circumstances will continue to change in the future as the City grows and evolves. To that end, Hutchinson's Comprehensive Plan will need to be modified and refined to be kept current. Needed refinements and changes should be carefully noted and thoroughly considered as part of an annual review process.

Annual Plan Amendment Process

While major updates are typically made every ten years, annual amendments can provide an opportunity for relatively minor plan updates and

revisions such as changed conditions—in future land use designations, implementation actions, and review of the Plan for consistency with ordinances and regulations. A plan amendment should be prepared and distributed as an addendum to the adopted Comprehensive Plan. Identification of the potential plan amendments should be an on-going process by the Planning Commission and City staff throughout the year. Citizens, property owners, community organizations and other government entities can also submit requests for plan amendments. Proposed plan amendments should be reviewed and approved by the Planning Commission. Plan amendments should be adopted in a manner similar to the Plan itself, including public hearings, citizen input, and consideration of actions by both the Planning Commission and City Council. Plan amendments should be adopted by resolution.

Implementation Responsibility

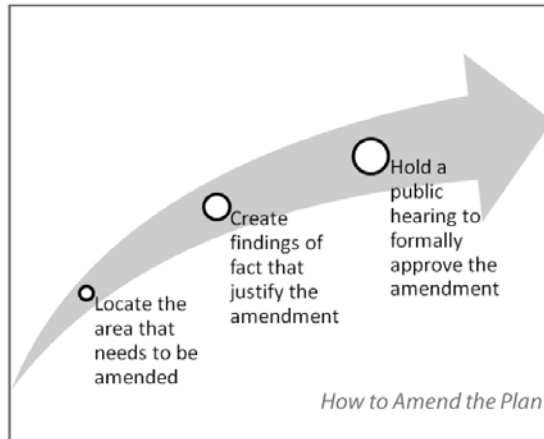
The responsibilities for the actual initiation and monitoring of the goals and implementation action items of the Comprehensive Plan lie with the following groups:

Citizens

The City's citizens should continue to be involved in the implementation and maintenance of the Comprehensive Plan. They are responsible for bringing their concerns and issues to City staff.

City Council

The City Council should receive and act upon recommendations in accordance with the vision, goals, and policies of the Plan. It is imperative that the City Council provide overall policy guidance



and consider issues and changes when they are consistent with the stated purpose of the Comprehensive Plan.

Planning Commission

The Planning Commission should use the Comprehensive Plan as a tool for decision making for growth, development, and redevelopment to assure the projects, proposals and policies are in accordance with the plan. On an annual basis, the Commission should submit an annual report of the activities and achievements as well as recommendations for future planning initiatives.

City Staff

City Staff should review all development issues associated with zoning and subdivision of land for compliance with stated goals and policies and land use map. Staff should also monitor planning activities to aid in the need for revisions and updates.

