



Comprehensive Municipal Plan

Kiester, MN

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1. Introduction

As stated in MN Statutes 462 as amended; municipalities are faced with mounting problems in providing means of guiding future development of land so as to insure a safer, more pleasant and more economical environment for residential, commercial, industrial and public activities, to preserve agricultural and other open lands, and to promote public health, safety, and general welfare. Municipalities can prepare for anticipated changes and by such preparations bring about significant savings in both private and public expenditures. Municipal planning, by providing public guides to future municipal action, enables other public and private agencies to plan their activities in harmony with the municipality's plans. Municipal planning will assist in developing lands more wisely to serve citizens more effectively, will make the provision of public services less costly, and will achieve a more secure tax base.

The Planning and Zoning Department has been working towards updating the Faribault County Comprehensive Land Use Plan. In that process, it was presented to the cities as part of the planning process for the county, a "baseline plan" that would be consistent with the minimum obligations of a "Comprehensive Municipal Plan" be developed on behalf of each community.

A "Comprehensive Municipal Plan" means a compilation of policy statements, goals, standards, and maps for guiding the physical, social and economic development, both private and public, of the municipality and its environs, and may include, but is not limited to, the following:

- Statements of policies, goals, standards;
- Land use plan, including proposed densities for development;
- Community facilities plan;
- Transportation plan, and recommendations for plan execution;
- Capital improvement program;
- Official map of the city;
- Details identifying any urban growth areas.

The Municipal Plan will work in conjunction the Faribault County Comprehensive Plan. By consolidating these plans, the communities within the county will have a true all-encompassing plan. These two plans work side by side, various sections in the main body of the plan refer to the addendums and the municipal plans refer to sections in the main Comprehensive Plan.

1.1 Process Used

Putting together a plan of this type is a task for any community, let alone communities the size of those in Faribault County. As the County embarked on the updating of the existing 1967 Faribault County Comprehensive Land Use Plan, it only made sense to provide all of the communities with a baseline plan. Organization of the document could not have been done without the help of city staff, public officials and local landowners.

A baseline workbook was established to be utilized as a Municipal Plan. Cities were presented with the workbook and were responsible for supplying the Faribault County Planning and Zoning Department with the needed information. All information received was incorporated into the Municipal Plan.

The general Strengths, Opportunities, Weaknesses and Threats (SWOT) analysis done for the County as a whole was utilized for the completion of the Municipal Plans. Cities can progress further than the

baseline plan by conducting their own SWOT analysis for a more personalized plan. To keep the main document as up to date as possible, any modifications made to the Municipal Plan need to be forwarded to the Planning and Zoning Department.

1.2 Sections of this Plan

According to MN Statute 462 as amended; each municipality is encouraged to prepare and implement a community-based comprehensive municipal plan. Any municipality that prepares a plan shall coordinate its plan with the plans, if any, of the county and the municipality's neighbors both in order to prevent the plan from having unfavorable impact on the other jurisdictions and to complement the plans of the other jurisdictions. Under the joint exercise of power provisions in MN Statute 471.59, a municipality may establish a joint planning district with other municipalities or counties that are geographically adjacent to adopt a community-based comprehensive plan for the district. At a minimum, plans must address any urban growth areas identified in a county plan and may establish urban growth areas for the municipality. The plan must establish a stated process for boundary adjustments to include the urbanized area within city limits as the urban growth area is developed and provided municipal services. Within the urban growth area, the plan must provide for the staged provision of urban services, including, but not limited to; water, wastewater collection, wastewater treatment, and transportation.

The following sections are included in this plan and once fully completed will meet the needs of MN Statute 462 to serve as a municipal plan.

Each section, excluding the Community Profile, of the plan will include an Introduction, Data (what currently exists and what is needed) and Actions (how the municipality desires move forward).

- Community Profile
- Community Facilities
- Transportation
- Land Use
- Capital Improvement Program
- Funding Options

1.3 Plan Review Process

Before a community-based comprehensive municipal plan is incorporated into a county's plan under MN Statute 394.232, subdivision 3 as amended; a municipality's plan must coordinate with adjacent municipalities in the county. As soon as practical after the development of a community-based comprehensive municipal plan, the municipality shall provide a copy of the draft to adjacent municipalities within the county for review and comment. An adjacent municipality has 30 days after receipt to review the plan and submit written comment. If a city does not plan for growth beyond its current boundaries, the city shall submit its plan to the county for review and comment. A county has 60 days after receipt for review and comment. As provided in MN Statute 394.33, the town plan may not be inconsistent with or less restrictive than the county plan. The town may amend its plan based on the county's comments.

1.4 Approval Process

If a city plans for growth beyond its current boundaries, the city's proposed community-based comprehensive municipal plan and proposed urban growth area must be reviewed and approved by the

county before the plan is incorporated into the county's plan. The county may review and provide comments on any orderly annexation agreement during the same period of review of a comprehensive plan.

2. Community Profile

2.1 History

City of Kiester: Kiester was another one of the new towns developed along the Iowa, Minnesota and Northwestern railroad in 1899. On July 16, 1899, 75 acres of land were purchased from Conrad Whiplinger by the Iowa Minnesota Townsite Company in Section 21 of Kiester Township for a new village. The town was named after the township and a plat for the village was filed on September 26, 1899. By 1900, a general store, a bank, a hardware store, an implement firm, a dray line, a newspaper, two blacksmith shops, a livestock dealer, a lumberyard, a doctor, a jewelry store, a creamery and a post office were all operating in the new village. By 1910, the new street lights illuminated the cement sidewalks that had been laid the entire length of Main Street. The railroad that had brought progress to town also took it away when passenger service was discontinued in 1950. The depot was closed in 1959 and later dismantled in 1965. The “Kiester Hills” were well known for their deposits of gravel. With a local supply of gravel it was possible for streets and roads to be graveled at a time when dirt roads were the norm. Graveling days were held, farmers and townspeople worked together to improve the roads in and around Kiester, making good roads one of the distinctive features of the village.

2.2 General Overview

Kiester is located at the intersection of Minnesota State Highway 22 and 35th St. It is about 2 miles north of the Iowa border and 8 miles south of Interstate 90.

The City of Kiester began as a railroad town and was first incorporated on November 19, 1900. The city was named after county historian Jacob Kiester.

2.3 Adjacent Townships

Kiester Township was named after J.A. Kiester, Faribault County’s first historian. However, Kiester was never a resident of Kiester Township. Arriving in Blue Earth in 1857, Kiester served at various times as county surveyor, register of deeds, state representative, judge for probate, and state senator. The highest point in the county is located in Section 3 of Kiester Township. The first census of the township was conducted in 1870 and listed 61 residents. The township grew at a much slower rate than others in the county because of its lack of timber, elevated terrain, and land was owned by investors. In ten years the township only grew by 69 people.

2.4 Adjacent Municipalities

The closest geographic municipalities to the City of Kiester are Bricelyn to the west and Walters to the northeast.

	Population (2013)	487
	Population Forecast (2018)	490
	Households (2013)	229
	Labor Force (2012 Q2)	252
	Education (Completed High School)	91.27%
	Education (Bachelor's Degree or Higher)	14.08%
	Median Household Income (2010)	\$39,285

3. Community Facilities

A Community Facilities Plan is a compilation of policy statements, goals standards, maps and action program guiding for the future development of the public or semipublic facilities of the municipality such as recreational, educational and cultural facilities.

3.1 Introduction

Community facilities play an important role in defining the community and shaping its development. Several elements relate directly to community facilities.

- Community facilities help define the City of Kiester. In many cases, community facilities are keepers of the city's history and heritage.
- Municipal buildings, libraries, schools, churches, health care and a variety of other elements all form the mixture of what residents want and need in the community.
- Residents place value on the quality and variety of educational opportunities available, schools or school districts may become the focal point of the community.

Community facilities also house services and activities provided by government, non-profits or other similar entities. Planning for community facilities is important for several reasons:

- These facilities represent important community services;
- Community facilities are often the locations for community events;
- Facilities should be accessible to residents and visitors;
- These facilities often represent significant elements of the community's heritage and identity;
- Community facilities may influence the pattern of traffic and adjacent land use; and
- The future growth of any city may lead to the expansion of the existing facilities and the need to build new facilities.

3.1.1 Existing City Facilities

City Hall

Public Safety (Fire & Ambulance)

Public Works Facility

Water Supply

Wastewater Treatment Ponds

Stormwater Infrastructure

Municipal Liquor Store

Kiester Retail Center

Tax Forfeited Creamery Property



Photo 2 -Broken Window Tiles



Photo 1 - Falling Bricks



Photo 4 - Storm Damage



Photo 3 - Hole in Roof



Photo 5 - Roof Damage



Photo 6 - Damage to Windows

3.1.2 Public Facilities

Kiester Town and Country Centre

Community Center

Clinics

3.1.3 Recreational Facilities

Parks

3.1.4 Educational Facilities

Library (Located in KTCC)

3.1.5 Cultural Facilities

Churches

Kee Theatre

3.2 Actions

The process of preparing this plan lead to the following action goals. These initiatives are actions to be undertaken by the City of Kiester to achieve the policy objectives related to community facilities.

1. Planning for facilities should occur in conjunction with ongoing management. A proactive approach allows the City to explore solutions and find the most economical and effective option.
2. County and State facilities are important parts of a local economy. Strong working relationships and on-going communications encourage successful operations and retention of facilities.
3. According to 2010 Census data the City has an aging population (26.1% over the age of 65) and the City must look at making facilities accessible and compatible with the demographics of the community.
4. Various parcels are scheduled to become tax forfeited in upcoming years. Dealings with these properties will vary depending on the condition of any structures. Some parcels will be marketed while others will need to have buildings demolished. This can become costly and the city will need to establish a policy on how to handle these properties.

4. Transportation

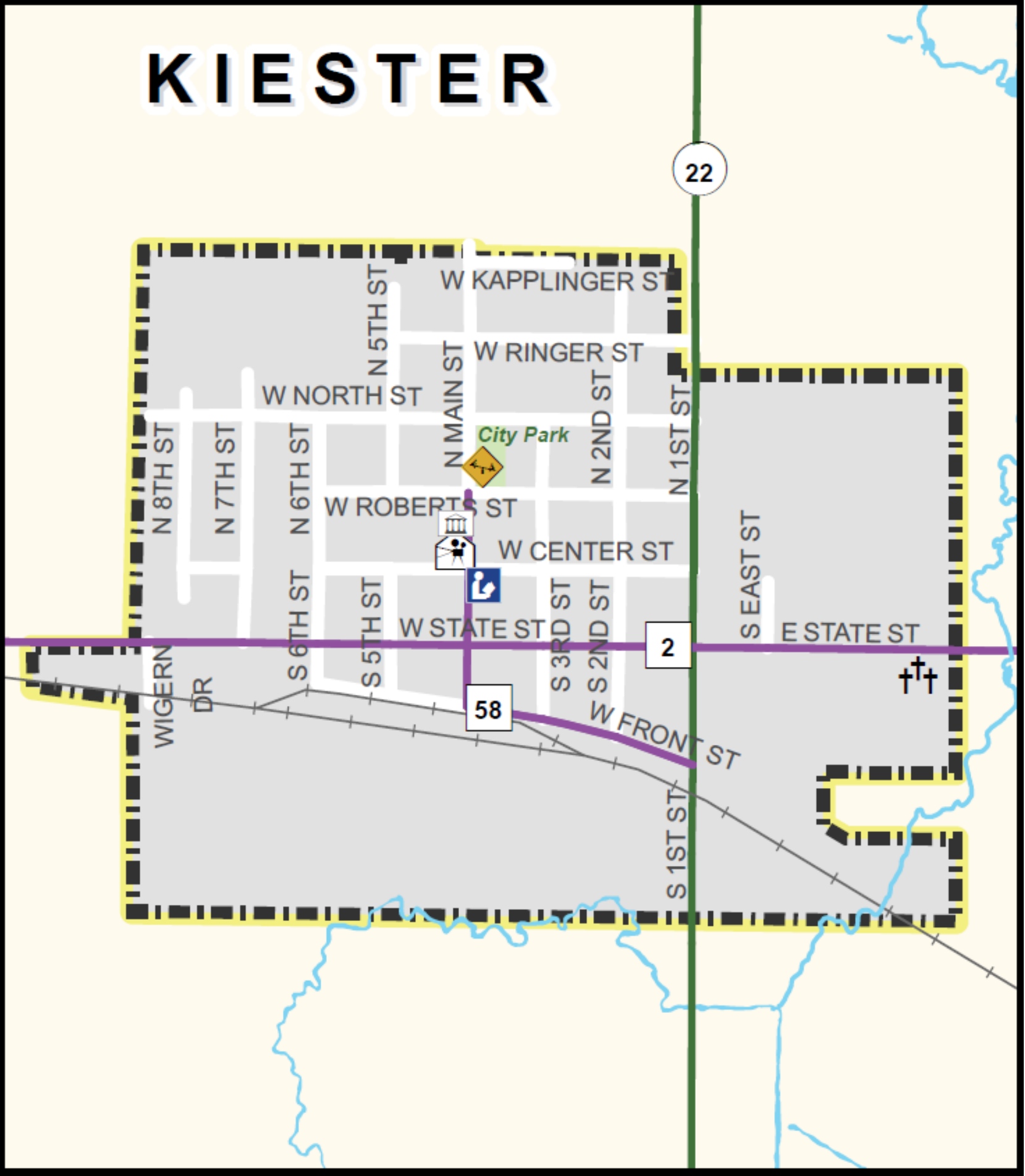
A transportation plan is a compilation of policy statements, goals, standards, maps, and action programs for guiding the future development of the various modes of transportation of the municipality and its environs, such as streets and highways, mass transit, railroads, air transportation, truck and water transport, and includes a major thoroughfare plan.

4.1 Introduction

Simply stated, transportation is the movement of people and goods. However, modern day transportation systems have evolved into intricate inter-modal networks that provide multi-dimensional service. Transportation contributes to the value-added of goods and services, facilities, economic scales, influences land (real estate) value. Transportation provides links between regions, economic activities and populations, which makes it one of the most important of all human activities. Transportation and its infrastructure is an indispensable component of the economy and can stimulate growth and development. Consequently, transportation systems have a strong influence on the growth patterns and urban form of a city. Therefore, careful consideration is needed in regard to transportation planning.

The transportation plan identifies the location, character and capacity of transportation facilities which are compatible with the planned land uses in the city. Road and street plans should encourage optimal community development while allowing for transit in a safe, fast and efficient manner. The transportation network must accommodate the planned pattern of employment, shipping and institutional related facilities. At the same time, transportation improvements should not be construction which produces severe and lasting impacts on the city's residential and commercial areas. Each street improvement should be given careful design attention to ensure compatibility with the scale and quality of the city and its neighborhoods. Heavy through-traffic can be a nuisance and a distraction from an otherwise quiet and safe neighborhood. Advance knowledge of the designation and location of major traffic arteries can result in greater neighborhood stability in which residents have the assurance that traffic conditions will remain relatively consistent in future years.

Early knowledge of planned major streets and their locations permits the proper arrangement of other elements of the Municipal Plan. This includes the prescription of the land uses and provisions of public facilities such as schools, parks, and utility improvements. Thus, the public sector and private developers must know the future locations of streets and highways in order to proceed intelligently with individual project plans.



City of Kiester

Official Transportation Map

Insert city logo here

4.2 Actions

The process of preparing this plan lead the City to hire an engineering firm to complete a critical infrastructure assessment. Actions in moving forward with reconstruction, repairs, and transportation needs will be to implement the findings of the assessment.

- Complete an assessment of the roads top coat as well as critical infrastructure below to generate an accurate reconstruction plan.
- Repair as needed.

Transportation Schedule

Seal Coat

1-5 years

Center Street

From Hwy 22 to Main

Main to 6th Street

South 2nd Street- South 5th Street

North 2nd Street - South 5th Street

West North Street

Main to 5th Street

North Section of 7th Street

Seal Coat

5-10 years

West Center Street from 7th to 8th

8th Street

West Center to West North Street

East Street

From Hwy 22 to Main

Main to State Street

Reconstruction

1-5 years

Roberts Street

From Hwy 22 to Main

Main to 6th Street

6th Street

From State St to West North Street

West North Street

From 5th to 6th Street

3rd Street

From State St to Center

Reconstruction

5-10 years

3rd Street

From Center to West North St

2nd Street

From State to Center

Center to Roberts

Roberts to West North Street

5th Street

State Street to Center

Roberts to West North Street
 North Street to Ringer Street
 West Ringer Street to Main Street
 7th Street
 State Street to West North Street
 North Main Street
 From West North Street to Ringer Street

Reconstruction

10-15 years

Ringer Street
 From Hwy 22 to Main
 8th Street
 From Center to West North St
 North Main Street
 From Ringer to Kapplinger Street
 Front Street
 From Hwy 22 to Main
 South Main to State Street

5. Land Use

A Land Use Plan is a compilation of policy statements, goals, standards, maps, and action programs for guiding the future development of private and public property. The term includes a plan designating types of uses for the entire municipality as well as a specialized plan showing specific areas or specific types of land uses, such as residential, commercial, industrial, public or semipublic uses or any combination of such uses. A land use plan may also include the proposed densities for development.

5.1 Introduction

Zoning allows a city to control the development of land within the community; both the type of structures that are built and the uses to which the land is put. Most building in a community is done by private individuals and businesses seeking to develop property for their own private use; whether this is residential, commercial or industrial. Zoning is one important tool for guiding this private development, so that land is used in a way that promotes both the best use of the land and the prosperity, health and welfare of the city's residents.

Zoning is normally accomplished by dividing the land in the city into different districts or zones and regulating the uses of land within each district. Generally, specific districts are set aside for residential, types of commercial and various industrial uses. The city can also use zoning to further agriculture and open space objectives.

By creating zoning districts that separate uses, the city assures that adequate space is provided for each use and that a transition area or buffer exists between distinct and incompatible uses. Adequate separation of uses prevents congestion, minimizes fire and other health and safety hazards, and keeps residential areas free of potential commercial and industrial nuisances such as smoke, noise and light.

Zoning regulations may also constrain the types and location of structures. The regulation must be the same within each district, but may vary from district to district. These regulations often control:

- Building location, height, width, bulk
- Type of building foundation
- Number of stories, size of buildings and other structures
- The percentage of lot space which may be occupied
- The size of yards and other open spaces
- The density and distribution of population
- Soil, water supply conservation
- Conservation of shorelands
- Access to direct sunlight for solar energy systems
- Flood control

5.2 Data

5.2.1 Ordinances

The City of Kiester is currently (2015) in the process of updating their basic ordinance and adopting a specialized version of the Minnesota Basic Code of Ordinances. This section is to only be used in reference and may change slightly before final adoption takes place.

Title I: General Provisions

Title III: Administration

- Chapter 30: General Provisions
- Chapter 31: Departments, Boards and Commissions
- Chapter 32: Emergency Management

Title V: Public Works

- Chapter 50: Garbage and Rubbish
- Chapter 51: Sewer Regulations
- Chapter 52: Water Regulations
- Chapter 53: Storm Water Drainage Utility
- Chapter 54: Rates and Charges

Title VI: Traffic Code

- Chapter 70: Traffic Regulations
- Chapter 71: Parking Regulations
- Chapter 72: Snowmobiles
- Chapter 73: Recreational and Other Vehicles
- Chapter 74: Bicycles, Roller Blades, Roller Skates, Roller Skis and Skateboards

Title IX: General Regulations

- Chapter 90: Abandon Property
- Chapter 91: Animals
- Chapter 92: Health and Safety; Nuisances
- Chapter 93: Street and Sidewalks

Title XI: Business Regulations

- Chapter 110: General Licensing Provisions
- Chapter 111: Commercial Amusement
- Chapter 112: Liquor Regulations
- Chapter 113: Peddler and Solicitations
- Chapter 114: Reserved
- Chapter 115: Reserved
- Chapter 116: Regulation Lawful Gambling
- Chapter 117: Garage and Rummage Sales
- Chapter 118: Regulation of Public Dances and Special Events
- Chapter 119: Sexually Oriented Businesses

Title XIII: General Offenses

- Chapter 130: General Offenses

Title XV: Land Usage

- Chapter 150: General Provisions
- Chapter 151: Zoning
- Chapter 152: Subdivision Control
- Chapter 153: Anti-Blight Regulations

5.2.2 Zoning Districts

5.2.2.1 *Single Family Residential District (R-1)*

The purpose of R-1 is to provide for moderate density one and two-family dwelling units and directly related, complementary uses.

Permitted uses and structures;

- One and two-family dwelling units,
- Public, government owned parks, playgrounds, athletic fields, and other public recreational uses,
- Churches and places of religious assembly, public and private schools and government-owned buildings and facilities,
- Agricultural gardens and forestry, and
- Manufactured homes which meet the standards set forth in §151.24

5.2.2.2 *Multi-Family Residential District (R-2)*

The purpose of the R-2 District is to provide for medium density housing in multiple family structures and directly related complementary uses.

Permitted uses and structures;

- Any permitted use in a R-1, and
- Multiple family dwelling

5.2.2.3 *Central Business District (C-1)*

The Purpose of the C-1 is in recognition of the existing downtown business and commercial development and the need for its future expansion, rehabilitation and redevelopment.

Permitted uses and structures;

- Business and commercial establishments including:
 - Retail establishments, including grocery, hardware, drug, clothing, variety and furniture stores; eating and drinking places, auto dealers, automobile service stations, farm implement dealerships, farm supply stores, seasonal evergreen sales and meat locker shops.
 - Personal services, including laundries, beauty shops, barber shops, funeral homes, shoe repair shops, printing and publishing shops and photographic studios.
 - Professional services, including medical and dental clinics and attorney's offices.
 - Repair services including automobile, jewelry, radio and television repair shops, appliance repair shops, farm and implement repair shops, plumbing contractor's shop and electrical contractor's shop.
 - Entertainment and amusement services, including motion picture theatres, recreational halls and bowling alleys.
 - Lodging services, including hotels and motels.
 - Finance, insurance, real estate and tax services.
- Public and semi-public buildings, including police office, fire hall, and city hall.
- Private clubs.
- Apartments, providing they are located above the first floor level.
- Automobile parking lots.
- Essential services, such as sewer, water, telephone and electric utility facilities.
- Churches and places of religious assembly.

5.2.2.4 *Central Business District (C-2)*

The purpose of C-2 is to provide for commercial development outside of the C-1 Central Business District.

All uses of a commercial nature, including retail, light industrial, wholesale, service, office, financial, recreational, professional, lodging, and sexually oriented businesses in compliance with Chapters 119 and 153, including all uses permitted in the C-1 Central Business District, and those other commercial uses as are not considered industrial as listed in §151.27.

5.2.2.5 *Industrial (I)*

The purpose of the industrial District is to provide for industrial development outside of the other districts authorized by this chapter. Development within the districts shall be regulated through the performance standards outlined in §151.3 of this chapter to promote sensitive site design and to mitigate external site impacts.

5.2.2.6 *Rural Residential and Agricultural District*

The purpose of the Rural Residential and Agricultural District is to allow suitable areas of the city to be retained and utilized in open space and/or agricultural uses.

5.3 Actions

The process of preparing this plan lead to the following action goals. These initiatives are actions to be undertaken by the City of Kiester to achieve the policy objectives related to land use. The zoning map is outdated and must be redrafted and digitally overlaid on parcel data. By utilizing digital images, City staff will be allowed to ensure setbacks and verify data.

