



# JANESVILLE

*Minnesota*

## 2025 Comprehensive Plan

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*Where Friends Are Like Family*

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## INTRODUCTION

THE JANESVILLE COMPREHENSIVE PLAN PROVIDES DIRECTION IN MAKING DECISIONS ABOUT THE COMMUNITY'S FUTURE GROWTH. THE NARRATIVE SECTIONS AND SUPPORTING GRAPHICS WITHIN THIS PLAN PROVIDE DIRECTION FOR SOLVING EXISTING PROBLEMS AND DEALING WITH FUTURE CHANGE. PLAN IMPLEMENTATION INVOLVES THE CONVERSION OF THE STRATEGIES INTO MEASURES OF ACTION. THE IMPLEMENTATION SECTION, LIKE THE PLAN ITSELF, IS A FLEXIBLE TOOL AND SHOULD BE AMENDED OR ADJUSTED AS CONDITIONS WARRANT.

THE JANESVILLE COMPREHENSIVE PLAN WILL BE IMPLEMENTED IN SEVERAL WAYS. ACTUAL IMPLEMENTATION OF THE PLAN IS ACCOMPLISHED DAILY BY CITY PERSONNEL AND ON A REGULAR BASIS BY THE DECISIONS THAT ARE MADE BY THE VARIOUS COMMISSIONS AND THE CITY COUNCIL. IMPLEMENTATION MAY INVOLVE THE MODIFICATION OF EXISTING ORDINANCES, THE ADOPTION OF NEW ORDINANCES, ADMINISTRATIVE PROCEDURES, DIRECTIVES FROM THE CITY COUNCIL, AND USE OF A CAPITAL IMPROVEMENTS PROGRAM.

### WHY HAVE A COMPREHENSIVE PLAN?

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

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

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

### PURPOSE OF A COMPREHENSIVE PLAN

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

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

## THE PROCESS OF THE COMPREHENSIVE PLAN

In 2004, the Comprehensive Plan was amended to address the bypass of US Highway 14 to the south of Janesville. Since then, there have been a few amendments to the Zoning Ordinance, but the Comprehensive Plan, for the most part, remained the same. The Minnesota Valley Council of Governments worked with the City and resident focus groups on a large part of this document. The main theme of the meetings was to gather citizen input on the goals and strategies of the City. In 2024, the City's Economic Development Authority conducted a survey gauging residents' opinions and ideas for growth and improvements to the City. These survey results were also used.

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

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

After the goals were formulated and data had been gathered work began on the actual Comprehensive Plan. Utilizing many other communities comprehensive plan formats, a style was created for this plan that presents the information in a clear and easy to understand format. The Janesville Comprehensive Plan was completed with cooperation of the City of Janesville staff, citizens, and the Minnesota Valley Council of Governments in 2024 and winter of 2025.

## ROLES AND RESPONSIBILITIES

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

### CITY COUNCIL

The City Council is the final authority in the implementation process for the General Fund departments, storm sewer utility, sanitary sewer utility, and Prairie Ridge Golf Course. The electric and water utilities are governed by the Janesville Public Utility Commission. And, finally, Whispering Creek, the city-owned nursing home, is governed

by its own Board of Directors. These governing boards have the official approval of all plans and ordinances, the authority to earmark funds and the ability to execute funding agreements with state and federal agencies for their respective departments.

The City Council needs to work closely with all the commissions in implementing the strategies found within this Plan. The council members and the mayor have frequent contact with residents and businesspeople in the community and can contribute to continued public support of adopted policies and strategies. The Public Utilities Commission and Whispering Creek Board of Directors will work in partnership with the City Council when the need arises.

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

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#### PLANNING COMMISSION

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

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

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#### LAND USE

Zoning and subdivision ordinances are the primary tools for implementing land use policies and plan strategies. All municipal ordinances should be continually monitored and updated as needed. Immediately following adoption of this Plan, the City of Janesville should conduct a thorough review of all ordinances impacting land use. During historic floods in the spring of 2024, a new floodplain ordinance was adopted. This ordinance took effect in March of 2024.

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#### ENVIRONMENTAL PROTECTION

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

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## HOUSING

The City of Janesville intends that every major development include a variety of housing types and price ranges. Each project should demonstrate variety in design and markets so that no one component overwhelms the character of the neighborhood. If necessary, the City will include the Economic Development Authority in these decisions as well.

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

- Contain a variety of housing types.
- Protect housing from the negative effects of excessive traffic, unattractive views, or incompatible development.
- Have a street connection to all four cardinal directions when feasible.
- Minimize the use of cul-de-sacs.
- Locate neighborhood parks and design the street system so the parks are easily accessible to the neighborhood and are linked to other parks and schools via bicycle routes or sidewalks; and
- Provide sidewalks along streets in accordance to the City Subdivision Regulations.

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## TRANSPORTATION

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

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

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## RECREATION

Recreation and park improvements are outlined in Section 3 of this Plan. In general, park improvements will be implemented over time as budget resources permit. Where applicable, the City should seek outside funding from both community groups and other governmental agencies.

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## CITIZEN PARTICIPATION

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

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

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

Within the past several years, Janesville's Economic Development Authority has conducted two surveys which are referenced within the Comprehensive Plan. These surveys provide a glance into the community's desires for the near future in addition to documenting citizen contentment with current services.

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#### CAPITAL IMPROVEMENT PLAN (CIP) AND LONG-TERM PLAN (LTP)

Capital improvement planning is the multi-year scheduling of public physical improvements. Improvements to transportation and public utilities are typically projected in the CIP. In 2024, the City revised its Capital Improvement Plan. To ensure effectiveness, capital improvement plans should be updated periodically.

Long term planning is the multi-year scheduling of cash flows, tax rates and levies, outstanding debt schedules (in congruence with the CIP), scheduling major equipment purchases through capital reserves, and planning for city building and land improvements. In 2024, the City revised its Long-Term Plan. To ensure effectiveness, long-term plans should be updated periodically.

Capital Improvement Plans and Long-Term Plans should not be confused with annual municipal budgets. They refer to planning over a five-year period. The one-year budget is typically used by a municipality in making daily expenditure decisions. These plans should not include expenditures for smaller equipment and services that are operating budget items. Such items should be financed out of current revenues. The City's Capital Asset Policy also provides guidance on what is included in these plans.

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#### ADMINISTRATIVE PROCEDURES

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

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

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

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

Additional Plan users may include developers, public agencies and their staff including school boards and Waseca County.

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#### COORDINATION OF REPORTS AND STUDIES

The City of Janesville has conducted several in-depth reports and studies to guide specific areas within city governance. This Plan is intended to include those reports and studies. Although entire reports are to be considered, this Plan will simply reference those reports. This Plan is intended to coordinate with those reports and studies.

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#### IMPLEMENTATION

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

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

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## AMENDMENTS

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

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## SUMMARY AND CONCLUSIONS

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### ECONOMIC BASE

Janesville has a healthy employment base with jobs available both in Janesville, and through commuting, in nearby Mankato and Waseca. This employment situation is expected to remain strong.

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### POPULATION

Janesville experienced quick population growth in the 1970s and has grown in a slow and steady pace since this decade. At the 2020 Census, Janesville had a population of 2,421. The 2023 American Community Survey estimated that the population had increased to 2,449—an increase of 28 people or 1.15%; this rate of growth is slower than the rate of growth in the 2000, 2010, and 2020 Censuses, which recorded a mean growth rate of 7.13%. Janesville’s population saw a decrease between 2002 and 2010. This trend ended in 2010 when the population began to grow steadily. Beginning in 2015, Janesville experienced population fluctuations with a general trend of decreasing population, and as of 2023, Janesville is at an estimated population of 2,449 people. From 2002 to 2023, Janesville saw an increase of 324 people. It should be stated that like many other small communities, Janesville experiences large margins of error when estimating their population, with an average margin of 150-200 individuals. Further information on historical populations, as well as current population trends, is contained within Section Two of this document.

Janesville experienced quick population growth in the 1970s and has grown in a slow and steady pace since this decade. Janesville’s 2002 population estimate was 2,125. The current estimate is 2,500. This is an increase 18% increase since 2002.

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### PLANNING FACTORS

Janesville is located on an area of high ground surrounded on three sides by lower land. This creates good sites for residential development with attractive views over the adjacent valleys and farmland but limits the extension of sanitary sewers unless lift stations are constructed.

Most of the vacant acreage immediately adjacent to Janesville which has been annexed is good land with well-drained soils suitable for urban development. In a few places, artificial drainage may be needed, especially to the east.

Sanitary sewer service is provided to almost all developed portions of Janesville. The present treatment facilities are adequate for the present through a population of about 3,000 people and can be expanded. Portions of the vacant

land on all sides of the City, except the west, can be provided with sanitary sewer service from the existing gravity flow network, but greater service extensions require installation of lift station pumps.

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## PLANNING PROPOSALS

The southern portion of city limits and land to the south of the City, adjacent and accessible to Highway 14, is the ideal location for industrial expansion.

Three commercial districts are on the Plan, the main area being the downtown district and with a large district to the south along Main Street. The second district is located on the East side of town at the intersection of Owen Street (County Road 3) and First Street. For the third district, a small highway commercial district along the new Highway 14 Corridor interchange south of town has been zoned as such. The Waseca County Zoning map has the area south of the highway zoned industrial.

There are several vacant lots inside the existing platted area of the City. There is ample vacant acreage at the edge and outside of the City presently serviceable by sewer, to handle a total Janesville population of 3,000. There are very good sites for expansion of residential development at the edge of the City, particularly at the western portion of city limits, east of town, the northeast area of city limits, and the southeast no further south than the south line of Holly Lane where sewer service is possible and the land has an attractive view of the adjacent valley.

The City of Janesville has studied the possibility of enacting Minnesota State Statute § 462.358 that allows the City to extend the enforcement of its subdivision regulations out to two miles from the current city limits. Extension of these regulations to the full two miles is not feasible at this time due to restraints of providing utility services with such long extensions, therefore the enforcement was restricted to one-half mile at this time by City Council Resolution on June 28, 2004.

Orderly Annexation agreements should be utilized for the annexation of any development within one-half mile of corporate limits to facilitate the subdivision regulation extension. Because Janesville's subdivision regulations require subdivisions to use municipal utilities (which are only extended within corporate limits), any subdivision within one-half mile around the City must be annexed when requesting subdivision of land.

# ECONOMIC BASE ANALYSIS

## INTRODUCTION

THE PURPOSE OF EXAMINING THE ECONOMIC BASE IS TO LAY A FOUNDATION FOR THE LAND USE AND UTILITIES PLANS THAT FOLLOW. THIS SECTION WILL EXAMINE:

1. PRESENT EMPLOYMENT PATTERNS,
2. FUTURE TRENDS, AND
3. RELATE THE ECONOMY TO LAND USE PATTERNS TO ASSIST ORDERLY COMMUNITY PLANNING AND DEVELOPMENT.

The economic health of Janesville is directly related to forces operating outside the City limits. Other major factors are Janesville's location with respect to larger urban centers and its position in the regional transportation network.

Located between Waseca and Mankato, Janesville will be affected by employment trends in both cities because of its large commuting population. The 2020 Census indicated that the mean commute to the place of employment for a Janesville resident was 20.6 minutes.

Population forecasts, as demonstrated in Table 1, demonstrate both urban areas will continue to grow.

Table 1: Mankato-Waseca Population Growth

Mankato-Waseca Population Growth, 2000-2020			
Census	2000	2010	2020
Mankato area <sup>1</sup>	46342	55414	62329
Percent change	N/A	19.58%	12.48%
Waseca	8493	9410	9229
Percent change	N/A	10.80%	-1.92%

Source: 2000, 2010, 2020 Decennial Censuses, United States Census Bureau.

<sup>1</sup> Mankato area figures include the sum of populations for the cities of Mankato, North Mankato, Skyline, and Eagle Lake.

The population increases shown in Table 1 will be associated with higher employment levels, especially in wholesale and retail trade and services. Janesville residents should have ample employment opportunities in both cities in the future, especially in the Mankato Area.

The availability of effective railroad and highway transportation exists. The Highway 14 expansion to the south of the City has greatly increased the capacity and speed of transportation of goods and other services both to and from the City.

**LABOR FORCE**

Janesville had a moderate rate of population growth during the 2010-2016 census period, followed by a moderate rate of population decline by 2022.

Table 2: Janesville Population by Age

## Janesville Population by Age

Year	1980	1990	2000	2010	2020
Population 17 and under	620	595	572	612	658
<b>Percentage of population</b>	<b>32.68%</b>	<b>30.22%</b>	<b>27.12%</b>	<b>27.13%</b>	<b>27.18%</b>
Population 18-64 years	958	1013	1200	1309	1373
<b>Percentage of population</b>	<b>50.50%</b>	<b>51.45%</b>	<b>56.90%</b>	<b>58.02%</b>	<b>56.71%</b>
Population 65 and over	319	361	337	335	390
<b>Percentage of population</b>	<b>16.82%</b>	<b>18.33%</b>	<b>15.98%</b>	<b>14.85%</b>	<b>16.11%</b>
<b>Total</b>	<b>1897</b>	<b>1969</b>	<b>2109</b>	<b>2256</b>	<b>2421</b>

Source: 1980, 1990, 2000, 2010, 2020 Decennial Censuses, United States Census Bureau.

The population trends from 2010 to 2022 strongly indicate that Janesville has a consistent age structure. The percentage of population in the 19 years and younger age range, also known as the school-age group decreased from 2010 to 2022 as the population aged. As a result of this aging, the 20 to 64 years old age group, also known as the working age group, increased steadily from 2010 to 2022. Despite the population gaining, the percentage of those 65 years old and over decreased from 15.5% to 13.6% between 2010 and 2022. This could be an indicator that individuals of retirement age are moving out of the community or that changes in other age ranges have impacted percentages.

Table 3: City of Janesville Labor Force

### City of Janesville Labor Force

	Total	Male	Female
Persons 16 and over	1972	994	978
Employed civilians	1354	666	688
<b>Percent in labor force</b>	<b>68.66%</b>	<b>67.00%</b>	<b>70.35%</b>
Not in labor force	558	306	252
Civilian Labor Force	1414	688	726
Unemployed	60	22	38
<b>Percent unemployed</b>	<b>4.24%</b>	<b>3.20%</b>	<b>5.23%</b>

Source: 2023 American Community Survey, United States Census Bureau.

Table 4: City of Janesville Employment by Industry

## City of Janesville Employment by Industry

	Janesville		Minnesota	
	Count	Percentage	Count	Percentage
Agriculture, forestry, fishing and hunting, and mining	57	4.21%	64,627	2.12%
Construction	57	4.21%	197,166	6.47%
Manufacturing	319	23.56%	411,437	13.50%
Wholesale trade	37	2.73%	76,585	2.51%
Retail trade	202	14.92%	317,718	10.42%
Transportation and warehousing, and utilities	94	6.94%	146,635	4.81%
Information	13	0.96%	43,844	1.44%
Finance and insurance, and real estate and rental and leasing	59	4.36%	209,474	6.87%
Professional, scientific, and management, and administrative and waste management services	63	4.65%	321,338	10.54%
Educational services, and health care and social assistance	337	24.89%	788,280	25.86%
Arts, entertainment, and recreation, and accommodation and food services	40	2.95%	222,710	7.31%
Other services, except public administration	28	2.07%	133,342	4.37%
Public administration	48	3.55%	115,164	3.78%
<b>Total</b>	<b>1354</b>		<b>3,048,320</b>	

Source: 2023 American Community Survey, United States Census Bureau

Table 5: City of Janesville Employment by Occupation

## City of Janesville Employment by Occupation

Occupation	Janesville		Minnesota	
	Total	Percent	Total	Percent
Management, business, science, and arts occupations	413	30.50%	1,394,150	45.74%
Service occupations	163	12.04%	459,634	15.08%
Sales and office occupations	282	20.83%	542,232	17.79%
Natural resources, construction, and maintenance occupations	123	9.08%	235,390	7.72%
Production, transportation, and material moving occupations	373	27.55%	416,914	13.68%
<b>Total</b>	<b>1354</b>		<b>3,048,320</b>	

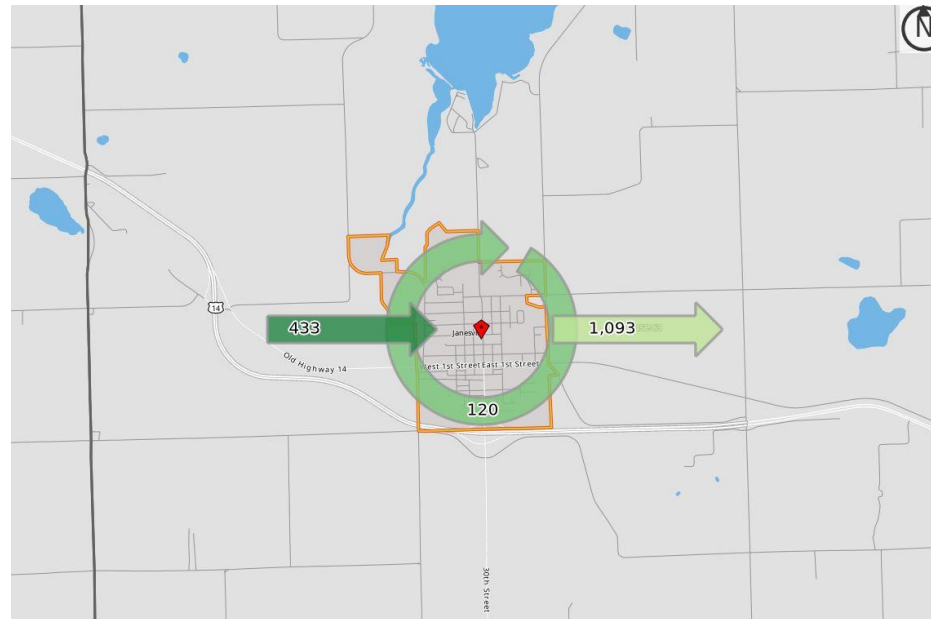
Source: 2023 American Community Survey, United States Census Bureau

Three employment patterns are present:

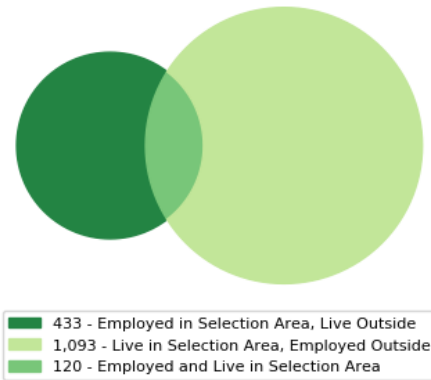
1. Commuting from Janesville to nearby cities,
2. Employment in Janesville, and
3. Commuting from nearby towns and rural areas to Janesville.

Uniquely to Janesville, a high number of commuters exist for both those employed in Janesville but live outside, as well as those who live in Janesville but commute to other cities. Of the 553 people employed in Janesville, only 120 lived in the city. Likewise, 1,093 residents commuted elsewhere according to the 2022 American Community Survey. The survey also revealed that 673 of the 1,213 Janesville residents who commuted elsewhere did so to places between 10 and 24 miles. Most of these commuters work due west or due east of town, suggesting there is a high rate of employment for Janesville residents in the cities of Mankato and Waseca. Moreover, there were high numbers of residents commuting to or from Janesville from distances greater than 50 miles. The distance/direction analysis revealed that many of these workers went to or from destinations in the north, northeast, or east of the city—meaning there are high rates of commuters to and from the Twin Cities metro and the Rochester metro.

Figure 1: Inflow/Outflow Chart of Employment in Janesville



Inflow/Outflow Job Counts in 2022  
All Workers

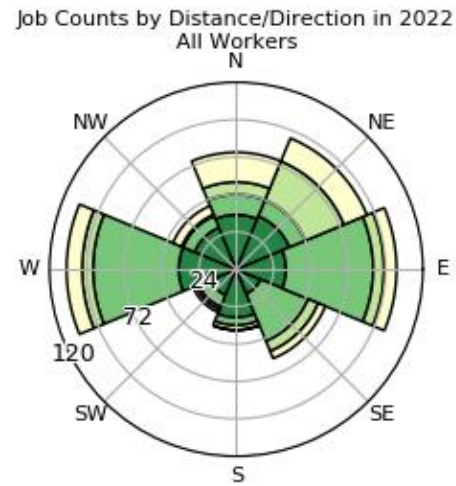


**Inflow/Outflow Job Counts (All Jobs)**

	2022	
	Count	Share
Employed in the Selection Area	553	100.0%
Employed in the Selection Area but Living Outside	433	78.3%
Employed and Living in the Selection Area	120	21.7%
Living in the Selection Area	1,213	100.0%
Living in the Selection Area but Employed Outside	1,093	90.1%
Living and Employed in the Selection Area	120	9.9%

Source: 2022 American Community Survey, United States Census Bureau

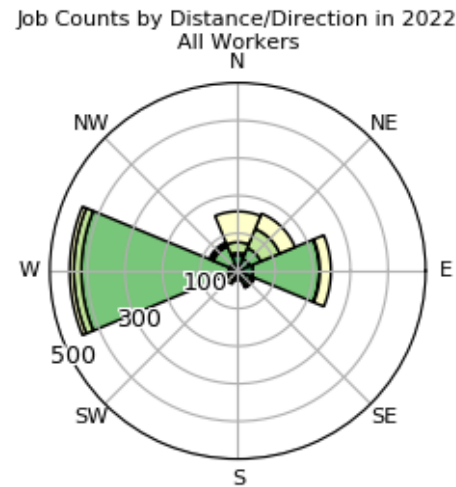
Figure 2: Distance/Direction Analysis for Employment in Janesville



**Jobs by Distance - Work Census Block to Home Census Block**

	2022	
	Count	Share
Total All Jobs	553	100.0%
Less than 10 miles	236	42.7%
10 to 24 miles	189	34.2%
25 to 50 miles	62	11.2%
Greater than 50 miles	66	11.9%

Figure 3: Distance/Direction Analysis for Janesville Residents' Commuting Patterns

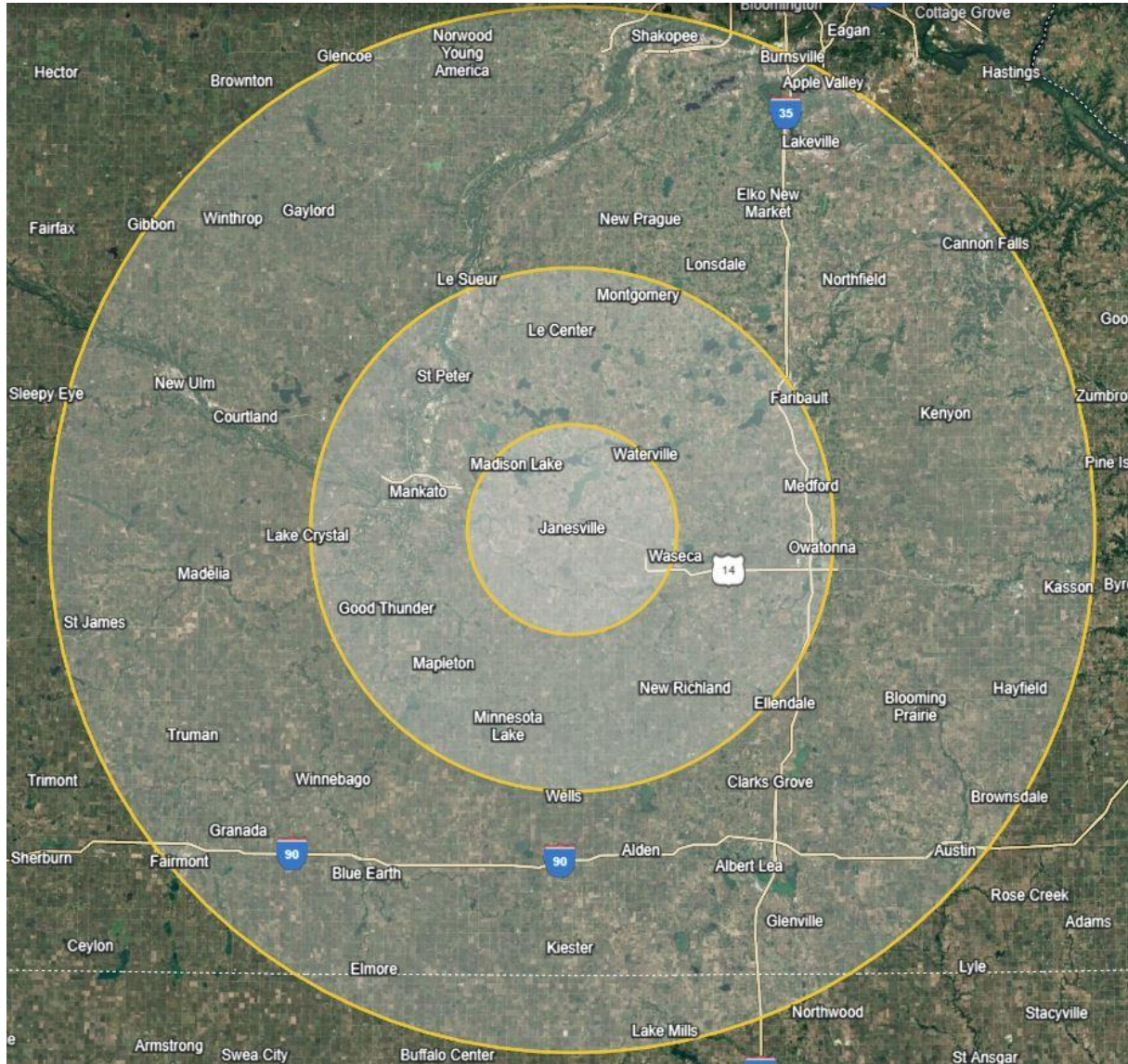


**Jobs by Distance - Home Census Block to Work Census Block**

	2022	
	Count	Share
Total All Jobs	1,213	100.0%
Less than 10 miles	218	18.0%
10 to 24 miles	673	55.5%
25 to 50 miles	133	11.0%
Greater than 50 miles	189	15.6%

Source: 2022 American Community Survey, United States Census Bureau

Figure 4: Visualization of 10, 25, and 50-Mile Radii Around Janesville



Map source: Google Earth

Figure 5: Commuters to Janesville by Place of Residence

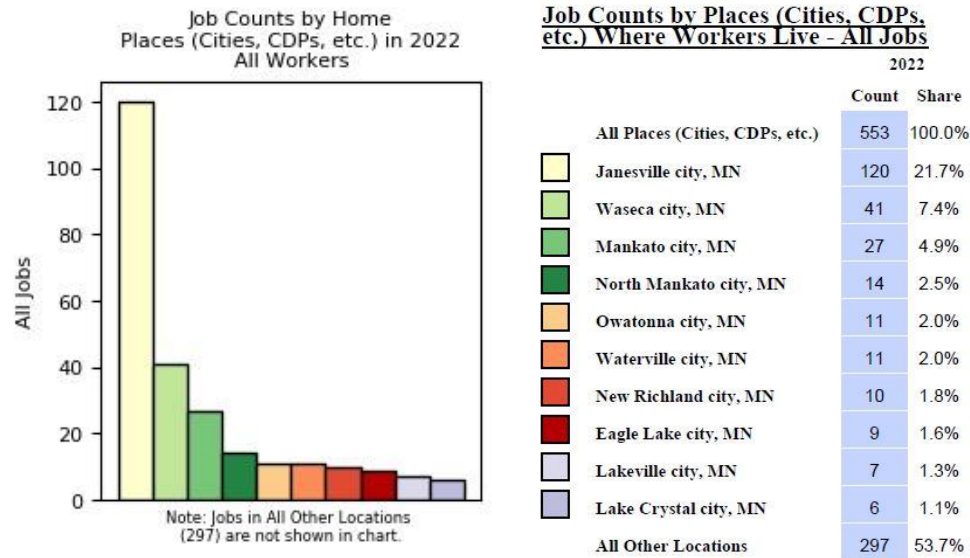
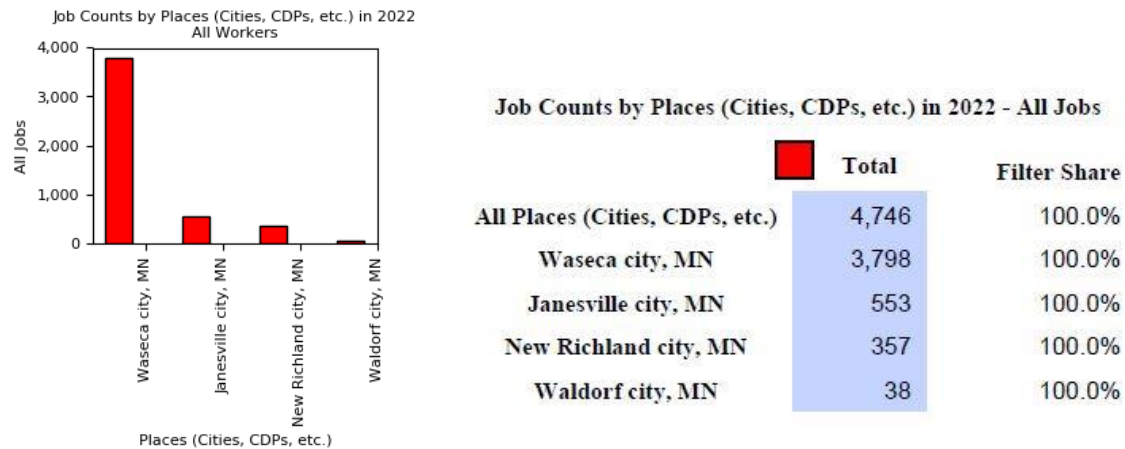


Figure 6: Employment Opportunities by City, Waseca County



Source: 2022 American Community Survey, United States Census Bureau

## POTENTIAL EMPLOYMENT CHANGES:

**Healthcare:** Due to increases in the retirement age cohort, demand in the healthcare industry is likely to increase for the next decade.

**Retail and Wholesale Trade:** These areas are subject to substantial growth along the Highway 14 corridor.

**Manufacturing:** Slight growth in existing firms. Future growth should be moderate with the availability of land near the highway 14 interchange.

## LAND USE POLICY:

- 1. Growth and Expansion of Residential Areas:** Care should be taken to protect the expanding residential districts from the noise, dust, and thru traffic that the Highway 14 Corridor creates. Expansion of the Industrial and Commercial Districts are available since the new highway is fully functioning. Residential Districts should not be developed any further south than the homes on the south side of Holly Lane for the east side of Main Street and Residential Districts should not be developed further in any direction South of the railroad and west of Main Street.
- 2. Commercial Areas:** While most commercial activity should continue in the downtown business core; the Highway 14 interchange and South Main Street have potential for new or relocating businesses. All new areas should have adequate public utilities. On the South Main Street approach to Janesville, care should be taken to preserve the visual quality of this approach to the community.
- 3. Industrial:** The southern edge of the City is an area not deemed appropriate for expansion of residential development. Consideration should be given to protect residential districts to the north of the Highway 14 Corridor from traffic congestion created from the industrial and commercial districts and traffic passerby. For this reason, industrial and commercial businesses should expand along the Highway 14 Corridor, south of the residential districts. Screening and/or buffers should be a part of the site plan if located near and/or adjacent to residential districts. Care should be taken to preserve the aesthetic quality of the interchanges and entrances to the city.

## SUMMARY

If Waseca and Mankato continue to offer employment opportunity, the economic base of Janesville should experience steady growth in the future. Major problem areas that should be considered in planning City activities include:

1. Creating a compatible relationship between the industrial and commercial areas and the Highway 14 corridor,
2. Preserving the central business district,
3. Planning to avoid conflicts between residential and non-residential land uses, and
4. Planning the enhancement of the aesthetic qualities of the city.

# POPULATION ANALYSIS

Table 6: Janesville Growth, 1930-2020

## Janesville Growth, 1930-2020

Year	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Population	1184	1296	1287	1426	1557	1897	1969	2109	2256	2421
Numerical change		112	-9	139	131	340	72	140	147	165
Percent change		9.46%	-0.69%	10.80%	9.19%	21.84%	3.80%	7.11%	6.97%	7.31%

Source: 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020 Decennial Censuses, United States Census Bureau.

Except for the period between the 1940 and 1950 censuses, Janesville has experienced moderate growth in each decade since 1930. The average growth rate per decade is approximately 137 people, or about 8% of the total population. Growth in the three most recent decades is the best indicator of population trends, as these figures most closely align with the trendline of population growth as seen in Figure I.

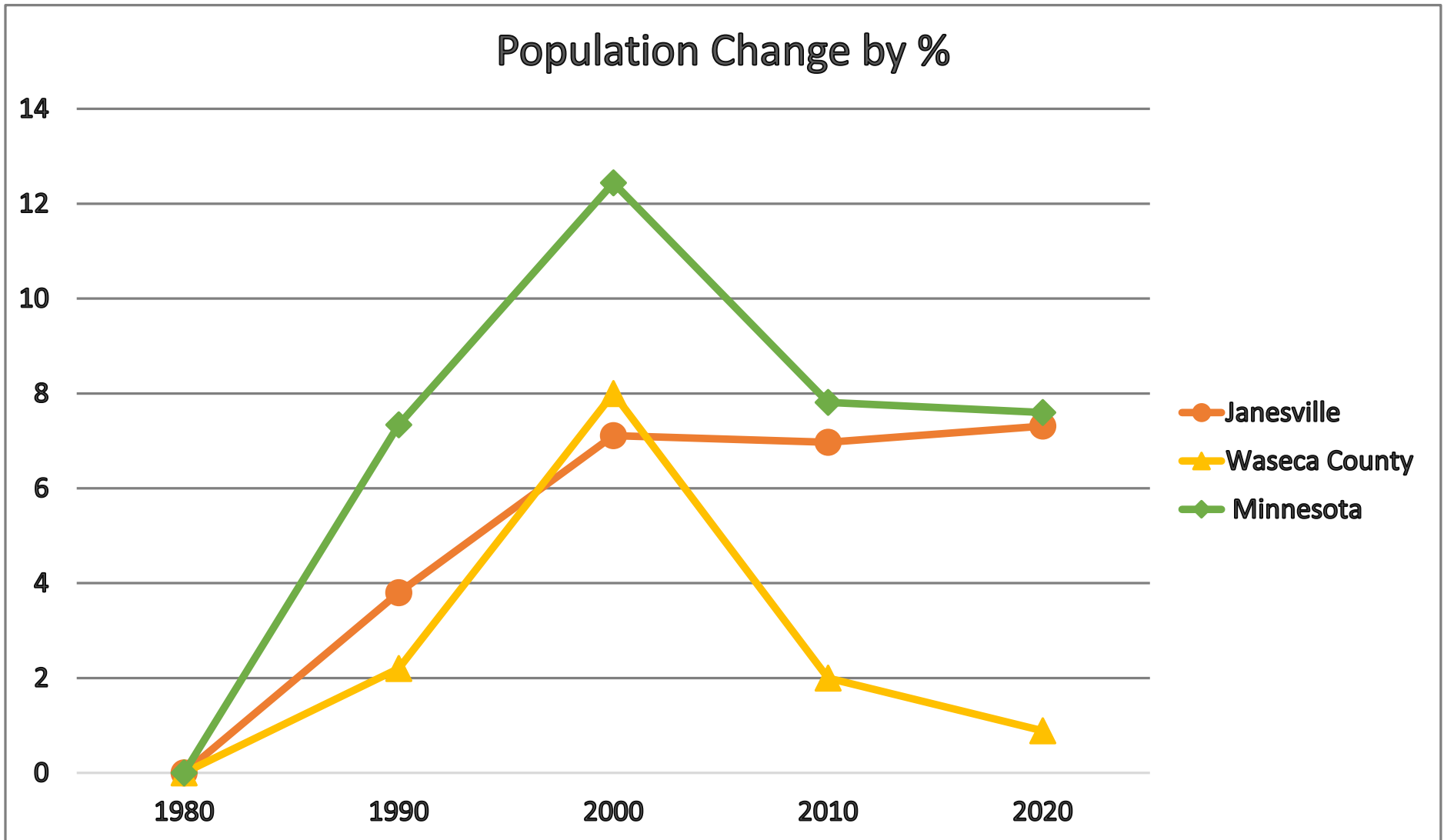
Table 7: Population Change - 1980 to 2020

	1980	1990	2000	2010	2020	% change
City of Janesville	1,897	1,969	2,109	2,256	2,421	27.62%
Waseca County	18,448	18,079	19,526	19,136	18,968	2.82%
State of Minnesota	4,075,970	4,375,099	4,919,479	5,303,925	5,706,494	40.00%

Source: 1980, 1990, 2000, 2010, 2020 Decennial Censuses, United States Census Bureau.

Based on the Decennial Census data, the City of Janesville has gradually grown from the 1980s to the 2020s. Since 2000 the City has experienced a steady growth rate of 7%, with an increase of over 140 residents per decade. Meanwhile, the population within Waseca County has steadily decreased over the four decades, except for a sudden 8% increase at the 2000 census. However, the City of Janesville continued with a steady rate of growth regardless of the loss of population within the County. Overall, the state of Minnesota, Waseca County, and the City of Janesville experience an abnormally high rate of growth between 1990 and 2000. The city of Janesville is comparable to the State of Minnesota given the consistent 7% change of growth that occurred during 1990, 2010, and 2020.

Figure 7: Population Change by Percent



## GROWTH FACTORS FOR THE FUTURE

A population forecast is based partly on an analysis of past population changes, and partly on the economic factors and future growth prospects indicated by the Economic Base Analysis. The Economic Base Study in the previous section indicated potential moderate increases in Janesville employment in the future. Another factor is the attractive living atmosphere in Janesville that will probably continue to attract persons who work in nearby Waseca and Mankato. It is possible that because of the increase of crime and other sub-standard living conditions larger cities experience, that the recent trend towards a preference for small city living will continue and perhaps increase. Most surveys have indicated that many Minnesotans prefer small city and rural living, if the employment opportunities are available. With the strong economies in Waseca and Mankato and the Highway 14 Corridor expansion recently completed from New Ulm to Rochester, it seems that there will be good employment opportunities for the Janesville area in the future.

Population forecasting is a necessity for planning purposes, but it is very difficult to do and ultimately amounts to guess work about the future. Besides, uncertainties about economic factors and employment opportunities, which affect migration of people in and out of communities, there are also uncertainties about the future birth rate.

Therefore, it is possible, although not likely, for Janesville to reach a population in the distant future for 5,000 to 10,000. This range should be kept in mind for long range, 50-year planning as a possible “horizon” population.

## FORECAST OF FUTURE POPULATION

Next to the total population forecast, age characteristics are probably the most important consideration for planning purposes because of the effect on demands for public and private services in the community.

## CHANGES IN MINNESOTA’S AGE GROUPS BETWEEN 1980 AND 2000

Before considering the future, it is helpful to review demographic changes in Minnesota over the last two decades. Figure 8 shows that the largest increase in population over the past decade falls within the ages of 45-54, an increase of 55.3% and consists of a total of 13.5 of the total Minnesota population. A noticeable decline in the 25-34 age group of -14.2% is reflective of the low birth rate in the late 1960’s. According to the 2000 census the 15-24 age group consists of 14.2% of the total Minnesota population and birth rates have been slowly and steadily rising due to the robust economy. The 1950’s “baby boom” period had significant effects, such as construction of many new schools but ended in 1960 when the birth rate began dropping rapidly and returned to depression level rates in the 1965-1970 period.

Figure 8: Janesville Population Trend, 1930-2020

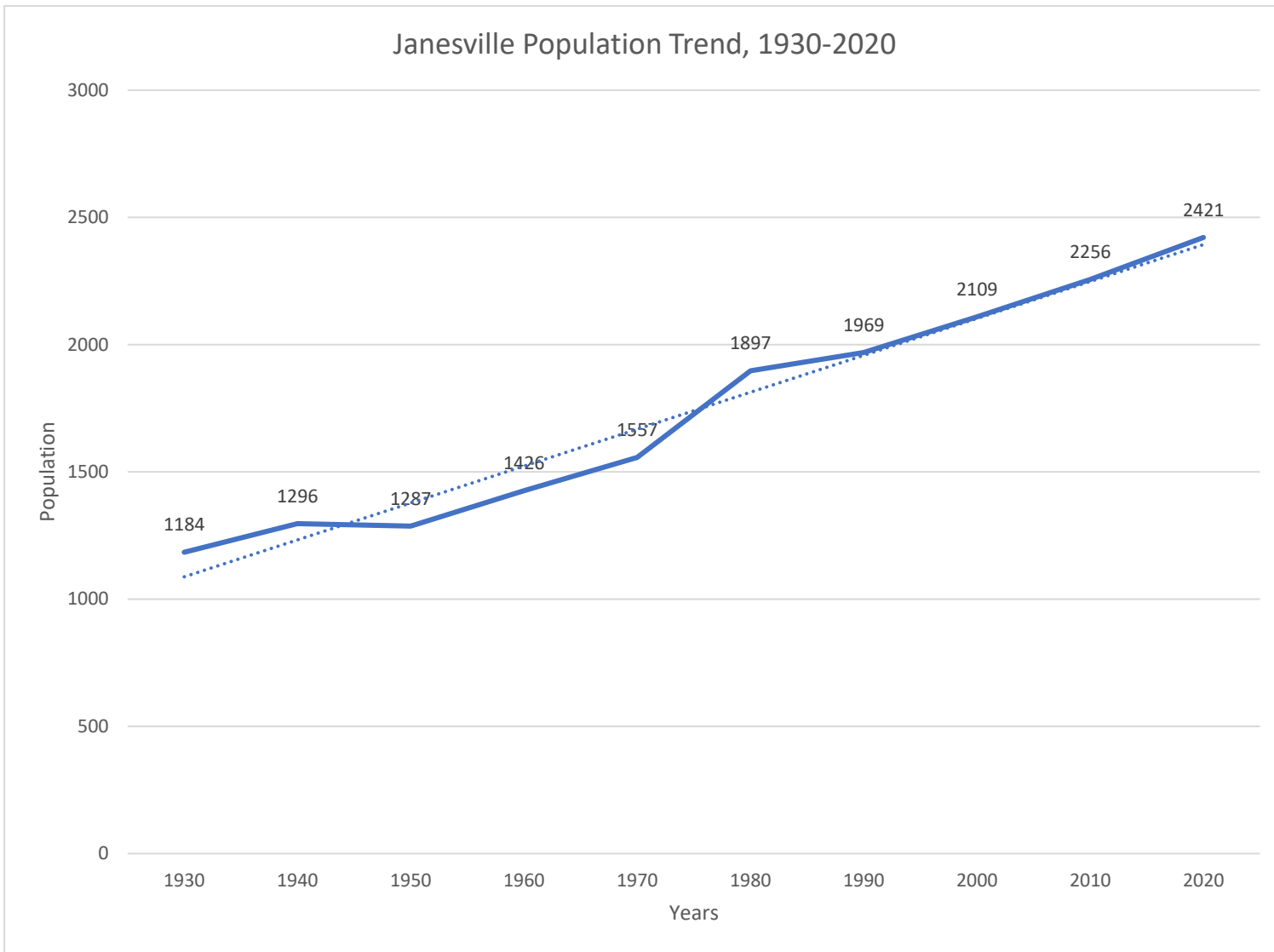


Table 8: Age Distribution of Population for Janesville

## Age Distribution of Population for Janesville

	Total population			Percent change		Percent total of population		
	2000	2010	2020	2000-2020	2010-2020	2000	2010	2020
Under 5	169	201	156	-7.69%	-22.39%	8.01%	8.91%	6.44%
5 to 14	299	323	382	27.76%	18.27%	14.18%	14.32%	15.78%
15 to 24	300	226	277	-7.67%	22.57%	14.22%	10.02%	11.44%
25 to 34	309	364	330	6.80%	-9.34%	14.65%	16.13%	13.63%
35 to 44	290	303	382	31.72%	26.07%	13.75%	13.43%	15.78%
45 to 54	261	244	269	3.07%	10.25%	12.38%	10.82%	11.11%
55 to 64	144	260	235	63.19%	-9.62%	6.83%	11.52%	9.71%
65+	337	335	390	15.73%	16.42%	15.98%	14.85%	16.11%
Total	<b>2109</b>	<b>2256</b>	<b>2421</b>					

Table 9: Age Distribution of Population for Minnesota

## Age Distribution of Population for Minnesota

	Total population			Percent change		Percent total of population		
	2000	2010	2020	2000-2020	2010-2020	2000	2010	2020
Under 5	329,594	355,504	340,357	3.27%	-4.26%	6.70%	6.70%	5.96%
5 to 14	730,889	707,878	750,053	2.62%	5.96%	14.86%	13.35%	13.14%
15 to 24	696,845	723,480	732,827	5.16%	1.29%	14.17%	13.64%	12.84%
25 to 34	673,138	715,586	756,149	12.33%	5.67%	13.68%	13.49%	13.25%
35 to 44	824,182	681,094	742,823	-9.87%	9.06%	16.75%	12.84%	13.02%
45 to 54	665,696	807,898	670,229	0.68%	-17.04%	13.53%	15.23%	11.75%
55 to 64	404,869	629,364	764,763	88.89%	21.51%	8.23%	11.87%	13.40%
65+	594,266	683,121	949,293	59.74%	38.96%	12.08%	12.88%	16.64%
Total	<b>4,919,479</b>	<b>5,303,925</b>	<b>5,706,494</b>					

Source: 2000, 2010, 2020 Decennial Census, United States Census Bureau.

Figure 9: Age Distribution of Population for Janesville

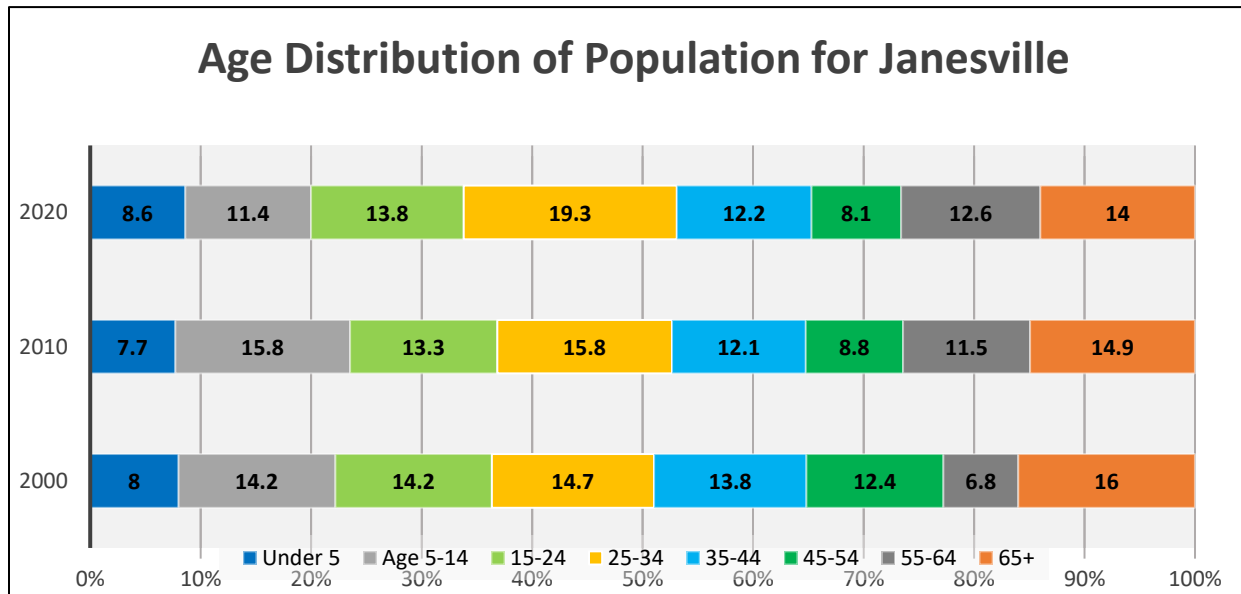
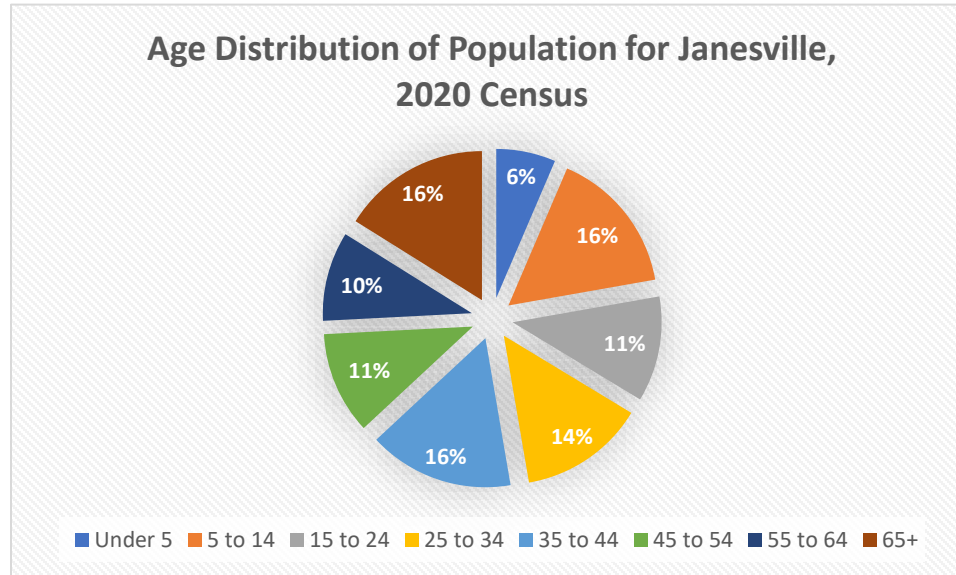
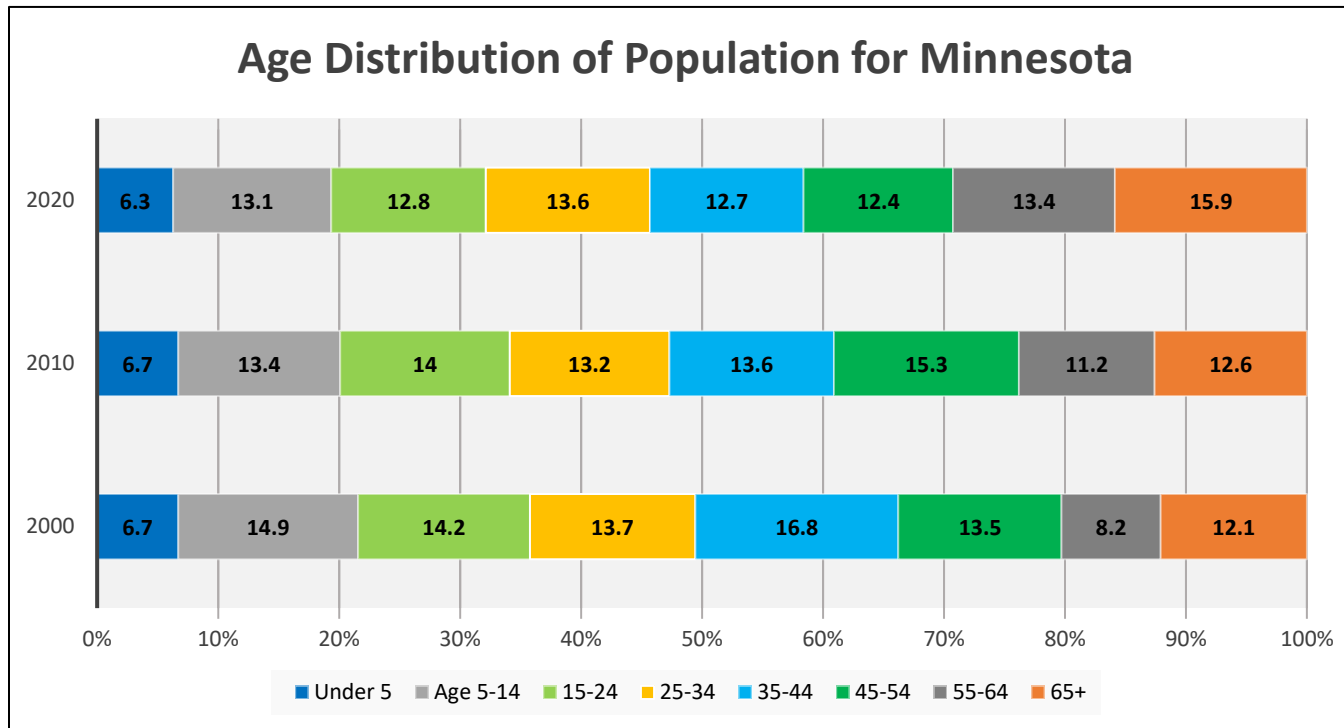


Figure 10: Age Distribution of Population for Minnesota



In comparison with Minnesota, Janesville had the following differences in 2020:

- Janesville had a slightly higher percentage of the total population in the Under 5 group when compared with the state of Minnesota. However, this figure has significantly fallen from the 2000 and 2010 Censuses.
- The City had a higher percent in the 5 to 14 age cohort and a slightly lower percent in the 15 to 24 age cohort when compared with the State of Minnesota.
- The City had a higher percentage of working-age adults within the 25 to 34 and 35 to 44 age cohorts.
- The City had a lower percent of adults within the 45 to 54 and 55 to 64 age cohorts.
- The City is only slightly lower than the state of Minnesota in the 65+ age cohort.

#### IMPACT OF THE CHANGE IN GROUP DISTRIBUTION

##### YOUTH, 0-24

As the amount of youth in each cohort has fluctuated rapidly over the past two decades, it is difficult to assess trends among youth in Janesville. Nonetheless, as the population stagnates, it can be assumed that the current capacity for schools and youth resources is sufficient for the near future.

##### WORKING AGE POPULATION, 25-64

As the growing portions of the youth cohort enter the workforce, this age cohort will see a small increase, to the benefit of the growing population within the 65+ age cohort. There is likely to be an increase in demand for affordable housing to benefit the younger working population, including single-level townhomes and apartment complexes.

##### SENIOR CITIZENS, 65 PLUS

As the final members of the baby boomer generation reach retirement age in 2029, this cohort will continue to grow until then. As a result, there will be increased demand for senior living facilities, townhomes, and single-level homes to accommodate the rest of this cohort.

#### GENERAL POPULATION CHARACTERISTICS

Of the large amount of general data about the Janesville population in this group of tables, one thing that is evident is the high degree of stability of the Janesville population. Only the 5-14 and 65+ age groups showed a decline in population from 1990 to 2000.

EDUCATION

Table 10: Educational Achievement of Janesville Residents

### Educational Achievement of Janesville Residents

	Janesville		Minnesota	
	Total	Percent	Total	Percent
<b>Population 18 to 24 years</b>	<b>210</b>		<b>501,365</b>	
Less than high school graduate	13	6.19%	56,370	11.24%
High school graduate (includes equivalency)	106	50.48%	167,907	33.49%
Some college or associate's degree	46	21.90%	195,645	39.02%
Bachelor's degree or higher	45	21.43%	81,443	16.24%
<b>Population 25 years and over</b>	<b>1629</b>		<b>3,941,575</b>	
Less than 9th grade	40	2.46%	99,038	2.51%
9th to 12th grade, no diploma	80	4.91%	124,785	3.17%
High school graduate (includes equivalency)	436	26.76%	919,678	23.33%
Some college, no degree	380	23.33%	754,061	19.13%
Associate's degree	305	18.72%	467,807	11.87%
Bachelor's degree	293	17.99%	1,022,673	25.95%
Graduate or professional degree	95	5.83%	553,533	14.04%
High school graduate or higher	1509	92.63%	3,717,752	94.32%
Bachelor's degree or higher	388	23.82%	1,576,206	39.99%
<b>Population 25 to 34 years</b>	<b>344</b>		<b>739,675</b>	
High school graduate or higher	344	100.00%	702,945	95.03%
Bachelor's degree or higher	100	29.07%	345,285	46.68%
<b>Population 35 to 44 years</b>	<b>347</b>		<b>784,774</b>	
High school graduate or higher	326	93.95%	740,101	94.31%
Bachelor's degree or higher	97	27.95%	355,213	45.26%
<b>Population 45 to 64 years</b>	<b>581</b>		<b>1,391,198</b>	
High school graduate or higher	507	87.26%	1,311,456	94.27%
Bachelor's degree or higher	125	21.51%	549,253	39.48%
<b>Population 65 years and over</b>	<b>357</b>		<b>1,025,928</b>	
High school graduate or higher	332	93.00%	963,250	93.89%
Bachelor's degree or higher	66	18.49%	326,455	31.82%

Source: 2023 American Community Survey, United States Census Bureau.

The workforce in Janesville is becoming progressively more educated; according to the Census Bureau’s 2023 American Community Survey, 100% of the population from 25 to 34 years had obtained a high school diploma. This is an increase from 93.95% in the next age cohort of 35 to 44 years. The population holding a bachelor’s degree is also growing slightly, from 27.95% in the age cohort of 35 to 44 years to 29.07% in the age cohort of 25 to 34 years. However, these figures are significantly lower than the same cohorts for the statewide population, which revealed that 45.3% in the age cohort of 35 to 44 years, as well as 46.7% in the age cohort of 25 to 34 years held a bachelor’s degree in 2023.

## INCOME

The 2023 American Community Survey revealed that Janesville’s median household income was \$61,452. This is significantly below the state average, recorded at \$85,086. Detailed household income for the City of Janesville is as follows:

Table 11: Janesville Household Income

### Janesville Household Income

Household income	Number of households
Less than \$5000	24
\$5000 to \$9999	4
\$10,000 to \$14,999	25
\$15,000 to \$19,999	78
\$20,000 to \$24,999	34
\$25,000 to \$34,999	67
\$35,000 to \$49,999	161
\$50,000 to \$74,999	189
\$75,000 to \$99,999	166
\$100,000 to \$149,999	182
\$150,000 or more	68

<b>Total</b>	<b>998</b>
<b>Median household income</b>	<b>\$ 61,452</b>

Source: 2023 American Community Survey, United States Census Bureau

POVERTY STATUS

Table 12: Janesville Poverty Characteristics

### Janesville Poverty Characteristics

	Janesville		Minnesota	
	Total	Percent	Total	Percent
Male	132	10.93%	230,532	8.46%
Female	113	9.16%	280,593	10.20%
Population 17 and under	87	14.50%	147,958	11.60%
Population 18 to 64	139	9.14%	301,979	9.03%
Population 65 and over	19	5.90%	61,248	7.14%
<b>Total below poverty line</b>	<b>245</b>	<b>10.03%</b>	<b>511,185</b>	<b>9.33%</b>

Source: 2023 American Community Survey, United States Census Bureau

Table 13: Census Bureau-Delineated Poverty Thresholds

**Poverty Thresholds for 2023 by Size of Family and Number of Related Children Under 18 Years**

Size of family unit	Weighted average thresholds	Related children under 18 years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual):	\$ 15,480									
Under 65 years.....	\$ 15,850	\$15,852								
65 years and over.....	\$ 14,610	\$14,614								
Two people:	\$ 19,680									
Householder under 65 years	\$ 20,490	\$20,404	\$21,002							
Householder 65 years and over.....	\$ 18,430	\$18,418	\$20,923							
Three people.....	\$ 24,230	\$23,834	\$24,526	\$24,549						
Four people.....	\$ 31,200	\$31,428	\$31,942	\$30,900	\$31,008					
Five people.....	\$ 36,990	\$37,901	\$38,452	\$37,275	\$36,363	\$35,807				
Six people.....	\$ 41,860	\$43,593	\$43,766	\$42,864	\$41,999	\$40,714	\$39,952			
Seven people.....	\$ 47,670	\$50,159	\$50,472	\$49,393	\$48,640	\$47,238	\$45,602	\$43,808		
Eight people.....	\$ 52,850	\$56,099	\$56,594	\$55,575	\$54,683	\$53,416	\$51,809	\$50,136	\$49,710	
Nine people or more...	\$ 62,900	\$67,483	\$67,810	\$66,908	\$66,151	\$64,908	\$63,198	\$61,651	\$61,268	\$58,907

Source: U.S. Census Bureau, 2024.

Note: The source of the weighted average thresholds is the 2024 Current Population Survey Annual Social and Economic Supplement (CPS ASEC).

## HOUSING

Table 14: Janesville Housing Characteristics

Janesville Housing Characteristics		
	Total	Percent
Owner occupied	754	79.79%
Renter occupied	191	20.21%
<b>Total</b>	<b>945</b>	

Source: 2023 American Community Survey, United States Census Bureau

According to the 2023 American Community Survey, 754 of the total 941 homes in the City were owner-occupied, and 191 were renter-occupied. While this means Janesville's population is relatively stable, the percentage of owner-occupied housing units in Janesville is lower than the percentage of owner-occupied units Janesville had in 2000 at 80.3%.

# POLICY STATEMENT

## GENERAL POLICY RECOMMENDATIONS

1. The objective of this planning program is to improve the total living environment for the present and future residents of the area in a manner which will promote the general welfare while creating opportunities for individuals to choose the living, recreational, cultural and working conditions they desire.
2. Local economic and population growth and expansion of job opportunities should be encouraged at rates modeled after state and national growth rates. This will maintain population balance, provide job opportunities for the community's young people, and provide continued tax support for area governments and school systems.
3. A balance should be established between urban land uses as follows:
  - i. Industrial land and uses should be promoted to protect the tax base, provide jobs for area residents, and protect the community's economic base.
  - ii. Good residential areas should be fostered for the enjoyment, convenience, and general welfare of the residents.
  - iii. Commercial land and uses should be fostered for provision of necessary services to the community.
4. Public and semi-public services, including schools and parks, should be supported to serve the public welfare and convenience.
5. Land adjacent to special facilities, services, and features should be carefully controlled to achieve the maximum benefit for area residents, including land adjacent to schools, public meeting places, the central business district, parks, wooded lands, streams, scenic topography, major streets, and freeway access points.
6. An efficient and convenient thoroughfare system should be fostered to provide for movement of people and goods within the area.
7. Public utilities should be fostered for the provision of efficient and economical services.

## INDUSTRIAL DEVELOPMENT

Expansion of existing industries and attraction of new industry should be fostered to provide for the future tax base, jobs for residents, and the economic base of the community.

When possible, additional industrial land should be located adjacent to existing industrial areas to minimize the total effect of adjacent non-industrial uses, and to obtain advantages of compact development in terms of transportation and services.

Light industrial districts and uses may be located, when necessary, close to residential and other non-industrial areas, but should be separated or buffered from residential land, and industrial traffic should not be allowed to travel on interior streets through residential neighborhoods.

Industrial parks should be encouraged, especially for small industries near the Highway 14 interchange.

The following site and location requirements apply to industrial lands:

- Should be level or gently rolling
- Should be adequately drained or have reasonable potential for good drainage.
- Should have frontage and/or access to a major street or highway.
- Should contain relatively few and large ownership parcels within individual sites to facilitate acquisition. (Sites broken into numerous small parcels are generally not usable for industrial purposes).
- Should be free from non-industrial buildings, particularly residential structures.
- Should be in areas where the city is able to ensure the provision of urban services such as utilities, either by present or proposed future facilities.

## RESIDENTIAL DEVELOPMENT

Residential areas:

1. Should be relatively free from flooding, smoke, noise, and offensive odors.
2. Should be served by efficient traffic arteries but should be protected from excessive through traffic not related to the neighborhood (i.e. Industrial traffic)
3. Should be protected from intrusion of incompatible non-residential uses, including industries, businesses not serving the neighborhood, and other uses which would reduce livability and property values.

A variety of residential environments and dwelling types should be encouraged to meet the various desires of the population and to establish “life-cycle” residential areas in which a person can obtain varying housing needs through a life span. The housing types might include the following:

- Compact, single-family development
- Cluster development, for single-family, townhouses, etc.
- Apartments, including duplexes, townhouses, garden apartments, and condominiums.

Most additional residential growth should occur in compact medium-density developments with an average gross density of at least 5,000 persons per square mile, for the following two reasons:

- **Economy:** Compact, medium-density development economically supports the following necessary urban services: public utilities, such as sanitary sewer, storm sewer, water, and electric facilities; a good thoroughfare system; community facilities, such as schools, parks, libraries, and recreational facilities and programs; and police and fire protection. On the other hand, low density sprawl with scattered subdivisions and very large lots creates a need for these urban facilities but makes their provision very costly because of the geographic spread of the population. As a result, either the taxes become excessive or the services or the services are not adequately provided.
- **Convenience:** Because compact residential development economically supports a greater number of urban facilities and allows a greater number of people to live close to the facilities, there is much greater convenience to the public in general. More people live within walking distance, or short driving distance or parks and recreational areas, schools (particularly grade schools), shopping services, and other public and semi-public facilities such as libraries and churches. This situation services the general convenience of all persons, but is particularly convenient for children or the elderly, and the miscellaneous persons who cannot drive or do not have a car.

In contrast, low-density sprawl does not economically support many of these necessary urban services and requires almost all people to use a vehicle to reach their destinations, including the routine daily occurrences of school and shopping trips. These are not desirable outcomes.

Where possible, residential subdivisions should be located adjacent to existing residential concentrations. If growth is guided to vacant land adjacent to existing development, not only can services be supplied to the new growth more economically and conveniently, but also the combined total population can support additional services for the whole area.

Apartments and other attached housing types, because of their concentrated population, should be located adjacent to centers of urban activity and facilities such as parks, recreational areas, shopping centers, schools, attractive topographic and natural features, and open spaces such as golf courses and institutional lands. This will maximize the convenience and use of these facilities for the greatest number of people and reduce total transportation requirements in the City. Sites adjacent to major streets are also viable locations for multi-family uses, as the increased traffic will not have ill effects on single family residential areas.

Apartments should be in relation to the capacity of public and private services, including streets and utilities, to meet the needs of the higher density population.

#### COMMERCIAL DEVELOPMENT

1. There should be enough commercial land and businesses to provide necessary service to residents, and to provide a reasonable choice of stores, goods, and services.
2. Commercial land should be in strategic places to provide convenient services to the resident population with a minimum of harm to adjacent residential areas.
3. Strip commercial districts along major streets should be limited in extent and existing districts of this nature should be extended only when the need is clear.
4. All commercial sites should include adequate off-street parking, separation of pedestrian and vehicular movements, and separation of delivery vehicles from other traffic. Currently, the downtown commercial district provides on-street parking on Main Street with a three hour limit from 7:00 AM to 5:00 PM on weekdays. Parking on the east-west streets surrounding the commercial district is not time-restricted. (Janesville, MN, City Code §70-74).

#### MAJOR PARK DEVELOPMENT

1. Parks, recreation areas, and open spaces should be related to population concentrations and particularly to subdivisions and apartment developments. These facilities should be integrated into the residential development where feasible.
2. Attractive physical features, including woods, hills, streams, and water bodies, should generally be reserved for public use and enjoyment.
3. Where feasible, parks and playgrounds should be combined with elementary, junior high, and senior high school sites.
4. Land subject to flooding should be considered for public park and recreational use because of lower acquisition cost, and to prevent construction of houses and other buildings vulnerable to flood damage.
5. The subdivision regulations require park land dedication that can be effectively used as neighborhood parks.

# PLANNING FACTORS

## TOPOGRAPHY

Map 1 shows a section of the U.S. Geological Survey Quadrangle for the Janesville area, indicating the topography and drainage. It shows that Janesville is located on an area of high ground surrounded by low ground, except for the southeast corner of town. The platted area of Janesville has an elevation of 1,030 to 1,080 feet above sea level, with a dominant elevation of around 1,050 feet. The large low area to the northwest, west and southwest has an elevation of about 1,020 feet, while much of the land to the north and east is between 1,030 and 1,040 feet. The main drainage lines are also shown on the map.

This topographic situation has advantages and disadvantages. An advantage is the attractive views or vistas looking from the high ground slopes at the edges of the platted Janesville land out over the surrounding low valleys and to the rolling farmland beyond. Three areas of undeveloped acreage at the edge of the City – southwest, and northwest, have this advantage, creating very desirable land for residential development.

A disadvantage of this topographic situation is that the surrounding low area limits the amount of vacant land that can be served with gravity flow from the existing sanitary sewer network. Because the land drops in elevation, it is necessary to build expensive lift pumps to serve a larger area.

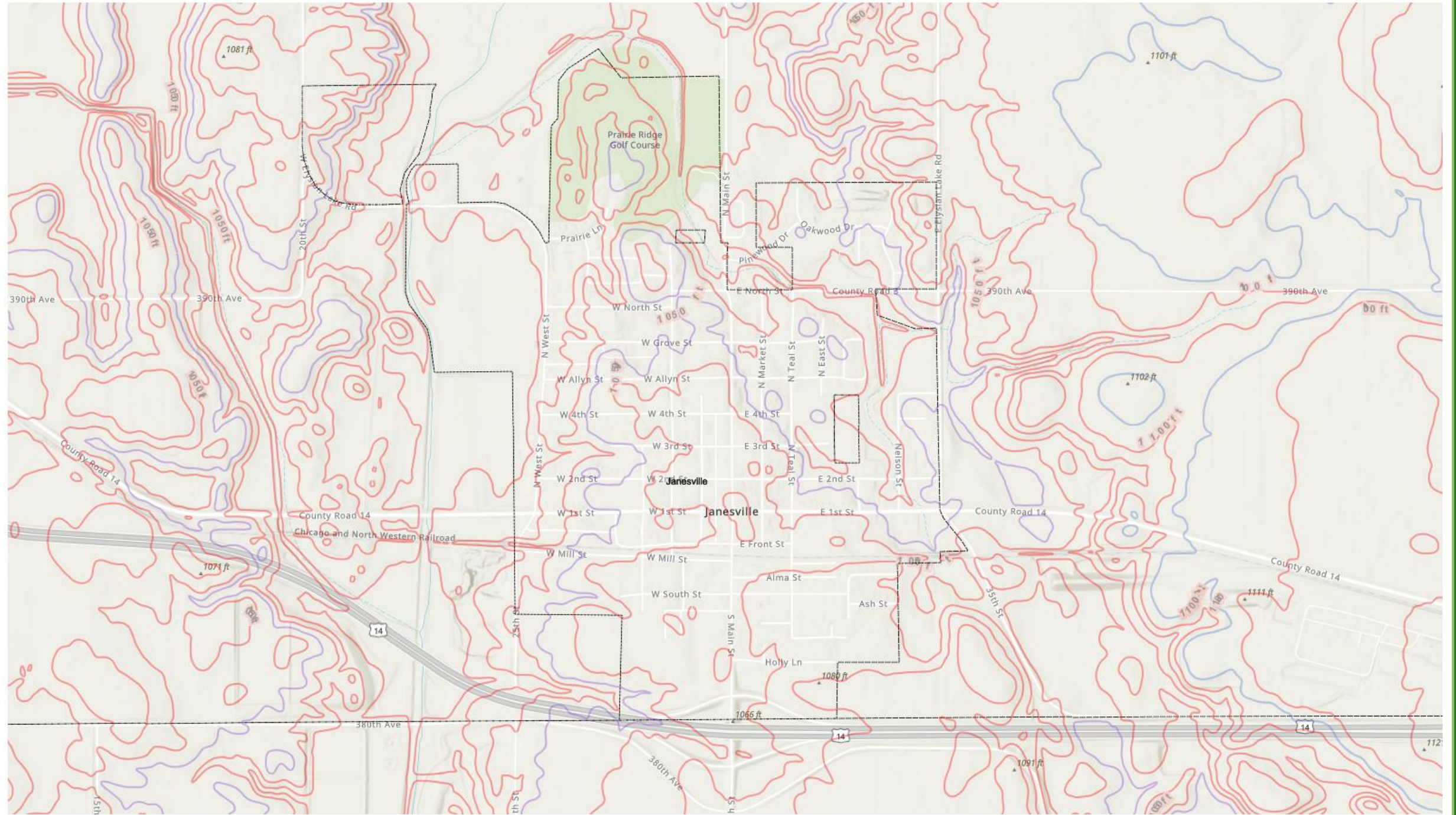
## SOILS

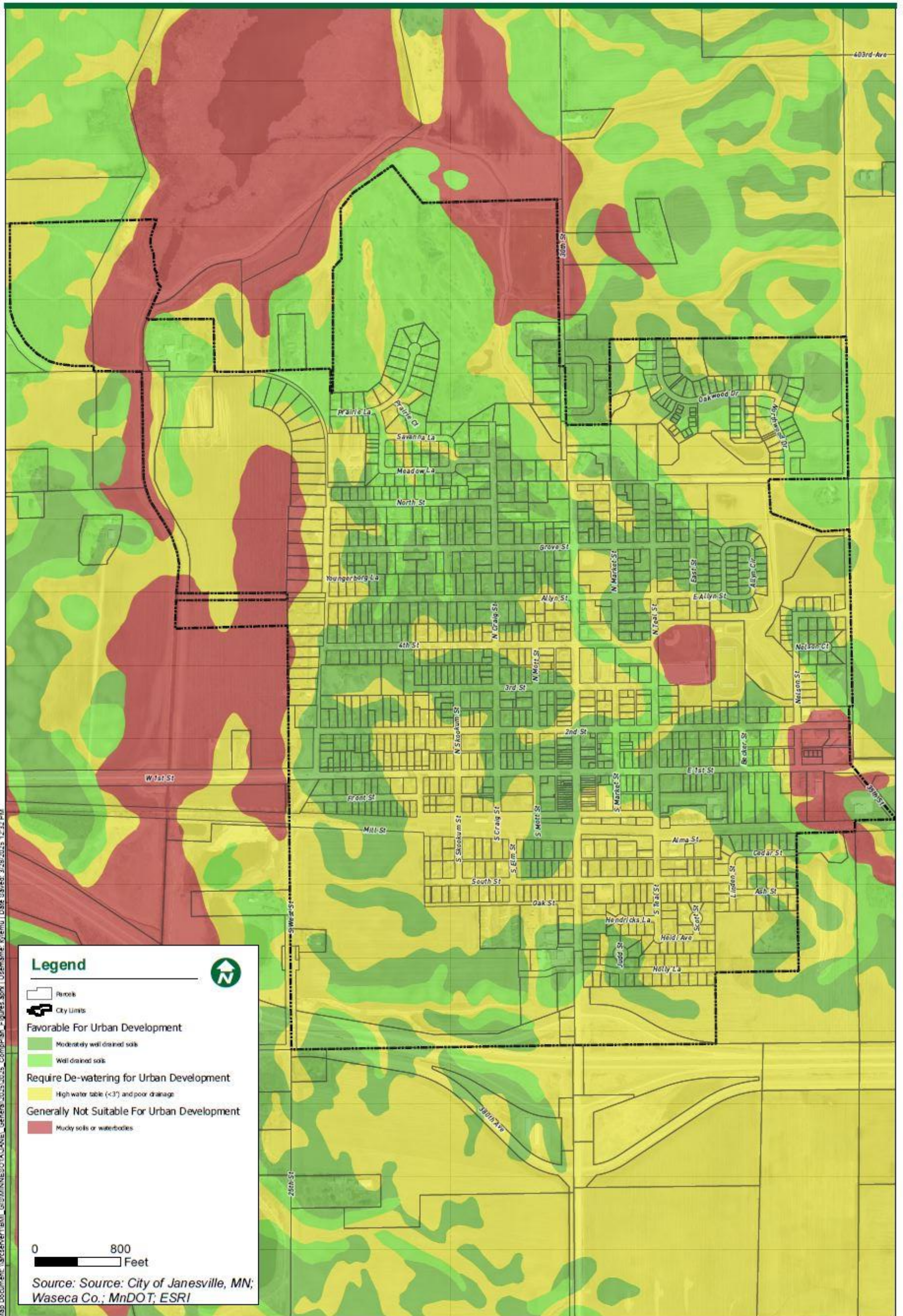
Map 2 shows three categories of soils affecting urban development:

1. The first category includes well-drained mineral soils, mostly loams or loamy soils with a water table generally below 10 feet deep, which are favorable for urban development. The map further demonstrates why Janesville was located where it was, because of the high ground and well drained soils.
2. The second category includes soils with a high natural water table and poor drainage. Most of these soils are in depressions of the uplands and have a water table from zero to three feet below the surface, usually higher in the spring and lower in late summer and fall. These soils can be used for urban development, but de-watering is necessary to avoid difficulties with construction, basement flooding, and other problems associated with high water tables. Within the platted Janesville area are small pockets of this type of land, with scattered areas in the land adjacent to the City, especially to the east, northeast, and southeast.
3. The third category includes soils generally not suitable for urban development, including marsh, peat and muck, and lake beach. The problem with these soils is more economic than physical. With a significant expenditure of money, most of these lands could be drained, the peat excavated, etc. to allow for development. However, in most cases, this would not be economical. The land areas in this category relate to the topographic situation described previously, with these soils being dominant along the west side of the City, essentially prohibiting growth to the west. A secondary area is the lowland to the east with small pockets of peat and muck associated with poorly drained land in the second soils category.

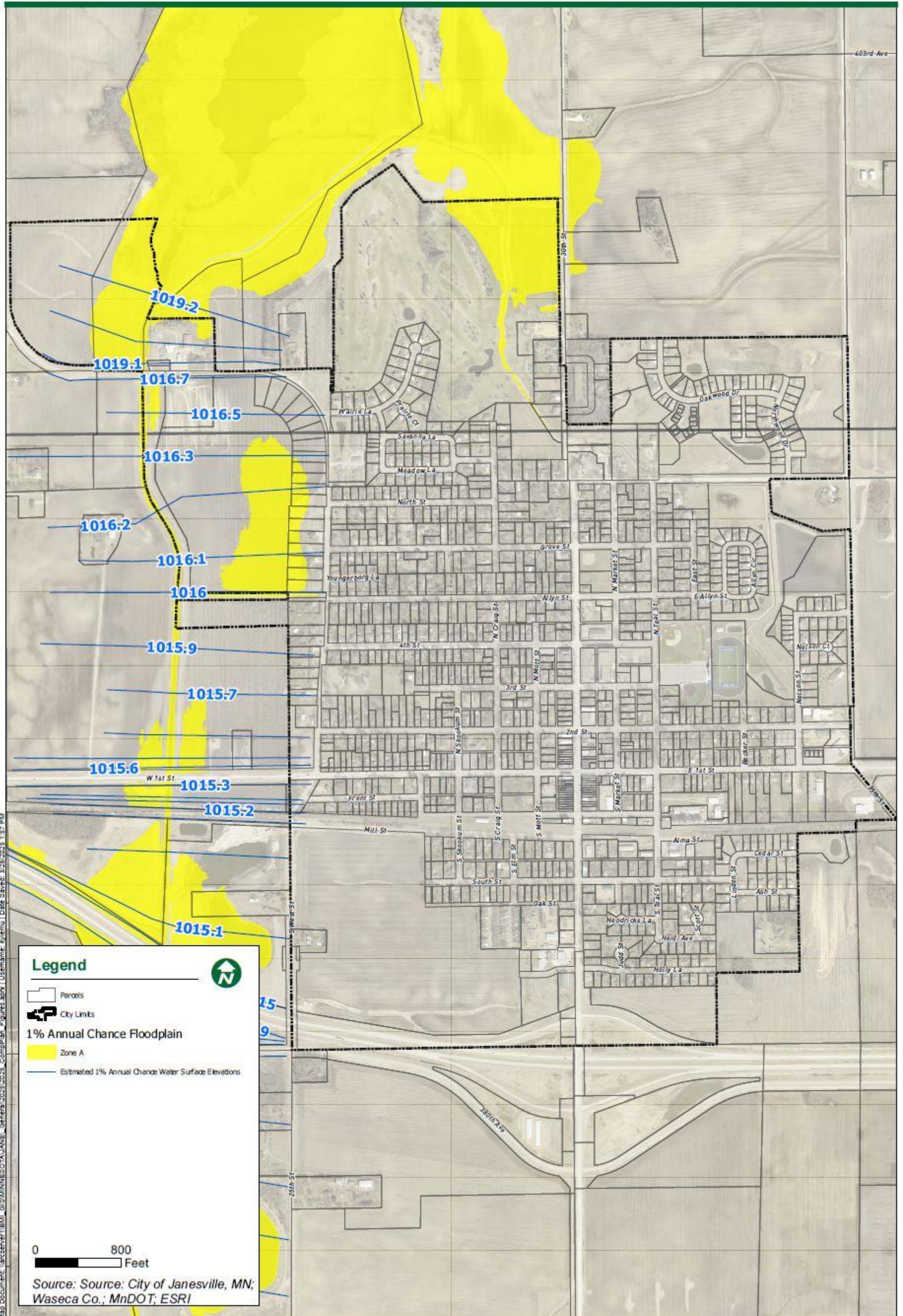
## Janesville TopoMap

City, Township, and Unorganized Territory in Minnesota





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## EXISTING LAND USE

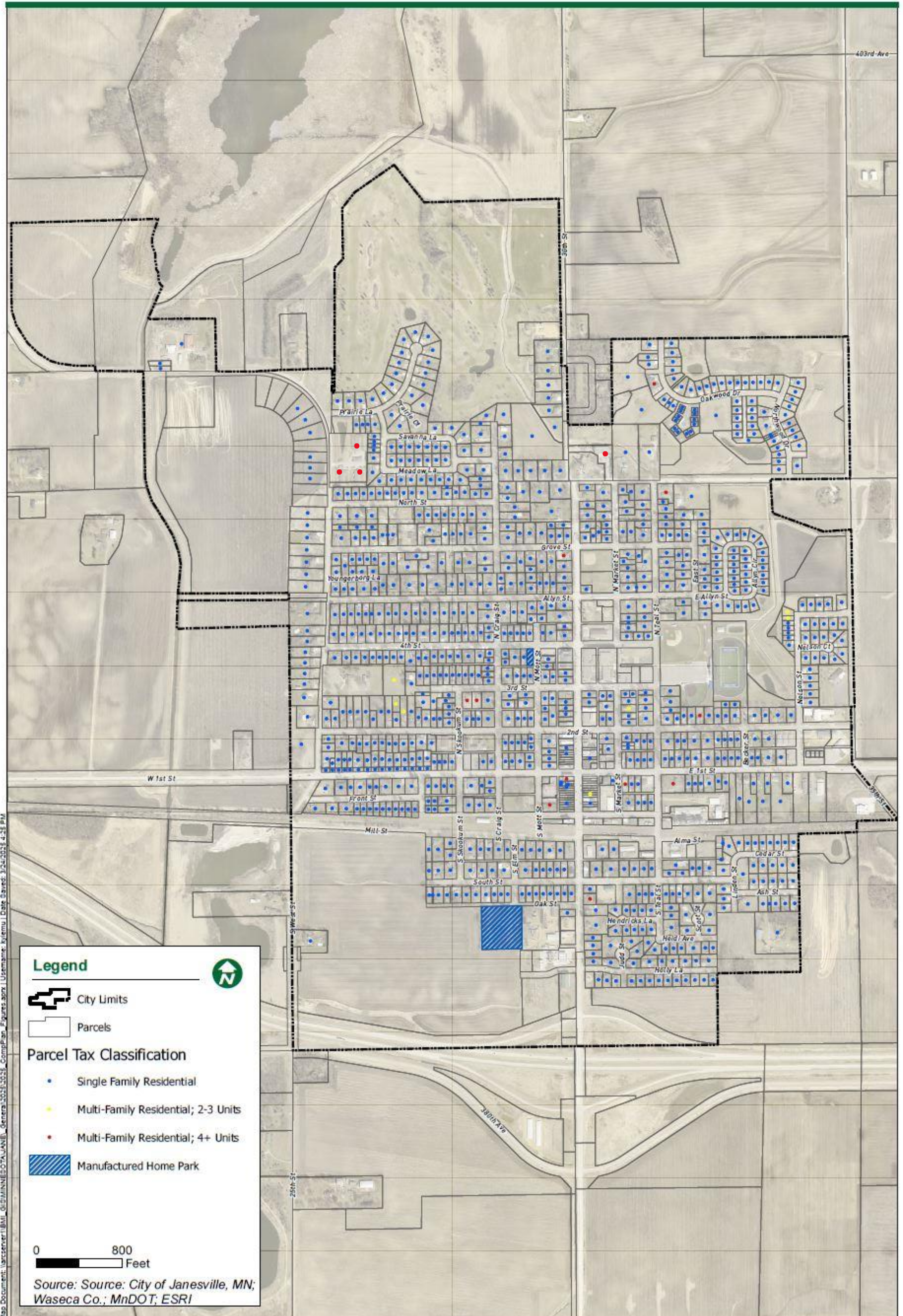
Map 4 and Map 5 illustrate existing land uses in Janesville. Most of the existing commercial is in the downtown along First and Main Streets. Some commercial and the industrial uses are generally along the railroad and east and west of town adjacent to 1<sup>st</sup> Street (County 14).

There are several public and semi-public uses scattered throughout the City, with the largest being the school recreation field at the east edge of town. Most of the residential is in the northwest quadrant with single-family houses dominant. There are several apartment buildings and one manufactured home park located in the south portion of town.

## WATER SYSTEM

Janesville's municipal water system is shown on Map 6. The water comes from two 8-inch wells located at the north end of the City. This water is pumped into a 300,000-gallon elevated storage tank located on E. Front Street just to the East of Main Street. Pumping capacity is 1,400 gallons per minute with an average demand of 400 gallons per minute and a peak demand of 800 gallons per minute. The water plant is municipally owned and operated and has capacity for expansion.

According to the U.S. Department of Health, the quality of the City water indicates that water quality meets or exceeds all measured Department of Health parameters for potable water.



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**Legend**

City Limits

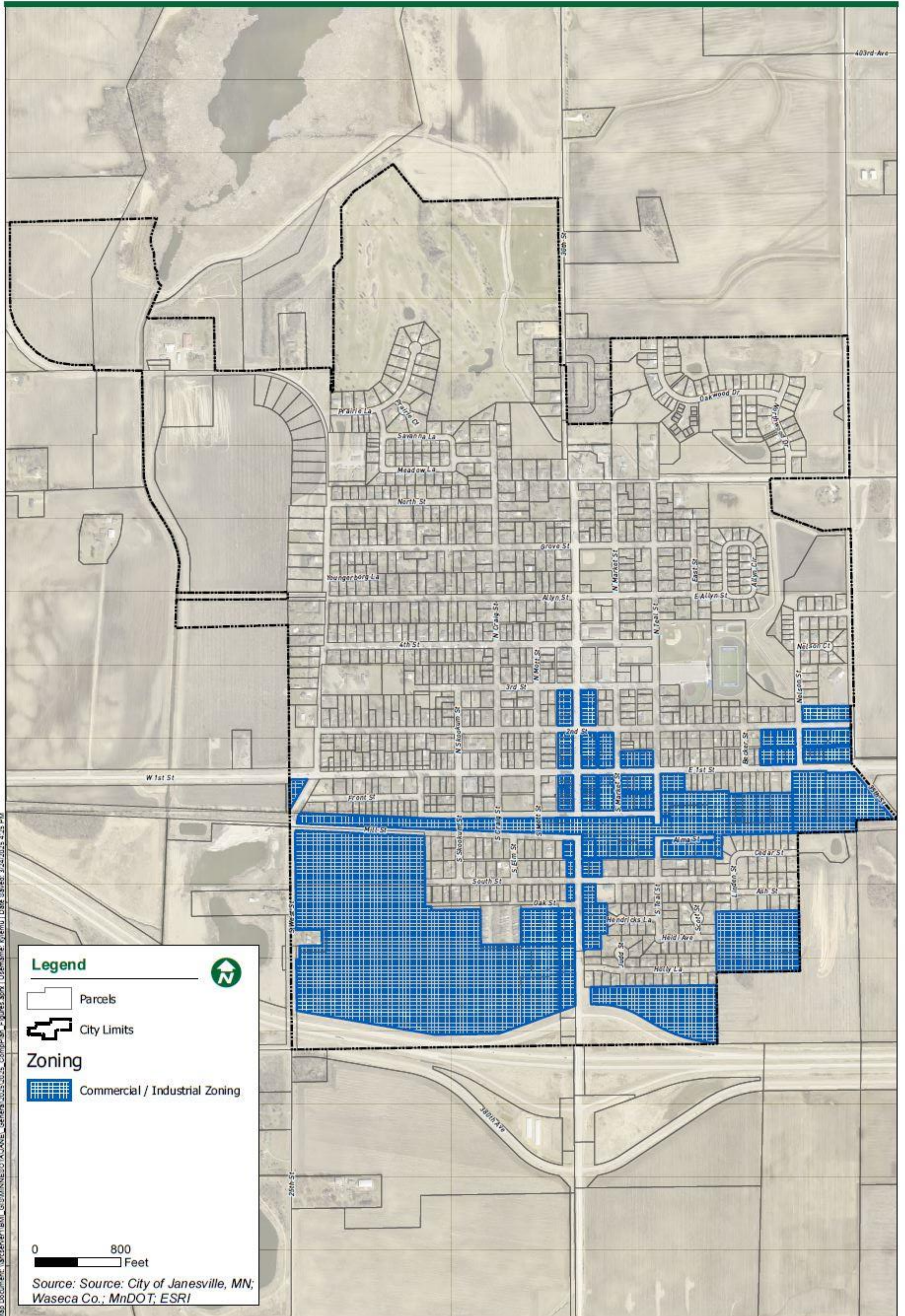
Parcels

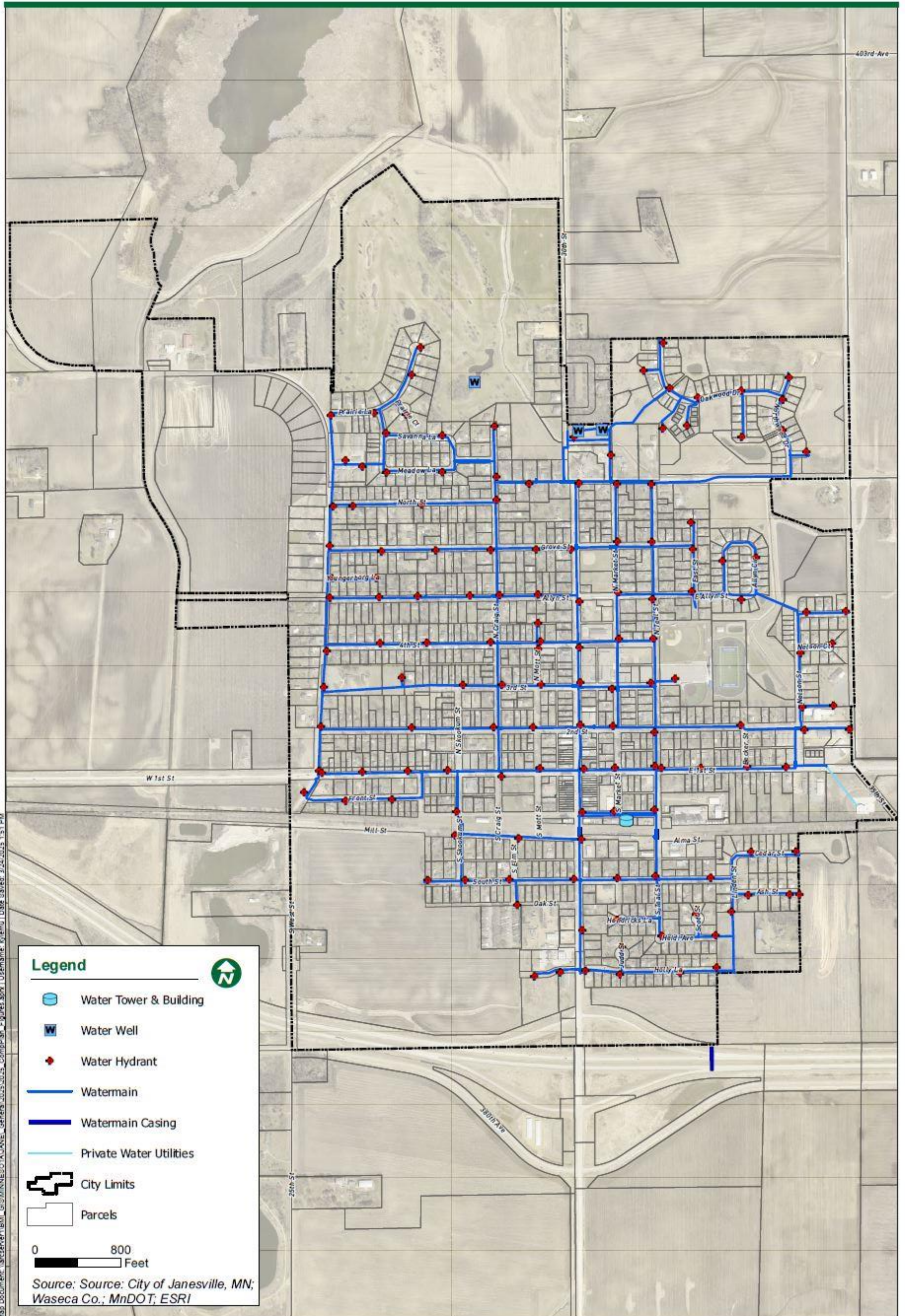
**Parcel Tax Classification**

- Single Family Residential
- Multi-Family Residential; 2-3 Units
- Multi-Family Residential; 4+ Units
- Manufactured Home Park

0 800  
 Feet

Source: Source: City of Janesville, MN;  
 Waseca Co.; MnDOT; ESRI





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## SANITARY SEWER SYSTEM

Janesville's main sanitary sewer lines are shown on Map 7. Public lines in conjunction with a few remaining private lines reach all developed areas of the City. The wastewater flows to the main lift station located at the west edge of the City where it is pumped through a force-main to the waste treatment facilities southwest of the City.

The treatment facilities consist of two 16-acre Primary waste stabilization ponds, two 7.5-acre Secondary waste stabilization ponds, and one 5-acre Secondary waste stabilization pond. They are designed for a maximum population of 3,000. The system should be adequate into the near future. The City owns an additional expansion land adjacent to the stabilization ponds, therefore, it is feasible to expand the capacity to accommodate the City's future wastewater needs. The present facilities have a capacity of 0.351 million gallons per day, and the average demand has been 0.190 million gallons per day.

The longevity and adequacy of the sewage plant depends on how the effluent continues to meet the present water quality standards. Also affecting the serviceability of this facility, depends on whatever changes might be made in existing water quality regulations.

## MAJOR STREETS

Map 10 shows the Major Street Plan for Janesville. Presently, the primary thoroughfares are First Street (County Road 14—formerly US 14), Main Street (from South to North: County Road 3, County Road 19, and County Road 53), West Street (From South to North: County Road 55 and County Road 18). Where possible to obtain an additional right of way, these thoroughfares should have 100 feet of right of way width. Secondary thoroughfares, which should have 80 to 100 feet of right of way, are East North Street (County Road 19), Mill Street, Owen Street (From South to North: County Road 53 and County Road 3), and W. 4<sup>th</sup> Street from N. West Street east to N. Main Street.

Two additional secondary thoroughfares are proposed. The first would connect Main Street (East of Prairie Ridge Golf Course) to Owen Street (County Road 3). The second would connect from Mill Street south through the 80-foot right of way and connect easterly to South Main Street (County Road 3) approximately through the Chestnut Street right of way. This will provide an appropriate roadway access for the developing industrial land located in this southwest section of Janesville.

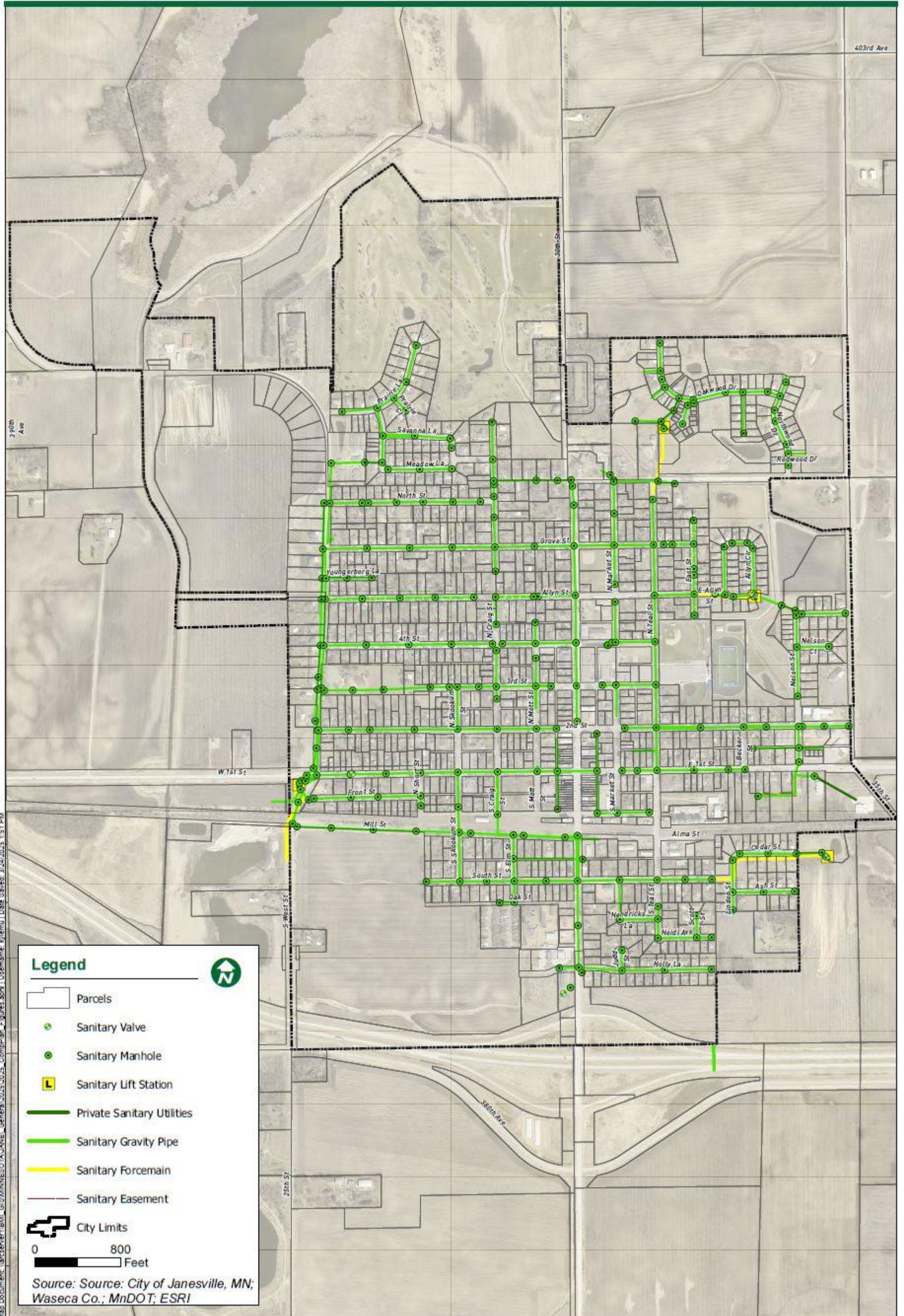
## PUBLIC LAND TRANSACTIONS

The Comprehensive Plan influences public lands. Publicly owned land within the City cannot be acquired or disposed of until the Planning Commission has reviewed the proposal and reported in writing to the City Council as to the compliance of the proposed action with the Comprehensive Plan (see M.S. 462.356, Subd. 2). The City Council may, by resolution adopted by two-thirds vote, dispense with these requirements when, in its judgment, it finds that the proposed acquisition or disposal of real property has no relationship to the comprehensive municipal plan.

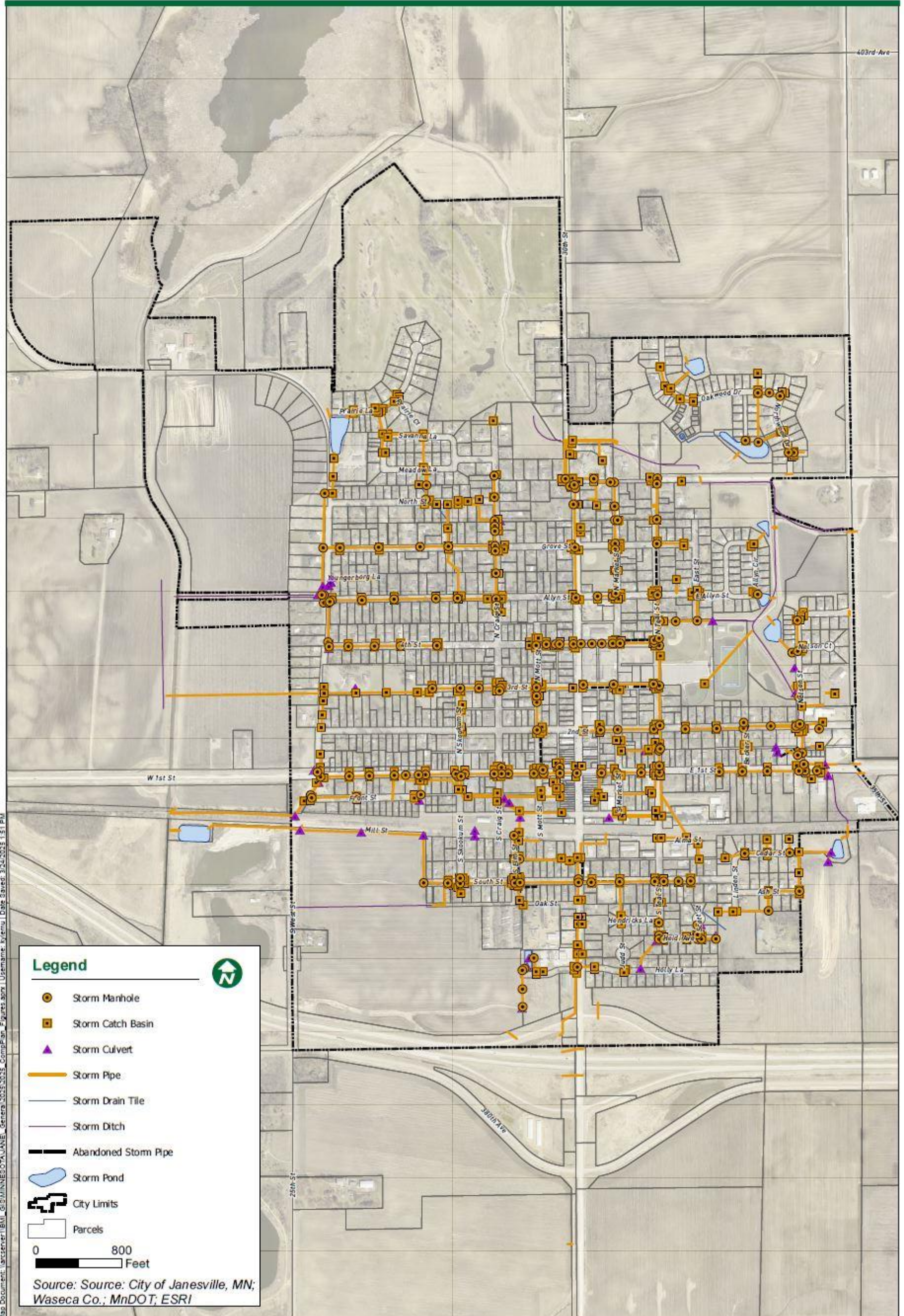
## CAPITAL IMPROVEMENTS

The City of Janesville has a five-year capital improvement program (CIP) that prioritizes public improvement projects and identifies funding sources. This plan is updated by the City every five years.

According to State Law, no capital improvements shall be authorized by the City (and its subordinate units) or any other political subdivision having jurisdiction within Janesville until the Planning Commission has reviewed the proposal and reported in writing to the City Council as to the compliance of the proposed action with the Comprehensive Plan (M.S. 462.356, Subd. 2). As with property transactions, the City Council may, by resolution, find no relationship to the Comprehensive Plan and dispense with this procedure.



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# LAND USE PLAN

THE COMPONENTS OF THE PLAN ARE DISCUSSED BY LAND USE TYPE BELOW. MAP 9 INCLUDES A VISUAL REPRESENTATION OF EACH LAND USE CATEGORY, WITH THE ADDITION OF PARKS, PUBLIC LANDS, AND PUBLIC SCHOOLS. MAP 10 INCLUDES DETAILED INFORMATION ABOUT COMMUNITY FACILITIES AND CITY STREETS.

## LAND USE PLAN CATEGORIES

### LOW DENSITY RESIDENTIAL

The low-density residential category encompasses traditional single-family neighborhoods in Janesville. Most of the developed land lies in this category. The predominant housing type is single-family detached homes.

#### SPECIFIC PLANNING AREAS FOR SINGLE FAMILY RESIDENTIAL USE:

The currently existing single-family residential districts should continue to be zoned as such. Within the last several years, newer single-family subdivisions have been developed within the community.

### MEDIUM/HIGH DENSITY RESIDENTIAL

The medium/high density residential category includes attached housing such as townhomes and apartments in addition to single-family housing. Existing apartment buildings were constructed as in-fill development in predominantly single-family residential and commercial areas. Multi-family housing is typically found adjacent to higher density uses and major transportation routes. These land uses inherently produce a higher number of vehicle trips on a per acre basis than single-family housing areas. Providing open space, either privately or publicly, should be highly considered in any such development. Multiple-family housing typically provides more residents with less investment in public amenities such as streets and utility lines.

#### SPECIFIC PLANNING AREAS FOR MULTIPLE FAMILY RESIDENTIAL USE:

The currently existing multi-family districts should continue to be zoned as such. An R-2 District will allow for a mix of residential construction, including high-density and single-family dwellings. In the past several years, newer single-family subdivisions have been developed within the community. Additional lands have been proposed for Multi-Family Residential Land within the one-half mile extension of Janesville's subdivision regulations.

Recommended locations for multi-family dwellings should be along the major streets in the City. They are First Street, West Street, Owen Street, and Main Street, where additional traffic from apartments would have less effect on adjacent houses. Where a large site is desired, it would have to be acquired at the edge of the City Limits. The land located adjacent to Owen Street, also known as County Road 3, is an appropriate place for multifamily dwellings. A final recommendation would be to develop multi-family dwellings along West Street, north and west of the Prairie Ridge Subdivision.

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## COMMERCIAL

The commercial areas include retail sales and services located along major transportation routes that serve the community. The existing commercial categories in use are the downtown commercial district and the community commercial district. The downtown commercial district is made of the downtown core. This district should not be expanded beyond its current boundaries, as it does not have parking requirements. The community commercial district contains land on the edge of the downtown commercial district as well as a corridor along South Main Street and land on the east edge of town at the intersection of First Street (County Road 14) and Owen Street (County Road 3).

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### SPECIFIC PLANNING AREAS FOR COMMERCIAL USE:

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The southeast corner and all areas south of existing residential districts are ideal for future expansion of commercial and/or industrial activities, providing that appropriate buffers are utilized. Largely, this proposal is attributed to the proximity to Highway 14 south of the City. Commercial business should be encouraged to grow and utilize the existing downtown buildings. A scattering of commercial business should be located along the periphery of South Main Street.

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## INDUSTRIAL

Industrial uses include established manufacturing areas in the City as well as vacant land that has direct access to major transportation routes. These areas provide an important employment and economic base for the community and will continue to do so for the foreseeable future. Building adjacent to residential districts must address incompatibility concerns by providing adequate buffers or transitions.

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### SPECIFIC PLANNING AREAS FOR INDUSTRIAL USE:

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Most of Janesville's existing industrial uses are along the railroad, 1<sup>st</sup> Street (County Road 14), and to the north of present highway 14. These uses plus the land located north and south of the 1<sup>st</sup> Street corridor and south of existing residential districts form the proposed industrial district of the Land Use Plan. This is the best area for industrial land because the land west of the City along the railroad and highway has unsuitable soils, and the vacant land in the southwest corner of the City adjacent to Mill Street will provide adequate Highway frontage and access points.

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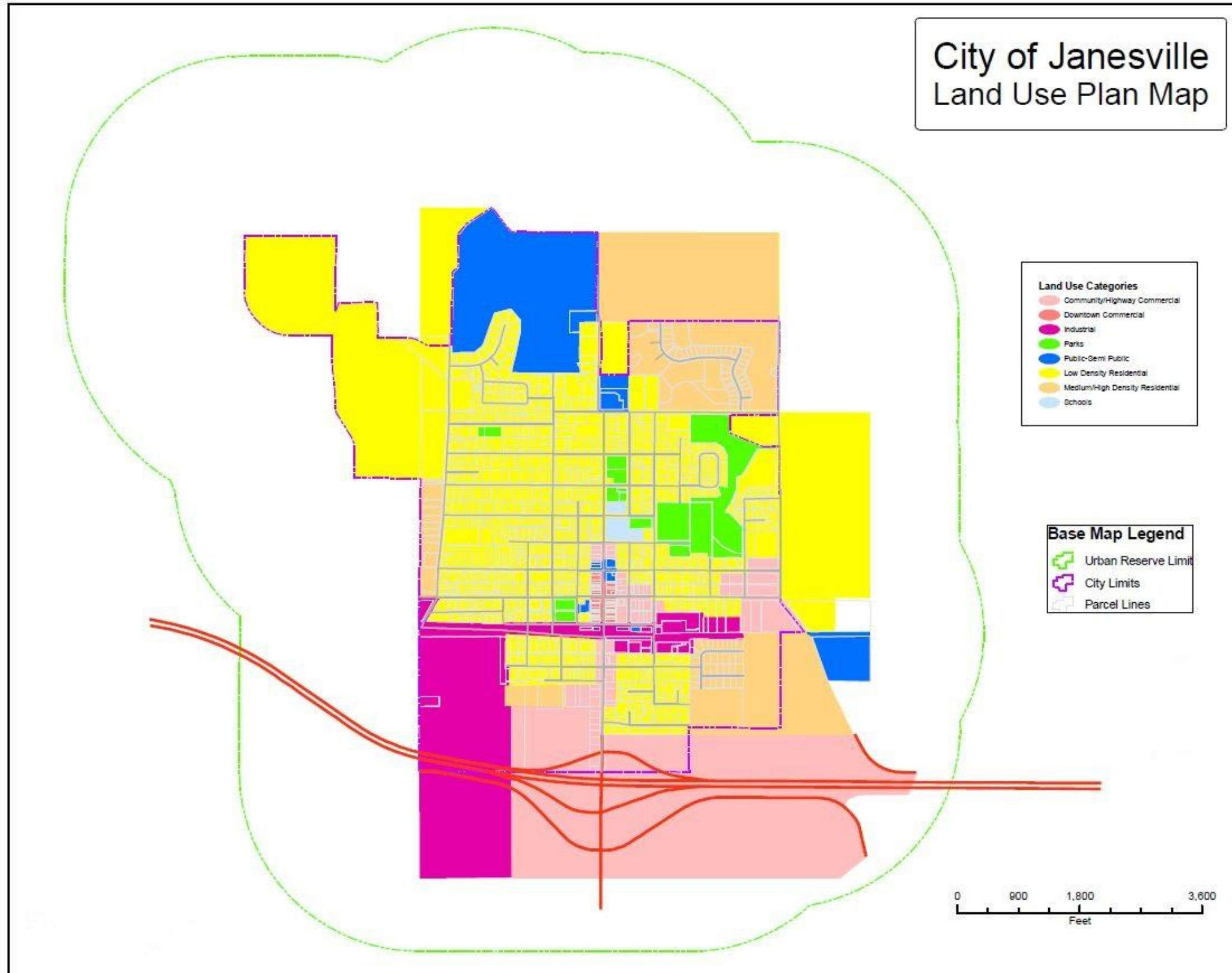
## URBAN RESERVE

The urban reserve category on the Land Use Plan map identifies lands outside the current city limits that have or may soon experience development pressures. The Land Use Plan map shows a large area primarily located on the west edge of town, with other smaller areas on the north, south and east edge of town within the ½ mile limit of the subdivision regulations. While these areas may seem like prime land for certain developments, they should not be developed until utility and transportation needs can be provided to these areas. Access to the area beyond the west boundary of City limits is the major concern as well as poor soil conditions and low elevation. Urban development in these areas should be highly discouraged until the appropriate access and utilities can be provided to these areas.

## ZONING

The Zoning Map must be consistent with the Land Use Plan when future rezoning requests are made. This ensures that any future rezoning will be consistent with the Land Use Plan, therefore furthering the purpose of the Comprehensive Plan. If the rezoning request is not consistent with the land use plan, an amendment to the Comprehensive Plan must first be considered. Consistency between the land use plan and the zoning map is a requirement of any city located within the Twin Cities Metropolitan area but is not required for Janesville. Despite not being required, it is a very effective land use strategy that should be used. Lands currently not consistent with the Land Use Plan can remain as such but should not be rezoned to any use other than shown on the plan.

# City of Janesville Land Use Plan Map



# GROWTH MANAGEMENT

FACILITATING THE EXPANSION OF THE COMMUNITY IS AN ESSENTIAL ELEMENT OF ACHIEVING THE VISION OF THE COMPREHENSIVE PLAN. THIS SECTION OF THE PLAN FOCUSES ON STRATEGIES AND TOOLS FOR MANAGING THE GROWTH OF JANESVILLE.

## GROWTH OUTSIDE JANESVILLE

Janesville seeks to grow in an orderly and well-planned manner. The community growth set forth in the Comprehensive Plan requires the expansion of the corporate limits of the city. To facilitate the orderly and effective growth of Janesville, the Comprehensive Plan is based on the following objectives:

- It is the intent of this Plan that residential development patterns occur within the city and be served by municipal utilities.
- All commercial and industrial development should occur within municipal boundaries.
- City plans and land use controls should guide the development pattern.
- Development should be planned to allow for the creation of quality street and utility systems.
- Development should not occur in a manner that poses barriers to the future growth plans of the city.
- Managing growth protects agricultural land from unnecessary development.

## KEY GROWTH AREAS

The Comprehensive Plan identifies four key growth areas:

- The Plan calls for the establishment of a highway business district near the Highway 14 overpass south of town and the establishment of an industrial district adjacent to the highway business district. Residential Growth is not to occur south of any existing residential development.
- Growth to the west and northwest will continue to be residential development along Prairie Ridge Golf Course.
- Growth to the northeast and east will continue to be residential development.
- Growth to the southeast will continue to be residential development, but not any further south than existing residential development.
- The Comprehensive Plan does not anticipate growth or expansion in other locations. These areas have been designated as Urban Reserve areas on the Land Use Plan Map.
- The Comprehensive Plan will undertake actions that support the ability to achieve these land use objectives.

## EXTRATERRITORIAL JURISDICTION

State law allows a city by resolution to extend the application of its subdivision regulations to unincorporated territory within two miles of its corporate limits in any direction, but not in a town which has adopted subdivision regulations (M.S. Section 462.358, Subd. 1a). This statute allows cities to enforce such regulations in these areas to the same extent as if such property were situated within municipal boundaries. Due to the current size and possible growth, it is recommended that these regulations be extended out to 1/2 mile at this time. When the need becomes apparent, the regulations should be extended to the full 2 miles by Council resolution.

## ANNEXATION

As property becomes ready for development, it must be annexed into the City. This means that any subdivision proposal will trigger the orderly annexation process, as City Utility Services will not be extended beyond City limits at any time. The Comprehensive Plan recommends the creation of Orderly Annexation Agreements (M.S. Section 414.0325) to facilitate the annexation of properties within the growth areas. These agreements benefit both the City and Township by allowing the terms of annexation to be negotiated in advance. Orderly annexation agreements specify the conditions that trigger annexation of property into the City (request for a subdivision). The use of orderly annexation agreements avoids the potential for expensive annexation disputes. It also provides the City, the Township, and landowners a clear path to plan the future development of land. It should also be provided for in any Orderly Annexation Agreement that the land to be annexed and supplied with City Services shall abut City Limits at least at one point. This will ensure that services are not extended to non-contiguous land, further increasing the cost to supply these services.

## POLICIES

The following policies are statements of intent related to the role of the City in managing future growth and development.

1. Use all available powers and tools to limit development within 1/2 mile of municipal boundaries that is not consistent with the Comprehensive Plan.
2. Work with Waseca County, Janesville Township, and Alton Township to manage development and facilitate the orderly annexation of land to the City.
3. Support only annexations that are consistent with the Comprehensive Plan.

# COMMUNITY FACILITIES

AS DISCUSSED EARLIER, MAP 11 SHOWS THE LOCATION OF COMMUNITY FACILITIES IN JANESVILLE. THE FACILITIES AND THEIR SERVICES WERE GENERALLY SATISFACTORY. EACH AREA IS DISCUSSED IN MORE DETAIL BELOW.

## PARKS

Janesville is adequately served with park and outdoor recreational facilities. Veterans Memorial Park, shown on the map just west of the downtown area, consists of a playground, recreation, Veterans Memorial, an entertainment stage, and pickleball, comprising an area slightly over two acres in size.

The City is also home to the public school system's recreational fields on Teal Street (14 Acres), and another school playground on Main Street (2.6 acres).

The City also owns Lakeview Park on Lake Elysian about 1-<sup>1</sup>/<sub>4</sub> miles north of the edge of town, which is 20 acres in size. Lakeview Park includes facilities for disc golf, picnicking, public boat access, and a playground. As shown on the north edge of Figure 5, a bike trail paralleling the county road runs from the north edge of the City up to Lakeview Park.

The North Street Park, located on West North Street, provides a generous amount of acreage. Playground equipment, basketball, and horseshoe pits are available in the park.

A large amount of land (19.3 acres) located adjacent to Rolling Acres Subdivision was dedicated to the City by the developer for drainage purposes. In addition to this, a 1.55-acre parcel was dedicated to the City for park development. It remains an open field and wetland area in the east and northeast portions of the subdivision.

In addition to the above, Windy Hills Sportsman's Campground is a 38-acre park near Lake Elysian and Lakeview Park that is available to the public and offers an outdoor swimming pool and a 65-unit campground, with all units having electrical hook-ups. The campsite also offers primitive camping areas.

The Eastwood Estates Park was developed with the subdivision. There is a smaller park with playground equipment and basketball. The Park Board should consider purchasing an adjacent empty lot to increase the size of this park.

The Northwood subdivision has some park land dedication with a walking trail and a larger open area. A set of community gardens has been established between this open space and the Park Road Plaza apartment complex. Residents of the City can rent a plot of land for the growing season. Additionally, the Northwood subdivision is home to Oelke Park—a park which was dedicated in 2019 featuring playground equipment and a half basketball court. The Park Board is currently looking for more improvements there.

The Janesville Park Board has worked on purchasing new equipment in various parks for the last several years. The Board continues to make more improvement plans for our park system.

Janesville is adjacent to the beautiful Sakatah Singing Hills State Trail. The trail is 39 miles in length, beginning in Mankato and ending in Faribault. As the State Trail system continues to expand, there will be future opportunities for trail users to continue along the Mill Towns State Trail from the Faribault end, as well as the Minnesota Valley and Minnesota River State Trails from the Mankato end. The closest State Park to Janesville is Sakatah Lake State Park, located 14 miles from downtown. Another State Park located near Janesville is Minneopa State Park, located 25 miles from downtown.

The Minnesota Department of Natural Resources also operates three wildlife management areas close to Janesville: Born WMA, consisting of three tracts located four miles northwest of town; Linde WMA, consisting of two tracts located 1 ½ miles east of town; and Quade WMA, consisting of a single tract 1 ½ miles south of town. Additionally, there is a privately-owned tract of land open to public hunting 4 ½ miles northwest of town, operating under the DNR's Walk-in-access program.

#### POLICE FORCE

Janesville has a police department that presently consists of a Police Chief, Police Sergeant, and School Resource Officer who work alongside other full-time and part-time officers. The long-range plan would be to increase the police force to coincide with the foreseeable increase in population.

#### LIBRARY

Janesville has a Carnegie Endowed Library at Second and Main Streets that is affiliated with the Waseca-LeSueur Library System. A visiting bookmobile from this system augments the local library collection. In 2003, the windows were refurbished to their original condition due in part to a Minnesota Historical Society Grant. Other improvements have been made with grants, General Fund budgets, state aids, and donations over the years.

#### FIRE HALL

The fire hall is located on North Main Street. Presently, the fire and rescue squad boast twenty-six volunteers, including a chief and two assistant chiefs. The fire hall houses six fire trucks, an ATV and one rescue vehicle. The original Fire Hall was constructed in 1978, and a second shed was constructed for storage purposes in 2015.

#### UTILITIES PLANT

The municipal utilities plant is located at the corner of Second and Main Streets. The utility plant was completed and commenced operations in 1939. Janesville Municipal Utilities is connected to Xcel Energy and houses four generator engines. A variety of improvements have been made to the facility, transformers, and generating equipment. In 2025, the plant will see continued major improvements.

## WATER TOWER AND BUILDING

A water tower and public works garage are located south of downtown on East Front Street. The water tower replaced a previous facility located adjacent to the municipal utilities plant.

## CITY HALL

The city hall building was constructed in 1998. The building is located on North Mott Street and faces Veterans Memorial Park. The building houses the police, administration, and planning departments. Additionally, there is a public meeting room where City Council, Planning Commission, and Park Board meetings take place. Upgrades were made to the HVAC, flooring, and walls in 2020.

## COUNTY GARAGE

The County Garage is located on East South Street with a new building constructed in 2020. County Staff work directly with city crews and shared projects, snow removal, discussing any plans for future street and utility improvements.

## PUBLIC WORKS BUILDING

The public works building, financed in 2007 and built in 2008, houses the public works, sanitary sewer, and storm sewer services. The building is located on South Main and replaced the older West Grove facility. This newer building made significant improvements in space for equipment, storage for the departments, and office area, and outside storage for additional materials. Construction of a newer facility at a different location has been discussed.

## NURSING HOME

The City owns and operates nursing home on a large site at the north edge of town on North and Main Streets. It was built in 1965 and serves a valuable function in the community. The nursing home is self-sustaining. The Janesville Nursing Home rebranded in 2019 to Whispering Creek. There are a large variety of services, including post-surgical assistance, physical disability support, and a newer care center for dementia patients. Whispering Creek remains one of the larger employers in Janesville.

## PUBLIC SCHOOL SYSTEM

The City of Janesville is served by School District #2835 which also includes Waldorf and Pemberton. The main school building complex is located on Third Street, a block north of the downtown, has 33 grade school classrooms and 30 high school classrooms, plus a media center and other special purpose rooms. There are 65 teachers and 39 staff. The current enrollment is 309 elementary (Pre-School through 6<sup>th</sup> Grade) and 312 high school (7<sup>th</sup> Grade through 12<sup>th</sup> Grade). The total enrollment for pre-K-12 in the public school was 677 in 2025. Although the site on which the school building is located is small and does not have much room for outdoor activities, the school system is well served with additional recreational land within a short distance, as indicated in the discussion of park facilities. The school building is well located to serve the whole City. Within the last ten years, many improvements have been made to the facility and classrooms. These include new indoor air quality improvements, a new roof, and a large athletic complex. The school system continues to be the community's largest employer.

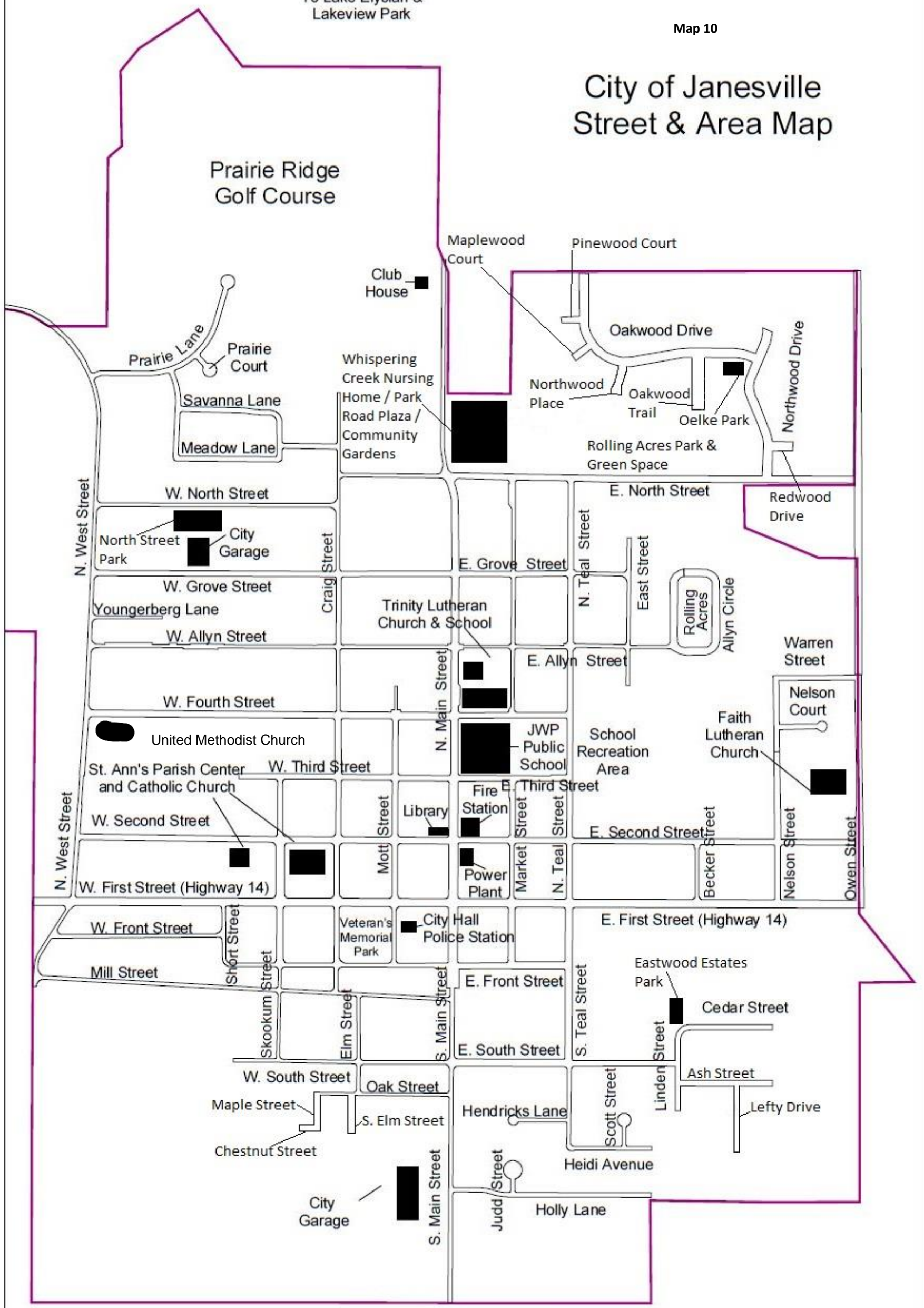
## PAROCHIAL SCHOOL

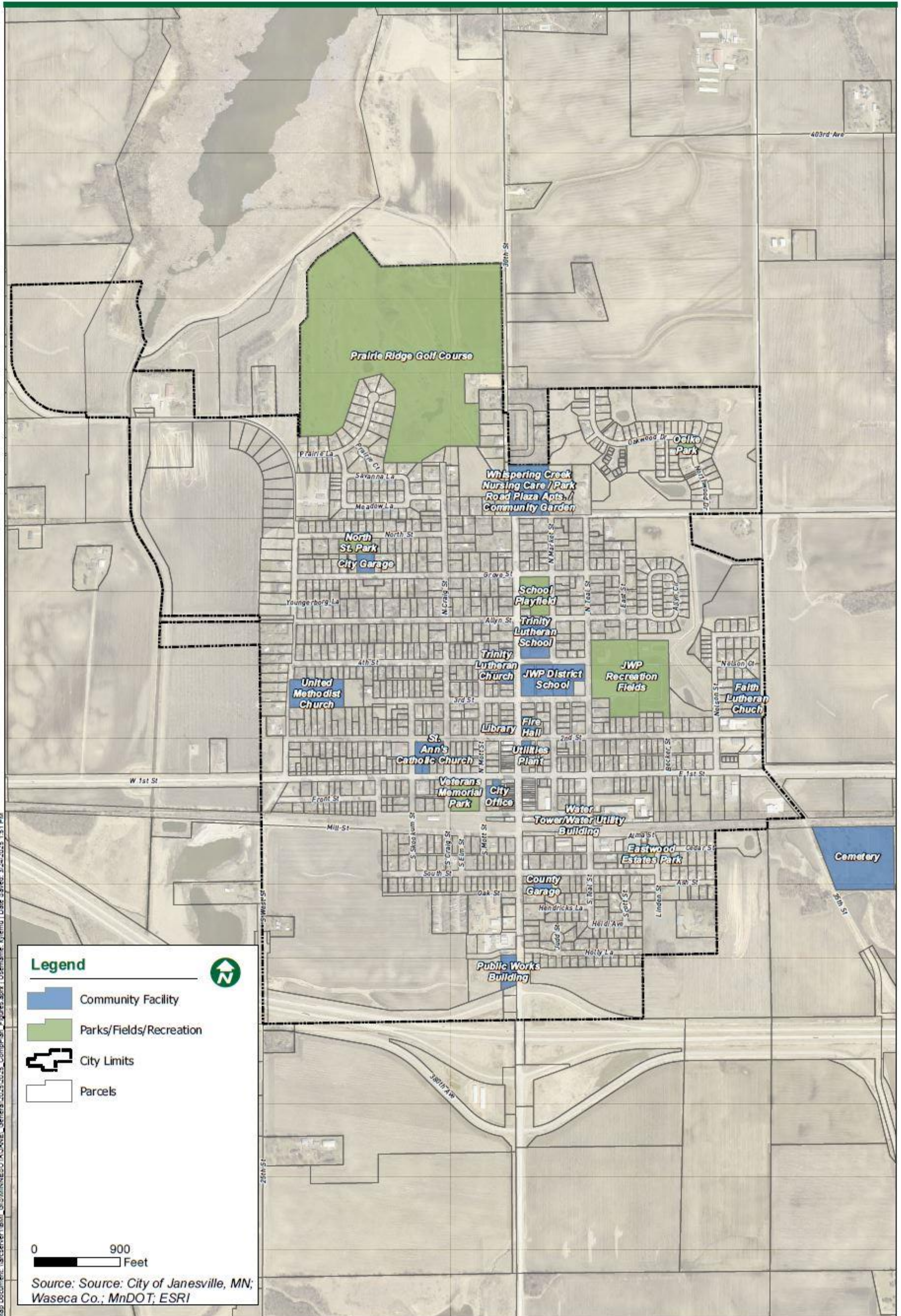
Trinity Lutheran School is located at 501 North Main Street. The first school building was built in 1890 and enrolled 43 students. Subsequent additions were built in 1914, 1937, 1952, 1981, 1989 to accommodate growing enrollment. Enrollment for the 2025-2026 school year was estimated at 213 students. There are eight classroom teachers, meaning that the student-teacher ratio was 14:1. Present facilities include 11 curriculum classrooms, a gym with two locker rooms, a library, a cafeteria with complete kitchen facilities, a playground and a youth room that supports youth group and bible study activities.

To Lake Elysian & Lakeview Park

Map 10

# City of Janesville Street & Area Map





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# ADDITIONAL PLANNING WORK TO BE CONSIDERED BY JANESVILLE

## PLAN FOR THE DOWNTOWN

Janesville’s downtown is the commercial and cultural heart of the City. It may be beneficial to conduct a detailed study of this vital area, including analysis of parking supply and needs, circulation patterns, building design, and the possibility (including advantages and disadvantages) of a full pedestrian mall or partial mall with widened pedestrian sidewalks. Historical preservation and design ideas should be evaluated with recommendation for maximum use of the older downtown buildings, including replacing facades to original standards– and design recommendations for making new buildings compatible with older buildings.

## OFFICIAL MAP

According to the State code, identification could be made on an “Official Map” of the land needed for future public uses to allow both public and private property owners to adjust their building plans before investments are made. This procedure is particularly useful for designating and protecting right of ways of proposed major streets by preventing blocking of these streets by new plats or buildings. Official Maps are not widely used by communities the size of Janesville, but nevertheless it would prove useful.

## BUSINESS ROUTE

An additional consideration should be made to establish a business route of highway 14 through the city to bring an additional customer base for downtown businesses. This will encourage more long-distance travelers to exit the bypass and explore downtown. According to Chapter 6 of the Minnesota Traffic Engineering Manual, the following are requirements for a business route to be posted:

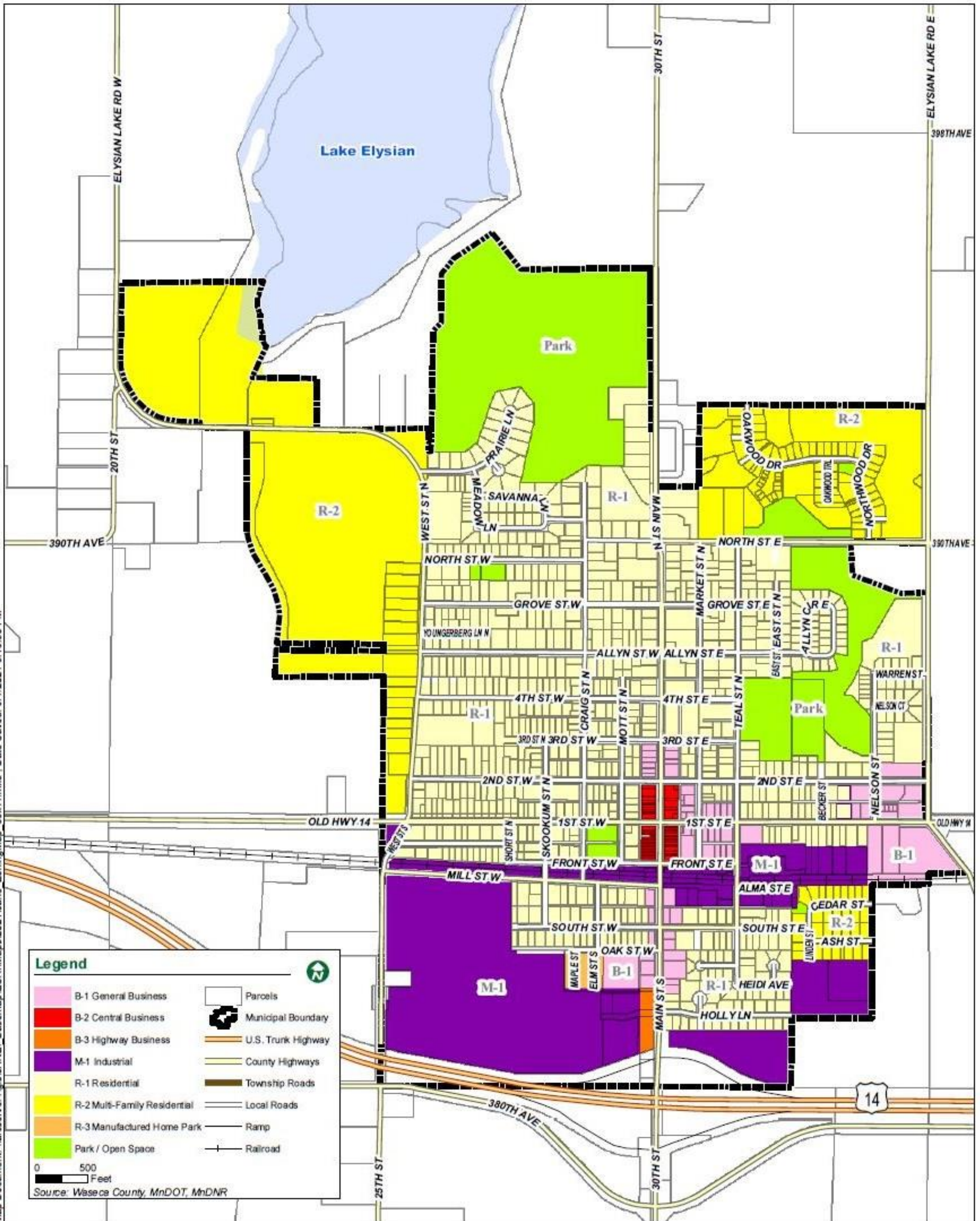


- Business Routes should only be created along the Trunk Highway system in rural areas at locations where a bypass has been constructed or where a Trunk Highway has been decommissioned and turned back to local governments.
- The Business Route should be created by using the previous alignment of the Trunk Highway.
- Business Routes should travel principally through the corporate limits of a city.
- Business Routes shall leave and rejoin the same Trunk Highway route via different exits or intersections.

The following route would meet these requirements, serving downtown Janesville: From the County 60 exit west of Janesville, heading into town on 1<sup>st</sup> Street (former highway 14), then turning south on Main Street and ending at the County 3 exit south of Janesville. As these roads are under the jurisdiction of Waseca County, approval would also be needed from the county to post signage of the business route.



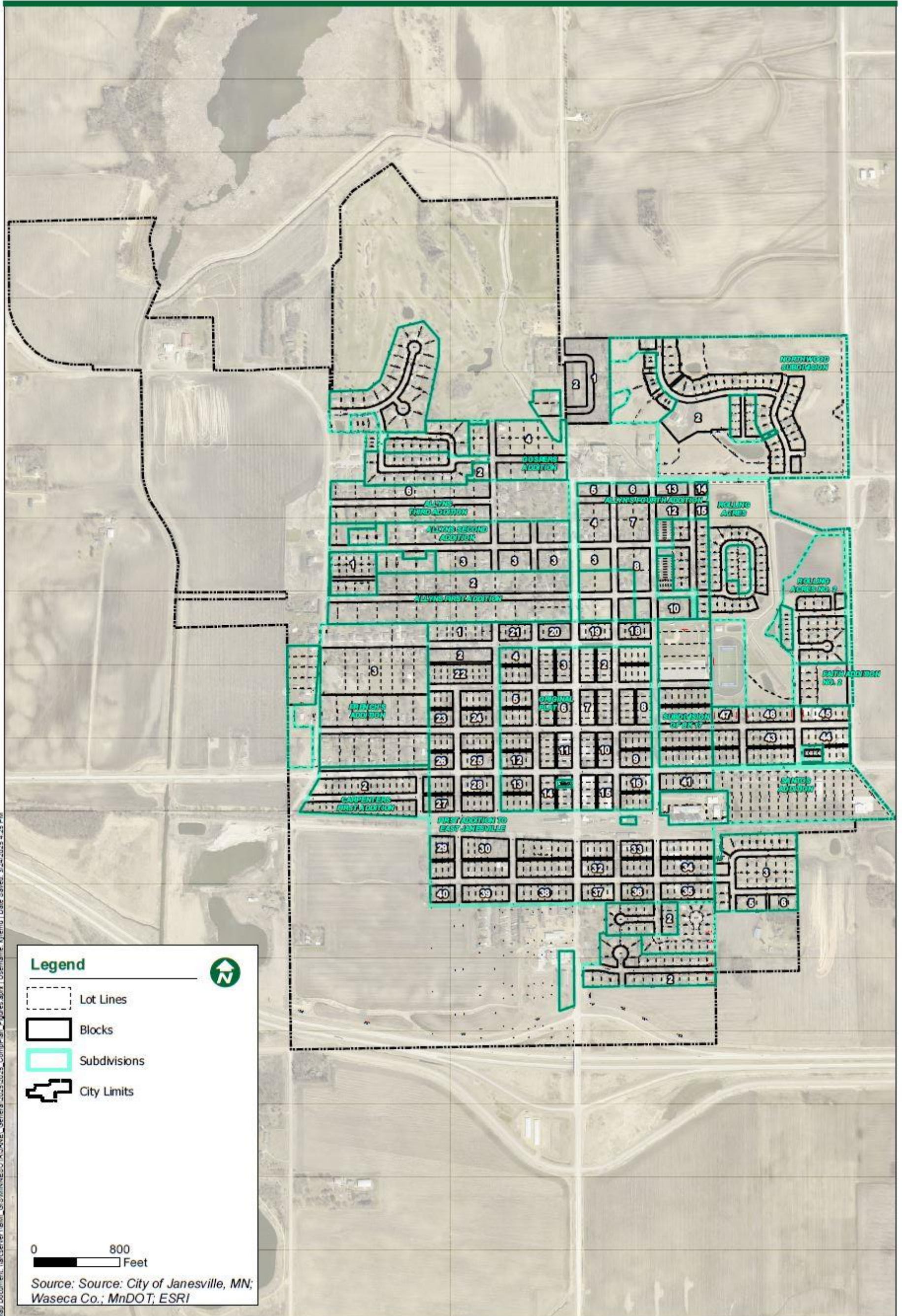
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**Legend**

B-1 General Business	Parcels
B-2 Central Business	Municipal Boundary
B-3 Highway Business	U.S. Trunk Highway
M-1 Industrial	County Highways
R-1 Residential	Township Roads
R-2 Multi-Family Residential	Local Roads
R-3 Manufactured Home Park	Ramp
Park / Open Space	Railroad

0 500 Feet  
Source: Waseca County, MnDOT, MnDNR



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# AMENDMENTS

In January of 2004, amendments were made to many sections of this document. Main amendment points included adding Census 2000 data and changes relating to growth management, and the development pressures near the new Highway 14 interchange south of town.

Prior to 2025, there were a few minor changes to the language found in the Plan.

In early 2025, amendments were made to many sections of this document. Main amendment points included adding the Census 2020 and 2023 American Community Survey data, changes relating to growth management, and documenting growth and development within the last 20 years.

## STATUTES

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## OTHER AUTHORITIES

Minnesota Traffic Engineering Manual, Ch. 6 § 7.5.2.....	67
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## ACKNOWLEDGEMENTS

We are grateful to Bennett Hanson, Sheila Huber, and Victoria Potts of the Minnesota Valley Council of Governments for their contributions to and consultations regarding this Comprehensive Plan.