LAND USE

I. PURPOSE

The Land Use Section of the New Prague Comprehensive Plan includes:

- Analysis of existing land uses by type and volume;
- Examination of parcels within existing developed areas which provide an opportunity for land use redevelopment and/or infill;
- Calculation/identification of forecast land use volumes and types to support future growth;
- Future land use policies;
- Staging of future land use and annexation

The goals of this chapter are to maintain and promote cost effective and orderly development and redevelopment patterns throughout the City, to maintain and enhance the quality of life within the City, and to prevent and eliminate blight and resist deterioration of the developed areas of the City.

II. LAND USE INVENTORY

Land use analysis will identify historical and existing land use volumes along with vacant and redevelopable parcels within the current corporate limits. This analysis will also project land use demands and guide the type of use, staging and intensity of future growth. The following table illustrates actual land uses in the City in 1998, land volumes zoned in 2004 and actual land uses in 2012.

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>Total Residential</td>
<td>460.74</td>
<td>28.0%</td>
<td>960.56</td>
<td>47.67%</td>
<td>732.64</td>
<td>29.72%</td>
</tr>
<tr>
<td>RL - Single Family Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>418.95</td>
<td>25.5%</td>
<td>701.578</td>
<td>34.82%</td>
<td>620.28</td>
<td>25.16%</td>
</tr>
<tr>
<td>RM - Two, Three and Four Family</td>
<td>14.80</td>
<td>0.9%</td>
<td>201.1</td>
<td>9.98%</td>
<td>65.23</td>
<td>2.65%</td>
</tr>
<tr>
<td>RH - Multiple Family Residential</td>
<td>26.99</td>
<td>1.6%</td>
<td>57.88</td>
<td>2.87%</td>
<td>47.13</td>
<td>1.91%</td>
</tr>
<tr>
<td>Total Residential</td>
<td>460.74</td>
<td>28.0%</td>
<td>960.56</td>
<td>47.67%</td>
<td>732.64</td>
<td>29.72%</td>
</tr>
<tr>
<td>Total Commercial</td>
<td>74.50</td>
<td>4.5%</td>
<td>130.73</td>
<td>6.49%</td>
<td>123.24</td>
<td>5.00%</td>
</tr>
<tr>
<td>I1 - Industrial</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>74.07</td>
<td>3.00%</td>
</tr>
<tr>
<td>Total Industrial</td>
<td>62.00</td>
<td>3.8%</td>
<td>115.18</td>
<td>5.72%</td>
<td>74.07</td>
<td>3.00%</td>
</tr>
<tr>
<td>Parks (includes municipal Golf</td>
<td>158.8</td>
<td>9.7%</td>
<td>183</td>
<td>9.08%</td>
<td>217.22</td>
<td>8.81%</td>
</tr>
<tr>
<td>Course)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Institutional/ Public Semi-Public</td>
<td>236.84</td>
<td>14.4%</td>
<td>261</td>
<td>12.95%</td>
<td>340.67</td>
<td>13.82%</td>
</tr>
<tr>
<td>Total Park/Public/Institutional</td>
<td>395.64</td>
<td>24.1%</td>
<td>443.95</td>
<td>22.03%</td>
<td>557.89</td>
<td>22.63%</td>
</tr>
<tr>
<td>Vacant/Agriculture</td>
<td>416.5</td>
<td>25.3%</td>
<td>61.48</td>
<td>3.10%</td>
<td>588.76</td>
<td>23.88%</td>
</tr>
<tr>
<td>Right of Way for roads, alleys</td>
<td>234.18</td>
<td>14.2%</td>
<td>303.1</td>
<td>15.00%</td>
<td>388.62</td>
<td>15.76%</td>
</tr>
<tr>
<td>and railroad</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
At the time of this comprehensive plan update (July 2012), the City had 344 vacant residential lots platted and available for development, including 59 multi-unit townhouse lots and 285 single family lots. Of these 219 lots (including the 59 multi-family lots) were located on the north side of the city within Scott County. 130 lots (including 5 multi-family residential lots) were located on the south side of the city within Le Sueur County. As illustrated in the following chart, 88% of the available lots were platted within the past 10 years.

Table 5-2 illustrates the locations of available commercial sites. Map 5-3 identifies the locations of available industrial sites.
Existing Land Use

Various land uses within the City appear to follow the City's transportation network with the Central Business District located in the heart or center of the City along US Highway 19/13, highway commercial uses located along US Highway 21/13 to the south and US Highway 19/13, industrial uses on the northwest side of the community with easy access to rail and US Highway 21. Residential and public uses surround and support the higher intensity land uses. Existing land uses are illustrated on Map 5-4. The City's Zoning Map is illustrated on Map 5-5.

Following is a description of each of the existing land uses within New Prague.

Residential Land Uses

Comprising 29.7% percent of the City; residential development (single family to multiple family) is the largest land use in the City. Of the residential acreage approximately 620.28 or 85% of the residential acres are single-family homes.

The State Demographer's Office estimated 2,791 housing units as of 2010. Using 2012 residential land calculations of 732.64 acres, after factoring out available undeveloped residential lots or 114.7 acres (estimated average 3.5 units per acre for the 344 vacant lots), an overall residential density of 3.81 residential units per residential acre results.

More aged housing stock is primarily centered on smaller lots in areas of the City's original plat, one to three blocks off State Highways 13/19 to the north and south, surrounding the downtown or central business district. More recently constructed residential developments are located to the northeast, east of Falcon Ridge Elementary School and toward the wastewater treatment ponds, to the south, west of State Highway 21 and extending east to the municipal golf course, to the west in the area south of the industrial park and Raven Stream Elementary and to the southeast south of highway commercial development which is occurring along State Highway 19 and to the corporate limits.

House styles are mixed reflecting the era when they were built. Much of the housing is in good shape, however, there are some homes that are in need of maintenance or rehabilitation. The City's Zoning Ordinance addresses the architectural style of a home, which may be moved into a neighborhood but does not address the architectural style of a home, which is constructed on a vacant lot in an already developed neighborhood.

Medium density residential (two to four unit residential) comprised 2.65% of the land uses in New Prague in 2012 and 9% of all residentially zoned land. The average number of new townhome units between 1999 and 2002 and 2004 to 2006 was 26; with a substantial increase in 2003 with 186 new units. There have been no new townhouse units constructed in the past 5 years. A large number of townhouse units are located in the southeast quadrant of the City, near Horizon Drive, with additional on the northeast corner across from Falcon Ridge Elementary along Flag Boulevard as well as on the western edge of the city near Eight Avenue NW and Second Street NW and in Raven Stream Village on the west side. Townhouse units range from duplex or two-unit homes to ten-plex units.

Multi-family units make up 1.9% of the volume of land in the city and 6% of the residential land. These units are located at various locations within the City (not concentrated in one area), including senior housing units.

Commercial Land Uses

Approximately 123 acres or five percent (5%) of the City's land inventory is commercial in nature. This is a significant increase (65% increase) in commercial land acreage from 1998, however commercial land as a percent of the total land use in the city remained relatively stable from 1998 (4.5%) to 2012 (5.0%).

The City's zoning ordinance has established three (3) commercial zones defined as:
<table>
<thead>
<tr>
<th>Commercial District Name</th>
<th>Purpose</th>
<th>General Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-1: Central Business District.</td>
<td>To encourage the continuation of a viable downtown area by allowing retail, service, office and entertainment facilities as well as public and semi-public uses. In addition, residential uses will be allowed to locate above the commercial establishments. Any use in this district shall not be required to provide off-street parking.</td>
<td>The western edge of this district is generally along 2nd Avenue SW, with the eastern boundary at Lincoln Ave. The district extends one block north and south of State Highway 19/13, with an additional ½ block section on the north to incorporate the Hospital. The B-1 district includes approximately ten city blocks.</td>
</tr>
<tr>
<td>B-2: Community Commercial District</td>
<td>To accommodate the type of businesses that are oriented to the traveling public and require highway access. To minimize unmanageable strip development, common access drives and frontage roads should be integrated into site plans and platting.</td>
<td>The east side of the current city limits, two blocks north of State Highway 19/13 from 10th Avenue to the eastern city boundary and one to two blocks south of State Highway 19/13 from 7th Avenue SE to the eastern city limits boundary. A section of B-2 also exists along State Highway 19 for 1 block on the north and south side of State Highway 19 from the western city limits boundary to just east of 11th Avenue NW.</td>
</tr>
<tr>
<td>B-3: Highway Commercial District</td>
<td>To accommodate the type of businesses which are oriented to the traveling public and require highway access. This district is intended to allow existing businesses and redevelopment/infill of certain types of businesses, but not encourage expansion of the overall zoning boundary of this district.</td>
<td>The western intersection of State Highway 21 and State Highway 13/19 north of Highway 13/19 and south of Highway 13/19 along Highway 21 on both sides of the highway the depth of one block.</td>
</tr>
</tbody>
</table>

**B-1 District.** The central business district has historically served as the city’s primary area of commerce. The central business district is located near the center of the community and include large brick buildings with a mix of commercial uses including professional offices, service businesses such as hair salons, retail businesses such as flooring, furniture, clothing, financial institutions, cafes and restaurants, real estate offices, dry cleaning, shoe repair, bowling, a bakery, insurance offices, optometrist, tanning salon, barber shop, law offices, medical clinic, hotel and government offices including city hall/police, the Chamber of Commerce office and many specialty retail shops. The central business district has remained vibrant over the years with a limited number of vacant buildings and turnover in ownership or the type of business in those that have become vacant.

Although primarily brick buildings, the architecture of the downtown buildings varies. The majority of the buildings were constructed at different times. There are three buildings on the National Register of Historic Places including the First National Bank, located at 112 West Main Street, which was designed by Frederick Klawiter and constructed in 1922, the Hotel Broz which is located at 212 West Main Street and was a “first class” brick hotel constructed in 1898 and served as the City’s social center, and the Church of St. Wenceslaus a Baroque Revival/Georgian brick church built on East Main Street in 1907 with the rectory added in 1908 and St. Wenceslaus School constructed in 1914. An addition to the school was constructed in 2002.

The City’s downtown carries a theme with ornamental streetlights, brick pavers in the sidewalks, bump outs at corners, to assist pedestrian traffic, and a variety of awnings and murals. Patrons of the
downtown business district are provided with on-street parking and a small municipal parking lot on Main Street and adjacent to City Hall.

**B-2 District.** In recent years new highway commercial development has been occurring on the east side of the city along State Highway 19/13. B-2 commercial entities include a grocery store, restaurants, pharmacy/variety, liquor store, financial institutions, hotel, insurance, medical clinic, pet stores, fitness, gas stations, etc. More recently, an area along the north side of State Highway 19 on the west side of the City was annexed to the City and zoned B-2. Streets and utilities serve these sites but no development has taken place at this time. As commercial development continues on the east side of the community and begins on the west side of the City, the community will be faced with the challenge of retaining a strong, vibrant downtown.

The City has attempted to tie the downtown and the new commercial areas in the City together with common design themes in the style of architecture, required landscaping and other zoning regulations. The types of businesses locating in the B-2 District have been those requiring more off-street parking and direct vehicular access.

A majority of the commercial lots which are “available” for development at the time of this Plan update are in the B-2 Zoning District, primarily on the east and west sides of the city along Highway 19. The locations of available commercial lots are illustrated on Map 5-2.

**B-3 District.** This commercial district is located on the west side of the community along US Highway 21 on both the north and south side of State Highway 19. This district includes a variety of commercial uses with some non-conforming residential uses interspersed. Types of B-3 commercial uses present in this district at the time of this Plan update include restaurants, auto repair, heating contractor. Ornamental streetlights have been extended along Highway 21 in this area to tie the commercial area with the central business district and continue a commercial lighting theme. Building appearance standards in this area however, appear less restrictive than the B-1 and B-2 districts.

**Industrial Land Uses**

Industrial land uses comprise 74.07 acres or three percent (3%) of total land uses within the City today. The industrial land use acreage has increased from 62 acres in 1998, however due to the overall increase in land size of the city industrial uses remained relatively stable with 4% of the total land use in 1998 to 5% of the total land use in 2012. Industrial land uses are located primarily in the northwest quadrant of the city along Highway 21 and to the west of US Highway 21 south of Sixth Street NW. A small pocket also exists just southwest of the B-1 Central Business District south of Main Street and east of the railroad tracks. New industrial development continues, with Chart Industries, a large manufacturer, expanding with a new 111,525 square foot building on a 24.5 acre near their existing facilities at 1st Avenue NW on the west side within the current city limits, in the fourth quarter of 2012. Land guided for industrial use in the 2004 Comprehensive Plan as well as this plan includes a 23.2 acre parcel and an 80 acre area, both located north of the existing industrial park. These areas would need to be annexed into the city, with streets and utilities extended.

The following table provides a summary of new commercial and industrial construction between 2002 and October, 15, 2012. While residential growth slowed dramatically in 2007 through 2012, the city continued to experience new commercial and industrial growth.
TABLE 5-3
COMMERCIAL/INDUSTRIAL CONSTRUCTION

<table>
<thead>
<tr>
<th>Year</th>
<th># of Permits</th>
<th>Value of Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>8</td>
<td>6,505,969</td>
</tr>
<tr>
<td>2003</td>
<td>13</td>
<td>1,295,296</td>
</tr>
<tr>
<td>2004</td>
<td>22</td>
<td>3,351,263</td>
</tr>
<tr>
<td>2005</td>
<td>33</td>
<td>4,558,888</td>
</tr>
<tr>
<td>2006</td>
<td>29</td>
<td>4,973,920</td>
</tr>
<tr>
<td>2007</td>
<td>38</td>
<td>10,770,577</td>
</tr>
<tr>
<td>2008</td>
<td>32</td>
<td>1,931,057</td>
</tr>
<tr>
<td>2009</td>
<td>32</td>
<td>2,185,853</td>
</tr>
<tr>
<td>2010</td>
<td>32</td>
<td>505,055</td>
</tr>
<tr>
<td>2011</td>
<td>30</td>
<td>2,253,014</td>
</tr>
<tr>
<td>2012</td>
<td>39</td>
<td>1,446,660</td>
</tr>
<tr>
<td>Total</td>
<td>308</td>
<td>$39,777,552</td>
</tr>
</tbody>
</table>

Source: City of New Prague Building Permits
*2012 is through October 15, 2012

Park and Recreation Land Uses

Park and recreational land uses include local parks and the municipal golf course. These land uses account for 217.22 acres or 8.8% of the City’s land. This includes the 123.24 acre golf course. The City has a number of parks, serving residential neighborhoods, located throughout the City. The largest municipal park, located south of US Highway 19 or Main Street, is Memorial Park. This park is adjacent to the municipal golf course. Parks and recreation are discussed in further detail in the Park and Recreation Chapter of this Plan. As the City plans future residential, commercial and industrial areas, linkages to parks and recreation and the city’s trail system should be considered.

Right-of-Way

Street and railway right-of-way occupy 405.77 acres or 16.3% of the total City. With new developments the right-of-way land has increased by approximately 100 acres since 2004. The grid-like pattern of residential streets that exists throughout the City’s core occupies less area than the contemporary street system found in many of the City’s ‘suburban’ developments. Major traffic corridors in the City include State Highway 21, State Highway 19/13, Scott County CSAH 37 (7th Street NE), CR 15 (12th Street NE), Le Sueur County CSAH 60 (1st Avenue SE) 10th Avenue SE, Columbus Avenue NE and CSAH 29. Transportation elements are discussed in depth in the Transportation Chapter of this Plan.

Public and Semi-Public Uses

Public and semi-public land uses include the hospital (4.06 acres), School District #721 property (117.5 acres), church property (32.9 acres), land owned by fraternal organizations (1.3 acres) and properties owned by the city including city hall, fire hall, water tower sites, lift station sites, utility plant, maintenance garage, community center, old armory site and miscellaneous parcels. City property does not include parks, the library, which is included in Memorial Park’s calculation, or storm water retention ponds. Combined public and semi-public uses occupy 340.67 acres or 13.7 percent of the total land use in the City.

III. REDEVELOPMENT/INFILL POTENTIAL

The City’s amount of vacant land within the area serviced by municipal utilities increased substantially after 2002. The City should emphasize the use of currently available sites within the service area prior to the development of alternative sites. The development of sites within the serviced area will ensure
prudent land management, assist in the prevention of ‘leap-frog’ type development and ensure maximum cost effectiveness for community residents. Additionally, efforts shall be made to ensure proper placement and phasing of urban expansion and the maintenance of existing and future land use compatibility. It is understood that land prices and other factors such as a land owner’s desire to retain land may require new development prior to infill of all existing lots.

Potential redevelopment areas are primarily centered in or near the City’s core. The City should focus redevelopment efforts on commercial and residential areas/parcels in the more established areas of the City. To achieve this the City should:

1. Encourage the removal of existing buildings that have exceeded their useful life;
2. Encourage or participate in the removal of those which are deemed to have a “blighting effect” upon adjacent properties and/or present nuisance conditions that pose a threat to health and safety of citizens, and
3. Promote appropriate re-uses for under-utilized properties.

The following sites have been identified as future infill or redevelopment sites. These 14 sites are illustrated on Map 5-6:

1. The gravel parking lot area south of 2nd Street NW, east of 3rd Avenue NW and west of 2nd Avenue NW (the block which currently includes the bowling alley). This area is currently zoned B-1 for commercial uses and RM which allows medium density residential. This area was rezoned from I-1, Industrial in 2009.
2. Residential homes located within the B-3 District along US Highway 21, south of Main Street.
3. Residential homes located within the B-1 District, on the north side of Main Street.
4. The block in which the Mill is currently located on the west side of the downtown is currently zoned industrial. If this area is redeveloped in the future, an extension of the B-1 or central business district is suggested for this block. This would allow for more dense commercial development with zero lot lines.
5. The portion of the block on the east side of 2nd Avenue SW, between 1st and 2nd Streets is currently zoned I-1 Industrial. The best long term use for this property appears to be residential.
6. The gas station, vacant at the time of this comprehensive plan update, located on the north side of Main Street at 401 Main Street, has been identified as a redevelopment area.
7. The block at the southeast corner of the intersection of Highway 19 and Highway 13 contains a number of commercial businesses (meat market, liquor store, restaurant) with a zero foot front yard setback, sidewalk access and architectural designs similar to the B-1 or Downtown District. The area is currently zoned B-3, Highway Commercial. It is recommended this area be rezoned B-1.
8. The area north of CR 37 is recommended to be rezoned from RM, Medium Density Residential to I-1, Industrial.
9. The area on the west side of the city, north of State Highway 19 is proposed to be rezoned from RM and RL-90, medium and low density residential to B-2, Community Commercial.
10. A large parcel located on the west side of the community, south of State Highway 19 is proposed to be guided B-2 Community Commercial versus RL-90, low density residential, to accommodate larger commercial developments.
11. The area located east of Highway 21 and west of County Road 37 is recommended to be guided I-1, Industrial versus B-3 commercial.

12. The area located on the south side of County Road 15, on the northeast side of the city is proposed to be guided RL-90 low density residential from the current RH high density residential.

13. The area east of Chart Industries is proposed to be re-guided from RL-90, low density residential to RM, Medium Density Residential.

14. The southwest corner of the City, located on the east side of Highways 13/21 is proposed to be rezoned from RL-90, low density residential to B-3, Highway Commercial and I-1, Industrial.

The locations of residential, commercial and industrial infill sites are illustrated on Maps 5-1, 5-2 and 5-3, respectively.

IV. FORECAST LAND USE DEMAND

As previously identified, the municipal service area identified in the 2012 Comprehensive Plan Update provides a finite amount of vacant and redevelopable acreage. The City of New Prague will need additional land with urban services to accommodate forecast household and employment growth through the year 2035. Projections of population and households in New Prague identified in Chapter 3 of this Plan were developed on the basis of an analysis of local and regional trends and policies, and through the application of economic and demographic principals, with emphasis on the detailed profile of the City developed in this planning inventory. Specific data applied to the projections were Census data, residential building permits issued, historical population/household patterns and trends, trends in average household size, sub-regional migration patterns, Housing Studies, etc. Other factors such as increases/decreases in local employment opportunities will impact actual growth.

Market conditions will have a major impact on housing types as the City progresses toward the year 2035. Interest rates, land/material prices and inflation, gas prices, among other factors will significant impact buyer preferences. Since housing types are difficult to forecast, the land use plan focuses on density rather than housing types. Residential use computation is based on current City indices relative to life-cycle housing and density. Please note net densities of two and six units per acre are used respectively for forecast single family and multiple family residential development calculations.

Table 5-4 illustrates the number of housing units in each of the classifications utilized by the US Census in 2010.

<table>
<thead>
<tr>
<th>Units in Structure</th>
<th>Total</th>
<th>% All Occupied Housing Units</th>
<th>Owner-Occupied</th>
<th>% owner</th>
<th>Renter-Occupied</th>
<th>% Renter Occupied</th>
</tr>
</thead>
<tbody>
<tr>
<td>1, detached</td>
<td>1,739</td>
<td>62.3%</td>
<td>1,626</td>
<td>74.9%</td>
<td>114</td>
<td>18.4%</td>
</tr>
<tr>
<td>1, attached</td>
<td>639</td>
<td>22.9%</td>
<td>508</td>
<td>23.4%</td>
<td>131</td>
<td>21.1%</td>
</tr>
<tr>
<td>2 apartments</td>
<td>131</td>
<td>4.7%</td>
<td>39</td>
<td>1.8%</td>
<td>93</td>
<td>15.0%</td>
</tr>
<tr>
<td>3 or 4 Apartments</td>
<td>78</td>
<td>2.8%</td>
<td>0</td>
<td>0.0%</td>
<td>77</td>
<td>12.4%</td>
</tr>
<tr>
<td>5 to 9 Apartments</td>
<td>31</td>
<td>1.1%</td>
<td>0</td>
<td>0.0%</td>
<td>31</td>
<td>5.0%</td>
</tr>
<tr>
<td>10 or more Apartments</td>
<td>165</td>
<td>5.9%</td>
<td>0</td>
<td>0.0%</td>
<td>165</td>
<td>26.6%</td>
</tr>
<tr>
<td>Mobile home or other type of housing</td>
<td>8</td>
<td>0.3%</td>
<td>0</td>
<td>0.0%</td>
<td>9</td>
<td>1.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,791</td>
<td>100.0%</td>
<td>2,171</td>
<td>100%</td>
<td>620</td>
<td>100%</td>
</tr>
</tbody>
</table>
Future land use needs may be calculated based on densities allowed in Zoning Ordinance or on historic trends. The future land use needs projected in Table 5-6 are based on historical densities which have resulted in approximately 3.81 units per acre in single family residential districts and 3.2 and 4.3 units per acre in the RM and RH residential districts. If larger lots are developed in the future, acreage demands may increase accordingly. Likewise if more dense developments occur, less land will be needed to accommodate growth.

As indicated in Table 5-6, it is estimated 396 acres will be needed to accommodate future single family residential development through the year 2035. It is further estimated 69 acres will be needed to accommodate future medium and high-density residential developments through the year 2035. This is 465 net acres or with an additional 20% for public and right-of-way, storm water ponding, etc. 558 acres. This assumes the projected residential growth is accommodated by the existing vacant 344 residential lots.

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</tr>
</thead>
<tbody>
<tr>
<td>RL - Single Family Residential</td>
<td>2378</td>
<td>85%</td>
<td>620.28</td>
<td>85%</td>
<td>3.83</td>
<td>195</td>
<td>0</td>
<td>515</td>
<td>107</td>
<td>515</td>
<td>134</td>
<td>237</td>
<td>62</td>
<td>356</td>
<td>93</td>
<td>1,818</td>
</tr>
<tr>
<td>RM - Two, Three and Four Family Res.</td>
<td>209</td>
<td>7%</td>
<td>65.23</td>
<td>9%</td>
<td>3.20</td>
<td>17</td>
<td>0</td>
<td>45</td>
<td>6</td>
<td>45</td>
<td>14</td>
<td>21</td>
<td>6</td>
<td>31</td>
<td>10</td>
<td>160</td>
</tr>
<tr>
<td>RH - Multiple Family Residential</td>
<td>204</td>
<td>7%</td>
<td>47.13</td>
<td>6%</td>
<td>4.33</td>
<td>17</td>
<td>0</td>
<td>44</td>
<td>10</td>
<td>44</td>
<td>10</td>
<td>20</td>
<td>5</td>
<td>31</td>
<td>7</td>
<td>156</td>
</tr>
<tr>
<td>Total Residential</td>
<td>2,791</td>
<td>100%</td>
<td>733</td>
<td>100%</td>
<td>3.81</td>
<td>229</td>
<td>0</td>
<td>605</td>
<td>124</td>
<td>605</td>
<td>159</td>
<td>278</td>
<td>73</td>
<td>418</td>
<td>110</td>
<td>2,134</td>
</tr>
</tbody>
</table>

**Density is based on historical densities and residential land use mix of 85% single-family, 6% medium density and 9% high density.

***The City had 344 vacant lots to accommodate growth projected to 2015 and 1/2 through 2020; therefore acres needed to 2015 were reduced to 0 and to 2020 were modified accordingly.

The current ratio of residential to commercial/industrial acreage in the City of New Prague is 79% to 21% percent. This is similar to the 81%-19% mix which existed in 1998. If this land use ratio (80%-20%) continues, an estimated 140 additional net acres will be needed to support future commercial and industrial growth (based on 560 acres of residential land prior to the 344 lots being removed from land needs). Based on the current ratio, 87 net acres of commercial and 53 net acres of industrial space will be required to accommodate future growth, at this same ratio. Assuming an additional 20% area is needed for right-of-way expansion, it is projected 168 total additional acres will be needed to support future commercial and industrial growth. That is 105 acres for commercial expansion and 63 acres for industrial expansion. The following Table represents projected net acreage, which is projected to be used for residential, commercial and industrial land uses through the year 2035.

Maxfield Research completed a Commercial/Industrial Market Analysis for Scott County in April, 2012. It projects employment trends in each of the communities. Per Met Council reports, New Prague had 2,897 employees in 2010. The Market Analysis projects employment in New Prague to increase to 3,500 by
2020 and 4,000 employees by 2035, or an additional 1,108 jobs. The following table illustrates the number of business establishment and employees for New Prague and area communities in 2011, as reported by the Department of Employment and Economic Development.

**TABLE 5-7**
**COMPARATIVE EMPLOYMENT DATA – YEAR 2011**

<table>
<thead>
<tr>
<th>AREA</th>
<th>NUMBER OF ESTABLISHMENTS</th>
<th>AVERAGE NUMBER OF EMPLOYEES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belle Plaine</td>
<td>136</td>
<td>2,078</td>
</tr>
<tr>
<td>Elko New Market</td>
<td>75</td>
<td>326</td>
</tr>
<tr>
<td>Jordan</td>
<td>169</td>
<td>1,495</td>
</tr>
<tr>
<td>Lonsdale</td>
<td>73</td>
<td>351</td>
</tr>
<tr>
<td>New Prague</td>
<td>250</td>
<td>2,797</td>
</tr>
<tr>
<td>Prior Lake</td>
<td>553</td>
<td>7,719</td>
</tr>
<tr>
<td>Savage</td>
<td>618</td>
<td>6,716</td>
</tr>
<tr>
<td>Shakopee</td>
<td>905</td>
<td>18,881</td>
</tr>
</tbody>
</table>


Below are statistics from 2000 illustrating the Jobs Per Acre in area cities. In July, 2006, the Metropolitan Council updated job per acre statistics. In the metropolitan area, an average of 13.0 jobs per acre were noted with an average 9.0 jobs per acre in developing communities. For purposes of planning, including the transportation and trip generation forecasts, 9.0 jobs per acre are being utilized for future commercial/industrial growth.

**TABLE 5-8**
**JOBS PER ACRE SUMMARY AREA CITIES, 2000**

<table>
<thead>
<tr>
<th>City</th>
<th>Jobs/Acre*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lakeville</td>
<td>4.94</td>
</tr>
<tr>
<td>Savage</td>
<td>4.97</td>
</tr>
<tr>
<td>Jordan</td>
<td>5.41</td>
</tr>
<tr>
<td>Shakopee</td>
<td>5.49</td>
</tr>
<tr>
<td>Belle Plaine</td>
<td>6.29</td>
</tr>
<tr>
<td>Victoria</td>
<td>6.95</td>
</tr>
<tr>
<td><strong>New Prague (Scott Co. side)</strong></td>
<td><strong>8.13</strong></td>
</tr>
<tr>
<td>Chaska</td>
<td>10.59</td>
</tr>
<tr>
<td>Chanhassen</td>
<td>11.01</td>
</tr>
<tr>
<td>Waconia</td>
<td>11.11</td>
</tr>
<tr>
<td>Prior Lake</td>
<td>15.69</td>
</tr>
<tr>
<td>Eden Prairie</td>
<td>19.40</td>
</tr>
</tbody>
</table>

Source: Metropolitan Council

*Does not include acres with wetlands or significant slopes.

The Maxfield Research 2012 Commercial/Industrial Market Analysis projects a commercial/industrial demand in New Prague of 6.9 acres between 2012 and 2015; and 20.7 acres between 2016 and 2020 for a total demand of 27.6 acres over the next eight years. This is based on historical building permits. Applying the projected 9 jobs per acre, this would result in an additional 249 jobs, by 2020. At the time of this Comprehensive Plan update, Chart Industries began construction of an 111,525 square foot building
which is proposed to result in 80 new jobs on 24.5 acres. A second phase expansion is expected within a few years which could create an additional 100 jobs.

The following table suggests 168 additional acres would be needed to continue at the same 20% commercial/industrial to 80% residential land acreage. There are currently 125.2 acres of commercial/industrial land available in the city limits; with an additional 410.23 net developable acres in planned in the future land use boundary.

It is a goal of the City of New Prague to increase the ratio of commercial/industrial to residential from the historical 20%/80% ratio to increase local employment opportunities. This is consistent with the Scott County Association for Leadership and Efficiency (SCALE) goal which states, "The goal of the Unified Economic Development, Land Use and Transportation Plan is to develop and implement a county-wide economic development strategy and integrated land-use and transportation plan that helps achieve the vision of providing enough employment in Scott County by 2030 to support 50% of the county’s labor force, while respecting the authority of cities and townships within to make planning decisions on the local level." (SCALE Unified Plan Charter, July 17, 2009).

As a part of the Comprehensive Planning process, a cross-section of 40 civic leaders were asked to forecast the amount of commercial/industrial land needed to serve the city to the year 2035. Responses ranged from 30 acres (5.4%) to 210 acres (8.1%) with 27% suggesting 110 acres.

According to the US. Census Bureau 2006-2010 employment data, New Prague had 4,976 people over the age 16 with 76.5% or 3,806 in the labor force. With 2,797 jobs locally, the city is providing jobs for 73% of its own labor force. With a goal to continue to provide jobs locally, the City is intentionally planning for additional commercial/industrial acreage above and beyond the 20%/80% ratio illustrated below and acreage suggested as needed in the Comprehensive Plan Survey.

| TABLE 5-9 |
|---|---|---|
| Land Use | Net Acres | Gross Acres with 20% for St. ROW, ponds, etc. |
| Residential Ac. Forecast | 465 | 558 |
| Commercial & Industrial Land Acre Forecast (at 20-80 ratio) | 140 | 168 |
| Subtotal Net Forecast | 605 | 726 |
| Park land | 70 | 70 |
| Total Net Forecast | 675 | 796 |

*Total acreage based on 2012 City land use acres plus projected land uses based on continuance of current ratios.
Residential land use needs reduced to include consumption of existing 344 residential lots.

It is important to note that future growth boundaries should be larger than the 796 acres projected as portions of land in the growth boundaries are already developed with rural residential subdivisions and/or businesses located in the township or contain wetlands or creeks. In addition land will be required for public and institutional uses. **Map 5-7** illustrates land annexed into the City of New Prague between 2004 and 2011 (since the last Comprehensive Plan update). Six areas were annexed into the city, totaling 420.25 acres. Much of this land remains available for development.
V. FUTURE LAND USE POLICIES

Map 5-8 illustrates the Municipal Boundary Expansion Area or acreage outside the city limits, proposed to be developed by 2035. Map 5-9 provides a visual representation of future land uses. It is noted boundaries of proposed land uses depicted on Map 5-9 (e.g. Residential/commercial/industrial) may be adjusted in location if the locations of collector streets that are planned are slightly adjusted. This plan and subsequent documentation takes into consideration the land uses that have previously been approved by the City, and the land uses encourage compact, contiguous development. It efficiently uses the existing and proposed infrastructure and capital investment.

The future land use growth boundaries also coincide with sanitary sewer service areas and projected capital infrastructure such as lift stations and force mains, topography and the transportation system.

A. Overall Land Use Concept

New Prague serves as a regional center for the area with a strong downtown, highway commerce, an industrial or employment base, a variety of housing options and park and recreational opportunities. Participants in the comprehensive planning process have expressed a desire to retain the “small town” atmosphere and regional center, therefore the current mix of residential, commercial, industrial, public and park land has been considered in determining future ratios and land uses. The following guiding principals have also been considered:

- Retain the spirit of a small town. The goal of retaining the small town atmosphere is included through a logical pattern of future land use in an organized fashion, along with a transportation system to support the various land uses and parks and recreation to offer quality of life amenities.

- A place for people to gather – Downtown New Prague has historically served as the center or focus of the community. Public participants in the process have expressed a desire to retain this central gathering place. Addressing transportation in the downtown, limiting locations of other future commercial nodes and adoption of policies relating to the downtown will assist in accomplishing this goal.

- A well-balanced tax base – In order to assist with the fiscal health of the city and discourage the future development of a bedroom community for other suburbs with employment offerings, a range of land uses including commercial and industrial have been planned for.

- A proactive position on future growth – The future land use plan includes projections and growth boundaries intended to serve the City to the year 2035. As market demands change the plan may need periodic review and updates. The future land use plan has been coordinated with a sanitary sewer plan, storm water management plan and transportation plan to encourage proactive planning of land uses with infrastructure and the funding of the infrastructure.

- An identity that reflects the place – The history of New Prague and the carrying through of this heritage in existing and new buildings has allowed the city to be an “identifiable place”. As the city continues to grow the plans suggests reinforcing the historical character.

B. Ability to Serve with Utilities

The ability of the City to grow and expand its current physical boundary is dependent on its ability to service proposed developments with municipal utilities and services. Two new trunk sewer mains are planned to service future development. The “East Sewer Main” would extend along CR 15 to Alton Avenue. The estimated cost, at the time of this Plan Update, was $11 million. The “West Sewer Main” would extend along 12th Street NW to 11th Avenue NW and service future industrial areas and development to the west and south. It is important to coordinate utility improvements, and plan for these
expenditures in the city’s capital improvement plan prior to annexations of these areas. Additional information on utility needs is included in the Utility Chapter of this Comprehensive Plan.

C. Residential Land Uses

The City currently has five residential zoning districts including three low density residential districts with varying lot size requirements for single-family homes (RL-90, RL-84 and RL-70), one medium density residential district for two, three and four family units such as town homes (RM) and one multiple family residential district for multiple family units (RH).

As noted within this chapter, it is anticipated an additional 474 net acres are anticipated to be required to serve single-family residential growth, 50 net acres for medium density residential growth and 36 net acres for multiple family growth. Policies and objectives for existing as well as future residential areas have been developed to protect the integrity of residential neighborhoods and the character of New Prague.

As a part of the Comprehensive Plan Survey, participants were asked where residential growth is most likely to occur. Almost 1/3 (31.6%) noted on the east side of the city toward Highway 13, 26.3% suggested the residential growth will occur on the west side of the city by Raven Stream Elementary, 23.7% noted residential growth is most likely on the south side of the city and 18.4% suggested the growth will occur on the north side of the city by the high school. The Future Land Use Map 5-10, guides land in all four of these areas for future residential growth.

Existing Residential Neighborhood Objectives

1. Encourage the continued maintenance and quality of existing neighborhoods.
2. Minimize the development of incompatible land uses adjacent to and traffic through residential neighborhoods.
3. Encourage infill on existing platted lots which are served with streets, water and sewer.

Existing Residential Neighborhood Policies

1. Monitor the quality of housing stock and enforce codes and ordinances relating to outdoor storage, etc. as well as research the desirability of applying for Small Cities Development funds for housing rehabilitation as a means of encouraging on-going maintenance of older housing stock.
2. Discourage through traffic on local residential streets while preserving emergency access by following the comprehensive transportation plan which includes a recommended collector street system.
3. Prohibit non-residential land use intrusions into residential neighborhoods and require appropriate buffering and/or screening between non-compatible land uses.
4. Require infill residential units to be compatible in use and scale with the surrounding neighborhood.
5. Encourage infill of existing vacant or underutilized residential lots within the city’s municipal utility service area prior to extension of services for new developments.
6. Continue to upgrade infrastructure such as streets, water and sewer in existing neighborhoods as needed.
7. Continue to restrict home occupations to businesses customarily found in homes which employ only household residents and that do not sell products or services to customers at the premises.

New Residential Neighborhood Goals

1. Plan residential areas to encourage neighborhood unity and cohesiveness while protecting the integrity of the natural environment and providing access to other community amenities.

2. Provide a variety of life-cycle housing for the diverse needs of the community.

3. Plan new residential areas while protecting the existing agricultural land uses in areas currently outside of the corporate boundaries.

New Residential Neighborhood Policies

1. Incorporate natural features into new residential neighborhoods while protecting the features through ordinances.

2. Limit access points directly onto arterial streets or collector streets by requiring driveway accesses and lots to front streets within the subdivision.

3. Require the development of parks, trails and/or sidewalks along collector streets to service neighborhoods and provide access to other community amenities such as places of commerce, educational facilities and larger community parks.

4. Plan residential subdivisions while following the comprehensive transportation plan which includes a recommended collector street system to encourage connection of neighborhoods to commercial areas and arterial streets.

5. Consider the changing housing needs of the growing community and review residential housing land areas to accommodate the changing needs and demands.

6. Specific sites for high density residential uses have not been specified on the future land use map. The Planning Commission and Council should consider high density residential land uses in areas designated for medium density residential if they are adjacent to arterials or major arterials, are near community services and/or provide tiered land uses (higher intensity to lower intensity. The City should avoid locating all multiple-family housing in one concentrated area.

D. Commercial Land Uses

Currently the City has 192 acres or eight percent (8%) of the City’s land inventory is commercial in nature, within its commercial zoning districts. The City’s Zoning Ordinance currently includes three commercial zoning districts, the Central Business District (B-1), the Community Commercial District (B-2) and the Highway Commercial District (B-3). It is projected an additional 105 acres are need for commercial expansion, to continue the current ratio of residential to commercial land uses in the future.

New Prague’s downtown has served as the heart of the community. The City recognizes the importance of maintaining the vitality of the central core. Expansion of the downtown, addressing increasing traffic through the central business district and planning new commercial areas that provide links and continuity to the downtown are critical.

Due to limited sites available in the downtown for larger uses and those requiring off-street parking, other community and highway commercial areas along Highway 21 and State Highway 19/13 also exist and have in recent years expanded. The expansion of commercial areas outside of the downtown is expected
to continue as the city grows. As a part of the Comprehensive Plan Survey, participants were asked if the City should plan commercial sites large enough to accommodate a “big box” commercial building. 48.7% responded “Yes”, 35.9% responded “No” and 15.4% were “Indifferent”. The future land use plan does include a larger commercial area on the south side of Highway 19 on the west side of New Prague to accommodate this type of development.

The following objectives and policies have been prepared for each unique commercial area.

**Downtown Commercial Objectives**

1. Continue downtown New Prague as an important retail center.
2. Promote the expansion of the downtown on sites identified for potential redevelopment.
3. Continue to promote downtown as the center of the community as a focal point for government, community social activities and commerce.
4. Maintain the historic character of the downtown.
5. Provide convenient parking for customers and employees.
6. Promote land uses that will reinforce business synergy.

**Downtown Commercial Policies**

1. Continue to encourage private sector rehabilitation and renovation of existing buildings in the downtown.
2. Encourage the use of upper levels of commercial buildings for office and residential uses.
3. Continue, through the Chamber of Commerce and business organizations, to promote unified commercial and service promotional events to attract customers to the downtown.
4. Monitor traffic and provide safe and convenient access to businesses for vehicular and pedestrian traffic.
5. Continue, through the Zoning Ordinance, to require design standards for new and remodeled buildings to ensure the building mass, scale and facades are compatible with existing buildings.
6. Continue to offer on-street parking for business patrons as well as municipal parking lots to accommodate overflow and employee parking.

**Community and Highway Commercial Objectives**

1. Provide commercial areas for businesses which are more vehicle oriented, versus pedestrian traffic oriented, and which require larger sites.
2. Minimize traffic conflicts within commercial areas.
3. Provide linkages between community commercial areas and the downtown.

**Community and Highway Commercial Policies**

1. Minimize direct access from commercial areas onto State Highway 19/13 and Highway 21.
2. Link the existing downtown, existing community commercial and highway commercial with new expansions of these districts with unique design features including ornamental streetlights, pavers, signage and historical design patterns.

3. Require adequate building setbacks to accommodate any potential highway expansions.

4. Encourage pedestrian connections between commercial areas to allow customers to walk between business areas.

E. Industrial Land Uses

Industrial land uses comprise 114 acres or five percent (5%) of total land uses within the City today. It is projected that an additional 63 gross acres will be required for industrial expansion, to maintain the current ratio of residential to industrial land use mix. The actual amount of industrial land required will depend upon the size of the industrial user, whether or not land is available at a competitive cost when compared to neighboring communities and other economic factors. At the time of this Comprehensive Update, the City and EDA’s past focus has been on providing technical assistance to new and expanding industries rather than providing financial incentives; however, this is currently being reconsidered. The level of city involvement may impact consumption rates for industrial land.

Industrial Development Objectives

1. Continue, through the EDA and Chamber of Commerce, to take a proactive approach to business retention and expansion.

2. Promote quality industrial development that is compatible with the environment and which do not negatively impact the city’s infrastructure system such as wastewater treatment facilities.

3. Promote industrial development that pays employees a livable wage.

Industrial Development Policies

1. Consider economic incentives for industries that will contribute substantially to the city’s tax and employment bases without substantial negative impacts on the city’s infrastructure system.

2. Encourage businesses to use quality building material for industrial facades facing arterial and collector streets.

3. Design new industrial park areas to minimize impact on environmental features such as wetlands and creeks.

4. Design new industrial park areas to discourage industrial traffic from traversing through residential neighborhoods.

5. Minimize the impact of industrial properties on adjacent land uses by requiring additional setbacks, screening and/or fencing and landscaping.

6. Continue to require landscaping within industrial parks to improve the aesthetic appeal of the district.

F. Public Land Uses
As of 2012, 340.67 acres of land were used for public uses including the hospital (4.06 acres), School District #721 property (117.5 acres), church property (32.9 acres), land owned by fraternal organizations (1.3 acres) and properties owned by the city including city hall, water tower sites, lift station sites, utility plant, maintenance garage, community center, old armory site and miscellaneous parcels (total 105.12) acres. This constitutes 13.7% of the total land uses. Future land needed for public purposes will potentially include land for a new city hall and police department.

**Public Land Use Objectives**

1. Provide needed public facilities to support current and future growth.
2. Support public facilities that help retain New Prague as a regional center.

**Public Land Use Policies**

1. Begin planning and budgeting for future public facilities including city offices and police station.
2. Work in cooperation with other public agencies such as the school district to coordinate rather than duplicate public space such as auditoriums, meeting rooms, etc.
3. Provide sufficient land for future public facilities including utility sites and buildings.
4. Retain governmental administrative offices in the central business district to support the downtown as a focal point for services.

**G. Park and Recreation Uses.**

Park and recreational land uses include local parks and the municipal golf course. These land uses account for 217.22 acres or three percent (8.8%) of the City. 58 additional acres of park and open space are anticipated to be needed to retain the same ratio of park land to residential development.

**Park and Recreation Objectives.**

1. Retain the quality of life offered by parks and recreational amenities in the City of New Prague as it continues to grow.
2. Retain the small town feel of the City of New Prague.
3. Maintain the quality of New Prague’s parks.
4. Provide park and recreation opportunities for all ages of the population.

**Park and Recreation Policies.**

1. Continue to require park land dedication and fees to add parks and recreational amenities in new growth areas.
2. Plan for trail and/or sidewalk connections from neighborhoods to parks and linkages between parks; including county trail systems and vital connections to regional parks such as Cedar Lake Farm.
3. Continue to upgrade existing parks.
4. Offer park and recreational amenities for all age groups such as playground equipment for children, athletic fields for adults, and passive recreation for seniors, including walking trails.
5. Continue to work with the school district to provide for joint use of school/park facilities, including a future athletic complex.

H. General Policies and Implementation.

1. The redevelopment sites, identified in Section III of this Chapter, should be rezoned to match the proposed future land use.

2. Development requests should be reviewed for consistency with the Policies and Goals of this Chapter.

3. Development requests should be reviewed as they relate to the City’s ability to serve the area with utilities, streets and public services.

VI. FUTURE LAND USE AND ANNEXATION

Future land use

The City of New Prague has been experiencing significant growth over the past ten years. There are currently 2,428 acres of land within the city limits. This includes all land uses, vacant land and right-of-way. 344 platted, undeveloped residential lots remain within the city limits. Within the current city limits, 588.76 acres of land remain which could support 106.41 acres of community commercial growth, 18.82 acres of industrial growth and 463.53 acres of residential development.

The future land use map (Map 5-9) has been developed based on:

1. Sanitary sewer districts or areas which may be developed with each lift station and major capital expenditure.

2. Projected land uses for each category to retain a similar ratio of residential-commercial-industrial-park land as exists in 2012.

3. Tiered land uses with more intense land uses adjacent to arterials and collector streets and more compatible land uses adjacent to each other.

4. Land topography and natural resources and

5. Community input in the process through surveys and monthly Planning Commission meetings.

The future land use map identifies 3,127.48 acres outside the current city limits. This includes 2,577.36 acres for low density residential growth, 183.47 acres for medium and high density residential growth, 277.07 acres for commercial growth, and 273.05 acres for industrial growth. Land needed to support this growth will need to be annexed from Helena Township in Scott County and Lanesburgh Township in Le Sueur County.

This growth boundary is much larger than the 796 acres anticipated to be required to support new growth to 2035 (land not already developed). As illustrated on Map 5-9, there are constraints to development on many of these acres including floodplain and steep slopes, as well as land already developed in the township, resulting in a net developable acreage of 2006.32 acres.

Annexation

In 1978 the City of New Prague, Helena Township and Lanesburgh Township created the “New Prague Annexation Plan”. This contained an analysis of physical features, identification of issues, zoning
regulations and an annexation agreement. The agreement was formally executed in June of 1978. As a part of the agreement a joint planning board was established to oversee annexation issues. The board, which exists with Helena Township, meets only as required by specific circumstances. Lanesburgh Township, contrary to the City's position, considers the 1978 Orderly Annexation Agreement to be null and void. Lanesburg Township officials have; however, indicated a willingness to re-visit entering into a new Orderly Annexation Agreement.

The City of New Prague has been working with the Helena Township Board to develop a formal Joint Annexation Agreement. At the time of this comprehensive plan update, an agreement had not yet been drafted. Scott County Planning Staff has expressed a willingness to facilitate discussions between the City and Helena Township for a new formal Joint Annexation Agreement.

State Statutes 462.358, Subd. 1 states, "A municipality may by resolution extend the application of its subdivision regulations to unincorporated territory located within two miles of its limits in any direction but not in a town which has adopted subdivision regulations; provided that where two or more noncontiguous municipalities have boundaries less than four miles apart, each is authorized to control the subdivision of land equal distance from its boundaries within this area." This would require subdivisions within two miles of the city to require compliance with the City's subdivision ordinance including design standards for streets, storm water drainage, etc. This may cause some rural developments to be financially not feasible or minimize development within the two mile radius.

In 1997, and still in effect at the adoption of this Comprehensive Plan, pursuant to the above mentioned State Statute New Prague extended its subdivision authority into certain areas within Lanesburgh Township. The original boundary was approximately a 2 mile radius of the 1997 city limits. This boundary is shown on Map 5-8.

Scott County has been encouraging cities and townships to work in cooperation to identify future land uses and growth boundaries.

Role of the Comprehensive Plan in Municipal Boundary Expansion Policies

The New Prague Comprehensive Plan is not an annexation agreement nor is it a substitute for such an agreement. The Comprehensive Plan and its role in the future expansion of the existing municipal boundary is limited to serving as a statement of city policy. It can also serve as a basis for subsequent annexation plans and agreements.

From the City's perspective, it is important that the provisions of any future agreements with the two townships be consistent.

Future Growth Area – This is the area identified for future growth to 2035 and beyond as illustrated on Maps 5-9 and 5-10. Because of its location and the ability to extend utility services, it is intended that land within this area be annexed into the City of New Prague prior to being developed. It is also recognized that there are parcels of land within the identified growth area that, although they are close to the municipal city limits, are not contiguous and may not have city services available for a number of years.

Municipal Boundary Expansion Policies

The following policies refer to the growth areas, as illustrated on Map 5-10.

A. Growth Area Policies

1. Encourage infill of existing lots prior to annexation and development of new subdivisions, understanding land prices, ownership and other issues may require annexation prior to infill.
2. Land immediately adjacent to the city limits shall be annexed into the corporate limits prior to development.

3. Land should be annexed as the area is about to become urban or suburban in nature or if surrounded by city limits, rather than annexing without urban plans in place.

4. Allow residential, commercial and industrial growth consistent with all aspects of the New Prague Comprehensive Plan.

5. Growth, consistent with practices which preserve natural resources, will be allowed.

6. If limited rural residential development is to occur while the land is located within the township, the preferred density is one home per 40 acres. Cluster platting is encouraged to preserve open space for future development, and if cluster platting is utilized a one home per 10 acre density shall be considered.

7. When rural development is to be allowed, all developed lots shall have appropriate on-site treatment systems such as drain fields or community septic systems, etc. The City should continue to work with Scott County and Le Sueur County to identify locations of existing ISTS in the growth area for future connections to the municipal utility system. See Map 5-11, Existing ISTS.

8. The City should work with LeSueur County to discourage new feedlots within ½ mile of proposed growth boundaries. The City should support Scott County regulations, which currently prohibit new feedlots with 50 or more animal units to be less than 1 mile from a city boundary or existing public sewer and water. Map 5-12 illustrates locations of existing feedlots.

9. Work in cooperation with Scott County and Helena Township and with Lanesburgh Township to develop new Joint Annexation Agreements.

10. All new developments shall be consistent with the municipal subdivision ordinance.

11. Prior to annexation the City shall consider the cost associated with the extension of utilities to service new developments.

12. The City should consider adding trunk area charges to assist in the cost of future sanitary sewer improvements to aid in development covering its own costs.
Residential Lots Available for Development
With Municipal Utilities
July 2012
(Map 5-1)

Notes:
-160 SFD lots in Scott County
-59 Possible Multifamily Units
-10 Lots Platted Prior to 2002
-150 Lots Platted Since 2002
-125 lots in LeSueur County
-5 Lots Platted Prior to 2002
-120 Lots Platted Since 2002

-Total of 285 SFD vacant lots in the City Limits
-Total of Additional 59 Multifamily Units on Available Lots
-Total of 344 Residential Units Available
(Single and Multi)
New Prague Vacant Commercial Sites Available for Development
With Municipal Utilities - July 2012 (Map 5-2)

0 0.5 1 Miles

Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Prepared by:
City of New Prague
Planning Department
Date: 7/13/12
Disclaimer: For Reference Purposes Only.
New Prague Vacant Industrial Sites Available for Development
With Municipal Utilities - August 2012 (Map 5-3)
Zoning Districts

- RL70 - Single Family Residential District
- RL84 - Single Family Residential District
- RL90 - Single Family Residential District
- RM - Medium Density Residential District
- RH - High Density Residential District
- B1 - Central Business District
- B2 - Community Commercial District
- B3 - Highway Commercial District
- I1 - Light Industrial
- Planned Unit Development Overlay

Right of Way
City Limits
Railroad

Disclaimer: This map does not represent a survey of the land. The zoning districts on this map reflect approved zoning changes through January 3, 2006. Zoning districts are subject to official amendments and the zoning designations shown on this map must be interpreted by the City Code and City Policy. Questions regarding zoning districts or interpretations of the City Code must be directed to the City Planning Department.

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City of New Prague
Redevelopment Areas
July 2012
(Map 5-6)

Redevelopment Area #1
Rezone as B-3

Redevelopment Area #2
Rezone from I-1 to B-1

Redevelopment Area #3
Rezone at B-1

Redevelopment Area #4
Rezone and Redevelop from I-1 to RL-70

Redevelopment Area #5
Rezone and Redevelop from I-1 to RL-90

Redevelopment Area #6
Rezone and Redevelop from B-3 to B-1

Redevelopment Area #7
Rezone from RL-90 to B-2

Redevelopment Area #8
Rezone from RM to I-1

Redevelopment Area #9
Rezone from RM and RL-90 to B-2

Redevelopment Area #10
Rezone from RL-90 to B-2

Redevelopment Area #11
Rezone from RL-90 to RM

Redevelopment Area #12
Rezone from RH to RL-90

Redevelopment Area #13
Rezone from RL-90 to RM

Redevelopment Area #14
Rezone and Redevelop from RL-90 to B-3 and I-1

Redevelopment Area #15
Rezone and Redevelop from B-3 to B-1

Redevelopment Area #16
Rezone from I-1 to RL-90

Redevelopment Area #17
Rezone from RM to I-1

Redevelopment Area #18
Rezone from I-1 to RL-90

Redevelopment Area #19
Rezone from RL-90 to RM

Redevelopment Area #20
Rezone from RM and RL-90 to B-2

Redevelopment Area #21
Rezone from B-3 to B-1

Redevelopment Area #22
Rezone from RL-90 to B-3

Redevelopment Area #23
Rezone from RM to I-1

Redevelopment Area #24
Rezone from I-1 to RL-90

Redevelopment Area #25
Rezone from RL-90 to RM
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