

City of Madison Lake

# COMPREHENSIVE PLAN

Adopted: August 2, 2004

Revised: June 26, 2006

Prepared By:

***Minnesota Valley Council of Governments***

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The City of Madison Lake's Comprehensive Plan was prepared by the City of Madison Lake and the Minnesota Valley Council of Governments (MVCOG).  
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Approved by the Madison Lake City Council on August 2, 2004  
Revised by the Madison Lake City Council on June 26, 2006

**RESOLUTION #2004-257**

ADOPTING THE 2004 MADISON LAKE  
COMPREHENSIVE PLAN

WHEREAS, the City of Madison Lake has created a comprehensive plan to serve as a long-range vision and guide for community development due to increased population and development; and,

WHEREAS, a citizen group of volunteers, staff, elected officials, and other stakeholders dedicated hours to the comprehensive plan creation while serving as a task force for the Comprehensive Plan creation; and,

WHEREAS, the City hired Minnesota Valley Council of Governments to prepare the comprehensive plan as well as complete the demographic analysis; and,

WHEREAS, community issues were identified, community trends were analyzed, community goals were compiled, strategies and plans were developed for such topic areas as Land Use, Transportation, Economic Development, Housing, Parks, and Natural Resources; and,

WHEREAS, community meetings were held on the topic areas to gain additional community input and further develop the goals and strategies for the City; and,

WHEREAS, the Madison Lake Planning Commission, conducted the public hearing and approved the Plan at the on July 26<sup>th</sup>, 2004; and,

WHEREAS, the Madison Lake City Council reviewed and approved the Comprehensive Plan at their regular August 2, 2004 meeting.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF  
MADISON LAKE, BLUE EARTH COUNTY, STATE OF MINNESOTA, as follows:

The Comprehensive Plan and all maps, dated July 16, 2004 are hereby approved.

The motion for the adoption of the foregoing resolution was duly made by Council Member **Patrick Fasnacht**, and seconded by Council Member **Steve Bjerke**, and the motion carried. Whereupon said resolution was declared duly adopted by the Madison Lake City Council on 2<sup>nd</sup> day of August, 2004.

\_\_\_\_\_  
Mayor, Clell Hemphill

ATTEST:

\_\_\_\_\_  
City Clerk Treasurer, Debra DeVlaeminck

**RESOLUTION #2006-324**

TO ADOPT THE COMPREHENSIVE PLAN AS PRESENTED AND RECOMMENDED BY THE PLANNING COMMISSION

**WHEREAS**, the City of Madison Lake has created a comprehensive plan to serve as a long-range vision and guide for community development due to increased population and development; and,

**WHEREAS**, the City hired Minnesota Valley Council of Governments to amend the comprehensive plan; and,

**WHEREAS**, the Madison Lake Planning Commission, conducted the public hearing on June 5<sup>th</sup>, 2006 and approved the revised Comprehensive Plan and the corrected maps on June 26<sup>th</sup>, 2006 ; and,

**WHEREAS**, the Madison Lake City Council reviewed the Comprehensive Plan at their regular July 5, and August 7, 2006, meetings.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MADISON LAKE, BLUE EARTH COUNTY, STATE OF MINNESOTA, as follows:

The Comprehensive Plan and all maps, **dated June 26<sup>th</sup>** are hereby approved.

The motion for the adoption of the foregoing resolution was duly made by Council Member **Steve Bjerke**, and seconded by Council Member **MaryLou Nierman**, and the motion carried. Whereupon said resolution was declared duly adopted by the Madison Lake City Council on 7<sup>th</sup> day of August, 2006.

\_\_\_\_\_  
Mayor, Clell Hemphill

ATTEST:

\_\_\_\_\_  
City Clerk Treasurer, Debra DeVlaeminck

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# I. INTRODUCTION

The principles and policies developed in the Comprehensive Plan reflect the community values identified through several public participation efforts. The policies developed in this plan range from general community values to more detailed goals, resource management and development policies.

## **Key Community Values for Planning in the City of Madison Lake**

There are a number of key community values that serve as the starting point for community goals. Our community should be:

**Beautiful** – we should recognize and protect the natural beauty, diversity and architectural qualities of the City of Madison Lake. New development should preserve and augment those qualities.

**Efficient** – our land use and infrastructure systems should be cost effective and fiscally sound, reducing the cost of government services.

**Accessible** – we should make community decisions in an open, fair, and democratic way, so that all citizens have access to and can participate in decisions.

**Competitive** – the community should provide incentives through the market system to promote community goals and should promote the global competitiveness of area farms and businesses.

**Habitable** – we should minimize risks of human health from environmental contamination. We should develop safe and secure neighborhoods and communities.

**Equitable** – we should ensure that the benefits, costs, and impacts of community decisions apply fairly to all citizens of the community.

**Sustainable** – we should moderate the demands we make on the environment so that we protect the ability of the environment to provide for the needs of future generations.

## **Planning Principles**

The Comprehensive Plan is intended to address these community values while providing for wide latitude of private property decisions consistent with these values. The Plan is intended to lead us to a sustainable development pattern that will accomplish the following objectives.

1. Wisely use the energy resources, urban systems, and land area of the City of Madison Lake by concentrating urban and suburban development and by creating an orderly pattern of development.
2. Encourage practices and technologies that maximize efficiency of resource use and minimize waste.
3. Preserve the natural and cultural resources that provide a “sense of place” for the city.
4. Ensure that growth pays for itself; incorporate long-term costs and benefits into the community decision-making process.



5. Conserve and restore natural resources and protect the ecological systems of the natural environment and economic uses of those resources.
6. Encourage the development of affordable housing and provide for a reasonable range of choice in housing and lifestyles.
7. Encourage the creation of economic opportunities in an equitable fashion for all citizens.
8. Seek alternative methods (especially public/private sector cooperation) implementing community policy.
9. Cooperate with local jurisdictions within and adjacent to the City of Madison Lake in the development and implementation of the Plan.
10. Respond to land use and resource management issues in a flexible and proactive way.

## History of Madison Lake

From the time the land was patented to Rodger Wells, Jr. in 1858, the lakes have been an important factor in development of the Madison Lake area. The Native Americans who frequented the forests and hunted the shores called the land "Waukensika." Government surveyors, who came later, named some of the larger lakes of the area in honor of U. S. Presidents – Washington, Jefferson, Madison. Lakes attracted tourists to the area that was surrounded by rich farmland, lakes and forests. Resorts such as Copananing Hotel, Lake House Hotel, and Point Pleasant Resort and beaches existed before and during the development of Madison Lake. Noted Mankato author, Maud Hart Lovelace, who wrote the "Betsy Tacy" series of books referred to Lake Madison as Murmuring Lake in her books. Charles Lindbergh guided his World War I surplus "Jenny" on a stubby wheat field at the northwest side of Madison Lake in 1923. While here, he offered \$5 rides to offset expenses of his "barnstorming." President Taft made a whistle stop on October 24 at the Madison Lake Depot during his 1911 presidential campaign.

Lewis and Margaret Fitcher filed their plat of Madison Lake town site on January 17, 1885. On January 5, 1892, the Madison Lake town site was incorporated including the earlier platted Point Pleasant Town site and became known as the Village of Madison Lake. Madison Lake remained a "Village" until the 1980's when the State of Minnesota classified it as a City of the Fourth Class. Annexations to enlarge the corporate limits have been added through the years.

A Village Hall and Lockup was erected in 1900. The brick two-story served as City Hall, Fire Station, and meeting place until the Community Center at Main and Walnut Avenue was dedicated December 13, 1981. The Community Center building was financed by the sale of General Obligation Bonds plus Liquor Store revenues. The building would serve as City offices, police and fire departments, library, Senior Center, Historical Society and meeting place for many organizations.

Originally, the Police Department consisted of a Village Marshall. The job was consolidated with a maintenance position. By the early 1970's, Madison Lake contracted with Blue Earth County Sheriff's Department. Changes were made to that arrangement as officials hired a part time officer assisted by licensed volunteer police reserves in 1981. Eventually, the Police Chief position became a full time position.

A great fire destroyed a considerable portion of the Madison Lake Business District just two days before Christmas in 1910. Ironically, the Council had met on December 22 to draw up plans for a water system including well, tower, tank and water mains. The single hand-pumper and the volunteer fire fighters could not contain the fire as fed by a raging northwest gale and heavy snow fall. Fire equipment from Mankato and Elysian helped fight the fire. Less than one year later a celebration was held in the community as it rejoiced in newly rebuilt businesses and a completed water system on Main Street. The Volunteer Fire Department that became active even prior to the 1910 fire, expanded over the years, and continues to serve the community today. First Responders and Emergency Medical Technicians have been added to the service since the 1980's. Several families are proud with having three generations serve the Department with each volunteer serving twenty years or more.

Streets, sanitary, water, and storm sewer lines were constructed in small projects as needed by housing growth. Public water was treated with fluoride and chlorine in 1969. Improvement Bonds in 1973 were issued to construct a sanitary sewer distribution system throughout the

Village. A “Dutch Ditch” or tertiary treatment system was completed in 1976 and was financed by State of Minnesota and Environmental Protection Agency grants. This new system would replace individual septic tank systems. Assessments were levied to pay for the underground lines. The treatment plant was upgraded in 1995 when new sanitary sewer lines were extended north to the eastern shores of Duck Lake. The citizens of Madison Lake petitioned to have bituminous street surfaces. A special assessment policy was put into effect August 13, 1981. Bonds were issued to construct bituminous surfaces and drive-over curbs in 1981 and 1984. A comprehensive storm water study was completed in 1982. Although thought of being “just a slough” Madison Lake received the donation of a storm water detention basin April 13, 1981. A water system study was completed in 1983. Also the same year, the water tower of 1911 received a new roof and extensive painting in hopes of prolonging its life.

Ordinance 91, dated January 7, 1980, established a six-member Planning Commission to assist the City Council with administration of zoning issues. The City Clerk and Council member(s) would serve as ex-officio members to the Commission. Although a Comprehensive Plan had been developed about 1973, the Zoning Ordinance and Map was not completed until April 13, 1981. Madison Lake adopted the Minnesota Shoreland Management Regulations in August 1981, and adopted the revised Minnesota rules again in 1985. On December 6, 2000, a revised zoning ordinance incorporating Shoreland regulations in its text was adopted by the City of Madison Lake. The Minnesota Building Code was adopted prior to 1975. Building inspections were contracted out until recently when a building inspector was employed. Rental housing inspections also became routine under a Housing Ordinance.

Completing the railroad (later known as the Chicago Great Western) in 1884 made it possible to receive faster mail service, travel, bring tourists to the lakes and take lumber and farm products to market. Passenger and freight travel declined until the track and depot were dismantled in 1974.

School District 43 and the 1892 two-story school house consisting of three large classrooms and a library, was in operation for students until consolidation with Mankato Independent School District 77 on June 1, 1970. All other students are transported to St. Clair, Cleveland and Janesville. Constructed in 1895 and 1907 respectively, All Saints Catholic Church and school continue to this day and the school provides learning for pre-school through the sixth grades.

In the 1960’s, Main Street businesses revitalized and adopted a frontier town appearance with old-town facades. Financed by capturing tax increments in 1983, the City of Madison Lake provided streetscape in the form of sidewalks and brick inlays. Trees were planted in the two-block district north of Highway 60 to enhance the appearance of the downtown business area. It also provided three parking lots to serve Main Street businesses in 1982. Activity to spur economic growth in the community happened in 1984 with the addition of the second Tax Increment District. At the same time, members of the Blue Earth County Board acted to set up a revolving fund for small cities in their jurisdiction. Several businesses received small low-interest loans to start up a business. The Department of Natural Resources sold lots to City of Madison Lake in 1983. The lots were excess of the twenty-five foot width needed for the Trail to pass through the City. The City, in turn, sold the lots to businesses over the following years except for Lindbergh Park and the skating rink lots. New businesses located along the trail and a light industrial district developed. The tall grain elevator, a landmark for many years, disappeared in 1994 as the Fire Department conducted a multi-city training burn. Three recreational campgrounds were enlarged bringing visitors in to enjoy the area.

In the late 1970's and early 1980's, Madison Lake, like all other cities of Minnesota, struggled to contain the Dutch Elm disease that was killing all elm trees. All of the stately elms that graced the boulevards and yards were removed and burned. Reforestation with trees that were compatible with boulevard existence continued in the years after as funds could be found for that purpose. Madison Lake was awarded a "Tree City USA" designation for several years beginning in 1995.

North Shore Park and building were completed by 1983. City officials and volunteers, assisted by the financial grants of LAWCON AND LCMR agencies of the Department of Natural Resources, constructed a picnic shelter, boat launch pad, and beach area. The American Legion Post 269 developed a baseball field about 1975 that was later renamed Tim Page Memorial Park. An open space was added and used for T-ball games as several lots of Fasnacht Subdivision were set aside for that purpose. The Sakatah Singing Hills Trail was constructed after 1974 by Minnesota Department of Natural Resources and extends east from Madison Lake to Faribault and west to Mankato. It is used by hikers, bikers, horseback riding, and snowmobile use. Lindbergh Park was developed adjacent to the Sakatah Singing Hills Trail in 1983. Later a second area of the Sakatah lands was also set aside for a winter skating rink and summer volleyball court along the trail. A handicapped-accessible fishing pier provided by Department of Natural Resources is used by many. A Park Board and Tree Board assess the park needs of the community.

(Sources: Madison Lake Historical Society, Madison Lake Area Times, Mankato Free Press, *Madison Lake 100 Years and Growing* by Ted Roemer, Madison Lake Council Minutes, *History of Blue Earth County* by Thomas Hughes)

## **Introduction**

The Madison Lake Comprehensive Plan provides direction in making decisions about the community's future growth. The narrative sections and supporting graphics within this plan provide direction for solving existing problems and dealing with future change. Plan implementation involves the conversion of the strategies into measures of action. The implementation section, like the plan itself, is a flexible tool and should be amended or adjusted as conditions warrant.

The Madison Lake Comprehensive Plan will be implemented in a number of ways. Actual implementation of the plan is accomplished on a daily basis by City personnel and on a regular basis by the decisions that are made by the various commissions and the City Council. Implementation will involve the modification of existing ordinances, the adoption of new ordinances, administrative procedures, directives from the City Council and use of a capital improvements programs.

## **Why Have a Comprehensive Plan?**

A Comprehensive Plan is a legal document that states the goals and intentions of a city. It is the city's official statement used to guide development, redevelopment, and preservation of the city. It is used as the basis for planning issues, providing documented proof of intentions and strategies. It sets forth policies, plans, and programs governing land use, transportation, community facilities, and services. Zoning is based on the Comprehensive Plan. Courts often consult the Comprehensive Plan during legal matters on land use. Additionally, Comprehensive Plans lay the framework for growth management, addressing strategies that may help contain urban sprawl.

A number of states require a Comprehensive Plan as a matter of law. Minnesota does not require one, per Minnesota Statute §462.353, but many Minnesota cities have chosen to prepare one to guide their development.

There are two (2) major functions of a Comprehensive Plan. First, a Comprehensive Plan is physical documentation of what a community wants from their city. It states goals, objectives, and a vision of what the community may be. Second, the Plan serves as a guide to decision making in the community, both public and private sectors.

## **Purpose of a Comprehensive Plan**

- To promote the public interest in establishing a more functional, healthy, interesting, and efficient community by serving the interest of the community at large rather than the interests of individuals or special groups within the community, if their interests are at variance with the public interest;
- To treat the entire community as one ecosystem and inject long range consideration into determinations affecting short-range action;
- Prepare for anticipated changes and by such preparations, bring about significant savings in both private and public expenditures;

- Provide a framework for policies and actions leading to the improvement of the physical, financial, and social environments of the city, thereby providing a good place to live and work and a setting conducive for new development;
- Include citizen participation into future planning processes;
- Develop lands wisely so they can serve citizens more effectively and provide public services with less cost, thus creating a more secure tax base; and
- Serve as a legal foundation for zoning and subdivision ordinances.

## **The Process of the Comprehensive Plan**

In 2003, the Minnesota Valley Council of Governments worked with citizen focus groups which created a large portion of the document. The main theme of the meetings was to gather citizen input on the goals and strategies of the City.

The citizen committees consisted of volunteer participants from a variety of backgrounds. These committees guided citizens on goal formulation and these recommendations form the various elements' goals in the final document.

At the time of the citizen input, research was conducted regarding existing conditions in Madison Lake. Sources include government statistic internet sites, information supplied by the City of Madison Lake staff, U.S. Census Bureau, Minnesota Department of Administration, Minnesota Department of Transportation (MNDOT), and the Minnesota Department of Employment and Economic Development (MN DEED).

After the goals were formulated and data had been gathered work begun on the actual Comprehensive Plan. Utilizing many other communities comprehensive plan formats, a style was created for this plan that presents the information in a clear and easy to understand format. The Madison Lake Comprehensive Plan was completed with cooperation of the City of Madison Lake staff, citizens and the Minnesota Valley Council of Governments in the summer of 2004.

## **Roles and Responsibilities**

The City of Madison Lake, like most communities, has defined a series of ongoing tasks and established commissions to specifically focus on each area of emphasis. Each of these commissions has a role in the implementation of the Comprehensive Plan. It is important that their efforts coincide with the policy direction that is established by the City Council.

### **City Council**

The City Council is the final authority in the implementation process. The Council has official approval of all plans and ordinances, the authority to earmark funds and the ability to execute funding agreements with state and federal agencies.

The City Council needs to work closely with all of the commissions in implementing the strategies found within this plan. The council members and the mayor have frequent contact with residents and business people in the community and can contribute to continued public support of adopted policies and strategies.

The City Council should seek various funding sources for projects and goals listed within this Plan. These funding sources may include local, state, and federal governments, non-profit groups, and private individuals and organizations.

### **Planning Commission**

The Planning Commission plays a key role in all development and redevelopment decisions. It is important that the Commission's role be closely coordinated with the City Council to assure continuity between policies, what they strive to achieve, and what is actually allowed by the City's codes and ordinances.

The Planning Commission is the entity with primary responsibility for the preparation of this plan. After adoption of the plan, two areas of emphasis remain. First, it is the role of the Commission to ensure that the framework of codes and ordinances is in conformance with the strategies of the plan. Conformance may require periodic updates of the zoning ordinance. Secondly, on an ongoing basis, it will remain the charge of the Commission to review all development and redevelopment proposals including but not limited to site plans, subdivisions, lot splits, rezoning and variances.

### **Land Use**

Zoning and subdivision ordinances are the primary tools for implementing land use policies and plan strategies. All municipal ordinances should be continually monitored and updated as needed. Immediately following adoption of this plan, the City of Madison Lake should conduct a thorough review of all ordinances impacting land use.

### **Environmental Protection**

The City of Madison Lake will continue to protect environmentally sensitive areas such as wetlands, floodplains, and significant wooded areas.

### **Housing**

The City of Madison Lake intends that every major development include a variety of housing types and price ranges. Each project should demonstrate variety in design and markets so that no one component overwhelms the character of the neighborhood.

By working with land developers from the concept plan phase, the City of Madison Lake will create residential neighborhoods that:

- Contain a variety of housing types
- Protect housing from the negative effects of excessive traffic, unattractive views or incompatible development
- Have a street connection to all four cardinal directions when feasible
- Minimize the use of cul-de-sacs
- Locate neighborhood parks and design the street system so the parks are easily accessible to the neighborhood and are linked to other parks and schools via bicycle routes (either along quiet local streets and/or by on-street lanes and off-street paths)
- Provide sidewalks along all Local, Collector, and Arterial Streets

Attached housing such as townhouses, 4-unit buildings or apartments, should be built in small groupings and not dominate a neighborhood. Very large multi-family housing projects are not desired by the City. Smaller clusters of attached housing spread throughout a large neighborhood are the desired pattern.

### **Transportation**

The Transportation section of this plan advocates continued maintenance and improvements of existing streets and highways. Maintenance of existing routes also involves coordination with other jurisdictions, Blue Earth County, and the State of Minnesota.

If there are new local streets required to serve vacant land areas, the proper alignment and phasing may be complicated by land ownership patterns. If this situation occurs, the City will work cooperatively with private parties to ensure that an efficient street network is implemented. In extreme cases, Madison Lake's ability to condemn property for public right-of-way may be used.

### **Recreation**

Recreation improvements are outlined in the Land Use/Environment section of this plan. In general, park improvements will be implemented over time as budget resources permit. Where applicable, the City should seek outside funding from both community groups and other governmental agencies.

### **Citizen Participation**

Citizen participation in the local planning process is a key element in the continued implementation of the Comprehensive Plan. Open communication should characterize the relationship between City government and local citizens. The expression of public opinion and its subsequent consideration in decision making are essential ingredients in implementing all public policy issues including comprehensive plans.

Citizen participation was a component of the preparation and adoption of this Comprehensive Plan. In addition to the input of the volunteer commissions that contributed to this planning effort, public comments were continually sought at numerous meetings and at formal public hearings.

The implementation of a comprehensive plan requires an even stronger citizen participation effort. The community will need to continually re-evaluate the comprehensive plan to ensure that it accurately portrays public opinion. If the people of Madison Lake are familiar with the plan and endorse its recommendation, the implementation effort will be more effective. The City of Madison Lake should use newsletters and mailings to portray the concepts found in this plan and to apprise the public on progress toward meeting identified goals.

### **Capital Improvement Plan (CIP)**

Capital improvement planning is the multi-year scheduling of public physical improvements. Improvements to transportation, sewers, community buildings and park and open space systems are typically projected during the first two years. Projects scheduled during years three through five are considered more tentative and subject to future change. In order to be effective, capital improvement plans should be updated annually.



Capital improvement plans should not be confused with annual municipal budgets. Capital improvement budgeting identifies those items that are funded during the following fiscal year. Capital improvement planning, as mentioned previously, refers to planning over a five year period. The one year budget is typically used by a municipality in making daily expenditure decisions. The CIP is used for longer range planning decisions. Capital improvements should not include expenditures for equipment and services that are operating budget items. Such items should be financed out of current revenues. Again, outside funding sources should be sought out to assist in funding the improvements.

The City of Madison Lake updates its CIP on an annual basis. Planning should include the various elements discussed in this Comprehensive Plan.

### **Administrative Procedures**

The City of Madison Lake has the major role in future development decisions. The decisions that are made pertaining to residential, commercial and industrial projects have a lasting effect on the appearance and function of the community. Development projects are regulated by a series of codes and ordinances, all structured to ensure that minimum requirements are met. In addition to the regulatory structure, the review process itself is also important. During project reviews, the City and the developer conduct a critique of project details that typically result in a final product that exceeds minimum requirements. Because of the role of the review process, it is important that it is fully understood by the decision makers, the development community and the citizens of Madison Lake.

In most development decisions, an advisory public hearing is required by the Planning Commission prior to a hearing by the City Council. The advisory public hearing is held at a regular meeting of the Planning Commission. Ten days prior to the hearing, a notice is published in the official newspaper and affected residents are notified of the time and date of the hearing. Public hearings are required for the following:

- Platting
- Conditional Use Permits
- Zoning Amendments
- Planned Unit Developments (PUD)
- Wetland Permit

In addition to the items noted above, variances require review by both the Planning Commission and/or the City Council. Detailed application requirements and procedures for all review items are available from the City of Madison Lake.

Additional Plan users may include developers, public agencies and their staff including the school board and Blue Earth County.

### **Coordination of Reports and Studies**

The City of Madison Lake has conducted several in-depth reports and studies to guide specific areas within city governance. This Plan is intended to include those reports and studies. Although entire reports are to be considered, this Plan will simply reference those reports. This Plan is intended to coordinate with those reports and studies. The specific reports to be considered include the *Growth Development Plan (2002)*, *Water and Sanitary Sewer System*

*Report (2002), Sanitary Sewer System Preliminary Engineering Report (2004), Water System Feasibility Report (2004), and the Blue Earth County Transportation Report (2005).*

## **Implementation**

Comprehensive planning is a continuing process. This process does not terminate at adoption. It continues through implementation. Implementation is not automatic, but takes a conscious effort, and implementation must be properly timed, consistent with physical conditions, economic opportunities, and the financial capabilities of the City and the private sector. Premature implementation of aspects of the Plan can be disruptive and prevent the desired objective from being achieved in a reasonable period of time. For example, where substantial change in land use is projected, it is important that such change is accomplished in a proper sequence and that it be completed in a reasonable period of time to prevent or minimize adverse conditions during the transition period.

It should be recognized that the Plan does not represent the ideal picture of what the community will look like at any fixed date in the future. It should be categorized as a general guide or general plan, it should not be considered flexible in a sense of meaning that its content is changeable or need not always be followed. To the contrary, the Plan, including the policies, plans and programs, represent a commitment which is the result of a rational, thorough study of the community and the opportunities with the community representing an integration of physical, economic, and social elements into an interrelated, interdependent total Plan. The Plan is amendable if justified and positive results consistent with other Plan content can occur. If there is flexibility in the Plan, it relates to the timing of proposed programs and proper timing of some of the changes, but it is not flexible with respect to policy and Plan content.

## **Amendments**

The Plan is an amendable document. Amendments are to be prepared and considered in the same fashion as the original Plan and no amendment can be approved unless a public hearing is held on the proposed amendment with a two-thirds vote received.

# II. SURVEY / DEMOGRAPHICS

**GENERAL CHARACTERISTICS OF SURVEY RESPONDENTS**

In 2003, a general survey was sent out to the residents of Madison Lake. A total of 94 households responded, which is approximately 29% of the total surveys distributed. The survey addressed issues such as: how long one has lived in Madison Lake, why they chose to live here, what would cause them to leave, housing issues such as problems and costs, and employment. Respondents were also asked to rate on a scale of 1 to 5 a number of issues relating to the physical condition of Madison Lake. The compiled results of the General Survey can be seen in Appendix A.

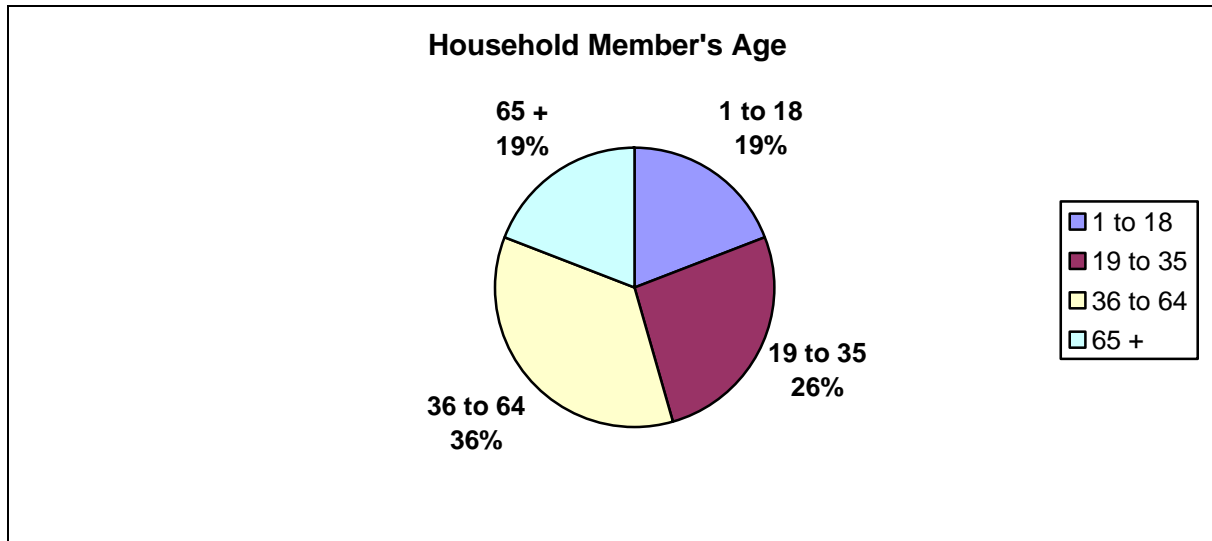


Figure 1: Household Member's Age

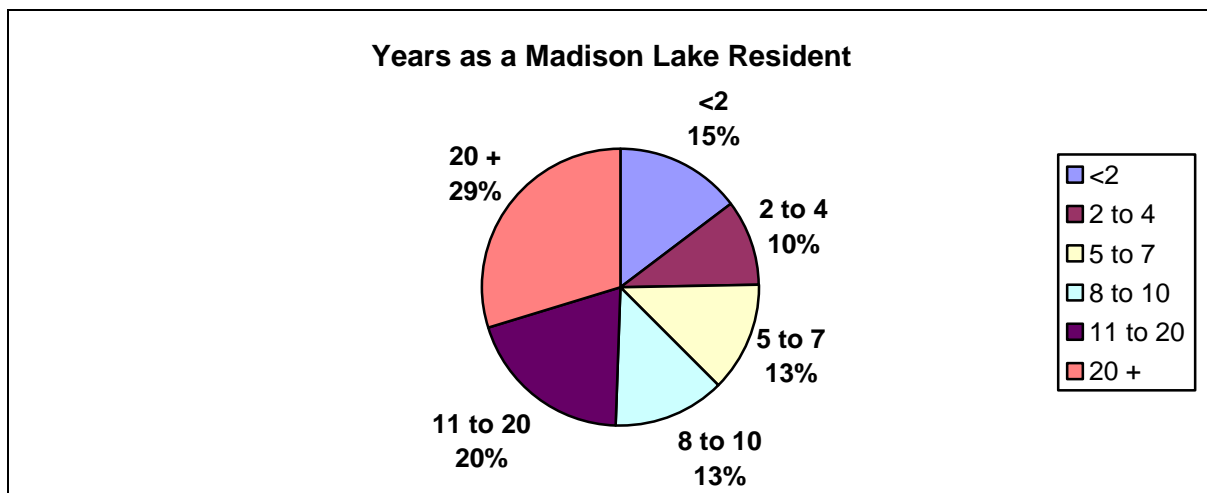


Figure 2: Years as a Madison Lake Resident

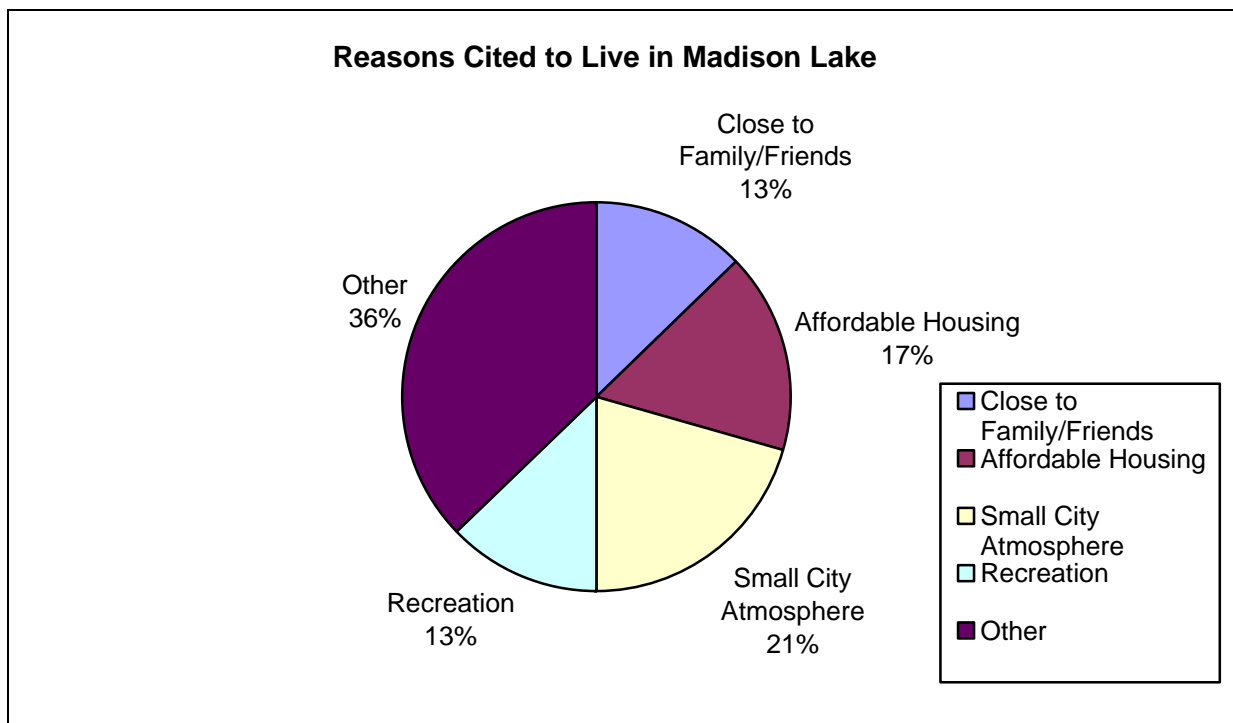


Figure 3: Reasons Cited to Live in Madison Lake

The response to the questions show a majority (94.5%) of survey respondents were homeowners who had lived in Madison Lake for more than eleven (11) years (49%), choosing to live in Madison Lake generally because: a) small city atmosphere, b) close to family and friends, c) recreation in area, and d) always lived in Madison Lake. Most respondents were not considering moving away from Madison Lake (48.4%), but if they were to consider moving away from Madison Lake, it would be due to job location (12.3%). The highest percentage stated that Madison Lake had no housing problems (22.7%), but if there were a problem it would be limited housing types (11.3%) and inadequate public transportation (11.3%). Respondents were asked how much they would be willing to spend for a home in Madison Lake if they were to purchase one. The responses lay primarily in the \$126,000 to \$150,000 range (18.2%), with slightly fewer willing to spend over \$200,000 (15%).

Most of the primary respondents worked within ten (10) miles of Madison Lake (72%). A larger percentage of the secondary respondents worked within 10 miles of Madison Lake (78%).

The physical, cultural, and economic conditions of Madison Lake, rated on a scale of 1 to 5 (1 being least favorable and 5 as most favorable), show an overall favorable opinion of conditions in Madison Lake. Of particular note is the overall favorable response to air quality, public buildings, shoreline, use of lakes, use of land, Sakatah Trail corridor, use of forested land, overall city appearance, overall quality of life, and cost of living.

Madison Lake, however, did have some negative feedback on some issues dealing with opinions of the physical, cultural and economic conditions of Madison Lake. Of note is the overall unfavorable opinion of commercial properties, recycling, use of wetlands, water quality, cleanliness, vacant lots, schools, sidewalks, streets, ability to attract businesses, activities for retired persons, adult education opportunities, adult employment opportunities, availability of day care, cultural activities, historic preservation, local businesses meeting needs, parking in

retail districts, quality of library services, quality of school services, need for retail expansion, year round adult and youth recreation activities, and youth employment opportunities.

Overall, more respondents found Madison Lake's appearance and conditions favorable (73.20%) than unfavorable (26.80%).

TABLE 1: MADISON LAKE COMMUNITY SURVEY INTERPRETATION							
Issue	Superior	Average	Poor	Issue	Superior	Average	Poor
Air Quality	34.44	65.56	0.00	Sidewalks	1.14	68.18	30.68
Cleanliness	5.62	80.90	13.48	Streets	1.10	70.33	28.57
Commercial Properties	6.59	76.92	16.48	Overall Quality of Life	8.89	88.89	2.22
Parks	8.89	85.56	5.56	Ability to Attract Businesses	3.53	45.88	50.59
Private Buildings	54.35	84.78	9.78	Activities for Retired	3.95	30.26	65.79
Public Buildings	4.17	90.63	5.21	Adult Education	5.41	18.92	75.68
Recycling	21.59	68.18	10.23	Adult Employment	2.56	23.08	74.34
Sakatah Trail	22.83	73.91	3.26	Availability of Day Care	2.99	64.18	32.84
Shoreline	10.64	88.30	1.06	Cultural Activities	2.35	17.65	80.00
Use of Land	10.11	82.02	7.87	Historic Preservation	4.94	76.54	18.52
Use of Lakes	14.61	79.78	5.62	Local Bus Meeting Needs	2.53	67.09	30.38
Use of Forests	7.06	83.53	9.41	Parking in Retail	5.81	77.91	16.28
Use of Wetlands	5.88	83.53	10.59	Quality of Library	3.75	38.75	57.50
Vacant Lots	3.54	77.88	18.58	Quality of School Services	8.45	78.87	12.68
Water Quality	7.44	53.19	39.36	Retail Expansion	6.06	76.77	17.17
Overall City Appearance	4.44	90.00	5.56	Yr- Round Adult Rec.	5.26	30.26	64.47
Cost of Living	4.40	79.12	16.48	Yr-Round Youth Rec.	4.23	42.25	53.52
Schools	13.16	75.00	11.84	Youth Employment	3.80	32.91	63.29

Table 1: Community Survey Interpretation (Source: Citizen Survey, 2003)

## COMMUNITY DEMOGRAPHICS

Since 1970 Madison Lake has seen a dramatic increase in population and households. This coincides with an increase in population and households in Blue Earth County.

### Population

In 1970 the population of Madison Lake, according to the U.S. Census, was 587. In 1980, there was a population increase to 592. The 1990 census found the population to be 643 and in 2000 the population was 837. This represents a population increase of 42.6% from 1970 to 2000.

Blue Earth County has also seen an increase in their population since 1970. For the 1970, 1980, 1990, and 2000 census the population was as follows: 52,322, 52,314, 54,044, and 55,941 respectively (Source: U.S. Census). This represents a 6.9% increase. Blue Earth County is projected to see a 6.4% population increase between 2000 and 2010 and a 14.7% increase between 2000 and 2030 (Source: MN Department of Administration).

### Households

In addition to population, the City of Madison Lake has seen a dramatic increase in the number of households. According to the U.S. Census, the number of households in 1970 in Madison Lake was 163. In 1980 the number of households rose to 201. The 1990 census found 233 households and the 2000 Census found 319 households in the City. This represents a 95.7% increase from 1970 to 2000 (Source: U.S. Census).

<b>TABLE 2: CITY OF MADISON LAKE</b>				
<b>Year</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Population	587	592	643	837
Households	163	201	233	319

Table 2: Population Statistics (Source: U.S. Census, 2000)

# **III. COMPREHENSIVE PLAN ELEMENTS**



## **1. COMMUNITY IDENTITY / CITIZEN PARTICIPATION**

The goal of Community Identity and Citizen Participation is to develop a community-based planning process with broad citizen participation in order to plan for sustainable development, strong community relationships and to benefit from the insights, knowledge, and support of local residents. It also focuses on maintaining buildings/sites that have particular interest or significance to the community.

### **Citizen Goals**

- 1. Support a strong, ongoing working relationship between Madison Lake, Blue Earth County, the State of Minnesota, adjacent townships and other intergovernmental organizations in all matters related to planning and the provision of public services.**

#### *Strategies*

- Recognize the legitimate concerns regarding jurisdictional issues by working and cooperating with surrounding communities both in and outside this planning process.
- Seek partnerships with coalitions and interest groups to share resources and energies in order to address community problems and opportunities.
- Encourage increased interaction and communication between the city, neighboring communities, Blue Earth County, and other interested parties via newsletters, cable access and a community website.
- Invite and encourage attendance of Blue Earth County Commissioners to city council meetings on an annual basis.

- 2. Promote community spirit and unity and enhance Madison Lake's character and identity.**

#### *Strategies*

- Encourage volunteerism, participation in community activities, acceptance of community leadership positions and the local decision-making process.
- Seek partnerships with coalitions and interest groups to share resources and energies in order to address community problems and opportunities.
- Continue to improve, expand and enhance communication among the city, residents, businesses, civic groups and public agencies utilizing various media such as a city newsletter, cable access, community web page and participation within the local Chamber and civic groups.
- Encourage a variety of experience and opportunities in terms of living, working, and social activities within the community.
- Protect and enhance historical, cultural and natural resources as a means to maintain the integrity, heritage, and local character of Madison Lake's natural and built environment.
- Provide a more direct visual and use relationship between downtown and Madison Lake.

**3. Maintain the historic character of Madison Lake while encouraging their development as commercial and cultural centers.**

*Strategies*

- Preserve older and historic structures, landscapes and features in order to provide a sense of identity.
- Revitalize, maintain and allow for limited expansion of the older commercial core.
- Favor transportation routes that do not compromise the historic character of the community.
- Seek funding and cooperation from the private and nonprofit sectors and include education and outreach measures that accomplish Goal #3.
- Publicize the success of preservation efforts in the community or nearby communities to encourage similar action.

**4. Investment in public facilities and services should aim to make the community, as well as its citizens, healthy.**

*Strategies*

- Invest in facilities and services that bring people and functions of a community together to make the community a more desirable place to live.
- Locate public facilities within walking distance of a set percentage of their users.
- Plan the location of schools and other public facilities so that they do not stress the capacity of roads or other infrastructure.

## **2. LAND USE / ENVIRONMENT**

Land Use planning is determining what types of development will occur and establishing a community-based framework as a basis for all decisions and actions related to land use. In addition, current development will impact future generation in many ways by affecting the air, water, and land. In order to ensure these resources for future generations, environmental planning/conservation is crucial.

### **Existing Conditions**

#### **Boundaries**

The City of Madison Lake is located in the North East Corner of Blue Earth County in South Central Minnesota. Madison Lake is a community with the primary land use outside the city limits used for agriculture and related agricultural services.

The City of Madison Lake is seeking to promote growth internally through industrial and commercial expansion. The City is also seeking to preserve and expand many of the current businesses in the central business district.

#### **Urban Growth Area**

In the fall of 2003, the City of Madison Lake approved a Growth Development Plan (GDP). The GDP helps identify areas for additional residential, commercial, and industrial land growth. The GDP attempts to keep this demand for land within a contained area, to allow the preservation of agricultural land and other open spaces. The City will encourage the areas within the GDP to be developed first. Planning for such future development will include examining vacant and underutilized land, wetland location, access areas, availability of services, and land prices.

#### **Commercial Land Use**

Madison Lake has a business district that connects Main St. to the Sakatah Trail which contains commercial businesses (including retail and restaurant), government functions and public service, parking, and religious institutions. A second business district is located along highway 60. It is Madison Lake's intention to keep commercial activity in the same general areas they are currently located.

#### **Residential Land Use**

Residential zoning is primarily single family. There are various multiple-family sites throughout the City. There are approximately 356 lots zoned for residential units. There are 51 residential lots vacant.

<b>TABLE 3: RESIDENTIAL UNITS BY TYPE</b>		
<b>Type</b>	<b>Number</b>	<b>Percentage (%)</b>
Owner-Occupied	239	64.6
Renter-Occupied	80	21.6
Vacant	51	13.8
<b>Total</b>	<b>370</b>	<b>100</b>

Table 3: Residential Units by Type (Source: U.S. Census, 2000)

### **Industrial Land Use**

Industry provides the economic base of a community, providing employment and commercial opportunities. The location and type of industry allowed must be considered carefully so there will be no adverse impact on the quality of life for the citizens (noise, air, water pollution, etc.). Most industry requires a location on or near a transportation route such as a highway or rail line to accommodate the movement of goods. Industry is generally separated from commercial and residential land uses. Madison Lake has a small major industrial area located along Highway 26 and future industrial growth should be encouraged to locate in this area.

### **Public Land Use and Open Space**

Public land includes parks and government facilities. Madison Lake has 4 areas designated for parks and open space. These include:

*Lindberg Park* - Lindberg Park contains playground equipment, benches and is adjacent to the Sakatah State Trail.

*North Shore Park* - North Shore Park contains playground equipment, shelter, bathrooms, and is next to Madison Lake.

*Legion Ball Park* – Legion Park is owned by the American Legion and contains a ball diamond and restrooms.

*T-ball Field* – The T-Ball Field contains a t-ball field and there are plans for playground equipment in 2006 or 2007.

The Sakatah Trail runs within the City of Madison Lake.

Forested and wetlands are expected to be preserved to establish a greenbelt area. The City of Madison Lake recognizes the importance of protecting the area around Madison Lake for future enjoyment.

## **Citizen Goals**

### **1. Plan land uses and implement standards to minimize land use conflicts.**

#### *Strategies*

- Follow the Zoning Ordinance and Growth Plan that designates land use areas and guides development to appropriate areas to ensure desirable land use patterns and minimize conflicts.
- Require adequate transitions between different land uses through appropriate land use planning and zoning standards and promote agricultural/site aesthetics that are compatible with community standards.
- Encourage the location of commercial and industrial development in areas that avoid adverse impacts, such as truck traffic, through residential areas.
- Follow design standards for commercial, industrial and multi-family housing development.

### **2. Support development that enhances community character and identity.**

#### *Strategies*

- Work to strengthen and maintain the appearance of the Highway 60 corridor.
- Continue and plan for land uses in order to support and enhance Madison Lake's ability to attract quality development by providing adequate land area within the planned growth areas.
- Support the redevelopment of vacant and abandoned sites within the urban core.
- Ensure that high quality developments are well planned and connected to existing development through the efficient use of streets, utilities and infrastructure.
- Work with property owners to encourage the development of attractive entrances and gateways to the community.

### **3. Promote an integrated open space and recreation system within the community that provides adequate recreational opportunities for all residents and visitors and permanently protects unique scenic and natural areas.**

#### *Strategies*

- Ensure that diverse recreational opportunities exist in the community.
- Ensure that 7% - 10% of new development is set aside for parks and green space.
- Pursue no net loss of publicly owned land by allowing the sale of parcels that are less appropriate in public ownership and the acquisition of parcels that may be more appropriate under public protection.
- Provide trails and greenways to connect natural and recreational areas for people and wildlife.
- Provide park and open space facilities that emphasize accessibility and use by residents.
- Encourage a cooperative effort between the school system and the city in the development and usage of recreational lands and facilities.
- Continue to seek assistance from community groups in the planning and development of recreation areas.

**4. Achieve a balanced and sustainable use of natural resources in the community to accommodate the economic and non-economic needs of residents, industries and visitors.**

*Strategies*

- Protect, improve, and maintain the high water quality in the community's lakes, wetlands and waterways.
- Protect the quality of drinking water by preventing pollution in wellhead protection areas and watersheds.
- Preserve forests and other buffer areas around lakes and along scenic vistas, and encourage restoration of altered areas.
- Encourage and preserve the planting of trees along streets and parks.
- Protect or acquire environmentally sensitive lands.

**Parks, Sidewalks, and Streets Map**

**Land Use Map**



**Zoning Map**

### **3. ORDERLY GROWTH**

Growth management is an effective and beneficial tool for cities to employ. Growth planning enables the public sector to pursue goals that builders and developers would not pursue on their own- for example, preventing negative “spillover” effects and ensuring that the benefits and burdens of growth are equitably distributed. Planning for the future provides benefits not only for the residents, but for the community as a whole. Establishing planned growth in specific areas reduces leapfrog development, which in turn saves taxpayers money by limiting the costly extensions of urban services infrastructure.

#### **Existing Conditions**

The City of Madison Lake is currently experiencing growth to the north, west, and east of corporate limits. Many land areas are in the process of annexation. The City continues to monitor the growth and uses the Growth Development Plan as a guide to this growth.

#### **Citizen Goals**

##### **1. Plan for the orderly, efficient, and fiscally responsible growth of residential development in Madison Lake.**

###### *Strategies*

- 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 neighborhoods.
- Encourage development of low-density and high-density family housing units in those areas designated in the adopted Zoning Ordinance and Growth Plan.
- Encourage compatible infill residential development through the developed portions of the city, to encourage the efficient use of land, the establishment of a strong tax base and cost effective provision of city services.
- Encourage all residential developments to be on public water and sewer.
- Encourage the incorporation of a system of trails and open spaces in new residential developments.

##### **2. Plan for the orderly, efficient and fiscally responsible growth of commercial and industrial development in Madison Lake.**

###### *Strategies*

- Locate and design industrial and commercial developments to provide good access and road service, while avoiding the routing of traffic through residential neighborhoods and multiple accesses to Highway 60.
- Require new commercial and industrial developments to have access to adequately sized and designed public roads.
- Encourage the development of additional commercial and industrial areas within the city in accordance with the Zoning Ordinance.
- Encourage all commercial developments to be on public sewer and water.
- Locate commercial and industrial developments away from environmentally sensitive areas within the community.

- 3. Continue to guide residential, commercial, and industrial 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.**

*Strategies*

- Develop an orderly annexation plan for areas that are urban or about to become urban in character. Work cooperatively with the adjacent townships, the County, and property owners to encourage orderly growth and development.
- Review all applicable ordinances and policies to ensure that they do not deter desirable, self-supporting development.
- Identify areas of significant natural resource benefit and protect these areas from premature or incompatible development.
- Work with surrounding townships to annex existing and planned urban development located within the city's planned growth areas, as services can be provided to those properties.
- Promote the City's lakes in an environmentally responsible manner to provide needed park and beach facilities and encourage business development.

**Orderly Growth Map**

## 4. HOUSING

Housing can be divided into two goal categories: a) providing affordable housing stock, and b) maintaining the current housing stock. There are many different approaches and programs a community can use to keep their housing stock in good condition. In addition to affordable housing, the City of Madison Lake should strive to maintain housing for those in various life stages and those with special housing needs.

### Existing Conditions

Preserving the housing stock is an important and crucial goal for the City of Madison Lake. The housing stock represents the economy, lifestyles, and attitude of the community. The condition of the housing stock is the first element of the community a visitor sees, and provides them with their first impression of the community.

For purposes of this Comprehensive Plan, four (4) housing conditions have been used. Each level uses key criteria for determination of condition. The four levels are:

1. Standard (no visible problems)
2. Substandard Minor (peeling paint, rotting boards, cracked windows, missing shingles, etc.)
3. Substandard Major (missing railings, holes or cracks in steps, missing window panes, wall cracks, many missing shingles, etc.)
4. Dilapidated (housing tilts, foundation sags, collapsed porch, three (3) or more of previously listed criteria, etc.).

In 2004, 97.6% of the homes in Madison Lake were considered standard, 1.4% of the homes were considered substandard minor, .2% of the homes were considered substandard major, and .2% of the homes were considered dilapidated.

### **General Indicators**

The table below shows the number and housing types in Madison Lake which has increased significantly in single family units and decreased in both multiple family and mobile home units from 1990 through 2000.

<b>TABLE 4: HOUSING TYPES</b>		
<b>Type of Unit</b>	<b>1990</b>	<b>2000</b>
<b>Single Family Units</b>	163	244
<b>Multiple Family Units</b>	39	33
<b>Mobile Home Units</b>	51	41
<b>Total Units</b>	253	318

Table 4: Housing Types (Source: U.S. Census)

The composition of Madison Lake's housing stock has remained relatively constant since the 1990 U.S. Census. Over 76.7% of the city's housing stock is composed of single-family units. The value of housing units and the value of owner-occupied housing units are illustrated below.

Additionally, Madison Lake’s median value for owner-occupied housing units is \$101,900 (Source: U.S. Census, 2000)

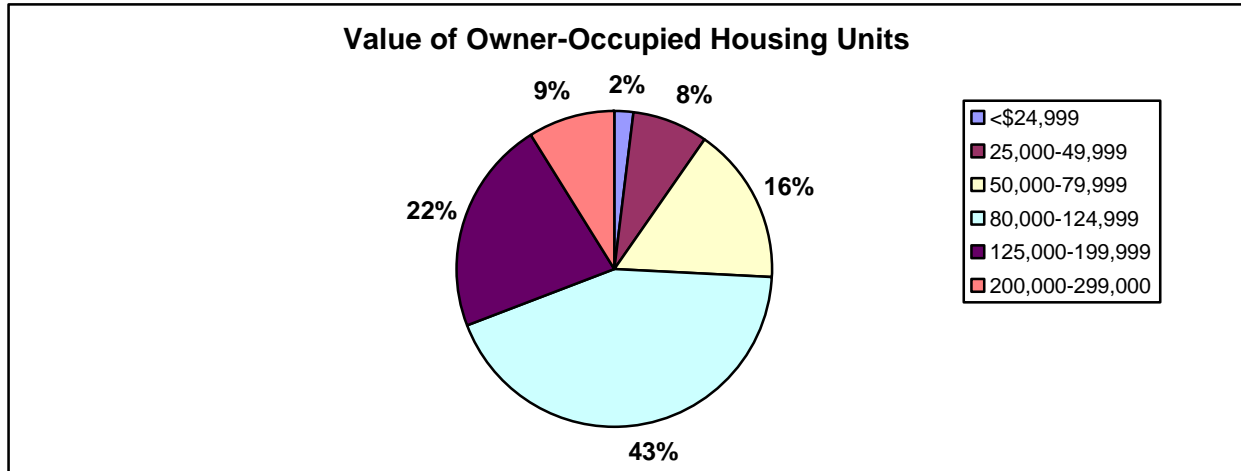


Figure 4: Value of Owner-Occupied Housing Units (Source: U.S. Census, 2000)

### Housing Stock

Table 5 provides insight into the age of the housing stock. The following table and analysis consider such issues as the age of the community’s housing.

TABLE 5: AGE OF HOUSING						
Year Built	Madison Lake		Blue Earth County		Minnesota	
	#	%	#	%	#	%
<b>1999 to March 2000</b>	9	2.4	329	1.5	48,172	2.3
<b>1990 to 1998</b>	46	12.3	2,297	10.4	285,099	13.8
<b>1980 to 1989</b>	47	12.6	2,143	9.8	299,068	14.5
<b>1970 to 1979</b>	83	22.3	4,220	19.2	375,503	18.2
<b>1960 to 1969</b>	58	15.6	2,931	13.3	247,952	12.0
<b>1950 to 1959</b>	45	12.1	2,675	12.2	249,830	12.1
<b>1940 to 1949</b>	16	4.3	1,372	6.2	133,047	6.4
<b>1939 or earlier</b>	68	18.4	6,004	27.4	427,275	20.7
<b>Median</b>	1970		1963		1969	
<b>Total</b>	372	100	21,971	100	2,065,946	100

Table 5: Age of Housing (Source: U.S. Census, 2000)

In 2000, less than half (34.68%) of the City of Madison Lake’s housing stock was built prior to 1960. Comparatively speaking, Blue Earth County had slightly more with 45.7% built before 1960, while the state was in between with 39.2%. Additionally, over 18.3% of the City’s housing was built prior to 1939.

From 1990 to 2000, both Madison Lake and Blue Earth County had about the same new housing built as the state as a whole. Madison Lake had 14.7% of its housing units built between 1990 to March 2000, while the state had 16.1%. Blue Earth County had slightly less with 11.9% of new housing units in the same time period.

## Rental Housing and Affordability Indicators

Assessing the provision of rental housing and housing affordability are two areas that all communities must address. These interrelated components can help a community determine if the City is providing adequate life cycle housing for those individuals just starting out to seniors looking for a retirement home. Whether young or old, viable communities offer an array of housing alternatives to meet community needs.

More specifically, the Rental Housing and Affordability Indicators section examines such things as the degree of owner occupied versus rental housing, rent levels, and housing expenditure as a percentage of household income. Taken as a whole, the aforementioned factors offer insight into affordable housing, opportunities for home ownership, and the potential for life cycle housing with the community.

TABLE 6: OWNERSHIP CHARACTERISTICS				
Type	Madison Lake		Blue Earth County	State of Minnesota
	#	%	%	%
Owner Occupied	239	74.9	66.4	74.6
Renter Occupied	80	25.1	33.6	25.4
Total	319	100	100	100

Table 6: Ownership Characteristics (Source: U.S. Census, 2000)

Over 74.9% of Madison Lake’s housing stock was identified as owner-occupied in 2000. Compared to Blue Earth County and the state, Madison Lake has a slightly larger percentage of owner-occupied units than Blue Earth County and the state. Madison Lake’s housing composition is illustrated below.

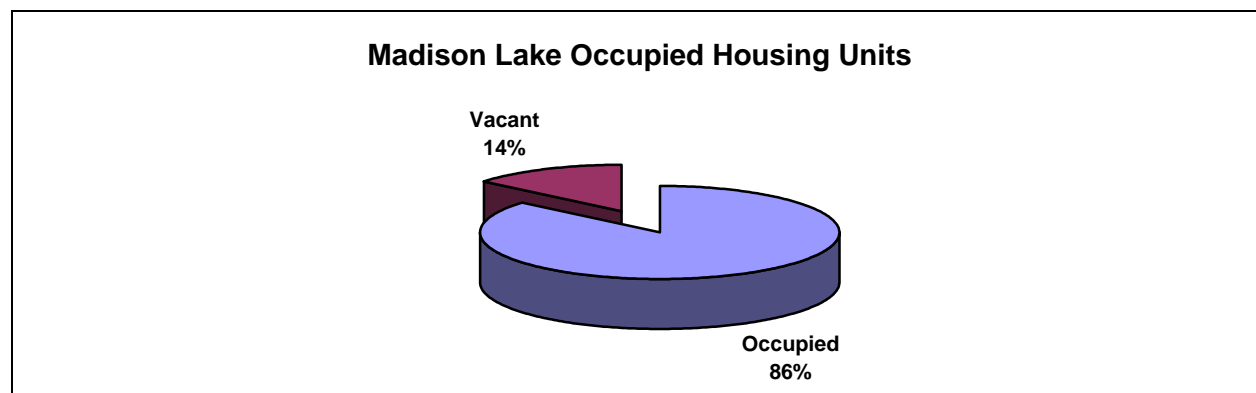


Figure 5: Housing Composition (Source: U.S. Census, 2000)

A comparative examination of gross rents between Madison Lake, Blue Earth County and the State of Minnesota offers positive information about rental affordability in Madison Lake. Approximately eighteen percent (18.4%) of renters in Madison Lake paid less than \$300.00 a month in rent in 2000. This is slightly more than the rent paid Blue Earth County that is at 18.2% and the state at 17.9%. Madison Lake also compares favorably in that 61.8% of renters paid less than \$499.00 a month or no cash rent at all. Almost fifty-six percent (55.8%) of Blue Earth County residents paid less than \$499.00 a month or no cash rent at all, while the state as a whole had 41.2% in the same category.

<b>TABLE 7: 2000 GROSS RENT</b>				
	Madison Lake		Blue Earth County	State of Minnesota
Gross Rent	#	%	%	%
Less than \$100	0	0	1.1	1.2
\$100 to \$299	12	15.8	12.6	13.0
\$300 to \$499	33	43.4	37.6	23.3
\$500 to \$749	27	35.4	32.4	35.6
\$750 +	2	2.6	11.9	23.1
No Cash Rent	2	2.6	4.5	3.7
2000 Median Rent	\$473		\$487	\$566

Table 7: 2000 Gross Rent (Source: U.S. Census, 2000)

Median rent also provides insight into rental affordability in the City of Madison Lake. Compared to Blue Earth County, the 2000 Madison Lake median gross rent is 2.96% less than the County level, but 19.6% less than the state.

Typically, it is assumed that people should pay 25-35% of their income for housing costs. Based on the 2000 U.S. Census data, that majority of rental housing within the city meets this range. Only 21% of residents pay over 35% of their income in rent. Over 50% of renters pay less than 20 percent of their income for rent. This indicates a high degree of rental affordability for the community.

<b>TABLE 8: HOUSING EXPENDITURE AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999</b>						
	Owner-Occupied		Renter-Occupied		Total	
% of Income	#	%	#	%	#	%
<b>Less than 20%</b>	105	40.6	38	50.1	143	45.4
<b>20% to 24%</b>	38	17.0	10	13.2	48	15.1
<b>25% to 29%</b>	17	9.6	6	7.9	23	8.8
<b>30% to 34%</b>	15	8.2	2	2.6	17	5.4
<b>35% +</b>	17	19.1	16	21.0	33	20.0
<b>Not Computed</b>	2	5.6	4	5.3	6	5.4
<b>Total</b>	194	100.1	76	100.1	270	100.1

Table 8: Housing Expenditures as a percentage of Household Income in 1999 (Source: U.S. Census, 2000)

In regards to affordability, the results for owner-occupied housing are just as encouraging. Only 19.1% of owner-occupied housing units pay more than 35% of household income for housing. Over forty percent (40.6%) of owner-occupied housing units pay less than 20 percent of their household income for housing expenses. All of the aforementioned indicators translate into a high degree of affordability for the owner-occupied and rental housing expenses.

Between 1999 and 2003 there have been 55 new residential units built in Madison Lake. These have primarily been single-family, detached units. The table below shows the number of building permits issued between 1999 and 2003.



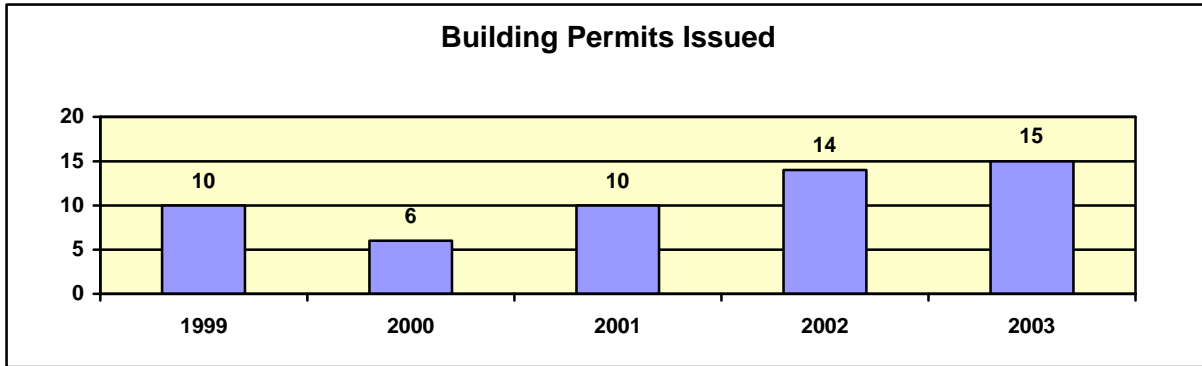


Figure 6: New Construction Building Permits Issued (Source: Madison Lake Staff)

### **Citizen Goals**

#### **1. Ensure affordable and diverse housing stock to meet a wide-range of community needs.**

##### *Strategies*

- Continue to study housing goals, needs and resources.
- Support relationships with public, private, and non-profit organizations that can help Madison Lake meet its housing goals.
- Encourage public-private partnerships to expand affordable housing opportunities.
- Continue to support the concept of life-cycle housing to ensure an adequate supply of senior and special needs housing within the community and surrounding area.
- Encourage the appropriate dispersion of housing types throughout the city.
- Encourage building houses in larger volumes to utilize cost effectiveness.

#### **2. Create a high-quality environment in all residential neighborhoods.**

##### *Strategies*

- Enforce necessary ordinances to ensure the continued maintenance of the housing stock.
- Explore methods and funding options to promote improvement of the existing housing stock, including retrofitting existing homes to better serve today's families.
- Explore methods and funding options to encourage the rehabilitation or redevelopment of substandard housing.
- Encourage infill housing where appropriate.
- Examine zoning and other regulations to ensure they allow the upgrading of older homes, neighborhoods, and small, irregularly shaped lots.
- Work with the cities public works and engineering staff to ensure adequate infrastructure for future developments.
- Develop minimum landscaping and design standards, including the use of boulevards, trees plantings, and entrance monuments.

## 5. ECONOMIC DEVELOPMENT

Economic Development is the expansion and retention of the tax base. It may achieve this expansion and retention through programs that offer businesses financial incentives to move in or stay within the community. Economic development is used to create a sustainable local economy through diversification of the local tax base.

### Existing Conditions

The table below shows the 10 largest employers in the City, and what type of product or service they provide along with the number of employees.

TABLE 9: MAJOR EMPLOYERS		
Employer	Product / Service	Employees
Pro Fabrication	Sheet Metal Fabricating	25 +
CAB Construction	Sheet Metal Fabricating	10 +
People's State Bank of Madison Lake	Banking	7+
Trailblazer Bar & Grill	Restaurant and Bar	6 +
The Market	Gas Station, Mini Grocery	5 +
The Corner Mart	Gas Station, Mini Grocery	4 +
The Town Pump	Bar	4 +
The Boat Landing	Resort, Camping, Restaurant	3 +
Bryan Johnson	Dentist	3
Carriage Repair	Auto Repair	2

Table 9: Major Employers (Source: City of Madison Lake City Staff)

Madison Lake has a diverse employment base that employees people of all ages in different service and manufacturing industries. The graph below shows the number employed by occupation type. As Figure 7 shows, the occupations of construction, extraction, maintenance, service, sales and office employ 222 individuals or 50.0% of the total employment by occupation. Production, transportation, and material moving industry employ 125 individuals or 28.2% of the total.

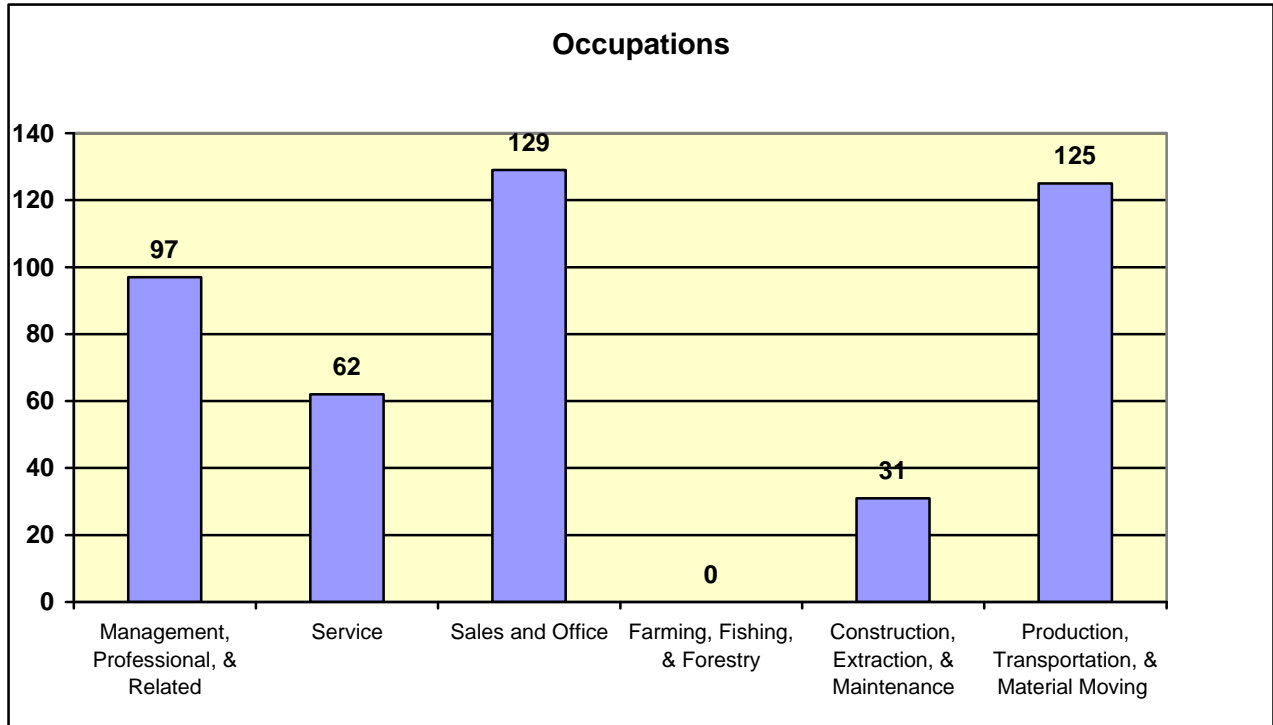


Figure 7: Occupations (Source: U.S. Census, 2000)

Figure 8 below shows the household incomes in 2000 of the residents of Madison Lake. As the table shows, Madison Lake has approximately 141 (43.9%) households making between \$0 and \$40,000 a year. One hundred eighty (180), or 56.1%, of households are making above \$40,000 dollars a year.

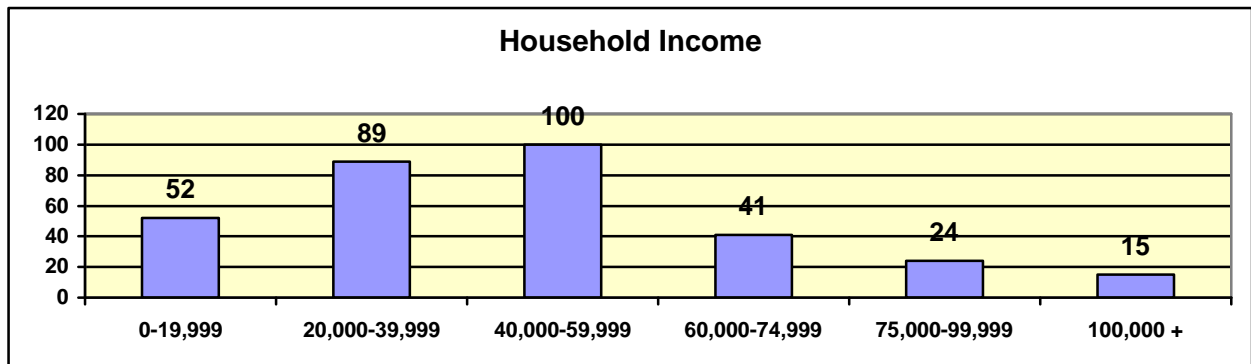


Figure 8: Household Incomes (Source: U.S. Census, 2000)

The City of Madison Lake also offers economic development services and incentives for businesses and industry considering starting up or relocating to Madison Lake. Services are through the Madison Lake Development Company, Southern Minnesota Initiative Fund, and Blue Earth County.

Some of the various incentives that Madison Lake offers include a revolving loan fund, tax increment financing, and tax abatement through the JOBZ program.

## **Citizen Goals**

### **1. Support the development of a strong, diversified, and growing economic base and create a favorable climate for economic development and ongoing business activities.**

#### *Strategies*

- Promote and encourage quality commercial and industrial development in the city through the support and cooperation of the city council, EDA, business organizations and community leaders.
- Actively promote development and redevelopment within the community, including financial incentives, with particular emphasis on attracting, and supporting businesses that provide livable-wage jobs.
- Promote and encourage environmentally sound commercial and industrial development through design standards and good site planning.
- Promote aesthetically pleasing development and redevelopment in highly visible areas of the city.
- Emphasize tax base expansion and job creation in economic development efforts by the city.

### **2. Support the economic vitality of the Downtown Commercial District.**

#### *Strategies*

- Retain and attract the appropriate mix of retail/service business activity and housing opportunities in Downtown.
- Evaluate and recommend improvements to Downtown pedestrian and vehicular traffic flow.
- Encourage and support innovative housing opportunities in the Downtown area.
- Promote adequate customer parking for the downtown with additional concentration on improved signage.
- Encourage the use of Federal, State, local, and other financial resources to promote reinvestment and the rehabilitation of Downtown.

## 6. CAPITAL FACILITIES

Capital Facilities are everyday items a city needs to function in a safe, sanitary, and efficient level. This includes infrastructure such as sewer, water, and wastewater treatment, as well as, other facilities that make a community viable. These facilities may include open space, parks, and schools.

### Existing Conditions

#### Streets

Streets in Madison Lake are generally laid out in a grid pattern. It is an important and valuable element in the appearance of the community. The advantages of the street grid pattern are that it spreads the traffic flow and allows for easy movement to neighboring blocks, indirectly promoting socialization.

All streets are paved and Madison Lake will continue to make improvements to the street system, as needed.

#### Water

The importance of water in our lives cannot be overestimated. Water in all its forms and manifestations have a profound impact on everyone's lives. The uses to which we put water are too numerous to list, but some major ones include; drinking water, washing and cooling a home, process water for industrial plants, transportation and recreation.

Madison Lake's water originates from the Mount Sinai and Jordan aquifers. The water system for Madison Lake is supplied by two wells that have a pumping capacity of 280 Gallons per Minute (GPM). Present average daily consumption is approximately 60,000 gallons per day.

Water is stored in a 60,000-gallon overhead storage tank built in 1911. A complete water distribution system covers the community with the necessary fire hydrants for fire protection.

<b>Table 10: Madison Lake's City Wells</b>					
<b>Well Number</b>	<b>Year Installed</b>	<b>Depth</b>	<b>Status</b>	<b>Capacity (Gallons per Minute)</b>	<b>Aquifer</b>
Well 1	1911	357 feet	Production	130 gpm	Jordan
Well 2	1952	325 feet	Stand-by	150 gpm	Glacial Gravel

Table 10: Madison Lake's City Wells (Source: Madison Lake City Staff)

#### Wastewater

The existing wastewater treatment facility was constructed in 1976. Madison Lake's wastewater plant has a capability of processing 100,000 gallons a day. Present average daily consumption is approximately 82,000 gallons per day. The facility is operating at 82% capacity.

#### Utilities

Electric power and natural gas service is provided by Xcel Energy.

## **Garbage Collection**

Garbage collection is provided by Waste Management. Garbage is collected once a week with recycling available to residents. The residents can properly dispose of their organic material at the municipal compost site. Currently, there are no plans to expand garbage collection within the city.

## **Police and Fire Protection**

Madison Lake's police protection is based out of Madison Lake City Hall. There are currently 3 part-time police officers. Communications are based out of a dispatch office at the Blue Earth County Sheriff's Office.

Fire protection is provided by 20 volunteer firefighters, serving most of Jamestown Township, part of Le Ray Township and the City of Madison Lake. They are equipped with a fire truck, tanker, grass and rescue truck. The Madison Lake fire department has mutual aid agreements with the cities of Eagle Lake, Mankato, Elysian, Cleveland, and Kasota.

## **Library Facilities**

The Madison Lake Public Library is located in the City Hall Building and is a branch of the Blue Earth County Library. In addition, the Bookmobile stops every other Thursday.

## **Citizen Goals**

- 1. Support the development of an integrated transportation network that:**
  - **Supports the land use and economic development policies of the city and the region;**
  - **Is sensitive to environmental concerns;**
  - **Promotes safe and efficient transportation movements;**
  - **Supports multi-modal transportation uses; and**
  - **Fiscally responsible**

### *Strategies*

- The city should support regional efforts to improve connections to surrounding communities, including the Highway 60 corridor.
- The city should enforce strict access management standards for new development along the state trunk highway system and the county highway system.
- Downtown transportation improvements should include a focus on safe pedestrian/bicycle movements.
- The city should encourage trails and/or sidewalks along all collector or arterial roads and, where appropriate, as part of new neighborhood designs.

**2. Maintain an efficient, adequate and safe drinking water system that meets the long-term needs of community residents, industries and visitors.**

*Strategies*

- Approve water system upgrades and expansions based on comprehensive plan goals and policies, and link them to economic development strategies.
- Require new developments in urban growth areas to connect to the existing drinking water system.
- Require developers to pay for and install water mains and fire hydrants of a size that supports a development's projected population.
- Adopt fees, such as connection fees, at a rate designed to ensure that new development cover the marginal cost of their connection.
- Encourage conservation of water.

**3. Maintain a safe and efficient wastewater collection and treatment system that meets the long-term needs of community residents, industries and visitors.**

*Strategies*

- Encourage development in areas served by sewer systems with adequate capacity.
- Collect connection fees to cover the cost of new hook-ups.

**Water Map**



**Sanitary Sewer Map**

## 7. Transportation

The Transportation section of the Madison Lake Comprehensive Plan is designed to guide the community through the ongoing process of creating and maintaining a safe, orderly, efficient, and fiscally-responsible transportation network which serves all Madison Lake residents in the best possible manner. Although Madison Lake is not expected to experience growth and development levels so high as to be problematic in the future, proactive transportation planning will help negate any unforeseen transportation issues that may arise, and assists in enabling a greater overall quality of life.

### Existing Conditions

It is important to consider the existing Madison Lake transportation system before outlining strategies for growth and improvement. To this end, the existing roadway network is discussed below and is delineated by the classification of the streets.

### Arterials

Arterials are designed to accommodate medium to long trip lengths and generally connect communities and their respective concentrations of businesses together. While arterials can be sub-classified into what are known as principal and minor arterials, most of the roads in the Madison Lake area can be regarded as minor arterials, which carry approximately 1,000 to 10,000 vehicles per day. In Madison Lake, the following roads are identified as arterials, per Map 43A:

- State Trunk Highway 60, including the area of Walnut Avenue which runs through the core of the community.
- County State Aid Highway 26, beginning at Park Road and running west.
- County State Aid Highway 26, running north from Walnut Avenue.
- Park Road between Walnut Avenue and Cherry Avenue.

The consideration of arterials as part of the comprehensive planning process is important because new residential development is likely to occur in close proximity to these roads. This can be attributed to the ease of access they afford to the community and to surrounding areas. Many of the areas denoted on the Madison Lake Growth Map, including those slated for future annexation, are located along these identified arterial roads, particularly Short-Term Residential Growth Area 1 and Long-Term Residential Growth Areas 4 and 5.

### Collectors

Collector streets generally accommodate traffic movement between residential areas to other areas within the community or to minor arterials. They usually accommodate a much lower volume of traffic than arterials do, and this is the case in Madison Lake. The following Madison Lake roads have been identified as collector streets and are outlined on Map 43A:

- Main Street between Walnut Avenue and Elm Avenue.
- County State Aid Highway 44 (Park Road) between State Trunk Highway 60 and Walnut Avenue (State Trunk Highway 60)
- County State Aid Highway 26 between Cherry Avenue and Walnut Avenue (also known as Main Street)

One of the identified main collector streets, County State Aid Highway 44 (Park Road) between State Highway 60 and Walnut Avenue (State Highway 60) will serve a role of increased importance in the future as it will provide access for Short-Term Growth Areas identified in the Madison Lake Growth Map. This collector will connect new residential growth in these areas to the rest of the community as well as to arterial State Highway 60.

**Local Streets**

Roads that have not been previously identified as either arterials or collectors are designated as local streets. Local streets, for the purposes of this plan, generally facilitate traffic movement within limited areas of the community, which are most often residential in nature.

**General**

As a combined system of arterials, collectors, and local streets, all of the current roadways within Madison Lake work to serve inter-community traffic as well as traffic which may simply be passing through the community in the course of a larger trip. As a matter of planning, areas which are utilized most should be considered as being priorities in transportation planning efforts. In an effort to identify these areas which see the highest amount of traffic volumes, a study was conducted by the Minnesota Department of Transportation (MNDOT) which provides average recorded daily traffic volumes on the identified arterial and collector roads in Madison Lake. These traffic volumes should be considered in transportation-related planning efforts which may alter traffic flow in any way, as well as with all other forms of planning for Madison Lake which may be closely linked to the transportation system (namely residential and commercial development). The average daily traffic volumes of Madison Lake from 2001 are reported in the table below.

Road	Classification	Start Point	End Point	Traffic Volume*
State Trunk Highway 60	Minor Arterial	Point Ave.	Park Road	5,500
Walnut Avenue	Minor Arterial	Park Road	CSAH 26	5,300
State Trunk Highway 60	Minor Arterial	CSAH 26 eastward	N/A	4,900
CSAH 26	Minor Arterial	Walnut Avenue	County Road 189	1,250
Main Street	Collector	Elm Avenue	Walnut Avenue	1,000
CSAH 26	Minor Arterial	Park Road westward	N/A	850
Park Road	Minor Arterial	Walnut Avenue	Cherry Avenue	670
Park Road	Collector	Point Avenue	Walnut Avenue	410

Table 11: Traffic Volumes (Source: Minnesota Department of Transportation)

\* Reported figures are average daily traffic volumes of designated roads. Trunk Highway routes data is from a similar MNDOT study performed in 2000.

The information above provides a relatively accurate depiction of traffic volumes within the community. City officials responsible for the implementation of this plan are encouraged to utilize updated transportation studies conducted by local, state, or federal agencies should they become available.

### **Coordination and Integration**

The City of Madison Lake Comprehensive Plan is designed to be supplemented by additional planning-related efforts which may be conducted by other agencies at the local, state, and federal levels. It is important that such cooperation take place so that all parties involved are aware of other planning efforts which have been or are currently being performed for the Madison Lake area and so that they are not actively working against each other. Such coordination is encouraged and expected as part of all development processes within the community. Coordination and integration with other agencies is particularly vital to transportation planning efforts because there are many different jurisdictions involved which oversee different nodes of the transportation network. In Madison Lake, the most prevalent other jurisdictions that coordination should occur with are Blue Earth County and MNDOT. While the Blue Earth County Strategic Plan and the Blue Earth County 2005 Transportation Plan will not be discussed in-depth here, they are mentioned to acknowledge the fact that the Madison Lake Comprehensive Plan recognizes their existence and will bear them in mind for all transportation-related projects undertaken. Frequent review of these plans is encouraged for Madison Lake officials.

#### Blue Earth County Strategic Plan

Blue Earth County outlines some transportation issues as part of the Blue Earth County Strategic Plan (2002). Blue Earth County also actively engages in a planning practice known as greenprinting, in which environmental concerns such as wetland conservation and maintenance of air and water quality are addressed. These greenprinting practices are discussed in further detail in their own section within the official Blue Earth County website.

#### Blue Earth County Transportation Plan (2005)

The City of Madison Lake should coordinate transportation planning efforts with practices, policies, and goals outlined in the Blue Earth County Transportation Plan (2005). This plan addresses county-wide issues that impact transportation planning. As a part of their transportation planning efforts, Blue Earth County offers technical assistance to all of its local governments, including Madison Lake. This technical assistance should be utilized whenever it is deemed necessary and appropriate. A copy of this plan should be kept by Madison Lake officials and consulted often to ensure that all transportation projects are aligned with Blue Earth County policies and strategies.

#### Mankato/North Mankato Area Transportation and Planning Study (MATAPS) 2003

MATAPS deals primarily with the regions immediately surrounding Mankato and North Mankato, but some of its strategies and recommendations are equally applicable to Madison Lake transportation planning efforts. MATAPS is a large-scale transportation planning study that received a significant amount of input from Blue Earth County officials. The concepts and recommendations that have been produced could function well in Madison Lake. Madison Lake transportation planning should take MATAPS into consideration when performing its own planning projects.

### Minnesota Department of Transportation (MNDOT)

MNDOT outlines guidelines and requirements for development that impacts state-aided roads, such as State Trunk Highway 60, CSAH 44 and CSAH 26, as well as conducting occasional transportation studies as a part of their efforts to maintain and plan for future improvements of state-funded roadways. These studies can be utilized by Madison Lake to aid in transportation planning efforts.

### Recommendations

#### State Trunk Highway 60

Since this roadway bisects the community and also connects it to Highway 14 and subsequently other communities, particularly regional center Mankato, and also because much of the short-term and long-term residential growth of the community is set to occur alongside the road, it warrants special consideration from Madison Lake planning officials. Improvements and/or expansions of State Trunk Highway 60 should be carefully considered and undertaken as they become necessary and appropriate, and Madison Lake should coordinate efforts with other agencies which have jurisdiction over the roadway.

#### County State Aid Highway 26

CSAH is the second-highest traveled road in the community, and is also slated to support long-term residential growth as outlined on the Madison Lake Growth Map, including areas such as Area 3 (located on the northeast side of Duck Lake, and Area 6 (located just north of the existing community core). Any future alterations, improvements or expansions of this road should be carefully undertaken as there is a significant area of wetland located on the western edge of the road, south of the existing residential areas by Duck Lake and north of long-term residential growth Area 6 of the aforementioned Madison Lake Growth Map.

#### Alternative Modes of Transit

Alternative modes of transit, including walking, bicycling, and public transit, should be encouraged as a part of Madison Lake's transportation planning. Madison Lake, as a small community, might wish to consider placing emphasis on pedestrian and bicycle safety and accessibility to encourage walking and cycling as forms of transit. Most destinations within the community are within a reasonable walking and bicycling distance, and focusing on the creation and maintenance of an enjoyable and safe pedestrian environment through careful planning will greatly assist in making walking and cycling a viable transit options in Madison Lake. This can be performed in large part by extending the existing sidewalk system which is located along Walnut Avenue to the rest of the community. As an added benefit, the creation and maintenance of a high-quality pedestrian and bicycling environment also increases the aesthetic appeal of the community for both residents and visitors.

Public transit is another consideration that should be taken into account, particularly to ensure that the older residents of Madison Lake have adequate access to needed services and facilities which may be located outside of the community. This is especially important as the current older residents in the community will become less likely to be able to drive themselves to these other locations over the next few years. Coordination with Blue Earth County public transit systems, particularly those specialized services which are available for elderly and/or

handicapped residents, should be encouraged and promoted extensively by the community to ensure that everyone who requires these transit services is afforded access to them.

### Right-of-Way Preservation

Madison Lake may wish to implement right-of-way preservation as a tool to assist in any future expansion or realignment of significant roadways throughout the community, particularly State Trunk Highway 60 and CSAH 26 since most development is set to occur along these areas. Preserving the right-of-way for these areas would likely reduce long-term costs associated with roadway improvements as well as maintaining feasibility of these proposals. Several options are available for use to implement right-of-way preservation, including outright purchase of the areas and multiple uses of planning and zoning authority over the areas (such as platting and subdivision regulations, transfer of development rights, low-density zoning, and official mapping practices).

### Safety

Safety should be considered as a priority in all Madison Lake transportation planning. It is the responsibility of those officials who have been charged with the transportation planning efforts of the community to ensure that safety is at the forefront of all roadway design and engineering, and that safety efforts extend to pedestrians and bicyclists who may be on or nearby roads in addition to all drivers. Also, according to traffic crash analysis performed by the Minnesota Department of Public Safety, Office of Traffic Safety, rural County State Aid Highways and rural State Trunk Highways have the highest number of traffic fatalities (relative to all roads), particularly on two-lane, two-way roads. As previously noted, many of the roads in and around Madison Lake fall into this category, so they are worthy of particular consideration for safety improvements. It is recommended that Madison Lake planning officials consult the Minnesota Comprehensive State Highway Plan (CHSP) for strategies to minimize roadway dangers and accidents. The Minnesota CHSP was created as a cooperative effort between MNDOT and the Minnesota Department of Public Safety (DPS), aided by input from numerous federal and state agencies, as well as several private organizations, with the goal of ultimately greatly reducing the number of yearly traffic fatalities. Many of the strategies presented can be implemented at the city level with minimal costs, and Madison Lake is advised to utilize these strategies in whatever ways are deemed appropriate.

### Citizen Goals

#### **1. Support the development of an integrated transportation network that:**

- **Supports the development of land use and economic development policies of the city and the region;**
- **Is sensitive to environmental concerns;**
- **Promotes safe and efficient transportation movements;**
- **Supports multi-modal transportation uses;**
- **Maintains fiscal responsibility.**

#### *Strategies*

- The city should support regional efforts to improve connections to surrounding communities, including the Highway 60 corridor.

- The city should enforce strict access management standards for new development along the state trunk highway system and the county highway system.
- Downtown transportation improvements should include a focus on safe pedestrian and bicycle movements.
- The city should encourage trails and/or sidewalks along all collector or arterial roads and, where appropriate, as part of new neighborhood designs.
- The city should periodically review the Capital Improvement Plan and update/modify it as needed to facilitate necessary transportation projects.

**2. Transportation investments will be coordinated with land use objectives to support and encourage development along major transportation corridors.**

*Strategies*

- Coordinate transportation investments to increase transportation links and efficiency of the transportation system.
- Encourage transportation investments and land development to create an environment conducive to alternate travel modes including pedestrian and bicycle travel.
- Provide a coordinated transportation plan with respect to regional and counties plans.
- Provide a transportation system that enhances quality economic development within the City.

**3. Transportation investments will be made on the basis of need and will be consistent with the policies and strategies of this policy plan.**

*Strategies*

- Require transportation investments to be consistent with other priorities included in this plan, such as housing, land use, environment, and capital facilities.

**4. Public participation will be promoted in formulating policy and implementing decisions.**

*Strategies*

- Encourage participation from non-traditional and underrepresented populations.
- Provide public awareness of transportation issues.

# APPENDIX A



94 Surveys returned (of approximately 330 sent out) = 29%

<b>AGE (Male)</b>											
1	2	3	4	5	6	7	8	9	10	11	
2	1		1	1	2	2		1			
12	13	14	15	16	17	18	19	20	21	22	
2		2	4	1	1	4		1	2	2	
23	24	25	26	27	28	29	30	31	32	33	
1		3	1		4	4	2	5	1	0	
34	35	36	37	38	39	40	41	42	43	44	
2	4		2	1	1	2	1		4	2	
45	46	47	48	49	50	51	52	53	54	55	
1		2	2		4		1	3	6		
56	57	58	59	60	61	62	63	64	65	66	
1	2		1	2		2			3	2	
67	68	69	70	71	72	73	74	75	76	77	
1	1	3	1	1	1	1					
78	79	80	81	82	83	84	85	86	87	88	
1		1		1				1			
89	90	91	92	93	94	95	96	97	98	99	
<b>AGE (Female)</b>											
1	2	3	4	5	6	7	8	9	10	11	
3	1	2	5		1			1			
12	13	14	15	16	17	18	19	20	21	22	
2			2	1		1	1	1		2	
23	24	25	26	27	28	29	30	31	32	33	
		4	2	1	4	2	1		2	4	
34	35	36	37	38	39	40	41	42	43	44	
2	1			2	1	1	2		2	2	
45	46	47	48	49	50	51	52	53	54	55	
	2	4	2	1	2	4	1		3	1	
56	57	58	59	60	61	62	63	64	65	66	
1	1		1	3		2	1		3	1	
67	68	69	70	71	72	73	74	75	76	77	
4	1	2	2	2	1		2	2	1	1	
78	79	80	81	82	83	84	85	86	87	88	
1					1						
89	90	91	92	93	94	95	96	97	98	99	

<b>RENT</b>	5
-------------	---

**How long lived in Madison Lake?**

less than 2 yrs	14
2-4	9
5-7	12
8-10	12
11-20	19
over 20	28

**Why live in Madison Lake?**

Always lived in Madison Lake	28
Close to Work	18
Rental apt. availability	4
Job in Madison Lake	9
Schools	6
Financing availability	2
Close to family and friends	32
Affordable housing	41
small city atmosphere	50
Rural acreage available	2
Recreation in the area	30
Other (please list)	17

**What are housing problems?**

No problems	30
Housing too expensive	8
Poor Quality housing	8
Not enough housing	2
Shortage of single family homes	5
Financing availability	1
Shortage of rental apartments	5
Shortage of elderly housing opportunities	11
Limited housing types	15
High interest rates	1
No homes to "move up" into	10
Inadequate public transportation	15
Other (please list)	21

<b>OWN</b>	86
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**Why leave Madison Lake?**

Not considering to move	62
Job relocation	16
Lack of housing style	5
Lack of affordable housing	5
Lack of good schools	4
Lack of business services	2
Lack of medical services	4
Move closer to present job	3
Lack of rec. opportunities	0
Lack of daycare facilities	1
Other (please list)	26

**How long plan to live in Madison Lake?**

1 yr or less	1
2-5 yrs	6
6-10 yrs	3
11-15 yrs	4
16-20 yrs	5
not considering moving	73

**You were to pur. a home, price range?**

Less than 50,000	2
51,000 - 75,000	2
76,000 - 100,000	10
101,000 - 125,000	7
126,000 - 150,000	17
151,000 - 175,000	12
176,000-200,000	3
over 200,000	14
Not applicable	26

**Indicate the City where work is**

	Miles	
Primary	0 - 10	53
(Miles)	11 - 20	8
	21 - 40	9
	41 - 50	1
	51 - 70	0
	71 +	3

	Miles	
Secondary	0 - 10	38
(Miles)	11 - 20	9
	21 - 40	1
	41 - 50	0
	51 - 70	0
	71 +	1

**Rate the following conditions?**

**APPEARANCE**

	Very Poor				Superior					
Public Buildings	1		2	5	3	43	4	44	5	4
Parks	1	1	2	4	3	30	4	47	5	8
Private Residences	1	3	2	6	3	46	4	32	5	5
Vacant Lots	1	4	2	17	3	48	4	40	5	4
Commercial Properties	1	2	2	13	3	39	4	31	5	6
Shoreline	1		2	1	3	37	4	46	5	10
Sakatah Trail Corridor	1	1	2	2	3	21	4	47	5	21
Overall Community Appearance	1		2	5	3	42	4	39	5	4

**QUALITY OF ENVIRONMENT**

Air Quality	1		2		3	11	4	48	5	31
Water Quality	1	9	2	28	3	33	4	17	5	7
Use of land in Madison Lake	1		2	7	3	44	4	29	5	9
Use of lakes in Madison Lake	1	1	2	4	3	26	4	45	5	13
Use of wooded/forested land	1	1	2	7	3	38	4	33	5	6
Use of wetlands	1	1	2	8	3	39	4	32	5	5
Cleanliness of Madison Lake	1	1	2	11	3	38	4	34	5	5
Recycling	1	2	2	7	3	24	4	36	5	19

**Rate the Following attributes?**

	Very Poor				Superior					
Schools	1	4	2	5	3	31	4	26	5	10
Cost of Living	1	3	2	12	3	40	4	32	5	4
Streets	1	6	2	20	3	39	4	25	5	1
Sidewalks	1	8	2	19	3	39	4	21	5	1
Overall Quality of Life	1	1	2	1	3	39	4	41	5	8

**Rate cultural and economic issues?**

	Very Poor				Superior					
Quality of Library Services	1	18	2	28	3	25	4	6	5	3
Cultural Activities (music, arts, etc.)	1	27	2	41	3	10	4	5	5	2

Availability of Day Care facilities	1	5	2	17	3	40	4	3	5	2
Quality of School Services	1	3	2	6	3	36	4	20	5	6
Year-round youth rec. programs	1	15	2	23	3	25	4	5	5	3
Year-round adult rec. programs	1	15	2	34	3	21	4	2	5	4
Activities for retired persons	1	19	2	31	3	19	4	4	5	3
Local business meeting residents needs	1	8	2	16	3	39	4	14	5	2
Ability to attract business/industry	1	10	2	33	3	33	4	6	5	3
Parking in retail districts	1	4	2	10	3	43	4	24	5	5
Youth employment opportunities	1	15	2	35	3	22	4	4	5	3
Adult employment opportunities	1	16	2	42	3	13	4	5	5	2
Adult education	1	22	2	34	3	13	4	1	5	4
Need for retail expansion	1	3	2	14	3	51	4	25	5	6
Historic Preservation	1	3	2	12	3	46	4	16	5	4

**Rate the following City Services?**

Very Poor

Superior

	1	2	3	4	5
Police Services	16	20	38	11	5
Fire Services	1	2	13	47	28
Animal Control	17	16	40	12	3
Zoning code enforcement	5	18	41	13	8
Snow Removal	7	12	31	32	8
Street Repair	10	18	37	20	4
Emergency medical services	0	5	36	26	19
Water services	9	21	39	15	7
Sewer collection and treatment	2	11	40	27	9
Parks and recreation	2	9	31	38	9
Economic Development	6	15	47	12	4
Municipal Library	19	24	23	6	4
Refuse and recycling collection	1	5	35	34	17

**What is your opinion on the following?**

Needed

Not Needed

Don't Know

	Needed	Not Needed	Don't Know
Population Growth	39	38	15
Land Use Planning	32	21	35
More Recreation Facilities	41	31	14
Commercial Development	40	27	19
Industrial Development	33	29	23
Community Services	35	26	20
Public Transportation	20	54	11