

**City of Royalton
Comprehensive Land Use Plan
2018 – 2028**

August 9, 2018

PART ONE: INTRODUCTION TO THE COMPREHENSIVE PLAN

1.0 PURPOSE AND INTRODUCTION

The Comprehensive Land Use Plan provides a vision and ‘blueprint’ for the city through the year 2027. The Plan calls for a review every three to five years and revisions at least every five years. The revisions allow the city to celebrate the goals attained, set objectives to reach current goals and incorporate the vision of the community into the plan.

Part One: Introduction to the Comprehensive Plan
Part Two: Community Assessment
Part Three: Strategic Policy Framework & Implementation

2.0 FOUNDATIONS OF THE CITY OF ROYALTON COMPREHENSIVE PLAN

Developed through strong public participation and involvement, the foundation of the City of Royalton Comprehensive Plan lies within the many residents, landowners, individual business owners and businesses associations, civic and community organizations and associations, and all other aspects of the community. Continued public participation and involvement is also the key to maximizing the potential of the plan. The benefits of developing and implementing this plan include, but are not limited to the following:

The plan provides a legal basis for land use related decision-making within the City by establishing land use consistency, changes to official land use controls, and land use policies and recommendations.

The plan provides clear direction and vision which promotes a sustainable community through the proactive management of community growth and development through the proactive management of community growth and development.

The plan identifies clear needs and desires for the community related to use of lands, community facilities, community infrastructure, and other important aspects of the community.

The plan provides valuable information which may be used in securing funding from public and private sources to fulfill community project needs.

Citizen involvement and participation is the foundation of the Comprehensive Plan. Citizens met to guide the vision for city growth and development in 2005, 2009 and again in 2016. The focus for 2005 was community facilities, infrastructure and services. In 2009 the focus was parks, beautification of the Hwy 10 corridor and establishing a restaurant for the city and 2016 looked more broadly at economic competitiveness, foundational assets, community resources and human capital.

Economic Competitiveness

Strengths – opportunities to work on:

City utilities	Solar panels over city hall
City Parks	School/Community outreach
Industrial Park	Core group of businesses
National Joint Powers Alliance	

Weaknesses – threats to work on:

Land available but not developed	Farmers market/Community Garden
Expand our solar power	Healthcare
Activities for youth/families	Community revenue as a whole

Community Center
Volunteerism
Industrial park

Café
No defined business area

Foundational Assets

Strengths – opportunities to work on:

City utilities	Cable provider
Oil drop site	Compost site
Hwy 10	Broadband helped with falls.net
Wellhead Protection Plan	Comprehensive land use plan
Safe Routes to School	Compost/brush site
Broadband (Midco/FallsNet)	

Weaknesses – threats to work on:

Public transportation	Broadband in rural areas
Housing – rental/apartment/town home	Signage for parks and trails
Sidewalks – not wide enough/not complete	Riding bikes safely across the railroad tracks
Unsanitary scrap/recycling facilities	Traffic on Hwy 10

Community Resources

Strengths – opportunities to work on

Woman’s Study Club	Small school district
American Legion	Highway 10
Parks – splash, skate, Memorial, McGonagle	Lions club
Nature road –national bike route	Platte River day
Art in the park	Christmas on the Platte tree lighting
Ride for Alzheimer’s	Strong involvement
High School Cross Country track	High School tennis court

Weaknesses – threats to work on:

Lack of medical resources	Hwy 10
Family café	Sidewalks
Bike trails	Community recreation center
Farmers market	Walking-along river
Art awareness	Need community place for students to gather

Human Capital

Strengths – opportunities to work on:

Ramp-Up for readiness program	Young labor force
Technology –Chromebook, iPad	Adult college classes
Community education	Part time employee availability (students)
Pre-K-12 school	Post-secondary options
Parks	School Fitness Center

Weaknesses – threats to work on:

Community/rec center (especially in winter)	Lack of local food co-op
Child care option	Post-secondary options/Job shadowing
Lighting at night in parks	
Opportunities for teens to work in a safe environment & others	
Safe places for bikers, walkers (jogs), roller bladders, (long distance)	
Family restaurant vs DQ or bars	“basic needs” –healthy alternatives, food, toiletries
Adult workflow travels out of town	Tourist attractions, job opportunities –mini golf course

3.0 PAST LAND USE PLANNING

The first City of Royalton Comprehensive Plan was developed about 1985. Focusing primarily on land use, facilities, and transportation the plan served the city through the year 2003. Prior to the adoption of the first comprehensive plan, the City of Royalton administered a zoning ordinance. This ordinance was subsequently updated in 1998. The following include significant milestones in municipal planning:

1939 – Township Planning & Zoning Established

1959 – County Planning Enabling Act (Authorized counties to adopt planning tools and land use controls)

1965 – Municipal Planning Enabling Act (Authorized cities to adopt planning tools and land use controls)

1969 – Regional Development Act (Authorized the creation of regional development commissions in 12 areas outside of the Twin Cities metropolitan area)

1973 – State provides Shoreland and Flood Plan Rules

1980 – City of Royalton adopts Zoning Ordinance

1982 – Township Planning Authority (Expanded with revisions to the Municipal Planning Act)

1985 – City of Royalton adopts first Comprehensive Plan

1996 – Sustainable Development for Local Governments (Required the State to develop and periodically update a sustainable development guide and model ordinance)

1997 – Community-based Planning was established by MS 462.3531 where communities were encouraged to establish a comprehensive municipal plan. (Although repealed effectively July 1, 2001 the goals presented in this policy are still found to be useful in future local planning)

1997 – City of Royalton gains Tree City USA status

1998 – City of Royalton Zoning Ordinance revised

2004 – City of Royalton Comprehensive Plan is revised.

2006 – Orderly annexation of 160 acre parcel from Langola Township

2007 – Wellhead Protection Plan adopted

2009 – City of Royalton Zoning Ordinance Revised

2009 – Healthy Community Partnership Program/Community based planning (Initiative Foundation helped city pursue a community visioning session)

- 2010 – Comprehensive Water Management Plan 2010-2020 Adopted
- 2011 – City of Royalton GreenStep City designation adopted
- 2013 – Zoning Ordinance updated to include Alternative Energy ordinance
- 2013 – Master Sidewalk & Trails Plan adopted
- 2015 – Orderly annexation of 9 acre parcel from Langola Township
- 2016 – Water Treatment Plant and Well #4 completed
- 2016 – Stormwater Ordinance completed
- 2017 – Safe Routes to School project completed
- 2017 – Infrastructure extended to the Royalton Industrial Park

4.0 GENERAL CHARACTERISTICS OF THE CITY OF ROYALTON

The City of Royalton is located near the center of the state of Minnesota approximately 90 miles north of the Twin Cities Metropolitan area and less than 25 miles north of St. Cloud, Minnesota. Less than 10 miles to the north of Royalton is the City of Little Falls, the county seat of Morrison County.

Some of the most attractive physical features of the City of Royalton include the many trees and open spaces surrounding the community and the scenic Platte River which runs in the north and south direction dividing the City at its center. Royalton is comprised of 1.66 square miles or approximately 1,062 acres of land. In 2000 the U.S. Census Bureau reported Royalton’s population at 816 however the Minnesota State Demographer’s Office estimated the City’s population in 2003 at 868. In 2010 the U.S. Census Bureau showed the population at 1242. Projections from 2010 to 2016 indicate a slight decrease in population to 1216.

5.0 GENERAL HISTORY OF ROYALTON

The City of Royalton was settled in the mid-19th century along a transportation route used to connect Fort Ripley, what is currently known as Camp Ripley, to the St. Paul and Minneapolis areas. First established as a post office, the City was given its name by R.D. Kinney who named the City after his hometown in Vermont. Later the City saw the expansion of the railroad through the City, a rail corridor which remains today as one of the largest traveled in the State. Through the 20th century the City experienced considerable residential growth and commercial growth and development with the majority of its growth occurring between 1970 and 1990. In the ten year period of 1997 to 2007 a total of 105 new homes were added to the city and in the period of 2007 to 2016 the city added two new homes per year on average. In 2016 the City annexed 9 acres on the southern part of the city from Langola Township. Through the years Royalton has maintained its “small town” character and feel; however area development pressures will continue to reshape Royalton well into the future.

6.0 THE CITY OF ROYALTON PLANNING PROCESS AND PUBLIC PARTICIPATION OVERVIEW

Overview

As mentioned in Section 2.0, the City of Royalton planning process was built upon a strong foundation of public participation and involvement. This section outlines the public participation used in gathering the information necessary to formulate community goals, objectives, policies, and recommendations as well as information crucial to the successful implementation of the plan. Upon the collection of this data through a community visioning sessions the Planning & Zoning Commission/City Council fine-tuned these goals, objectives, policies, and recommendations as presented within this plan. These visioning sessions guided the City's decision making from 2018 to 2028.

6.1 The Community Visioning Sessions

Over the years the City of Royalton held visioning sessions to gather input from community members within the City on issues related to economic competitiveness, foundational assets, community resources and human capital. Business owners, residents, members of civic organizations and students were among the people who participated in the sessions. Results from community input were used as discussion points and in the formulation of the goals, objectives, policies, and recommendations within this plan; however the results did not serve the sole basis of the plans development.

6.2 Review and Adoption

In progress

6.3 Key Players

Public

The role of the public is extremely important in the formulation of future land use goals, objectives and policies for the City of Royalton. Throughout the planning process, the public played a vital role through participation in a community visioning sessions as outlined in section 7.0.

City Council

The City Council provides the oversight of every aspect of the City of Royalton Comprehensive Plan. Throughout the planning process the City Council secured all necessary planning-related technical assistance and was responsible for conducting the public input process prior to the final adoption of the plan.

Planning and Zoning Commission

The Planning and Zoning Commission is responsible for the solid administration of the City of Royalton Comprehensive Plan. The role of the Planning and Zoning Commission throughout the planning process was to provide clarification of individual plan components and make a final recommendation of the adoption of the City of Royalton Comprehensive Plan to the City Council.

Region Five Development Commission

The Region Five Development Commission is one of 11 regional development organizations statewide providing professional planning assistance and guidance to local governments within their respective jurisdictions. In 2016, the Royalton City Council contracted with the Commission to provide a framework for visioning sessions to be used in the development of the City's comprehensive plan.

7.0 PUBLIC PARTICIPATION PLAN; ONGOING PUBLIC INVOLVEMENT

Continued public participation is crucial in the successful implementation of the City of Royalton Comprehensive Plan. Participation by the public becomes increasingly important in the consideration of amendments or revisions to the short and long-term goals of the City, or the revision, amendment, or creation of the City of Royalton Zoning Ordinance. Public participation shall be utilized in the following ways including, but not limited to the following:

- Public participation in public hearings related to amendments to this plan, the City of Royalton Zoning and Subdivision Ordinances, and on all considered subdivisions, plats, variances, conditional use permits, or similar required public hearings.
- Public participation in the creation of new plans such as: downtown revitalization, streetscape, infrastructure, parks and trails, or similar plans for the City.
- Public participation in the implementation of energy efficiency, renewable energy, and conservation measures for the City.

8.0 PLAN IMPLEMENTATION AND MAINTENANCE

Although this plan is intended to serve the City vision and “blueprint” through the year 2027, the plan must be reviewed and revised as necessary to reflect the current state of the City and the goals, objectives and desires of the community. To ensure proper maintenance of the City of Royalton Comprehensive Plan the plan should be reviewed at least every three to five years and revised at least every five years.

Like any other comprehensive plan, this plan is intended to be amended to reflect the most accurate information possible as well as the true goals and desires of the community. All amendments to this plan shall be made in the same manner as amendments made to the Morrison County Land Use Ordinance with the exception of corrections of grammatical and typographical errors and the regular updating of community profile information contained within Section Two of this plan.

The previous Land Use Plans are not to be the last revision, but a guide in future revisions in the overall land use planning for the City of Royalton. The City Council will continue to update the plan as the city makes changes and improvements.

PART TWO: COMMUNITY ASSESSMENT

1.0 POPULATION, HOUSING AND GROWTH ASSESSMENT

1.1 Historical Population

Over the past several decades the City of Royalton has experienced rather significant growth in population. Since 1970 City grew by nearly 53% from 534 in 1970 to 816 in 2000. Most of this growth however occurred between 1970 and 1990, with only 2% growth between the years 1990 and 2000. The next U.S. Census in 2010 showed another growth in population of 52% from 816 in 2000 to 1242 in 2010. The table below presents information on population growth within the City from the 2010 US Census.

Population by Age and Gender

Subject	Number	Percent
SEX AND AGE		
Total population	1,242	100.0
Under 5 years	147	11.8
5 to 9 years	125	10.1
10 to 14 years	70	5.6
15 to 19 years	80	6.4
20 to 24 years	70	5.6
25 to 29 years	107	8.6
30 to 34 years	112	9.0
35 to 39 years	88	7.1
40 to 44 years	67	5.4
45 to 49 years	84	6.8
50 to 54 years	54	4.3
55 to 59 years	77	6.2
60 to 64 years	44	3.5
65 to 69 years	27	2.2
70 to 74 years	25	2.0
75 to 79 years	20	1.6
80 to 84 years	23	1.9
85 years and over	22	1.8
Median age (years)	30.6	(X)
16 years and over	885	71.3
18 years and over	849	68.4
21 years and over	812	65.4
62 years and over	141	11.4
65 years and over	117	9.4
Male population	622	50.1
Under 5 years	76	6.1
5 to 9 years	63	5.1
10 to 14 years	34	2.7
15 to 19 years	36	2.9
20 to 24 years	30	2.4

25 to 29 years	58	4.7
30 to 34 years	55	4.4
35 to 39 years	49	3.9
40 to 44 years	30	2.4
45 to 49 years	48	3.9
50 to 54 years	27	2.2
55 to 59 years	44	3.5
60 to 64 years	24	1.9
65 to 69 years	12	1.0
70 to 74 years	11	0.9
75 to 79 years	7	0.6
80 to 84 years	8	0.6
85 years and over	10	0.8
Median age (years)	30.7	(X)
16 years and over	442	35.6
18 years and over	425	34.2
21 years and over	410	33.0
62 years and over	60	4.8
65 years and over	48	3.9
Female population	620	49.9
Under 5 years	71	5.7
5 to 9 years	62	5.0
10 to 14 years	36	2.9
15 to 19 years	44	3.5
20 to 24 years	40	3.2
25 to 29 years	49	3.9
30 to 34 years	57	4.6
35 to 39 years	39	3.1
40 to 44 years	37	3.0
45 to 49 years	36	2.9
50 to 54 years	27	2.2
55 to 59 years	33	2.7
60 to 64 years	20	1.6
65 to 69 years	15	1.2
70 to 74 years	14	1.1
75 to 79 years	13	1.0
80 to 84 years	15	1.2
85 years and over	12	1.0
Median age (years)	30.5	(X)
16 years and over	443	35.7
18 years and over	424	34.1
21 years and over	402	32.4
62 years and over	81	6.5
65 years and over	69	5.6

Housing (housing units)

Subject	Royalton city, Minnesota					
	Occupied housing units		Owner-occupied housing units		Renter-occupied housing units	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Occupied housing units	481	+/-58	354	+/-47	127	+/-45
HOUSEHOLD SIZE						
1-person household	26.80%	+/-6.9	24.30%	+/-6.4	33.90%	+/-19.2
2-person household	33.50%	+/-7.0	40.10%	+/-9.3	15.00%	+/-10.0
3-person household	15.00%	+/-6.1	13.00%	+/-5.8	20.50%	+/-17.5
4-or-more-person household	24.70%	+/-6.6	22.60%	+/-5.9	30.70%	+/-18.8
OCCUPANTS PER ROOM						
1.00 or less occupants per room	96.50%	+/-2.9	98.60%	+/-2.1	90.60%	+/-9.0
1.01 to 1.50 occupants per room	2.90%	+/-2.6	1.40%	+/-2.1	7.10%	+/-8.0
1.51 or more occupants per room	0.60%	+/-1.2	0.00%	+/-4.8	2.40%	+/-4.5
HOUSEHOLD TYPE (INCLUDING LIVING ALONE) AND AGE OF HOUSEHOLDER						
Family households	70.10%	+/-7.0	74.30%	+/-6.7	58.30%	+/-20.4
Married-couple family	50.90%	+/-8.6	59.00%	+/-9.0	28.30%	+/-18.0
Householder 15 to 34 years	15.60%	+/-6.7	15.80%	+/-6.7	15.00%	+/-16.1
Householder 35 to 64 years	24.90%	+/-6.1	30.80%	+/-7.0	8.70%	+/-10.6
Householder 65 years and over	10.40%	+/-4.3	12.40%	+/-5.6	4.70%	+/-5.1
Other family	19.10%	+/-8.3	15.30%	+/-9.0	29.90%	+/-20.2
Male householder, no wife present	10.00%	+/-6.8	9.60%	+/-7.3	11.00%	+/-15.6
Householder 15 to 34 years	8.10%	+/-6.6	7.10%	+/-7.0	11.00%	+/-15.6
Householder 35 to 64 years	1.90%	+/-1.9	2.50%	+/-2.7	0.00%	+/-12.8

and over	Householder 65 years	0.00%	+/-3.6	0.00%	+/-4.8	0.00%	+/-12.8
	Female householder, no husband present	9.10%	+/-4.3	5.60%	+/-4.3	18.90%	+/-12.2
years	Householder 15 to 34	7.10%	+/-4.4	2.80%	+/-4.5	18.90%	+/-12.2
years	Householder 35 to 64	2.10%	+/-1.8	2.80%	+/-2.5	0.00%	+/-12.8
and over	Householder 65 years	0.00%	+/-3.6	0.00%	+/-4.8	0.00%	+/-12.8
	Nonfamily households	29.90%	+/-7.0	25.70%	+/-6.7	41.70%	+/-20.4
	Householder living alone	26.80%	+/-6.9	24.30%	+/-6.4	33.90%	+/-19.2
years	Householder 15 to 34	7.50%	+/-5.2	2.30%	+/-1.7	22.00%	+/-18.8
years	Householder 35 to 64	10.20%	+/-4.2	11.60%	+/-5.1	6.30%	+/-6.2
over	Householder 65 years and	9.10%	+/-3.0	10.50%	+/-3.7	5.50%	+/-5.9
alone	Householder not living	3.10%	+/-2.2	1.40%	+/-1.8	7.90%	+/-7.2
years	Householder 15 to 34	1.50%	+/-1.6	0.00%	+/-4.8	5.50%	+/-6.2
years	Householder 35 to 64	1.00%	+/-1.3	1.40%	+/-1.8	0.00%	+/-12.8
over	Householder 65 years and	0.60%	+/-0.9	0.00%	+/-4.8	2.40%	+/-3.4
FAMILY TYPE AND PRESENCE OF OWN CHILDREN							
	With related children of householder under 18 years	39.50%	+/-7.2	35.60%	+/-8.1	50.40%	+/-21.1
	With own children of householder under 18 years	39.50%	+/-7.2	35.60%	+/-8.1	50.40%	+/-21.1
	No related children of householder under 18 years	60.50%	+/-7.2	64.40%	+/-8.1	49.60%	+/-21.1

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

1.3 Age of Housing

Subject	Royalton city, Minnesota					
	Occupied housing units		Owner-occupied housing units		Renter-occupied housing units	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Occupied housing units	481	+/-58	354	+/-47	127	+/-45
UNITS IN STRUCTURE						
1, detached	71.10%	+/-7.6	87.30%	+/-5.5	26.00%	+/-15.0
1, attached	6.90%	+/-2.7	6.50%	+/-3.1	7.90%	+/-6.8

2 apartments	0.00%	+/-3.6	0.00%	+/-4.8	0.00%	+/-12.8
3 or 4 apartments	3.50%	+/-3.4	0.00%	+/-4.8	13.40%	+/-12.2
5 to 9 apartments	2.10%	+/-3.3	2.80%	+/-4.5	0.00%	+/-12.8
10 or more apartments	13.90%	+/-6.8	0.00%	+/-4.8	52.80%	+/-17.7
Mobile home or other type of housing	2.50%	+/-1.8	3.40%	+/-2.4	0.00%	+/-12.8
YEAR STRUCTURE BUILT						
2014 or later	0.00%	+/-3.6	0.00%	+/-4.8	0.00%	+/-12.8
2010 to 2013	0.00%	+/-3.6	0.00%	+/-4.8	0.00%	+/-12.8
2000 to 2009	36.20%	+/-7.8	35.00%	+/-7.2	39.40%	+/-20.0
1980 to 1999	20.20%	+/-5.6	21.20%	+/-6.0	17.30%	+/-10.3
1960 to 1979	13.30%	+/-4.6	15.80%	+/-6.5	6.30%	+/-6.1
1940 to 1959	9.80%	+/-5.9	5.60%	+/-4.9	21.30%	+/-16.4
1939 or earlier	20.60%	+/-6.1	22.30%	+/-6.1	15.70%	+/-13.3
ROOMS						
1 room	0.60%	+/-1.2	0.00%	+/-4.8	2.40%	+/-4.5
2 or 3 rooms	6.40%	+/-4.5	0.80%	+/-1.7	22.00%	+/-15.3
4 or 5 rooms	28.90%	+/-7.7	23.40%	+/-6.9	44.10%	+/-19.2
6 or 7 rooms	39.70%	+/-7.1	43.50%	+/-8.2	29.10%	+/-18.0
8 or more rooms	24.30%	+/-5.4	32.20%	+/-7.2	2.40%	+/-3.7
BEDROOMS						
No bedroom	0.60%	+/-1.2	0.00%	+/-4.8	2.40%	+/-4.5
1 bedroom	5.00%	+/-2.8	2.30%	+/-2.3	12.60%	+/-9.5
2 or 3 bedrooms	67.60%	+/-6.8	62.40%	+/-8.2	81.90%	+/-11.2
4 or more bedrooms	26.80%	+/-6.1	35.30%	+/-7.6	3.10%	+/-4.4
COMPLETE FACILITIES						
With complete plumbing facilities	98.50%	+/-1.8	99.20%	+/-1.5	96.90%	+/-5.1
With complete kitchen facilities	98.50%	+/-1.8	99.20%	+/-1.5	96.90%	+/-5.1
VEHICLES AVAILABLE						
No vehicle available	4.20%	+/-2.9	0.80%	+/-1.8	13.40%	+/-9.9
1 vehicle available	23.30%	+/-6.9	17.50%	+/-6.6	39.40%	+/-18.1
2 vehicles available	52.40%	+/-6.6	54.80%	+/-7.7	45.70%	+/-19.9
3 or more vehicles available	20.20%	+/-5.7	26.80%	+/-7.1	1.60%	+/-2.4
TELEPHONE SERVICE AVAILABLE						
With telephone service	95.20%	+/-4.1	94.40%	+/-5.2	97.60%	+/-4.0

HOUSE HEATING FUEL						
Utility gas	61.50%	+/-7.6	77.70%	+/-7.9	16.50%	+/-12.9
Bottled, tank, or LP gas	5.00%	+/-2.6	5.90%	+/-3.3	2.40%	+/-3.7
Electricity	23.10%	+/-7.1	9.30%	+/-5.6	61.40%	+/-18.9
Fuel oil, kerosene, etc.	5.20%	+/-4.8	0.80%	+/-1.1	17.30%	+/-16.9
Coal or coke	0.00%	+/-3.6	0.00%	+/-4.8	0.00%	+/-12.8
All other fuels	5.20%	+/-4.3	6.20%	+/-5.6	2.40%	+/-3.4
No fuel used	0.00%	+/-3.6	0.00%	+/-4.8	0.00%	+/-12.8

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Home ownership within the City of Royalton was at a rate of 74%, or 354 of the 481 occupied housing units reported in 2015, versus the 26%, or 127 units that were rented by families and individuals. Gross rent figures reported by American FactFinder/ U.S. Census Bureau for 2015, show the average gross monthly rent due fell within two primary price ranges with the first being \$500 to \$999 and the second larger group being less than \$500.

GROSS RENT				
Occupied units paying rent	127	+/-45	127	(X)
Less than \$500	23	+/-11	18.10%	+/-10.9
\$500 to \$999	90	+/-43	70.90%	+/-14.3
\$1,000 to \$1,499	14	+/-12	11.00%	+/-8.9
\$1,500 to \$1,999	0	+/-9	0.00%	+/-12.8
\$2,000 to \$2,499	0	+/-9	0.00%	+/-12.8
\$2,500 to \$2,999	0	+/-9	0.00%	+/-12.8
\$3,000 or more	0	+/-9	0.00%	+/-12.8
Median (dollars)	621	+/-127	(X)	(X)
No rent paid	0	+/-9	(X)	(X)

According to American FactFinder/U.S. Census Bureau in 2015, the average value of owner-occupied housing units within the City of Royalton was between \$100,000 and \$149,999 with nearly 84% of units valued within that price range. The second largest value group of housing unit values reported in 2010 was between \$50,000 and \$99,999.

VALUE				
Owner-occupied units	354	+/-47	354	(X)
Less than \$50,000	22	+/-17	6.20%	+/-4.8
\$50,000 to \$99,999	76	+/-26	21.50%	+/-6.1
\$100,000 to \$149,999	143	+/-36	40.40%	+/-8.8
\$150,000 to \$199,999	56	+/-17	15.80%	+/-5.3
\$200,000 to \$299,999	44	+/-23	12.40%	+/-6.3

\$300,000 to \$499,999	13	+/-9	3.70%	+/-2.5
\$500,000 to \$999,999	0	+/-9	0.00%	+/-4.8
\$1,000,000 or more	0	+/-9	0.00%	+/-4.8
Median (dollars)	130,000	+/-7,514	(X)	(X)

Social Characteristics

Social Profiles: School Enrollment by Level of School by Type of School for the Population 3 Years and Over

2010 Census Royalton (Morrison County)

Subject	Royalton city, Minnesota	
	Total	
	Estimate	Margin of Error
Population 3 years and over enrolled in school	294	+/-87
Nursery school, preschool	39	+/-32
Kindergarten to 12th grade	216	+/-58
Kindergarten	28	+/-23
Elementary: grade 1 to grade 4	94	+/-32
Elementary: grade 5 to grade 8	67	+/-25
High school: grade 9 to grade 12	27	+/-15
College, undergraduate	39	+/-22
Graduate, professional school	0	+/-9
Population enrolled in college or graduate school	39	+/-22
Males enrolled in college or graduate school	3	+/-6
Females enrolled in college or graduate school	36	+/-20
Population 3 to 4 years	75	+/-38
3 to 4 year olds enrolled in school	33	+/-32
Population 5 to 9 years	126	+/-41
5 to 9 year olds enrolled in school	116	+/-40
Population 10 to 14 years	79	+/-33
10 to 14 year olds enrolled in school	79	+/-33
Population 15 to 17	20	+/-14

15 to 17 year olds enrolled in school	20	+/-14
Population 18 to 19 years	7	+/-7
18 and 19 year olds enrolled in school	7	+/-7
Population 20 to 24 years	85	+/-56
20 to 24 year olds enrolled in school	17	+/-12
Population 25 to 34 years	232	+/-71
25 to 34 year olds enrolled in school	7	+/-8
Population 35 years and over	535	+/-74
35 years and over enrolled in school	15	+/-15
Population 18 to 24 years	92	+/-57
Enrolled in college or graduate school	17	+/-12
Males 18 to 24 years	43	+/-33
Enrolled in college or graduate school	0	+/-9
Females 18 to 24 years	49	+/-33
Enrolled in college or graduate school	17	+/-12

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Economic Assessment

Income Profile

2010 Median household income	\$44,125
2010 Median family income	\$52,845
Population below poverty level	129
Percent of population below poverty level	11.5
2015 Median household income	\$47,841
2015 Median family income	\$51,938
Population below poverty level	208
Percent of population below poverty level	16.9

2.0 LAND USE ASSESSMENT & FUTURE LAND USE RECOMMENDATIONS

2.1 Existing Land Use and Zoning

Over the past century the City of Royalton has become a community of a variety of land uses including residential, commercial, industrial, public, agricultural and semi-public uses. Generally, the development of the City has occurred in a traditional grid pattern similar to many other communities of the same size and general character of Royalton. The development of land within Royalton has

been guided through the implementation of the City of Royalton Zoning Ordinance since 1980 with revisions of the Ordinance in 1998 and 2009. This Ordinance has, for the most part, effectively established consistency among the use of lands within the city, especially in the city’s 1980 to 1990 growth period as well as the growth period of 1998 through 2007. Below is a general description of land use districts through the city of Royalton Zoning Ordinance as well as land use districts defined through the City of Royalton Zoning Ordinance as well as a generalized summary of the actual use of land within each district.

2.1.1 Residential Land Use

Overview

Residential land use accounts for approximately 50% of all land use within the City of Royalton. Individual designations exist for accommodating single, two and multiple family residential development as well as a provision for agricultural/rural residences. Residential land use districts are categorized as follows within the City of Royalton Zoning Ordinance:

R-1	Single Family Residential District
R1-A	Townhouse District
R-2	Single and Two-Family Residential District
R-3	Multiple Family Residential District
A	Agricultural/Rural Residence

R-1 Single Family Residential District

Purpose and Intent (from the City of Royalton Zoning Ordinance)

“It is the intent of this district to permit the development of single family dwellings in the community where adequate municipal utilities exist or are to be extended, to provide for reasonable standards for such development, to avoid overcrowding, and to prohibit the use of land which would be incompatible with or detrimental to the essential character of such district”

General Character and Uses:

This district is intended to provide for the organization of single family dwellings, public parks and playgrounds, government and public utility buildings and structures necessary for health, safety and general welfare of the community.

Recommendations:

1. Review and revise lot requirements for the R-1 district
2. Look to the development of single-family dwellings as indicated by the land use map.
3. Limit residential growth and development according to the following schedule:

2018-2022	2-5 homes per year
2022 and beyond	To be determined by future developments

R-1A Townhouse District

Purpose and Intent (from the City of Royalton Zoning Ordinance)

It is the intent of this district to permit the development of townhouses in the community where adequate municipal utilities exist or are to be extended, to provide for reasonable standards for such development, to avoid overcrowding, and to prohibit the use of land which would be incompatible with or detrimental to the essential residential character of such district”

General Character and Uses:

Each dwelling unit must have a separate entrance to front and rear yards. Units may be clustered, but no more than six units connected in a cluster.

Recommendations:

1. Review and revise lot requirements for Townhouse District
2. Look for development of townhome dwellings as indicated on the land use map

R-2 Single and Two-Family Residential District

Purpose and Intent (from the City of Royalton Zoning Ordinance):

“It is the intent of this district to provide for single-family and two-family dwellings in the community where adequate municipal utilities exist or are to be extended, to provide for reasonable standards for such development, to avoid overcrowding, and to prohibit the use of land which would be incompatible with or detrimental to the essential residential character of such district.”

General Character and Uses:

This district is intended to provide for the organization of single and two-family dwellings, group homes, parks and playgrounds, essential public services, solar energy systems, government and public utility buildings and structures necessary for the health, safety and general welfare of the community.

Recommendations:

1. Review and revise lot sizes for single and two-family homes
2. Look to the development of single-family dwellings as indicated by the land use map.

R-3 Multiple Family Residential District

Purpose and Intent (from the City of Royalton Zoning Ordinance):

“It is the intent of this district to provide for multiple-family dwelling unit structure and directly related complementary uses.”

General Character and Uses:

This district is intended for multiple-family dwellings units, governmental and utility buildings and structures necessary for the health, safety and general welfare of the community.

Recommendations:

1. Review and revise lot sizes for multiple family dwelling units
2. Look to the development of multiple family dwellings as indicated by the land use map.

R-4 Planned Unit Development

Purpose and Intent (from the City of Royalton Zoning Ordinance):

“The purpose of this Subdivision is to provide for the grouping of land parcels for development as an integrated, coordinated unit in a manner which emphasizes flexibility of design of land under single or unified ownership, developed with community or public sewer and water systems, and through clustering of buildings and activities. It is further intended that Planned Unit Developments are to be characterized by Central Management, integrated planning and architecture, joint or common use of parking, maintenance of open space, and other similar facilities, and a harmonious selection and efficient distribution of uses. Planned Unit Developments regulated under this section may be applied to Residential uses when keeping with the regulations provided in the Zoning Ordinance.”

General Character and Uses:

The minimum area of land to be included in a Planned Unit Development shall be two (2) acres.

Recommendations:

1. Review and revise the number of dwelling units allowed within the district
2. Review and revise setbacks for front, side and shore land restrictions

A Agricultural/Rural Residential District

Purpose and Intent (from the City of Royalton Zoning Ordinance):

“To establish and preserve areas for low density residential without permitting intensified development which would require the provision of municipal facilities and services, and further allow agricultural uses in this district.”

General Character and Uses:

This district is intended to provide for not only low-density development within the City, but also the preservation of agricultural land. Such preservation is increasingly becoming inconsistent with the growth of the City and the economic feasibility of providing municipal services, infrastructure, and maintaining a housing supply to support the residential needs of the City and the region which the City is located within.

Recommendations:

1. Review need for, and alternatives to the Agricultural/Rural Residential District
2. Encourage the in-fill of agricultural land use areas adjacent to existing development as indicated on the land use map.

2.1.2 Commercial Land Use

C-1 Commercial District

Purpose and Intent (from the City of Royalton Zoning Ordinance):

“It is the intent of this district to provide for the establishment of commercial and service activities which draw from and serve customers from the community and its surrounding areas.”

General Character and Uses:

This district is intended to provide for the organization of traditional community-related businesses such as small retail shops, service stations, grocery stores, personal services, and a variety of similar businesses intended to serve the community and communities immediately adjacent to the City.

Recommendations:

1. Specify lot requirements for the C-1 district
2. Review and revise uses permitted within the C-1 district
3. Review and revise need for conditional use permits within C-1 district

C-2 Community Commercial District

Purpose and Intent (from the City of Royalton Zoning Ordinance):

“It is the intent of this district to provide for the establishment of commercial and service activities which draw from and serve customers from the community and its surrounding area.”

General Character and Uses:

This district provides for the organization of business services such as banks, laundry establishments, food services such as grocery stores, drug stores, hardware stores, beauty shops, public utility buildings, recreational services such as theaters and bowling lanes and health clinics.

Recommendations:

1. Review and revise lot size for C-2 district
2. Review and revise uses permitted in C-2 district
3. Review and revise need for conditional use permits within C-2 district.

C-3 Regional Commercial District

Purpose and Intent (from the City of Royalton Zoning Ordinance):

“It is the intent of this district to provide for and limit the establishment of automobile oriented or dependent commercial and service activities.”

General Character and Uses:

This district is for the organization of businesses such as auto accessory stores, new and used auto sales and service, implement sales and service and motels and other tourist oriented businesses.

Recommendations:

1. Review and revise lot size for C-3 district.
2. Review and revise uses permitted in C-3 district.
3. Review and revise need for conditional use permits within C-3 district.

2.1.3 Industrial Land Use

I-1 General Industrial District

Purpose and Intent (from the City of Royalton Zoning Ordinance):

“It is the intent of this district to provide for and allow a wide range of industrial, warehousing and bulk commercial activities in location which will not conflict with other uses.”

General Character and Uses:

This district provides for any branch of trade or industry employing labor and capital activities not allowed in commercial districts, activities which do not require steam, diesel or gasoline engines as a prime mover excepting that no industry or use noxious by reason of odor, dust, smoke, noise or gas shall be included which interferes with other permitted uses.

Recommendations:

1. Review and revise lot requirements as necessary to protect adjacent land uses, especially residential uses.
2. Review and further define lot coverage requirements within the I-1 district
3. Review and revise need for conditional use permits within the I-1 district

I-2 Heavy Industrial District

Purpose and Intent (from the City of Royalton Zoning Ordinance):

Essentially, the I-2 district is intended to provide for public protection against land uses which may impose the greatest impact on adjacent land use within the City.

General Character and Uses:

Some of these include management or manufacturing of chemicals and substances which could be considered a threat to health and public safety or uses which may create significant noise, vibration, pollution, or similar effects.

Recommendations:

1. Review and revise “intent” for the I-2 district
2. Review and revise lot requirements for I-2 district
3. Review and revise uses permitted within the I-2 district

R-D Railroad Industrial

The purpose of the Railroad Industrial Use is to provide for a set of guidelines for building in and around the rail system in the City of Royalton

2.2 Additional Future Land Use Recommendations and Discussion on Growth & Development

To better provide for the organization of the City's land resources, the following zoning districts are recommended to be incorporated within the revision of the City of Royalton Zoning Ordinance.

2.2.1 I-PU Public Use District

Purpose and Intent:

To provide for the organization of lands or structures used for public purpose.

General Character and Uses:

Uses that should be permitted within a PU district include schools, parks, municipal facilities, infrastructure and essential services facilities, golf courses, rest areas, public playgrounds, ball fields, or similar public uses.

Recommendations:

1. Incorporate the PU district within the City of Royalton Zoning Ordinance
2. Provide for the designation of public lands as indicated on the land use map.

2.2.2 TR Transitional District

Purpose and Intent:

To provide for the designation of areas of the City of Royalton which are currently vacant or currently being used for agricultural purposes such designation reserves such land for future consideration of future growth and development.

Recommendations:

1. Incorporate the TR district within the City of Royalton Zoning Ordinance
2. Provide for the designation of transitional land as indicated on the land use map

Areas to be designated as "Transitional" include all areas within the incorporated limits of the city, but without the necessary sewer and water infrastructure to support future growth and development. These areas also lack sufficient roadway access to Highway 10 and the remaining portions of the City due to the division of the City by railroad. As long-term solutions are presented to the City areas currently designated as Transitional by this plan may be converted to other land use designations as the changes are consistent with adjacent land uses and the City of Royalton comprehensive plan and zoning ordinance.

2.2.3 SF Shoreland/Floodplain Overlay District

Purpose and Intent:

To provide for the protection of the Platte River and the protection of landowners against erosion, flooding or other impacts associated with the River.

General Character and Uses:

An “overlay” district is not a zoning district unto itself, but is used to designate areas within the City which meet the intent and purpose of the district. Because the Platte River was identified as a critical natural resource within the City of Royalton all areas immediately adjacent to the River should be included within a newly created SF overlay district.

Recommendations:

1. Develop SF overlay district
2. Develop all requirements including building restrictions, setbacks, and similar requirements for the SF overlay district
3. Designate all areas adjacent to the Platte River with the SF overlay district as indicated within the future land use map
4. Incorporate all goals, objectives, and policies specified by the Morrison County Hazard Mitigation Plan within requirements for the SF overlay district.

2.2.4 Vacant or Unused Lands

Opportunity for Growth and Development:

1. Undeveloped land in northeast and southwest portions of the City
2. Undeveloped land along the borders of the City
3. Community infrastructure improvements

Barriers to Growth and Development:

1. Division of the community by a high-traffic railroad corridor.
2. Preservation of existing way of life
3. Limited community infrastructure

3.0 PUBLIC FACILITIES AND SERVICES ASSESSMENT

3.1 Facilities and Services Assessment

Royalton Area Community/Senior Center
205 East Centre Street
Royalton, MN 56373

Royalton City Hall

Hospital:
Saint Gabriel’s Hospital
815 Second Street SE
Little Falls, MN 56345

Schools:

Royalton Secondary School (6-12)
120 Hawthorn Street
Royalton, MN 56373

Royalton Elementary School (pre-K- 5)
Box 138
Royalton, MN 56373

Emergency Services:

Police:

Royalton Police Department
Morrison County Sheriff’s Department

Fire and Rescue:

Royalton Fire Department
Royalton Emergency Squad

Ambulance:

Gold Cross Ambulance
Saint Gabriel’s Hospital
Little Falls, MN 56345

3.2 Infrastructure Assessment

3.2.1 Transportation (Roads, Trails, Sidewalks, Air Travel)

The City of Royalton currently enjoys a well-maintained transportation system that provides access throughout the City.

Royalton Roadways

Local Roads:

Willow St	N. Cedar St	S. Driftwood St
Maple St	N. Ivy St	Centre St
N. Birch St	N. Driftwood St	S. 5 th St
N. Maple St	N. Elm St	S. 6 th St
N. Evergreen St	S. Chestnut St	S. 7 th St
N. Aspen St	S. Redwood St	S. Elm St
N. 5 th St	S. Birch St	N. Hickory St
N. 4 th St	S. Cedar St	Linden St
N. 3 rd St	S. 1 st St	Pine St.
N. 2 nd St	S. 2 nd St	N. Oak St

N. 1 st St	S. 3 rd St	Juniper St
N. Redwood St	S. 4 th St	SE 2 nd St
Ironwood Dr	Pear St	Walnut St
Cherry Ln	SE 7 th St	Nature Rd
N. Hawthorn St	S Hawthorn St	Prairie View Dr
8 th St NW	Plattewood Dr	Pine Court
Acorn Road		

County State Aid Highways and County Roads:

	County Road
CSAH 26	234
CSAH 27	County Road 54

Trunk Highways

US TH 10

Railroads

Burlington Northern Santa Fe Inc

3.2.2 Trunk Highway 10 (TH 10)

US TH 10 is an integrated corridor that supports Minnesota’s economic health by connecting people with jobs, distributors with manufacturers, shoppers with retailers, and tourists with recreational opportunities. With the exception of 6 miles through Wadena and 2.5 miles through Staples, TH 10 is a four land divided US Highway that traverses the State of Minnesota from Moorhead to Hastings. It serves as a link from Royalton to the Primary Trade Centers of Fargo/Moorhead, St. Cloud and the Twin Cities metro; the Secondary Trade Centers of Brainerd and Elk River as well as the level three Trade Center of Little Falls. It serves as an important link to those areas for those that live in Royalton as well as a connection between those Trade Centers.

In the city of Royalton TH 10 runs from the Northwestern corner of the City on through the Southern portion of the City. The main access point along TH 10 is CSAH 26 where a traffic signal is located.

Functional Classification

Roadways are designed to serve different purposes within the ultimate goal of providing surface for vehicle travel. Classifying these roadways as to the function they serve for travelers provides an understanding of current traffic flow conditions. Functions used in classifying these roadways include traffic flow (Average Daily Traffic or ADT), access, continuity, spacing, speed limits, and other similar characteristics. Roadways are classified according to their purpose as Arterial, Major Collector, and Local Streets.

Functional classification also serves as a tool in planning as the categorized roadways can be correlated to identify access to areas of the community in relation to different types of land use. This practice can be helpful in determining land areas that will better serve land use types that require greater amounts of access as well as those with limited traffic flow for residential areas.

Functional Classification (MN DOT)

CHARACTERISTICS	ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL SYSTEM
Roadway Name:	US HWY 10	CSAH 26	CSAH 27	Cty Rd 234 Local Sts
Service:	Minimal direct access traffic flow	Limited direct access flow	Limited direct access flow	Direct access
Typical Trip:	Within State Regional, and inter-city areas	Within city and county	Between and within neighborhoods	Within neighborhoods
Ideal Spacing:	1/2 mile or greater	1/2 mile	1/4 mile	City Block
Continuity:	Interconnection over entire Region	Interconnection with arterial roadways and continuous within city	Interconnected with major collectors and continuous around/across neighborhoods	Continuity throughout the city; although not required
Access Type and Spacing:	Limited access at 2 to 3 mile spacing (except urban areas)	Stop sign or signalized intersections at 1/2 to 1 mile. Minimal private access	Stop sign or signalized control device at 1/4 to 1/2 mile	Stop sign at minor/major intersections Private access
Capacity:				
Typ. Urban ADT	5,000 - 25,000	2,500 - 10,000	750 - 5,000	Less than 1,000
Typ. Rural ADT	2,500 - 50,000	250 - 2,500	250 - 2,500	Less than 1,000
Speed Limit: (MPH)				
Urban	55	30 - 40	30 - 40	30
Rural	65	45 - 55	35 - 45	30

Parking:				
Urban	None	Restrictions	Restrictions	Unrestricted
Rural	none	None	None	Unrestricted
Sidewalks				
Urban	Both sides	Both Sides	Both Sides	Local
Rural	None	Local	Local	None

3.2.3 Average Daily Traffic Counts

Average daily traffic counts or ADT counts are important in determining needs of future transportation along roads within an area. Existing inventories of ADT counts within the city of Royalton exist for CSAH 26, CSAH 27, County Road 234, County Road 54, and TH 10 in various segments throughout the City of Royalton.

Average daily traffic counts for the City of Royalton is from the Minnesota Department of Transportation's Office of Transportation Data and Analysis. The Trunk Highway count was conducted in 2002 and the County Road counts were conducted in 2001. All projections are for year 2025.

TH 10 Average Daily Traffic Count (ADT)

Current Traffic Count (ADT) 2009	
NW of N 3 rd Street in Royalton	20,900
Current Traffic Count (ADT) 2011	
NW of N 3 rd Street in Royalton	20,900
Projected Traffic Count (ADT) 2030	
NW of 3 rd Street in Royalton	41,340

CSAH & County Road Average Daily Traffic Counts (ADT)

Current Traffic Count (ADT) 2009:

CSAH 26:	
West of TH 10 (Nature Road)	2150
Between TH 10 & Centre St	2200
East of Hawthorn St (Nature Road)	1200
CSAH 27:	
North of N 5 th St (N Evergreen)	450
County 54:	
North of Centre St (N Hawthorn St)	530

Projected Traffic Count (ADT) 2027:

CSAH 26:	
West of TH 10 (Nature Rd)	3010
Between TH 10 & Centre St	3080

CSAH 27:	
North of 5 th St (N Evergreen)	630
County Road 234:	
North of Centre St (N. Hawthorn St)	507
County Road 54:	
South of Centre St (S. Hawthorn St)	742

3.2.4 Master Sidewalk & Trails Plan:

The purpose and intent of this plan is to identify gaps in current sidewalks and where sidewalks can be added to make it easier for community members to walk or bike to school, church, parks, and local business district. The plan also outlines possible bike trails that connect to the regional Soo Line Trail.

The City of Royalton currently enjoys a well-maintained transportation system that provides access throughout the City. With more emphasis on active living the City’s transportation goals for 2018 to 2028 include:

- Identifying walking/biking trails within the City
- Grooming walking trails in McGonagle Park
- Walking/biking path from N. Birch to Soo Line Trailhead
- ADA compliant sidewalks (pedestrian ramps)

3.3 Other Infrastructure

Water and Wastewater Facilities
 Royalton Public Works
 (320) 584-5900

Water Information

Water Source:	Wells
Storage Capacity:	65,000 gallons
Pumping Capacity:	260 gal/minute – Well #2 570 gal/minute – Well #3 300 gal/minute – Well #4
Average Demand:	81,000 gal/day
Peak Demand:	240,000 gal/day

Wastewater Information

Treatment Type:	Stabilization Pond System
Capacity of Plant:	1 – 8 acre pond; 1 – 4 acre pond; 3 – 1.65 acre ponds
Average Demand:	84,000 gal/day
Peak Demand:	142,000 gal/day

Water Usage Charge:	Base chg. \$25.50/2,500 gal; \$5/thousand above that usage
Sewer Usage Charge:	Base chg. \$42.00/base; excess over 10,000 gal water usage \$5/1000

In 2007 the City of Royalton adopted a Wellhead Protection Plan as its guide to maintain the health and safety of the City water supply. The next plan update will be 2018.

PART THREE: THE CITY OF ROYALTON ACTION PLAN
Goals, Objectives and Policies

SECTION 1.0 INTRODUCTION

The City of Royalton Comprehensive Plan presents a series of plans developed to carry out the foundations listed in section 2.0 of Part One of the plan. In doing so, this plan focuses on the following:

GENERAL LAND USE & ZONING OPERATIONS PLAN
HOUSING & RESIDENTIAL LAND USE PLAN
COMMERCIAL & INDUSTRIAL LAND USE PLAN
NATURAL RESOURCES & ENVIRONMENTAL PLAN
TRANSPORTATION, COMMUNITY FACILITIES & SERVICES PLAN

Other plans may also be added to the City of Royalton Comprehensive Plan as needed in the future.

1.1 How to use this plan

Each plan included within the overall comprehensive plan presents goals, objectives, and policies designed to guide each particular component of the City into the future. Supporting these goals, objectives, and policies is the vast public and technical information obtained through the planning process. This data and information includes, but is not limited to the following:

Public Participation Information
City of Royalton Comprehensive Plan (2005-2015 and updates 2011 and 2014)
Current Zoning Ordinance
Current Zoning Map (Land Use Map) and Data
Demographic and Economic Data

In order to effectively carry out the actions items presented for each goal it is necessary to identify who will be responsible for each action as well as potential costs, potential resources, and a specified timeline for anticipated completion. It is important to draw upon this information throughout the implementation of this comprehensive plan to ensure a successful future for the City of Royalton and achieve the desired level of consistency the plan provides. Generally, implementation of this plan should occur in the following manner:

1. All action items must be carried out by those who have assumed the responsibility for the action or as otherwise delegated by the City Council
2. This plan is also intended to serve as a reference document. For all questions, or as required by local ordinance or state law, this document should be referenced and interpreted by the City Council and Planning and Zoning Commission to serve as a basis for decision-making.

1.2 Goals, Objectives, Policies & Recommendations

The goals, objectives, and policies presented within this comprehensive plan are designated to carry out the community vision. For the purposes of this plan, goals, objectives and policies are defined as follows:

Goal: A statement expressing the general effect or outcome that is desired by the community. A goal is carried out through the completion of a series of objectives and/or policies and recommendations.

Objectives: A specific action or task that is to be performed to carry out or complete the goal which the objective is part of.

Policies and Recommendations: A specific official action, encouraged action, or recommended change in, or continuation of process which will be taken by the Council to achieve the desired effect of a corresponding goal. Policy statements may also define parameters of conduct or process that will carry out or complete the goal which the policy is a part of.

1.3 Asset Mapping for Implementation

The identification of resources, task leaders, and time needed for the completion of each goal, objective, and policy is crucial to the successful implementation of this plan. Because of the strong need to provide this information, each plan addressed within this section is divided into four parts as defined below:

1. Purpose and Identification
2. Existing Plans, Programs, and Policies
3. Goals, Objectives, and Policies
4. Implementation Schedule (Task Leaders, Estimated Costs, Resources, Timeline)

Task Leaders: Each objective listed under each goal within this plan is accompanied by an individual identified Task Leader or a collection of Task Leaders and Partners. Task Leaders are the persons, agencies, departments, or similar entities that will provide for the coordination of the specific objective for which the Task Leader are assigned. This also includes any identified partners who may assist in the implementation of the objective.

Estimated Costs: To better prepare for the implementation of each objective presented within this plan, costs, associated with the particular objective are identified. These costs represent the best possible cost estimate using similar projects undertaken by counties, local governments, community organizations, and other groups.

Resources: To assist in the successful implementation of the objectives presented within this plan, the City must to draw upon assistance and funding from a variety of resources. Many of these resources are already located within the City. These resources are identified for each goal listed within this plan.

Timeline: A timeline for completion accompanies all objectives presented within this plan. Since this plan focuses on the City of Royalton up to the year 2028 many of these objectives are simply identified as “ongoing” with the exception of specific projects which a timeline may be more clearly defined.

Definitions of certain actions and action words used in Part Three of the City of Royalton Comprehensive Plan:

1. Changes in Process: Includes the addition or revision of Zoning Administration including all aspects such as Planning & Zoning Commission, and/or the City Council routine activities, development review, permitting processes or similar activities.
2. “Continue”: Refers to a practice or action that is currently utilized or in effect. This statement calls for the continuation of the particular practice or action with or without additional actions
3. “Develop”: A specific action or series of actions needed to develop, implement, or otherwise effectuate a program, policy, task, or other specific action.
4. “Encourage”, “Promote”, and “Recommend”: Identifies, promotes and advocates a particular desired outcome or desired effect.
5. “Monitoring”: Includes the ongoing analysis of reports, studies and other data; the monitoring of programs, service, and funding opportunities; or similar monitoring activities.
6. Revision of Ordinance/Policy/Official Controls: Includes the revision of the City’s official land use controls or other City policies, ordinances, or similar codes and regulations.

SECTION 2.0 GENERAL LAND USE, ZONING OPERATIONS & NATURAL RESOURCES PLAN

2.1 Land Use & Zoning Operations Goal:

Promote and maintain a sustainable community through the revision and implementation of official land use controls and process and through the cooperation and coordination with Bellevue Township (Morrison County) and Langola Township (Benton County).

Objectives:

1. Update and implement a revised City of Royalton Zoning Ordinance using the recommendations provided in Section 2.0 of Part Two of this plan.
 - a. Creation of Transitional zoning district
 - b. Organize zoning districts
 - c. Revise lot requirements as necessary
2. Make zoning district changes based upon the future land use map and information obtained through the comprehensive planning process.
3. Develop a Comprehensive Improvement Plan process to avoid spot zoning
4. Rezone industrial parcels on Hwy 10 to Community Commercial or Residential when the property is sold

5. Adopt development plan or processes that protect natural systems and valued community assets

Task Leaders: City Council, Planning and Zoning Commission
Estimated Costs: \$10,000 to \$20,000
Resources: Initial: General Levy; Ongoing; Permit Fees
Timeline: 2018 to 2028 and beyond

The City of Royalton Zoning Ordinance was adopted as a result of the Comprehensive Land Use Plan 2005-2015. It was last updated in 2015.

Policies and Recommendations:

1. Focus on filling in empty lots in neighborhoods and “redevelopment” as well as the development potential of vacant land within the current boundaries rather than expansion beyond the current boundaries of the City.
2. Ensure all planning commission members and City staff receives ongoing training and education necessary to carry out the goals and objectives presented within this plan and to remain abreast of planning related topics, concepts, and ideas.

2.2 Natural Resources and Environment Goal:

Provide for the protection of the many natural resources within the City of Royalton.

Objectives

1. Support actions which preserve the natural beauty and water quality of the Platte River.
2. Protect natural wetlands and encourage the creation of additional wetland areas as needed for the collection of runoff.
3. Incorporate “environmentally friendly” landscaping requirements into the City of Royalton Zoning Ordinance.
4. Develop a Shoreland Ordinance to include a 50’ buffer for properties along the Platte River
5. Improve local water bodies to sustain their long-term ecological function and community benefit
6. Support renewable energy projects such as solar/wind

Task Leaders: City Council, Planning and Zoning Commission, Developers and Citizens

Estimated Costs: Minimal
Resources: Minnesota Pollution Control Agency
Minnesota Department of Natural Resources
Minnesota Board on Soils and Water Resources
Morrison County Soil & Water Conservation District
Morrison County Planning & Zoning
Minnesota Department of Commerce

Timeline: Ongoing

The City of Royalton passed a resolution to become a GreenStep City in 2010. The GreenStep City program is a voluntary challenge, assistance, and recognition program to help cities achieve their sustainability goals. It is administered by the Minnesota Pollution Control Agency. There are 29 Best Practices in five areas: building & lighting, land use, transportation, environmental management, and economic development. The GreenStep City Report is available on the City website [http://www.royaltonmn.com/vertical/sites/%7BF29AE369-80CF-4CFB-BE87-851B6F04B18E%7D/uploads/City_of_Royalton_GreenStep_Cities_Report_Jan_2012_PDF\(1\).pdf](http://www.royaltonmn.com/vertical/sites/%7BF29AE369-80CF-4CFB-BE87-851B6F04B18E%7D/uploads/City_of_Royalton_GreenStep_Cities_Report_Jan_2012_PDF(1).pdf)

3.0 SECTION 3.0 RESIDENTIAL LAND USE & HOUSING PLAN

3.1 Residential Land Use & Housing Goal:

Promote quality housing for all residents.

Objectives:

1. Encourage a mixture of variety of housing options within new residential subdivision housing development including affordable housing and a blend or variety of housing styles.
2. Maintain the older community integrity and character while encouraging new single-family housing development. The older community integrity and character should be maintained through housing redevelopment programs, “fix-up” funding, or similar programs as well as through the initiatives of individual homeowners.
3. Work to attract and encourage the development of high-quality senior housing and assisted living facilities located near City services and downtown related commercial business.
4. Work to attract and encourage the development of more day care facilities located near City parks and playgrounds.
5. Incorporate home occupation related permitting within the zoning ordinance to minimize the impacts of home occupations and businesses on residential areas of the community.
6. Work to attract more workforce housing to meet the needs of the area.

Task Leaders: City Council, Planning and Zoning Commission, Developers and Citizens

Estimated Costs: Minimal
Resources: Minnesota Housing Finance Agency
Greater Minnesota Housing Fund
Central Minnesota Council on Aging

Assisted Living Providers
Home-based Business Owners
Timeline: 2018 to 2028 and Ongoing

3.2 Residential Land Use & Housing Performance Measures and Standards Goals:

Provide for performance measures and standards that promote an aesthetically pleasing community and the orderly and consistent development of residential neighborhoods.

Objectives:

1. Require the use of light coverings and lighting that is controlled and directed in such a way as to remain only on the property or areas in which the lighting is intended, except lighting necessary to protect the general health, welfare and safety of the community.
2. To protect “old growth” trees by including regulation within the zoning and subdivision that limits the cutting of trees that do not need to be disturbed except for the normal construction of structures.
3. Promote the planting of trees, shrubs, and other foliage to enhance the natural beauty of residential neighborhoods.
4. Require the exterior of all accessory structures be consistent with the exterior of the principal structure in general color tones, materials, etc.
5. To regulate signage within the city including limiting billboards, flashing or revolving signs, or signage that is considered to contain offensive language or content.

Task Leaders: City Council, Planning and Zoning Commission, Developers
Estimated Costs: \$10,000 to \$20,000
Resources: Initial: General Levy; Ongoing: Permit Fees
Timeline: 2018 to 2028 and beyond

SECTION 4.0 COMMERCIAL & INDUSTRIAL LAND USE PLAN

4.1 Commercial & Industrial Land Use Goal:

To provide for commercial and industrial development to add to the “sustainability” of the City of Royalton and minimize the impacts of commercial and industrial development on residential areas of the City; and provide for sufficient access to commercial and industrial business by residents and inter-regional motorists.

Objectives:

1. Organize commercial land throughout the City to reflect future and existing commercial uses. This includes the creation of “Community Commercial” and “Highway Commercial” zoning districts.

2. “COMMUNITY” COMMERCIAL. Provide for commercial development of a traditional “downtown” character and feel along the existing Highway 10 route and along CSAH 26 as indicated on the future land use map.

Community Commercial Uses: Small retail shops, service stations, restaurants, professional offices, banks, convenience stores, or similar uses.

“HIGHWAY” COMMERCIAL. After incorporating Minnesota Department of Transportation access management guidelines, provide for highway commercial development along areas of Highway 10 most unlikely to be affected as a result of a future bypass of the City of Royalton by Highway 10.

Highway Commercial Uses: Service stations, retail such as larger grocery stores, retail stores, “fast food” restaurants, department stores, industrial parks, or similar uses.

3. Minimize the impacts of industrial development on the community by focusing industrial business development in areas in which negative effects on existing residential or commercial development and all other existing development can be minimized or eliminated.
4. Industrial zoned areas along the Hwy 10 corridor rezoned Community Commercial or Highway Commercial when the current property is sold.
5. Maintain the community character and atmosphere of the City of Royalton through the attraction and retention of small businesses consistent with objective #2 in the areas specified

Task Leaders: City Council, Planning and Zoning Commission,
Morrison County Community Development, Morrison County Soil & Water Conservation

Estimated Costs:

Resources: Morrison County Community Development, Minnesota
Minnesota Department of Employment & Economic Development
Region Five Development Commission

Timeline: 2018 to 2028 and beyond

SECTION 5.0 GROWTH & ANNEXATION

5.1 Community Growth Goal:

A strong potential for growth and development of the City of Royalton exists due to the proximity of the City to St. Cloud area as well as the City’s location along U.S. Highway 10. It is the intent of this plan to ensure growth and development with the City occurs in an orderly fashion.

Objectives:

Limit the addition of single and two-family dwelling units according to the following schedule:

2018 to 2028	5 Homes/Year
2028 and beyond	To be determined

Encourage the development of existing vacant land within the City of Royalton before development outside the City's existing boundaries unless development of land outside the boundaries would be in the best interest of the City

Maintain communication between potential developers and public regarding projects which will provide for the future growth and development of the City.

Provide for the future growth and development according to the City of Royalton Future Land Use Map and all plans within the overall City of Royalton Comprehensive Plan. Plan for future growth in the northeast area of the City by extending water infrastructure from Maple Street under the Platte River to Pine Street

Plan for future growth in the northwest area of the City by extending infrastructure north on Birch Street

Plan for future annexation to the south of the City along the Hwy 10 corridor

Plan for future annexation to the north along Birch Street/CSAH 27 to Royal Oaks

If MN DOT moves Hwy 10 to the west, plan for annexation of property to establish a Highway Commercial or Residential District

If MN DOT moves Hwy 10 to the east, plan for annexation of property for Highway Commercial or Residential District

5.2 Annexation Goal:

To ensure the orderly annexation of land within the City of Royalton

Objectives:

1. Coordinate all future plans for annexation with all concerned members of the public, developers, local government officials, and the Minnesota Municipal Boundary Adjustments office.
2. Consider only the lands specified within the Growth and Annexation Map for future annexation according to the schedule provided within the map.

Task Leaders: City Council, Planning and Zoning Commission

Estimated Costs:

Resources: Ongoing: Permit Fees, Developer Fees

Timeline: 2018 to 2028 and beyond

SECTION 6.0 TRANSPORTATION, COMMUNITY FACILITIES & SERVICES PLAN

6.1 General Transportation Goal:

Provide for a multi-modal transportation system that addresses community transportation concerns, promotes smooth internal circulation, improves safety, promotes management of highway access, and sound pedestrian travel.

Objectives:

1. Incorporate Minnesota Department of Transportation Access Management Guidelines in all new development along Highway 10.
<http://www.dot.state.mn.us/accessmanagement/resources.html>
2. Respond quickly and efficiently to community safety concerns along existing roadways within the city including the placement of additional signage, lighting, etc.
3. Incorporate the required construction of American With Disabilities Act (ADA) compliant sidewalks, or bicycle trails, or similar trails in all proposed development within the city.
4. Support design features in all new development that contributes to a healthy, active lifestyle such as parks, trails, sidewalks, curb and gutter, etc
5. Work to provide a link between the City of Royalton and interregional trails development within Morrison and Benton Counties.

Task Leaders: City Council, Planning and Zoning Commission
Estimated Costs: \$10,000 to \$100,000 (Depending on scope of project)
Resources: Initial: Developer Fees; Ongoing: General Levy
Timeline: 2018 to 2028 and beyond

6.2 Highway 10 Transportation Goal:

While it is not necessary for the City of Royalton to determine the future route of Highway 10 in the immediate future, the City believes that early steps and actions must be taken to ensure the lowest possible impact on all aspects of the community whether residential, business, or otherwise. As of 2015 the Commissioner of Transportation stated that Royalton was not on the 20-year plan for bypass or other major changes to Hwy 10. In 2018 the Legislature bonded for the Corridors of Commerce program by providing \$400 million dollars to fund road and bridge projects. Royalton was placed on the list to remove the traffic light and have either an interchange or bypass. The process for major change is a multi-year process and the city and Department of Transportation will ensure to include public meetings to keep residents updated on any possible decisions. It is for this reason that the following recommendations are being made based upon four potential scenarios for Highway 10 addressed by the Minnesota Department of Transportation:

1. **Alternative #1: Future west bypass of the City of Royalton**
2. **Alternative #2: Future east bypass of the City of Royalton**

3. **Alternative #3: Highway 10 remains in current location indefinitely**
4. **Alternative #4: Highway 10 Interchange**

Alternative #1: West bypass of the City of Royalton:

What would likely happen?

Changes in use of land on the existing Highway 10 route

Most likely change in land use would include a transition of the current use of land along the existing Highway 10 route from community commercial use to highway commercial or residential use.

Would reduce or eliminate congestion along new Highway 10 route.

Interchanges provide good ingress and egress from the city much like a “pit stop” within the racetrack.

Positives:

Potential for a “pit stop” design provides a wide variety of options for the city

Potential to move residents and motorists in and out of the city quickly

If motorists can move into and out of the city quickly there would likely be minimal impacts on business and even potential increase in business.

Provides a link to the west portion of the city for future commercial and industrial business development and expansion

Negatives:

Impacts of bypass on agricultural land adjacent to the city

Potential for increased traffic in town

Potential for increased noise, pollution, traffic, etc

Recommendations:

The following recommendations by the City of Royalton are intended to lessen the impacts of a west bypass of Highway 10 assuming this project would be further explored by the Minnesota Department of Transportation.

1. The City of Royalton expresses a desire to realign Highway along the south and west portions of the City as indicated in the attached “Future Highway 10 Alignment Map”.
2. Explore every alternative possible to minimize the impacts of a Highway 10 bypass on the natural environment within, and adjacent to the city.
3. Provide assistance to businesses during the construction of a Highway 10 bypass through partnerships with other state, federal, private and local agencies.
4. Provide at least two access points to the city, preferably one north and one south.

Alternative 2: East bypass of the City of Royalton

What would likely happen?

Changes in use of land on the existing Highway 10 route

Most likely change in land use would include a transition of the current use of land along the existing Highway 10 route from highway commercial use to community commercial or residential use

Would reduce or eliminate congestion along new Highway 10 route

Interchanges could potentially provide difficult ingress and egress from the city

Positives:

Design would move the larger capacity of motorists expected in the future more quickly and provide less congestion than the existing Highway 10 route.

Potential for a “pit stop” design provides a wide variety of options for the city

Potential to move residents and motorists in and out of the city quickly

If motorists can move into and out of the city quickly there would likely be minimal impacts on business and even potential increase in business.

Provides a link to the east portion of the city for future commercial and industrial business development and expansion

Negatives:

Potential degradation of the Platte River and other environmental features of the city

Significantly longer route than other bypass options and existing route

Significant negative impacts on existing landowners within the east portion of the city

Provides no link to the west portion of the city for future commercial and industrial business expansion and development

Recommendations:

The following recommendations by the City of Royalton are intended to lessen the impacts of an east bypass of Highway 10 assuming this project would be further explored by Minnesota Department of Transportation.

1. Due to the potential impacts on the human and physical resources of the City of Royalton, a future east bypass of the city is not preferred.

Alternative 3: Remain in current location, widening of highway, potential grade separation of County State Aid Highway 26 and Highway 10

What would likely happen?

Widening and improvements may result in total redesign of existing Highway 10 route

Changes in use of land on the existing Highway 10 route

Change in land use may include the removal of existing business along the existing Highway 10 route

Positives:

May provide short-term preservation of existing land use within and adjacent to the city.

Negatives:

Potential significant loss of commercial land use along existing Highway 10 route

Significant future traffic congestion:

Provides no link to the west portion of the city for future commercial and industrial business expansion and development

Recommendations:

The following recommendations by the City of Royalton are intended to lessen the impacts of Highway 10 remaining in its current location into the future.

1. While this is a viable short-term option up to 20-25 years into the future, keeping Highway 10 in its current location is not viewed as a viable long-term option.
2. Improve access management along the existing Highway 10 route through the reduction of ingress and egress to and from individual businesses.
3. Explore options to widen the existing Highway 10 route with minimal impact on existing businesses.
4. Explore grade separation options with Highway 10 and CSAH 26.

Alternative 4: Highway 10 Interchange

What would likely happen?

Traffic light would be removed and a bridge would be constructed over County Road 26 and the railroad tracks.

Current Highway 10 West (north bound) would become a frontage road

Positives:

Eliminate traffic congestion on holiday/summer weekends

Possibility to pave Chestnut Street

Negatives:

Potential significant loss of commercial land use along existing Highway 10 route

Increased noise and possible barrier erected to buffer sound

Recommendations:

The following recommendations of the City Council are to reduce traffic congestion and provide a solution that will have minimal impact on residents and businesses.

1. Explore every alternative possible to minimize the impacts of a Highway 10 interchange on the natural environment within, and adjacent to the city.
2. Provide assistance to businesses during the construction of a Highway 10 interchange through partnerships with other state, federal, private and local agencies.

Provide at least two access points to the city, preferably one north and one south.

Task Leaders: City Council, Planning and Zoning Commission, Citizens

Estimated Costs: To be determined

Resources: Minnesota Department of Transportation

Timeline: 2018 to 2030

Map of Minnesota Department of Transportation projects for 2013 to 2030 will be attached.
<http://www.dot.state.mn.us/roadwork/future.html#one>

6.3 Community Facilities & Services Goal:

Provide the following facilities to the residents and visitors to the City of Royalton as needs arise:

Facilities:

- Public Works/Police Facility/Fire Hall
- Parks – splash pad/skateboard/McGonagle Nature/Memorial
- Infrastructure (Drinking water, Wastewater, Stormwater, Shoreland, Streets)

Objectives:

1. The City Public Works, Police and Fire Departments have added equipment and need more space. In 2018 the City purchased an existing property or for the Public Works and Police Department. This will allow the Police Department to move from the existing garage space by the Fire Hall and allow the Fire Department to either utilize that space for office/training area or raze the building and expand to the north of the existing building.
2. City parks are a focal part of the community. As plans become available to add to the existing parks, the City will work with local non-profits and volunteers to make the upgrades.
3. Expand infrastructure throughout the City of Royalton, especially to the industrial park and in the northeast portion of the city to support new growth development and install a sidewalk from Centre Street north on Hawthorn Street
4. Extend water line from Maple Street across the Platte River to Pine Street to provide better water quality and provide infrastructure for future expansion east of the Platte River.
5. Work with MN Department of Transportation on ingress/egress issues along Hwy 10 as part of the South Cedar Street infrastructure project to replace aging water lines.

Task Leaders: City Council

Estimated Costs: Infrastructure:

Fire Hall:

Other Improvements:

Resources: Infrastructure: USDA, Connection Fees (SAC & WAC), User Fees,

Developer Fees

Timeline: 2018 to 2028

1. The City of Royalton completed the platting and installing infrastructure to the industrial park in 2017. The City of Royalton agreed to be placed on the five-year plan for Morrison County to extend infrastructure north on Hawthorn Street to the city limits and to install a sidewalk from Centre Street north along Hawthorn. Cost estimates for extending water service from Maple Street across the Platte River have been provided by the city engineer. Issues of ingress/egress from city streets to Hwy 10 have been included in the discussions of possible changes to Hwy 10.

