

ECONOMIC DEVELOPMENT

I. ECONOMIC DEVELOPMENT OVERVIEW

The City of Jordan is situated along U.S. Highway 169 between the Twin Cities and Mankato. The city is served not only by the interstate but also MN Highway 21, MN Highway 282 and County Roads 9, 10, 61, and 66. Located in Scott County, Jordan's economy has changed over the past twenty years and is anticipated to change significantly over the next twenty years. U.S. Highway 169 and the Highway 169 Shakopee bypass assisted in making the public more mobile; allowing Jordan to become a home to those working in other communities. This however, also made it easier for residents and nearby patrons to travel to larger shopping centers rather than shop locally. The make-up of Jordan's business district changed as a result. Today, the central business district still features retail and service businesses, real estate services, insurance services, hair care, health care, home improvement, restaurants/coffee shops, churches and government services. As recently experienced in neighboring Scott County cities of Shakopee, Savage and Prior Lake, retail and service businesses follow residential development; therefore, as the population continues to increase, additional commercial growth along U.S. Highway 169 as well as within the downtown is anticipated.

The principal components of this section include:

- An overview of economic trends in Jordan;
- An overview of economic development agencies;
- Public input on economic development;
- An overview of commercial development and goals for future (re) development; and
- An overview of industrial development and policies and goals for future (re) development.

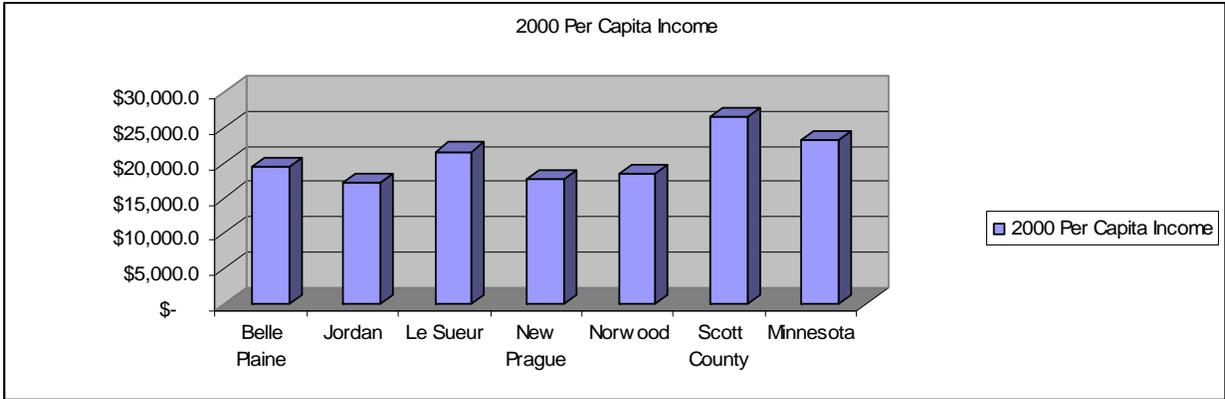
II. ECONOMIC TRENDS

Economic trends can be important indicators as to the economic health of the community. Following is a summary of several economic indicators including income/wages, labor force and commercial and industrial construction.

Income:

The 2000 Census reports a median family income in Jordan of \$53,363 with male full-time year-round workers earning an average of \$36,206 per year while female full-time year-round workers earn an average \$26,806 per year. As illustrated in Table 5-1, the per capita income in Jordan, \$17,217 is comparable to neighboring communities of similar size, Belle Plaine and New Prague, which had per capita incomes of \$19,433 and \$17,732 respectively. Jordan's per capita income; however, was lower than Scott County's, Minnesota's and federal averages of \$26,418, \$23,198 and \$21,857, respectively.

The 2000 Census reports 4.1% of the population in Jordan (156 individuals) is below the poverty level, with 18 families (1.8% of all families) in this category. All 18 of the families living below poverty had children under 18 years old, and nine or 50% had children under the age of five. Neighboring cities had a slightly higher portion of families living in poverty with 28 families in Belle Plaine (2.9% of all families), and 2.6% of all families or 30 in the city of New Prague. According to the 2000 Census, 5.1% of families within Minnesota and 7.9% of individuals were considered to be at poverty level in the year 1999.



**TABLE 5-1
INCOME PROFILES: SCOTT COUNTY
CITY OF JORDAN AND ADJACENT CITIES
1999 INCOME PROFILES**

Area	Per Capita Income	Household Income	Family Income	% People Below Poverty Level
Belle Plaine	\$19,433	\$50,272	\$59,539	5.8
Jordan	\$17,217	\$47,468	\$53,363	4.1
Le Sueur	\$21,605	\$42,372	\$53,362	8.8
New Prague	\$17,732	\$41,750	\$50,341	6.5
Norwood/YA	\$18,431	\$46,152	\$54,792	5.6
Scott County	\$26,418	\$66,612	\$72,212	3.4
Minnesota	\$23,198	\$47,111	\$56,874	7.9

Source: 2000 Census- 1999 statistics.

Household income is defined as total money received in a calendar year by all household members 15 years old and over. Family income is the total income received in a calendar year by family members related by birth, marriage or adoption. Many households are not families, for example single people living alone or with non-related roommates are considered a non-family household. Median household income is often lower than median family income.

Wages:

The Minnesota Work Force Center estimates 69,838 people in the labor force in Scott County in November, 2006, with 67,740 employed, resulting in a 3.0% unemployment rate. During this same time period Minnesota had an unemployment rate of 3.6% and the United States unemployment rate was 4.3%. The average unemployment rate for Scott County in the year 2005 was 3.3%, with the state average at 4.0% and U.S. unemployment rate was 5.1%.

Table 5-2 summarizes data from the 2005 Economic Census, completed by the U.S. Census Bureau, for several employment sectors. The Table includes comparative economic data for the cities of Belle Plaine, Jordan, New Prague, Savage and Shakopee. It is noted 2005 Economic Census data is the latest full year of statistics available at this time.

**TABLE 5-2
COMPARATIVE EMPLOYMENT DATA – YEAR 2005**

AREA	NUMBER OF ESTABLISHMENTS	AVERAGE NUMBER OF EMPLOYEES	AVERAGE WEEKLY WAGE	TOTAL WAGES
Belle Plaine	141	1,760	420	\$38,449,431
Jordan	170	1,632	712	\$60,436,301
New Prague	256	2,921	510	\$77,514,351
Prior Lake	582	8,278	639	\$275,139,614
Savage	580	7,440	723	\$279,851,718
Shakopee	868	16,637	791	\$684,733,886

Source: MN Department of Employment and Economic Development, 2005 Economic Census (U.S. Census Bureau)

Table 5-3 compares employment statistics for the City of Jordan from the year 2000 to 2005. As of 2005, a total of 170 business/industrial establishments were located within the community. The number of establishments, employees and wages have steadily increased over the six year period within Jordan.



**TABLE 5-3
JORDAN COMPARATIVE ECONOMIC DATA – 2000 TO 2005**

YEAR	NUMBER OF ESTABLISHMENTS	AVERAGE NUMBER OF EMPLOYEES	AVERAGE WEEKLY WAGE	TOTAL WAGES
2005	170	1632	\$ 712	\$ 60,436,301
2004	152	1657	\$ 715	\$ 61,345,386
2003	146	1518	\$ 685	\$ 54,063,800
2002	150	1466	\$ 657	\$ 50,091,695
2001	135	1334	\$ 641	\$ 44,465,226
2000	128	1300	\$ 612	\$ 41,361,924

Source: MN Department of Employment and Economic Development, 2000-2005 Economic Census (U.S. Census Bureau)

The Minnesota Workforce Center estimates average wages for employees in Jordan in 2005 (the most recent full year of statistics available) to be \$712 per week. The average wage within the City of Jordan,

is comparable to surrounding metro communities mentioned, most likely due to its proximity to the Twin Cities metropolitan area.

Labor Force:

Employment statistics from the 2000 census indicate an available civilian workforce (over the age of 16) in Jordan of 2,041 persons. Table 5-4 includes a breakdown of the number of establishments for each type of industry or business in Jordan, the number of employees in each business or industry category and the average weekly wage. A breakdown of total wages in the community for each industry is also provided.

**TABLE 5-4
JORDAN EMPLOYMENT BY INDUSTRY – 2005 STATISTICS**

Code and Industries within Jordan	Average Number of Establishments	Average Number of Employees	Average Weekly Wage	Total Wages
101 Goods –Producing Domain	46	541	963	27,059,270
1012 Construction	32	435	949	21,433,321
238 Specialty Trade Contractors	22	196	801	8,149,532
1013 Manufacturing	14	106	1020	5,625,949
332 Fabricated Metal Product	3	47	1252	3,060,113
102 Service-Providing Domain	124	1,091	558	33,377,031
1021 Trade, Transportation and Utilities	41	438	656	14,941,190
44 Retail Trade	21	251	449	5,868,485
444 Building Material & Garden Supply	3	24	477	602,071
445 Food and Beverage Stores	6	75	396	1,540,390
447 Gasoline Stations	4	34	188	335,178
48 Transportation and Warehousing	13	56	701	2,028,078
491 Postal Service	1	7	992	352,606
1023 Financial Activities	16	72	622	2,327,460
52 Finance and Insurance	13	60	687	2,145,076
522 Credit Intermediation and Related Activity	4	47	741	1,792,497
53 Real Estate and Rental and Leasing	3	12	296	182,384
5617 Services to Buildings and Dwellings	9	20	579	607,217
1025 Education and Health Services	11	253	666	8,761,612
1026 Leisure and Hospitality	14	178	231	2,141,218
7221 Full Service Restaurants	4	36	203	375,636
7222 Limited-Service Eating Places	4	64	237	781,559
1027 Other Services, Ex. Public Admin.	14	335	470	855,729
811 Repair and Maintenance	9	18	639	598,366
1028 Public Admin Federal Government	1	2	935	117,523
1028 Public Admin State Government	1	0	326	5,645

Source: MN Department of Employment and Economic Development, Workforce Center

Major Employers within the City:

The major employers in the City of Jordan are identified in Table 5-5 which follows.

**TABLE 5-5
MAJOR EMPLOYERS - JORDAN, 2007**

<u>Employer</u>	<u>Product/Service</u>	<u># of Employees</u>
SM Hentges & Sons	Highway, Street and Bridge Construction	185
Jordan Public School District #717	Elementary and Secondary Schools	175
Valley Plumbing Inc.	Building Equipment Contractors	125
Minnesota Valley Electric Coop	Electric Power Generation, Transmission and Distribution	105
Wolf Motors Ford	Automobile Dealers	79
Radermacher Super Valu	Grocery Store	55
Engel Diversified Industries	Machine Shops; Turned Prod.; Screw, Nut & Bolt Manuf.	50
OK Corral Restaurant & Saloon	Full-Service Restaurant	50
McDonalds	Full-Service Restaurant	47
Valley View Assisted Living	Nursing Care Facilities	35
Community Bank Minnesota Valley	Depository Credit Intermediation	34
US Transformer Inc.	Electrical Equipment Manufacturing	26

Source: Community Profile, January 2007

Employment Forecast:

Table 5-6 illustrates the top ten projected fastest growing industries in the seven county metropolitan area. Service jobs related to computer systems, activities related to credit intermediation and management and technical consulting are projected to be the top three growing industries, with over 40% job growth from 2002 to 2012.

**TABLE 5-6
PROJECTIONS FOR THE TOP TEN FASTEST GROWING OCCUPATIONS IN SEVEN COUNTY
MINNEAPOLIS-ST. PAUL MN AREA**

Industries	Estimated Employment 2002	2002 - 2012 Projections	Median Annual Salary 2005
		Net Growth	
Computer Systems Design and Related Services	21,956	+56.2%	\$81,172.00
Activities Related to Credit Intermediation	3,850	+42.2%	\$63,076.00
Management & Technical Consulting Svc	9,294	+40.4%	\$70,096.00
Other Wood Product Manufacturing	6,075	+30.0%	\$59,176.00
Offices of Dentists	8,852	+25.3%	\$49,504.00
Building Foundation/Exterior Contractors	11,595	+24.0%	\$45,240.00
Accounting and Bookkeeping Services	12,614	+23.7%	\$60,216.00
Advertising and Related Services	10,339	+22.7%	\$63,284.00
Building Finishing Contractors	11,883	+22.5%	\$42,432.00
Medical Equipment and Supplies Mfg	11,306	+22.1%	\$63,232.00

Source: Minnesota Department of Employment and Economic Development

The Metropolitan Council, as a part of community System Statements, released preliminary "Employment Forecasts" for metropolitan communities. Following are employment projections for Jordan and surrounding townships and cities within Scott County. It is important to note, the City, its business community and EDA have expressed a desire to expand its commercial and industrial tax base at a faster pace in the future. As a result, the City of Jordan is guiding additional commercial and industrial land beyond employment projections to support the growing employment base.

**TABLE 5-7
METROPOLITAN COUNCIL EMPLOYMENT FORECASTS JORDAN AREA**

AREA	1990	2000	2010	2020	2030
Belle Plaine, City	931	1,469	1,910	2,200	2,700
Belle Plaine Township	40	55	70	80	90
Blakeley Township	20	27	50	70	80
Jordan, City	913	1,264	2,000	2,700	3,400
St. Lawrence Township	100	177	200	210	220
Savage, City	3,180	4,680	6,000	6,850	8,700
Shakopee City	8,500	12,476	15,000	16,650	18,900
Scott County (total)	18,554	32,009	42,620	49,580	57,110

The Metropolitan Council identified the number of jobs per acre in metropolitan communities. Forecasting trends can assist with future transportation needs as well as future land use needs. Based on employment projections using a 5.2% annual increase from 2005 to 2030, Jordan will have 5,183 jobs in 2030 (similar to current employment levels in Savage), or an increase of 3,551 jobs from 2005.

**TABLE 5-8
CITY OF JORDAN EMPLOYMENT FORECASTS**

YEAR	ACTUAL EMPLOYMENT	PROJECTED EMPLOYMENT	New Jobs Created	# Acres Required based on 5.41 jobs /acre
1990	913	--	--	--
2000	1300	--	--	--
2005	1632	--	--	--
2010	--	2,000	368	14.4
2015	--	2,350	350	65
2020	--	2,700	350	65
2025	--	3050	350	65
2030	--	3,400	350	65
Total	--	3,400	1400	274

The Jordan EDA, Planning Commission and Business Community all discussed the amount of land to include in the future land use plan for commercial and industrial growth. All entities expressed a desire to plan for aggressive economic development growth, noting the importance of preserving commercial land to accommodate larger scale developments. It was also noted that future interchanges along Highway 169 will consume large quantities of land and therefore guiding additional acreage at this time was desired by the community. Thirty-seven members participated in a Business meeting in February, 2007. Five groups were formed to respond to various questions. When asked how much land the City should guide for future commercial and industrial growth, the groups responded as follows: (1) 150 acres, (2) 230 acres, (3) 230 acres, (4) 230 acres and (5) 500 acres.

At the year 2000 rate of 5.41 jobs per acre, an additional 274 acres of land would be required to support the growing employment base, or approximately 14 acres per year. As noted below, the actual jobs per acre can vary depending on the type of industry (warehouse may be less labor intensive than a large office complex), therefore jobs per acre alone cannot be used to determine future commercial/industrial land use needs.

**TABLE 5-9
JOBS PER ACRE SUMMARY AREA CITIES, 2000**

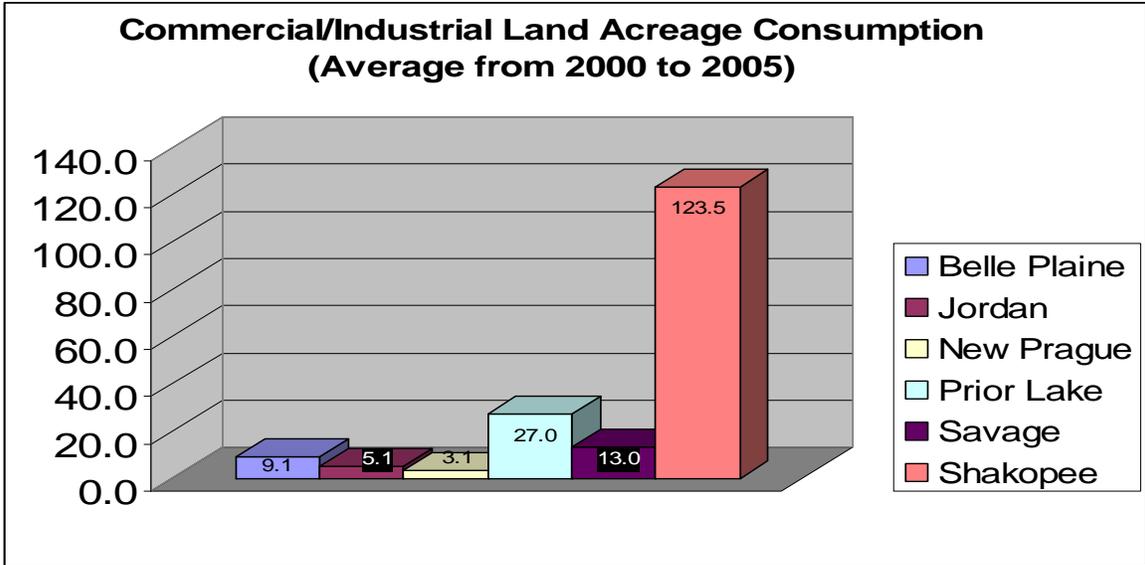
City	Jobs/Acre*
Lakeville	4.94
Savage	4.97
Jordan	5.41
Shakopee	5.49
Belle Plaine	6.29
Victoria	6.95
New Prague (Scott Co. side)	8.13
Chaska	10.59
Chanhassen	11.01
Waconia	11.11
Prior Lake	15.69
Eden Prairie	19.40

Source: Metropolitan Council

*Does not include acres with wetlands or significant slopes.

In July, 2006, the Metropolitan Council updated job per acre statistics, noting Jordan had 349 acres of commercial/industrial and institutional developments with 1,688 employees or 4.8 jobs per acre. The decline from 5.41 to 4.8 could be due to recently annexed property that is not yet developed as well as wetlands not yet reduced from acreage. Region wide in the metropolitan area an average of 13.0 jobs per acre were noted with an average 9.0 jobs per acre in developing communities. For purposes of planning, including the transportation and trip generation forecasts, the historic 5.41 jobs per acre are being utilized.

According to a *Commercial/Industrial Land Supply Analysis for Scott County, MN*, completed by Maxfield Research in July 2006, between 2000 and 2005 the City of Shakopee developed between 49.4 and 212.4 acres per year with an average 29.4 permits each at an average 4.2 acres or total 123.5 acres per year. Prior Lake issued an average of 15 permits per year each at an average 1.8 acres or total 27 acres per year, Savage issued permits for an average 11.8 permits each at an average 1.2 acres for a total of 13 acres of commercial/industrial per year. Jordan issued an average of 3.4 commercial/industrial permits each with an average 1.5 acre site or total 5.1 acres per year. Among cities similar in size to Jordan, Belle Plaine issued an average of 3.8 permits each with an average 2.4 acres site or total 9.1 acres per year and New Prague issued 2.4 permits each with an average 1.3 acre site or a total of 3.1 acres per year.



The Study suggests the commercial/industrial land use demands between 2005 and 2015 within Scott County as identified in Table 5-9. As previously noted, the City of Jordan believes this is a conservative forecast and therefore is planning to preserve land in the future land use plan, at a rate of commercial/industrial consumption for the future which is more similar to current consumption rates in the City of Prior Lake. Prior Lake in 1980 had a population of 7,284, 1990 population of 11,482 and 2000 Census population of 15,917 (39% growth rate from 1990 to 2000). Jordan's Planning Committee believes that with its proximity along Highway 169, location within Scott County, and available land to support growth, similar growth rates will occur.

**TABLE 5-9
PROJECTED COMMERCIAL/INDUSTRIAL ACRE DEMAND 2005-2015
COMMERCIAL/INDUSTRIAL LAND SUPPLY ANALYSIS FOR SCOTT COUNTY; MN
MAXFIELD RESEARCH, JULY 2006**

Submarket	2005-2010 Acres	2010-2015 Acres
Belle Plaine	28	67
Elko	7	14
New Market	3	1
Jordan	-1	32
New Prague	6	25
Prior Lake	165	134
Savage	35	70
Shakopee	229	568
Townships	616	1,856
Scott County	1,089	2,766

Source: *Commercial/Industrial Land Supply Analysis for Scott County*, Maxfield Research July 2006

The "Commercial/Industrial Land Supply Analysis for Scott County" completed for the Scott County Housing and Redevelopment Authority in July 2006 by Maxfield Research, notes the absorption of industrial space increased since 2003 with almost 448,000 square feet absorbed in 2004 and 365,000

square feet absorbed in 2005. The study notes industrial lease rates within Scott County for “bulk warehouse buildings range from \$8.00 to \$9.75 per square foot for the office component and \$4.25 to \$8.80 per square foot for the warehouse component. The average common area maintenance (CAM) and taxes among bulk warehouse buildings were \$.44 and \$.74 per square foot, respectively. Average rents at office warehouse buildings ranged from \$8.50 to \$9.00 per square foot for the office components and \$2.25 to \$4.50 per square foot for the warehouse component. The average CAM and taxes among office warehouse buildings were \$.82 and \$.81 per square foot respectively.” The study also provides a breakdown of vacant industrial space available within Scott County.

Relating to retail development, the 2006 Market Study notes, 51,000 square feet of neighborhood retail centers were absorbed, declining to 4,000 square feet in 2005. Over 376,000 square feet of community center retail space was absorbed in Scott County in 2004 and 350,000 square feet in 2005. The *Commercial/Industrial Land Supply Analysis for Scott County*, notes and recommends that Jordan:

“As commercial brokers commented, Jordan is well positioned for commercial and industrial growth. Sites in Jordan have easy access to Highway 169 and less expensive land than the major cities. In addition, infrastructure improvements will help Jordan capture demand. Turn lanes and shoulders are being added to Highways 282 and 21 between 2008 and 2014, which serve as minor arterial routes. An interchange project and bridge replacement is also planned for the intersection of Highway 169 and Highway 282.

Jordan currently contains 156 acres of commercially-zoned land and 117 acres of industrial-zoned land. Of the commercial land, 105 acres are currently vacant. Of the industrial land, 78 acres are currently vacant.

Jordan could capture a portion of the 31 acres in estimated demand between 2005 and 2015 by developing vacant commercial and industrial-zoned land, redeveloping or intensifying underutilized sites, or expanding the land supply:

- Commercial development might be intensified on Highway 169.
- The industrial areas most suitable for redevelopment are likely northwest between Highway 169 and Valley View Railroad, considering they are largely buffered from residential uses.
- If the City sought to expand its supply of industrial-zoned land, it might want to consider annexing parcels further northwest of the current industrial area (in Sand Creek Township).¹

Commercial/Industrial Construction:

Building permit reports indicate commercial and industrial building construction has fluctuated greatly over the past five (5) years. Jordan is experiencing new commercial development and redevelopment throughout the City. Table 5-10 illustrates new commercial and commercial remodeling historical building permit data over the past five years. Among other items, the Table 5-10 reveals that approximately 42% percent of the approximate \$22 million of commercial/industrial construction over the past nine years was new construction versus redevelopment/remodeling.

¹ Maxfield Research, *Commercial/Industrial Land Supply Analysis for Scott County, Minnesota*, July 2006.

**TABLE 5-10
HISTORICAL BUILDING PERMITS COMMERCIAL/INDUSTRIAL CONSTRUCTION**

Year	Value of New Commercial And Industrial	Number of Permits for New Commercial and Industrial	Value of Remodel And other Comm./Industrial	Number of Permits for Remodel/Other	Total Value Commercial Industrial Permits	Total Number of Commercial Industrial Permits
2008	0	0	2,300	1	2,300	0
2007	0	0	462,121	21	462,121	21
2006	2,490,000	3	2,188,764	40	4,678,764	43
2005	800,000	1	479,286	20	1,279,286	21
2004	1,567,704	4	794,652	37	2,364,356	41
2003	1,845,000	3	787,436	42	2,632,436	45
2002	2,473,870	8	614,700	26	3,088,570	34
2001	140,000		6,553,559	16	6,693,559	18
2000	37,000	2	678,385	10	715,385	12

Source: City of Jordan Building Permit Statistics *2008 permits are through April 30th.

Market Value:

Based on assessed market values for taxes payable in 2006, approximately 9.7% of Jordan's assessed market value is from commercial/industrial properties; approximately 77.3% of the assessed market value is residential (single and multiple-family) in nature and 13% of the assessed market value is from other (e.g. public buildings, religious institutions, educational facilities). The following table compares the assessed values for residential and commercial/industrial properties within several cities in the area. Jordan's tax base mix is comparable to surrounding cities of similar size. Savage and Shakopee are much stronger in the commercial/industrial base. According to the MN Department of Revenue, 2002, the Statewide Average of commercial assessed value in 2000 was 15.31% of the tax base.

**TABLE 5-11
MARKET VALUE COMPARISON FOR PROPERTY TAXES PAYABLE 2006**

City	Commercial	%	Residential	%	Other	%	Total	Total Tax Rate	Municipal Tax Rate
Belle Plaine	39,598,667	9.4%	326,586,600	77.8%	53,787,238	12.8%	419,972,505	184.10	54.98
Jordan	31,818,700	9.7%	252,444,220	77.3%	42,430,661	13.0%	326,693,581	168.24	50.79
New Prague	42,788,400	9.5%	338,724,000	75.0%	69,980,858	15.5%	451,493,258	174.43	49.99
Prior Lake	72,766,533	3.4%	1,803,544,180	84.7%	253,826,580	11.9%	2,130,137,293	156.06	31.24
Savage	270,219,300	11.5%	1,925,509,400	81.8%	157,043,113	6.7%	2,352,771,813	163.06	46.49
Shakopee	632,502,500	21.2%	2,022,262,160	67.7%	333,713,034	11.2%	2,988,477,694	148.26	30.97
Average	181,615,683	10.8%	1,111,511,760	77.4%	151,796,914	11.8%	1,444,924,357	165.69	44.08

* Source: League of Minnesota Cities based on Minnesota Department of Revenue tax abstracts

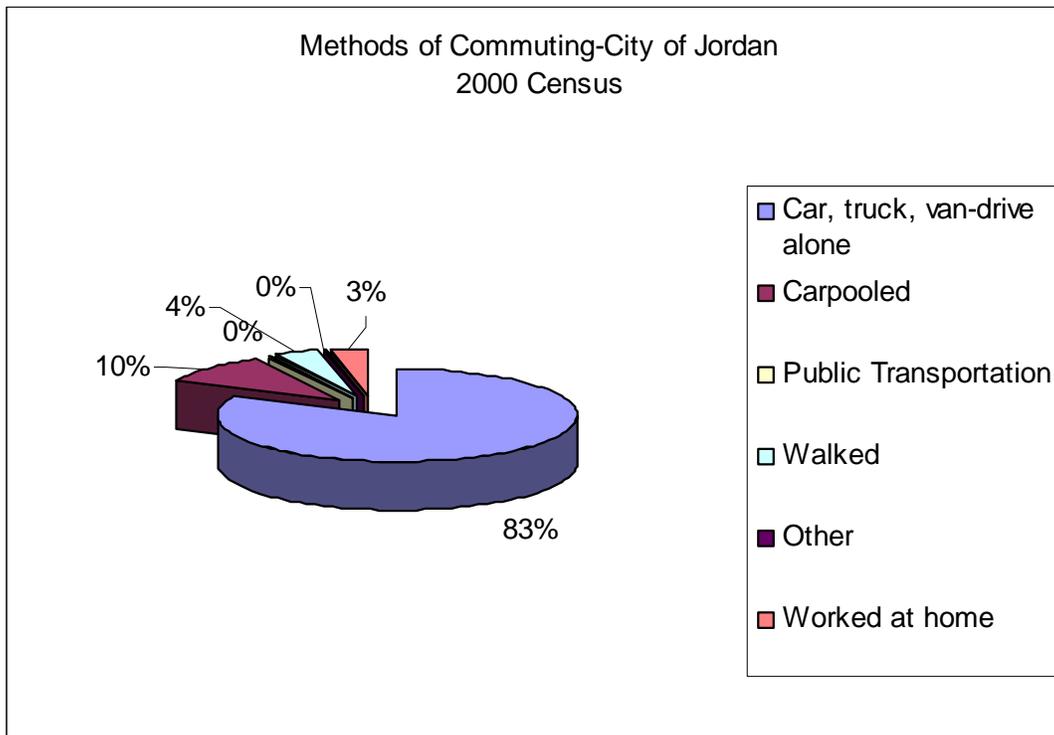
Commuting:

According to the 2000 Census, the mean time traveled to work for residents in Jordan was 25.3 minutes compared to Scott County at 24.3 minutes and the state mean travel time of 21.9 minutes. As illustrated in the table below, of the 1,864 workers in Jordan who commuted to work in 2000 (excludes those working from home), 84.5% drove alone, 10.7% carpooled, 4% walked to work and 0.8% took public transportation, bicycled or traveled via other means.

**TABLE 5-12
METHODS OF TRAVELING TO WORK**

	Belle Plaine	Jordan	New Prague	Savage	Shakopee
Total Employees	1,906	1,926	2,116	11,726	11,579
Car, truck or van	1,746	1,775	1,891	10,958	10,979
Drove alone	1,543	1,576	1,702	9,979	9,727
Car pooled	203	199	189	979	1,252
Public Transportation	0	2	8	150	109
Bicycle	3	3	19	18	9
Walked	66	76	99	54	150
Other means	0	8	9	39	66
Worked at home	91	62	90	507	266

U.S. Census Bureau 2000 Census

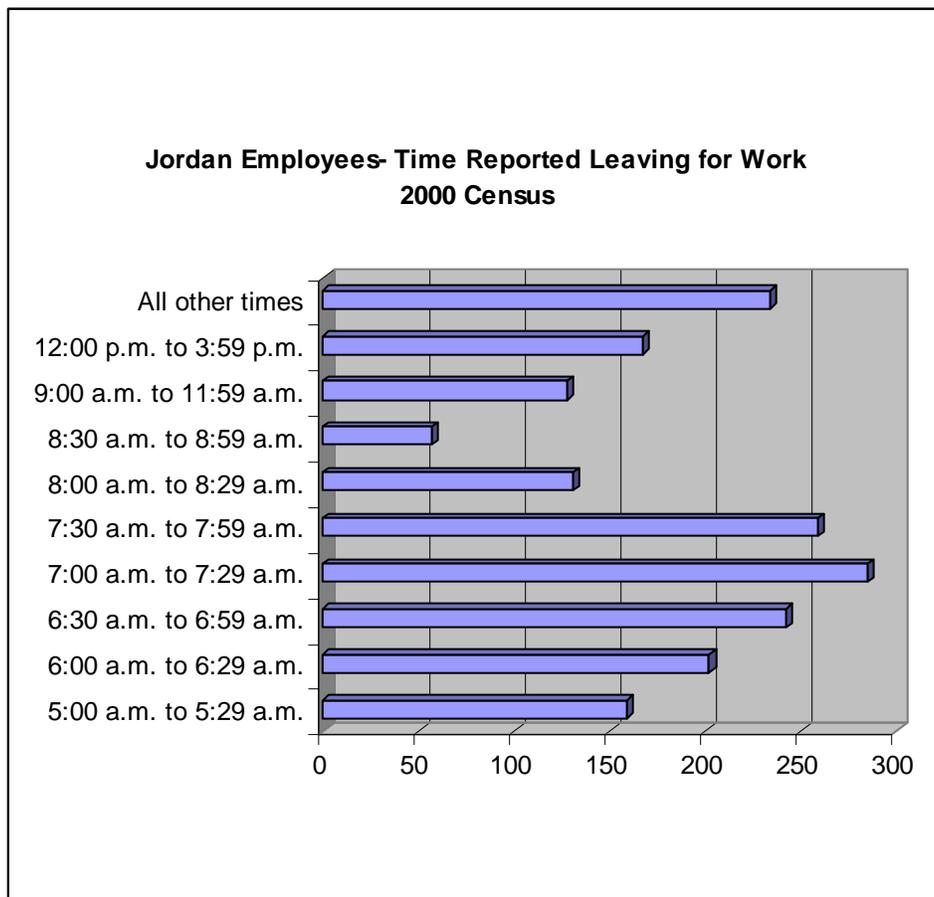


Of the 1864 commuters, 59.4% or 1,107 reported in the 2000 Census, that their commute time was less than 30 minutes. 37.2% or 692 commuters reported travel times of 30 to 59 minutes, 3.5% or 65 employees noted they travel 60 minutes or more. Table 5-13 illustrates the time in which Jordan residents reported leaving for work to commute to work. Of those commuting, 42.2% reported leaving home between 6:30 a.m. and 7:59 a.m. to travel to their place of employment.

**TABLE 5-13
TIME LEAVING HOME TO GO TO WORK
JORDAN WORKERS OVER 16 YEARS OF AGE**

Time departing home	Number	Percent of workers
Total Workers 16 years +	1,926	100
Worked from home	62	3.2
Did not work at home	1,864	96.8
5:00 a.m. to 5:29 a.m.	159	8.5
6:00 a.m. to 6:29 a.m.	202	10.8
6:30 a.m. to 6:59 a.m.	242	13.0
7:00 a.m. to 7:29 a.m.	285	15.3
7:30 a.m. to 7:59 a.m.	259	13.9
8:00 a.m. to 8:29 a.m.	131	7.0
8:30 a.m. to 8:59 a.m.	57	3.1
9:00 a.m. to 11:59 a.m.	128	6.9
12:00 p.m. to 3:59 p.m.	167	9.0
All other times	234	12.6

Source: US Census Bureau, 2000 Census



III. ECONOMIC DEVELOPMENT AGENCIES

The City of Jordan Economic Development Authority (JEDA), established in the mid to late 1990s coordinates economic development projects at a local level for the community. The seven member commission meets on a monthly basis. The JEDA has not adopted a formal mission statement or strategic plan for economic development; however goals identified by the EDA include:

- Downtown façade improvements
- TH 169/TH 282 interchange project support
- Business development seminars
- Shoppers' survey
- Promotion of the Twin Cities Community Capital Fund
- Support of tax increment financing or tax abatement for eligible and desirable projects
- Marketing and promotion of economic development efforts
- Marketing of Timberline Industrial Park

The City of Jordan EDA projects in recent years have included tax abatement for two new industries, tax increment financing for a downtown redevelopment project, tax abatement for a highway commercial project, and completion of a shoppers' survey to determine local needs/desires.

Jordan Chamber of Commerce. The Chamber of Commerce, as of 2007, was supported by over 100 members. The 11 member Board of Directors meets on a monthly basis to coordinate a number of community promotions and annual events as well as serve as Ambassadors to new businesses. The Jordan Chamber of Commerce has worked in cooperation with the Jordan EDA on highway signage, the shoppers' survey and promotional efforts. Membership on the JEDA and Chamber of Commerce also overlap to ensure coordination and cooperation of efforts.

The Scott County Community Development Agency, based in Shakopee MN, was established by Special Law, Minnesota Laws 1974, Chapter 473, primarily to undertake housing responsibilities within Scott County. The HRA has developed and owns a number of housing projects in Scott County, as well as administers a number of federal programs relating to housing. In 2001, the Scott County Board of Commissioners voted to expand the powers of the Scott County Community Development Agency to also exercise the powers of an economic development authority, with the exception of the authority to levy EDA taxes.

IV. PUBLIC INPUT ON ECONOMIC DEVELOPMENT

In order to obtain community input on economic development within the city, several questions relating to commercial and industrial development were included in the one-on-one survey/interview. In addition, the topic was discussed at a several EDA meetings, discussed at a business meeting and questions relating to business development were included in a city wide survey. In addition, information obtained from a 2006 on-line "Shopper's Survey" completed by the EDA and Chamber of Commerce, was utilized. Following are comments that were received:

As a part of an on-line shoppers' survey, completed by the EDA and Chamber of Commerce, in 2006. 266 residents responded. Of these 2/3 were female, 76.5% were married, 85% were employed, 56% had a college degree and 47% reported living in the city six or less years. Of these 266 respondents, 97% reported they shop and use services within Jordan. The top three reasons for shopping in Jordan were noted as follows:

- #1: Convenience (50.3%)
- #2: Loyalty to local businesses (25.8%)
- #3 Personal Contact (12.8%)

Positive Aspects of Doing Business in Jordan:

As a part of the public input process, a business meeting was conducted. Approximately 37 business owners/operators attended. Businesses participating in the Business Meeting noted the following positive aspects of owning a business in Jordan:

- Access to Highway 169
- Proximity to the cities – close, but not too close
- Growth potential
- Opportunities for employment
- Traffic counts on Highways 169, 21 and 282
- Historical and small town/quaint atmosphere
- Space for growth – industrial acreage available
- Low crime rate
- Central location within town
- Good labor source
- The community

Economic Development Challenges:

Businesses participating in the Business Meeting noted the following challenges to doing business in the community:

- Updated space not available
- Visibility of businesses
- Need more employment and businesses in the city
- No medical/drug stores in Jordan
- Transportation /bottleneck through town
- The City is split by Highway 169
- Price of space /space available downtown is limited
- No signage – topography blocks the view
- Plans for 169 interchange(s) are uncertain and access to the north side of the highway is now poor
- Hours of businesses- business owners are unwilling to change hours
- Past history
- Land available is not suitable or feasible
- Too many bedroom community members or not enough people to support downtown businesses.
- It is hard to compete with established businesses (longevity of business)
- The perception that the distance from Shakopee to Jordan is too far.
- The topography limits commercial/industrial growth

As a part of an on-line shoppers' survey, completed by the EDA and Chamber of Commerce, in 2006, residents noted they shop both in the community they live as well as the community they work. The top three other communities residents reported shopping in included Shakopee, Burnsville and Eden Prairie.

Additional economic opportunities:

Respondents to the community survey-interview process and community meeting identified the following businesses or services as needed or desired in the community:

- 15 individuals were interviewed during one-on-one interviews. The most requested businesses by this cross section of community leaders included a pharmacy, family style restaurant, hotel with meeting space and pool.
- As a part of an on-line shoppers' survey, completed by the EDA and Chamber of Commerce, in 2006, residents were asked what other types of business, service or amenity they would like added to Jordan. Following are the top five responses from the 266 surveys:
 - #1: Retail (196)
 - #2: Restaurant (180)
 - #3: Theater (140)
 - #4: Recreation (97)
 - #5: Clinic (90)

A survey was available to all residents on-line. One hundred twenty-nine (129) surveys were completed for a 7% response rate. Following are results relating to economic development questions:

Do you think the City should:	Count	
Percentage		
((Not Answered)	5	3.73 %
Retain and promote the "Downtown" with a Main Street focus and gathering place for the community.	90	67.16 %
Allow downtown businesses to relocate to other commercial areas with all commercial areas serving similar purpose (commercial services).	39	29.10 %
Total Responses	134	100.00%

Should the City and Economic Development Authority (EDA):		
(Not Answered)	5	3.73 %
Place greater emphasis redeveloping existing commercial areas.	51	38.06 %
Place greater emphasis on attracting new business development.	78	58.21 %
Total Responses	134	100.00%

Do you think the City should:		
(Not Answered)	5	3.73 %
Encourage all new building construction and/or remodeling (as well as signage) in the central business district to be in character with the existing downtown (e.g., brick facades, stucco, et cetera).	90	67.16 %
Allow buildings to be constructed with any type of facade provided it meets the uniform building code, setbacks, etcetera.	39	29.10 %
Total Responses	134	100.00%

Do you think the City should:	Count	
Percentage		
(Not Answered)	5	3.73 %
Adopt regulations which require historic preservation along with design standards.	57	42.54 %
Encourage, but not require, the preservation of historic buildings and renovation to original historic architectural design.	72	53.73 %
Total Responses	134	100.00 %

Do you think the City should:		
(Not Answered)	5	3.73 %
Focus the "downtown" in the current boundaries in which commercial buildings are located.	76	56.72 %
Consider expanding the downtown where homes exist.	53	39.55 %
Total Responses	134	100.00%

In which direction should the downtown expand? Select all that apply.

(Not Answered)	82	41.41 %
North	32	16.16 %
South	35	17.68 %
East	17	8.59 %
West	32	16.16 %
Total Responses	198	100.00%

Public assistance to promote economic development:

The state of Minnesota requires public entities to establish wage and job goals for businesses which are receiving public financial assistance or a “business subsidy”. Survey participants (15) were asked, “Should the City promote and/or financially assist development that pays employees minimum wage?” 27% (4) of the participants responded “Yes”, 27% (4) responded “No”, 40% (6) were undecided and one (6%) suggested promoting the business venture but not financially assisting it.

The City of Jordan, as of 2007, had a Business Subsidy Policy in place to require a minimum wage of 100% of the federal minimum wage requirement, or the prevailing wage for a like or similar job within the area, or such amount as the City may require, whichever is greater, to warrant public assistance.

Locations for future commercial development:

As a part of the interview process with community leaders, participants were asked where they felt future commercial development should be guided. Participants suggested commercial growth is guided along U.S. Highway 169, in the downtown and along the county road corridors connecting the downtown and U.S. Highway 169.

Locations for future industrial development were also discussed with community leaders. All individuals suggested future industrial areas be located adjacent to the current industrial park on the west side of the community. In addition, a few suggested a commercial/industrial area on the east side of the city, along CR 282, near MN Valley Electric Cooperative.

V. TECHNOLOGY

Jordan’s telecommunication profile includes high-speed internet access services within commercial and industrial areas and computer resources at the Jordan Public Library. Technology needs of businesses were briefly discussed at the Business Meeting. Businesses noted DSL is available. Additional offerings that would benefit them or assist in recruiting additional businesses suggested were a tower for faster DSL, stronger cell phone service, more telephone options and an office center.

Scott County is currently working with municipalities to extend fiber optic throughout the county. This will provide an 800 megahertz connection for broadband internet service. This will assist local businesses with well as local dispatch for emergency services. The fiber optic line is anticipated to be installed in 2007 and be operational in 2008.

VI. INFRASTRUCTURE

- A. **Transportation:** As a part of the Business meeting, participants were asked to identify current transportation needs or concerns affecting their businesses. Responses included:
- Public transit, taxi, shuttle and bus service
 - Mass transit
 - Shuttle service from the airport
 - Stoplight needed at Creek Lane and Highway 282 to reduce accidents and speeding.
 - Resolution of the Highway 169 interchange and a commitment from MnDOT
 - Traffic on Highway 21 needs to stop for pedestrians to create a walkable downtown

- Parking in front of businesses is currently inadequate downtown
- Uncertainty with the location of the Highway 169 bypass
- Increased traffic within town
- Bottleneck at Highway 21 and Highway 282

Future transportation needs identified at the Business meeting, by the 37 participants, included:

- Additional off-street parking in the downtown
- Completion of the Highway 169 interchange and access to current businesses
- An additional future interchange along Highway 169
- Bus service within and to and from Jordan
- A parking ramp
- Stoplights at CR 66 and Highway 21 and at Creek Lane and Highway 282, along with a turn lane at that intersection
- Park and Ride lot

At the Business meeting, the 37 participants were divided into five (5) groups. Each group was asked to come to a consensus on whether or not they felt the City should consider a bypass route for Highway 21 and Highway 282 outside of the downtown. Two of the five groups responded “yes”, two groups said “no” and one group was undecided. As traffic increases in the downtown, this topic will need to be further studied and coordinated with Scott County and MnDOT.

B. Water, Sanitary Sewer and Storm Sewer. Participants in the Business meeting were asked to identify any current or future needs or concerns with water, sanitary sewer or storm sewer. Most noted they feel the City is doing a good job with utilities. Suggestions for future improvements included extending sewer to the south toward the City of Belle Plaine, reviewing impacts of assessments on property owners, addressing run-off and drainage in the older sections of town and considering geothermal and wind generation use.

VII. NEIGHBORHOOD COMMERCIAL DISTRICT

It is essential that a community understands the importance of all commercial and industrial areas and the overall impact each has on the community as a whole. The city’s zoning ordinance classifies commercial areas as C-1 or Neighborhood Commercial, C-2 or Central Business District and C-3 or Highway Business. While the stated purpose of the C-1 or Neighborhood Commercial District in the Zoning Ordinance is “to allow commercial uses complementary to and in close proximity to residential uses. The primary emphasis is on local retail facilities such as grocery and convenience stores.”, the list of permitted uses is quite extensive. As a part of this Comprehensive Plan update, a recommendation for implementation is to review and update/limit the permitted uses within the C-1 District.

VIII. CENTRAL BUSINESS DISTRICT (DOWNTOWN)

The C-2 or Central Business District, according to the current Zoning Ordinance, was “established to encourage continuation of a viable downtown by allowing prime retail sales and service uses, office, entertainment facilities, public and semi-public uses, and in special circumstances, residential use.” The permitted and conditional uses authorized by the Zoning Ordinance should be reviewed and updated as a part of the implementation of this Plan to protect the integrity of the central business district.

Jordan’s Central Business District, is serviced primarily by Highways 21 and 282, Water Street and First Street. The downtown currently includes a mix of retail and service businesses including real estate services, insurance services, hair care, health care, home improvement, restaurants/coffee shops, churches and government services. Pekarna Park is included in the central business district. This green space adds to the aesthetics of the business area but is too small for community events such as arts in the park, retail promotions, etc..

Participants in the Business meeting were asked to define a goal or vision for the central business district or downtown. Goals proposed by the five groups (37 people) were as follows:

- To provide a variety of goods and services convenient for local residents in our downtown areas while preserving the unique, historical district.
- To offer a unique commercial area focusing on the river/creek, serving as a hub to the scenic byway and offering items such as bicycle trails and a train ride to New Prague.
- Using resources to cultivate the historic downtown for the convenience of residents and create a place to draw people from out of town.
- To offer a unique blend of retail, restaurants and service businesses.
- Create a hub byway, unique railway destination.

Parking. One municipal parking lot serves the downtown, adjacent to City Hall off First Street. A private paved parking lot off of Highway 282 adjacent to the Post Office and a strip mall and a gravel private parking lot at the SE corner of Highways 282 and 21 also exist. While the Planning Committee noted on-street parking in front of business appears to be sufficient during peak hours, businesses noted a need for additional parking at this time. Both groups concurred additional municipal and/or private parking lots are needed to accommodate growth. It was noted that housing on second levels of businesses adds to the need for off-street parking. As a part of the 2006 EDA/Chamber of Commerce “Shopper’s Survey”, 211 of the 260 respondents (81.2%) noted they felt parking was convenient in the downtown.

Following are examples of parking lots with a variety of landscaping. The larger the parking lot, the larger scale landscape material is suggested. Some communities require landscaping for private as well as public parking lots. Jordan’s Zoning Ordinance currently requires “planted parking islands to control parking and traffic circulation where appropriate and landscape breaks in areas intended for the parking of approximately 20 cars in a row”,

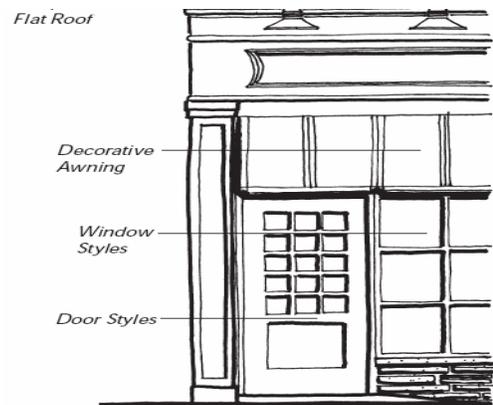
In the photo on the bottom left, no landscaping is included. In the center, shrubs and small trees are included to soften the pavement and make the parking lot more aesthetically pleasing. On the bottom right, a large scale parking lot is illustrated with medians which contain larger shade trees. The City may wish to review parking lot landscaping requirements.



Desired Features of Traditional Downtown Buildings

Many buildings in Jordan’s general business district or downtown are two-story buildings with brick façades and flat roofs, providing the feel of a “downtown”. Future buildings in the downtown should be designed to blend in with the existing character. The Zoning Ordinance requires the submittal of site and building plans with administrative review as well as Planning Commission and City Council review and approval to ensure consistency in design.

The “Downtown” has been developed over a period of many years and its buildings reflect a variety of architectural styles. While architectural style should not be dictated, they should promote construction that complements a traditional building fabric.



- New buildings need not be historic replicas, but should offer high quality and compatible interpretations of the traditional styles present within historic and traditional Downtowns.
- Regardless of style, new buildings should use traditional masonry materials and should reflect the predominant scale, height, massing, and proportions of traditional downtown buildings.
- Improvements and additions to existing buildings with architectural or historical interest should reinforce and enhance the original characteristics of the building rather than apply new or different stylistic treatments.



Landscape Design

As the community expands, there is a tendency for commercial development to locate near Highway 169 rather than in the traditional downtown setting. In 1991 the City completed a downtown redevelopment project including new water main and service lines, new streets, curb and gutter, sidewalks and streetlights. In order to continue to make the downtown or general business district more inviting, the City should continue to update and maintain its landscape design to encourage pedestrian traffic and unique businesses to locate in the area.



Strengths and Challenges for the Downtown

EDA Commissioners and Planning Commissioners identified the strengths and challenges for Jordan's Central Business District or Downtown. Following are comments received:

Strengths of the Downtown

- Historical character of the downtown
- Traffic and exposure to customers
- Downtown is the route to New Prague
- Two state highways in the downtown
- It is a "traditional" downtown

Challenges to Face in the Downtown

- Encouraging building owners to upgrade facades
- Providing convenient parking
- Addressing blighted or underutilized areas (e.g. back alley areas)
- Preserving the historical character
- Attracting Highway 169 traffic to the downtown to stop and shop with a retail draw.
- Traffic and congestion in the downtown

Goals and Objectives for General (Downtown) Business Development.

Following are goals and objectives for the future development and redevelopment of the general business district (downtown):

1. **Retain Government buildings in the Downtown.** Governmental, semi-governmental and institutional services and buildings including City offices, post offices and libraries impact the vitality of a "Downtown" business district and should be encouraged/retained/expanded.

2. Landscape Design. The pedestrian circulation system should be enhanced by improving sidewalks, street furniture, trees, etc. With the existence of a County road in the downtown, the City should coordinate any improvements to the roadway, utilities and adjacent potential streetscape elements.

3. Landscaping Treatments

Landscaping treatments can be used to enhance the pedestrian experience, complement architectural features and/or screen utility areas. The use of flower boxes, planters and hanging flower baskets by individual businesses should be encouraged.



4. Setbacks

In order to reinforce the existing building line and to facilitate pedestrian access and circulation, principal buildings within the downtown should be built to the front property line and shall be oriented so that the front of the building faces the public street. New construction and infill buildings should maintain the alignment of facades along the sidewalk edge. Exceptions may be granted if the setback is pedestrian-oriented and contributes to the quality and character of the streetscape. An example would be for outdoor dining.

5. Building Design.

In order to encourage the continuance of the look of “downtown” new construction in the Central Business District should be required to include a brick façade or zero line setback, flat roof, or parapet to give the perception of a flat roof.

6. Redevelopment areas and/or Future Expansion of the Downtown

There are a few redevelopment areas within the Central Business District, including the following identified by the **EDA**, Planning Commission and Business Community (See Map 5-1):

1. Gen-Con site: 424 Broadway Street
2. Delco – 300 Broadway Street
3. The south side of the intersection of Highway 282 and Highway 21. These corner parcels are currently zoned residential. It is recommended these be re-guided to Central Business District
4. The parking lot south of the current baseball field, along Highway 21 on the south side of the Central Business District. Four residential parcels along this highway are recommended to be re-guided to commercial.
5. Removal of vacant buildings
6. Broadway west area
7. West of Varner Street, between 282 and the creek

7. Preserve the historical Character of the Downtown. The Jordan Brewery Ruins along South Broadway Street and the Jordan Historic District along Water Street and South Broadway are listed on the National Register of Historic Places. Efforts to protect these and other historic buildings should be made.

IX. HIGHWAY COMMERCIAL

With projected growth in the City, and increased traffic forecast for U.S. Highway 169, Highway 21 and 282 the City may reasonably anticipate continued highway commercial business development within the next several years. Therefore, Jordan should plan to utilize the properties abutting major transportation corridors to establish attractive commercial areas. Since the highway corridors serve as commercial districts for the City, the development should be complimentary to the services in the Downtown or Central Business District. These developments should be of a specialized nature exhibiting needs of highway access and visibility.

The purpose of the C-3 or Highway Commercial District is, "to recognize development opportunity and the need for commercial establishments fronting on or with direct access to major highways, a frontage road, or a street intersecting a highway. Permitted uses are to take advantage of the highway access in a manner which other business districts are not afforded. Also acceptable are quasi-industrial and wholesale enterprises that do not need an industrial setting but which have considerable customer contact." These areas should reflect a harmonious extension of the image and character of the downtown through the enforcement of design standards.

Jordan's Highway Commercial areas currently include a variety of retail and service businesses including but not limited to gas station/convenience stores, restaurants, banks, grocery store, hardware store, automobile sales, etc. A few blocks of residential homes exist between U.S. Highway 169 and the Downtown or Central Business District. A continuous sidewalk, for pedestrian traffic, is not provided to connect the two areas. Lighting to connect the highway commercial districts with the Central Business District is provided on large overhead poles, rather than the decorative lighting found in the Central Business District.

EDA, Planning Commissioner and Business community discussed the following:

1. Size of Commercial Areas: As a part of the Business Meeting, the thirty-seven participants were divided into five groups and asked to reach a consensus on whether or not the city should plan larger commercial parcels (e.g. 20+ acres) to accommodate "big box" development such as a Walmart or Target. Four of the five groups recommended the city plan for this type of larger scale development.

The total commercial/industrial area needed for 20 years is estimated between 127 acres (conservative) and 600 acres (aggressive development). The EDA and Planning Commission, with input from the Business community is including 215 gross acres for highway commercial in the future land use plan. With 50 highway commercial acres already in the current city limits, a net 165 additional acres are planned. In addition 373 additional gross industrial acres are planned.

2. Strip vs. Nodal Developments: The EDA recommended focusing commercial development in nodes around major intersections of Highway 169.
3. Design Elements for parking lots/landscaping: The EDA felt design elements for parking lot landscaping may need to be stronger.
4. Access to Commercial Areas from Local Collectors: Local collector streets should be planned to limit access to arterial roadways.

Strengths and Challenges of Highway Commercial Development

EDA Commissioners and Planning Commissioners identified the strengths and challenges for Jordan's Highway District. Following are comments received:

Strengths of the Highway Commercial Areas

- Highway 169 Access
- Exposure to highway traffic/customers

Challenges to Face in Existing or Future Highway Commercial Areas

- Identifying a large commercial area for a future "big box" commercial retailer
- Highway 169 access and obtaining a firm commitment from MNDOT on future interchanges
- Existing Floodplain and the impacts of the shoreland ordinance on some vacant commercial land
- The presence of a railroad and creek on the NW side of Highway 169 resulting in "unbuildable" highway commercial land

Goals and Objectives for Highway Business Development.

Following are goals and objectives for the future development and redevelopment of the highway business district:

1. Parking and Access.

Commercial and service center shall be developed as cohesive, highly interrelated and coordinated units with adequate off-street parking, and appropriate regulated points of access. Access to highway commercial areas should be planned from collector and local streets to minimize the impact and access points to Highway 169.

Parking lot standards, as they relate to landscaping, should be reviewed.

2. Aesthetics and Zoning Regulations.

Zoning regulations should be updated to include additional landscaping and screening requirements.

Outdoor commercial storage should be consistently regulated and enforced.

3. Nodal Commercial Development.

The City should concentrate future highway commercial areas around major highway intersections or "nodes" rather than strip commercial areas along the full length of the highway.

Highway commercial areas should be designed of a size large enough to support a "big box" retail as well as complementary commercial businesses in adjacent commercial and service centers or strip malls. Parcels with 20+ acres of developable land are recommended for this size of development.

4. Transitions from commercial to residential.

An orderly transition between the highway commercial district and adjacent residential neighborhoods shall be established through appropriate allowable uses in transition areas, appropriate screening and landscaping.

5. Future Highway Commercial Areas.

Future highway commercial areas identified by the EDA, Planning Commission and Business Community include a current MnDOT site along Highway 169, which will be vacated in the future, an area along Syndicate Street across from the existing manufactured home park, a large commercial area along Highway 169, near the existing "OK Coral", a future commercial area,

either highway commercial or neighborhood commercial along east Highway 282, and future commercial area north along Highway 169, near the site of a proposed future interchange.

X. INDUSTRIAL DEVELOPMENT

The City of Jordan is fortunate to have a growing industrial base. The City has one industrial zoning district, the I, Industrial District with a stated purpose of “allowing and preserving areas in the City for manufacturing, processing, assembly and fabrication, storage and warehousing and other industrial uses and to allow certain retail and service business.”

The City currently has two areas with industrial development. Industrial land uses are located primarily in the northwest portion of the city along U.S. Highway 169 and County Road 9 in Jordan Business Park. A second industrial park exists on the east side of the community, south of Highway 282. New industrial construction has occurred primarily in the industrial park along Highway 169 over the past several years. Approximately 62 acres of industrial land are available for new development.

Industrial locations were originally established due to access to the county road and highways. Additional industrial land is suggested to the south of the current industrial park, which is located along U.S. 169 and County Road 9.

Redevelopment sites and future industrial sites identified by the EDA, Planning Commission and Business Community included:

- An existing home located at the corner of CR 9, currently surrounded by industrial development.
- The area north of the railroad tracks and west of CR 9 for future industrial

Strengths and Challenges for the Downtown

EDA Commissioners and Planning Commissioners identified the strengths and challenges for Jordan’s Industrial areas. Following are comments received:

Strengths of Industrial Areas

- Major rail road line exists in the industrial park
- Access to a major highway (169)
- Available industrial sites

Challenges to Face for Industrial Development

- Defining a strategy to recruit additional industrial development

Goals and Objectives for Industrial Development.

Following are goals and objectives for the future development and redevelopment of the industrial district(s):

1. **Traffic and Access.** Traffic generated by industrial activity should be prohibited from penetrating residential neighborhoods. Future industrial parks should be developed with more than one access point and designed to discourage industrial traffic from traversing through residential neighborhoods. Access to industrial lots should be provided via collector and local roads to minimize the impact and accesses to Highway 169.
2. **Coordination.** The City should continue to work with the Jordan Chamber of Commerce to take a proactive approach to business retention and expansion.
3. **Promotion and Financial Assistance.** The Economic Development Authority should actively promote industrial developments that maximize the return on city investments in public facilities and services, provide quality employment opportunities and compliment existing services. The City should consider economic incentives for industries that will contribute substantially to the

City's tax and employment bases without substantial negative impacts on the City's infrastructure system.

4. **Impact on Utilities.** Consideration should be given to facility demands (i.e., traffic generation, sewer and water demands, etc) of any proposed industrial development, to ensure the City has the capacity to serve the proposed project(s). Extension of utilities and annexation of areas about to become industrial in nature should occur prior to the issuance of building permits for the industrial construction.
5. **Design Standards and Minimum Lot Sizes.** As the City continues to grow and expands industrial areas near higher visible roadways (U.S. Highway 169), the city may wish to include additional design standards or create a second industrial zoning district with more requirements. The City should continue to minimize the impact of industrial properties on adjacent land uses by continuing to require additional setbacks, screening and/or fencing and landscaping. In addition, the City should update its zoning ordinance to increase the minimum lot size required for industrial uses.