



City of Wabasha

2016-2035 Comprehensive Plan

Adopted Month, XX, 2016

DRAFT

PREPARED BY:
Bolton & Menk, Inc.

PREPARED FOR:
City of Wabasha



Wabasha Comprehensive Plan

2016

This document was prepared by the City of Wabasha, Minnesota. The Wabasha Comprehensive Plan constitutes an amendment of the adopted Comprehensive Plan of 2005.

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2015-2016 Comprehensive Plan Steering Committee
City of Wabasha Residents
City of Wabasha Planning & Zoning Commissioners
City of Wabasha City Council Members and Mayor
Wabasha County Planning Department
Wabasha-Kellogg School District

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FUTURE CITY OF WABASHA COMMON COUNCIL MEETING MINUTES

For Resolution to Adopt 2016 Comprehensive Plan





Summary

1.0

The Comprehensive Plan

Wabasha’s Comprehensive Plan is a vision of what the City wants to be and a guide to help the City preserve what citizens value. The Plan will help direct future land use development for the next 20 years (2035). The Plan will address physical planning issues, because the intent of the Plan is to tie land use, parks, transportation and other development components into a single document. It will also guide city staff, the Planning Commission, the City Council and private developers in decisions related to preservation and development in the City.

City Data Profile

Location: The City of Wabasha is located in Southeastern Minnesota along the Mississippi River and is approximately 5,923 acres or 9 square miles in size. The city is in Wabasha County with Pepin Township to the north and Greenfield Township to the south.

Population: Wabasha’s total population was 2,521 as reported by the Minnesota State Demographic Center in the 2015 Census. The city is projected to grow to 2,909 people in 2045.

Government: Wabasha operates under its own charter and elects a mayor and six city council members.

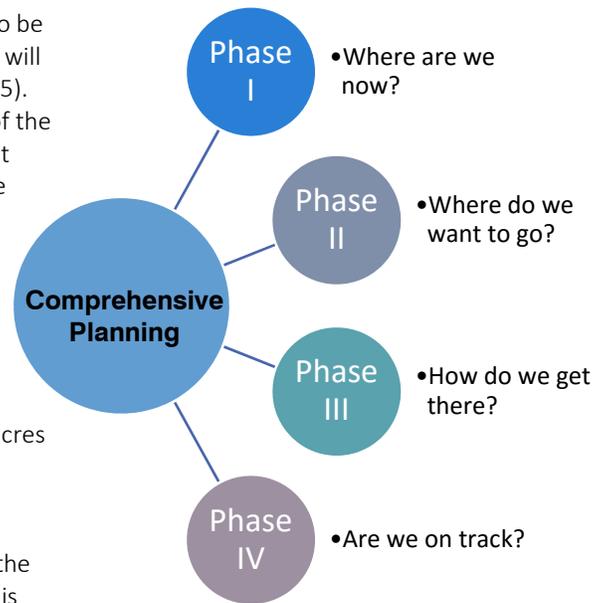
Housing:

- Approximately 1,272 residential homes are located in Wabasha
- Median home value from 2000-2014 was \$190,000
- 75.3% of the housing is owner occupied / 24.7% renter occupied
- 37.8% of the housing is 49 years old or older
- 18.2% of the housing is less than 10 years old

Education:

- 40% of Wabasha residents have a high school degree or higher
- 10% of residents have a Bachelor’s degree
- 549 students were enrolled in public education (preschool-12th Grade) in the 2014-15 school year at Wabasha-Kellogg
- 80 students were enrolled in private education (preschool-6th grade) in to 2014-15 school year at St. Felix Catholic School

School enrollment numbers are projected to decline for the 2015-2016 school year but then are projected to increase slightly in 2016-2017.



Grace Memorial Episcopal Church

Public Utility Facilities:

Wabasha has a significant investment in their existing systems (water, wastewater, and stormwater) and in general, these facilities are well-positioned and of adequate size to support expansion areas within City limits. Coordination will be required between community development and expansion of the utility system.

Parks/Open Space:

- 42.8 acres of parkland are dedicated in thirteen community parks
- 5% or 269 total acres of the total land use within the city is open space, recreational, or semi-public recreational space
- Wabasha borders along the Mississippi River for more than 5 miles

Proximity to larger cities:

- 43 miles to Rochester
- 76 miles to St. Paul/Minneapolis

Medical Centers/Clinics

- In town – St. Elizabeth Medical Center and the Mayo Clinic Health System
- 43 miles to Mayo Clinic

Airports:

- In town – St. Elizabeth Hospital Heliport
- 37 miles to Red Wing Regional Airport
- 55 miles to the Rochester International Airport
- 80 miles to the Minnesota-St. Paul International Airport

College/Universities:

- 29 miles St. Mary’s University of MN, Winona, MN
- 31 miles Winona State University- Winona, MN
- 36 miles University of Wisconsin-Stout, WI
- 36 miles MN State College, SE Technical – Winona, MN
- 37 miles SE Technical: MN State College, Red Wing, MN
- 39 miles Chippewa Valley Technical College, WI
- 40 miles University of Wisconsin-Eau Claire, WI
- 44 miles University of Wisconsin-River Falls, WI
- 46 miles Rochester Community & Technical College, MN



Wabasha Public Library



Malone Park



St. Elizabeth Medical Center

Summary of Key Land Uses

Housing

More than 64.7% of the residential dwellings in Wabasha are single family homes. The Plan encourages continued development of housing in infill areas and where city services are available. The existing homes are in fair to good condition and will remain so through continued maintenance by owners.

Wabasha is projected to increase by 388 residents by 2045. Assuming a household size of 2.09 persons per unit, the City will need to accommodate roughly 186 new housing units by 2045.

Commercial & Industrial

Commercial development, for the most part, is clustered along Highway 61 and in downtown Wabasha. Industrial land uses are clustered along Highway 61 and 5th Grant Boulevard. The Plan promotes the orderly development of additional commercial, professional office, and industrial uses in the areas presently zoned for this type of land use.

The Land Use Plan anticipates a need to develop 52 acres of in-fill commercial development, mostly along Highway 61 and the railroad. Also needing developments are approximately 98 acres of in-fill industrial uses within the Wabasha Sand & Gravel and Army Corp of Engineers sites along Highway 61. However, these industrial sites will most likely take 5-10 years or more to be completely mined, filled, and prepared for development.

Public and Community Facilities

Public and community facilities in Wabasha include: parks, schools, fire services, police, ambulance service, churches, a library, satellite and internet access, the National Eagle Center, and open space. These facilities must be maintained and improved, in addition to creating areas to meet the growing residential needs.

Two future parks are identified in the Plan based on anticipated growth south of Wabasha. A new community garden is proposed on 10th Street and Franklin Avenue. Proposed trails and sidewalks are planned to connect residents and visitors from their neighborhoods to downtown, the Wabasha-Kellogg School, and nearby cities.

Transportation

Nearly all of the City's major street system has been constructed. The City's focus will be to improve the general safety for automobiles, bicyclists, and pedestrians. Roads will need to be kept in good repair by crack sealing and seal coating pavements early in the pavement life cycle. Overlaying or full reconstruction will be done when necessary.

As future development occurs, the roadway network will evolve. Primary local streets have been identified in growth areas. However, density and site specific development needs will require flexibility in roadway locations and functional classifications.

The City has initiated a transportation study in cooperation with MnDOT and Wabasha County to address safety issues along US Highway 61 and the potential realignment of Highway 60 through Wabasha.



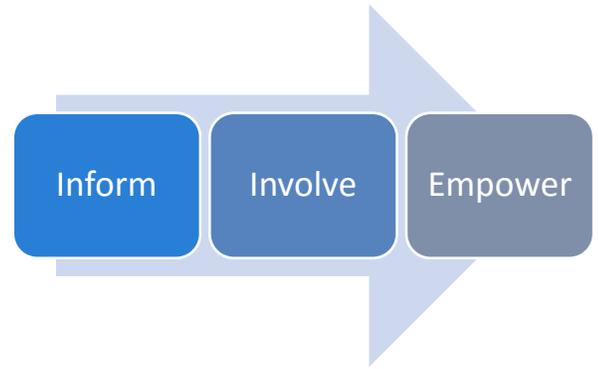
Downtown Wabasha



Wabasha Fire Building

Public Participation

The Planning & Zoning Commissioners directed the Comprehensive Plan update process. A residential community survey was distributed by mail to every home and business and was also placed on the City’s Website. A school survey was electronically distributed to students at the Wabasha-Kellogg School. Three steering committee workshops were held to discuss city-wide issues. Draft sections of the Plan were distributed to each City Committee for their review. The final draft Plan was distributed to the Steering Committee and all City Board Members before the Open House.



Open house and hearing dates to be added when dates are scheduled.

Purpose of the Plan

This Plan is intended to be in effect for approximately five years. It is a flexible document and not to be followed strictly for every land use decision. However, it represents a comprehensive study of the City of Wabasha and should be followed unless compelling information is presented that is not considered in the Plan.



2.0

History & Demographics

Introduction

City of Wabasha Setting

The City of Wabasha is in a good position to have control over its future. Neighborhoods have developed in an attractive and orderly fashion. The community’s population is projected to increase at a modest pace which will provide opportunities for residential and business growth. Following the City’s development guidelines and planning objectives will maintain and improve the positive qualities and future vision for the City.

Wabasha is an incorporated city in Wabasha County, Minnesota. Wabasha County is located in Southeastern Minnesota along the Mississippi River adjacent to the Minnesota and Wisconsin state lines. The City of Wabasha is defined largely by 12 township sections lines. Pepin and Glasgow Township are located west and north of Wabasha and Greenfield Township is south of the City. The City is approximately 5,923 acres or 9 square miles in size.



Figure 2.1: State Map

Area History

The City of Wabasha is one of the oldest towns on the Mississippi River, having been continuously occupied since 1826. Wabasha was named in honor of an Indian Chief of the Sioux Nation, Chief Wa-pa-shaw in 1843. Wabasha was platted and laid out in 1854 by A.S. Hart and was incorporated in 1858 by the State Legislature. A ferry between Wabasha and Wisconsin began in 1862. In 1931 the Interstate Bridge was opened which replaced the ferry. The old bridge was replaced by the present bridge in 1988. In 1989, the old bridge was demolished.

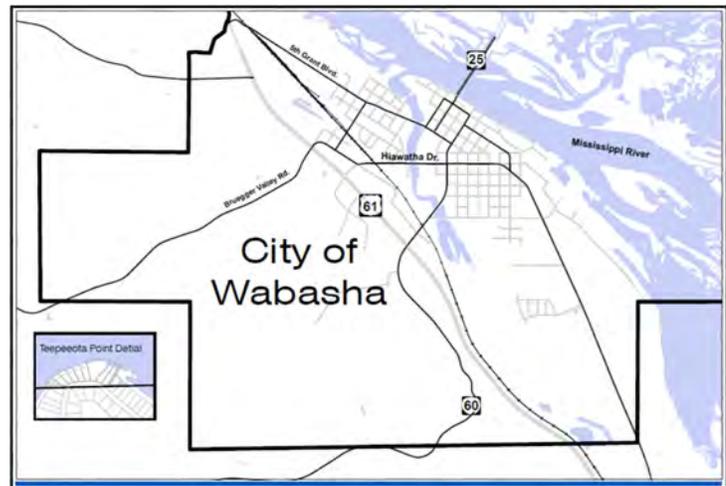


Figure 2.2: City Limits

Lumber and commerce were the main industries before the turn of the century, when steamboats moved up and down the Mississippi carrying supplies until the railroad replaced steamboats. The Wabasha Roller Mill Company was one of the most important industries in Wabasha and began operating in 1872. By 1920, the company’s flour was shipped with the famous name of “Big Jo Flour”.

Wabasha serves as the county seat of Wabasha County and the courthouse is on the National Register of Historic Places. The rare American Bald Eagle thrives in the Wabasha area. In 2007, the National Eagle Center was located along the Mississippi River in Wabasha. Wabasha is one of the few remaining true-to-life river towns.

Population

In the last 50 years Wabasha’s population has remained stagnant, increasing by less than 1%. In 1960, the total population was 2,500. In 2010, the total population was 2,521. (See Figure 2.3) Following a sharp decline in population from 1960 to 1970, (to 2,371 residents), Wabasha’s population has since increased 6.3 percent over the 40 year timeframe.

The City of Wabasha’s population decreased by 78 residents or 3% between Census 2000 and Census 2010. The Minnesota State Demographer provides county-based population estimates from 2015 through 2045.

Over the past 20 years the City of Wabasha has consistently made up 12% of the total County population. By prorating this percentage of the County total and using Minnesota State Demographer population estimates, a population estimate for the City of Wabasha can be estimated.

Figure 2.4 provides the population estimate for the City of Wabasha. Wabasha is projected to grow to a population of 2,909 by 2045 which is an additional 388 residents in a 30-year time frame

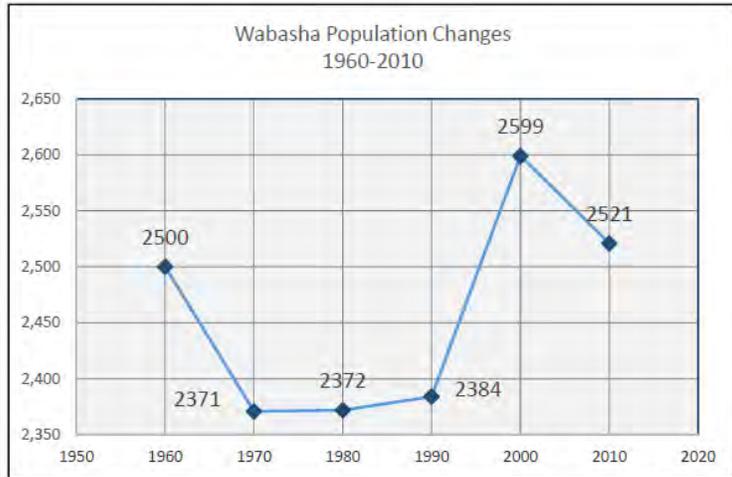


Figure 2.3: Source – U.S. Census Bureau

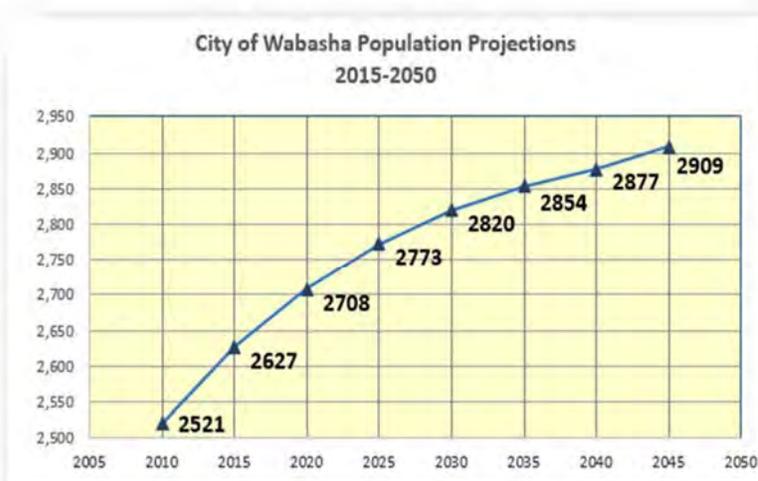


Figure 2.4: Source – MN State Demographer (pro-rated for the City of Wabasha)

As you compare Wabasha’s population to other surrounding jurisdictions between 1980 and 2000, you find that the City of Wabasha’s relative change in population is similar to other cities, counties and townships. The lone exception is the City of Rochester, which is experiencing population growth. (See Figure 2.5)

Demographic Changes

The aging baby boomers will significantly increase the numbers of citizens over the age of 60 in the next few years. Many residents are already reaching the age of retirement. This will result in necessary changes in housing, land use, transportation, medical needs, and parks and recreational facilities. As you can see in the Population Composition Chart, Figure 2.6, Wabasha’s largest age groups are between the ages of 60 and 69.

As we look at the changes in Wabasha’s male and female composition, we see the curve created by the baby boomers starting at age 44 and growing in numbers as they age. (See Figure 2.6)

Both men and women lost numbers after age 65. However, the population of women begins to increase again after age 75.

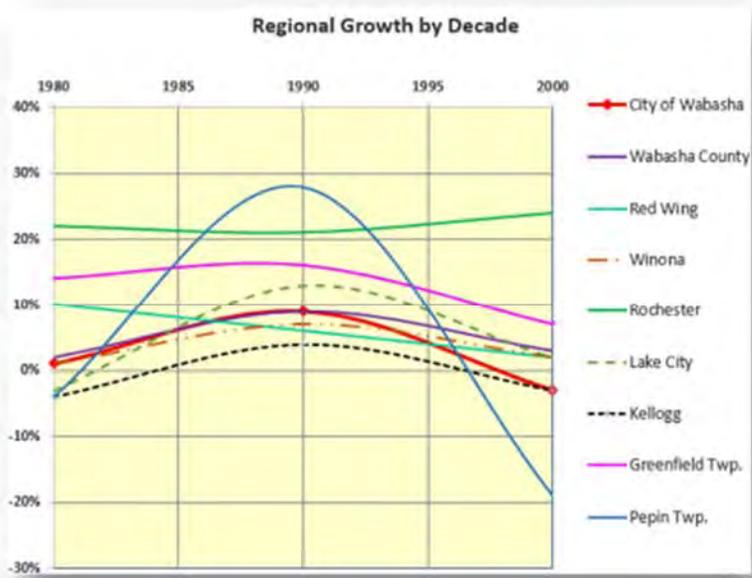


Figure 2.5: Source – Census 2010

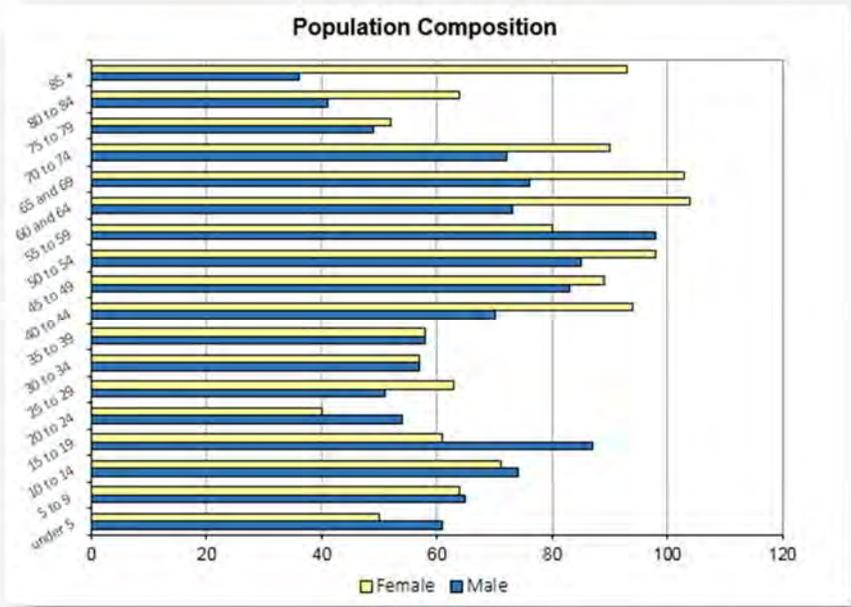


Figure 2.6: Source – Census 2010



3.0

Housing

Housing

Introduction

Housing is one of the most important components of any city. High quality, available, and affordable housing enhances quality of life and supports economic development. This Chapter provides an analysis of Wabasha’s existing housing. It also describes goals, objectives, and policies that will help Wabasha meet the housing needs of all existing and future residents.

Inventory and Analysis

Housing Supply

Single family homes are the dominant home type, totaling more than 64.7% of the residential units in the city. The Comprehensive Plan survey suggested that 80% of residents are looking for a single family home. Other important housing types sited in the survey were townhomes and affordable rental units. With the City’s aging population, a mix of housing types is needed to meet the needs of the existing and future community members. (See Figure 3.1)

37.8% of the housing stock is 49 years of age or older. These existing homes are in fair to good condition and will remain so through continued maintenance by owners.

Nearly 60% of those surveyed identified affordable home ownership as a need. The median home value within the City of Wabasha from 2000 to 2014 was \$190,000.



Wabasha Residence



Wabasha Residence

3.1: Home Types- 2000 and 2010						
	2000 Units	2000 %	2010 Units	2010 %	2010 County Percent	2010 State Percent
Single-Family Home	800	68.6%	824	64.8%	80.0%	67.9%
Townhome or Twin Home	23	2.0%	90	7.4%	2.4%	7.5%
2 Units	60	5.1%	90	7.4%	2.7%	2.3%
3-4 Units	70	6.0%	56	2.8%	1.2%	2.0%
5-9 Units	61	5.2%	76	6.3%	2.6%	2.2%
10-19+ Units	80	6.9%	63	5.2%	3.9%	14.9%
Mobile Home/RV	73	6.3%	73	6.1%	7.2%	3.2%
Total	1,167	100%	1,272	100%	100%	100%

Source: Census 2000, 2010

Household Composition

Figure 3.2 summarizes the changes from 2009 to 2014 among the different types of households in Wabasha. Households are categorized as an occupied housing unit. The total family households decreased by 2.6% in the five-year period. The number of female households living with no husband increased by the greatest margin of 6.7% while the number of male households with no wife decreased by 4.9%. The number of nonfamily households over the age of 65 is expected to increase significantly in the future. These types of households will most likely rely heavily on transit, walkable neighborhoods, passive recreational facilities, and townhome or apartment style housing.



Eagles Landing Condominiums

3.2: Household Types, Average Household and Family Size			
Household Type	2009	2014%	Change
Family Households	59.6%	57%	-2.6%
Male Households, no wife	6.1%	1.2%	-4.9%
Female Households, no husband	4.5%	11.2%	6.7%
Nonfamily Households - Living Alone	38.8%	35%	-3.8%
Nonfamily Households – Not Living Alone	1.6%	8.0%	6.4%
Average Household Size (Average number of people per household)	2.27	2.09	-0.18
Average Family Size (Householder and one or more related people in the household)	2.85	2.72	-0.13

Source: American Community Survey 2009-2014

Home ownership decreased by 4.7% and renter occupied homes increased by the same percentage. In this ten-year period, the vacancy rate also increased from 8.9% to 13.0%, a 4.1% increase. (See Figure 3.3)

3.3: Owner & Renter Household Status			
	% Owner Occupied	% Renter Occupied	Vacancy Rates
Census 2000	73.1%	26.9%	8.9%
Census 2010	68.4%	31.6%	13.0%
% Change	(-4.7%)	4.7%	4.1%

Source: Census 2000 and Census 2010

Age of Housing

According to the American Community Survey, (2008-2012), as shown in *Figure 3.4*, 26.6% of Wabasha’s housing is 76 years or older. The largest housing development occurred between 16 and 35 years ago when 28.5% of the housing units in Wabasha were constructed. There have been 20 new housing units constructed in the past 5 years.

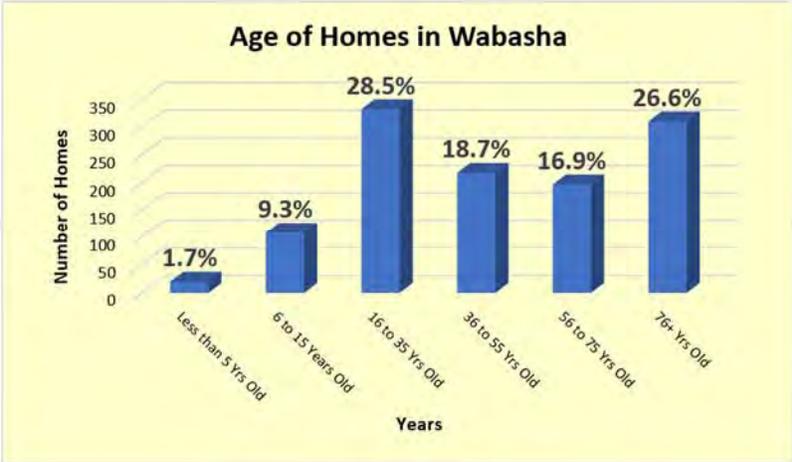


Figure 3.4- Source: American Community Survey (2008-2012), City of Wabasha Building Records

Residential Building Permit Trend

Figure 3.5 summarizes a 10-year residential building permit trend for the City of Wabasha. Between 2004 and 2014 an average of six housing units were built each year. The peak construction years were 2004 with 13 units and 2005 with 16 units. However, since 2006 home construction has been

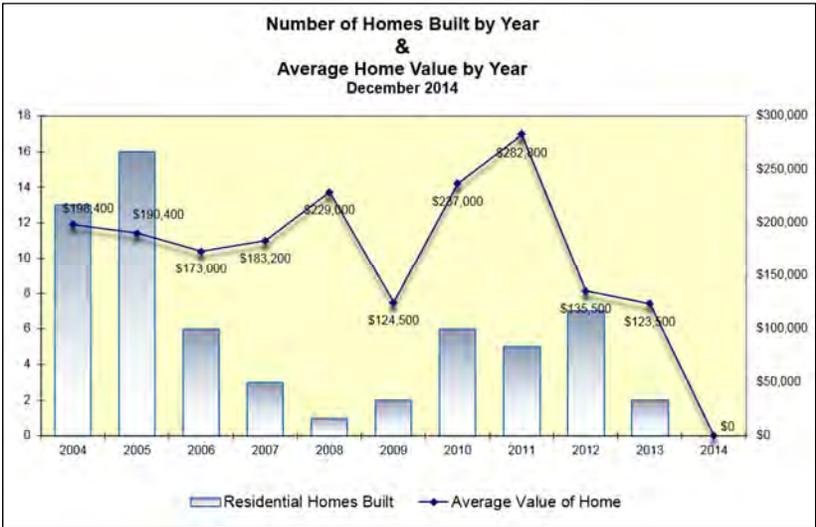


Figure 3.5 – Source: City of Wabasha Building Records

significantly slower. This trend is consistent with nationwide trends in the home construction industry. In 2014, no home permits were issued. The 10-year weighted average home value is \$190,000.

Subsidized and Special Needs Housing

According to the 2000 US Census, 237 people (17.2%) between 21 and 64 years old had some form of disability. In 2013, the American Community Survey stated that 130 people with disabilities were in the labor force and 81 people with disabilities were not employed. People over 65 years of age with disabilities total 171 (6.8%) of the total population in Wabasha. As Wabasha’s population continues to age, the housing needs for those with disabilities and special needs will increase.



Wabasha Residence

According to the 2010 U.S. Census, 4.4% or 57 housing units are for persons below the poverty status. There is also a growing need to provide housing for the homeless. The Southern Minnesota Multi-County Housing and Redevelopment Authority (SEMMCHRA) helps address the need for subsidized and special needs housing in Wabasha. Other resources include Saint Elizabeth’s Assisted Living Apartments, St. Elizabeth Hospital and Health Care Center, Great River Homes, Inc., and Three Rivers Community Action.



Wabasha Residence

Profile of Households

The housing needs of Wabasha relate to the demographic profile of the households. Typically, residents move through several life-cycles, including entry level households, first time homeowners, move-up buyers, empty nesters/young seniors, and older seniors.

Projected Housing Needs

As discussed in Chapter 2, the Minnesota State Demographic Office has set population projections that increase the population by 388 people in Wabasha by 2045. Assuming a household size of 2.09 persons per unit, this means the City would need to accommodate roughly 186 new housing units by the year 2045. *Figure 3.6* shows the type of housing units needed to accommodate that anticipated growth in population using the same percentage of housing types that have occurred in the 2000 and 2010 Census with roughly a 4% housing growth rate between 2010 and 2045.

3.6: Projected Housing Needs							
	2000 Census	2010 Census	2020	2030	2040	2045	2045 Percent
Single-Family Homes	800	824	840	874	910	948	65%
Townhome/Twin Home	23	90	90	94	98	102	7.0%
2-4 Units	130	146	142	148	154	160	11.4%
5+ Units	141	139	142	148	154	160	11%
Mobile Home/RV	73	73	77	81	84	88	6%
Total Housing Units	1,167	1,272	1,291	1,344	1,400	1,458	100%

Source: US Census 2000 – 2010, MN State Demographic Projections



Goals & Policies

Housing Goals, Objectives and Policies

<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
A range of housing options to meet the needs of Wabasha’s population at all stages of the life cycle.	Encourage the preservation and enhancement of existing housing stock to provide for the needs of current and future residents.	<ol style="list-style-type: none"> 1. Work with SEMMCHRA and other Federal HUD programs to help rehabilitate owner-occupied and rental units. 2. In the downtown area, work with the Historic Preservation Commission to preserve homeowner objectives and needs. 3. Amend the Zoning Ordinance to incorporate new standards that are more flexible and sensitive to needed residential development such as granny flats or in-law suites.
	Promote development and redevelopment of housing for all income levels, special needs, and senior housing	<ol style="list-style-type: none"> 1. Develop regulations and incentives to encourage low and moderate income housing for those with special needs. 2. Encourage housing in existing residential areas with utilities. 3. Promote moderate to high-end housing for residents looking for move-up housing. 4. Encourage housing that appeals to young adults, seniors, and others that may leave due to lack of housing choices such as apartments near shopping and bus routes, condominiums and townhomes, and single-story housing units.
	Encourage mixed-use developments that include housing, employment, shopping, and recreational opportunities in a compact, pedestrian setting.	<ol style="list-style-type: none"> 1. Review and amend the Zoning Ordinance to allow or promote a mixture of residential densities and some commercial uses.
High quality residential neighborhoods with well-maintained housing stock	Encourage strong home-owner maintenance and improvement activities.	<ol style="list-style-type: none"> 1. Initiate and promote neighborhood cleanup programs, hold annual clean-up / pick up days for household items 2. Continue to conduct regular ‘windshield surveys’ of all neighborhoods to identify problem properties.
	Ensure that all our neighborhoods are safe and attractive and served by municipal services.	<ol style="list-style-type: none"> 1. Continue to plan and construct improvements on streets, sidewalks, lighting, and signage. 2. Protect neighborhoods from unreasonable traffic impacts by using traffic calming measures and diverting heavy truck traffic to heavy capacity roadways. 3. Coordinate cost efficient extensions of infrastructure to areas of residential development. 4. Promote environmentally balanced developments that are sensitive to the natural resources in Wabasha.



4.0

Public Facilities,
Utilities, and Services

The perception of the quality of life in a community depends, in part, on the quality of its schools, fire, law enforcement and emergency services and facilities, and reliable utilities. The City of Wabasha is provided with all the necessary public facilities and urban services common within Wabasha County. Following is a general discussion of key issues and goals, objectives and implementation policies for public facilities, utilities and services within the City of Wabasha.



Wabasha-Kellogg Public School

Educational Facilities

Public - The Wabasha Kellogg School District #811 has an elementary (pre-school through 6th) and high school (7th through 12th grade) public school facilities located in Wabasha. The elementary school and high school is located on the same campus at 2113 Hiawatha Drive East, in Wabasha. For the 2014-15 school year, the elementary school enrolled 256 students while the high school enrolled 293 students. (See Figure 4.1 and Map 1 for the School District Area)



St. Felix Catholic School

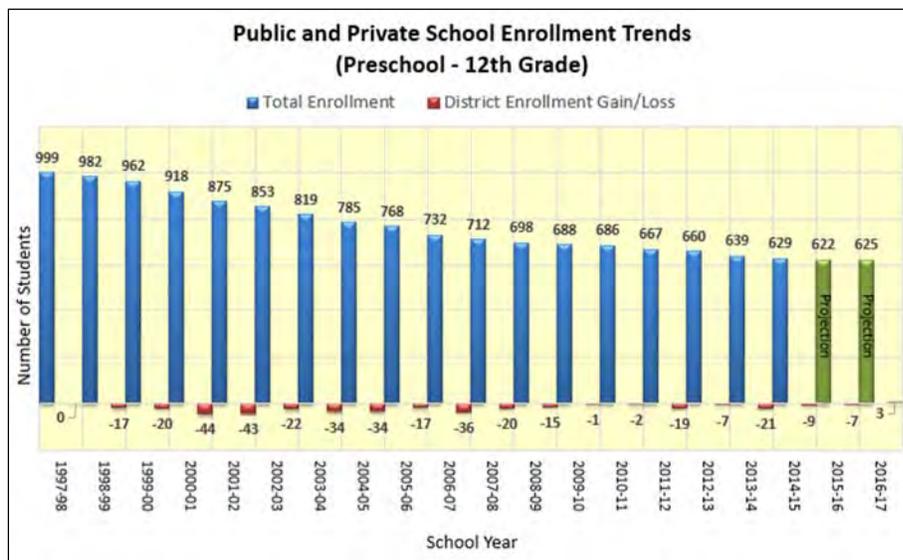


Figure 4.1 – Source: Wabasha-Kellogg School District Records

Looking at the past 18 years, the Wabasha-Kellogg Public School System has been declining steadily since the 1997-1998 school year. While the level of decline has been minimal in recent years, current enrollment is merely 63% of that in 1997 and 1998. Enrollment numbers are projected to bottom during the 2015-2016 school year before finally rebounding the following year.

Private- St. Felix Catholic School provides pre-school through 6th grade education. 80 students are enrolled. St. Felix Catholic School is located at 130 East Third Street in Wabasha.

Figure 4.2 Educational Attainment			
	Wabasha	Wabasha County	State of Minnesota
High School or higher completed	40.8%	39.7%	29.7%
Some college, no degree	22.4%	22.3%	25.6%
Associate degree completed	6.1%	10.8%	11.2%
Bachelor degree completed	10.1%	14.0%	17.7%
Graduate or Professional degree completed	7.3%	6.0%	8.4%

Source: American Community Survey, 2013.

Figure 4.2 shows the comparison in educational attainment between the City of Wabasha, Wabasha County and the State of Minnesota. Over 40% of Wabasha residents have completed high school or higher education. This is greater than the County or State attainment levels. The City of Wabasha lags behind the County and State when it comes to higher education achievements.

Emergency Services and Facilities

Law Enforcement – The Wabasha Police Department is a community orientated police agency which aims its primary focus on the safety of its citizens, neighborhoods, and roads. The Wabasha Police Department is staffed by one Chief, six full time Police Officers and an administrative assistant. The Police Department has a Police Reserve unit dedicated to helping the communities and the officers. In addition, the department works collaboratively with City, County, State Agencies and community organizations to maximize resources and security while heightening citizen engagement in safety and crime-related issues. The Wabasha Police Department is located in the Wabasha County Justice Center at 848 17th Street. The department responds to calls within Wabasha and assists the local fire and ambulance departments, and the Wabasha County Sheriff’s Department. (See Map 2, Emergency Responders)



Wabasha County Justice Center

Wabasha Fire Department – The Wabasha Fire Station is located at 113 Hiawatha Drive West. The Fire Station consists of 28 active well trained members including one paid fire chief. The Wabasha Fire Department provides fire coverage for the City of Wabasha, Greenfield Township, Pepin Township and Glasgow Township and also provides secondary coverage within the State of Minnesota via Mutual Aid to six other departments. Uniquely the department also has an agreement with Nelson and Alma, Wisconsin. (See Map 3, Fire Service Area)



Wabasha Fire Station

Wabasha Ambulance Services – Wabasha’s Community Ambulance is located at 129 Hiawatha Drive West and provides 911 Emergency and interfacility Emergency Medical Services. They are community-based with a history dating back to the 1980’s and provide service to the cities of Wabasha and Kellogg and surrounding townships, covering 135 square miles. They serve approximately 8,000 residents and thousands of additional visitors throughout the year.

Wabasha Ambulance is staffed by one paid full time Director and dedicated volunteers who provide over 17,500 hours of coverage each year. They work closely with our partners including St. Elizabeth’s Medical Center, Wabasha Fire/Rescue, Wabasha Police Department, Kellogg First Responders, Kellogg Fire Department, and the Wabasha County Sheriff’s Department.

The Wabasha Ambulance Service responds to approximately 500 requests for service and transport over 400 patients each year. They also provide Emergency Medical Education for both the public and professional rescuers, and offer a free “Hands Only CPR” course to the public. *(See Map 4, Ambulance Service Area)*



United States Post Office – Wabasha



Wabasha Public Library

Community Services and Facilities

Wabasha Public Library – The Wabasha Public Library is located at 168 Allegheny Avenue and provides a wide range of services and materials to the public including; books, magazines, newspapers, DVD’s, CD’s, and books on CD’s. The Wabasha Library also has computers for public use and the ability to connect to the internet and can check out a projectors, cameras, and screens.

Satellite and Internet Access - Wabasha residents have several internet, cable and satellite TV providers. Public internet access is available at City Hall and the City Library. The Wabasha-Kellogg School District also provides guest access to the internet. All Wabasha residents have access to high speed internet. There are five cell towers located within the City.



National Eagle Center

National Eagle Center –The National Eagle Center is a world-class interpretive center located on the banks of the Mississippi River. Visitors can learn about the biology, ecology and natural history of eagles, and meet the resident eagles up close.

The National Eagle Center began in 1989 as a volunteer project to share a unique opportunity to view bald eagles in the wild. Visitors flocked to Wabasha in the winter to view rare and endangered bald eagles along the Mississippi River. In 2007, in a partnership with the City of Wabasha, the National Eagle Center opened a 15,000 square foot interpretive center. Visitors from across the country and around the world come to experience the interactive exhibits, cultural displays, and engaging educational programs. From this landmark facility, visitors can enjoy magnificent views of wild eagles soaring over the Mississippi River throughout the year.

The National Eagle Center is a thriving, self-sustaining, educational center, bringing nearly 80,000 visitors to Wabasha annually. *(See Map 5, Community Facilities)*

Public Utility Facilities

The City of Wabasha has a significant investment in its existing public utilities systems (water, wastewater and stormwater). The continued expansion and development within the growth areas identified in this Comprehensive Plan will require the extension of public utilities into those areas. In general, the existing infrastructure system is well-positioned and of adequate size to support the required expansion into the growth areas. However, coordination will be required between community development and the required expansion of the utility system. In some cases, the cost of providing utility service may dictate where and when future growth will occur.

The following sections provide a general description of the existing water system, wastewater system, and storm drainage system within the City of Wabasha. Also included are schematic concepts demonstrating how the public utility systems may be expanded into most of the growth areas identified in this plan. This chapter is not intended to be a detailed infrastructure master plan, but rather a source of information that will assist stakeholders (citizens, City staff, and potential developers) with the information about these systems and factors that may impact decision making regarding development strategies.



Bald Eagle



Campbell Avenue Watermain

Water System

Existing System

The City of Wabasha operates an extensive water supply, storage, and distribution system which serves residential, commercial, and industrial users in two pressure zones: the upper system and the lower system.

These systems are linked and operate concurrently. However, due to the unique zone specific infrastructure, each zone is unable to provide water storage to the other zone. Water supply in the system is currently provided by two groundwater wells, Well No. 1 and Well No. 2, both are located near the intersection of Campbell Avenue and 9th Street W. A third well, Well No. 3, is currently under construction near the Wabasha City Hall and is anticipated to be placed into service in 2016. The following Figure 4.3 summarizes the well characteristics.

Figure 4.3 – Well Data			
Well Number	1	2	3
Year Constructed	1950	1950	2015-2016
Well Depth (ft)	200	200	185
Casing Diameter (in)	12	12	12
Water Dearing Foundation	Sand & Gravel	Sand & Gravel	Sand & Gravel
Pump Type	Vertical Turbine	Vertical Turbine	Submersible
Capacity (gal/min)	530	780	500

The existing water storage for the City of Wabasha consists of two reservoirs. The lower system reservoir is a ground-level storage reservoir providing 500,000 gallons of water storage and is located near Buena Vista Drive and Bruegger Valley Road and was relined in 1998. The other reservoir exclusively serves the upper system with 90,000 gallons of active storage within a 290,000 gallon standpipe. This standpipe is located near the intersection of Coffee Mill Drive and Minnesota Trunk Highway 60.

To provide water to the upper system, two booster pumps are utilized to pump water from the wells located within the lower system. The capacity of each pump is 175 and 375 gallons per minute (gpm), respectively.

The existing water distribution system consists of 4-inch diameter through 12-inch diameter mains with the oldest watermains existing in the lower area. Those pipes that have not been replaced with ductile iron or polyvinyl chloride (PVC) pipe within the past 20 to 25 years are likely cast iron pipe. Most of the upper system is assumed to consist of ductile iron or PVC pipe. While some dead end mains do exist, these have generally been minimized thus increasing overall circulation and minimizing areas of stagnant water throughout the system. The City’s water department staff flushes the system on a regular basis in order to clean sediment from the system. Even though the City complies with recommended maintenance activities, the infrastructure is considered to be aged, particularly in the lower system, and this condition could evolve into reduced water supply and pressure as well as decreased reliability of the system. In recent years the City has unaccounted water losses ranging from 30 to 51 million gallons, representing nearly 30% of the annual water production. These losses are believed to be resultant from unknown watermain breaks beneath the surface and the City intends to investigate the potential locations of these losses. The existing water system in Wabasha is shown on *Map 6, Water Service*.



Wellhead



Wabasha Well Number 3

Evaluation of Needs and Future Improvements

Water supply needs are calculated based on maximum day demand and are typically calculated for a 20-year design life. To estimate the maximum day demand for the anticipated growth, it is necessary to determine the projected

population which is described in **Chapter 3**. With this projection and coupled with historical use records, the needs of the future system are evaluated and summarized in the following Figure 4.4:

Figure 4.4 - Projected Water Production

Year	Lower System		Upper System		Overall System	
	Annual Water Use	Peak Day Water Use	Annual Water Use	Peak Day Water Use	Annual Water Use	Peak Day Water Use
	(Mgal)	(gpm)	(Mgal)	(gpm)	(Mgal)	(gpm)
Current (2014)	125	580	13	365	135	700
2020	129	600	14	390	143	850
2025	132	620	14	400	147	870
2030	135	630	14	410	149	885
2035	136	635	15	415	151	900
2040	138	640	15	420	152	905
2045	139	650	15	420	154	915

Upon the construction of new Well No. 3, the well capacity is adequate to meet the projected water demands throughout the planning period. Firm well capacity (defined as pumping capacity with the largest well out of service) is 1,030 gpm. The City will continue to implement an ongoing well maintenance program in order to maximize the useful lives of the well casings, pumps, piping and equipment. Periodic repairs and replacements will be performed as required.

As with the determination of firm well capacity, firm booster pump capacity is calculated as the total pumping capacity with the largest pump out of service. Therefore, the firm booster pump capacity for which water can be provided to the upper zone is 175 gpm. This capacity is adequate to meet current and projected non-winter needs throughout the planning period. It should be noted that during winter months, the City provides water to Coffee Mill Ski Resort for snowmaking purposes. While the resort is consuming water, the firm booster pump capacity does not satisfy the additional peak demand generated by the resort. However, water supply concerns in the upper zone have not been reported during the winter months and because the ski resort consumption can be coordinated with City needs, the current booster pump configuration appears adequate. It is expected that periodic repairs and replacements will be performed to the booster pumps as needed.

Water storage for the City of Wabasha is located in both the upper and lower distribution zones. Storage adequacy is subjective and can be assessed in several ways. The recommended water storage volume is based on fire demand, emergency reserve, and equalization. An analysis comprising average day demand, a fire event requiring 750 gpm for two hours, and equalization volume of 20 percent of the average daily flow indicates that the water storage provided in the upper area is adequate to meet the projected storage requirements. It should be noted that this adequacy is dependent on the ski resort not consuming water during the fire event. If the ski resort was



Wabasha Well Number 3

consuming water during a fire event, the provided storage capability is sufficient for a fire demand of 250 gpm for two hours. With regard to the lower system throughout the planning period, analysis suggests the system has adequate storage and is able to sustain demand with a fire event requiring 2,500 gpm for two hours. While the capacity of each storage unit is deemed adequate for these protection levels, each is considered to be aged and the rehabilitation or replacement of these reservoirs will likely be required at some point during the planning period. It is recommended that the reservoirs be drained, inspected, and maintained every 3 to 5 years.



500,000 Gallon Tank

In general the water distribution system for the City of Wabasha is well maintained and well managed. Old cast iron watermain, primarily located in the downtown and older parts of the City, have been replaced through reconstruction projects in recent years but large portions of the old system still remain. These segments should be replaced and where required, increased in size as street construction projects are implemented. As previously noted, most of the upper system is much newer than the lower system and consists primarily of ductile iron and PVC pipe. As with the lower area, the existing watermain system in the upper system should be evaluated for improvement and/or replacement when the City is contemplating street reconstruction projects.

Most of the water system improvements will be driven by residential, commercial, and/or industrial development in the undeveloped and projected growth areas within the City limits. A system of trunk watermains ranging in size from 10 to 12 inches in diameter will be extended into these growth areas as they develop. The approximate configuration of the trunk watermain systems within the projected growth areas is shown on *Map 7, Potential Water Service Area*.

Another potential impact to the water system is the inclusion of surrounding developed areas into the service region. Specifically, many residences exist in an unincorporated development southeast of the City in what is commonly known as Sand Prairie. Within this region, there are approximately 560 known individual wells and as many as 860 total wells in use. This suggests that there are at minimum 560 lots which could look to the City for future service. Should this come to pass, the City will need to evaluate the necessity for an additional well, storage facility, distribution piping, and other related water infrastructure to serve this existing development.

Wastewater System

Existing Systems

The existing wastewater collection system within the City of Wabasha consists of a network of sanitary sewers ranging in size from 2 inches to 16 inches in diameter. There are also five lift stations located throughout the City which collect and pump the wastewater from those areas which cannot be served by gravity sewers. The sanitary sewers and lift stations throughout the City collect into four main trunk sewers. Of these four trunk sewers, three flow to the Lawrence Boulevard Lift Station which is commonly known within the City as the “Blue Tube”. This lift station, located near the Lawrence Boulevard and Bailey Avenue intersection, pumps wastewater to the City’s fourth trunk main which begins at the Milligan Avenue and 9th Street E intersection. This main ultimately discharges to the City wastewater treatment facility located south of the Wabasha-Kellogg High School on Hiawatha Drive (CSAH 30). *Map 8, Sanitary Sewer Service*, depicts the trunk sewers and the associated areas in which they serve.

The wastewater treatment plant is considered a Class B facility. In particular, it is an oxidation ditch-activated sludge facility and consists of a headworks building containing screening, pumping, flow measurement, and grit processing apparatuses. This process is followed by two anaerobic selector basins, two oxidation ditches, two final clarifiers, and a sludge recirculation lift station. The treatment plant also consists of an ultra-violet (UV) disinfection equipment building, chemical addition equipment, aerated biosolids facility, four reed-assisted biosolids beds, two backup biosolids drying beds, and a control building. The facility discharges to a backwater of the Mississippi River U.S. Lock and Dam Pool No. 4 (Robinson Lake) and was recently expanded in 2003. At that time, the facility was designed for the following characteristics:



Wabasha Wastewater Treatment Plant



Wabasha Wastewater Treatment Plant

Figure 4.5 - Wastewater Treatment Plant Characteristics

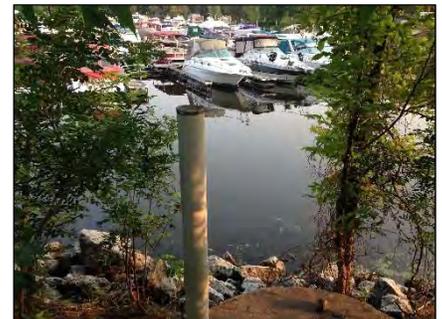
Average Dry Weather flow (mgd)	0.286
Average Wet Weather Flow, AWW (mgd)	0.604
Peak Hourly Wet Weather Flow (mgd)	1.14
Peak Instantaneous Wet Weather Flow (mgd)	1.24
Total Suspended Solids, TSS (lbs/day)	960
Five-day Carbonaceous Biochemical Oxygen Demand, CBOD ₅ (lbs/day)	845
CBOD ₅ Concentration at AWW (mg/L)	168

The capacity of the existing wastewater collection system is controlled, for the most part, by the capacity of the existing lift stations and trunk sewers. The sanitary sewer system and the lift stations within the City are well maintained and managed. Likewise, the sanitary sewers are cleaned and televised on a regular basis and the lift stations are also inspected and maintained regularly. The City will continue to implement an ongoing wet-well maintenance and equipment replacement program to maximize the useful lives of the lift stations. Periodic repairs and replacements will be performed as required.

Many of the old clay sanitary sewer pipes exist within the downtown and older parts of the City and have either been lined or replaced through reconstruction projects in recent years. However, large portions of the old system still remain and many of the laterals servicing individual lots are believed to be original. Given the proximity of the sewers to groundwater, clean groundwater infiltration has been observed entering the system through these old pipes and has the potential to cause sewer backups into residences and businesses. This potential increases significantly when the Mississippi River is in a high-flow state which raises the groundwater level and subsequently places additional pressure on the system. The City is aware of this potential and during recent Mississippi River high-flow events, the City has had to bypass pump sewer flows directly to the river to mitigate damages to residences and businesses. Accordingly, these segments of old mains and laterals should be addressed via lining or as street reconstruction projects are implemented. In addition, gravity sewer mains which are less than 8 inch diameter should be considered for replacement to the standard 8 inch minimum. Most of the sanitary sewer system in the newer portions of the City is believed to consist primarily of 8 inch or greater plastic pipe. However, as with the lower area, the existing sanitary sewer in the upper region should be evaluated for improvement and/or replacement when the City is contemplating street reconstruction projects.



Shields Avenue Manhole



Wabasha Marina Wastewater Siphon

Future Improvements

The areas projected for future development are located within the existing city limits and are primarily east of Highway 61 and south of 12th Street. The trunk sewer line along Hiawatha Drive/CSAH 30 will serve these future development areas and the trunk sewer serving the southern and western portion of the City will provide service to the remaining development areas. The development areas are dominated by medium and low-density residential with some commercial and industrial land uses. The following figure summarizes the anticipated development and the corresponding projected wastewater flows:

Figure 4.6 - Anticipated Development Flow Generation				
Development Area	Projected Development Type	Development Area Size (acres)	Number of Equivalent Single-Family Connections (ESFC)	Projected Development Area Flow (gpd)
1	Industrial & Low-Density Residential	212	285	262,200
2	Commercial & Low-Density Residential	294	648	596,160
3	Low & Medium-Density Residential	291	984	905,280
4	Low-Density Residential	20	40	36,800
5	Low & Medium-Density Residential	327	732	673,440
Total		1144	2689	2,473,880

An analysis of the City's current sewer system's ability to accommodate the future flows has not been performed as part of this study. Naturally, as future development occurs the City should evaluate the impact to downstream infrastructure and discern if the wastewater treatment facility, lift stations, and/or pipe networks should be improved. In addition, as part of future street reconstructions resulting in trunk replacement, consideration should be made for future development and the replacement pipe size evaluated. With all street reconstructions, replacement of aged sanitary sewer mains and service laterals should be considered to reduce clean groundwater infiltration into the system. Such reduction in existing portions of the City could mitigate the need to upgrade lift stations and the wastewater treatment plant capacity as a result of additional development.



Wastewater Treatment Plant

Within the development areas, a system of sanitary sewers will be extended from the trunk sewer. Based on the projected development flows, all sewer pipes are projected to be 8 inches in diameter. The exact size and configuration of the sanitary sewer system within each development area will be variable and dependent on the type and density of development, existing and proposed topography, and in the case of commercial and industrial areas, the extent of water usage/wastewater discharged. A potential configuration of the primary network of sanitary sewers and lift stations within the projected development areas is shown on *Map 9, Sanitary Sewer Service Area*.

Similarly as described in the Water System Section, another potential impact to the wastewater system is the inclusion of the unincorporated development southeast of the City known as Sand Prairie. It is currently believed that many of the residences have individual or shared septic systems. It is common for septic systems to fail over time and the need for a new system develops. However, many counties across the state have issued moratoriums on new septic system construction within rural development areas. Should Wabasha County impose such a policy, as many as 560 residences could look to the City to provide wastewater treatment service. If this potential comes to fruition, the City will need to evaluate the necessity for additional capacity at the treatment plant, collection system piping and lift station network, and other related wastewater infrastructure to serve this existing development.

Stormwater System

General

The goal of the plan is to maintain and improve surface water quality and minimize impacts of increased water quantity through appropriate planning, policy enforcement and capital improvement projects.

Most Minnesota cities have existing pipe networks that were designed to relieve ponding within the original platted city limits. When these systems were designed, the concern for the downstream properties was not a consideration. The goal was the efficient and cost effective removal of

stormwater runoff from developed areas. Within the City of Wabasha, this resulted in the construction of direct pipelines to the Mississippi River.

Based on the existing system, the effects of unmitigated growth on the downstream systems can be devastating and could lead to legal action against the governing authority. One of the best methods of mitigating the effects of growth is through the construction of stormwater retention basins. These basins are designed to store excess runoff at elevations where there is no adjacent property damage. The runoff is stored until the existing storm sewer system can take it away. Studies have shown that these basins not only provide flood protection, but can also help to remove stormwater pollutants.

In a general sense, Wabasha is ideally suited for infiltration because the underlying soils are predominately sandy. As the DWSMA comprises a vast majority of the City that includes an area west of Highway 61 and eastward toward the Mississippi River backwater (known by many as “The Slough”), the City may need to consider planning/allowing construction with infiltration only within development areas south of 12th Street adjacent to Hiawatha Drive.

Rainwater harvesting (storing and reusing rainwater for irrigation or other non-potable uses) should also be encouraged wherever possible. Because of recent water quality regulation changes, and in anticipating future changes, it may be advantageous to plan regional ponds for flood prevention associated with extreme rainfall events, while planning smaller water quality BMPs on a neighborhood or individual development scale.

Existing Systems

Generally, the City of Wabasha is comprised of highly infiltrative soils, particularly in those areas east of Highway 61. Given this characteristic, stormwater within developed areas has historically been conveyed overland via the City’s roadway network to areas where infiltration is possible. Because of the development density within the older part of the City, this practice typically results in stormwater being directed to non-paved surfaces in residential yards. To combat problem drainage locations propagated by this approach, the City has over time added stormwater infrastructure, all of which ultimately drain to the Mississippi River.

The City does not currently have many stormwater ponds as part of the stormwater **system**. The majority of stormwater ponds are associated with newer developments, as these areas were developed when permanent stormwater treatment was required and there was more space and flexibility to incorporate stormwater ponds into the development plans.

There is no other record that the City has entered into any water resource management related agreements with its neighboring cities, the county, watershed district, lake associations, or the state of Minnesota. The City of Wabasha has been responsible for construction, maintenance, and other projects in or along the City's stormwater collection systems.



Manmade Water Retention Areas



Mississippi River



Mississippi River and Bluffs

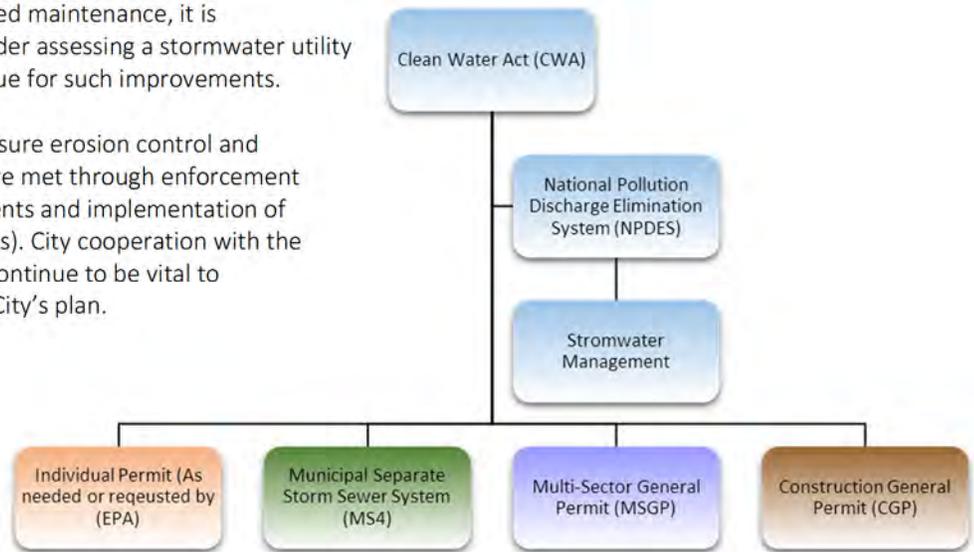
Future Improvements

As the City’s storm sewer network has evolved over time, so too should consideration be made for adequate drainage facilities as part of future street reconstruction and development. In existing portions of the City, it is recommended that the City consider providing a storm sewer network capable of providing a level of service that accommodates the 10 year storm event. Such a system would be able to sufficiently drain the 10 year event with minimal to no ponding in the streets. Beyond a 10 year event, intermittent ponding could be anticipated. Simultaneously, it is also recommended that the storm sewer network be able to provide a level of protection accommodating the 100 year storm. This level of protection could be achieved by providing detention ponds and emergency overflow pathways as well as other methods to minimize the likelihood of a 100 year event causing flooding to business, residential, and critical City infrastructure. It is suggested that such consideration be evaluated each time a street is to be reconstructed.

Current Minnesota Pollution Control Agency (MPCA) policy dictates that developments that are greater than one acre in size are required to provide permanent stormwater management systems. As such, the City will ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Phase II permits for municipal operations and for construction activity greater than one acre. These future developments should provide such a pond and associated storm network capable of providing a level of protection from the 100 year storm event. In addition, future developments should demonstrate that the runoff from the site will not increase during each of the 2 year, 10 year, and 100 year storm events. The storm sewer pipe network should be designed to provide a level of service capable of accommodating the 10 year event.

As described previously, the City is not currently considered a Municipal Separate Storm Sewer System (MS4) community by the MPCA but becoming an MS4 community during the period covered by this comprehensive plan is anticipated. Given this possibility, coupled with potential storm sewer network improvements and needed maintenance, it is recommended that the City consider assessing a stormwater utility fee as a means to generate revenue for such improvements.

Generally, the City will work to ensure erosion control and surface water quality standards are met through enforcement of the City’s permitting requirements and implementation of Best Management Practices (BMPs). City cooperation with the MPCA and Wabasha County will continue to be vital to maintaining the relevance of the City’s plan.



Goals & Policies

Public School Goals, Objectives and Policies

<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
Support the public education system and place a strong emphasis on providing quality school facilities in conjunction with new development.	Support the efforts of the Wabasha-Kellogg School District to ensure that adequate school facilities and programs are supported by the City.	<ol style="list-style-type: none"> 1. Encourage citizen participation in planning and developing public school facilities and programs that help maintain successful programs in the Wabasha & Kellogg area.

Emergency Services and Facilities Goals, Objectives and Policies

<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
Provide a high level of police and fire emergency services and facilities to properly serve the community in a manner that enhances quality of life and optimizing existing facilities.	Ensure the ability of citizens and the Wabasha Police Department to minimize crime and provide security for all uses of public and private properties.	<ol style="list-style-type: none"> 1. Increase the level of police officers as development and population expands. 2. Develop programs like “Neighborhood Watch” to encourage interaction between neighbors on a block-by-block basis.
	Ensure that fire protection facilities are provided in conjunction with community development.	<ol style="list-style-type: none"> 1. Maintain facilities, equipment and staff levels that will meet fire response standards. 2. Continue to require, through the development review process, that all structures meet building safety standards. 3. Educate the public on fire safety, wildfires and hazardous material to further protect the City and environment from unnecessary hazards.
Provide high quality, community based, patient oriented, and sustainable Emergency Medical Services.	Improve the delivery and long-term sustainability of Emergency Medical Services.	<ol style="list-style-type: none"> 1. Ensure that Emergency Medical Services is treated as an essential service to the community, by providing sufficient resources (Human, Financial, and Material) to offer reliable 24/7/365 coverage for our community. 2. Transition from a response to a preparedness orientation. 3. Recognize and manage real costs associated with Emergency Medical Services. 4. Establish a reliable recruiting and retention plan for staffing. 5. Provide planning for capital improvements including equipment, vehicles, and facilities.
	Deliver state of the art out of hospital healthcare ambulance service.	<ol style="list-style-type: none"> 1. Develop operational and clinical procedures that use evidence based medicine and regional/national best practices by utilizing industry accepted metrics. 2. Provide care that may be considered non-traditional / proactive. 3. Deliver the best possible community paramedicine through the use of care, classes, in-services, safety and assessments.

Watermain Goals, Objectives and Policies

<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
Expand existing water system infrastructure to meet the demands generated by continued development	Expand the trunk watermain system into future growth areas	<ol style="list-style-type: none"> 1. Implement the expansion of the trunk watermain system as areas outside the limits of the existing water distribution system are developed. 2. The trunk watermain system within the future growth areas should generally follow the configuration as shown in Map 7. Final trunk watermain sizes and locations should be based on the type, location and sequence of development within the projected growth areas. 3. Develop a financing strategy for funding the expansion of the trunk watermain system.
Monitor, evaluate and improve the condition of the City's existing water system infrastructure	Replace aging water distribution system infrastructure	<ol style="list-style-type: none"> 1. Prepare a study to document the condition of deficient watermains based on age, materials and history of breaks, leaks, freezing and other deficiencies. <ol style="list-style-type: none"> a. As part of the study, develop a citywide water model to identify areas within the system that could be optimized for pressure and flow and serve future development. 2. Utilize the information from the watermain condition study, in conjunction with the condition information of other infrastructure elements, to develop, expand and prioritize projects to be included in the capital improvements. <ol style="list-style-type: none"> a. City Engineer and City Staff shall develop and annually maintain a Five Year Utility Capital Improvement Plan which identifies existing water infrastructure scheduled to undergo maintenance or replacement.
	Monitor the condition of existing water supply, treatment, and storage infrastructure and replace as required	<ol style="list-style-type: none"> 1. Monitor changes in drinking water quality standards and source water quality. Identify the need to add any treatment processes (beyond the current fluoride and chlorine addition) to the system. 2. Monitor the condition of the existing wells and related equipment and continue with regular inspections, maintenance and miscellaneous equipment replacement as required. 3. Monitor the condition of the booster pumps and related equipment and continue with regular inspections, maintenance and miscellaneous equipment replacement as required. 4. Monitor the condition of the water storage facilities and related equipment and continue with regular inspections, maintenance and miscellaneous equipment replacement as required.

Wastewater System Goals, Objectives and Policies

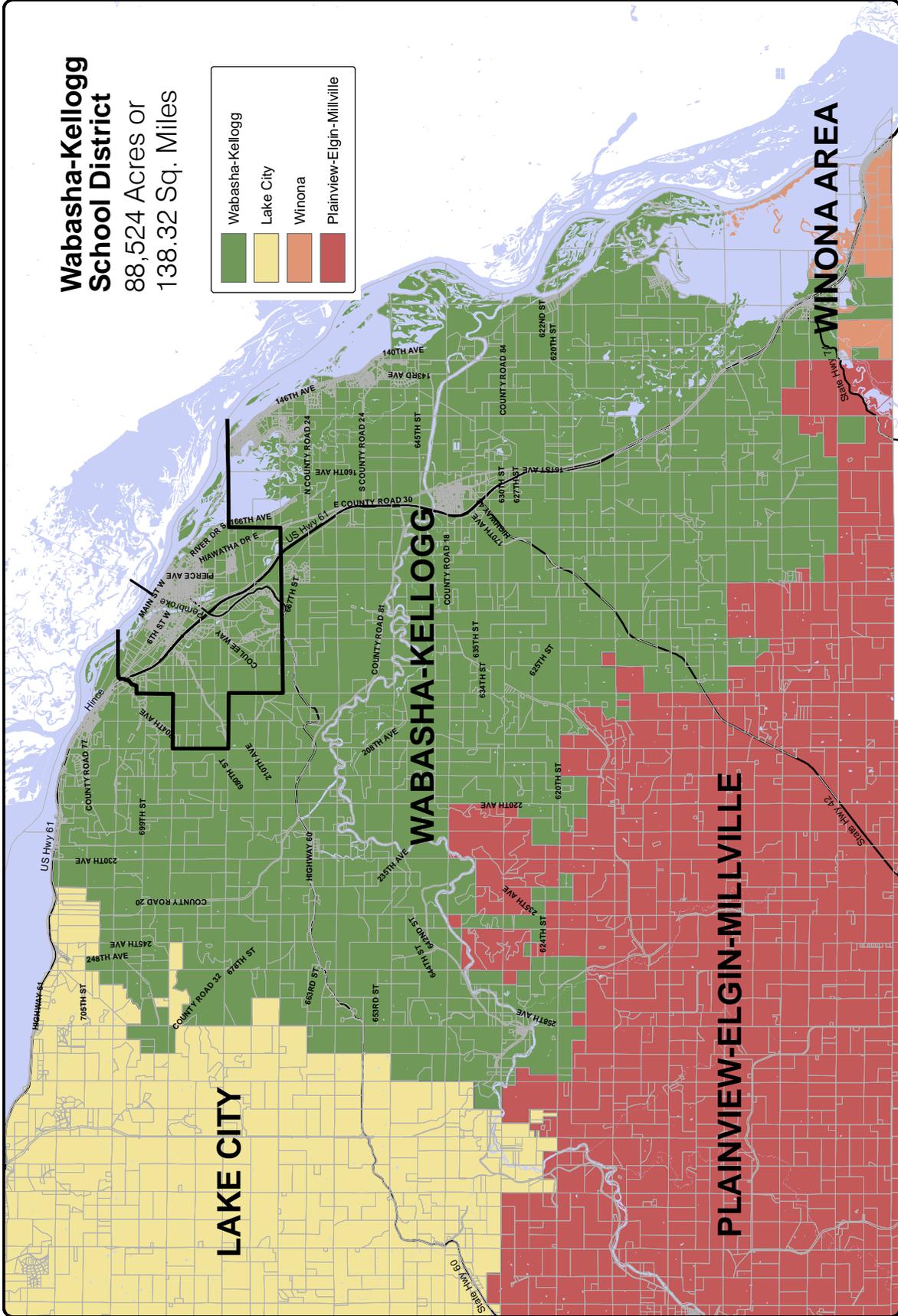
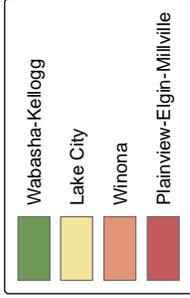
<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
Expand existing wastewater system infrastructure to meet the demands generated by continued development	Expand the trunk wastewater system into future growth areas	<ol style="list-style-type: none"> 1. Implement the expansion of the trunk sanitary sewer system as areas outside the limits of the existing wastewater collection system are developed. 2. The trunk wastewater collection system within the future growth areas should generally follow the configuration as shown in Map 9. Final trunk sanitary sewer and lift station sizes and locations should be based on the type, location and sequence of development within the projected growth areas. 3. Develop a financing strategy for funding the expansion of the trunk sanitary sewer system.
Monitor, evaluate and improve the condition of the City's existing wastewater system infrastructure	Replace aging sanitary sewer system infrastructure	<ol style="list-style-type: none"> 1. Prepare a study to document the condition of deficient sanitary sewers and collection system lift stations based on age, materials and deficiencies identified in sewer televising reports. 2. Utilize the information from the sanitary sewer condition study, in conjunction with the condition information for other infrastructure elements, to develop, expand and prioritize projects to be included in the capital improvements. <ol style="list-style-type: none"> a. City Engineer and City Staff shall develop and annually maintain a Five Year Utility Capital Improvement Plan which identifies existing water infrastructure scheduled to undergo maintenance or replacement. 3. Inflow and infiltration into the system shall be reduced/minimized.
	Monitor the condition of existing wastewater pumping and treatment infrastructure and replace as required	<ol style="list-style-type: none"> 1. Monitor changes to wastewater quality standards and identify possible changes to the treatment processes currently utilized by the wastewater treatment facility. Identify potential impacts to the treatment costs paid by the City of Wabasha. 2. Monitor the condition of the City's lift stations and continue with regular inspections, maintenance and miscellaneous equipment replacement as required.



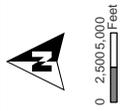
Stormwater System Goals, Objectives and Policies

<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
Expand existing stormwater management system infrastructure to meet the demands generated by continued development	Expand the stormwater collection, treatment and outfall system into future growth areas	<ol style="list-style-type: none"> 1. Implement the expansion of the stormwater collection, treatment and outfall system as areas outside the limits of the existing stormwater collection system are developed. 2. The stormwater collection, treatment and outfall sizes and locations should be based on the type, location and sequence of development within the projected growth areas. The system should be incorporated such that the runoff from the areas is no greater than the predevelopment condition for the 2 year, 10 year, and 100 year design storm event. 3. Stormwater management shall be provided in accordance with Minnesota Pollution Control Agency criteria and guidelines. 4. The City Engineer and City Planner shall update the stormwater design criteria within the City's <i>Subdivision Ordinance</i>. 5. Develop a financing strategy for funding the expansion of the stormwater collection, treatment and outfall system.
Monitor, evaluate and improve the condition of the City's existing stormwater system infrastructure	Replace aging storm sewer system infrastructure	<ol style="list-style-type: none"> 1. Prepare a study to document the condition of deficient storm sewers and ponds based on age, materials and other known deficiencies. 2. Utilize the information from the storm sewer condition study, in conjunction with the condition information for other infrastructure elements, to develop, expand and prioritize projects to be included in the capital improvements.
	Address sedimentation issues in the City's existing stormwater treatment ponds	<ol style="list-style-type: none"> 1. Develop a study to determine the levels and characteristics of sediment in the City's existing stormwater ponds. 2. Develop a plan for cleaning sediment from ponds and for disposal of sediment.
	As TMDLs are Imposed, Incorporate BMPs to Meet TMDL Limits	<ol style="list-style-type: none"> 1. Monitor the MS4 community designation. Should the City become an MS4 community, develop and implement strategies to meet sediment and pollutant reduction requirements. 2. Identify and implement recommended retrofitting projects that will help meet the TMDL requirements. 3. Develop a BMP strategy for undeveloped areas that is based on existing area soils and targets the potential TMDL removal needs.

**Wabasha-Kellogg
School District**
88,524 Acres or
138.32 Sq. Miles

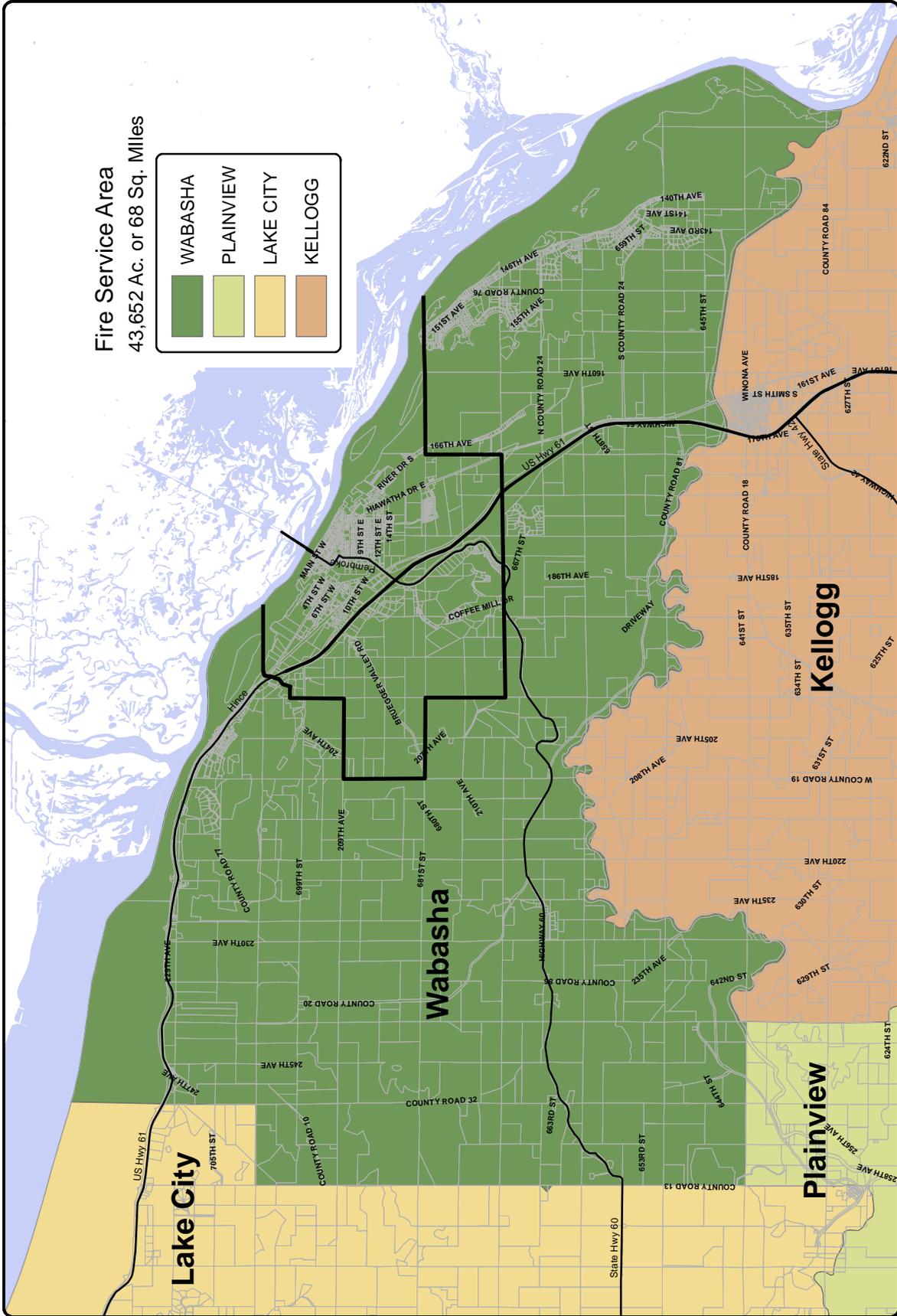


Wabasha Comprehensive Plan
School District



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Fire Service Area
43,662 Ac. or 68 Sq. Miles

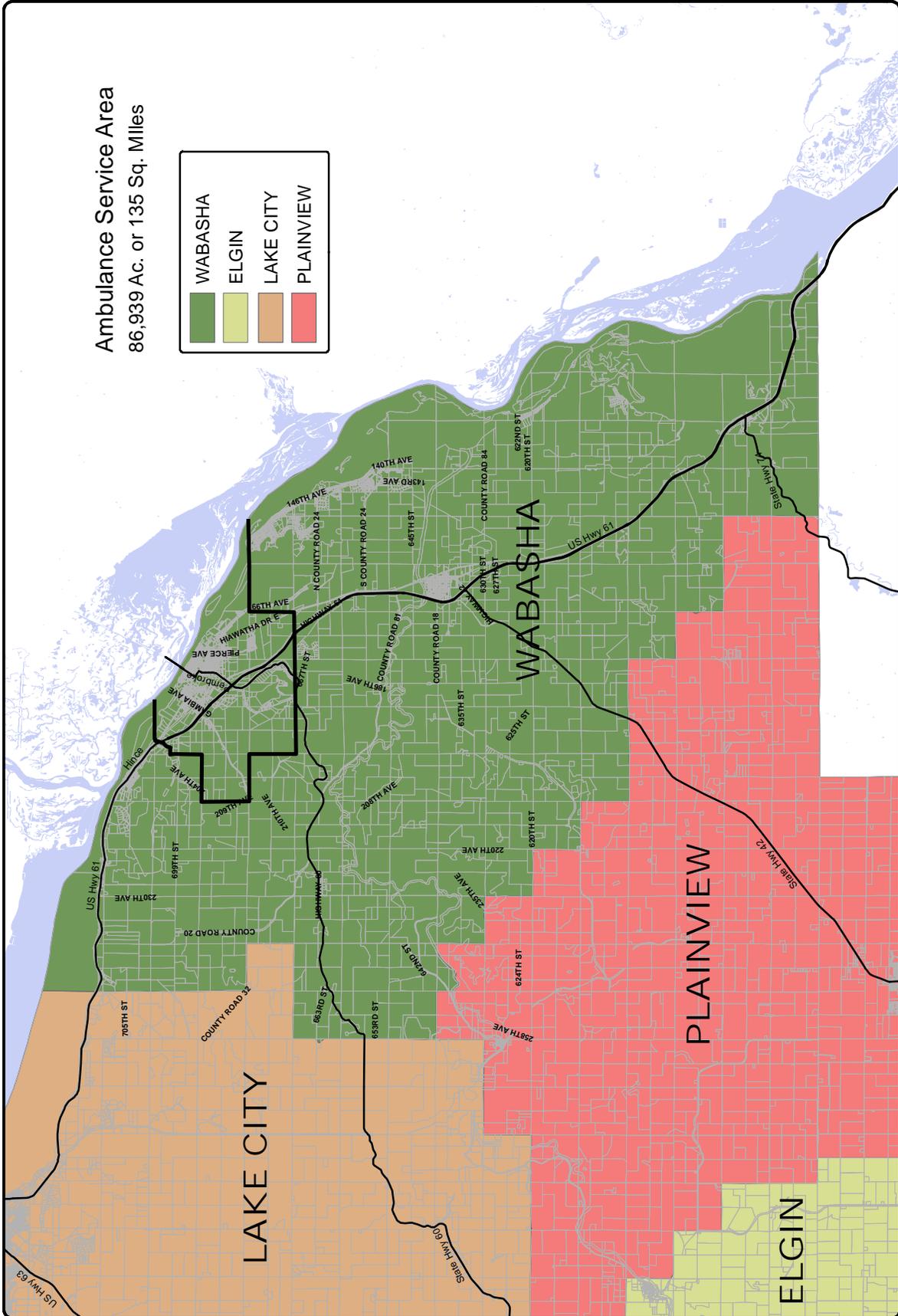
	WABASHA
	PLAINVIEW
	LAKE CITY
	KELLOGG



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Wabasha Comprehensive Plan
Fire Service Area



Ambulance Service Area
86,939 Ac. or 135 Sq. Miles

	WABASHA
	ELGIN
	LAKE CITY
	PLAINVIEW



CITY OF WABASHA

Wabasha Comprehensive Plan
Ambulance Service Area



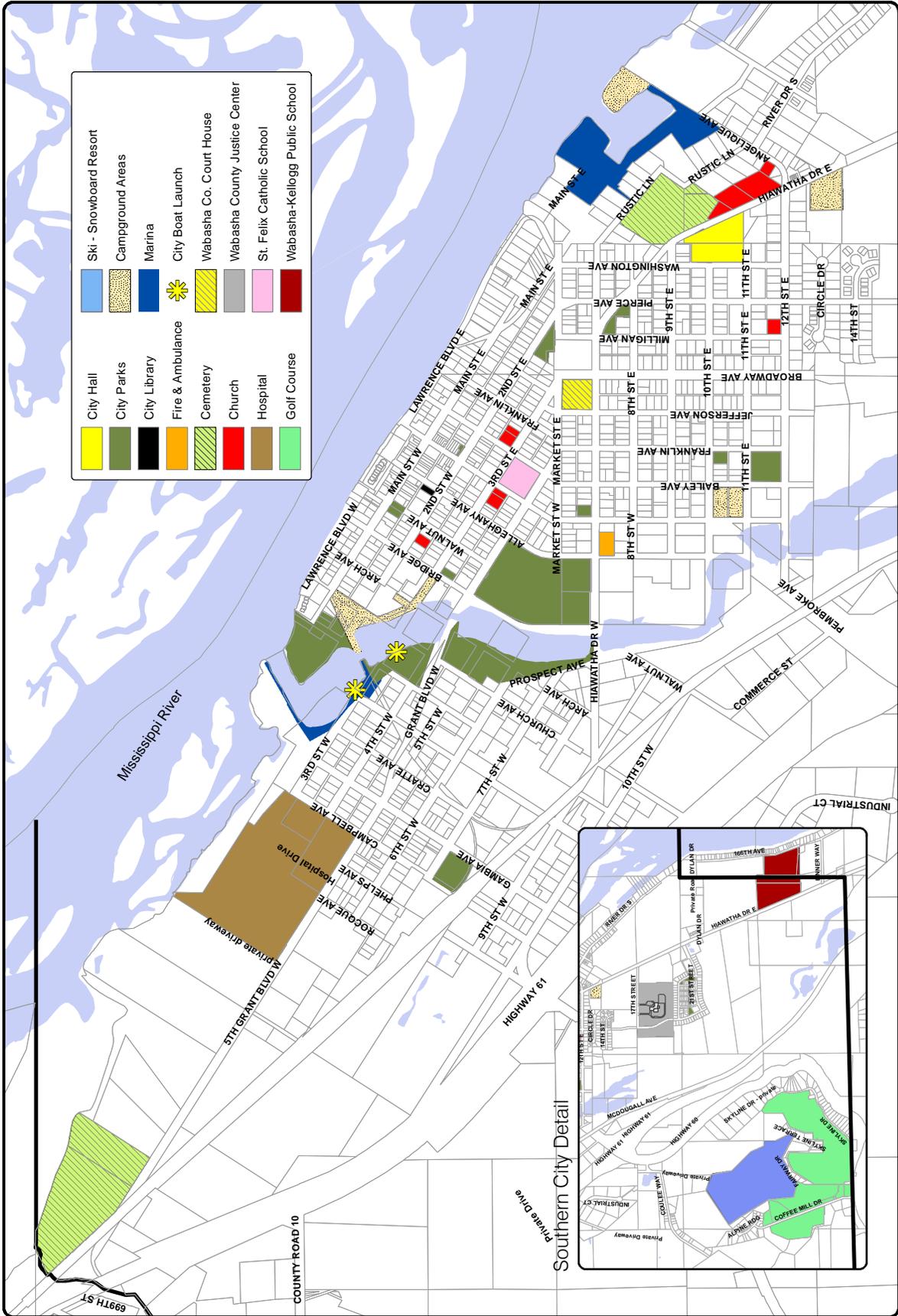
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0 5,000 10,000 Feet



Map 4

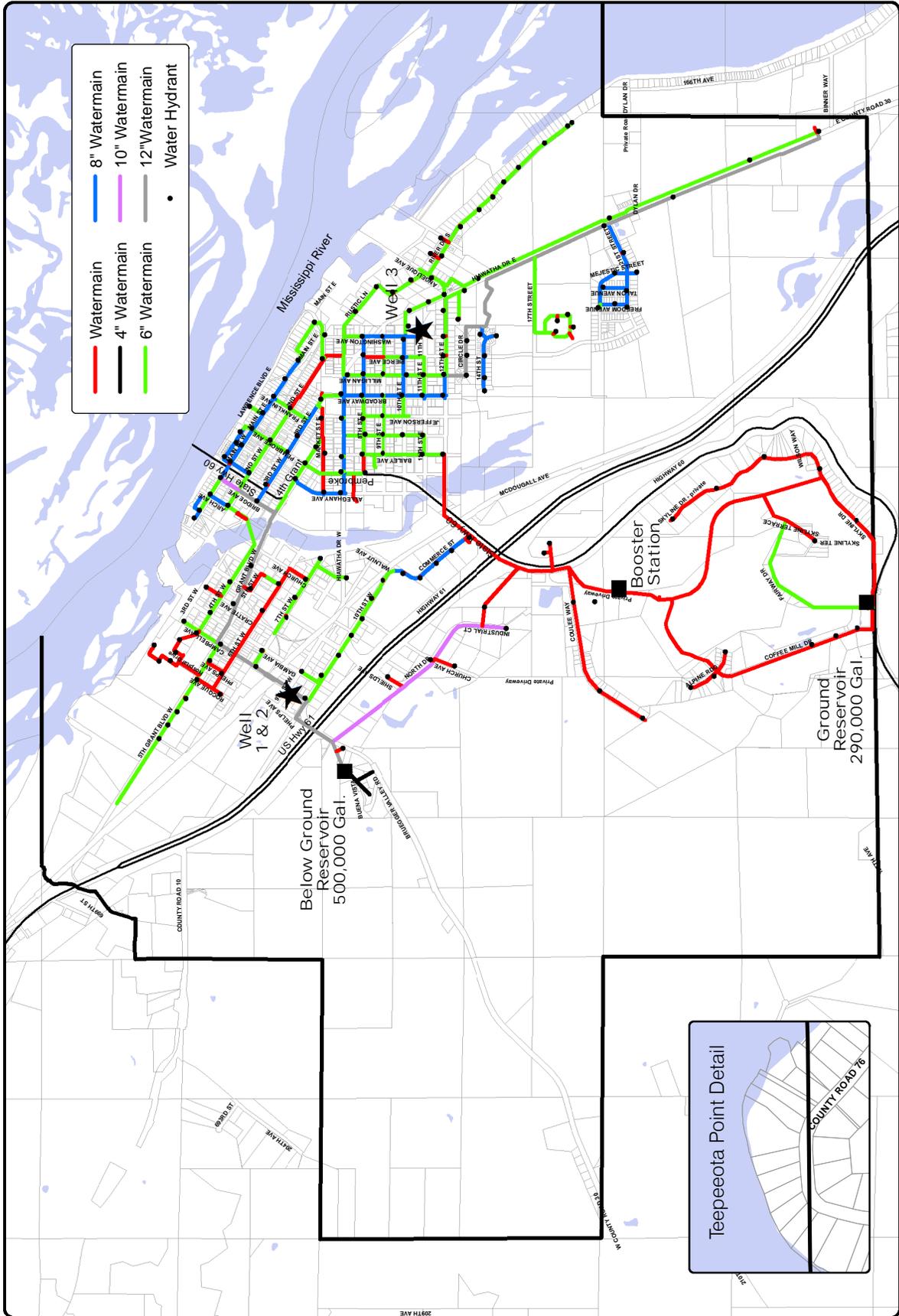


Wabasha Comprehensive Plan
Community Facilities

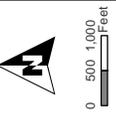


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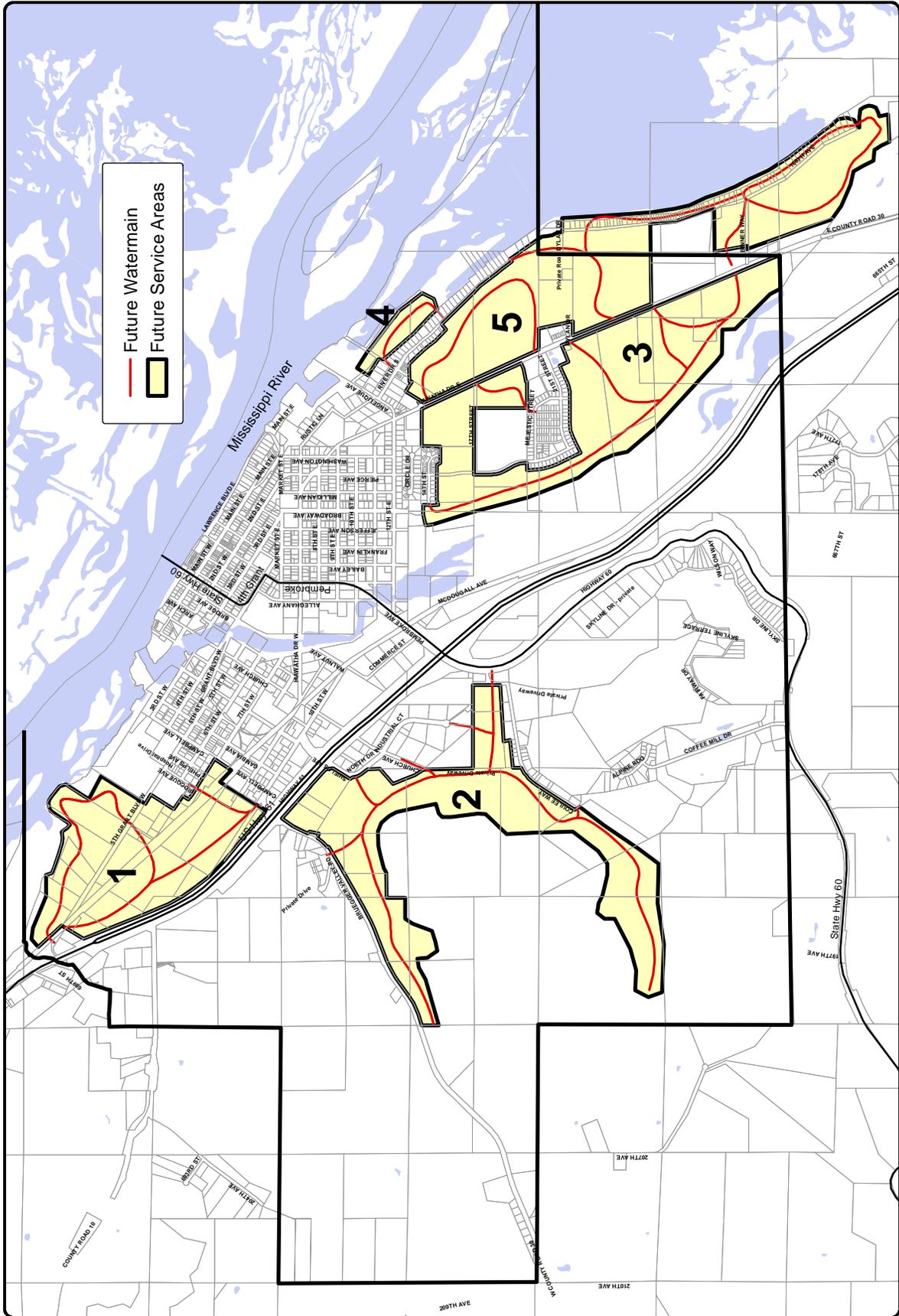


Wabasha Comprehensive Plan
Water Service



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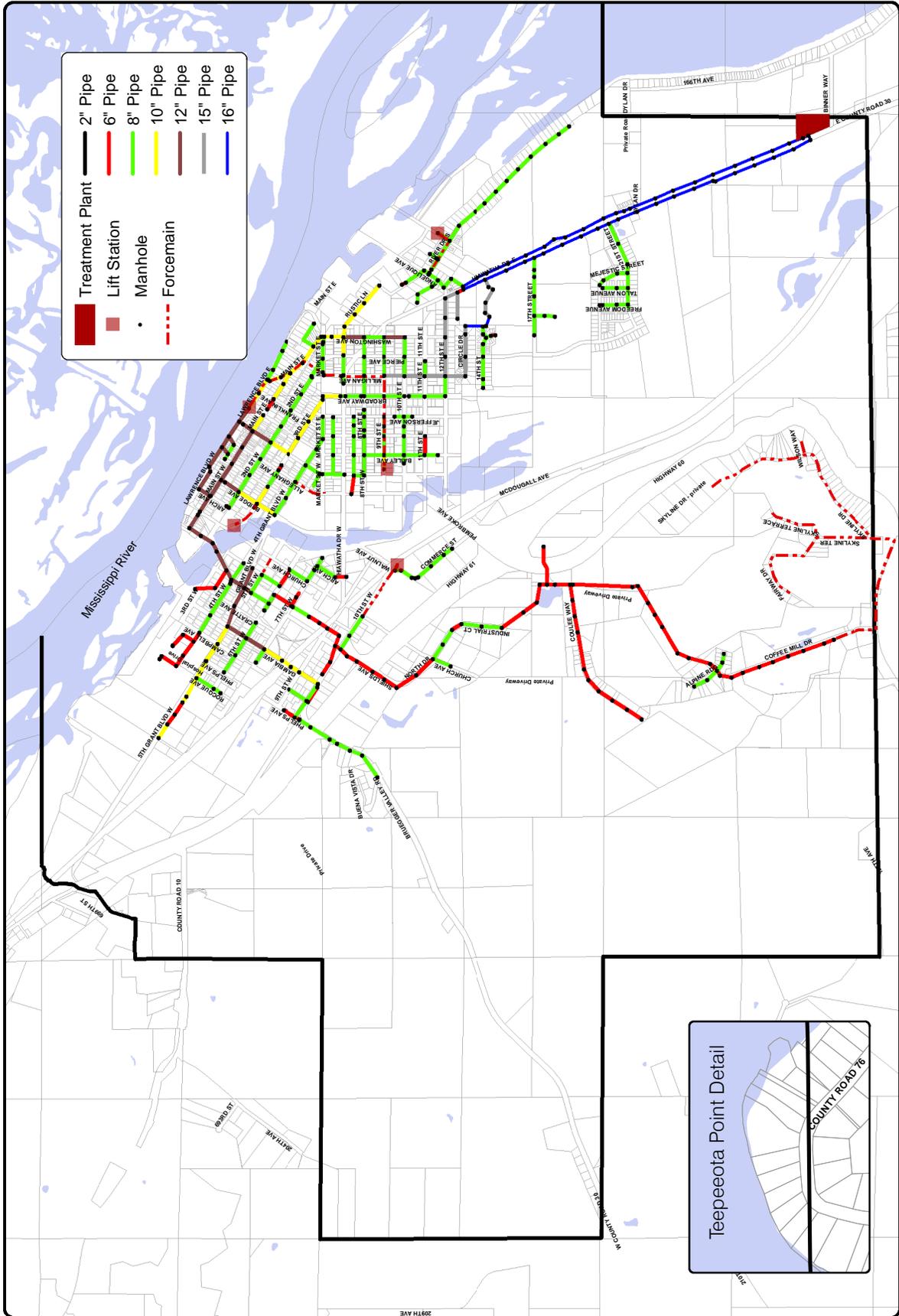


Wabasha Comprehensive Plan
Potential Water Service Area

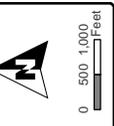


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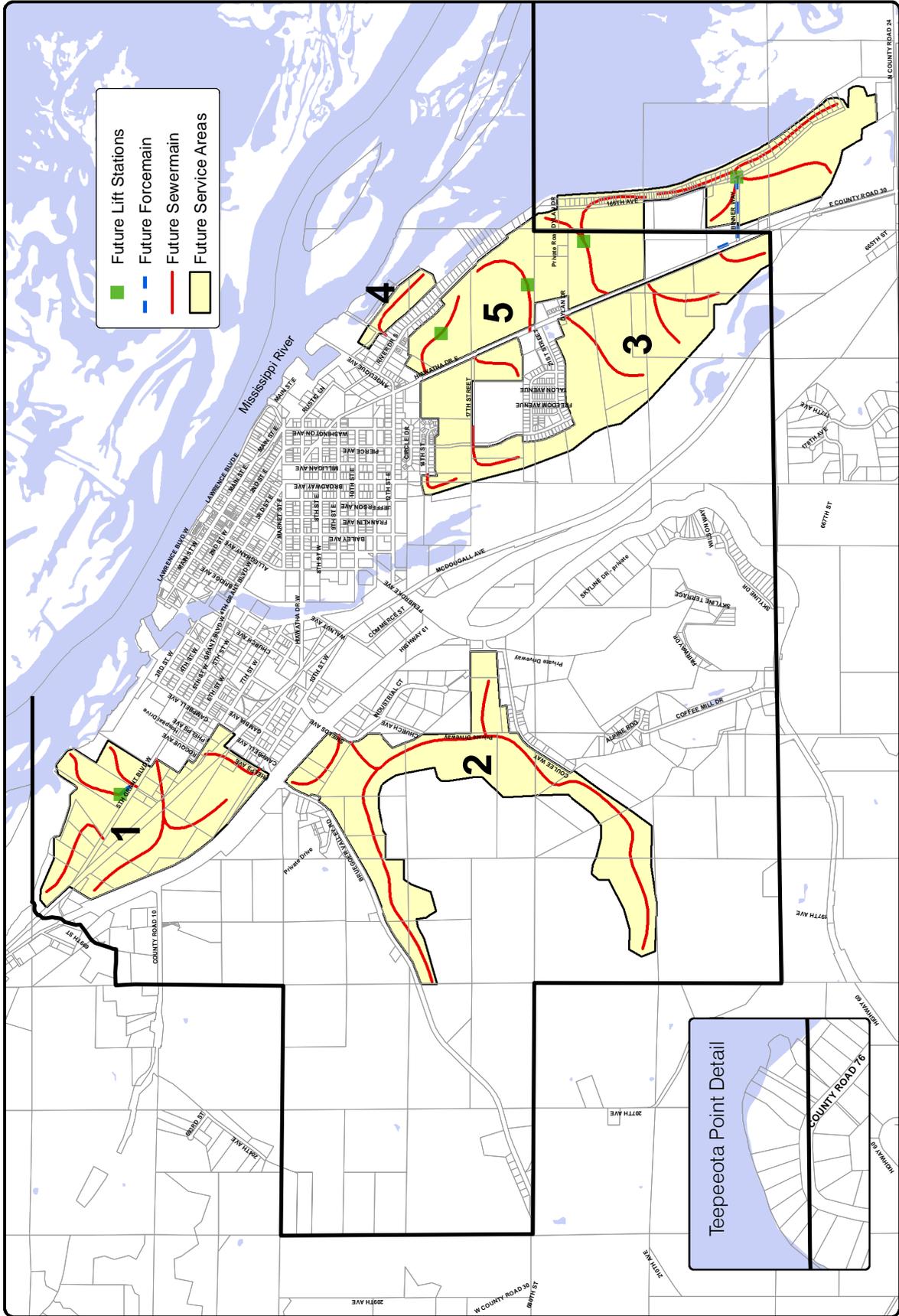


Wabasha Comprehensive Plan
Sanitary Sewer Service

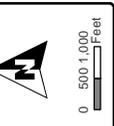


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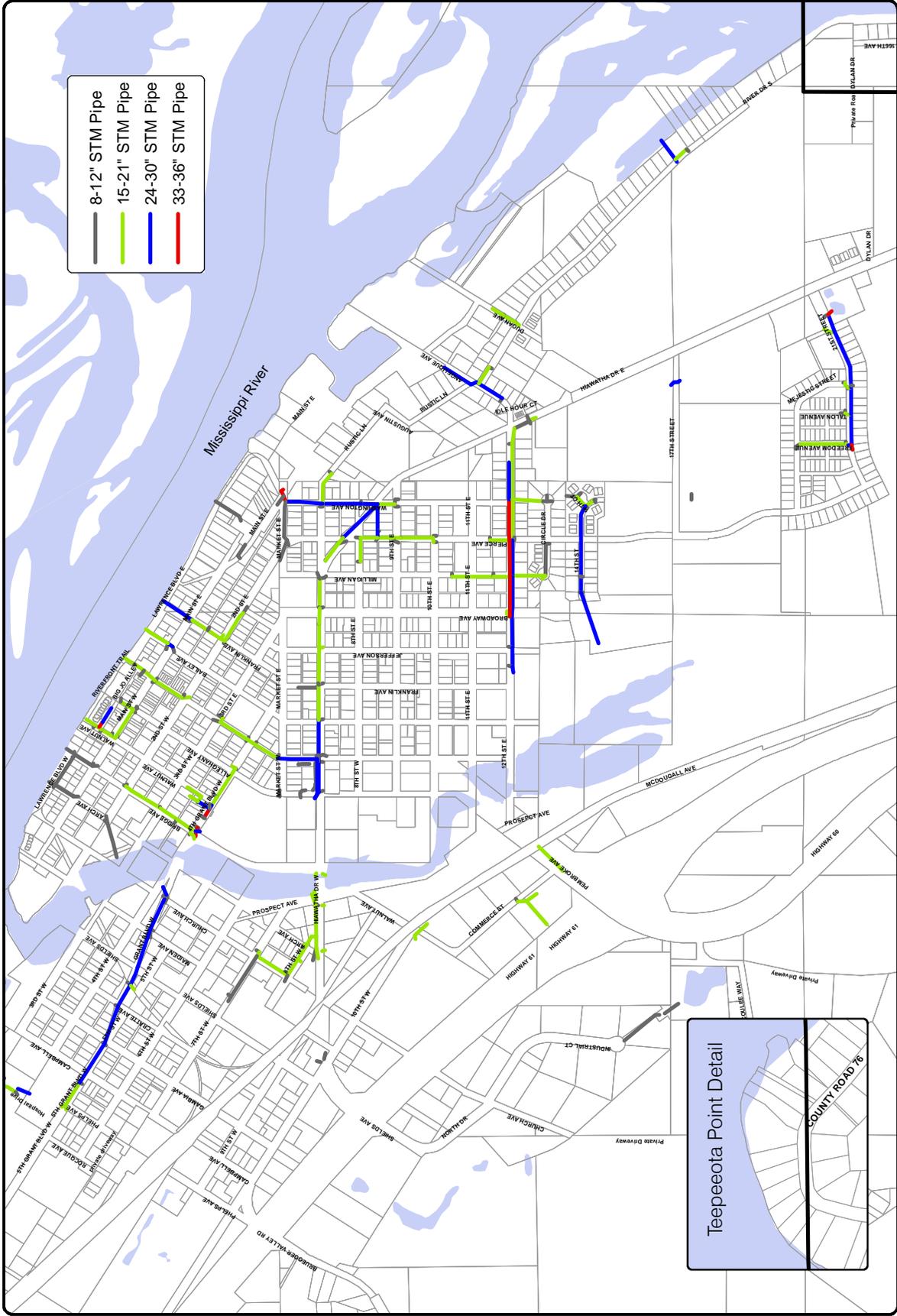


Wabasha Comprehensive Plan
Potential Sanitary Sewer Service Area



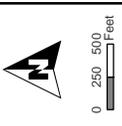
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- 8-12" STM Pipe
- 15-21" STM Pipe
- 24-30" STM Pipe
- 33-36" STM Pipe

Wabasha Comprehensive Plan
Storm Sewer Service



Date: 12/28/2015
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5.0

Parks & Recreation,
Open Space, and
Environmental
Quality

Parks and open space contribute to the sustainability of the community in a variety of ways. Urban parks represent an important element in creating green places and serving as areas for both passive and active recreation. For residents and visitors alike, parks add tremendous value to community life. In addition to their greenery, they provide excellent recreational facilities, such as ball fields and play grounds. They offer cultural activities such as outdoor concerts and plays. Strategies to support and maintain a green community include creating urban parks in conjunction with development, promoting community gardens, and supporting a network of regional open space areas and corridors for year-round access and use.

Open Space & Recreation

Parks - The current city limits include approximately 5,921 acres of land, of which 42.8 acres is dedicated as thirteen city-owned parks. These parks include four community parks: Beach Park, Izaak Walton Park, Malone Park, and the Athletic Field; two neighborhood parks: Bruegger Memorial Park and the Dennis Pheilsticker Memorial Park and Pool; two Mini-Parks: Schmidt Park, and Eagle Basin Park; and five designated open or green space areas: Cannon Park, Veteran’s Park, Popcorn Park, Marcou Park, and Heritage Park. Map 11 illustrates the location of these public parks.

Future Parks – Two future park sites are shown on Map 11, City Parks. The location for these future parks are approximate and are based on anticipated residential growth south of Wabasha. The future community park located just north of 17th Street near the Wabasha Justice Center could include tennis and pickleball courts and fields. The other future neighborhood park is located near River Drive close to the Mississippi River. This park is anticipated to serve residents in that neighborhood and will be primarily used for passive recreation with no proposed field or court development.

Active Recreation in Wabasha includes those activities that provide opportunities for fitness and sport. Many of the active sports and fitness-related equipment are located at the Athletic Field. The basketball courts, fields, and equipment need to be updated, repaired, and replaced from year to year. The public pool is located on the Dennis Pheilsticker Memorial. A disc golf course is located at Marcou Park, horseshoe pits are located at Malone Park, and several accesses for fishing along the Slough and Mississippi River are available in Wabasha.

Passive Recreation in Wabasha provides open areas for relaxation and slower paced activities rather than sports or active games. These areas are good places to visit, read, picnic, or enjoy the open setting. Activities such as walking, enjoying the landscape and wildlife, benches and picnic tables, and pavilions are typical passive park site amenities. Cultural and historical elements such as signage or landscapes may also be a part of these spaces. Schmidt Park, areas of Beach Park and Cannon Park, Bruegger Memorial Park, Heritage Park, Veteran’s Park, Eagle Basin Park, Popcorn Park, and Marcou Park provide passive recreation opportunities.



Beach Park



Athletic Field



Beach Park

Schools

Public and Private Schools also provide open space and recreational opportunities for students and residents in the Wabasha-Kellogg area.

- St. Felix Catholic School has approximately two acres of property that include two buildings and parking areas along with a fenced outdoor playground area and open space.
- Wabasha-Kellogg Public School District has approximately forty acres of property including buildings and parking areas, track and field courts and facilities, football, baseball/softball fields, large hard courts areas, and fenced playground areas.



Wabasha-Kellogg School Playground

Private and Public Recreation

Other Public and Private Recreational Opportunities include: *(See Chapter 4, Map 5)*

- The Bluffs at Coffee Mill Golf Course includes an 18-hole golf course and driving range on approximately 140 acres.
- Coffee Mill Ski and Snowboard Resort is located along the bluffs in Wabasha on approximately 87 acres.
- Four campgrounds, either public or private, are located throughout Wabasha. The combined acreage for these campground areas total approximately 12 acres.
- Two marinas and several boat launch sites are located in Wabasha. Marinas located on the north and south end of Wabasha along the Mississippi River include approximately 29 acres of on-water and off-water facilities.
- The Wabasha County Fairgrounds include approximately 18 acres with several buildings, parking areas, and a demolition derby area. The Wabasha County Fair takes place in July.



Parkside Marina



The Bluffs at Coffee Mill Golf Course

Community Gardening – The 24 to 26-plot Wabasha Community Garden is located on .23 acres of land at the intersection of Bridge Avenue and 3rd Street. The entire garden area is rented out each spring to residents on a waiting list. A future community garden area is proposed at the intersection of Franklin Avenue and 10th Street as shown on Map 11.

Total Recreation Land- The combined public and private recreational and open space areas in Wabasha, including public parks, schools, and public and privately owned recreational opportunities, combine to total approximately 269 acres or almost 5% of the total land in the City of Wabasha.

Potential relocation of the Athletic Field- The TH 60/61 Traffic Study has been initiated to review ways to improve the flow of traffic on Highway 60 through Wabasha. One option would require that the Athletic Field be relocated by connecting Highway 60 directly to Hiawatha Drive (County 30) through a street extension in the park. The Park Board agrees that extending Highway 60 should be considered and would like to review other locations, such as land around City Hall.



Trails

Existing City and Regional Trails– The City and Regional Trail Map shown in Map 12 shows several local trails located in Wabasha. The local trails include:

- A concrete trail between Hiawatha Drive West to 4th Grant Boulevard along the Slough within Malone Park measuring 1,662 feet long by 8 feet wide.
- An asphalt trail (bike path) between 7th Street and Main Street within vacated railroad right-of-way measuring 2,583 feet long by 10 feet wide.
- An asphalt trail along 17th Street connecting the Wabasha Justice Center to the trail on Hiawatha Drive measuring 1,471 feet long by 11 feet wide.
- An asphalt trail within the Eagle Basin Subdivision connecting the residential lots to the Hiawatha Drive trail measuring 1,800 feet long by 10 feet wide.
- An asphalt trail from 12th Street on Hiawatha Drive East southward past the Wabasha-Kellogg School, measuring 7,934 feet by 10 feet wide. This trail is scheduled to be resurfaced in 2017.



MRT Trailhead Sign



City Trail along Riverfront

Proposed Local Trails would connect residents and visitors along the east side of the railroad tracks to Malone Park at Hiawatha Drive, along the east side of the Slough near Beach Park and the Campground to Hiawatha Drive, and southward to connect into 17th Street and continue southward to near the Wabasha-Kellogg School. Another trail connecting at Main Street and Lawrence Boulevard traveling southward along River Drive turning into 166th Avenue will also connect to the Wabasha-Kellogg School and then continue southward. See Map 12 for these proposed trail locations. The trails would most likely be extended as 10' black top (bituminous) trails similar to the existing trails throughout Wabasha.



City Trail by City Campground

MRT – Mississippi River Trail - MRT is a designated route for bicycle riders and pedestrians from Lake Itasca to the Gulf of Mexico following the Mississippi River for nearly 3,000 miles. Throughout Minnesota, the route is a combination of off-street trails and roads, including road shoulders on busier stretches such as U.S. Highway 61. On the northwest end, the route through Wabasha brings bicyclists off of Highway 61 at County Road 30, along Gambia to 6th Street and the bike trail, and then to the river and downtown. At the southwest end of town, the route comes in from County Road 30 and turns on Washington to Lawrence Boulevard and the river to the trail downtown. The route through Wabasha has been selected to provide riders an opportunity to see and utilize the amenities and businesses Wabasha has to offer. The shoulder along Hiawatha will be widened to improve the trail in 2017. See Map 12 for the MRT trail route.

Wabasha Walk/Bike Routes – One, three, and five mile walking and biking street loops have been identified in Wabasha. All three street loops start at the intersection of Bailey Avenue and Lawrence Boulevard East and travel south along Lawrence Boulevard to Market Street. From Market Street the three and five mile street loops continue southward to 12th Street and then swing northward along several city streets to Rocque Avenue at the northern end of the loop near Saint Elizabeth’s Medical Center. Half-mile, 2-mile, 3-mile and 4-mile markers have been identified on Map 13 along the street loops but are not identified on City Streets.

Environmental Quality

Topography - The landscape of the Wabasha area is part of a large area in southeast Minnesota, northeast Iowa, and southwest Wisconsin which is sometimes referred to as the “Driftless Area,” (not being covered by any of the “drift” material left behind by glaciers in much of the Midwest) or Paleozoic Plateau” because bedrock here is Paleozoic in age and has been cut into by erosion.

The dramatic topography in Wabasha runs from about 700 feet above sea level in the city to 1200 feet just west and south. These rock formations have provided the resources of sand, road base rock, rip-rap, and building stone for the community. Bedrock outcropping occurs along the City’s bluffs or slopes with 18% slopes or greater west of Highway 61. See Map 15 for the locations of City bluff areas.

Floodplain – Flooding in Wabasha has occurred primarily along the Mississippi River and the Slough. The primary reason for flooding is spring rains combined with snowmelt. Flood events which are expected to be equal to or exceeded by the average during a 100-year or 500-year event period have special significance for floodplain management and for flood insurance rates.

FEMA (Federal Emergency Management Agency) has adopted a national standard for the 1-percent annual chance (100-year) flood and the .2-percent annual chance (500-year) flood areas to indicate additional areas of flood risk. Both the Mississippi River and the Slough have been studied in detail and the 100 and 500-year floodplain boundaries have been delineated using the flood elevations determined at key cross sections. Map 14 shows FEMA’s preliminary floodplain areas and wetland boundaries.

Soils – The City of Wabasha has four general soil families. The Fayette-Dubuque-Steep, Stony, and Rocky Association are rocky soils characterized by gently sloping to moderately steep soils on narrow upland ridges, very steep soils on bluffs, and steep soils on narrow valleys. The Fayette-Renova-Chaseburg Association is located on broad upland ridges, slopes and drainageways. The Waulegan-Sparta-Plainfield Association consists of nearly level to gently sloping loamy, silty, or sandy soils of stream terraces. Finally, there is the Arenzville-Genesee-Minneiska-Alluvial Land Association with nearly level soils on floodplains. The alluvial land within this soil family has a high water table, is subject to flooding, drains poorly, and is located adjacent to the Mississippi River and slough areas in Wabasha.



City Trail by City Docks & Campground



Wabash area wetlands



Wisconsin approach to Michael Duane Clickner Memorial Bridge

Vegetation – Native vegetation in Wabasha is predominantly deciduous hardwood forest and small prairie areas. Wooded areas are found along streams and on the hills and valley slopes adjacent to the Mississippi River valleys. Approximately 75 percent of Wabasha County is farmland consisting primarily of corn, wheat, rye, oats, barley or vegetation used for livestock.

Air Quality - Minnesota has been in compliance with all national ambient air quality standards since 2002. Also, most toxic air pollutants have gradually decreased and are now below levels of health concern. These improvements in air quality have generally been attributed to lower emissions from industrial users and cleaner cars since the Clean Air Act. However, due to an increased understanding of serious health effects from air quality, the national standards for fine particles, ozone, and lead were made more restrictive in 2006 and 2008.

The Air Quality Index (AQI) is an index for expected unhealthy air quality days for sensitive groups where fine particles are present in the ozone. Air quality alert days have been recorded since 2003 in Minnesota. From 2003-2007 the Southeastern Minnesota area has had half as many alert days as the state as a whole. The Southeastern Minnesota area had two alert days per year in 2011 and 2012. In 2013 there were no alert days and in 2014 there was only one alert day. (See <https://www.pca.state.mn.us>)

As experts’ understanding of air pollution evolves so new methods to protect air quality must be explored. Though it’s important to require single-source air polluters to report and work to decrease their emissions, we also need to reduce air pollution emissions from scattered, unregulated sources such as transportation and residential uses. Tools that work on conservation, efficiency, and cleaner technologies, as well as established Clean Air Act regulations, will be needed to continue to improve our air quality and reduce the number of air pollution health alert days.

Water Quality – The City of Wabasha is part of the Zumbro River Watershed which is more than 900,000 acres in size and includes six counties and 288 miles of rivers and streams. This watershed includes diverse landscapes ranging from glacial-tills to steep sandy bluffs. The Zumbro Watershed is home to eagles, herons, beavers, otters, coyotes, bass, trout and more than 150,000 people that live, work and play within its boundary. (See <http://www.zumbrowatershed.org/ourwatershed>) The Minnesota Pollution Control Agency continues to study the (TMDL) Total Maximum Daily Load along 17 sections of impaired watershed areas, monitors the watershed, and is studying the underlying geology of the watershed. The protected waters within Wabasha can be seen on Map 17 including Brewery Creek, the Mississippi River, and Robinson Lake.

Surface water covers approximately 11% or 634 acres of land within the City of Wabasha. The MPCA has the primary responsibility to protect surface water from pollution by chemicals, microorganisms, and other substances that reduce water quality. The MPCA accomplishes this by monitoring and assessing the water



Southeast view of Wabasha – City Bluffs



Michael Duane Clickner Memorial Bridge

quality of the lakes, rivers, and streams throughout the state and then developing strategies to protect surface water. Regulation is typically managed with permits such as wastewater and stormwater discharges and subsurface sewage treatments. For more details on these permits, see Chapter 4, Public Utilities.



Mississippi River along City Trail, north of bridge



Mississippi River along City Trail, south of bridge



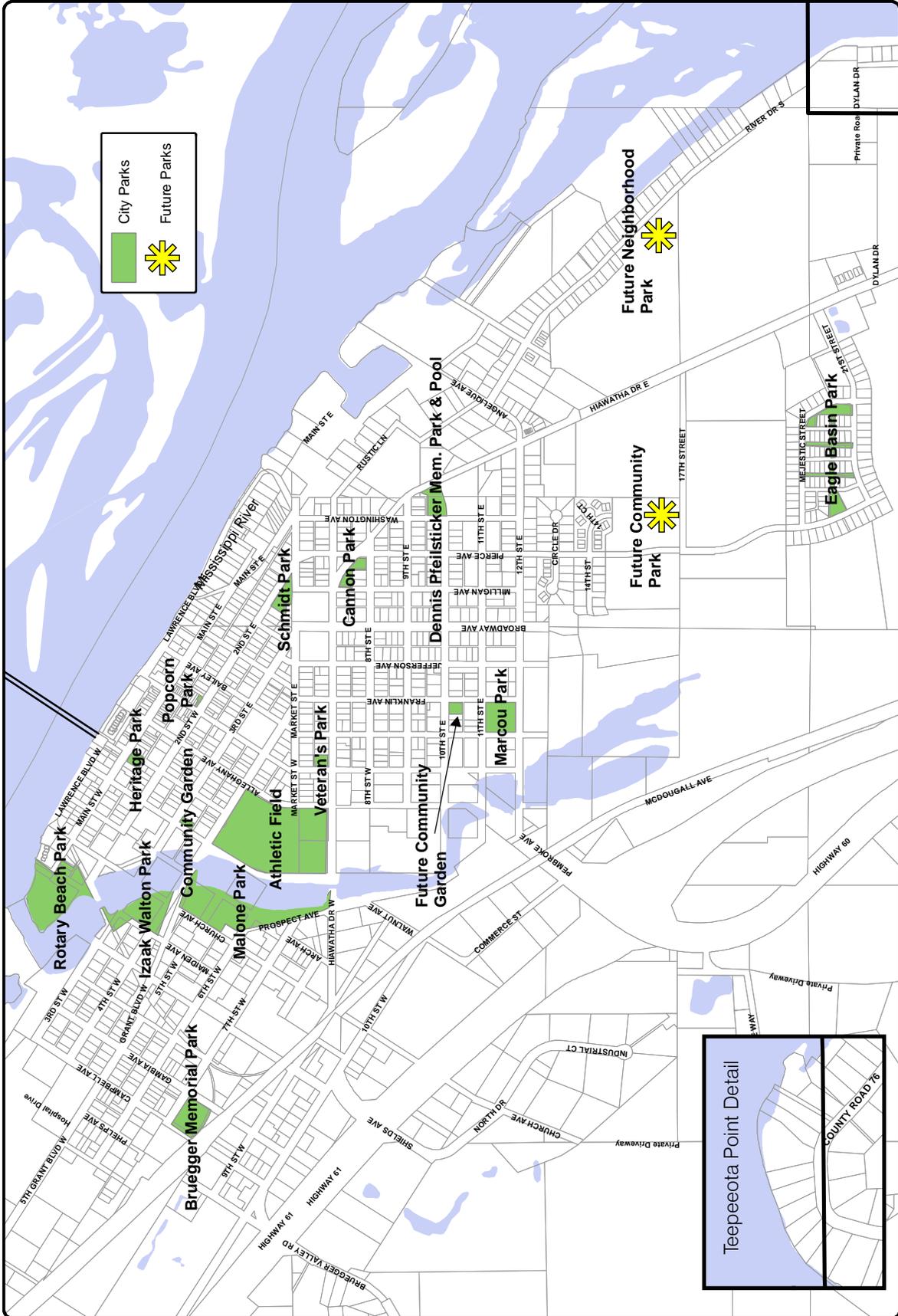
Goals & Policies

Parks & Recreation		
<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
Develop sufficient and well maintained parks, open spaces, trails, and recreational facilities for residents and visitors.	Provide recreational amenities that support residents’ and visitors’ needs with a balance of year-round active and passive recreational opportunities for all ages and abilities.	<ol style="list-style-type: none"> 1. Develop and maintain parks, sidewalks, and trails following Wabasha’s Park Plan goals and strategic priorities. <i>(See in Appendix A)</i> 2. Build community partnerships, volunteerism, and donation lists to fund and create parks, park amenities, and recreational programs. 3. Make all park, sidewalk, and trail maps readily available for residents and visitors. 4. Work with the School District and other private recreational facilities to coordinate and share recreational facilities. 5. Examine the pool usage to determine if the pool should be improved at its current location, relocated near or on Wabasha-Kellogg’s school property, and be an outdoor or indoor pool. 6. Re-purpose Veteran’s Park with another public use and establish a Veteran’s Memorial site at another park. 7. Construct tennis and pickleball courts in the future community park near 17th Street and the Justice Center. 8. Maintain Wabasha’s “Fit City” designation. 9. Add another Community Garden at the city-owned site on Franklin Avenue and 10th Street and work with youth organizations to help manage the facility. 10. Work with the Park and Planning & Zoning Commissions to establish parkland and trail dedication assessments as part of the Subdivision Regulation. 11. Initiate a study to determine if the Athletic Field can be relocated to another site. 12. Designate Marcou Park as an Art Park.
	Provide a multi-use trail and non-motorized transportation routes that create linkages to neighborhoods, downtown, parks, open spaces, and regional trails.	<ol style="list-style-type: none"> 1. Develop a plan and integrate bike lanes and separated walks with road improvements, where feasible, as outlined on future sidewalk and trail plans. 2. Work with the City of Kellogg to ensure pedestrian trail connectivity. 3. Install lighting on the bike path between Grant Boulevard and 7th Street. 4. Construct a trail connecting River Drive to 166th Street. 5. Construct a trail from Veteran’s Park to the Wabasha-Kellogg School. 6. Plan, locate funding sources, and construct a trail linking the Wabasha-Kellogg School to the City of Kellogg.

Environmental Quality

<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
Balanced wildlife habitat and reduced soil erosion to ensure the continued value of these resources.	Identify and preserve sensitive wildlife areas and natural habitat corridors.	<ol style="list-style-type: none"> 1. Incorporate planning and design solutions for all future development proposals to preserve and protect wildlife habitat areas within “protected waters”, moderately significant biodiversity areas, and the wildlife management area north of Robinson’s Lake on North County Road 24.
	Minimize soil erosion from grading and excavation associated with land-use activities and prevent contaminants from entering the soil.	<ol style="list-style-type: none"> 1. Regulate urban and rural development on steep slopes to minimize soil erosion. 2. Restrict development where soil conditions might pose problems to foundations or impact groundwater quality.
Future development that prevents encroachment onto the Bluff Impact Zone.	Ensure that the Bluff Impact Zone standards and practices provide safeguards for public and private development as found in the Zoning Ordinance.	<ol style="list-style-type: none"> 1. Prohibit development within the Bluff Impact Zone or at slopes generally greater than 18%. (See Chapter 8 Map 28)
Minimal risk to life, property, and public investment from flood hazards.	Regulate development so that flood prevention standards and practices provide safeguards for public and private development.	<ol style="list-style-type: none"> 1. Protect life and property from the increased risk of flooding through application of setbacks and all FEMA flood zone requirements along Brewery Creek, the Mississippi River, and the Slough. 2. Protect vegetation along all natural waterways to stabilize and slow the erosion. 3. Preserve access to streams and rivers for open space, wildlife, and flood-control maintenance.
High water quality for both surface and groundwater and adequate supply of water for future usage.	Protect the City’s groundwater supply from significant depletion or contamination.	<ol style="list-style-type: none"> 1. Maintain and improve water quality as development occurs. 2. Apply best practice methods to ensure that water resources are not depleted. 3. Minimize the polluting effects from development activities through sensitive site design and available technologies. 4. Require the use of 50% native vegetation to be drought tolerant vegetation in residential and commercial developments.
Regional airsheds at or above national air quality standards and strive to minimize noise intrusions to privately owned area.	Protect and enhance air quality and minimize health hazards associated with air pollution.	<ol style="list-style-type: none"> 1. Assess all new development requests for opportunities to integrate the use of alternative modes of transportation. 2. Coordinate with Wabasha County and MnDOT to assure that land-use and transportation decisions will improve regional air quality. 3. Limit airborne particulates by requiring dust control measures and revegetation for all development and grading projects. 4. Consider limiting the hours of operation for noise sensitive land uses and truck hauling projects by regulating haul routes and implementing on-site technologies to reduce noise and safety impacts for adjacent residential uses.

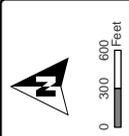




City Parks
 Future Parks

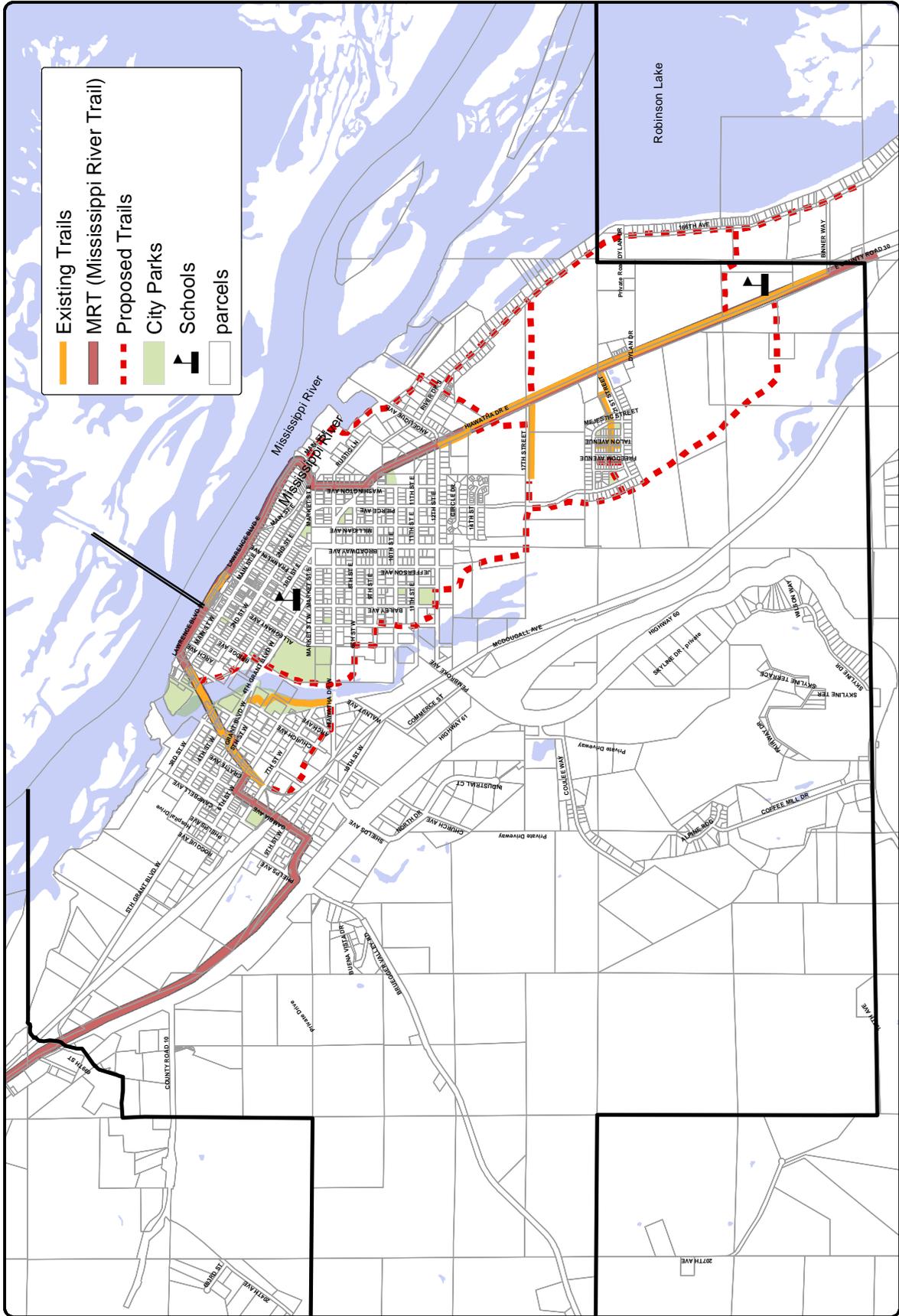


Wabasha Comprehensive Plan
 City Parks



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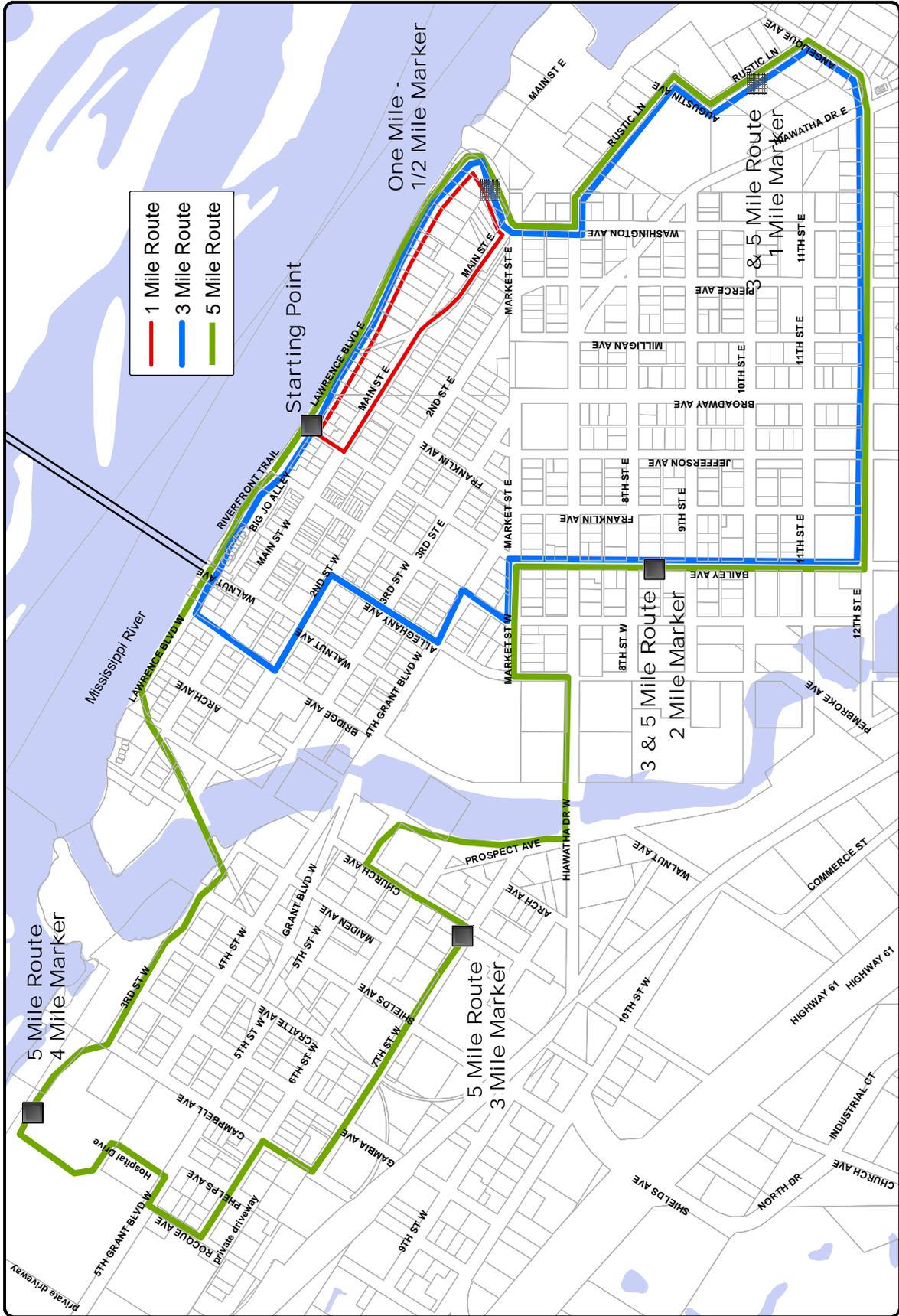




Wabasha Comprehensive Plan
City & Regional Trails

CITY OF WABASHA

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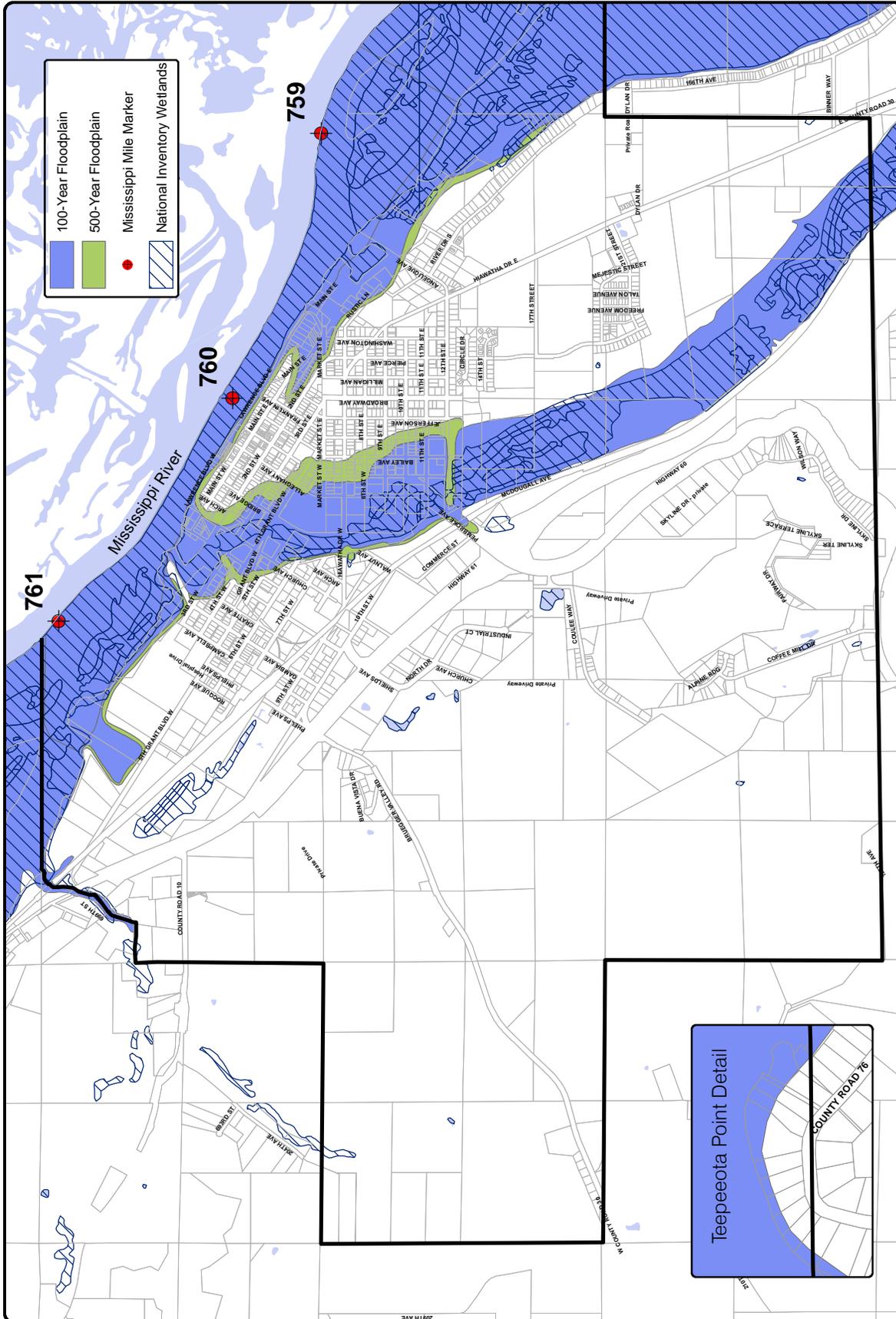


Wabasha Comprehensive Plan
City Walk/Bike Routes

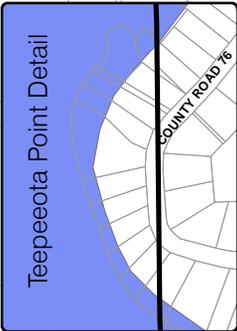


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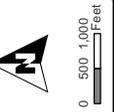




100-Year Floodplain
 500-Year Floodplain
 Mississippi Mile Marker
 National Inventory Wetlands

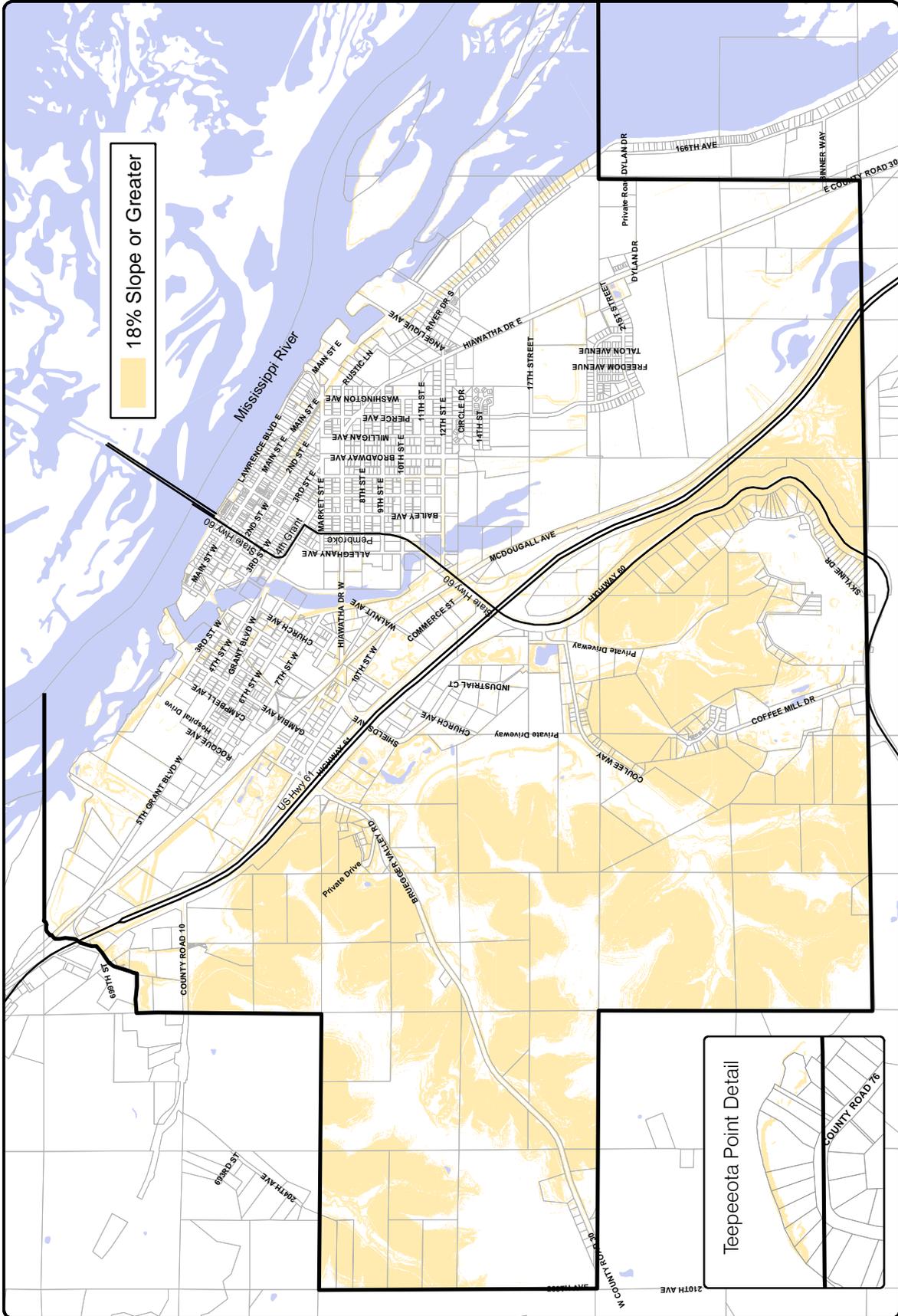


Wabasha Comprehensive Plan
Floodplain & Wetlands



Date: 12/15/2015
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18% Slope or Greater

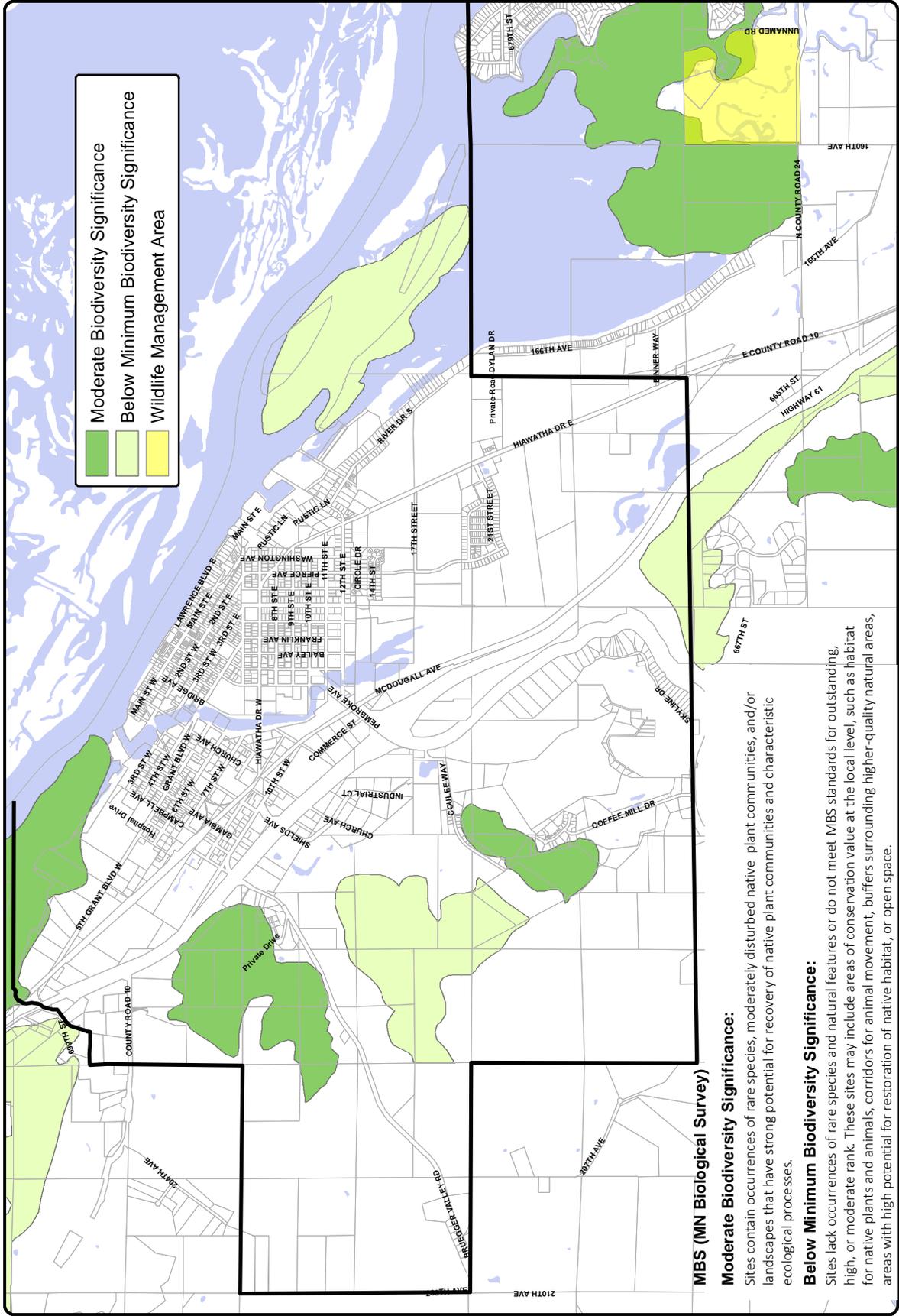
Teepeeota Point Detail

Wabasha Comprehensive Plan City Bluffs



Date: 11/18/15
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Moderate Biodiversity Significance

Below Minimum Biodiversity Significance

Wildlife Management Area

MBS (MN Biological Survey)

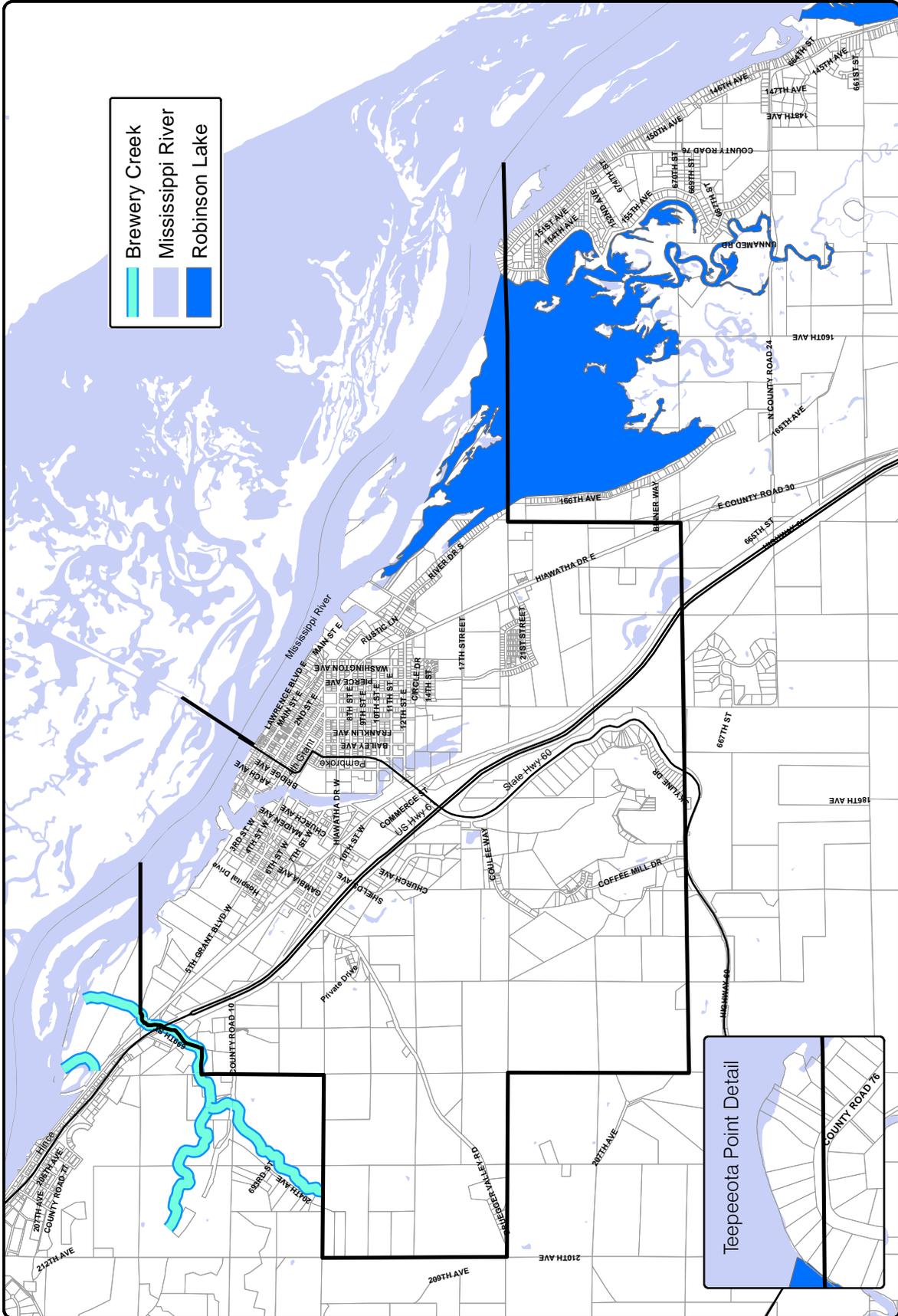
Moderate Biodiversity Significance:
 Sites contain occurrences of rare species, moderately disturbed native plant communities, and/or landscapes that have strong potential for recovery of native plant communities and characteristic ecological processes.

Below Minimum Biodiversity Significance:
 Sites lack occurrences of rare species and natural features or do not meet MBS standards for outstanding, high, or moderate rank. These sites may include areas of conservation value at the local level, such as habitat for native plants and animals, corridors for animal movement, buffers surrounding higher-quality natural areas, areas with high potential for restoration of native habitat, or open space.

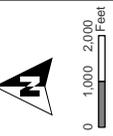
Date: 12/17/15
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Wabasha Comprehensive Plan

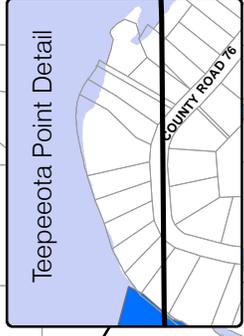
Significant Biodiversity & Wildlife Mgmt. Area

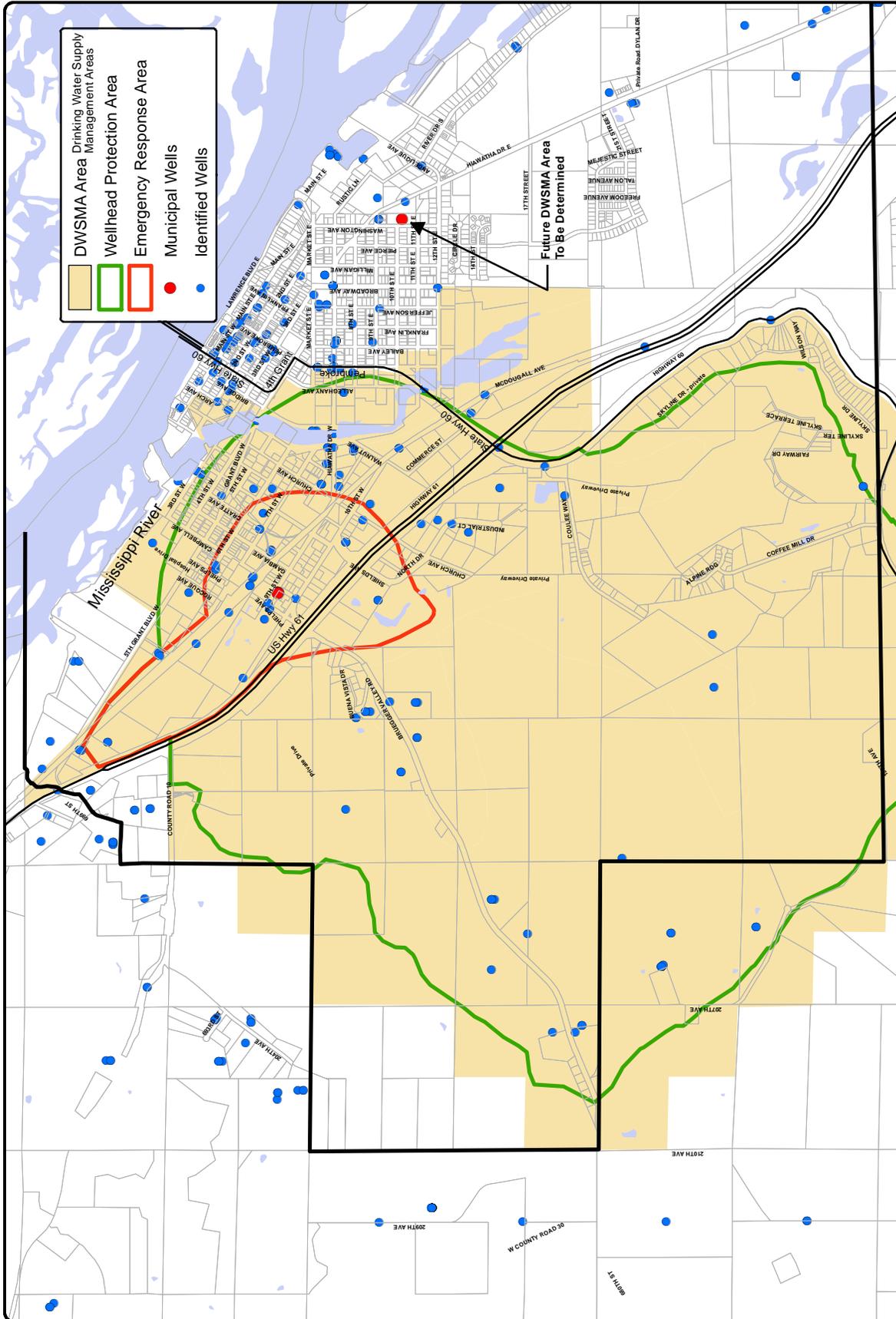


Wabasha Comprehensive Plan
Protected Waters



Date: 12/15/2015
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Wabasha Comprehensive Plan
Wellhead Protection Area



Date: 03/22/16
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6.0

Transportation &
Circulation

Introduction

The purpose of the Transportation Plan element of the Comprehensive Plan is to provide guidance to the City of Wabasha, as well as existing and future landowners in preparing for future growth and development. As such, whether an existing roadway is proposed for upgrading or a land use change is proposed on a property, this plan provides the framework for decisions regarding the nature of roadway infrastructure improvements necessary to achieve safety, adequate access, mobility, and performance of the existing and future roadway system. The primary goal of this plan is to establish local policies, standards, and guidelines to guide major transportation investments and policy decisions. To accomplish these objectives, the Transportation Plan provides information about:

- The functional hierarchy of streets and roads related to access and capacity requirements.
- Access management policies and intersection controls.

Transportation system principles and standards

The transportation system principles and standards included in this Plan create the foundation for developing the transportation system, evaluating its effectiveness, determining future system needs, and implementing strategies to fulfill the goals and objectives identified.

Functional Classification

It is recognized that individual roads and streets do not operate independently in any major way. Most travel involves movement through a network of roadways. It becomes necessary to determine how this travel can be channeled within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by stipulating the role that any particular road or street should play in serving the flow of trips through a roadway network. It is the process by which streets and highways are grouped into classes according to the character of service they are intended to provide. This involves determining what functions each roadway should perform prior to determining its design features, such as street widths, speed, and intersection control.

The Minnesota Department of Transportation (MnDOT) has developed definitions and criteria for roadway classification based on function. This classification system typically consists of five major classes of roadways: Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors, and Local Streets. Roadways are classified as either arterials, collectors, or local streets based on several criteria including (but not limited to) geographic units connected, types of streets connected, length of trip served, distance between streets of the same classification, volume of traffic carried by the facility, speed limit and design (right-of-way width and access provisions).

The existing roadway classifications within Wabasha are described as the following:



Highway 60 & 4th Grant Blvd.



Main Street

Principal Arterials

Roadways of this classification typically connect large urban areas to other large urban areas or they connect metro centers to regional business concentrations via a continuous roadway without stub connections. They are designed to accommodate the longest trips. Their emphasis is focused on mobility rather than access. They connect only with other Principal Arterials, interstate freeways, and select Minor Arterials and Collector Streets. There is one Principal Arterial roadway in the City of Wabasha, US 61. US 61 provides northwest-southeast connectivity across the southeastern portion of the state of Minnesota with connections into Wisconsin on the south and to the Twin Cities metropolitan area and beyond on the north.



Highway 61, Principal Arterial

Minor Arterials

Roadways of this classification typically link urban areas and rural Principal Arterials to larger towns and other major traffic generators capable of attracting trips over similarly long distances. Minor Arterials service medium length trips, and their emphasis is on mobility as opposed to access in urban areas. They connect with Principal Arterials, other Minor Arterials, and Collector Streets. Connections to Local Streets should be avoided if possible. Minor Arterials are responsible for accommodating thru-trips, as well as trips beginning or ending outside the Wabasha area. Minor Arterial roadways are typically spaced approximately ½ to 1 mile in developed areas and approximately 1 to 2 miles in developing areas. TH 60 is the only Minor Arterial roadway in Wabasha.



Pembroke Avenue, Minor Arterial

Major Collectors

Roadways of this classification typically link neighborhoods together within a city or they link neighborhoods to business concentrations. In highly urban areas, they also provide connectivity between major traffic generators. A trip length of less than 5 miles is most common for Major Collector roadways. A balance between mobility and access is desired. Major Collector street connections are predominately to Minor Arterials, but they can be connected to any of the other four roadway functional classes. Local access to Major Collectors should be provided via public streets and individual property access should be avoided. Generally, Major Collector streets are predominantly responsible for providing circulation within a city. Major Collectors are typically spaced approximately ¼ to ¾ mile in developed areas and approximately ½ to 1 mile in developing areas. Portions of Main Street W./Bridge Avenue/2nd Street E./Pierce Avenue (CSAH 58), 4th Grant Boulevard/5th Grant Boulevard (CSAH 59), CSAH 10, Hiawatha Drive (CSAH 30), Gambia Avenue (CSAH 64), and Pembroke Avenue (CSAH 65) are functionally classified as Major Collector roadways in the Wabasha area.



Hiawatha Drive, Major Collector

Minor Collector Streets

Roadways of this classification typically include city streets and rural township roadways, which facilitate the collection of local traffic and convey it to Major Collectors and Minor Arterials. Minor Collector streets serve short trips at relatively low speeds. Their emphasis is focused on access rather than mobility. Minor Collectors are responsible for providing connections between neighborhoods and the Major Collector/Minor Arterial roadways. These roadways should be designed to discourage short-cut trips through the



neighborhood by creating jogs in the roadway (i.e. not direct, through routes). Pierce Avenue and 12th Street are classified as Minor Collectors.

Local Streets

Roadways of this classification are those streets not classified as an arterial or collector. Similar to Minor Collector streets, Local Streets typically include neighborhood city streets which provide direct access to individual residences and businesses and convey traffic to Minor Collectors, Major Collectors, and Minor Arterials. As with Minor Collectors, Local Streets serve short trips at relatively low speeds and their emphasis is increasingly focused on access rather than mobility. Accordingly, Local Streets do not include through traffic movements. As with many communities, many of the roadways within the City of Wabasha are classified as Local Streets.



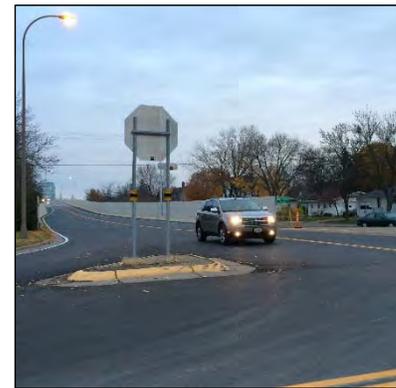
21st Street, Local Street

Roadway Capacity

Capacities of roadway systems vary based on the roadway’s functional classification. Based on accepted standards, roadway capacity per lane for divided arterials is 700 to 1,000 vehicles per hour and 600 to 900 vehicles per hour for undivided arterials. These values tend to be around 10% of the daily physical roadway capacity.

Principal and Minor Arterials

Based on the per lane capacity figures cited above, a two-lane arterial roadway has a daily capacity of 12,000 to 18,000 vehicles per day, a four-lane divided arterial street has a daily capacity of 28,000 to 40,000 vehicles per day, and a four-lane freeway has a daily capacity of approximately 70,000 vehicles per day. The variability in capacities are directly related to many roadway characteristics including access spacing, traffic control, adjacent land uses, as well as traffic flow characteristics, such as percentage of trucks and number of turning vehicles. Therefore, it is important that the peak hour conditions are reviewed to determine the actual volume-to-capacity on roadway segments with average daily traffic volumes approaching these capacity values.



Highway 60 & 4th Grant Intersection

Major Collectors and Minor Collector Streets

Major Collector and Minor Collector streets have physical capacities similar to those of a two-lane arterial street, however the acceptable level of traffic on a residential street is typically significantly less than the street’s physical capacity. The acceptable level of traffic volumes on Major Collectors and Minor Collector streets vary based on housing densities and setbacks, locations of parks and schools, and overall resident perceptions. Typically, traffic levels on Major Collector streets in residential/educational areas are acceptable when they are at or below 50% of the roadway’s physical capacity, resulting in an acceptable capacity of 6,000 to 9,000 vehicles per day. Acceptable traffic levels on Minor Collector streets are considerably less. Typically, a daily traffic volume of 1,000 to 1,500 vehicles per day is acceptable on Minor Collector streets in residential areas.



Lawrence Boulevard

Figure 6.1 – Roadway Types and Capacity

Roadway Type	Daily Capacities
Urban 2-Lane	7,500 – 12,000
Urban 3-Lane or 2-Lane Divided	12,000 – 18,000
Urban 4-Lane Undivided	Up to 20,000
Urban 4-Lane Divided	28,000 to 40,000
4-Lane Freeway	Up to 70,000

Level of Service

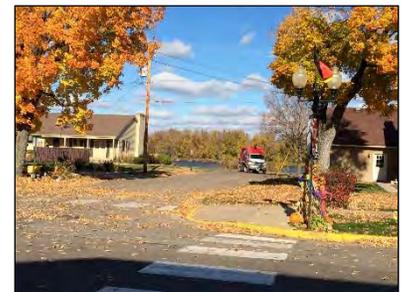
The capacity of a transportation facility reflects its ability to accommodate a moving stream of people or vehicles. It is a measure of a supply side of transportation facilities. Level of Service (LOS) is a measure of the quality of flow. The concept of LOS uses qualitative measures that characterize operational conditions with a traffic stream and their perception by motorists. Six LOS are defined for roadways. They are LOS A, B, C, D, E, and F. LOS A represents the best operating conditions and LOS F represents the worst. The LOS of a multilane roadway can be dictated by its volume-to-capacity (v/c) ratio. The LOS of a two-lane roadway is defined in terms of both percent time-spent-following and average travel speed. LOS F is determined when v/c ratio is over 1.00. The criteria for LOS and general v/c ratio for multilane highways and speed for two-lane highways are provided in the following table:

Figure 6.2 – Highway Level of Service

LOS	Multilane	Two-Lane
	v/c Ratio	Avg. Travel Speed (mph)
A	<0.28	>55
B	>0.28 – 0.45	>50-55
C	>0.45 – 0.65	>45-50
D	>0.65 – 0.86	>40-45
E	>0.86 – 1.00	≤40
F	> 1.00	v/c >1.00



Pembroke Avenue



Bridge Street

For roadways in urban sections, the urban street class and average travel speed determine the LOS. This is generally similar to the LOS for two-lane highways but takes into account the free flow speed of the facility (average speed achieved with no other vehicles present on roadway) and the addition of traffic control. This criteria is established in the following table:

Figure 6.3 – Urban Street Level of Service				
Range of Free-Flow Speed	55 to 45	45 to 35	35 to 30	35 to 25
LOS	Average Travel Speed (mph)			
A	>42	>35	>30	>25
B	>34-42	>28-35	>24-30	>19-25
C	>27-34	>22-28	>18-24	>13-19
D	>21-27	>17-22	>14-18	>9-13
E	>16-21	>13-17	>10-14	>7-9
F	≤16	≤13	≤10	≤7

In addition to volume, speed, and capacity considerations, the type of traffic control (yield sign, stop sign, etc.) present at intersections can also determine the LOS. The LOS for an intersection is based on the amount of delay that a user experiences to their travel and includes the time spent decelerating, stopped, and accelerating. The following table depicts the LOS threshold for vehicles at signalized intersections:

Figure 6.4 – Intersection Level of Service	
LOS	Delay per vehicle (seconds)
A	≤10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	> 80



3rd Street Intersection



2nd Street Intersection

Generally, the City of Wabasha should consider capacity improvements on roadways with a LOS D or worse and volume-to-capacity ratios over 0.75 during the peak hours. However, given the traffic volumes within the City, these poor service levels are not likely. Should a LOS D or worse occur, it most likely would be resultant of intersection control instead of roadway geometry and/or lane configuration.

Access Management Guidelines

In Wabasha, access standards and spacing guidelines are recommended as a strategy to effectively manage existing ingress/egress onto City streets and to provide access controls for new development and redevelopment. The proposed access standards (driveway dimensions) are based on MnDOT State-Aid design standards. The following tables represents recommended access standards for local City roadways. Access to MnDOT and County roadways is governed by those agencies.

Figure 6.5 – Roadway Access Standards		
Driveway Dimensions	Residential	Commercial or Industrial
Driveway Access Width	11 feet – 22 feet, 16 feet desired	16 feet – 32 feet 32 feet desired
Minimum Distance Between Driveways*	20 feet	20 feet
Minimum Corner Clearance from a Collector Street	60 feet	80 feet

* One access per lot only is recommended.

Geometric Design Standards

Geometric design standards are directly related to a roadway’s functional classification and the amount of traffic that the roadway is designed to carry. The following is a discussion of various geometric design elements and how each element relates to a particular roadway’s ability to perform its function in the roadway network.

Right-of-Way Width & Roadway Width

Right-of-way width is directly related to the roadway’s width and its ability to carry vehicular and pedestrian traffic in a safe and efficient manner.



Shields Avenue, Marathon Access from Highway 61



Commerce Street, AmericInn Lodge & Suites Access



12th – 14th Street Driveway Access



Roadway and travel lane widths are directly associated with a roadway’s ability to carry vehicular traffic. As referenced in the City’s subdivision ordinance, the following table denotes the minimum roadway width:

Figure 6.6 – Right-of-Way Width & Roadway Width Standards				
Street Category	Right-of-Way Minimum Width	Surfaced Minimum Width	Maximum Grade*	Minimum Grade
Arterial	70 feet	44 feet	6%	0.4%
Collector	66 feet	40 feet	8%	0.4%
Local	60 feet	36 feet	10%	0.4%
Local (Rural)	50 feet	22 feet	10%	0.4%
* To assure a safe and reasonable sight distance at intersections a lesser maximum grade may be required.				
For local streets less than 1,000 feet of length in single-family developments, cul-de-sacs, and frontage streets, the minimum right-of-way width may be 50 feet and the surfaced minimum width 28 feet				

Roadway widths not meeting the Geometric Design Standards will result in decreased performance of the particular roadway and additional travel demand on the adjacent roadway network components. For example, a substandard Major Collector roadway may result in additional travel demand on an adjacent Minor Collector street resulting in an overburden for adjacent landowners. Similarly, additional local circulation may result on an adjacent Minor Arterial resulting in reduced mobility for regional trips.

For the City of Wabasha, geometric design standards for the reconstruction or construction of new Minor Arterial, Major Collector, and Minor Collector Streets will be based on MnDOT State-Aid standards.

Sidewalk/Trail

Sidewalks and/or trails are recommended to be adjacent to all Minor Arterial, Major Collector and Minor Collector roadways within Wabasha to accommodate pedestrian, bicycle, and other non-motorized travel in a safe and comfortable manner. These roadways are expected to carry a significant amount of vehicular traffic and separation of travel modes is necessary. In commercial and industrial areas, the requirements for trails and sidewalks may vary to accommodate additional pedestrian and bicycle traffic.

Along Minor Arterials and Major Collector roadways, an 8-foot wide bituminous or concrete trail and/or 5-foot wide concrete sidewalk is recommended on either side of the roadway to accommodate local pedestrian and bicycle travel. The pedestrian facilities on both sides of these roadways allow for pedestrian travel within the corridor without introducing excessive crossing demand on Minor Arterials and Major Collectors. A sidewalk and trail will accommodate pedestrian and bicycle travel along the corridor, as well as provide a safe, comfortable link between lower volume residential streets and the other pedestrian and trail



Local Street Sidewalk



Pedestrian Trail

facilities within the community. A 10-foot wide trail would be more desirable as the 10-foot width would better accommodate two-way bicycle traffic. The City of Wabasha’s comprehensive trail plan will be utilized to determine where bike trails are required.

Along Minor Collector roadways, a 5-foot concrete sidewalk is recommended on both sides of the roadway. With the anticipated vehicular volumes on Minor Collector streets, pedestrians can safely cross the roadway, however, pedestrian travel along the roadway may become uncomfortable.

For the City of Wabasha, it is recommended that these sidewalk configurations be implemented upon reconstruction of streets or from Council action as opportunities are presented.



City Trail near the National Eagle Center

Roadway Jurisdiction

Roadway jurisdiction directly relates to functional classification of roadways. Generally, roadways with higher mobility functions (such as arterials) should fall under the jurisdiction of a regional level of government. Recognizing that these roadways serve greater areas resulting in longer trips and higher volumes, jurisdiction of Principal Arterial and Minor Arterial roadways should fall under the jurisdiction of the state and county, respectively. Similarly, roadways with more emphasis on local circulation and access (such as collectors) should fall under the jurisdiction of the local government unit. These roadways serve more localized areas and result in shorter trip lengths and lower volumes. Major Collector and Minor Collector roadways should fall under the jurisdiction of either Wabasha County or the City of Wabasha.



TH 60 and the Athletic Field

As roadway segments are considered for turn-back to the City, efforts will be taken to evaluate the roadway features for conformance to current standards, structural integrity, and safety. This effort will help the City develop short and long-range programs to assume the responsibilities of jurisdictional authority.



Pavement Cracks

Transportation Concerns

US 61 Intersection Safety and TH 60 Realignment

Intersections along US 61 have experienced higher than normal crash rates. In addition, the City has concerns regarding truck traffic on TH 60, which currently routes through residential areas. To address these issues, and in cooperation with MnDOT and Wabasha County, the City initiated a transportation study to address intersection safety issues along US 61, and the potential for realignment of TH 60 through Wabasha. As part of the study, the safety and operations were analyzed and alternative intersection configurations and roadway alignments were developed for consideration.

Pavement Management

Like many older communities, the City has aging roadways and is faced with managing deteriorating pavements. The City recognizes that an important step in keeping pavements in condition is to crack seal and seal coat those pavements

early in the pavement life cycle, and overlay pavements when it becomes necessary. Using these techniques will keep pavements in good condition and extend their life before more costly reconstruction is necessary. To determine what type of maintenance is appropriate for each roadway, the City has completed an inventory of its roadways using the Pavement Surface Evaluation and Rating (PASER) methodology. This inventory can be viewed in *Map 24* and is used to determine the appropriate pavement maintenance treatment for each roadway, whether that be crack and chip sealing, overlay, or full reconstruction.

Existing Transportation System

The existing roadway classifications are shown on Map 19. The existing roadway jurisdictions are shown on Map 20. Map 21 shows current traffic volumes (collected in 2014) on Trunk Highway and County State Aid highways within the City. The *US 61 and TH 60 Transportation Study* contains additional information related to intersection safety and intersection turning movements for various roadways within the City and can be found in Appendix A.

Trails and Sidewalks: As described within Chapter 5, many trails exist in and around the City. To access these trails, many residents and visitors utilize existing sidewalks and street surfaces within local street corridors. Referring to Map 22, it is evident that existing sidewalks are predominantly found in the downtown and residential areas east of 4th Grant Boulevard. It is also apparent that the sidewalk network is vastly noncontiguous, thereby forcing most pedestrian traffic to utilize roadway driving surfaces for mobility.

Bridges: There are eight existing roadway bridges, one pedestrian bridge, and four railroad crossings (including one railroad bridge) as shown on Map 23. Bridges may be very noticeable, with piers, railings, and long spans, or they may be less noticeable box culvert type bridges. Any culvert with a span longer than 10-feet is classified as a bridge.

The Michael Duane Clickner Memorial Bridge (TH 60) connects Wisconsin and Minnesota. The bridges along Grant Boulevard (CSAH 59) and Hiawatha Drive (CSAH 30) help residents and visitors cross from the east and west sides of the Slough. There are two bridges along TH 61, one south of the TH 60 intersection and one just north of 5th Grand Boulevard (CSAH 59) intersection. There is also a bridge along TH 60, just south of the intersection of Coulee Way. These bridges are all under County or State jurisdiction. The two local jurisdiction bridges include a pedestrian bridge near the marina, which provides a water crossing for the bike trail and connects Beach Park and Izaak Walton Park, and a bridge located at the end of Coulee Way.

Railroad Crossings: The railroad crossings at 5th Grant Boulevard (CSAH 59) and Gambia Avenue (CSAH 64) are at-grade crossings. The railroad crossing at Hiawatha Drive (CSAH 30) is a roadway bridge overpass and Pembroke Avenue (TH 60) is a railroad bridge underpass. All of these railroad crossings are along roadways under County or State jurisdiction.



Pedestrian Bridge across the Slough



Railroad Sign

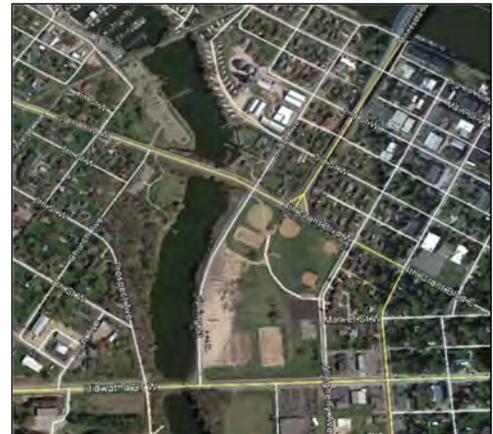
Pavement Conditions: Map 24 shows pavement condition ratings for streets under City jurisdiction in the City of Wabasha. During the summer of 2015, City staff completed a street condition inventory, which included rating the condition of all City streets using the Pavement Surface Evaluation and Rating (PASER) Methodology, originally developed for the Wisconsin Department of Transportation. The PASER system rates streets on a scale of 1-10 with 1 being a completely failed street, and 10 being a brand new street.



Michael Duane Clickner Memorial Bridge

The timing of bituminous pavement maintenance and rehabilitation actions can greatly influence their effectiveness and cost, as well as the overall life of the pavement. In general, once a pavement needs treatment, the sooner maintenance or rehabilitation activity is undertaken, the more cost-effective it will be. Research has shown that periodic maintenance projects on streets in good condition can extend their service life at a reduced life cycle cost. Since total reconstruction of a street is a very costly procedure, maintenance of streets after reconstruction is more cost effective than undergoing multiple reconstructions without maintenance.

Typically pavements with a rating between 7-10 are good candidates for crack and chip seal treatment, pavements with a rating between 4-6 are good candidates for a mill and overlay, and pavements with a rating between 1-3 are targeted for full reconstruction. While these ratings give the City an idea of what the condition of the pavement is, and what type of treatment is warranted to keep the pavement in good condition, it does not take into account the condition of the underlying City utilities (sanitary sewer, watermain, or storm sewer). Prior to making a determination on whether to construct an overlay on the street, for example, the City should consider whether the underlying utilities need to be replaced. If replacement is warranted, then it may be advisable to fully reconstruct the street instead. In this example, if funding is not available to fully reconstruct the street, then the City should recognize that constructing an overlay over utilities in poor condition is a risk that may result in the need to dig up the new pavement to repair the utilities.



Trunk Highway 60 potential Realignment Area



US Highway 61 Aerial

Future Transportation System

Pending the outcome of the US 61 and TH 60 traffic study, numerous initiatives could be recommended including intersection improvements and access along US 61 and potential realignment of TH 60.

As future growth and development occurs, it is expected that the transportation network will also evolve. Pending the density and progress of development, not only are the potential locations of these roadways variable, so too are the functional classifications subject to change. Similarly, existing functional classes of roadways may need to be altered pending growth characteristics and changes in user habits and driving behaviors. To that end, should potential development occur that is suspected of significantly altering the traffic operations in the

immediate and adjacent vicinity, a traffic study should be undertaken to appropriately identify and mitigate potential hazards.

In communities across the United States, pedestrian mobility has become a point of emphasis. Given the City’s proximity to regional trails, it is recommended that the City develop and strengthen its sidewalk network. In particular, it is suggested that all future residential developments incorporate sidewalks within each street corridor. Similarly, as the City considers future street reconstructions, streets should be evaluated for sidewalk need based on citywide connectivity.

With regard to street reconstruction and other related pavement management techniques, the City should continue the practice of evaluating its existing roadways. From that analysis, the City should annually discern maintenance activities to preserve and strengthen the roadway network.



Intersection of US Highway 60 and 4th Grant



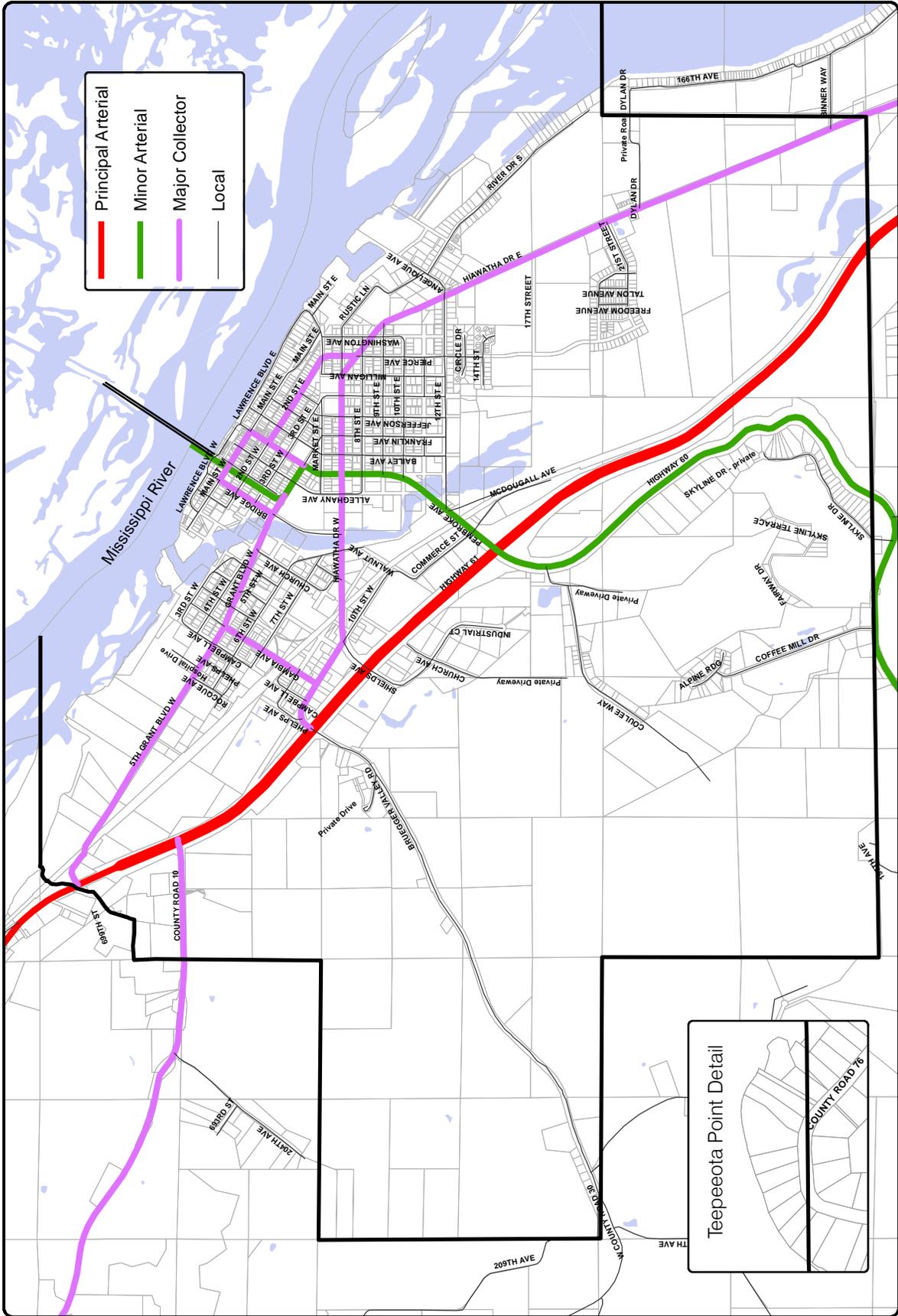
Hiawatha Drive Trail

Goals & Policies

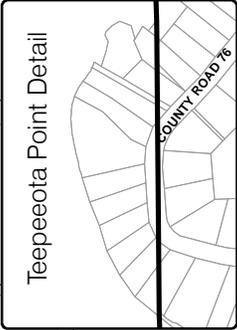
Transportation

<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
Strengthen and expand the roadway network to meet the demands generated by continued development and/or changes in usage	Strengthen the existing transportation network	<ol style="list-style-type: none"> 1. City Engineer shall routinely evaluate the pavement condition for all local streets and provide maintenance/improvement recommendations to City. 2. City Engineer and City Staff shall develop and annually maintain a Five Year Transportation Capital Improvement Plan which identifies existing roadways scheduled to undergo maintenance or reconstruction. 3. Develop a financing strategy for funding the maintenance of the existing roadway network 4. Incorporate standards related to access management standards and geometric design standards as outlined herein into the City's zoning ordinances related to existing streets and roadways. 5. Monitor opportunities to incorporate standards related to access management standards and geometric design standards as outlined herein into the reconstruction of existing streets and roadways and implement to the extent practical. 6. City Planner and City Engineer will monitor traffic and other transportation characteristics of existing streets and roadways and make recommendations regarding changes to the functional classification of the existing streets and roadways. 7. Incorporate federal, state, and local agencies to repair and/or improve state aid roadways that do not comply with recommended standards. 8. Develop strategies and implement recommendations from the US 61/TH 60 traffic study. 9. Develop and maintain a Sidewalk Plan which identifies the City's proposed sidewalk/trail network. This plan shall be implemented for reconstruction of existing roadways.
	Expand the roadway network into future growth areas	<ol style="list-style-type: none"> 1. The roadway network within the future growth areas should follow the geometric standards outlined in this comprehensive plan. 2. City Engineer and City Staff shall develop and annually maintain a Five Year Transportation Capital Improvement Plan which identifies existing roadways scheduled to undergo maintenance or reconstruction. 3. Incorporate criteria related to access management standards and geometric design standards as outlined herein into the City's zoning ordinances related to new streets and roadways 4. At the discretion of the City Engineer, a traffic study shall be performed prior to the development of the future growth area. 5. City Planner and City Engineer will provide recommendations regarding functional classification of new streets and roadways. 6. Develop and maintain a Sidewalk Plan which identifies the City's proposed sidewalk/trail network. This plan shall be implemented for construction of new roadways.





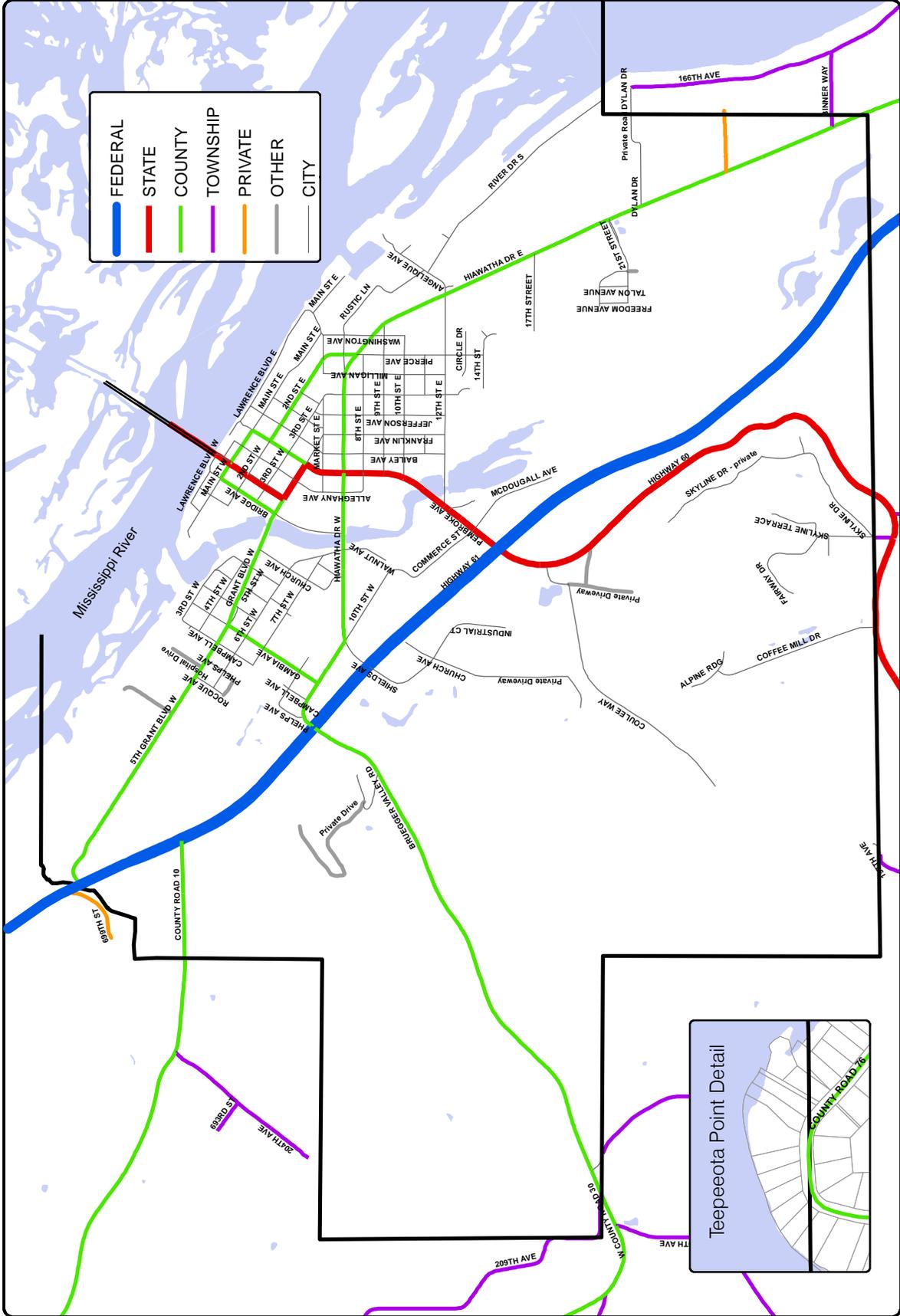
Principal Arterial
 Minor Arterial
 Major Collector
 Local



Wabasha Comprehensive Plan
 Roadway Classifications



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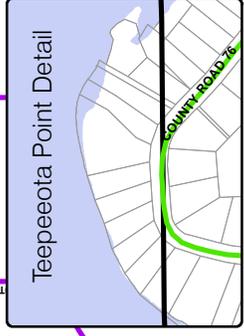
	FEDERAL
	STATE
	COUNTY
	TOWNSHIP
	PRIVATE
	OTHER
	CITY

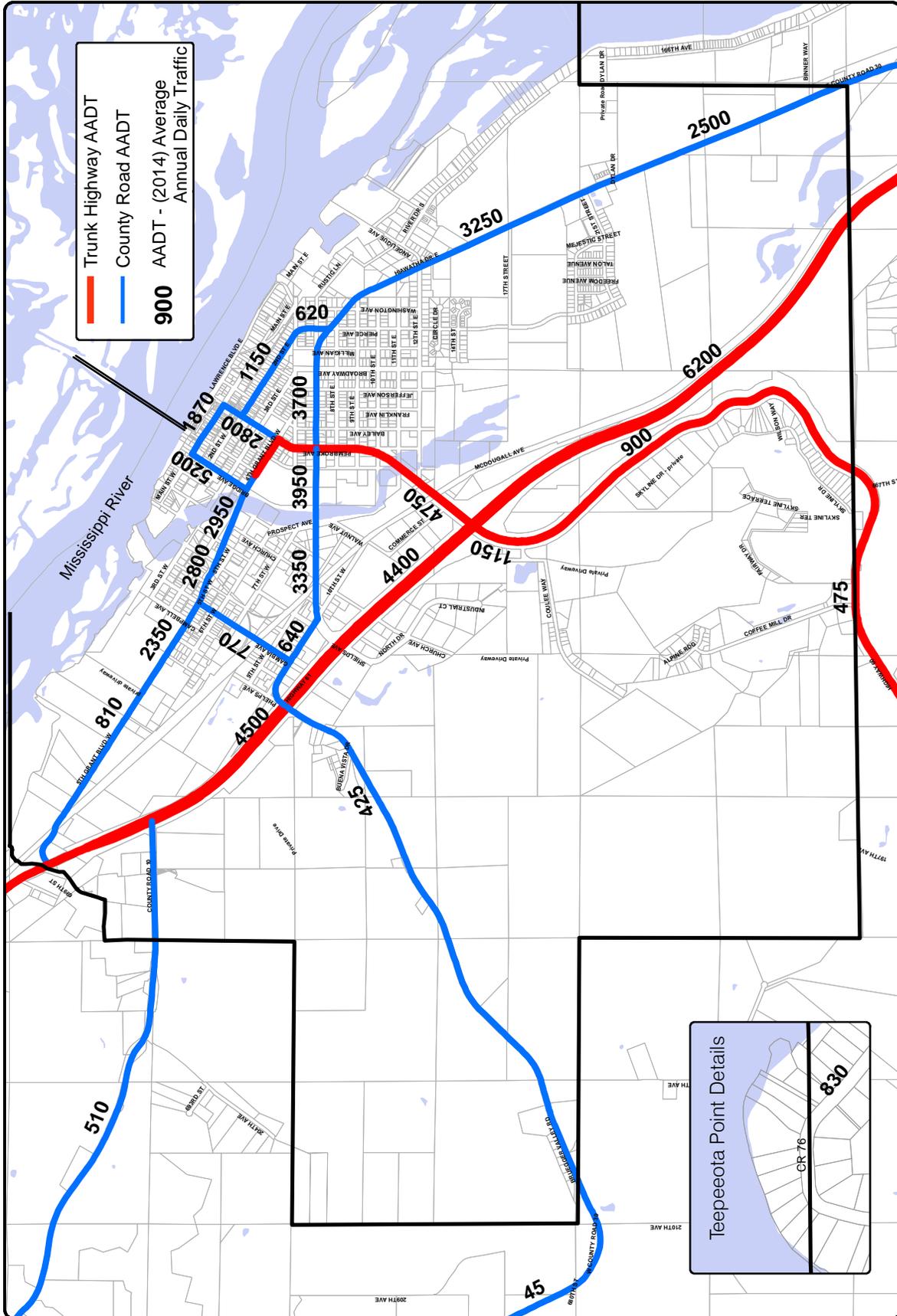
Wabasha Comprehensive Plan Roadway Jurisdictions



Date: 03/21/16

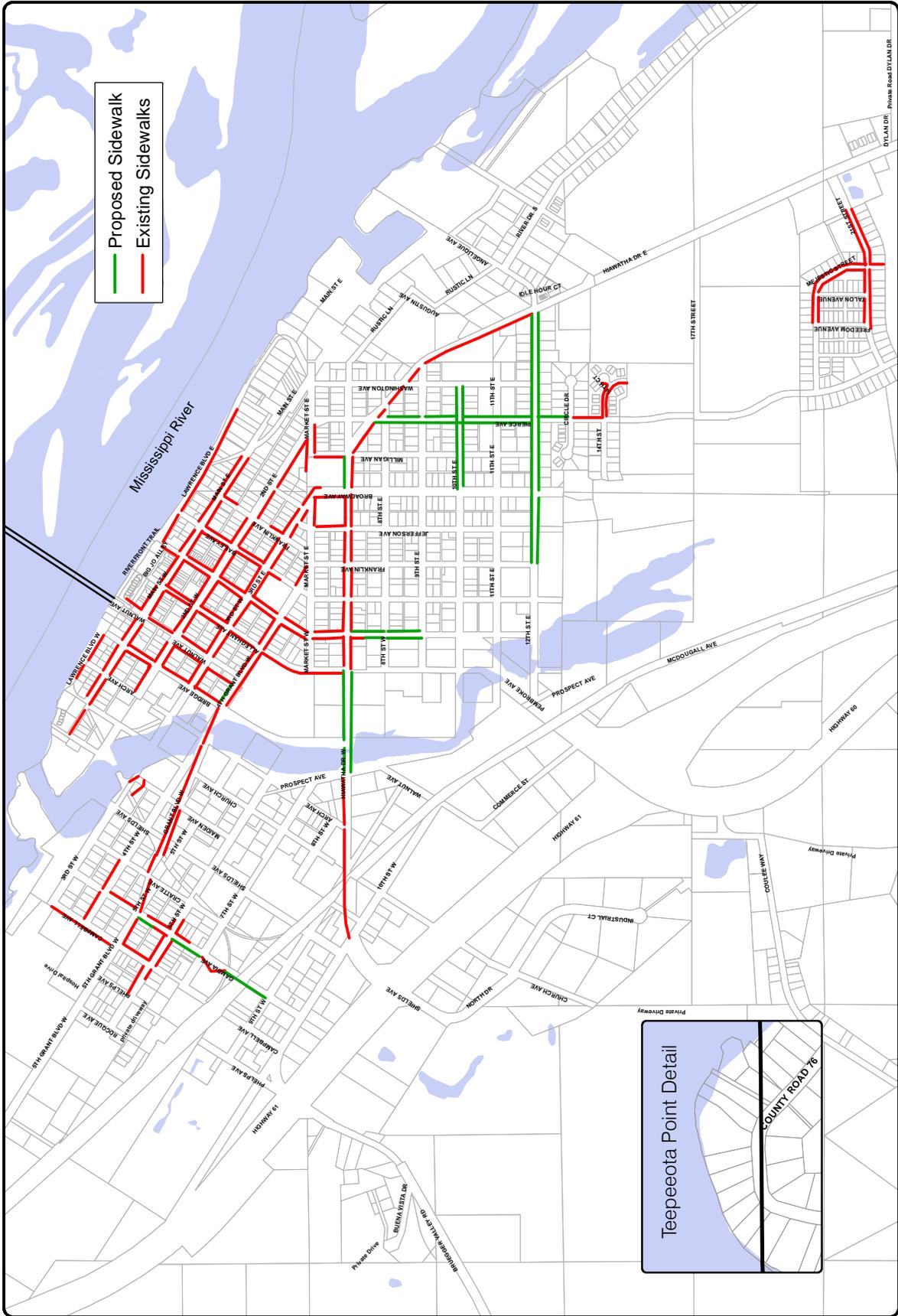
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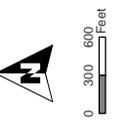
Wabasha Comprehensive Plan
Traffic Volume

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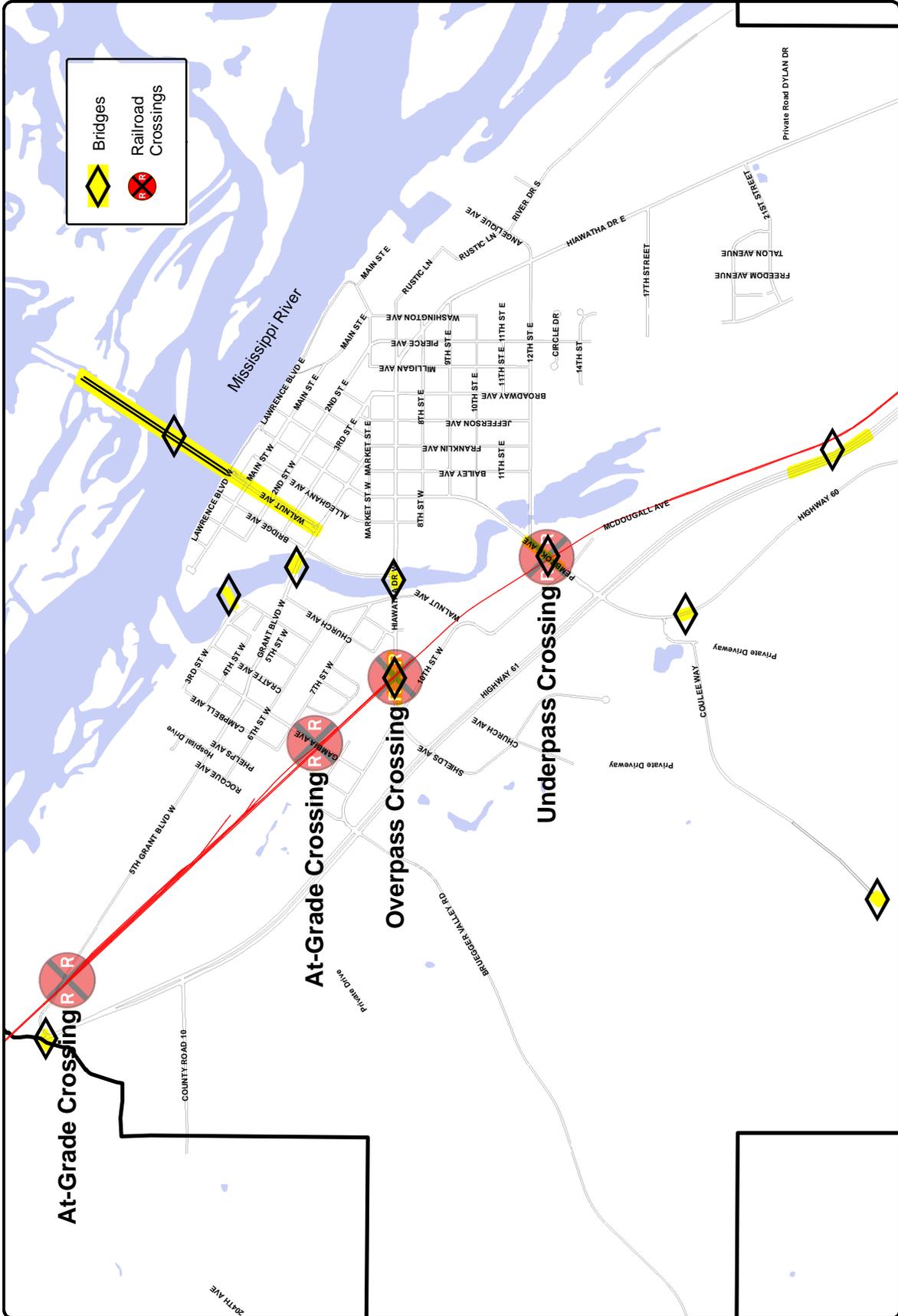
Proposed Sidewalk
Existing Sidewalks

Wabasha Comprehensive Plan Sidewalks



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Bridges


Railroad Crossings

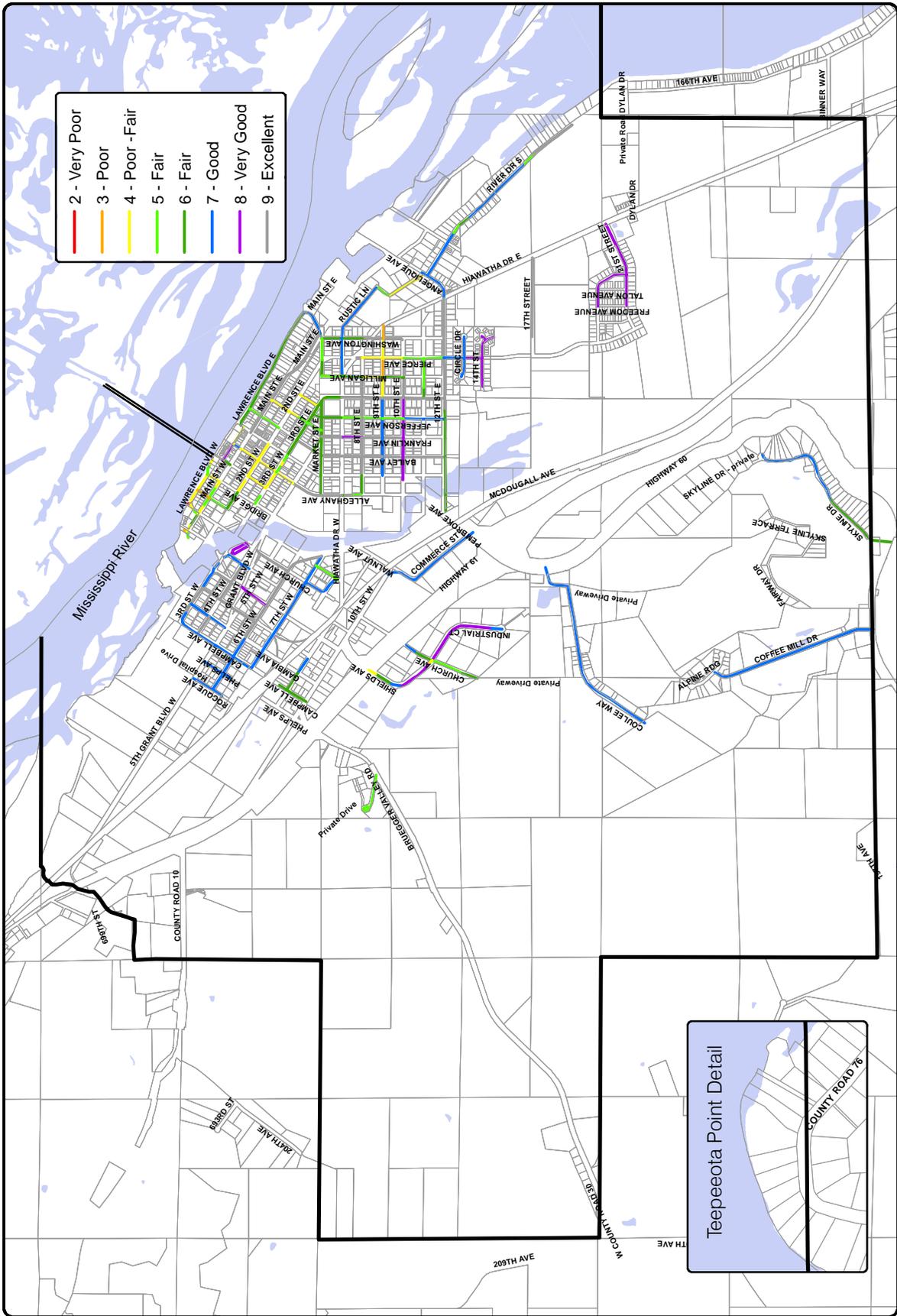

Wabasha Comprehensive Plan
Bridges and Railroad Crossings



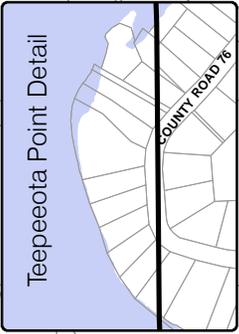
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- 2 - Very Poor
- 3 - Poor
- 4 - Poor - Fair
- 5 - Fair
- 6 - Fair
- 7 - Good
- 8 - Very Good
- 9 - Excellent



Wabasha Comprehensive Plan Pavement Condition Rating



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7.0

Economic Development
& Historic Preservation

Economic Development Overview

The purposes of Economic Development are (1) to guide public and private decisions that help the stabilization, retention, or expansion of the economic base, and (2) to create quality employment opportunities in the Wabasha area. Wabasha has unique cultural, institutional, and physical attributes. To capitalize on the area’s unique quality of life, Wabasha should focus on objectives and policies that will promote the City as livable, vibrant, and economically flexible.

Occupational and Professional Choices

Wabasha residents are highly diverse. Data from the 2008-2012 American Community Survey show that there are seventeen major occupations for residents living and working in Wabasha as seen in *Figure 7.1*. The largest group, 35% of Wabasha’s residents, work in arts and entertainment, sales and office, service, and food preparation. Following closely behind, at 31%, is the building, transportation, production, natural resources, and construction occupations. Law enforcement, healthcare industries, education, community services, technical, and management services complete the list of the occupations in found in Wabasha.

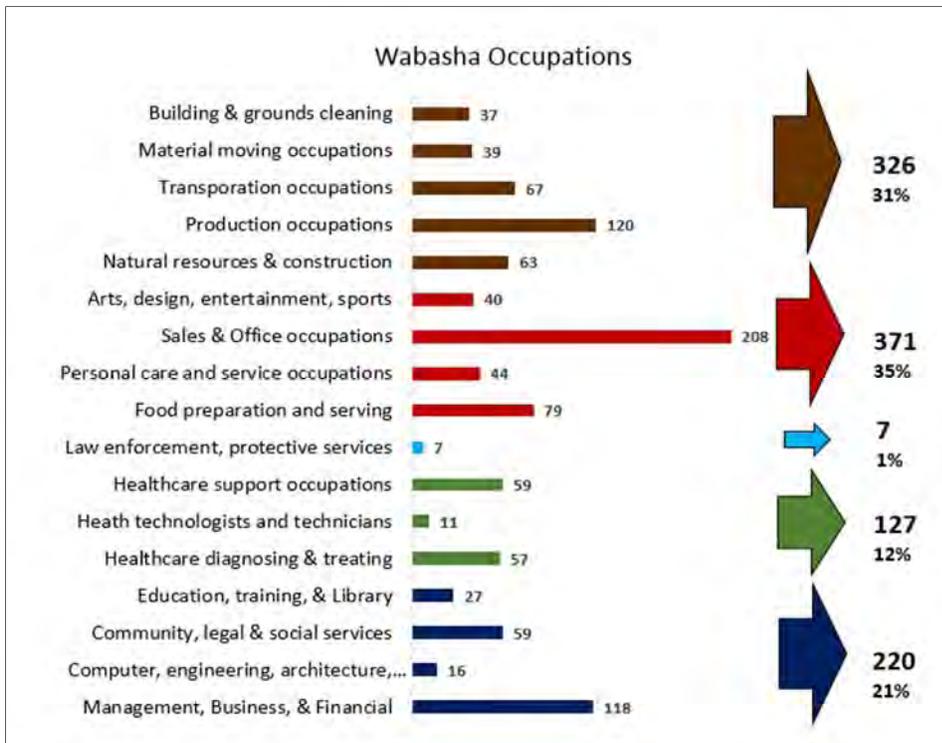


Figure 7.1: Source – MN DEED 2015

Employment / Unemployment Rates

The 2008-2012 American Community Survey reveals that there are 2,005 Wabasha residents over the age of sixteen of which, 1,112 or (55.5%) are in the labor force. The unemployment rate is estimated at 4.5%. The following list outlines the employment status by age for Wabasha residents:

Figure 7.2 – Employment Status		
Population	% In Labor Force	Unemployment Rate
16-19 years	60%	0.0%
20-24 years	53.5%	0.0%
25-44 years	88.2%	6.1%
45-54 years	74.8%	0.0%
55-64 years	65.6%	7.9%
65-74 years	13.1%	0.0%
75 years and over	4.6%	0.0%
Total		4.5%

Where Wabasha Workers Live

According to US Census 2010, 93.7% of residents living in the City of Wabasha work in Minnesota and 6.3% work outside of the State. 78.2% of residents work in Wabasha County and 15.4% work outside of Wabasha County with 6.3% outside of the State.

How We Get To Work

The 2008-2012 American Community Survey data tells us that 89.6% of Wabasha residents commute to work, with 10.4% of the labor force working at home. 68.5% of residents drive alone, 9.2% carpool, 2.7% use public transportation, and 8.2% walk or bike to work. The average travel time for Wabasha workers is 16.3 minutes. 49.7% of residents live less than 10 minutes from their job sites.

Occupations in Demand

According to the Minnesota’s Department of Employment and Economic Development (DEED), the Southeast Minnesota Region has the second-highest median wage in the State. With an abundance of high-paying health care occupations, the region has a median hourly wage of \$16.94 per hour.



Hiawatha Drive traffic



Downtown visitor and resident parking

DEED projects the following occupations by 2022 in the Southeastern Minnesota Region;

- 21.1% - Healthcare & technical occupations
- 15 – 16% - Personal and service occupations, life, physical, & social science, construction & extraction, and healthcare
- 8-10% - Community & social services, building & ground maintenance
- >6% Installation, maintenance & repair, business & financial, transportation, office, admin, computer/math, sales, production, arts and entertainment, food services, protective services, farming, legal, architecture, and engineering.

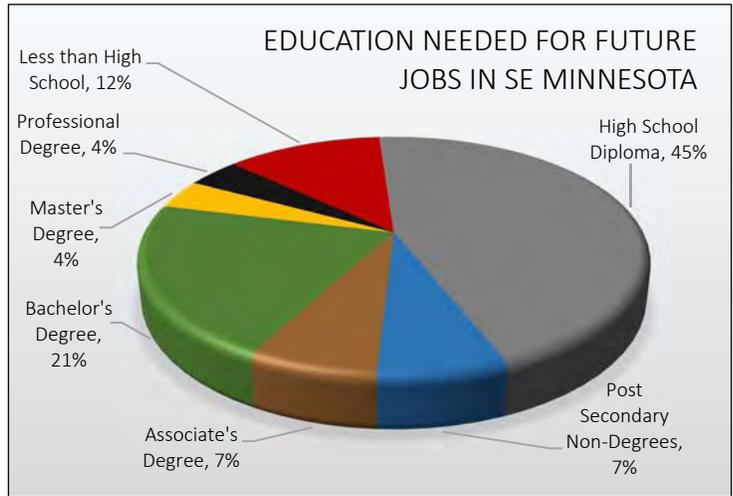


Figure 7.3: Source – MN DEED 2015

Given these future occupations, *Fig. 7.3* shows the level of education required for the 2022 work force, 43% of our future work force will need post-high school training.

Workforce In-Out Commute Trends

According to the 2010 US Commerce Department, approximately 1,337 employed people work in Wabasha but live outside the city. 664 employed people live in Wabasha but are employed outside of the City and 529 employed people live and work in Wabasha. (*See Figure 7.4*) This workforce data taken from the 2010 Census outlines residents and non-residents working and commuting in and around Wabasha.

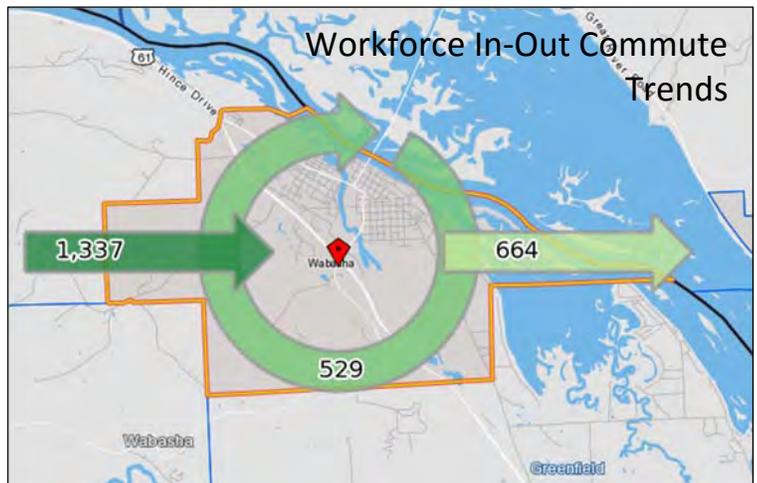


Figure 7.4: Source – US Census 2010, On the Map Data

Economic Development Issues

The economic development issues addressed in this chapter are summarized below as collected by the public participation process which included a series of workshops, three community surveys, discussion groups, meetings with local businesses and the Chamber of Commerce, and City staff work sessions.

Regional Economic Development

The City of Wabasha, Wabasha County, and surrounding cities and townships in Minnesota and Wisconsin are all linked to the economic development of the area. The surrounding cities provide a broader variety of businesses and a larger workforce to meet the needs of our changing economy. When considering areas to locate in, most businesses look at an entire region and evaluate key factors such as workforce and infrastructure to support their operations.



Shipping on the Mississippi River

Some of the benefits that employees and their families can enjoy when moving to Wabasha include affordable and diverse housing options, parks and other recreational opportunities, safe neighborhoods, access to cultural activities, good schools with programs and courses that will prepare their children for college and future careers, programed sports and cultural activities for youth and adults, local shopping for basics such as grocery and hardware stores, available healthcare, and proximity to major metropolitan cities.

The City and County of Wabasha are also part of the Journey to Growth Plan. The J2G Plan is a comprehensive five-year plan to grow and diversify the Southeastern Minnesota region. The Plan’s mission is three-fold: expand and diversify the regional economy, optimize the regional talent base, and become a cohesive connected region. The Plan represents a partnership aimed at engaging the region’s communities, businesses, and organizations to expand our economic growth.

Providing for Future Land and Sites for Business Growth

A key role for the City is to ensure that there is adequate development-ready land that is appropriately zoned with existing utilities and services and buildings to accommodate the needs of businesses and industries. The City of Wabasha encourages and promotes economic development opportunities for residents and visitors by working closely with business owners to address expansion needs or new businesses locating in Wabasha.

Infrastructure Needs

Energy-generating facilities, telecommunication facilities, roads, sewers and water mains combine to complete the physical infrastructure of a community that ultimately works to support economic development goals for the community. The City of Wabasha needs to examine their role in planning, encouraging and participating in partnerships to construct, operate, and maintain these facilities and services.

Downtown Development

A culturally and economically vibrant downtown is vital to the health of Wabasha. The activities and amenities in Wabasha’s downtown are critical to maintaining and attracting business, residents, and tourists. Some of the challenges to continued downtown revitalization are maintaining the historic district character, decreasing the vacancy rates of commercial buildings, providing more retail and entertainment opportunities, extending and potentially standardizing business hours, and looking for ways to make renting downtown buildings more affordable.

Critical aspects of the downtown area include its proximity to the River, the significant historic nature of many of the structures, and its compact and mixed use setting that allows people to live, work, and conduct business within the same locale. The 1996 Comprehensive plan stated that “the importance of tourism and the future of the CBD (downtown) should not be overlooked”.



Slippery’s Bar & Grill, 10 Church Ave.



Xcel Energy Electrical Substation near Beach Park



Gerken’s Feed & Grain

This may be even more true today. This plan recognizes that the downtown neighborhood is a significant location in Wabasha which requires continued efforts to preserve and revitalize the built environment, economic, cultural and daily activities that occur there.

The Wabasha Community Survey polled residents, non-residents, and students. More than half of those surveyed thought the overall quality of the City was high. All those surveyed thought Wabasha needed a clothing store, more entertainment options, and books/supplies. Those surveyed also felt that concerts, theater, dance, the farmer’s market, festivals, film, events, the National Eagle Center, and recreational opportunities were valued in the downtown area. When asked about how to improve the downtown, those surveyed listed: improvements regarding empty storefronts, unkept properties, and a lack of something to do downtown. *Map 24* outlines Wabasha’s downtown area.

Potential Downtown Redevelopment and Infill Projects

- 150 Big Jo Alley, an undeveloped site adjacent to the National Eagle Center on the Mississippi River, is owned by the City of Wabasha. This site could be developed as a hotel or some other mixed public-private use. The goals for the site, established by the Riverfront Taskforce in 2014 are to use the site in a manner that would; 1) support Wabasha’s growth as a tourist destination, 2) honor Wabasha’s historic and current relationship with the River, 3) live synergistically with the National Eagle Center, 4) and contribute to the economic vitality of the community.
- An Eagle Memorabilia Museum could be established in the downtown area.
- Concept plans, studies, and funding options have been reviewed by the City for a regional event and conference center in Wabasha.

Downtown Parking

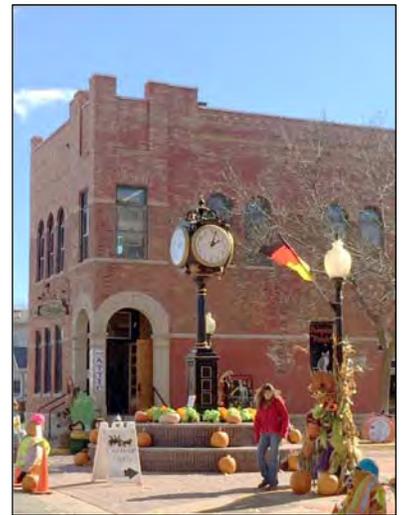
Downtown Wabasha is the physical and cultural heart of the Wabasha Community. Development of mixed commercial and residential use for residents and visitors requires varied parking needs. The City needs to manage existing parking, assess current parking demand, forecast future parking needs, and develop a downtown parking plan to keep up with existing businesses and future development for residents and visitors. Some parking patterns and issues that could be evaluated and resolved with a plan include:

Parking Supply - Direct people effectively and efficiently to available parking. There is not a parking supply problem everywhere, all the time.

Parking Balance - Address the needs of overlapping and/or competing parking interests. In downtown Wabasha, these needs are broadly identified as those of residents, businesses, and visitors.



Gerken’s Feed & Grain



Heritage Park



Under the Bridge Parking, Downtown

Distance and Destination - Shorten the distance, perception-wise, between parking space and destination to maintain the compact and walkable mixed-use character of downtown Wabasha.

During our workshops it was discussed that the National Eagle Center (NEC) brings 75,000 people to downtown Wabasha each year. Nearby 2-hour parking stalls discourage visitors to stay for lunch, dinner or shopping. As the NEC expands and other commercial, civic, or residential uses are added to the downtown area, a parking plan should be developed.

Downtown Historic Preservation

The entire historic downtown core of Wabasha was listed on the National Register of Historic Places in 1982 as the Wabasha Commercial Historic District. The historic riverfront setting and architectural style and quality of the buildings are elements that make Wabasha one of the most unique places in the State of Minnesota. The desire by the community to preserve this distinctiveness makes it important that historic preservation be included within the Comprehensive Plan. Historic preservation can build a community’s sense of place and enhance the pride and cultural values. The following is a general discussion of key issues and goals, objectives and implementing policies for historic preservation in Wabasha.

Heritage Preservation Commission

In 1990, the City Council established the Wabasha Heritage Preservation Commission (HPC). The HPC is charged with reviewing all construction, demolition, remodeling, or sign activity that will change the outside appearance of property in the Downtown Historic District. The mission of the Heritage Preservation Commission is to:

- Safeguard the heritage of the City of Wabasha by preserving sites and structures which reflect elements of the City’s cultural, social, economic, political, engineering or architectural history
- Protect and enhance the City of Wabasha’s attraction to residents, tourists, and visitors, and serve as a support and stimulus to business and industry
- Enhance the economic viability of Heritage Preservation Landmarks and Districts through the protection and promotion of their unique character
- Enhance the visual and aesthetic character, diversity and interest of the City of Wabasha
- Foster civic pride in the beauty and notable accomplishments of the past
- Promote the use and preservation of historic landmarks and districts for the educational and general welfare of the people of Wabasha

Wabasha’s National Registered Commercial District

Downtown Wabasha is the historic commercial core of the community. While the exact boundaries of “downtown” may vary by ones perspective, Main Street



Pembroke Avenue, Downtown Wabasha



Pembroke Avenue, Downtown



The Anderson House Sculptures

and Pembroke Avenue are commonly thought of as the “backbone” to downtown.

Wabasha’s Heritage Preservation District area is illustrated in *Map 26*. For planning purposes, it is not the boundaries of the downtown that are important, but the nature of this particular neighborhood within the City. Wabasha’s downtown is the traditional “marketplace” where early businesses were established and commerce continues to occur.

Heritage Preservation Guidelines for the Downtown district were adopted on February 23, 2009. These guidelines provide the criteria for proposed changes, including architectural or site modifications within the Heritage Preservation District. Contributing properties within the district may be eligible for significant state and federal tax credits for rehabilitation that meets the Secretary of the Interior’s standards for the treatment of historic properties. More information can be found at: <http://www.nps.gov/tps/standards.htm> The Guidelines are advisory, not regulatory.

The Arts

Wabasha offers a wealth of cultural opportunities usually associated with a much larger city. There are many local festivals throughout the year including eagle watching & Soar with the Eagle Festival, Grumpy Old Men Festival, St. Patrick’s Day Parade, Spring Flood Run Motorcycle Rally, 100 Mile Garage Sales, Fishing Contests, Riverboat Days Festival, Wabasha County Fair, SeptOberfest, and Old Fashion Christmas.

Other area attractions include; the National Eagle Center and Watershed Gallery, Broadway Theatre, LARK Toys, Carriage Rides, Dorer Memorial Hardwood Forest & Kruger Campground, Kellogg Watermelon Festival, and Zumbro River Bottoms.

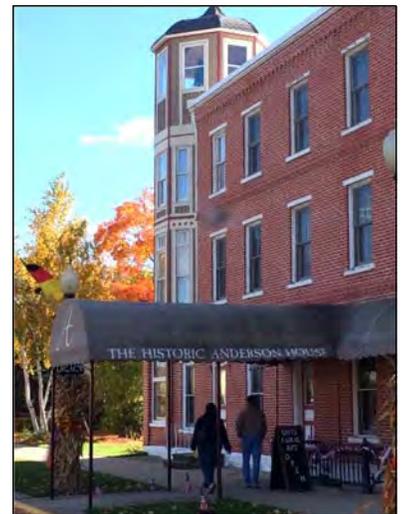
River Junction Arts Council (RJAC) is located in the Wabasha-Kellogg Area. Their mission is to promote a program of education and activities in the fine arts for children and adults. RJAC supports book clubs and writer’s groups, Meet Me Under the Bridge Concert Series and SetpOberfest concerts, Children’s Theatre

Workshops, art gallery shows located in the Down by the River Gallery, and outdoor summer movie night in Heritage Park on Main Street, under the bridge.

The River Valley Arts Guild (RVAG) is a group of artists and individuals living in the Minnesota and Wisconsin area with a mission to share, learn, create, socialize and help their local communities. They meet monthly at the Eagle’s Nest Coffee House. Members can get involved in all types of artistic and crafting projects.



Carved pumpkin for SeptOberfest



The Anderson House



10’ bronze sculpture of Wapahasha II near the National Eagle Center

GOALS & POLICIES

Economic Development Goals, Objectives and Policies		
<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
To become a leader of economic prosperity in the region.	Maintain Downtown Wabasha as the center and focus of social, commercial and community life.	<ol style="list-style-type: none"> 1. Ensure that City government, its process, staff and decision makers are helpful to businesses seeking to start, expand or locate in Wabasha. 2. Create an Economic Development Plan that includes strategies to guide development and public investment decisions. 3. Use the City’s tools of zoning, capital improvement plans, transportation plans, and financial incentives to support development. 4. Develop a business incubator plan.
	Support Wabasha’s economic base by providing adequate land and infrastructure to make locations within Wabasha attractive to businesses.	<ol style="list-style-type: none"> 1. Work with existing businesses to remain or expand on their current sites or to relocate to more appropriate sites. 2. Proactively use the City’s financial programs and tools to retain and attract new businesses. 3. Ensure an adequate supply of land for business location and target new areas for businesses in the Land Use Plan. 4. Maintain an inventory of available or vacant buildings that would be suitable for businesses in Wabasha’s targeted industries. 5. Plan for and expand public utilities and streets to the industrial park area when needed.
	Ensure that city processes and regulations related to land development, permits, and construction are easy to understand.	<ol style="list-style-type: none"> 1. Provide businesses seeking to start or expand in the City a clear explanation of approvals, permits and licensing requirements, timely response, and assistance with all issues and meeting requirements. 2. Create one-page summaries describing development regulations with contact information to connect with the local and state regulators.
	Redevelop underused or vacant downtown buildings and sites.	<ol style="list-style-type: none"> 1. Create financing mechanisms along with existing financing tools such as tax increment financing (TIF) to redevelop buildings and sites.
	Develop a state-of-the-art telecommunications system.	<ol style="list-style-type: none"> 1. Work with service providers, businesses, and other communities to develop the infrastructure to serve the needs of businesses in Wabasha.
	Enhance the economic vitality of Downtown Wabasha by retaining, expanding and locating more businesses.	<ol style="list-style-type: none"> 1. Support the location and growth of niche businesses that provide unique goods and services for residents and visitors. 2. Develop an environment that supports a variety of venues for entertainment in Downtown Wabasha. 3. Hire a professional to survey visitors at the National Eagle Center to determine what they want to see or do in Wabasha. 4. Strengthen the connectivity between Main Street and the Riverfront. 5. Complete a Downtown Parking Plan.



Economic Development Goals, Objectives and Policies, *Continued*

<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
	Support and expand Wabasha’s recreational opportunities.	<ol style="list-style-type: none"> 1. Develop strategies and tactics to encourage recreational businesses including the ski hill, golf course, and marinas. 2. Encourage and develop the expansion of the National Eagle Center and accommodate for cruise ship docking, city trails, and festivals on the Mississippi River.
	Support and expand Wabasha’s rural healthcare.	<ol style="list-style-type: none"> 1. Work with St. Elizabeth’s Medical Center and Mayo Clinic’s Health System to assure local access to top quality healthcare for area residents.

Historic Preservation Goals, Objectives and Policies

<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
Preservation of the historic nature of Wabasha for residents and visitors to the City.	Protect and enhance the historically and culturally significant resources that contribute to the City’s identity and history.	<ol style="list-style-type: none"> 1. Continue to maintain and manage the Historic District through zoning, site planning, and design review by the Heritage Preservation Commission. 2. Advocate, support, and promote historic preservation activities in the community. 3. Identify historic sites outside of the Historic District and potential designation of those sites through surveys and preservation planning activities. 4. Repair downtown buildings including the Kreye/Solem building on Pembroke Avenue.
Preservation of Wabasha’s cultural resources (e.g. arts, history, festivals, cultural and educational programs).		<ol style="list-style-type: none"> 1. Utilize the library as a cultural resource and educational tool. 2. Create new and improve existing community events that provide cultural resources to the community. 3. Develop a facility to provide cultural resource opportunities to the community.





Wabasha Comprehensive Plan
Downtown Wabasha



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Wabasha Comprehensive Plan
Heritage Preservation District



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8.0

Land use &
Zoning

This chapter describes existing zoning, land use, and development patterns in Wabasha. Based on this pattern, and the large tracts of undeveloped land that will become available in the future, a framework or land use plan is presented to guide planning and decision making for new development, redevelopment and maintenance of existing areas.

Existing Zoning

Zoning is the primary method cities use to regulate how and where land uses can develop. The Wabasha Planning & Zoning Commission is given the responsibility for planning, zoning ordinance administration, policy recommendations, variances, conditional use permits, and re-zoning. The Zoning Map, Shoreland Overlay Zone, Bluff Impact Overlay Zone, and Land Use Map can be found on *Maps 27, 28, 29, and 31*. The current zoning district and their intended purpose are as follows:

RC – Residential Conservancy - allows for limited development in areas of the City where topography or natural resources require careful placement of structures and infrastructure.

RRA – Rural Residential/Limited Agriculture - allows limited development of areas that will retain a rural development pattern where city sewer and water services are not available currently or in the foreseeable future.

RRG – Rural Residential Growth/Transitional - allows for limited transitional development of areas that do not have practical access to City sewer and water facilities but will likely have such access in the future.

R-1 – Low Density Residential - allows for the development of large-lot residential uses at a lower density than was developed in the original lots for the City of Wabasha.

R-2 – Medium Density Residential – allows development of a mix of uses typically found in the traditional Wabasha community, including single-family and multi-family residential, small service and retail businesses, institutional, and recreational uses.

R-3 – High Density Residential - allows a mix of housing densities, retail, and institutional uses.

TDC – Traditional Downtown Commercial - allows mixed commercial, service, recreational, and residential uses in downtown. A portion of the TDC district is also within the Heritage Preservation District.

GC – General Commercial - allows for commercial and residential uses adjacent to arterial and collector roads.

HC – Highway Commercial – allows for commercial and business uses that need visibility and direct transportation access.

I – Industrial – allows for industrial and intensive commercial uses.



Single Family Home



Maple Grove Senior Housing



United States Post Office



AmeriInn Hotels & Suites

Overlay Districts

In the event of conflicting provisions between the underlying zoning district and the overlay district, the overlay district standard shall generally apply unless specifically determined otherwise by the Planning Commission

Shoreland Overlay Zone – The overlay areas and regulations are defined by the Minnesota Department of Natural Resources and administered by Wabasha staff within 1000 feet of the ordinary high water level (OHW) of public waters. Regulations within this zone include alterations of land, construction of buildings, increased impervious surfaces, and vegetation removal. (See Map 28)



Mississippi River

Floodplain District – This district and regulations are defined by FEMA (Federal Emergency Management Agency) and administered by Wabasha staff. Properties within the 100-year and 500-year floodplain have additional regulations because these areas are subject to flooding which can lead to property loss and health and safety hazards. (See Map 14, Ch. 5)



Mississippi River

Wellhead Protection – This zone protects the quality of the public water source and helps to ensure a safe drinking water supply by regulating uses within the Emergency Response Area (ERA) of Wabasha’s municipal wells. See Map 18 in Chapter 5 for the existing ERA area and future municipal well west of City Hall.

Heritage Preservation District - This district is located in downtown Wabasha. Map 26, in Chapter 7 outlines the district area. The district is made up of a group of properties, sites, structures, buildings, and objects that are historically, culturally or architecturally significant. Regulations include all projects that will change the exterior appearance of properties or sites.

Bluff Impact Zone – This zone includes areas with an average slope greater than 18% slope. Land and vegetation alterations, as well as building setbacks, are regulated near this zone. See Map 29 to see areas within the Bluff Impact Zone.



Bluffs overlooking Wabasha

Wabasha’s zoning districts are illustrated in Map 27. Although Wabasha’s land uses do not exactly follow the zoning boundaries, the zoning map provides a general guide to land uses in the City. The City’s zoning regulations should be reviewed to see what land uses are permitted and what performance standards are required in each zoning district.

Existing Land Use Inventory

The Existing Land Use Inventory Table and Chart shown in Figures 8.1 and 8.2 describes the types and acreages of land uses. This inventory was collected by using aerial photography, windshield observations, current zoning and land use mapping, and Wabasha County tax parcel classifications. The inventory reflects development patterns and is intended for general planning

purposes only. The following list provides a brief description of the various land uses in Wabasha.

Vacant, Agricultural/Wooded – The primary land use in Wabasha involves vacant and agricultural/wooded land uses. These uses comprise roughly 2,875 acres or 48% of the community. Most of these uses are in the south and west areas of Wabasha.

Water – The Mississippi River, Robinson Lake, the Slough, wetlands, ponds and creeks combine to include approximately 634 acres of land or 11% of the total land use in the City.

Transportation – Street right-of-ways and active railroads comprise roughly 616 acres or 10% of Wabasha.

Residential – Residential development is the primary *active* land use in the City with 640 acres of land or 11%. Single-family, duplex, townhomes, and condominiums represent the majority of the residential development in Wabasha. Most residential uses are located near the center of town with a few larger lot residential uses along Bruegger Valley Road, north of County Road 10, Coulee Way, Coffee Mill Drive, Skyline Drive, and Eagles Basin Subdivision. Seasonal residential sites are located mainly in the downtown, along the Mississippi River, or surrounding the Bluffs at Coffee Mill Golf Course.

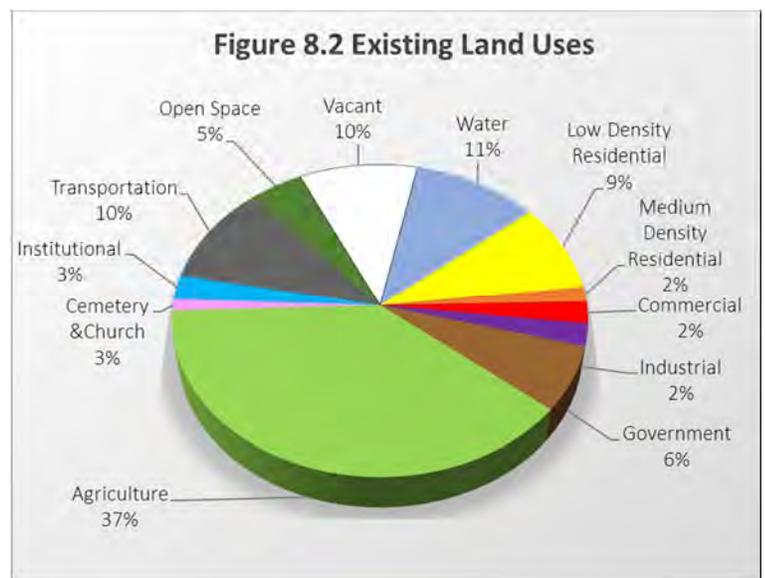
Government, Cemetery, Church, and Institutional – Public and institutional uses include government functions for both the City and County, schools, hospitals, cemeteries, and other similar uses. The uses occupy approximately 618 acres of land or 11% of the City. Wabasha City Hall, Wabasha County offices, and the County Justice Center are located along Hiawatha Drive. The Wabasha-Kellogg School is also located on Hiawatha Drive south of town. The Saint Elizabeth’s Medical Center and Mayo Clinic Health System are located north of downtown on 5th Grant Boulevard. Churches and cemeteries are dispersed throughout Wabasha.

Open Space – Public parks, campground sites, the County Fairgrounds, the Bluffs at Coffee Mill Golf Course, and Coffee Mill Ski and Snowboard Resort combine to include approximately 269 acres or 5% of the community.

Commercial and Industrial - Commercial uses comprise roughly 135 acres and industrial uses total roughly 136 acres or approximately 2% of the community for each use. Commercial uses include retail, restaurants, and office space. Most commercial uses are in the downtown area, near Highway 61, 5th Grant Boulevard and along the railroad. Most existing industrial uses are located along the east and west side of Highway 61 and along the railroad tracks.

Figure 8.1: Existing Land Uses

Land Use Categories	Acres	Percent
Low Density Residential	541	9%
Medium Density Residential	99	2%
Commercial	135	2%
Industrial	136	2%
Government	398	6%
Agri./Wooded	2,280	37%
Cemetery & Church	71	3%
Institutional	149	3%
Transportation	616	10%
Open Space	269	5%
Vacant	595	10%
Water	634	11%
Total	5,923	100%



Existing Natural Land Use Conflicts

Natural features such as wetlands, floodplains, waterways, bluff areas, and steep slopes will limit how future development occurs.

Agricultural/Wooded areas roughly take 38% of the total land use in Wabasha. Although most of this farmland isn't considered 'prime farmland' due to steep slopes and tree cover, the City should carefully review proposed developments in these areas, particularly if they require the extension of inefficient or cost prohibiting city sewer and water.

Potential archeological sites such as private burial sites and other culturally significant sites have been identified in Wabasha. These site should be carefully reviewed and investigated before development begins.

Development Opportunities

There are several areas in Wabasha where future development opportunities exist.

- Properties along the Mississippi River and Slough provide excellent opportunities to develop mixed commercial, residential, and open space uses that could strengthen the connectivity of the River to downtown while helping to revitalize the downtown.
- Redevelopment of the Army Corps of Engineers and Wabasha Sand and Gravel sites as future industrial park expansion areas.
- Current property and building owners in Wabasha's downtown area could more fully utilize their sites and buildings with mixed uses.
- Continued development of industrial uses on vacant parcels along Commerce Street.
- Continued development of residential uses in the Eagles Basin Subdivision and other vacant residential sites throughout the City.

Public Input on Land Use Issues

The Comprehensive Planning Steering Committee identified the following issues and opportunities for land uses in Wabasha: (See attached SWOT Analysis in **Appendix A.**)

- Develop a plan and timeline for the Army Corp of Engineer's industrial park and Wabasha's Sand & Gravel mine areas to be filled, reclaimed and ready for industrial use
- Encourage and develop additional industrial sites along Highway 61
- Encourage and develop more commercial uses in the downtown area, fill up storefronts



Wabasha's Marina and Boatyard



National Eagle Center



Eagles Basin Subdivision



Mississippi Parkside Marina

- Encourage and improve the recreational access and usage along the River
- Incentivize and encourage mixed residential development
- Encourage higher densities of housing near the downtown where they would have access to walkable amenities
- Support partnerships with our local and regional trade industries and education to train a knowledgeable workforce
- Support local businesses
- Encourage and provide financial incentives for business owners to improve their properties and stay in business
- Encourage tourism, expand NEC, and build new docks
- Build a community center
- Expand arts and culture
- Expand opportunities for our aging population with health care, housing, and recreation



Main Street



City Trail near Eagles Landing Condominiums

Responders to the Resident Community Survey conducted as part of this planning process emphasized the need for good land use planning. The following summarizes the key land use survey results. See *Appendix A* for detailed survey results.

- Shopping needs. Clothing (71%), entertainment (64%), books/supplies (58%), manufacturing (53%)
- Art & entertainment needed. Concerts, theater, & dance (68%), farmers market (65%), festivals, fairs, films, and events (58%), recreational opportunities (57%)
- New development. Recreational & entertainment (60%), commercial (50%), single family (48%), industrial/warehousing (43%)
- Allocate public resources. Create jobs (509 coins), improve recreation (352 coins), expanding job/tax base (148 coins)



Wetlands in Wabasha

Land Demand and Assumptions

It should be understood that the projections that follow are general estimates. The actual land demand will most likely be different than these projections. This is due to a number of factors including the difficulty of preparing accurate population, housing, and employment projections for cities. Also, changes in the assumptions used will result in different projections. However, even with these limitations of the projections, they still provide a framework for estimating the amount of land the City will need to accommodate future growth.

Residential Land Demand - As discussed in Chapter 3 and Chapter 4, the Minnesota State Demographic Office has projected the need for approximately 100 single family homes, approximately 30 townhome and apartment units, and 15 mobile home or RV units by 2040.

Single family homes are assumed to develop at 1.4 units per acre which includes steep slopes, soils, parkland, and infrastructure. Typical multi-family and mobile park units develop at 4.9 units per acre. Therefore Wabasha will need the following acreage for residential development by 2040:

Single Family - 100 /1.4 = 70-75 Acres
Multi-Family - 30/4.9 = 6-7 Acres

Commercial & Industrial Land Demand - Projected new employees through 2022 are estimated by the Minnesota Department of Economic Development (DEED) for the Southeastern Minnesota region, which includes the City of Wabasha. Using the total number of employees from existing industries in 2015 and projecting the 2022 estimated growth rates for each of those existing jobs, an overall employee growth estimate is summarized below:

Commercial / Retail job growth = 46 employees
Commercial / Office / Service growth = 120 employees
Industrial growth = 85 employees

- Commercial/Retail employees need approximately 500 square feet (SF) per employee
- Commercial Office/Service employees need approximately 275 SF per employee
- Industrial needs approximately 530 SF per employee

Commercial Acreage: 2022 = 56,000 (SF)
Industrial Acreage: 2022 = 45,000 (SF)

Recreational Land Demand - National park standards have been established by the National Parks and Recreation Association (NPR). These standards are based on parkland needs of 10 acres per 1,000 residents. This standard should be viewed as a guide and address minimum, not maximum goals to be achieved.

The Wabasha Subdivision Code does not include parkland dedications as part of a residential platting process. Revising the subdivision code to include a parkland dedication should be reviewed by the Park Board to assist the City in buying future parkland or securing parkland funds to maintain and improve existing parks based on needs.

If the minimum national standard of 10 acres per 1,000 residents were to be followed, with a total of 76-82 acres of residential development projected, the City would need to have an additional **7-8 acres of parkland by 2040.**



Single Family Home



Maple Grove Apartments



Gerken's Town & Country



Malone Park



Land Use Plan

Land use has an effect on virtually all other elements of the Comprehensive Plan. Decisions on the use of land determine the character of the community, its economic vitality, and future demand for city services. It is essential to have a solid base to identify and consider land use issues while providing information and articulating the City’s vision for the future through goals, policies, and actions. The Steering Committee, various City Boards, and community surveys all expressed their goals for the future with an emphasis in five broad areas:

- Accommodate growth
- Build a strong economy
- Protect the environment
- Maintain an efficient transportation and utility system
- Preserve community character

The purpose of land use planning is to provide a consistent set of policies specific to the City of Wabasha that will guide the future growth and development of the City and provide a basis for land use decisions. The Land Use Plan will provide the public with information related to the long-range goals of the City. Land use decisions made by the public sector will affect the use of private lands. Land use decisions, in part, will have an effect on the need for public expenditures, environmental quality, energy consumption, and natural resources.



Interstate Building Supply



Eagles Landing Condominiums

Land Use Districts

The plan designates several types of land uses. These land uses are as follows:

Agriculture / Limited Residential Uses: These areas include wooded farmland with large rural residential homes typically developed with private well and septic systems located west of Highway 61 above the bluff areas.

Limited Low Density Residential: These areas are within Wabasha’s city limits but will most likely retain a rural type of development pattern without city sewer and water services within the next 20 years. This area is currently developed with residential developments of 1 home per 2 acres or more.

Low Density Residential: These areas have existing single family homes with city water and sewer services. Undeveloped areas within this district can be served by city water and sewer. Low density residential is typically part of the newer suburban type neighborhoods located along Bruegger Valley Road, Coulee Way, Coffee Mill Drive and Skyline Drive, River Drive, and along Hiawatha Drive. Densities will typically be 3 to 5 residential units per acre.



Wabasha County Justice Center



Wabasha Public Library

Medium Density Residential (Traditional Wabasha): Mixed use residential, commercial, institutional, service, and recreational with densities similar to other traditional or historic neighborhoods typify this district and are located largely near the city’s center. Densities are typically between 4 to 10 residential units per acre.

Traditional Downtown Commercial: The historic downtown area includes the Heritage Preservation District and adjacent commercial and residential areas. The area is densely developed with street level store fronts and upper story apartments with a mixed use of retail and service commercial. Parking is on the street or in common rear parking lots.

General Commercial: These areas are intended primarily for commercial uses that would fit in with adjacent residential uses and are located along the Mississippi River and Slough, the railroad tracks, or near high traffic intersections with good visibility and access.

Highway Commercial: The highway commercial areas are intended primarily for automobile-oriented commercial businesses. Typically these commercial uses require larger adjacent parking or outdoor display areas and buildings with larger square footage than general or downtown commercial uses. The areas may vary in intensity with differing noise levels and traffic generation. These land uses are located along both sides of Highway 61.

Industrial: Industrial areas are intended primarily for manufacturing, transportation facilities, communication, warehousing, contractor storage yards, and wholesale businesses. Industrial land uses are located on the west side of Highway 61 and between 5th Grant Boulevard and the east side of Highway 61.

Institutional: This land use covers public operations such as schools, government buildings, churches, hospitals, and utilities and are located throughout Wabasha.

Open Space: Parks, open space, and public and private recreation areas are designated on the plan as open space where existing and future uses have a public or semi-public recreational use. Public parks and future parks are located throughout the City. The fairgrounds, ski resort, and golf course are located in the southwest corner of Wabasha.

Water: The Mississippi River, Slough, and Robinson Lake.



Wabasha Ambulance



Wabasha-Kellogg Public School



Cannon Park



Mississippi River

The Land Use Plan maintains similar land use types and the same general balance between uses from the Existing Land Uses identified in 2015 to the predicted horizon of 2035 in the Land Use Comparison Table on Figure 8.3.

Figure 8.3: Land Use Comparison

Land Use Categories	Existing Land Use	Proposed Land Use
Agriculture / Limited Residential	37%	40%
Low Density Residential	9%	13.9%
Medium Density Residential	2%	5.1%
Commercial	2%	3.1% (total)
Traditional Downtown Commercial	-	.2%
General Commercial	-	1.2%
Highway Commercial	-	1.7%
Industrial	2%	4.0%
Institutional	12%	7.2
Roads and Railroads	10%	10.4
Open Space	5%	5.3
Water	11%	11%
Vacant	10%	0%
Total	100%	100%



Single Family Home



Dennis Pfeilsticker Memorial Park & Pool

Annexation - Portions of Greenfield and Pepin Townships could request to be annexed to resolve issues with private water and septic systems in the future. If a portion of Greenfield Township, known as “Sand Prairie” were annexed into Wabasha, the City would experience a large increase in land area and population.

Given that many of the homes in the Sand Prairie area are more than 10 years old and built on smaller than two-acre lots, a study should be initiated to determine how this area can be served by municipal water and sewer through the joint efforts of Wabasha County, Greenfield Township, and the City of Wabasha before property owners experience well or private septic issues.

Implementation Steps

Zoning: The Wabasha Comprehensive Plan is a general guide. The Wabasha Zoning Ordinance and zoning map and applicable overlay maps, by contrast, are specific, immediate and focused on control of private land development.

Since zoning provides controls over almost every aspect of development, the zoning ordinance is the most important tool for carrying out the plan. It must ensure high development standards without restricting private initiative or creating undue costs for developers or to the public.

Subdivision Review: As discussed earlier, Wabasha has a number of vacant tracts that will be developed into new subdivisions. These developments are subject to the Wabasha Subdivision Ordinance and are submitted to the City



Section of the Wabasha Zoning Map

and other County and State agencies for review. The Subdivision Ordinance should be followed to ensure that any special problems connected with sites can be handled.

Implementation: If the Wabasha Comprehensive Plan is to be successful or viable, its recommendations must be implemented. The Wabasha Plan and accompanying zoning ordinance define the type, quality, pattern, and density of development that should occur in the City of Wabasha. The plan is intended as a guide to citizens, developers, community organizations, Wabasha’s commissions and boards, and city council members in making land use decisions.

The Plan’s greatest value is informational and educational. Its benefits derive mainly from the fact that it is based on a comprehensive land use study and input from residents. Every time the Plan is used, it becomes more beneficial because development has been steered in the right direction. However, the Plan must be flexible and not be considered the final work on every land use question. If the needs of the community or circumstances change, exceptions may be appropriate. Some regulatory measures may be needed to implement the Plan. These include:

Amendments: The Comprehensive Plan cannot be an effective guide over a long period of time unless it is flexible. It must respond to changing conditions and changing ideas of the citizens as to what they want the community to become. A review and amendment process should occur every five years. Amendments, and eventually a comprehensive revision, should be approved by the same process used in creating the Plan itself. Input should be received from community representatives and changes approved by the Planning Commission and the City Council.

Citizen Participation: The citizens of Wabasha are encouraged to participate in the hearings and open houses to provide input on this comprehensive plan and on the plans and proposals growing out of this document. Active citizens’ support will be a great impetus for city departments and officials to act expeditiously on the various recommendations.



League of Minnesota of Cities Development Review Diagram



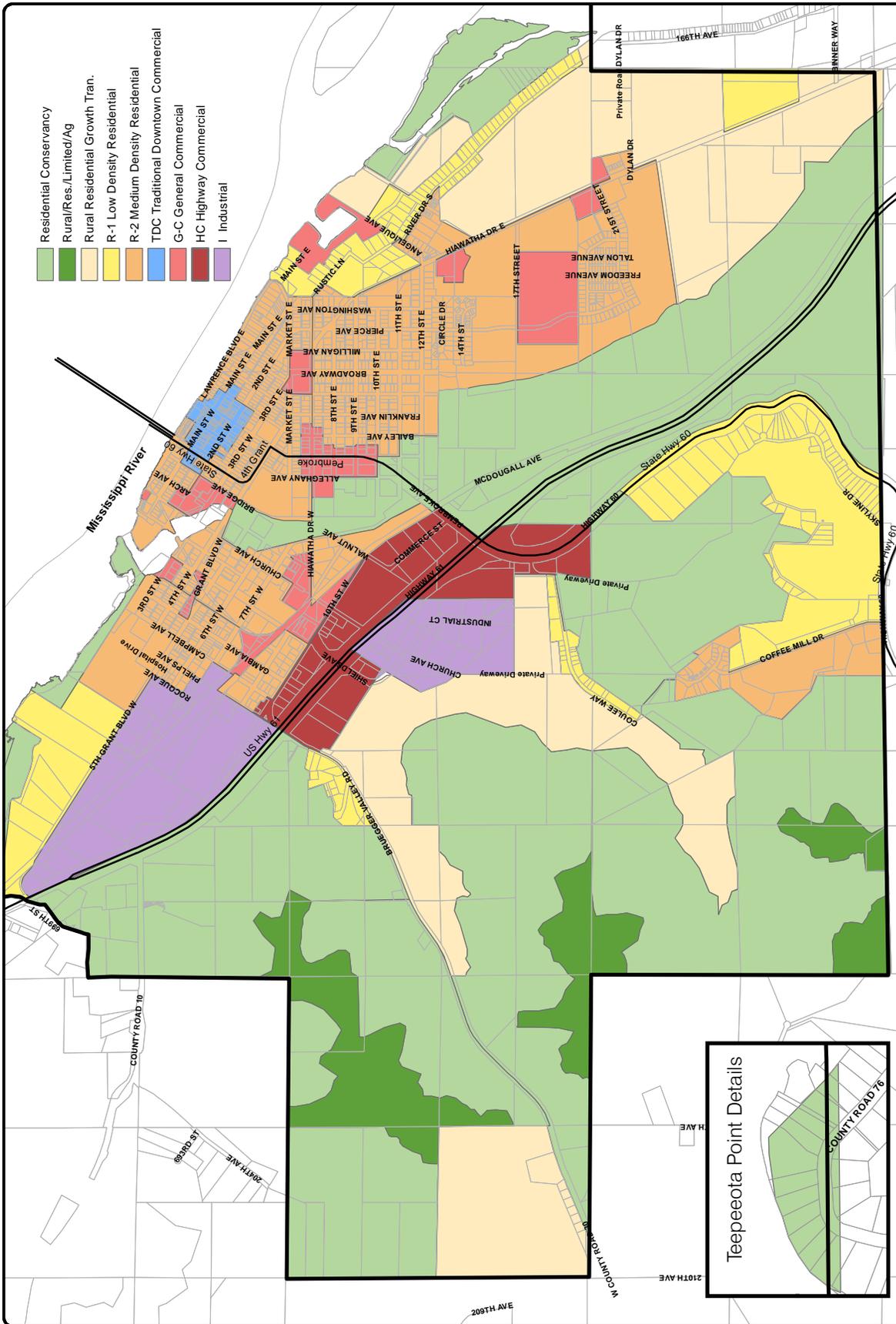
Public Participation Process Diagram



Goals & Policies

Land Use Goals, Objectives and Policies

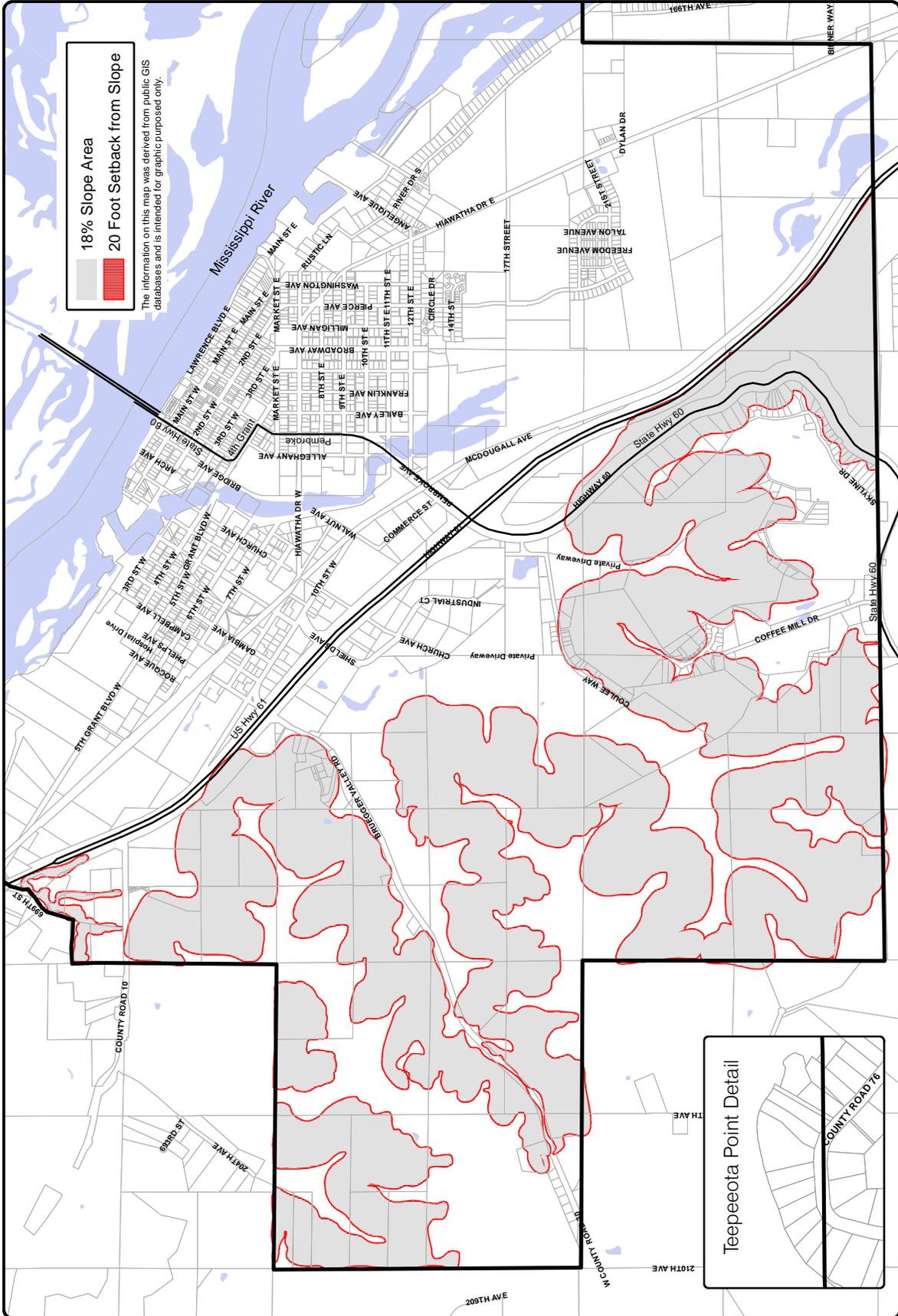
<i>Goal</i>	<i>Objective</i>	<i>Implementation Policies</i>
Protect existing neighborhoods and land uses from unacceptable impacts from uncoordinated development.	Recognize Wabasha’s unique relationship with the Mississippi River, the historic downtown, and the National Eagle Center. Encourage continued development of tourism and a high quality of life for residents.	<ol style="list-style-type: none"> 1. Continue to enhance and promote the downtown commercial district. 2. Direct large-scale development to the highway commercial areas. 3. Provide strong pedestrian and visual links between the downtown businesses and the River.
	Provide for flexibility with the plan. Continue to allow for traditional uses to thrive within all current and anticipated zoning and subdivision updates.	<ol style="list-style-type: none"> 1. Review and report the most recent data, trends, and projections in Wabasha to the Planning & Zoning Commission and update the Comprehensive Plan bi-annually to include this information. 2. Support concepts for business incubators, home conversions to include granny flats and home occupations, and live-work land use arrangements that will not detract from the residential character of neighborhoods. 3. Review and update the subdivision code to include parkland dedication, street and utility standards, and streamlined process improvements.
	Utilize the Land Use Map as the official guide for development, zoning, and development review.	<ol style="list-style-type: none"> 1. As a general rule, conformance with the Land Use Classification will be a necessary finding of approval for all zone changes.
Development patterns that minimize urban sprawl, provide for a diverse mix of lifestyles and sense of place, and provide a variety of services and facilities where people live.	Ensure that all our neighborhoods are safe and attractive and served by municipal services.	<ol style="list-style-type: none"> 1. Plan and construct improvements on streets, sidewalks, lighting, and signage. 2. Protect neighborhoods from unreasonable traffic impacts by using traffic calming measures and diverting heavy truck traffic to heavy capacity roadways. 3. Coordinate cost efficient extensions of infrastructure to areas identified for residential development. 4. Streamline reviews of applications for development. 5. Study and implement text that allows flexibility in the current Zoning Ordinance to promote innovative practices that protect environmentally sensitive areas.
	Promote industrial development that achieves Wabasha’s economic objectives without compromising environmental objectives.	<ol style="list-style-type: none"> 1. Work with the Port Authority, the Chamber of Commerce and others to promote new industrial development along Highway 61. 2. Work with the Army Corp of Engineers and Wabasha Sand & Gravel to prepare their industrial sites for development. 3. Coordinate transportation improvements with industrial developments.



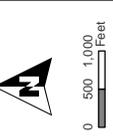
Wabasha Comprehensive Plan Zoning



Date: 03/22/16
 This information is for display purposes only and is not intended to substitute for site specific data.

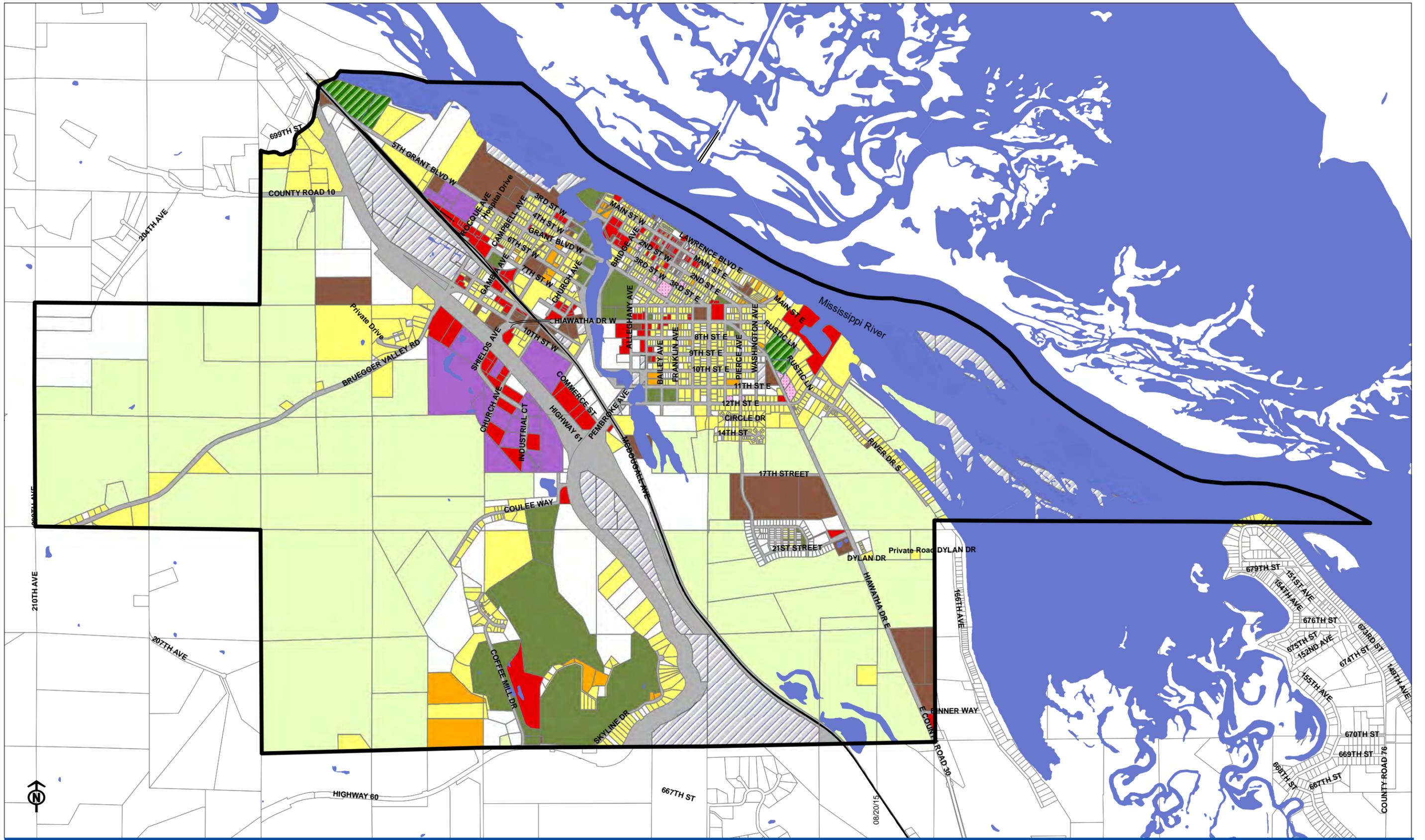


Wabasha Comprehensive Plan
Bluff Impact Overlay Zone

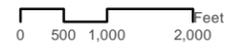
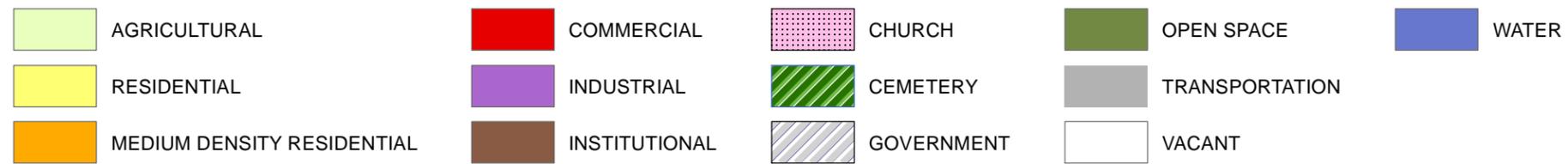


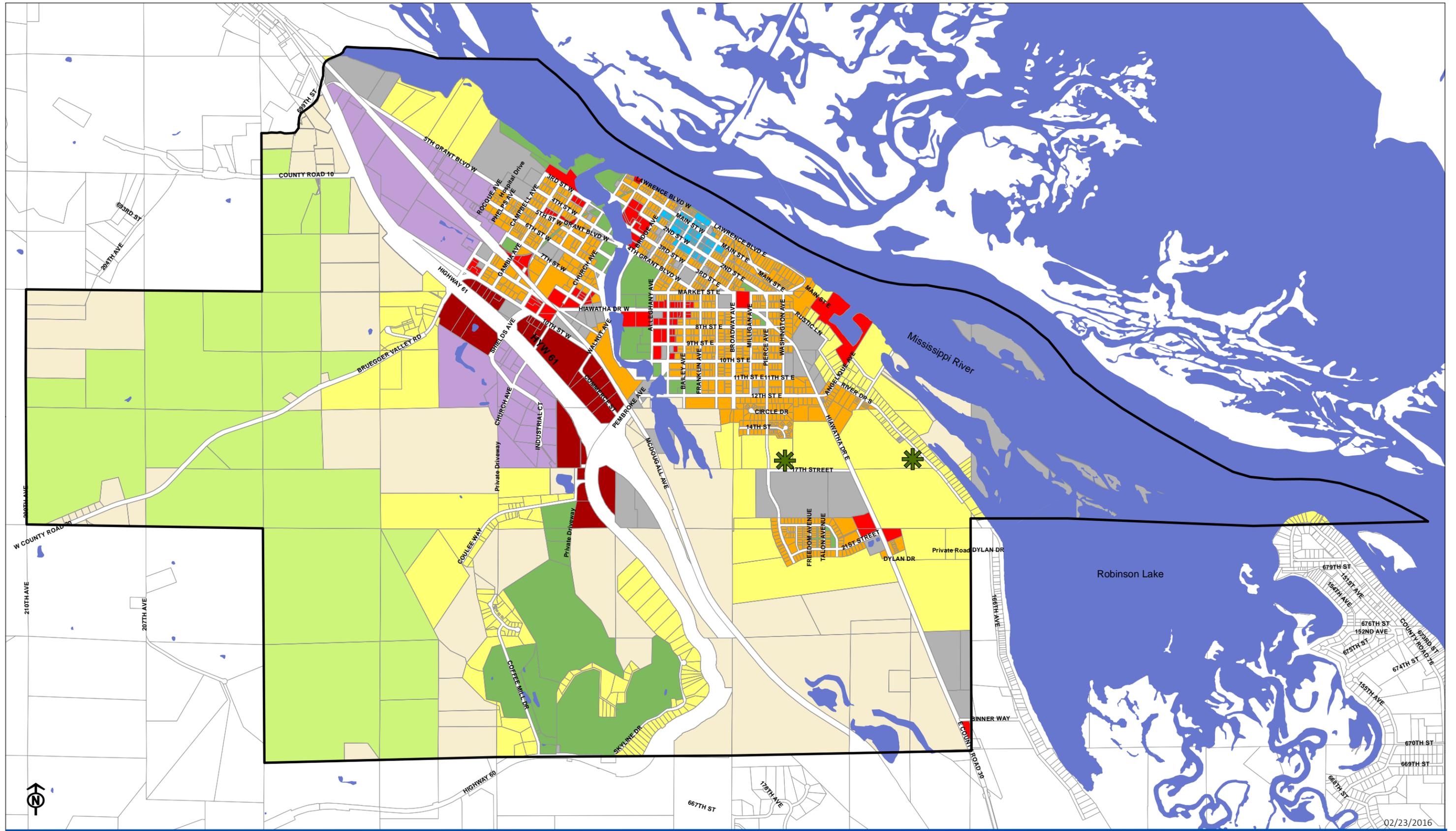
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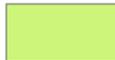


Existing Land Use





Proposed Land Use

- | | | | |
|---|---|--|--|
|  Agricultural/ Limited Residential |  Medium Density Residential |  Highway Commercial |  Open Space |
|  Limited Low Density Residential |  Traditional Downtown Commercial |  Industrial |  Water |
|  Low Density Residential |  General Commercial |  Institutional |  Future Parks |

0 500 1,000 2,000 Feet



02/23/2016



Appendix

Transportation Study

To be added when approved by City Council

Park Plan – 2009

Adopted by Park Board 10-21-09

Adopted by City Council 11/3/09

Chapter I. Introduction

The Mission or purpose for the Wabasha park system is to provide both recreational places and economic assets while preserving natural & cultural resources ultimately to enhance the physical, social and emotional experience of residents and visitors to the community.

Park Plan Goals:

- Holistic approach: treatment of not just individual places and equipment, but also considering the city's parks as part of an interrelated recreational and natural resource system
- Provision of recreational space and amenities with a balance of active & passive recreational opportunities for the purpose of meeting the needs of health & welfare of the community
- Amenities for residents and visitors, for all ages, and abilities
- Development of water oriented parks (the Mississippi and/or slough), with a managed use of natural resources for recreational and educational purposes
- The strategic placement of parks and open spaces to provide services throughout town and to beautify the City, providing economic benefit for the community
- Multi-beneficial public spaces including recreational and environmental (e.g. recreation, stormwater management, and habitat enhancement)

Chapter VII.

Strategic Priorities

Three Years (2009-2011)	Park	Estimated Cost	Priority Level
Improvements to existing ball fields (sod, fencing, infield, dugouts)	Athletic Field		
New Landscape (Parking Lot Berm)	Malone Park		
Vegetative Screening	Beach Park		
New Ball Field	Athletic Field	\$15,000	
New Roofs on Shelters	Malone Park		
Baby Swing	Malone Park	\$100-\$500	
Path Connection (near Gazebo)	Beach Park		
Remove old picnic shelter	Beach park		
Tree planting - 1 or 2 shade trees	Athletic Field		
Drinking Fountain at bath house	Beach Park	\$1,500-\$3,000	
Dog Park			
Lighting on trail bridge	Trail System/Ikes Park		High
Flowers plantings appropriate to the setting/sunlight level	Veterans Park		
Three to Five Years (2012 - 2014)	Park	Estimated Cost	Priority Level
Additional directions signs for parking (to get overflow to Athletic Field)	Ikes		
Upgrade of Hockey Rink	Athletic Field		
Path Connecting memorials	Veterans Park		
Water spigot	Cannon Park		
Drinking Fountain	Heritage Park		
Water Spigot	Heritage Park		
Automatic sprinklers	Heritage Park		
Directional Signage (to trail)	Heritage Park		
Splash Pad	Pfeilsticker/Pool		
Tennis Courts	Athletic Field		
Five to Seven Years (2012 - 2014)	Park	Estimated Cost	Priority Level
Multi-purpose structure (shelter, concessions, storage, etc.)	Athletic Field		
Picnic Pavilion (small)	Athletic Field		
Improved volleyball courts	Athletic Field		
Water spigot	Veterans Park		
Trail connections through Bruegger Park	Trial System		

Cont. Five to Seven Years (2012 - 2014)	Park	Estimated Cost	Priority Level
Culvert Fishing Platform	Jaycee		
Playground/tot lot	Jaycee		
Tent/rustic camping	Jaycee		
Long Term	Park	Estimated Cost	Priority Level
Grill Grates – replace in 10 years	Malone Park		
Fish Cleaning Hut	Ikes		
Redesign/redevelopment (relocation of existing softball and baseball fields)	Athletic Field		
Expand size of park (play area)	Pfeilsticker/Pool		
Resurface Pool	Pfeilsticker/Pool		
Trail head / rest stop	Jaycee Park (or other location?)		
Eagle Basin Park – development			
Bleachers (portable)	Ikes		
Remove old football field lights	Athletic Field		

Regular Maintenance & Repair Issues	Park	Frequency	Staff Resources	Estimated Cost
Cleaning of bath house	Beach Park			
Spring Opening of bath house	Beach Park	Yearly		
Fall Closing of bath house	Beach Park	Yearly		
MVP Flower Garden	Ikes			
Cleaning of restrooms	Ikes			
Spring Opening of restrooms	Ikes	Yearly		
Fall Closing of restrooms	Ikes	Yearly		
Cleaning of restrooms	Malone			
Spring Opening of restrooms	Malone	Yearly		
Fall Closing of restrooms	Malone	Yearly		
Cleaning of restrooms	Athletic Field			
Spring Opening of restrooms	Athletic Field	Yearly		
Fall Closing of restrooms	Athletic Field	Yearly		
Wabasha Sign landscaping (bottom of bridge)	Athletic Field			
Ice Rink/Hockey Rink	Athletic Field	Yearly		
Pool opening	Pfeilsticker/Pool	Yearly		
Pool closing	Pfeilsticker/Pool	Yearly		
Pool maintenance	Pfeilsticker/Pool	Daily		
Pool maintenance	Pfeilsticker/Pool	Weekly		
Pool maintenance	Pfeilsticker/Pool	Monthly		
Lawn mowing				
Trail Maintenance				