



CITY OF WASECA COMPREHENSIVE PLAN 2013



October 1, 2013

CITY OF WASECA COMPREHENSIVE PLAN CONTENTS

SECTION	CONTENTS	PAGE
1	Introduction	1
	A. Purpose of Comprehensive Plan	1
	B. History of Community Planning In Waseca	1
	C. Public Participation in the 2013 Plan Update	2
	D. Organization of the Plan	2
	E. The Role of City Government	3
	F. Community Identity and Vision	3
2	Goals & Objectives	5
	A. Introduction	5
	B. Goals and Objectives Defined	5
	C. Land Use	5
	D. Transportation	8
	E. Parks, Trails, and Open Space	10
	F. Public Facilities and Services	14
	G. Housing	16
	H. Natural Resources and Environmental Quality	19
	I. Economic Development	25
	J. Heritage Preservation	29
	K. Community Facilities	31
3	Land Use	35
4	Transportation	48
5	Parks, Trails and Open Space	63
6	Public Facilities and Services	72
7	Housing	79
8	Natural Resources and Environmental Quality	88
9	Economic Development	94
10	Heritage Preservation	99
11	Community Facilities	101
Appendix A	2012 West Interchange Utilities Cost Estimate Update	
Appendix B	Authorizing Ordinance	
Appendix C	Waseca Zoning Map (as amended from time to time)	

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Planning Commission

Kay Neuendorf, Chair

Robin Terrell

Nicholas Elsner

Samuel Baidoo

Larry Thornhill

Fred Salisbury

Roger Ashland

City Council

Roy D. Srp, Mayor

Allan Rose

John Clemons

Cindy Coy

Mark Christiansen

Les Tlougan

Fred Salisbury

City Boards and Commissions and Other Interested Organizations

Waseca Park Board

Waseca Economic Development Authority

Waseca Heritage Preservation Commission

Waseca Area Chamber of Commerce

Waseca Arts Council

Waseca County Historical Society

Waseca Area Neighborhood Service Center

Waseca Area Senior Citizens Center

Waseca Public Library

Waseca Public Schools

Waseca County Public Health

CADA

City Staff

J. Crystal Prentice, City Manager

Kimberly Johnson, AICP, Planning Director

Mark DuChene, PE, Public Works Director/City Engineer

Carl Sonnenberg, Utilities Director

Mark Bartelt, Parks Director

Penny Vought, Chief of Police

Gary Conrath, Fire Chief

Ranae Schult, Community Development Assistant

A. Purpose of the Comprehensive Plan

A Comprehensive Plan is a community's "blueprint" for the future. As such, it is a broad policy document that should be used to guide decision-making on long-term physical development, redevelopment and improvement of the community. Comprised of goals, objectives, background information, and maps the Comprehensive Plan guides the physical, social, and economic development of the municipality and its environs. The plan extends beyond the current corporate boundaries so when annexation is considered, there is a plan for when and how the land will be developed. This includes both private and public development.

The official land use map, zoning map, zoning and subdivision regulations, and decisions related to specific zoning and planning applications are all expected to be consistent with the Comprehensive Plan. Municipal decisions regarding public property acquisitions, dispositions, and capital improvements should also be consistent with the Comprehensive Plan. Intended as a guide, it is a fluid document that is reviewed and updated from time to time as trends and markets change.

Local governments have been given the authority to adopt a Plan according to Minnesota State Statute 462.353, Subd. 1. This Comprehensive Plan represents Waseca's recommendations for the future growth and development of the city.

B. History of Community Planning in Waseca

The Planning Commission and City Council of the City of Waseca recognize the critical role of the planning process in guiding present and future community development and decision making. The City of Waseca has long been involved in community planning efforts. The city's Planning Commission dates back to February of 1953, when the City Council appointed the first Commission. The Planning Commission's first project was creation of the city's first zoning ordinance and zoning map, which was adopted in July of 1953. These documents established zones for residential, commercial, and industrial uses.

The first Waseca Comprehensive Plan was adopted in 1964. In 1983 the Comprehensive Plan was updated, and reflected the tremendous growth of the community in the 1960's and 1970's, as well as the Waseca Growth Management Study of 1980. The Growth Management Study was a joint project by the City of Waseca, Waseca County, Woodville Township and St. Mary Township. This Study addressed the management of urban fringe growth and outlined an orderly annexation program for the city and abutting townships. In 1995 the Plan was again updated.

The 2013 Comprehensive Plan update was undertaken to de-clutter and reorganize the document to be more concise and user friendly. The new Plan focuses on the growth of the community as a bio-business center; addresses the need to plan in the interchange areas of the U.S. Highway 14 bypass in order to take advantage of the opportunities created by expansion and realignment of this vital transportation corridor; and acknowledges the importance of a commitment to historic preservation.

C. Public Participation in the 2013 Plan Update

Waseca citizens, business and other community leaders played an important role in crafting the 2013 Comprehensive Plan. During the early Plan review process, which started as early as 2009, members of the Planning Commission and Planning Staff met with community members, organizations, and leaders of various community facilities and groups to discuss Plan elements and receive input. These meetings were in small, informal group settings, as well as with individuals having expertise and interests in specific Plan elements.

Planning Staff worked with the Heritage Preservation Commission (HPC) to draft a Heritage Preservation Plan and to establish associated goals and objectives. The Park Board worked with their Staff to review their then current plans and update them based on the growing needs of the community for park, open space and trail facilities and amenities. Planning Staff worked with the Economic Development Authority (EDA) to review and update the Economic Development section to reflect current development, redevelopment and growth priorities, including expansion of the economic base and job growth, particularly in the area of value added agriculture and bio-science.

The Land Use, Transportation, Public Facilities (utilities and public safety), and Parks, Trail, and Open Space Sections were the subjects of an additional level of public input, which consisted of a public open house. At the open house city Staff presented the goals and objectives of the noted Plan elements and provided an opportunity for members of the public to review associated maps and Plan sections, and to provide comments and ask questions. The input received through the open house has been incorporated into the final Plan.

D. Organization of the Plan

The 2013 Plan is organized to bring the goals and objectives of the Plan to the forefront. As such, the goals and objectives have been placed in a separate Section at the front of the document, immediately after the document introduction. Following the goals and objectives are the Sections that represent each of the Plan components and provide the background information that leads to the goals and objectives identified for each component. These components each relate to a major topic of development as follows:

Land Use Plan – Background information, definitions, and maps that depict the desired future land use plans for the city and for future growth areas outside of the city.

Transportation – Background information and maps related to the community's total future transportation system including road, rail, bicycle, pedestrian, and airport facilities.

Parks, Trails and Open Space – Background information and maps outlining Waseca's park and open space system and needs, including the identification of future park sites, the integration of open space and natural areas as part of the park system, and a trail plan accommodating movement throughout the community as well as providing connections to adjacent existing and planned regional trails.

Public Facilities and Services - Information related to existing facilities and their plans, including future needs related to utilities, streets and other city-controlled infrastructure.

Housing – Background information and statistics related to housing trends and needs within the community.

Natural Resources and Environmental Quality – Background information and maps related to the natural resources in Waseca and the surrounding area.

Economic Development – Background information related to economic development organizations, programs, and other resources that focus on the economic development and wellbeing of the community.

Heritage Preservation – This is a new Section that establishes the Heritage Preservation Plan for the community. It includes background information related to the Heritage Preservation Commission and historic preservation efforts in the community.

Community Facilities – Background information related to existing facilities and organizations in the services they provide for the community including. These facilities include public and private organizations such as the library, city and county government services, education and daycare, medical and long-term care, social services, and history and cultural.

The appendices, located at the end of the document, provide the technical studies, data, and other supporting documentation related to adoption of the Plan.

E. The Role of City Government

The Waseca City Council, along with city employees and boards and commissions, are committed to working with the citizens of the community toward overall community betterment. Within City Hall, community planning activities are based in the Community Development Department which provides Staff support to the Planning Commission, Economic Development Authority, and Heritage Preservation Commission. While the Community Development Department managed the project, all city departments contributed to this project and are included in long-term community planning.

F. Community Identity and Vision

The Waseca community's vision for its future is as follows:

Community planning in Waseca, Minnesota shall reflect a long-term commitment to planning for and continuously and comprehensively improving:

- Economic Opportunity;
- Residential housing variety and quality;
- Efficiency and diversity of parks, trails, and open spaces, consistent with Waseca's population density and distribution;
- Efficiency, safety, and diversity of modes of transportation;
- Community facilities and services strategically established in terms of time, geographic placement, responsiveness to community need, and consistency with land use and infrastructure; and

- Land use patterns that are in harmony with orderly, safe, healthful, and attractive residential neighborhoods, profitable and accessible commercial clusters, effective industrial development opportunity, environmental protection, and preservation of farmland and rural character outside of the Waseca urban expansion Area.

Defining a vision of the future and setting out policies and goals for future community planning and growth is only the first step toward making the vision a reality. For Waseca to reach the goals and objectives that have been set forth in this Plan, deliberate strategies must be put in motion, goals must be brought into the city budget process and meet the test of competitiveness with other city needs, and monitoring results and progress needs to be done on a regular basis.

A. Introduction

The 2013 Comprehensive Plan is organized to bring the goals and objectives of the plan to the forefront. As such, the goals and objectives have been placed in a separate Section at the front of the document, immediately after the document Introduction. Each component of the Comprehensive Plan includes a set of policies and goals.

B. Goals and Objectives Defined

A goal is a policy statement that states a desired outcome in general terms. Goals were developed by considering key principles and priorities, and integrating public input generated as part of the Plan update. Objectives are detailed actions necessary to initiate or complete a stated goal such as a program, policy or a project.

C. Land Use Goals and Objectives

The Land Use Plan provides an overall guide for the future growth and development of the city. The Land Use Plan is designed to guide future use of lands within the city and within the city's urban expansion area for the next 10-15 years. The goals and objectives stated in this section are supported by the background information, statistics, and Land Use Map which can be found in Section 3 of this document.

Growth Management & Community Development**Goal 1**

Focus new housing development in existing and new areas according to the following order of priority:

1. Existing plats
2. Incorporated unplatted areas designated for residential development
3. Land abutting city borders and easily accessible by city utilities and services, which should be exercised only as part of an orderly annexation program
4. Interchange areas should be a last priority for residential development

Objectives:

1. Guide future development in order to prevent premature demands on city utilities and services.
2. Implement street extensions and alignments that contribute to efficiency, safety, and accessibility throughout the community.
3. Expand the city park system to maintain at least a minimum standard of one acre of parkland for every 100 residents, current as well as anticipated.
4. Expand the city trail system to allow connectivity among parks, among neighborhoods, and to enhance major trail connections to the lakes.

5. Allow for sufficient land for needed expansions for community facilities.
6. Allow mixed uses that are well matched in terms of intensity of uses, size of uses, interrelationship, and balance of uses.
7. Encourage cluster development and other nontraditional development strategies. Place more emphasis on Planned Unit Development (PUD) versus conventional development.

Goal 2

Develop an orderly annexation plan that includes annexation policies and annexation priorities.

Objectives

1. Guide future development to be consistent with the Land Use Plan.
2. First priority should be to undeveloped land abutting the city.
3. Second priority should be for already-developed lands abutting the city, primarily to the east and north of Clear Lake.
4. Interchange areas should be a priority for new industrial development, with development between the South Industrial Park and Highway 14 being the first area considered for smaller lot development, and the west interchange a priority for large acreage industrial development.

Residential Land Use

Goal 1

Ensure consistency of plans and land use controls with current and anticipated community needs.

Objectives

1. Review, at least every five years, the city Land Use Map; and on a continuous basis, the zoning map and zoning ordinance.
2. Initiate amendments of these documents as needed or appropriate.

Goal 2

Provide for flexibility in density levels within residential districts.

Objectives

1. Review and, if necessary, amend the zoning ordinance to provide flexibility in density levels without abrupt changes between low and high density.
2. Allow mixed uses that are well matched in terms of intensity of uses, size of uses, interrelationship, and balance of uses.
3. Encourage cluster development and other nontraditional development strategies. Place more emphasis on Planned Unit Development (PUD) versus conventional development.

Goal 3

Protect and enhance residential neighborhood quality.

Objectives

1. Require elements such as sidewalks, parks, trails, trees, and open spaces to be incorporated, at the front end, in new residential subdivisions.
2. Promote preservation and redevelopment of existing neighborhoods and community resources.

Commercial Land Use

Goal

Focus commercial growth in areas already zoned for commercial development.

Objectives

1. Focus commercial growth primarily in the North State Street area, including 10th Avenue Specialty Shops and in Downtown.
2. Encourage the North State Street area to focus on convenience shopping and services.
3. The focus of the Downtown is to be personal, professional, business, and financial services, specialty retailing, and social cultural, recreational, and public community facilities.
4. Allow limited commercial development immediately adjacent to the interchanges, primarily focused on the traveling public and support of surrounding industrial development.

Industrial Land Use

Goal 1

Provide adequate space for new and expanded industrial development.

Objectives

1. Plan new industrial development in areas adjacent to the interchanges, focusing small lot industrial and business park development around the south interchange and preserving the west interchange for large acreage industrial development.
2. Support and encourage reuse of existing underutilized industrial buildings, and expansion and upgrades to existing industrial uses and properties in the core industrial areas internal to the community.

Goal 2

Enhancing the physical appearance of existing industrial areas and encourage like uses in the same areas.

Objectives

1. Plan and implement a program to improve visual elements such as screening of outdoor storage; gravel, rather than dirt as the minimum quality of surface for drives and parking areas (paved drives and parking areas preferred), and landscaping treatments.
2. Concentrate light industry in the North Waseca Business Park and moderate industry in the South Industrial Park and the U.S. Highway 14/County Road 2 industrial area.

Environmentally Sensitive Areas

Goal

Protect, maintain, and enhance the area's natural resources and environmental quality.

Objectives

1. Stage and control future growth and development to protect the natural resources and enhance the environmental features of the community.
2. Review city regulations and practices every two years for consistency with State and Federal regulations. Amend city regulations and change practices as necessary.

D. Transportation Goals and Objectives

The Transportation Plan provides an overall guide for the future growth and development of the City's transportation system, which includes street, sidewalks and trails, the railroad, and airport. The Transportation Plan establishes expectations, standards, goals and objectives for the quality and levels of service for a comprehensive transportation network and modes of transportation for the next 10-15 years. The goals and objectives stated in this section are supported by the background information, statistics, and maps, which can be found in Section 4 of this document.

Traffic Access and Mobility

Goal

Design and maintain a transportation system that reduces traffic delays and improves mobility and levels of service while maintaining adequate access to the transportation system.

Objectives

1. Coordinate transportation system improvements with land use to connect residential land uses with educational, recreational, downtown business area and commercial and industrial areas.
2. Focus on connecting streets to distribute traffic across the transportation system. Plan a network of street connections that tie to the U.S. Trunk Highway 14 interchanges and coordinate with Waseca County to develop

- a cooperative transportation system that serves the needs of both agencies.
3. Review and develop a plan to address changes in traffic patterns resulting from the U.S. Trunk Highway 14 Bypass including developing a truck route plan.
 4. Develop and implement a truck route plan to provide appropriate movement through town (Business Loop).
 5. Work with County and MN/DOT officials on the turnover of Old Highway 14 to the County.
 6. Review development and redevelopment plans for opportunities to correct street intersection alignment, eliminate or consolidate access points, and install safety enhancements especially in the North State Street (TH13) Corridor.
 7. Identify opportunities for acquisition of property for system upgrades. Coordinate with MN/DOT on jurisdictional issues.
 8. Pursue street extensions that will contribute to improved distribution of traffic over a broader network of streets to relieve dependence on a few primary streets.
 9. Implement the Transportation Plan Map as development and redevelopment occurs, as opportunity arises, or as deemed necessary to maintain a safe, efficient, and interconnected transportation system.
 10. Develop standards for driveway setback distances from intersections and other driveways.

Transportation Safety

Goal

Design and maintain a transportation system that is safe, effective, and accessible for public and private pedestrian, bicycle, vehicular, and rail transportation and implement a comprehensive traffic control system that will provide adequate safety, promote efficient movement, and enhance orderly traffic flows for all modes of transportation.

Objectives

1. Place controls such as stoplights, stop signs, speed postings, and crosswalks only where warrants are met. Emphasize a balance between mobility and access.
2. Work closely with the Waseca School District and MN/DOT to monitor traffic and bike and pedestrian activity related to the north-side school campus to identify and address access and safety issues especially focusing on North State Street.
3. Promote traffic controls to achieve a safe bicycle and pedestrian transportation network that can coexist with traffic demands.
4. Promote safe, orderly Downtown traffic patterns to enhance accessibility to businesses and public parking lots.

Multi-modal Transportation System

Goal

Promote the development and integration of all modes of transportation to provide a complete transportation system that increases access and mobility options to all transportation system users.

Objectives

1. Review all new development and redevelopment proposals and existing development areas for opportunities to extend sidewalks and/or trails to create and maintain interconnectivity in the transportation system in accordance with the Parks, Trails and Open Space Plan.
2. Review and implement a plan for bicycle parking in the downtown area.
3. Develop and maintain a citywide signage plan that identifies key areas of town and directs users to destinations such as public parking lots, public facilities, the hospital, and other special interest sites.
4. Maintain an active rail system and provide for expansion of its use within the regional and statewide transportation network.
5. Continually monitor and review regional and statewide plans for bus, light rail, and commuter rail.
6. Observe the airport layout plan and safety zones accordingly to preserve critical airspace from encroachment of inappropriate land uses.
7. Plan and market airport facility improvements, such as additional hanger space, runway extension, and taxiway expansion, that promote the regional benefit of a local airport.

E. Parks, Trails, and Open Space

The Parks, Trails, and Open Space Plan provides future planning guidelines which are based on anticipated population growth and geographic concentrations of residents over the next five to ten years. The goals and objectives stated in this section are supported by the background information, statistics, and maps which can be found in Section 5 of this document.

Park and Open Space Adequacy

Goal 1

Acquire and set aside land for parks and open space to meet the existing and future needs of all age, family, and income groups based on the following minimum standards:

- One (1) acre of parkland for every 100 residents.
- No more than six (6) blocks distance between each resident and the nearest park as shown in **Maps 5-1, 5-2, and 5-3** in Section 5.
- Acreage comprised of non-bike trails and open space must be acreage additional to land set aside for parks/playgrounds.

Objectives

1. Require and set aside land for parks, in accordance with the Potential Future Parkland Areas Map, (**Map 5-4** in Section 5) designating new parkland in Waseca. These proposed parks would cover the projected shortage of parkland in the Northeast, Southeast, and Northwest quadrants of the city, as follow:
 - a. Incorporate a 2-3 acre neighborhood park into development of a 22-acre parcel owned by the city at the east end of 19th Avenue NE.
 - b. Schmidt Properties, developer of the Schaumkessel area, has set aside an eight-acre park for active recreation in the north part of the area, and a 6.5-acre nature park (passive recreation-open space) in the south part of the area. These parks are to be established when future phases of Schaumkessel are developed to encompass the areas where these parks have been designated. Parkland and trail lots have been platted as part of the Schmidt and Pondview Subdivision.
 - c. As a long-range possibility, two options for future potential parkland in the northwest have been identified. The first option is west and north of 10th Street NW (Lundholm property) and 11th Avenue NW adjacent to land that has been subdivided for resident development (Hintz Subdivision). The second option for future parkland is existing farmland north of Northwest Nature Park (Charles Gray property). This property will likely be developed for residential use, in which case, a park in this area may be a beneficial location.
 - d. As a long-range possibility, options exist for future parkland in the areas adjacent to the U.S. Highway 14 west and south interchanges. The west interchange option offers two potential parkland areas located west of U.S. Highway 14. The future land use designations are comprised of a mix of low, medium, and high density residential. The south interchange option for future parkland is categorized as open space, and is located east of Highway 13 and south and northeast of U.S. Highway 14. The development potential in this area may be limited due to soil conditions.
2. Require park location to take into consideration the following factors:
 - population served within a ½-mile radius;
 - accessibility to children who would walk to the park;
 - future recreational trends and domestic pet needs; and
 - reasonable proximity to most of the homes.

Goal 2

Maintain a park dedication standard, applicable to new residential plats, that provides a direct relationship between planned residential density and park, trail, or open space land, at a minimum standard of one acre of park land or open space for every one hundred (100) residents.

Objective

Require developers to include parkland dedication proposal/s with preliminary plat submittals for discussion so that the developer and city agree to parkland dedication prior to final plat approval.

Trail System Adequacy

Goal 1

Create a city-wide trail network.

Objectives

1. The city should strategically develop segments of an interconnected trail system, including a trail connecting Loon Lake and Clear Lake. Map VI-6 depicts the City of Waseca Trails Conceptual Plan. Timetable: 2013-2025.
2. Acquire and set aside land for trails and bikeways based on the following minimum standards:
 - One mile of bikeway for every 1,000 residents
 - Not more than one-half (1/2) mile distance between each resident and the nearest trail segment (**Map 5-5** in Section 5)

Goal 2

Use abandoned railroad right-of-way for public recreational use and access.

Objective

Acquire available right-of-way when it can provide linkages in the planned trail system.

Goal 3

Achieve and maintain intergovernmental cooperation to provide local-regional recreational trail linkages.

Objective

Work with state, county, and other regional authorities cooperatively to build a regional trail system.

Enhancement of Existing Parks & Recreational Opportunities

Goal 1

Develop recreational programs in the existing parks for all age, family, and income groups.

Goal 2

Make handicapped accessibility improvements to parks and recreational facilities as part of each annual capital improvement program.

Goal 3

Continue joint powers agreement between the City of Waseca and Waseca ISD 829 for the development of joint recreation programs and use of park space between the city and school district.

Goal 4

Make improvements to parks to provide amenities needed and desired by residents and visitors to the community.

Objectives

1. In Northeast Park, complete construction in the passive aspects of the park including the following projects:
 - a. Construction of a restroom facility
 - b. Construction of two (2) picnic shelters
 - c. Construct a patio/outdoor picnic area
 - d. Install concrete walkways
 - e. Internal park trail expansion
 - f. Install site lighting
 - g. Install play equipment for 2-5 year old age group
 - h. Install horseshoe courts
 - i. Construct arbor structure
 - j. Construct pond bridge
 - k. Install park signage
 - l. Install site amenity items
 - m. Install trees/landscapes
 - n. Construct service road from 2nd Street NE to patio/picnic area
2. Continue the current environmentally consistent use of Maplewood Park as a nature park having features that may include the following:
 - a. Identification and signage of trees and plant species
 - b. Educational and recreational opportunity
 - c. Construction of a lodge for use as a year round facility, having part of it as an interpretive center
 - d. Wider trails and provision of clearings
 - e. Paved parking lot in upper Maplewood Park
 - f. Trails suitable for cross-country skiing
3. Enhancement of Trowbridge Park as a community center to showcase various events.

- a. Focus on the bandstand, which offers the potential for park entertainment such as concerts, plays, puppet shows and other events.
 - b. Explore a new, visually dominant facility combining the functions of the art center, library, and historical society in the vicinity of Trowbridge Park or at its periphery.
- 4. Enhance Northwest Nature Park with amenities as follows:
 - a. Convert all agricultural land into permanent prairie grasses and tree plantings
 - b. Construct specific connecting low impact trail routes
 - c. Determine locations for and construct 2-4 bridges over water canals
 - d. Conduct flora/fauna and other environmental studies
 - e. Construct parking lot
 - f. Construct interpretative center
 - g. Stock ponds with pan fish

F. Public Facilities and Services

The Public Facilities and Services Plan provides an overall guide for the future growth and development of the city's water, sanitary sewer, storm sewer, electric utility, and public safety facilities. The Public Facilities and Services Plan establishes expectations, standards, goals and objectives for the quality and levels of service for comprehensive utility and public safety systems and programs for the next 10-15 years. The goals and objectives stated in this section are supported by the background information, statistics, and maps which can be found in Section 6 of this document.

Utility Systems

Goal 1

Design and maintain utility systems and programs to achieve high quality public health and safety and maximum environmental protection.

Objectives

- 1. Encourage developments that avoid areas with issues related to poor soils, high water table, or geological features that are likely to lead to high cost of providing public utilities and/or will compromise environmental integrity.
- 2. Continually conduct inspections of Inflow and Infiltration to maintain zero discharge into lakes and watersheds.
- 3. Define short-term and long-range plans to eliminate all occurrences of untreated sanitary sewage discharge into area watersheds.
- 4. Manage utilities in a manner that brings older broken down sections throughout the city up to current standards to ensure continual and/or improved reliability of services.

5. Manage updated utilities to prevent out-dating and allow continuing improvements of older services. Materials should not be used beyond their expected working lifespan.

Goal 2

Grow utility systems in an orderly manner.

Objectives

1. Encourage new development to locate in areas contiguous to existing development in the city to bring about orderly expansion of public utilities.
2. Utility extensions shall be concurrent with availability of streets and other transportation corridors, schools and other public facilities, and other essential public services, all designed to provide service to the new area based on projected population.
3. Develop and annually update a five-year staged capital improvement program for public utilities, which is consistent with the City of Waseca Comprehensive Plan.

Goal 3

Provide public facilities and services with financial prudence and efficiency.

Objectives

1. Utility extensions should be financed by benefitted property owners and assessments for public facilities and services should reflect actual cost of design and installation.
2. Continue to analyze the costs/benefits and cost effectiveness of proposed capital improvements and alternative solutions.

Goal 4

Provide public facilities and services in a manner that supports the economic development initiatives of the community.

Objectives

1. Encourage competitive electric rates through reduced wholesale costs from area suppliers by continuing to negotiate with local suppliers for reduced wholesale electric costs.
2. Encourage continuous upgrading of telecommunications systems functioning in the community and in the southern Minnesota region.

Telecommunications and Fiber Optics

Goal

Provide adequate and timely telecommunications systems for all users.

Objectives

1. Monitor and stay aware of future telecommunications advancements, which will be important in our global economy.
2. Encourage expansion and continuous quality enhancements of the fiber optics network in the Waseca area and Southern Minnesota.

Public Safety

Goal

Provide facilities and programs that reflect the community's values and needs in the most cost effective manner possible and support the functioning of those who serve the public.

Objectives

1. Prepare and participate annually in educational programs, tabletop exercises, or actual emergency response drills with personnel from other area emergency service agencies and community stakeholders. These programs/exercises/drills could include a MOCK crash for the area High School students, tabletop disaster scenarios, and/or an active shooter event.
2. Proactively respond to complaints and enforce ordinances that impact Waseca citizens' safety and quality of life. Examples include public nuisance ordinances and Crime Free Multi-Housing violations.
3. Continue to pursue available grant funding for programs, equipment, and personnel.

G. Housing

The Housing Plan sets forth residential development trends in the community; describes demographic and housing characteristics; addresses current and prospective supply and demand; and sets forth policies, goals, objectives, and strategies for the future. The goals and objectives stated in this section are supported by the background information and statistics which can be found in Section 7 of this document.

Housing Needs

Goal 1

Provide a sufficient supply and variety of adequate, safe, and sanitary housing to meet the needs of all residents regardless of age, gender, ethnicity, income, and physical condition.

Objectives

1. Plan to accommodate an additional 400 households by the year 2035 by conducting a housing study to determine what types of housing units needed to accommodate future projected growth.

2. Encourage preservation and rehabilitation of existing housing stock and construction of new housing units to provide the following types of housing opportunities:
 - a. Low-cost, low- to moderate-density rental housing, for both larger and smaller households;
 - b. Up-scale, high-amenity, low- to moderate-density rental housing for young professionals and other higher-income households seeking high-amenity rental housing.
 - c. Starter homes, for both larger and smaller households.
 - d. Move-up and Executive homes;
 - e. Existing housing stock that can offer affordable single-family home buying opportunities;
 - f. Conversion opportunities for lower-cost rental housing;
 - g. Residential care and assisted living;
 - h. Low-maintenance independent-living housing alternatives for households in the age 55+ category; and
 - i. Energy-conserving new construction and retrofit of existing housing, that incorporates solar access and energy utilization, wind energy conversion and utilization, and other features that enhance energy and natural resource conservation.

Goal 2

Preserve the existing housing stock.

Objectives

1. Develop and enforce a property maintenance code to eliminate blighted or hazardous dwellings.
2. Maintain the rental registration program.
 - a. Develop a rental housing code to use as a maintenance enforcement tool.
 - b. Conduct rental inspections biannually and require maintenance and updates in a timely manner.
 - c. Explore possible financial assistance tools for rental property owners to use in maintaining and rehabilitation their properties.
3. Continue to participate in the Small Cities Development Program by seeking grants for owner occupied single-family rehabilitation, and continuing to offer a downtown rental housing rehabilitation program.

Housing Location

Goal 1

Develop new housing stock in an orderly and efficient manner.

Objectives

1. Encourage location of residential subdivisions where urban services are readily available.
2. Discourage "leap frog" residential developments into agricultural areas.

Goal 2

Provide safe, peaceful, and convenient housing options.

Objectives

1. Encourage location of housing, particularly multi-family, lower-income, and elderly housing, to provide convenient access to public and community facilities and services, and to shopping, recreational, and social facilities and services.
2. Avoid locating housing in physically undesirable or incompatible areas, such as near major highways, railroads, and heavy industry.
3. Prohibit industrial or commercial land uses that will result in heavy truck, employee, or customer traffic on residential streets in or near residential districts.
4. Maintain the Land Use Plan, zoning map, and zoning and subdivision ordinances to ensure appropriate goals and regulations are in place to meet and protect the housing needs of the community.

Mixed Densities and Uses

Goal 1

Provide for a range of housing densities and options to meet the needs of all household types and incomes.

Objectives

1. Encourage housing mixtures of different densities, but avoid abrupt changes between high and low density.
2. Discourage indiscriminate mixing of low and high-density residential development, instead allowing such mixtures only as part of a formal planned development.
3. Maintain sufficient flexibility in the Land Use Plan and zoning ordinance to allow well-balanced mixtures of densities and a mix of compatible uses within residential areas.

Residential Zoning Issues

Goal

Maintain residential zoning regulations that meet the housing needs of the community.

Objectives

1. Periodically assess residential zoning districts and zoning standards for continued appropriateness with respect to community needs and conditions.
2. Initiate zoning district designation and zoning standard amendments when appropriate.
3. Review the effectiveness and suitability of R-I, Suburban Residential and R-2, Urban Residential districts, and amend the district regulations and/or district designations on the zoning map as deemed appropriate.

New Housing Development and Residential Subdivisions

Goal

Provide quality, safe and sustainable neighborhoods and housing stock.

Objectives

1. Encourage innovative site and housing design that conserves open space and is conducive to such amenities as trails, greenways, and wetlands.
2. Require the use of natural resource information, such as soils, topography, and wetland data in conjunction with residential subdivision and site design.
3. Encourage standards that take into consideration crime and public safety in housing and subdivision design. Include police and fire departments' reviews of development and subdivision proposals.
4. Balance required subdivision improvements with the design quality and improvements needed for long-term subdivision viability.

Goal 2

Prioritize areas for new housing development.

Objectives

1. New housing development should occur in the following order of priority:
 - a. Existing subdivisions
 - b. Vacant, underutilized, or blighted properties within the city
 - c. Land abutting the city and readily accessible for utility extensions
 - d. Development of housing in the area of the U.S. Highway 14 west interchange should occur only after significant industrial and commercial development has occurred in this area.

H. Natural Resources & Environment

Waseca is rich in natural resources and environmental qualities that have shaped much of its character and contributed significantly to its aesthetic, cultural, recreational, and economic values. It is essential that development decision making include identification

of positive and negative environmental impacts and measures that can be taken to prevent or mitigate negative impacts while enhancing positive impacts. The goals and objectives in this section are supported by the background information, maps and statistics which can be found in Section 8 of this document.

Lakes and Shorelands

Goal

Protect and enhance the shorelands and lakes in and around the community.

Objectives

1. Consistently apply the shoreland overlay zoning ordinance in accordance with State of Minnesota requirements, to enhance water quality and safeguards scenic resources.
2. Prohibit structures on bluff sides, and regulate other construction to prevent soil erosion and preserve the vegetative cover in areas of steep slopes, bluffs, and shoreland areas.
3. Discourage development or disturbance on steep slopes including roads and other public infrastructure.
4. Protect and restore native vegetation within shore impact zone.
5. Encourage preservation of sensitive shoreland, bluff and steep slope areas through alternative measures, such as easements, acceptance of donations, purchase, etc.

Groundwater and Geology

Goal

Protect and enhance water quality.

Objectives

1. Follow, and update as necessary, the City of Waseca Water Emergency & Conservation Plan, which provides for contingency water resources in the event of public drinking water contamination or severe drought.
2. Coordinate with Waseca County to be sure city water planning, water-related projects and major developments are consistent with the Waseca County Water Plan.
3. Prepare a wellhead protection plan that identifies abandoned wells and establishes guidelines for these wells to be properly sealed by licensed contractors to prevent contaminants from entering the groundwater.
4. Investigate road salt removal or substitution.

Wetlands

Goal

Maintain wetlands so that there is no loss of wetland acreage or quality.

Objectives

1. Avoid development of wetland areas.
2. Protect wetlands to preserve the physical, aesthetic, and ecological integrity of these areas.

Topography and Soils

Goal

Promote preservation and sustainability of landscapes, trees, topography, natural features, and unique vistas in new developments and in the community in general.

Objectives

1. Develop and maintain an inventory, to include Geographic Information System (GIS) maps, of important natural resources and environmental features such as soils, topography, woodlands, plant and wildlife habitats, wetlands, waterways, and unique vistas.
 - a. Refer to the inventory when assessing impact of future development and redevelopment projects.
 - b. Use the inventory as a basis for determining location of future expansion of the city and public open space acquisition programs.
2. Require landscaping in new and redevelopment areas that emphasizes non-invasive indigenous species compatible with existing soils and topography.
3. Require that stands of trees, individual trees, and other natural features be identified on preliminary plats and other development plans, including those proposed for preservation and removal.
4. Encourage preservation of tree root zones during construction activities.
5. Allow development only on suitable soils capable of sustaining it to minimize erosion and preserve the natural landscape.
 - a. Prohibit intensive vegetation removal.
 - b. Allow only selective removal of existing vegetation.
 - c. Set controls on topographical alterations, such as filling, grading and paving in sensitive areas.
 - d. Limit road grades to prevent steep grades, which can increase the velocity of water runoff and contribute to soil erosion problems.

Drainage

Goal 1

Improve the quality of water flowing into area lakes.

Objectives

1. Implement systems and adopt controls to limit the amount of untreated storm water runoff into Gaiter and Clear Lake.

2. Work with Lakes Association and Waseca County on Gaiter Lake drainage and filtration, including education of property owners.
3. Encourage use of natural drainage ways or wetlands as means of slowing, diverting, or storing water for later discharge. Manmade water control devices should be a secondary means of controlling runoff.
4. Encourage the use of rain gardens where soils support infiltration whenever possible to limit stormwater runoff and reduce loading of storm sewers.

Goal 2

Implement the Waseca Stormwater Management Plan in a staged manner that ties to the Capital Improvement Plan.

Objectives

1. Require developers to include recommendations of the Waseca Stormwater Management Plan into project improvements.
2. Review the Waseca Stormwater Management Plan for potential projects annually in conjunction with the CIP and Budget processes.

Goal 3

Consistency of water-related activities, development projects, and urban expansion projects with area-wide plans for drainage and water quality.

Objectives

1. Consult Waseca Stormwater Management Plan and the Waseca County Comprehensive Water Resources Management Plan in conjunction with review of development or annexation plans and requests.
2. Consult Waseca County when reviewing and updating stormwater management plans.

Woodlands

Goal

Maintain and expand the stock of quality trees and amount of wooded land area in the community.

Objectives

1. Plan for expansion of existing woodlands or creation of new woodlands proportional to increases in total land area and population.
2. Discourage new ash plantings, and encourage other tree species according to the city's Emerald Ash Borer Preparedness Plan.
3. Promote community reforestation and tree planting programs.
 - a. Encourage continued planting of trees and shrubs in public places to preserve the quality of these areas.

- b. Provide an on-going program of landscaping of parks, streets, boulevards, and publicly owned shoreland.
- c. Encourage public infrastructure planning to minimize its impact on the natural environment, avoiding disturbance of significant natural features.

Plant and Wildlife

Goal

Protect areas of biological concern to preserve the diversity of species present.

Objectives

1. Require documentation from developers to ensure that proposed development does not conflict with areas identified as habitat for endangered or threatened species.
2. Explore standards that limit applications of pesticide and nutrient fertilizer in order to protect air and water quality.

Agricultural Areas

Goal

Manage growth to protect agricultural land from unnecessary development.

Objectives

1. Discourage leapfrog urban development into the Urban Expansion Area, which will have a negative impact on agricultural land.
2. Focus annexation attention on areas most likely to develop, with those areas less likely to develop having a lower priority.
3. Encourage progressive, orderly development in annexed areas.
4. Maintain up-to-date information on prime farmland areas surrounding the city and their relationship to the Urban Expansion Area.

Environmental Quality

Goal 1

Maintain or improve air quality in the community.

Objectives

1. Encourage greater emphasis on light to moderate industries, in terms of air emissions, rather than heavy industries, as part of an overall industry attraction strategy.
2. Avoid land use and street extension schemes that concentrate heavy industry in any area or heavy traffic on only a few arterials, in land use and transportation planning.

3. Support enhancements to the southerly U.S. Highway 14 bypass, which reroutes heavy truck traffic away from the center of the community.

Goal 2

Minimize negative noise impacts within the community.

Objectives

1. Provide for noise abatement with standards for maximum levels of noise during the course of each 24-hour period for each type of land use.
2. Review standards at least once every five years to determine whether amendment of the standards is necessary.
3. Discourage incompatible zoning districts from abutting one another.
 - a. Zoning districts should increase gradually in development intensity, for example, graduating from residential to light commercial to highway commercial, then to light industrial and moderate industrial.
 - b. In cases where graduation of districts is not feasible, buffering should be required, to the extent possible, such as green space, transitional uses, streets, trees and landscaping, etc.

Goal 3

Promote the reduction of solid waste generated.

Objectives

1. Continue specific waste management activities that contribute to enhanced community environmental quality, such as the spring brush and yard waste pick-up and specific cooperative activities with Waseca County in areas of resource recovery, leaf composting, and recycling.
2. Cooperate with Waseca County in implementing coordinated solid waste, yard waste, composting, and hazardous waste reduction and management programs.

Goal 4

Minimize the negative consequences of hazardous materials.

Objectives

1. Maintain updated information on the locations of potential contamination sites due to site-specific activities involving use of hazardous substances.
2. Avoid land use or zoning designations that would allow community facilities or residential development on or adjacent to contaminated sites.
3. Require site cleanup as development or redevelopment occurs.

Goal 5

Protect and enhance air quality, water quality, land resources, lakes, shorelands, wetlands, plant habitat, fish habitat, wildlife habitat, and woodlands as vital environmental features and natural resources of the living environment of the city.

Objectives

1. Create and implement a natural area/open space preservation program that will maintain diverse spaces providing benefits such as air and water quality protection and enhancements, plant habitat enhancement, wildlife and fish habitat enhancement, water storage, and recreational opportunities. Priorities include lakeshore areas, wetlands, wooded areas, steep slopes and bluffs, remnant natural communities, and prime agricultural land.
2. Diligently apply Minnesota Environmental Quality Board's environmental review standards to all new development and redevelopment projects.
3. Improve the aesthetics of the south and west corridors into the city with landscape enhancements.
4. Require developers/applicants for all types of projects to submit all plans and data required by the Code of Ordinances in conjunction with zoning and building permit applications. Such plans should include, but not be limited to, the following:
 - a. Certificate of survey
 - b. Topographic map
 - c. Grading and drainage/stormwater management plans
 - d. Erosion control plan
 - e. Parking plan
 - f. Landscaping plan
 - g. Utility and easement locations
 - h. Lighting plan
5. Promote reduced use of natural resources, such as energy (energy conservation, renewable energy sources) and water (water recycling, use reduction programs).
6. Promote public awareness of the city's environmental protection policies and of the importance of environmental and biological diversity preservation.

I. Economic Development

Waseca has a strong heritage of agriculture and traditional manufacturing, fostered by an environment of collaborative economic development efforts by the city and many economic partners. Together, the economic development partners in the Waseca area will continue to work to grow jobs and the local tax base to maintain a strong and independent community along the Highway 14 corridor. The goals and objectives in this plan will serve as a catalyst and overall guide for future economic development activities in the City of Waseca, and will serve as a roadmap for future economic development planning. The goals and objectives stated in this section are supported by the background information found in Section 9 of this document.

Growth

Goal 1

Grow the tax base of the City of Waseca and Waseca County.

Objective

Facilitate the development and implementation of a comprehensive economic development strategy for the city.

Goal 2

Plan, market, and develop the west and south U.S. Highway 14 interchange areas.

Objectives

1. Encourage new industrial development in interchange areas, with development between the South Industrial Park and U.S. Highway 14 being the first area considered for smaller lot development, and the west interchange a priority for large acreage industrial development.
2. Allow limited commercial development immediately adjacent to the interchanges, primarily focused on the traveling public and support of surrounding industrial development.

Goal 3

Comprehensive infrastructure planning.

Objectives:

1. Develop and maintain a comprehensive long-range infrastructure plan that supports balanced and phased growth.
2. Create and maintain a rolling multi-year capital improvements plan that supports a comprehensive long-range infrastructure plan.

Goal 4

Identify areas of geographic focus for new commercial and industrial development.

Objectives

1. Facilitate and encourage programs and projects conducive to a vital downtown.
2. Cultivate focused geographic areas of commercial activity: North State Street, 10th Avenue NW Specialty Shops, Central Business district, and to a limited extent, interchange areas.

3. Consider all development activity and its potential to influence the local culture and small town atmosphere of Waseca.
4. Discourage unplanned, scattered, or strip commercial development that will have an adverse effect on defined commercial focus areas.
5. Encourage utilization of existing incorporated industrial and commercial land.

Goal 5

Provide adequate infrastructure to support economic development.

Objectives

1. Encourage telecommunications advancements and improvements, including fiber optic and Internet.
2. Provide or encourage efficient and adequate utility, transportation, parking, and communications infrastructure needed for effective business operations.
3. Provide for efficient, affordable, and safe access to all commercial and industrial areas.
4. Encourage tidy and attractive aesthetics of industrial properties.

Financial Assistance

Goal 1

Create and maintain a wealthy and broad portfolio of financial resources such as grants and loans to encourage new business and growth of existing businesses.

Objectives

1. Identify regional, state and federal economic development programs that can assist businesses achieve their goals.
2. Apply for regional, state and federal grants and loans to enhance existing revolving loan programs or create new ones, and make them available to assist new and expanding businesses.
3. Secure real property by grant, gift, purchase, or other means to be used as an economic development incentive to attract new business to the community or encourage existing businesses to expand within the city
4. Partner with other public or private agencies, commissions, authorities or political subdivisions to leverage existing and potential grant and loan funds to further the economic development goals of Waseca, its businesses and its residents.
5. Utilize Tax Increment Financing, Tax Abatement, and other tax incentives to encourage economic development and redevelopment.
6. Work on behalf of the city to secure grants for land and infrastructure to support new development and redevelopment in the city.

Communication

Goal 1

Maintain a Rapid Response Team to act as triage for new business and development leads that come to the community.

Objectives

1. Appoint representatives from the Waseca City Council, Economic Development Authority, and/or city Staff to serve on the rapid response team as needed.
2. Provide detailed and accurate information to contribute to Rapid Response Team meetings with potential businesses and developers.
3. Maintain clear and concise communications with Rapid Response Team members and potential businesses and developers.

Goal 2

Continue to participate in and support B.E.S.T. of Waseca County.

Existing Business

Goal

Retain and expand existing businesses within the community.

Objectives

1. Channel available economic development resources and services to provide effective response to industry needs, and to reduce risk of business closure or departure from the community.
2. Encourage and support improved quality of life and vocational factors considered important by Waseca businesses.
3. Facilitate job creation for existing and start-up businesses.
4. Serve as the liaison for development considering locating new industrial or commercial facilities in the Waseca area.
5. Strengthen the local economy by bringing new businesses and industries to the Waseca area that will complement or provide support for existing businesses.
6. Identify community profiling tools and databases that measure or compare Waseca's community assets to other communities.
7. Track job creation, economic output, and increase in taxable basis.
8. Assemble information resources such as available buildings, services, business development assistance, and other resources for existing and new businesses.
9. Encourage business visits to discuss plans, concerns, desires, needs, etc. of importance to all sectors of business in Waseca and Waseca County.
10. Explore incubator projects that allow business to start up or move to the next level without the capital purchase of a building.

11. Explore and consider innovative programs to attract and retain business ventures.

Local Economy

Goal

Economic diversity and growth within the local area economy.

Objectives

1. Work cooperatively with the B.E.S.T.'s Community Growth Initiative to support the premise of Waseca County as a bio-business hub on the U.S. Highway 14 corridor between Rochester and Mankato.
2. Market the IRP Revolving Loan program to new or expanding bio-businesses in the Waseca area, and advance funds to qualified businesses.
3. Encourage diversified industrial, technology, and commercial businesses.
4. Encourage expansion of existing or new industrial and technological businesses.
5. Encourage a job creation focus on occupations paying higher than the average annual Waseca County wage.
6. Encourage a business environment conducive to research and development.
7. Encourage an expanded range of recreational and cultural facilities, activities, and amenities in Waseca.
8. Continue to collaborate with other economic development entities, such as the B.E.S.T. of Waseca, Waseca Development Corp., Waseca Area Tourism and Visitor Bureau, and Chamber of Commerce in maintaining a specific image, theme, and logo that can be used to unify and promote Waseca.
9. Encourage and support expanded Waseca area tourism.
10. Assist in increasing the amounts and types of services offered within the city.
11. Integrate public and private strategies directed at optimizing the use of property through rehabilitation of existing structures and improvements, demolition and reconstruction of declining or under used properties and infill development of unused properties.
12. Support and take the lead in restoring blighted properties and historic downtown buildings by encouraging redevelopment activities on sites, which would be economically infeasible to develop without public assistance.
13. Support events and attractions that bring new people and visitors to the community.

J. Heritage Preservation

It is the mission of the City of Waseca Heritage Preservation Program to identify significant historic resources in the community of Waseca and to educate the public about, and monitor activity related to, these resources in an effort to prevent damage or

destruction as a result of activity funded, permitted, licensed, or supported by the City of Waseca. The goals and objectives stated in this section are supported by the background information which can be found in Section 10 of this document.

Preservation and Restoration Efforts

Goal

Preserve and, when necessary, restore historic sites and structures to retain physical evidence of the community's social, cultural and architectural heritage.

Objectives

1. Maintain and support the City of Waseca Heritage Preservation Commission.
2. Explore a housing and maintenance code.
3. Establish and promote historic districts and locally designated historic sites within the community. Emphasis should be given to the central commercial core, Trowbridge Bandstand, and areas where significant residential resources are located.
 - a. Conduct surveys of historic properties and sites.
 - b. Create a priority list for designating buildings, structures, and sites.
 - c. Conduct detailed surveys of key properties with nomination potential to the National Register of Historic Places.
 - d. Designate local historic districts, sites, and structures.
 - e. Make recommendations on additional National Register of Historic Places nominations.
4. Utilize existing organizations to promote historic districts and sites, including the Waseca Area Tourism & Visitors Board (WATVB), Waseca Area Chamber of Commerce, Waseca County Historical Society, etc.
5. Explore the benefits of becoming a member of the Minnesota Main Street program.
6. Support efforts to assist in funding renovations and refurbishing historic buildings.
 - a. Use grants, low interest loans and other revenue sources.
 - b. Encourage incentive programs for reuse of existing historic buildings and properties.
7. Support the design review process established in the Heritage Preservation ordinance.
 - a. Develop design guidelines for the renovation and/or preservation of historic properties.
 - b. Establish special sign standards for historic districts.
 - c. Support establishing a housing and maintenance code.
8. Explore ways to link historic preservation efforts with county, state, and federal historical organizations. Secure funding from these and other organizations for historic preservation activities and community programs.

Education

Goal

Help residents and visitors understand and appreciate local heritage through public education and outreach.

Objectives

1. Expand the use of the City of Waseca website to provide information about the history of the community, the historic resources within the community, local preservation efforts, and the availability of resources available to property owners interested in preserving their properties.
2. Create informational media such as walking tours and technical guides for restoration of buildings.
3. Use local festivals to celebrate and inform about local heritage.
4. Encourage local heritage related curriculum to create awareness in our youth of the importance of preservation.

K. Community Facilities

The Community Facilities Plan addresses public or semi-public uses such as government services, religious institutions, schools, medical facilities, libraries, museums, community centers, or other uses that are open to public use for little or no profit. The goals and objectives stated in this section are supported by background information which can be found in Section 11 of this document.

Schools

Goal 1

Encourage safe and efficient access to school facilities.

Objective

Work with school district officials to monitor complexities related to access control and safety

Goal 2

Reuse of buildings vacated by the school district to minimize the threat of blight and underutilization of land and resources.

Objectives

1. Work with school district staff as buildings are vacated or as space becomes available in buildings, to identify reuse options and potential.
2. Assist with marketing of school district properties through MNPRO and other similar sites.

Goal 3

Maintain and grow partnerships with the school district.

Objective

Work with the school district on projects that are mutually beneficial to students and the community as a whole.

Indoor Recreation

Goal

Provide adequate recreation opportunities for all ages and abilities.

Objectives

1. Work with Community Education and Recreation to identify recreation needs in the community.
2. Partner with public and private entities, where appropriate, to provide new or expanded recreational opportunities.

Religious, Arts, and Cultural Facilities

Goal 1

Provide adequate opportunity for church expansion and relocation.

Objectives

1. Provide adequate land inventory, through land use and zoning designation, for churches and other institutions.
2. Work with Church officials to identify areas appropriate for new church development.

Goal 2

Maintain and expand the arts and culture influence in the historic downtown core.

Objectives

1. Support the Waseca Art Center as they renovate and grow in their prominent downtown location.
2. Encourage growth of other cultural organizations, as well as opportunities for additional similar types of organizations in the downtown historic core.

Health Care

Goal

Maintain a centrally located medical campus with adequate access and space for future growth.

Objectives

1. Work with Medical Center representatives as the facility transitions to owning all of their facility and land.
2. Work with Medical Center representatives as opportunities to acquire additional land or expand become available.

Assisted Living and Residential Care

Goal

Provide adequate opportunity for expansion and new development of Assisted Living and Residential Care facilities within the community.

Objective

Continue to provide funding options to make housing assistance available to qualifying projects that develop Assisted Living and other Residential Care facilities in the community.

Downtown Center Concept

Goal

Create a Downtown Center that encourages and generates healthy community activity and gathering in the Central Business district.

Objectives

1. Identify potential locations, assets, and partnerships available for development of a Downtown Center.
2. Focus on Trowbridge Park as the city center, nucleus, or focal point in Downtown, as it is an existing asset that is aesthetically pleasing and prominent.
3. Enhance the existing concentration of community facilities, specialty retail, and services.
 - a. Encourage specialty niche merchandising and “border” retail, which offers things that cannot be bought at discount retailers, that are unique and are not widely available, involve high customer service or personal touches.
 - b. Encourage events that bring people and activity to the downtown to shop, dine, and visit these facilities, such as special shopping events and music and food in the park.

- c. Encourage unification of downtown business and facility owners.
- d. Encourage consistent and extended store hours.
- 4. Encourage a pedestrian and “user-friendly” downtown environment by designing parking, traffic patterns, access, and maneuverability that contributes to an inviting environment, free of congestion and noise.
- 5. Designate the downtown core as a historic district and develop design guidelines to assist property owners with rehabilitation and preservation efforts.
- 6. Identify and pursue planning and development funds for a downtown center.
- 7. Highlight the railroad and its beginnings in Waseca.

Public Parking

Goal

Adequate and convenient parking in the Central Business district to support activity related to current and future business, shopping, dining, entertainment, recreation, and dwellings.

Objectives

- 1. Clearly identify and provide directional signage to all public parking areas.
- 2. Periodically review parking lot hours for appropriate allocation and placement.
- 3. Provide adequate and conveniently located handicap accessible stalls to ensure adequate access to the downtown for all citizens.

A. INTRODUCTION

The Land Use Plan provides an overall guide for the future growth and development of the city. The Land Use Plan consists of a land use map and a set of policies to provide a guide to the Planning Commission and City Council of how the city might be developed in the future. The City of Waseca Land Use Plan is designed to guide future use of lands within the city and within the city's urban expansion area for the next 10-15 years.

B. LAND USE BACKGROUND

Landlocked Waseca was slower to be settled than other areas along the Minnesota River Valley, but it was known for its rich soils. When the railroad was mapped through Waseca in the late 1860's, settlement came quickly, and within a few years, it was the county seat. With the arrival of a second railroad in the late 1870's, Waseca became an agricultural and commodities center. The city's trade and commerce sought locations along railroads, which made the distribution of goods and materials very efficient, while the downtown established itself as the hub of activity for Waseca and the surrounding area. The Lakes played a role in industry, but more importantly, made Waseca a popular tourist destination. Being the Waseca County seat also lent inherent prominence to Waseca.

Today, development continues to follow natural resource and transportation corridors. This has allowed Waseca to grow in many directions and establish itself as an attractive self-sustaining community.

C. LAND USE ISSUES, GOALS, AND OBJECTIVES

Land Use Patterns

The City of Waseca contains 5.177 square miles or 3,313.28 acres. The 2010 census established the City of Waseca's population at 9,410, which is 1,817.66 persons per square mile or 2.84 persons per acre.

In the decade between 2000 and 2010, the city grew slightly in all directions adding residential developments in all quadrants of the city, except the southwest quadrant, which is dominated by commercial and industrial land uses. With the opening of the Highway 14 Bypass, growth will be pulled westward to the West Interchange, and likely northward to wrap around the Waseca School District properties. Further, development adjacent to the South Interchange is inevitable, but due to poor soils in the area, will likely be limited in scope.

In anticipation of the Highway 14 Bypass, in 2005, the city conducted a preliminary study and prepared a Land Use Plan amendment for the West Interchange Area. Elements of this planning effort are incorporated herein, and are used as a base for further studies and consideration of planning in this area.

General Planning Issues

1. Growth Management and Orderly Annexation

It is important to consider the appropriate design size of the community, in terms of geographic size and population. Appropriate growth limits should be defined and growth should be thought of in the context of the design capacity for the community. In its growth management and long-term land use planning, the city must deal with the following issues:

a. Street Extensions.

The city needs to layout major roads in the directions that the community is growing. It is imperative those existing streets are continued into new areas of growth to maintain connectivity between existing and newly developed areas.

b. Infrastructure Capacities.

It is important to consider existing and future capacity needs related to public infrastructure, public safety, etc. Capacity features that merit examination include the following:

Capacity, in vehicles per hour, of city streets. It is important to consider how increases in population and commercial and industrial development will affect the ability of existing streets to handle the associated increases in traffic.

Storm sewer system capacity. Increased development leads to increased impervious surface and runoff. It is important to consider existing and future storm sewer and ponding system needs prior to new development occurring.

Sanitary sewer system capacity. When considering new growth and development, the capacity of the entire system, not just the treatment plant itself, is important.

Water production capacity and distribution capacity. New development, especially commercial and industrial development, can place higher demands on water systems due to their need for higher volumes and pressure. It is important to have a plan in place that anticipates new areas for growth and development, and provides for new elevated storage and supporting distribution systems.

Capacity of schools and other community facilities. It is important to understand the future needs of service providers in the community such as the school district, Mayo Medical Center, Waseca County, and others.

While infrastructure and service capacities can be increased, careful analysis of existing systems is important so that efficient use can be made of these systems. Thoughtful planning of the type and location of growth will help to ensure efficient and cost effective expansion as it becomes necessary. The optimum scenario would be that the economic benefit and property tax contribution of new growth covers the costs of capacity expansion.

c. Orderly Annexation

As the city grows, annexation allows new areas to receive city sewer, water, and other municipal services while contributing to the city tax base. Since extension of municipal services is a significant undertaking for the city, it is important to prioritize areas that will be considered for future annexation. A first priority for annexation should be undeveloped areas abutting the city corporate boundary that are planned and needed for residential, commercial, or industrial expansion. Annexation of land in the interchange areas should be a priority for industrial development that will increase the tax base and provide jobs that offer a trade off for the extension of services. A second priority for annexation should be already-developed areas abutting the city that are in need of municipal services.

Orderly annexation should support long-term growth management, taking into consideration financial feasibility of city utility extensions and provision of city services to new areas. A phased orderly annexation plan should be reflected in the city's capital improvement program for utility extensions. Options for workable financing should also be explored to determine what financing arrangement would be most feasible and represent a fair cost share to the benefitting properties. Utility hookup should be unconditionally required, rather than allowing for various adjustments depending on given situations.

Future utility extensions would need to be planned in light of present city capital improvement obligations. These obligations will constrain funds available for exurban expansions. Defined phases of annexation must deal with both strategic priority and cost-effectiveness. An orderly annexation plan must also reflect capacity of the sanitary sewer collection system and treatment plant to handle new areas. Then, capacity would be reevaluated to determine capacity for additional growth.

d. Residential Development Capacity

Table 3-1. Lots Available for Single-family Development

Park Ridge Estates	4
Pondview	52
Hintz Subdivision 1	4
Woods Edge (2 quad, 5 single family)	7
Woodville Meadows	15
<u>Miscellaneous Scattered Lots</u>	<u>20</u>
TOTAL	102

There are 82 vacant single-family lots in residential subdivisions throughout the city available for development. Another approximately 20 miscellaneous vacant lots scattered around the community are also available, some of which once had homes on them, and some of which have never been developed. Also within the developed areas of the community, are several small parcels (ranging from one to ten acres in size) that could accommodate small in-fill residential development. These areas should be encouraged as opportunities for in-fill development before residential development requiring new infrastructure is considered.

Available platted lots and land within or immediately abutting the Waseca corporate limits, including existing residential plats in the urban expansion area around Waseca, have enough capacity to accommodate residential growth needs for several years. Specific market demands will reveal the extent to which the available land can meet all housing needs and preferences. There may be some segments of future housing markets having demand different from housing opportunities available within the city or immediately abutting the city. It will be important for community leaders to anticipate future housing needs and make provisions for a range of housing options.

e. Urban Fringe Planning

City-county cooperation is necessary to address appropriate planning in the fringe area around the City of Waseca. Cooperative planning will protect valuable agricultural lands from encroachment of urban land uses and protect the urban area from negative impacts of rural land uses.

The Highway 14 West Interchange area is located in Woodville Township, and will likely be a driver of growth for the community. Annexation of the land will not occur until the property owners petition the annexation sometime in the future, however, it will be important to plan for the inevitable development of this area. Because of the potential impact of growth and development around the interchange, it may be appropriate to conduct a more detailed and focused area plan related to this important transportation asset.

2. Residential Planning Issues

a. Mixed Densities and Mixed Uses

The City of Waseca has had a flexible approach to mixed uses in residential areas, whether for low density and higher density residential, or for low intensity commerce carefully intermixed with residential. Appropriate designation of areas for new medium and high-density development as well as new single-family development will be necessary to address the specific housing needs of the community as it grows and changes. Residential districts for various densities of housing must be carefully but fluidly planned so that the appropriate mix of housing can be provided for newcomers and long-term residents of the community.

The conventional method of separating single-family residential from multi-family residential tends to have the effect of isolating apartment tenants. Properly planned development with a mix of densities can be very desirable and appealing. Mixing high- and low-density housing is most effective when medium density is included, and high-density development is not concentrated into one area of a development. In some current instances, high-density residential districts and uses abut low-density residential districts and uses, providing little transition from high to low density. Development patterns such as these tend to intensify social, lifestyle and activity conflicts (noise, traffic, behavior) among neighbors, both within the development and abutting the development. Providing transitions of medium-density multi-family development, such as those having

eight (8) or fewer units per structure, between low-density and high-density development may be more appropriate.

While there are small areas available for in-fill development within the current corporate boundaries, provisions need to be made for new larger areas of residential development as the community grows. With the opening of the Highway 14 bypass, the west interchange will likely attract not only commercial and industrial interests, but residential interest as well. Residential development options should be planned for the west interchange area, but should be limited in scope. Residentially designated land in the interchange area should seek to provide housing to support those working in adjacent industrial areas and those commuting to Mankato and Rochester, however, should not be seen as a primary residential expansion area.

Growth in residential development should primarily be focused in the northwest quadrant of the community to take advantage of proximity to schools and shopping and recreation. Residential growth should be encouraged within the developed areas of the city first to make efficient use of existing infrastructure, and secondarily in expansion areas in the northwest. Housing in the west interchange area should be the last area considered for residential development, and then only after there is considerable industrial development in place.

b. Home Occupations

There is an increasing, wide range of businesses that are being conducted in the home, from cottage businesses where products and services are transported elsewhere without on-site customer traffic, to full fledged home occupations involving signage, on-site customers, and advertising the home address as a place of business. It is important to make provisions for home occupations, but regulate them to minimize potential impacts to other residential uses. Different standards should be incorporated for varying levels of home occupations.

c. Improvements in New Residential Subdivisions

Aside from lots, blocks and streets in conformance with modern city standards, many other features are critical to the proper functioning of a subdivision, the extent to which it provides for a well-designed neighborhood, and the way it fits into the overall community. Among these critical features are the following:

i. Drainage

It is important to develop policies that address to what extent drainage will be handled on-site as new development occurs. If stormwater plans for runoff to leave a site, policies and standards must be in place to require developers and builders to identify if off-site facilities are in place to receive the runoff, and if such facilities are adequate.

Developers should be required to submit drainage plans with preliminary plats, and development plans must focus on accommodating post-development runoff on-site. In cases where some of the runoff cannot be

handled on-site and must be directed to the street or drainage way, stormwater runoff after development must not exceed pre-development runoff. Existing drainage systems must be able to handle new runoff plus existing runoff load.

ii. Streets

There must be connectivity of new streets to the existing street system. New plus existing traffic volumes must not exceed street design capacity of streets that will handle the traffic. New streets and avenues should be numbered rather than named. Cul-de-sacs and “eyebrows” should only occur where a street connection cannot be made. Street design should reflect ease of maintenance, such as street plowing.

iii. Park and Open Spaces

Parks are an important component of both community living and overall community design. Parks provide for a variety of outdoor recreational opportunities. As part of overall community design, parks and open spaces provide green spaces where there is visual and environmental respite from more formal developed areas of the community. Parks and open spaces also help preserve natural habitats. Park dedication in new Waseca subdivisions must set aside a least one acre of parkland for every 100 residents.

iv. Sidewalks and Trails

Sidewalks help promote neighborhood character by offering a place for residents to walk and run, a place for parents with young children, and a place where children can ride toys, skateboard, and rollerblade without being confined to a driveway or sent to the street. Sidewalks and trails also provide an alternate transportation network for those who walk and bike to work, school, or other activities. Many subdivisions developed between the 1960's and 2000's lack sidewalks, which creates gaps in the pedestrian access system in the community. Developers of new subdivisions should be required to install sidewalks and planned trail connections as standard improvements.

3. Commercial Planning Issues

Major retail concentrations in Waseca are North State Street (including 10th Avenue specialty shops) and Downtown. Minor commercial areas are West Elm Avenue, South State Street, and Elm Avenue, both East and West. Downtown changed dramatically during the 1980's with development of the Wal-Mart/Hy-Vee plaza, motels and assorted fast food and family dining establishments in the North State Street area between 13th Avenue North and 16th Avenue North. This development shifted convenience shopping away from Downtown and Northridge Plaza.

North State Street's focus is and will continue to be convenience retail, while Northridge Plaza has evolved from retail to office. The Downtown focus has changed to specialty

shopping, services, and government and community facilities. It is anticipated that this will remain its focus.

Future commercial concerns will be occupancy of vacant buildings such as the original Wal-Mart space, turn over in the downtown core, and shortages of both large and small tracts of land for commercial development. There are a limited number of small lots for commercial development remaining in the city, and there is a need for large tracts for future development.

The new interchanges on the Highway 14 bypass will generate interest by commercial uses in need of large areas of land and convenient highway access, and which focuses on the traveling public. Provisions for some commercial development in the immediate vicinity of the interchanges should be planned, primarily focusing on commercial development that will support the traveling public and adjacent industrial development. It will be important to balance the desires of developers to locate on vacant land near an interchange with the desire and need to occupy or redevelop underutilized buildings and land in existing commercial areas within the community.

Commercial development potential in the area of the south interchange will be limited due to incompatible soils in much of the area. Commercial development potential in the area of the west interchange will be greater, and should be largely designed to accommodate visitors traveling on Highway 14 and support the adjacent industrial and residential land uses. With a highway business district, it will be convenient for travelers to exit at the West Interchange for food, gas, lodging, etc. without having to drive through town. The area is not designed to compete with the commercial districts downtown and other commercial districts throughout Waseca. Further, commercial development in the area should be limited to provide the maximum opportunity for industrial development, which will be the primary focus of the west interchange.

Sidewalks help promote livability and community character by connecting neighborhoods, service areas, and areas of employment. They also provide corridors for alternative modes of transportation. Commercial developers should be required to install sidewalks and planned trail connections as standard improvements.

4. Industrial Planning Issues

The current platted portion of the South Industrial Park is full. Limited room for expansion of the South Industrial Park exists on unplatted property to the east, on Economic Development Authority owned land to the west, and on land outside of the current city boundaries to the south, between the industrial park and the Highway 14 bypass. With diminishing industrial land availability within the incorporated area of the city, additional limited or moderate industry land should be designated to accommodate a wide range of industrial development.

Based on visibility and ease of access from Highway 14, the area between the South Industrial Park and Highway 14 should be designated for industrial development. The area immediately adjacent to the interchange off ramps may be best suited for commercial development, but such development should be limited in scope, and should focus on support of surrounding industrial development. In areas with poor soils, a

public open space amenity may be appropriate to enhance commercial and industrial development and to entice motorists off the bypass.

The West Interchange area should also be planned to accommodate industrial land uses as an extension of the industrial corridor extending from Brown Printing westward. The area adjacent to the West Interchange provides a large amount of industrial land. This land can provide large tracts desirable to modern industrial needs. With the accessibility of Highway 14, this industrial land is ideal location for trucks using the Highway. This area is also one of the few areas with the rail access in the county.

While industrial development in general should be encouraged in this area, one focus will be on creating a bio-business hub along the Highway 14 corridor between Rochester and Mankato. Careful consideration of land use and infrastructure will be necessary when weighing the costs and benefits of opening up this new area for development. It will also be necessary to consider long-term airport plans as planning for development in this area, which is subject to airport zoning, occurs.

Current industrial land use liabilities include diminishing availability of land, conditions of poor property maintenance, and aesthetics in the South Industrial Park. These conditions may hinder marketing of new adjacent development areas to potential manufacturing or industrial business prospects. Further, it may also make it more difficult to expand the South Industrial Park due to the disparity in appearance of the existing industrial area and new industrial areas.

Sidewalks help promote livability and community character by connecting neighborhoods, service areas, and areas of employment. They also provide corridors for alternative modes of transportation. Industrial developers should be required to install sidewalks and planned trail connections as standard improvements.

5. Environmental Issues

Among the most critical features in need of protection and/or proper management are the community's critical natural assets which include lakes, including shorelands and bluffs, and wetlands, groundwater, soils, slopes, drainage-ways, natural habitats, trees, and forested areas. The Natural Resources and Environmental Quality Plan, which is Section 8 of this document, addresses these concerns.

6. Goals and Objectives

The goals and objectives for Land Use can be found in Section 2, Goals and Objectives, Section C.

D. LAND USE PLAN CATEGORIES AND LAND USE MAP

1. Land Use Categories

a. Agricultural

The Agricultural areas are composed of primarily agricultural uses and are located outside of the city. Residential uses are found in these areas, but they

are primarily limited to those residences associated with agricultural production in the zone. Agricultural areas define the majority of the area outside the priority growth and urban expansion areas for the city.

b. Agricultural/Residential Transition

The Agriculture/Residential Transition category identifies lands outside the current city limits that have or may soon experience residential development pressures. The Land Use Plan shows two areas, generally located on the northwest and to a lesser extent to the east of the open space areas on the east side of Clear Lake. The northwest area may eventually be in demand for residential development, however, until other areas of the city near build out and utility and transportation systems can be provided, urban development should be highly discouraged. The area east of Clear Lake may have servicing challenges due to park and open space barriers and should be considered for development only after existing residential development outside of the city are annexed and served by municipal services.

c. Residential

Low Density (R-1, low end of R-2)

The low density residential category encompasses traditional single-family neighborhoods in Waseca. This category accounts for a large majority of the city's land acreage. The predominant housing type is single-family detached homes although attached single-family units are allowed in certain areas. Density in the low density residential category traditionally allows up to six units per acre. Residential neighborhoods have gained their identity from a number of influences -past platting practices, natural features, and style and/or era of housing stock.

Medium Density (High end of R-2, R-3, R-5-Manufactured/Mobile Homes and Home Parks)

Medium density residential land uses include attached housing such as for-sale/rent townhomes, condominiums, and apartments. Some areas of the city have historically been developed with small lot residential housing containing lots with 50 feet of frontage and less than 6,000 square feet of lot area, which would also be allowable in the medium density residential category. The density range is 6 to 12 units per acre. Medium density areas are typically adjacent to lower intensity commercial uses, schools, and along highway corridors. These uses can also serve as buffers between lower density residential uses and higher intensity land uses, and will inherently produce a higher number of vehicle trips on a per acre basis than low density residential housing areas.

Character traits of medium density residential developments can be different from typical single-family neighborhoods. Some of the contributing factors are larger scale buildings and less investment in public amenities like street corridors.

High Density (R-4)

High density residential land uses include multi-story apartment and condominium complexes. Densities are 12 units or more per acre. The Land Use Plan identifies areas of the community where these uses are appropriate. High density residential areas are not typically adjacent to single family housing although newly developing areas may be an exception when they are planned in a comprehensive manner. Like medium density uses, high density uses are typically adjacent to higher intensity commercial and industrial uses, schools, and along highway corridors. These uses will inherently produce a higher number of vehicle trips on a per acre basis than low density residential housing areas.

Character traits of high-density residential developments are somewhat similar to medium density in that buildings are large in scale and there is less investment in public amenities like street corridors. High density residential developments are typically part of a detailed site master plan that organizes public and private space.

d. Commercial

Urban Business

The Urban Business commercial category accommodates retail sales and services located along collector and arterial roadways that serve the community. This category allows for uses such as banks, restaurants, grocery stores, gas stations and convenience stores, hardware stores, professional offices, and other businesses that have merchandise or services for sale. Outdoor sales and storage is limited in this district.

The nature of urban business operations may dictate that their location is along major commercial corridors such as Elm Avenue and State Street to generate business. Oftentimes office uses are adjacent to residential areas because they produce less traffic than other commercial uses.

Highway Commercial

Highway Commercial uses include high intensity businesses that require a large amount of land for their operations. Uses like auto and recreational vehicle sales, motels, nurseries and other outdoor sales, gas stations, restaurants, and “big box” retailers would be typical in these areas. Due to the potential for these uses to generate high traffic volumes, their location is typically limited to arterial roadways and interchange areas.

Downtown

The downtown core of Waseca provides areas for a mix of office, retail, service, residential, and public uses. Waseca’s downtown will continue to be a hub of activity in the community by providing places for financial and civic activities, specialty shops, and restaurants when buildings and sites are designed in

context with their environment. Residential uses are allowed and encouraged to locate above commercial establishments.

e. Industrial

Industrial

Industrial uses include the established manufacturing and industrial areas in the core of the city and along the railroad. These areas provide an important employment and economic base for the community and will continue to do so for the foreseeable future. Building expansions are permitted to accommodate changing operations when impacts to adjacent residential neighborhoods or commercial development can be addressed.

Industrial Park

The Industrial Park accommodates a wide range of manufacturing, warehousing, and other industries in the existing South Industrial Park and in new parks that are created as the community grows along the new interchanges. A higher degree of building and site design is required for these uses because of their visibility from Highway 14.

f. Parks and Open Space

Parks

All current and planned publicly owned and operated formal parks are identified.

Open Space

All current and planned publicly owned and operated passive parks, open spaces, and trail; and wetlands are identified.

g. Community Facilities/Public Buildings

This category includes public schools, city and county governmental buildings, publicly operated institutions, and religious institutions.

h. ROW (Rights-of-way)

ROW lands include road rights-of-way, used typically for transportation purposes.

i. RR (Railroad)

This category is limited to active railroad corridors.

2. Land Use Map

The Land Use Map (Map 3-1) provides a layout of the proposed location of various land uses within the community and within the urban expansion area. The Land Use Map

should be used as a guide when considering future growth and development. This map is intended to be a general guideline, which may change over time as growth occurs. Changes to the proposed use of land should be considered in the context of their impact to the overall Land Use Plan for the community. All changes should be made through a formal amendment process, which includes a public hearing.

LAND USE MAP 3 - 1

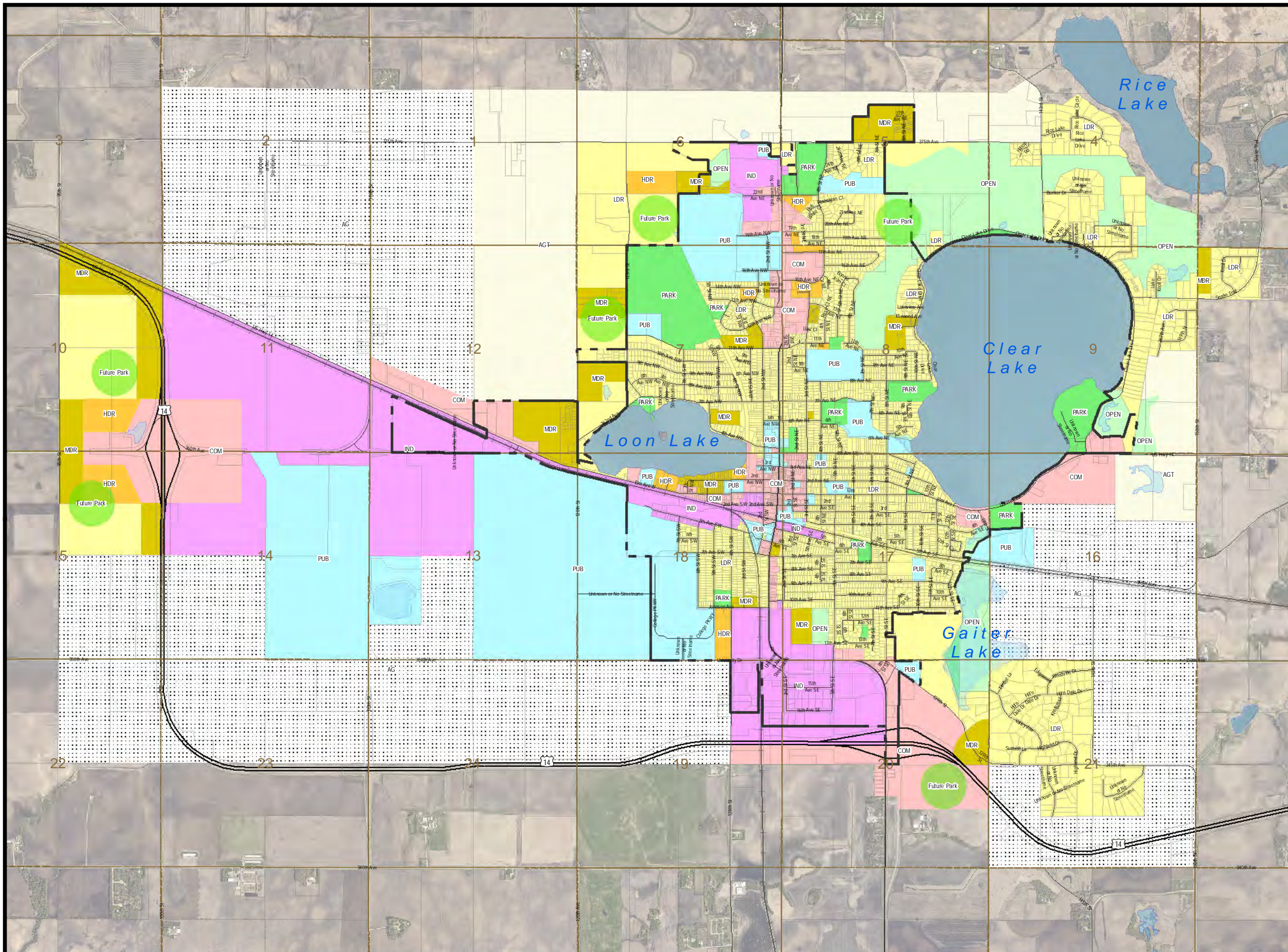
Legend

Landuse Type

- High Density Residential
- Medium Denisty Residential
- Low Denisty Residential
- Parks
- Open Space
- Community Facilities/ Public Buildings
- Commerical
- Industrial
- Agricultural
- Agricultural / Residential Transitional
- Future Park

Administrative

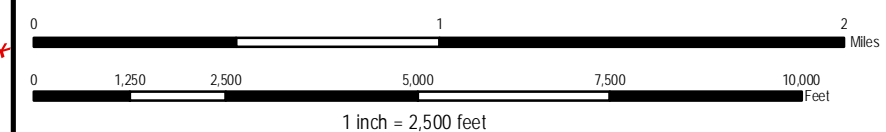
- Municipal Boundary
- Section Boundary
- Lakes
- Railroad



Note: This land use map is updated for periodically and should be used for reference purposes only. To ensure that you are using the most accurate version or to make inquiries regarding specific properties, please contact the City of Waseca's Community Development Office at 507-835-9700. Last Update: 08/15/2013

The data represented on this document is neither a legally recorded map nor a survey, and is intended for reference purposes only. The information presented has not been verified and neither the City of Waseca, nor its employees or agents makes any representation to the accuracy of the features and data presented here within. This map was created through the use of several city, county, state, and federal sources. For specific information regarding this map or to report errors or omissions, contact the City of Waseca Engineering Department.

*****Map intended for Reference Purposes Only!*****



A. INTRODUCTION

The Transportation Plan addresses streets and sidewalks; highways and other transportation linkages; transportation modes; traffic circulation, access, and safety for all modes of transportation (including pedestrian and bicycle); and transportation facilities. This Plan also establishes expectations, standards, objectives, and priorities for the quality and levels of service for a comprehensive transportation network and modes of transportation. This Section is the basis of the goals and objectives established in Section 2 to achieve the Transportation Plan priorities.

B. CITY OF WASECA TRANSPORTATION PLAN VISION STATEMENT

“The City of Waseca transportation system is intended to provide a seamless transportation system that offers more choice, flexibility, and ways of moving people and goods. This system shall provide connectivity to local, regional, national, and international markets at the greatest possible cost advantage, consistent with the community’s economic, social, and environmental values. Our transportation system will foster connections and cooperation among the city, the surrounding rural area, and other jurisdictions in the region; enrich our sense of community; and enhance our quality of life.”

This Vision Statement is supported by and reflects the Minnesota Department of Transportation (MN/DOT) vision statement, which is:

“Minnesota’s multimodal transportation system maximizes the health of people, the environment, and our economy.”

The system

- Connects Minnesota’s primary assets—the people, natural resources and businesses within the state—to each other and to markets and resources outside the state and country
- Provides safe, convenient, efficient and effective movement of people and goods
- Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy

Quality of Life

- Recognizes and respects the importance, significance and context of place – not just as destinations, but also where people live, work, learn, play and access services
- Is accessible regardless of socio-economic status or individual ability

Environmental Health

- Is designed in such a way that it enhances the community around it and is compatible with natural systems

- Minimizes resource use and pollution

Economic Competitiveness

- Enhances and supports Minnesota's role in a globally competitive economy as well as the international significance and connections of Minnesota's trade centers
- Attracts human and financial capital to the state¹

C. TRANSPORTATION BACKGROUND

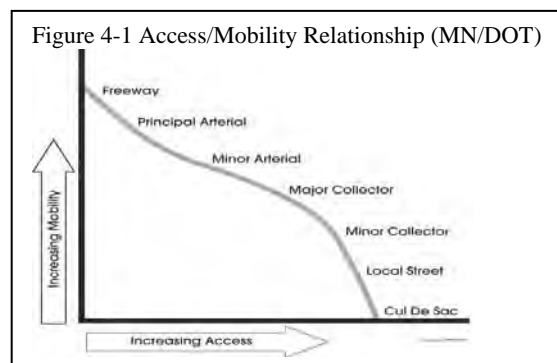
1. Current Conditions and Trends

a. Street System

The City of Waseca, 5.12 square miles in area, has 49.87 miles of streets, of which 38.85 miles are governed and maintained by the city. The remaining roads are governed by either the State of Minnesota or Waseca County. Map 4-1 illustrates the jurisdictional classification of the streets.

The U.S. Department of Transportation's functional classification process groups streets and highways according to the character of service they provide. Roads outside of metropolitan areas are classed as rural roads. Rural roads are classified into four systems: principal arterials, minor arterials, major and minor collector roads, and local roads or streets. Map 4-2 depicts how these classifications are applied in Waseca.

Principal arterials serve interregional and interurban travel. State Highway 13, Old Trunk Highway 14 and U.S. Highway 14 are the principal arterials in and around Waseca. Other arterials within 30 miles of Waseca, and which are important to our transportation system as a whole, are I-35, I-90, and State Highways 60 and 22. Minor arterials are major carriers of citywide traffic, and are the roads connecting to principal arterials. Collector roads feed into the arterial road system, carrying traffic generated by neighborhoods and business districts of the community. Local roads primarily serve the specific areas in which they are located and tend not to carry traffic generated in other areas. Figure 4-1 depicts the relationship of the various functional classifications to access and mobility.



As part of an overall evaluation of the City of Waseca's transportation network the current functional classification mileage of Waseca's road network was compared to guidelines established by the Federal Highway Administration (FHWA) and MN/DOT. According to these federal guidelines, Waseca is

¹ Minnesota, Department of Transportation, "50-Year Statewide Vision", Nov. 2011, 7 Mar. 2012 <http://www.dot.state.mn.us/minnesotago/vision.html>.

classified under the urban category and the total roadway miles should fall into certain ranges for each type of functionality. According to Table 4-1, Waseca's classification mileage has no significant deficiencies. As the transportation system and road network expands and develops in the future, these guidelines should be revisited to maintain a proper supporting road network.

Proper functional classification spacing of roadways should also be reviewed in the future, especially in regard to developing areas like the west interchange.

Table 4-1 Waseca's Roadway Network by MN/DOT Functional Classification

Roadway Type	Miles in Waseca	% in Waseca	Minnesota Guidelines	FHWA Guidelines
Local Streets	37.496	72%	75%	65 to 80%
Collectors	3.420	7%	10%	5 to 10%
Minor Arterials	5.166	10%	10%	10 to 15%
Principal Arterials	5.910	11%	5%	5 to 10%
All Roads	51.992	100%	100%	
Source: Highway Functional Classification-Concepts, Criteria and Procedures (FHWA, March 1989), Traffic Safety Fundamentals Handbook (Minnesota DOT, 2008)				

b. Traffic Patterns

Map 4-3 depicts vehicular traffic volumes on Waseca roadways as of 2012. The traffic counts were created by the Minnesota Department of Transportation Office of Transportation Data & Analysis. Traffic volumes help with analysis of traffic patterns and identify traffic problems related to roadway capacity and safety. The following trends have contributed to the traffic patterns within the community:

Growth on the north side of the community has occurred due to new commercial, residential, school, and community facilities. Traffic volumes have increased, as have the number of direct access points to the highway. Most recent development has been required to either consolidate access points or provide backage roads that funnel traffic to consolidated access points. Additional conflict is created by the lack of alignment of cross-streets on Highway 13.

There is greater commuting interdependence among Waseca and communities within a 30-mile radius. Commuting into and from the community mainly stretches the capacities of Highway 13 and Old Trunk Highway 14. Opening of the 4-lane U.S. Highway 14 bypass, which extends from Mankato to Owatonna, is anticipated to relieve some of the traffic pressure commuters put on the Trunk Highway 13 and Old Trunk Highway 14 roadways in the core of the community.

Growth of major employers such as Brown Printing on the west side of Waseca and Itron on the north side of Waseca puts additional pressure on the Highway 13 and Old Trunk Highway 14 intersection. Old Trunk Highway 14 is the primary

link between Brown Printing's workforce and the facility. Highway 13 is the primary link between Itron and its workforce.

c. Transportation Services

i. Public Transit

There is no public bus service in Waseca. Jefferson Bus Lines has a depot in nearby Owatonna and there are a number of charter bus services available in Waseca and the surrounding area. The nearest passenger rail service is Amtrak, available in Minneapolis/St. Paul, Red Wing, and Winona. The Minnesota Valley Action Council operates a bus service for Waseca County senior citizens (age 60 and older) and qualifying low-income persons. The Waseca County Veterans Service Office operates a van to transport veterans to medical appointments. Private cab services are offered in Waseca.

ii. Ambulance Service

North Ambulance Service has a base in Waseca and provides 24-hour emergency transport service.

iii. Airport Locations and Commercial Carriers.

The Waseca Municipal Airport, located one mile west of the city, has a 3,400-foot paved runway, and is available for private aircraft. Other airports in the area include Owatonna and Mankato. The Minneapolis/St. Paul International Airport is located 65 miles north of Waseca and handles commercial carriers.

2. Transportation Issues

a. Concurrence with Land Use Planning

Future land use planning policy should focus on connecting streets and safely improving mobility whenever possible. Such policies will encourage the spreading of local traffic over many streets, providing alternatives so that streets do not become unintended collectors. Concentrating commercial developments allows the city to control density, access points, and circulation. Increased concentration allows for some economies in reducing the number of trips, promoting other modes for trips (pedestrian or bicycle), as well as providing clusters for parking. When access points are controlled, this allows better defined paths for traffic circulation and minimizes the impact of capacity limitations on arterials.

b. Highway 14 Bypass

The U.S. Highway 14 bypass is critical to effective management of through traffic, particularly truck traffic, in Waseca's Central Business district. The opening of this new principal arterial has reduced congestion at the Trunk

Highway 13 and Old Trunk Highway 14 intersection and provided a time saving option for travel both east and west of the community. New planning as it relates to the new U.S. Highway 14 will focus on providing connections to this new transportation system throughout the community, to support future growth and development.

Since the Land Use Plan shows a variety of land uses around the west interchange (CSAH 2), it will be imperative to plan for transportation links between existing developed areas and areas that are planned for development around the interchange. Since the majority of development planned for the west interchange is industrial, supported by limited complementary commercial development, it will be essential to have transportation links to the developing residential and commercial areas, schools, and recreation facilities on the north side of the community.

Though less intense development is anticipated around the south interchange (Trunk Highway 13), it will be necessary to provide connections for the developing residential areas in the southeast portion of the community. New residential development in this area will likely locate there due to proximity to the south interchange, which will serve commuters as well as those working in the industrial areas around the west interchange.

c. Highway 13 North Corridor

i. North State Street

Residential, commercial, and public facilities growth on Waseca's north side has contributed to heavy traffic volumes and a large number of direct access points on North State Street (Trunk Highway 13 North). As development has progressed on the north side of the community, new residential subdivisions and commercial development resulted in improperly aligned streets, over use of cul-de-sacs, and collector street circulation that does not effectively manage traffic. The school district consolidation, which brings additional grades to the north side campus, and the extension of 22nd Avenue NW for the Fox Meadows development create the potential to further increase traffic volumes in the area.

ii. Highway 13 North Corridor Plan

In 1996, the city, in cooperation with Minnesota Department of Transportation (MN/DOT) completed a study on a frontage road system along both sides of the Highway 13 North Corridor, from 10th Avenue NW to CSAH-5, which identified realignment of east-west cross streets, and specific east-west cross street extensions from Highway 13 North. Alignment and stop light signalization of 13th Avenue NW with the Hy-Vee plaza access has been accomplished, including a modified access to provide room for vehicle stacking on-site. This also included modification to the south access drive to allow right only turns. With the expansion of the Waseca Schools District's campus, Wal-Mart

relocation, and Market Place development on the west side of Highway 13, 19th Avenue NW was extended to the west. A private backage road was constructed to serve Wal-Mart and the other lots in this and the Market Place development. This backage road, while off-set from 2nd Street NW, provides an alternate north/south route between 16th Avenue NW and 22nd Avenue NW.

Future segments of frontage or backage roads, alignments, and street extensions must be implemented as opportunities arise, typically due to new development, redevelopment, site abandonment, or reconfiguration of properties. A consideration for future street alignment and traffic flow in the area of the Waseca Public Schools campus is to provide for west or north movement rather than east and south, in the event of an emergency evacuation to avoid conflicts with general northbound traffic on Highway 13.

d. Future Street Extensions and Improvements

Future street extensions identified as being desirable from the standpoints of improved accessibility or public safety should also be concurrent with the capacity to pay for and maintain such improvements. Identified extensions and improvements should be prioritized and scheduled in terms relative to existing street capacity near the proposed extension or improvement, and specific development or capital readiness.

The Future Collector Road Extensions Map (Map 4-4) shows recommended future minor arterial and collector street extensions, which will enhance the existing local and regional transportation system. Such improvements should be completed in conjunction with new development as allowed; however, some acquisitions and/or improvements may transpire as a result of opportunity or necessity. The spacing of arterial and collector streets should generally follow the guidelines of the Federal Highway Administration and the Minnesota Department of Transportation. The following is a summary of the most critical transportation system links and/or expansions:

- i. 22nd Avenue NW to CSAH 13 and beyond to serve new residential and commercial areas on the north and west sides of the community, including the west interchange.
- ii. 19th Avenue NE extension to Clear Lake Drive. This extension would serve as a critical east/west connection, however, may be limited by existing manmade drainage systems to the east.
- iii. 4th Street NE extension. As growth continues to the north, it will be important to assess the need to extend 4th Street NE, which currently provides a secondary north/south option to Highway 13/State Street.
- iv. 11th Avenue east and west extensions. As growth on the north side of the communities continues, it will be increasingly important to

identify and pursue opportunities to extend 11th Avenue both to the east and west. An easterly extension should be pursued to provide access to Clear Lake Drive. Westerly extension will play a critical role in providing access across the north portion of the community to existing residential areas such as Vista Villa, and new residential growth areas and the west interchange.

v. Lake Street NW/120th Street should be extended to the north to CSAH 5 to create a north-south collector between CSAH 13 and CSAH 27.

vi. Other collector roadways should be evaluated and constructed per the FHWA guidelines as development occurs especially in the areas of the west and south interchanges.

e. Sidewalks and Trails

Sidewalks and trails provide an important alternate means of transportation within a community and promote active and healthy lifestyles while enhancing recreational opportunities. The City of Waseca should strive to incorporate and enhance these alternative transportation networks into the complete transportation system as funding allows.

Sidewalks emphasize safe travel for walking and jogging within residential areas and business districts and to/from parks and around the community. Although biking and in-line skating may be allowed on sidewalks, the narrower width and concrete surface limit their use for this purpose. Sidewalks are most often located within road rights-of-way of a local street.

The city's Parks, Trails and Open Space Plan (5) provides guidance and a vision for developing an integrated system of trails throughout the city. It includes a variety of trails and bikeways that provide linkages within the existing park, trail, and transportation system; and establishes routes that link trail systems within Waseca to trail systems within Waseca County and beyond. Sidewalks should be planned in new neighborhoods in concurrence with the Parks Trails and Open Space Plan to provide an efficient interconnected transportation system within the community as well as to areas outside of the corporate limits.

f. Traffic Efficiency, Safety, and Accessibility

i. Waseca Middle and High School Campus

In 2012, the Waseca School District consolidated facilities, moving the middle school to the high school campus on North State Street/Highway 13 North. This move creates additional traffic in an area of existing heavy traffic volumes. Providing safe and efficient access for motor vehicles and buses, bicyclists, and pedestrians to the school is imperative and must remain a priority. Traffic levels and patterns should

be monitored, and the city and school district must work with MN/DOT to address any needs or issues that arise in this area.

ii. Downtown Traffic Circulation, Safety, and Access

Downtown congestion encourages risk taking and rude behavior by both pedestrians and drivers as they attempt to get from one point to another. Pedestrian/vehicle conflicts, such as not yielding to pedestrian right-of-way, passing on the right, passing on the left, excessive speed, are common problems. Truck turning movements at the intersection of Trunk Highway 13 and Old Trunk Highway 14; limited parking that is both convenient and visually obvious; timing of walk lights; and use of on-street parking by Downtown store owners and employees have historically contributed to traffic and access difficulties.

The U.S. Trunk Highway 14 bypass has removed much of the truck traffic from the intersection of Trunk Highway 13 and Old Trunk Highway 14, which has decreased turning movement congestion and increased the operation of the intersection. It is anticipated that truck and other non-local traffic will further decrease at this intersection as drivers discover and adjust to the bypass; however, this intersection will continue to serve a primary role in the local transportation network.

Downtown parking challenges are likely a combination of perception and reality. There are a number of things that can be done to improve parking visibility and options. The size and design of parking lot signage should be enhanced so that the location of public parking lots is more obvious and visible. Handicapped parking should continue to be provided and evaluated as development or redevelopment occurs and as the use of buildings change. Renovation of the back of buildings may help to make it clear that rear entrances are access options, thereby increasing the frequency of shoppers accessing downtown buildings directly from parking lots.

Contributing factors to parking concerns in the Downtown include:

- Use of on-street parking spaces rather than long-term parking lot spaces by business owners, employees, and above-store residents. This causes underutilization of parking lots and greater competition for on-street parking spots
- Difficulty in Parking Ordinance enforcement
- Existing two-hour and twelve-hour parking designations
- The general layout and nature of historic downtown business districts

iii. Traffic Controls

Stop signs, stop lights, maximum speed postings, and crosswalks with or without flashing lights are among the controls typically used to pace and direct traffic. Such controls help provide adequate safety for persons engaged in all modes of transportation, and provide for efficient flow of

goods and people both locally and regionally.

Placement and use of traffic controls, such as stop lights, crosswalks, and speed postings should be carefully evaluated in terms of how they would contribute to the quality of an overall transportation system. Specific traffic controls should be warranted. Traffic control placement done simply as a reaction to a current incident should be avoided. If traffic controls do not fit into an overall system plan, there is the risk that a specific placement would actually create greater hazard or contribute unnecessarily to problematic traffic flows.

Current community issues with respect to traffic controls include the following:

- **Stop Signs.** In an attempt to focus on a specific safety concern, stop signs have been placed at specific points throughout the community, not necessarily as part of a comprehensive traffic control approach. As a result, overuse of stop signs has occurred. In some instances, stop signs interfere with effective channeling of traffic, by encouraging drivers to use the main thoroughfares, thereby causing too much congestion on a limited number of streets.

Stop signs exist in the community at places where warrants were not determined. A stop sign placed where it is not expected can create a dangerous situation. Studies note that stop signs placed for the purpose of speed reduction are the most flagrantly violated. The city should erect stop signs only where state warrants are met.

- **Stop Lights.** The consensus of MN/DOT and Waseca County is that there are adequate signals on Trunk Highway 13 North and Old Trunk Highway 14; and that there may actually be one or more signals that are no longer needed. Existing signal locations will be evaluated as a follow up to opening of the Highway 14 bypass.
- **Crosswalks.** In some locations, especially near schools, signed crosswalks may promote safer pedestrian or bicycle crossing, however, they should not be overused.
- **Directional Signs.** It is important to periodically evaluate and monitor the use of and need for directional signage within the community to assure efficient access to destinations within the community such as the hospital, recreation facilities, schools, lakes, and other community amenities. With the bypass of Highway 14, this will be even more important and should be identified as a top priority.
- **Adequate Street Lighting.** Problems of dark areas occur due to low illumination or excessive foliage. The brighter an area is, the greater the probability that there is the illusion of safety. Brighter lighting does not provide anonymity the way that darkness does.

g. Transportation Modes & Linkages

In planning for specific pedestrian, bicycle, vehicular, and other transportation corridors, the placement of such corridors must be evaluated in terms of fit into an overall transportation system, particularly in terms of linkages between modes of transportation within the community and regionally. Public transportation modes and linkages should be part of a well-considered transportation system.

i. Movement of Goods

Rail and truck transportation will continue to be dominant. There is a need to help truck drivers to habitually take routes through the industrial portions of the community to avoid downtown traffic congestion. With the highway 14 bypass, much of the industrial truck traffic from the south and west industrial areas will be eliminated from the central core, which will greatly reduce congestion and create greater efficiencies for industries in those areas.

Rail transportation's primary focus is provision of a continuous flow of goods rather than just-in-time deliveries. Greater capacity is possible for many items already hauled by railroad, such as grain. Greater rail speed may be a possibility in the future.

Waseca has a very active rail corridor and it is anticipated that such activity will continue into the future. Outside of the Twin Cities, the top rail transportation communities in Minnesota include Waseca. It may be beneficial to attract industries that fit well with the transportation services already provided by the railroad.

Trains blocking intersections are a problem for through traffic. The City of Waseca will continue to work with the railroad companies to improve the efficiency of moving rail cars through town to minimize the delays on traffic and other transportation services.

ii. Airport

The Waseca Municipal Airport has a long range expansion plan involving extension of the runway from 3,400 feet to 4,000 feet in length. A 4,000 foot runway would accommodate larger corporate aircraft which now must be routed to Mankato. Implementation of a runway expansion would depend on local financial capacity to allocate money to the projects, given prioritization of other capital improvement projects. Typically, Federal grant money would be available for 90% of the project cost and 10% would be matched by the local municipality.

An analysis done by a State engineering consulting firm on maintenance of the existing airport included a recommendation that the existing runway should be reconstructed. Such a reconstruction would be a State project. If the existing runway, 20 years old in 2013, is reconstructed, then it may be beneficial to dovetail this project with a runway extension.

The crosswind runway, which is sometimes difficult to use for landings, has also been identified for improvement in the Airport expansion plan. Land acquisition would be a consideration if a crosswind runway is enlarged. Runway extensions at the Airport may be appropriate in future years if there is a greater need to accommodate larger corporate aircraft.

A taxiway expansion in 2013 created new areas for additional hangers to accommodate an increased interest by private parties to build hangars at the Waseca Municipal Airport.

iii. Public Transportation

A system for personal/group transportation for commuting employees may become a long-term need, depending on future commuting patterns and identified adverse impacts of continued single car occupancy commuting. Transportation assistance is a critical issue for adults with disabilities, many of whom cannot get drivers' licenses. Currently, Waseca Community Education pairs disabled adults with other adults who assist them in accessing various services and facilities in the community. A public bus transit system may be a future need, and will likely be most appropriate for Waseca County to manage.

iv. Bicycle Transportation

Bicycle transportation is anticipated to increase. Integrating bike lanes and trail systems into an overall transportation system is an emerging issue. Specific streets should be designated as bike routes, particularly streets parallel to Old Highway 14 and Highway 13. Such routes may be appropriate to consider having lower speeds.

3. Goals and Objectives

The goals and objectives for Transportation can be found in Section 2, Goals and Objectives, Section D.

Jurisdiction Classification Map 4 - 1

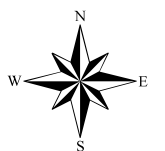
Legend

Road Type

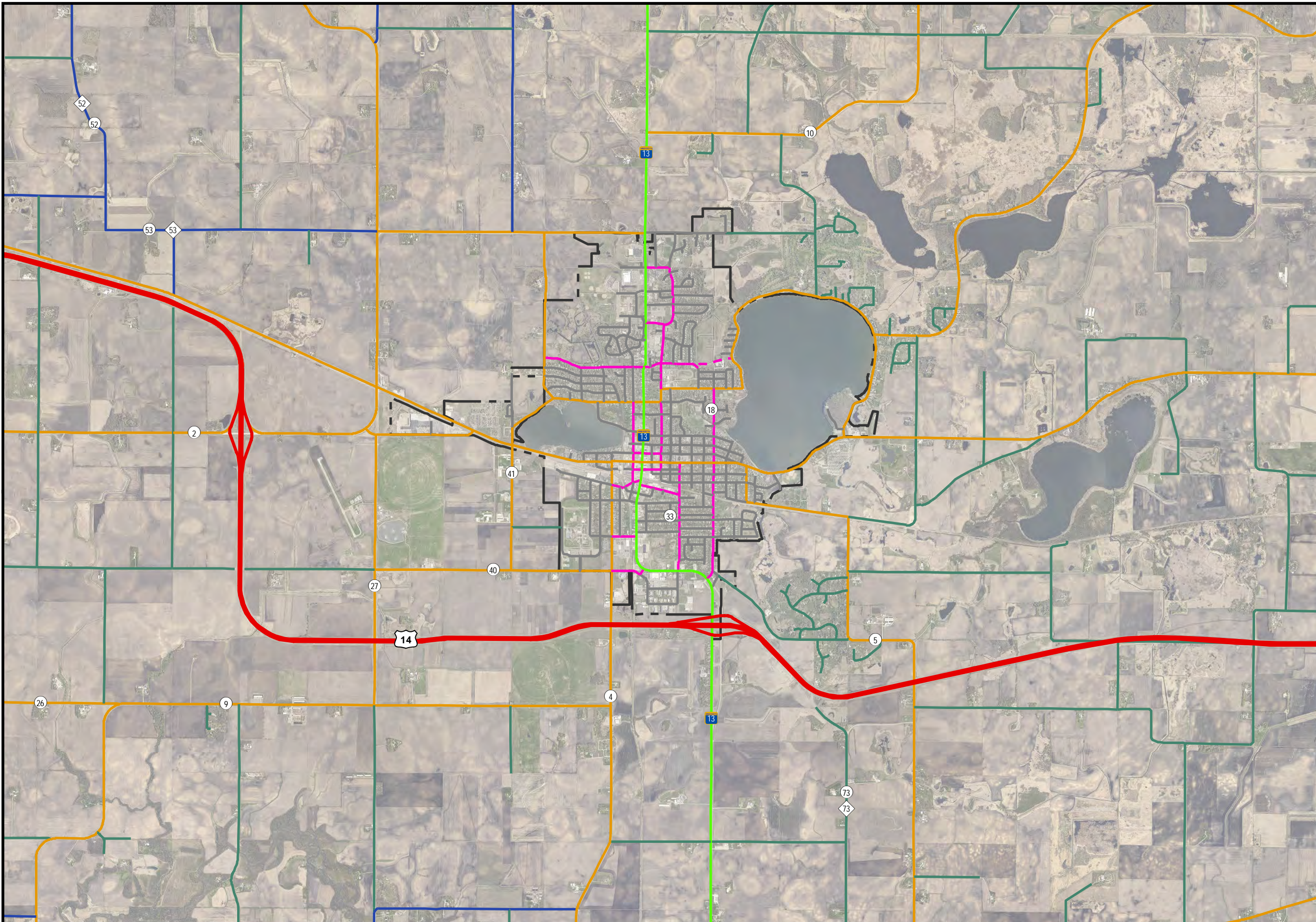
- U.S.Trunk Highway
(State)
- Minnesota Trunk Highway
(State)
- County State Aid Highway
(Waseca County)
- Municipal State Aid Street
(City of Waseca)
- County road
(Waseca County)
- Township Road
- Municipal Street
(City of Waseca)

City Boundary

— Lakes













0 3,600 7,200
Feet
1 inch = 3,600 feet

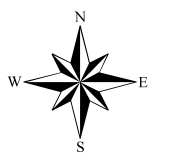


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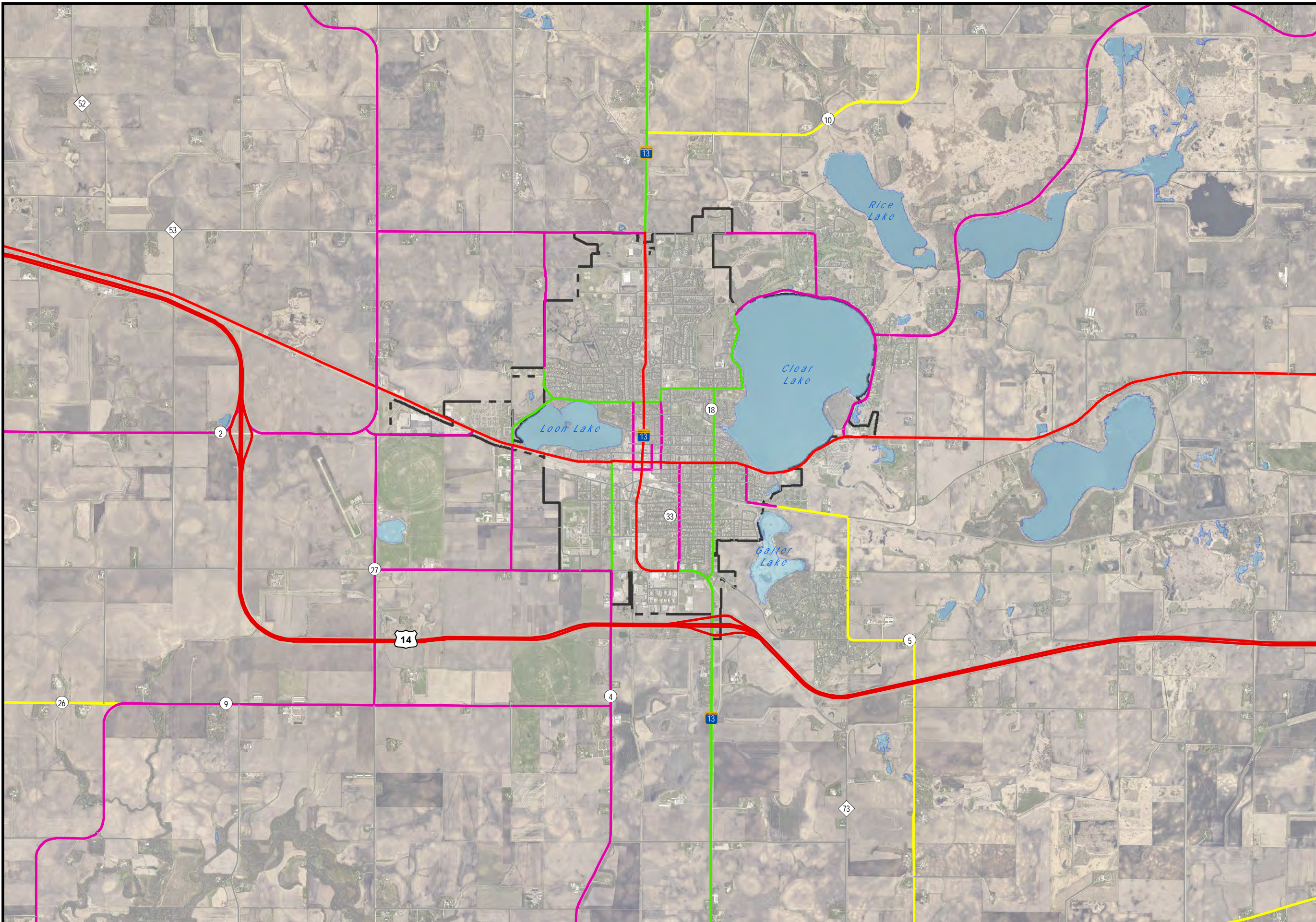
Existing Functional Classification MAP 4 - 2

Legend

-  Principal Arterial - Interstate
-  Principal Arterial - Other
-  Principal Arterial - Other Freeways
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local
-  Municipal Roads
-  City Boundary
-  Lakes



0 3,600 7,200
Feet
1 inch = 3,600 feet

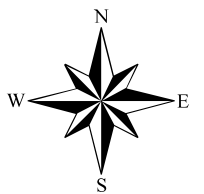


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2012 AADT Traffic Counts Map 4 - 3

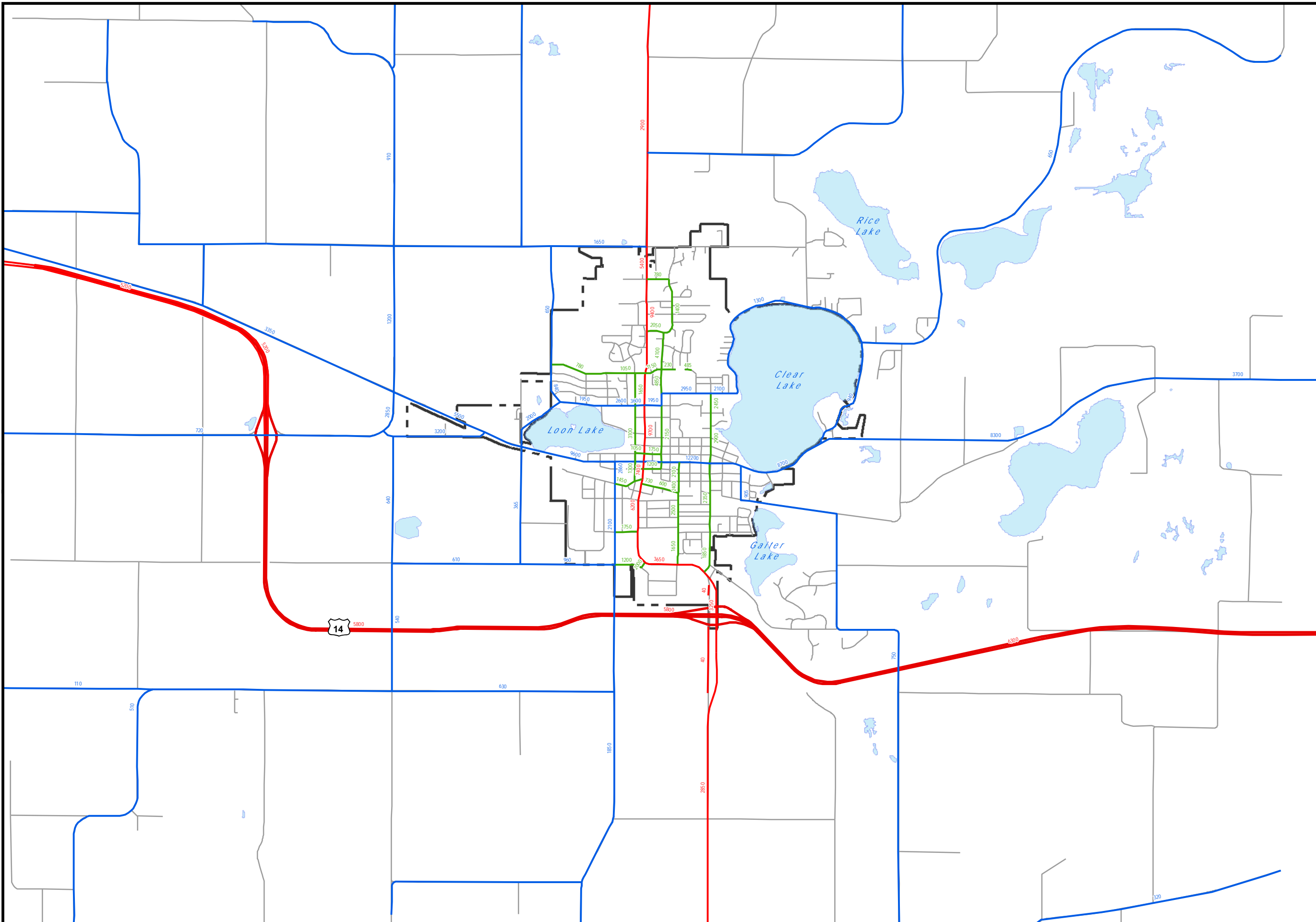
Legend

- Trunk Highway
- CSAH & County Rd
- MSAS System
- Roads
- City Boundary
- Lakes













0 3,600 7,200
Feet

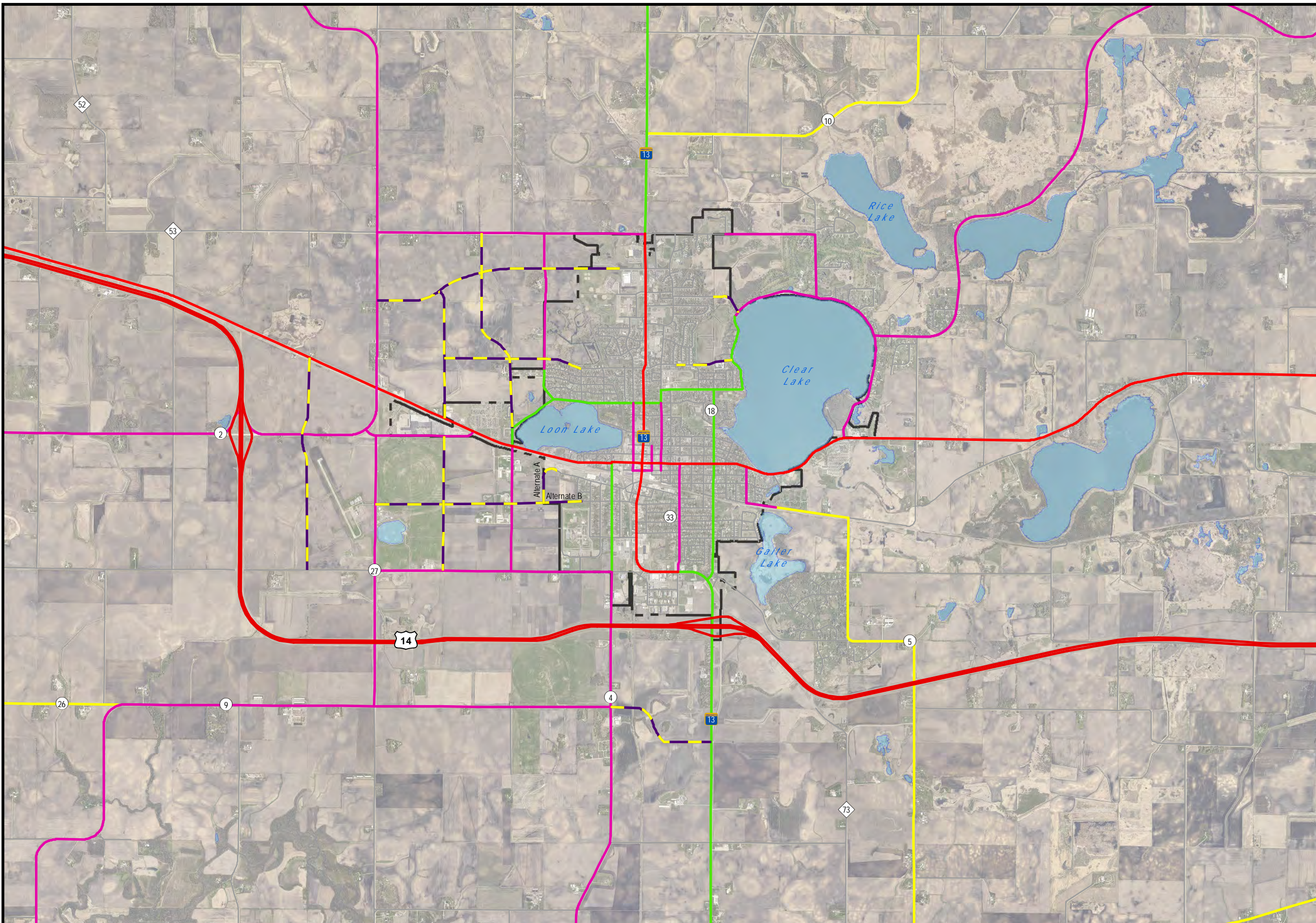
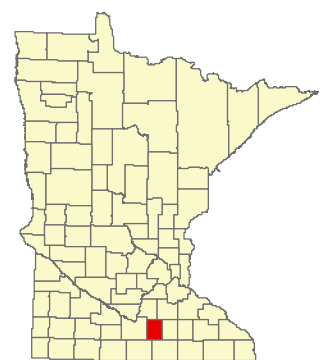
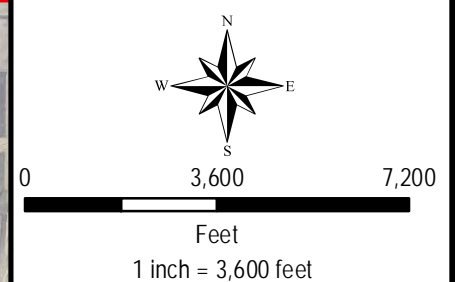
1 inch = 3,831 feet



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Future Collector Road Extensions Map 4 - 4

- Legend**
-  Future Collector Road
 -  Principal Arterial
-Interstate
 -  Principal Arterial
-Other
 -  Principal Arterial
-Other Freeways
 -  Minor Arterial
 -  Major Collector
 -  Minor Collector
 -  Local
 -  Municipal Roads
 -  City Boundary



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5

PARKS, TRAILS, AND OPEN SPACE PLAN

A. INTRODUCTION

The Parks, Trails, and Open Space Plan sets forth the existing conditions, usage and trends with respect to community parks, trails, and open space; then provides future planning guidelines that reflect anticipated population growth and geographic concentrations of residents over the next five to ten years.

B. PARKS, TRAILS, AND OPEN SPACE INVENTORY & ADEQUACY

The City of Waseca has 195.10 acres of parkland, 11.88 miles of trails and 53.8 acres of open space. These resources are categorized in Table 5-1.

Table 5-1 Existing Park, Open Space, Trail Inventory

PARK/TRAIL CATEGORY	PARK NAME	AREA/MILES
Community Park	Clear Lake Park	13.1 acres
Intense recreational activity i.e. field or court games	<u>Northeast Park</u>	<u>20.5 acres</u>
	TOTAL	33.6 acres
Neighborhood Park	Loon Lake Park	2.9 acres
Intense recreation activity i.e. field or court games, apparatus, neighborhood Centers	Northwest Park	3.1 acres
	Oak Park	3.4 acres
	Southview Park	1.3 acres
	Sportsman's Park	2.2 acres
	Trowbridge Park	5.0 acres
	<u>University Park</u>	<u>3.8 acres</u>
	TOTAL	21.7 acres
Community Play Fields	Tink Larson Baseball/Community Field	8.4 acres
Intense recreation activity i.e. field or court games	<u>Memorial Park</u>	<u>11.7 acres</u>
	TOTAL	20.1 acres
Mini Parks	Emerson Park	.5 acres
Specialized serving limited or concentrated population	<u>Veterans Park</u>	<u>.2 acres</u>
	TOTAL	.7 acres
Nature Parks	Maplewood Park	31.0 acres
Special Use	<u>Northwest Nature Park</u>	<u>88.0 acres</u>
	TOTAL	119.0 acres
	TOTAL PARK ACREAGE	195.10 acres
Trails-Hard Surface Asphalt	Clear Lake Trail	5.38 miles
	Loon Lake Trail	1.68 miles
	Northwest Park Trail	.10 miles
	Hwy 13 Trail through NE Park to 10 St. NE cul-de-sac	.58 miles
	<u>Northeast park Internal Trail</u>	<u>.54 miles</u>
	TOTAL	8.28 miles
Trails-On Street	11 th Avenue NW	.74 miles
Trails- Low Impact (Mowed/Mulch)	Maplewood Park Trails	1.24 miles
	<u>Northwest Nature Park Trails</u>	<u>1.40 miles</u>
	TOTAL	2.64 miles
	TOTAL TRAILS	11.66 miles
Open Space	Loon Lake Stormwater Management Area/Public Access	3.0 acres
	<u>City (Clear Lake) Marsh</u>	<u>50.8 acres</u>
	TOTAL OPEN SPACE	53.8 acres

C. PARK AND OPEN SPACE RESOURCES

The National Recreation and Park Association establishes a standard of one (1) acre of parkland for every 100 residents. A population of 9,410 (not counting federal Prison inmates) in the year 2010 requires 94 acres of parkland to meet the minimum standard. With over 195 acres of parkland, Waseca exceeds the minimum standard. **Maps 5-1, 5-2, and 5-3** show the extent to which existing park acreage serve residents in different areas of the community, given projected population increases.

Parkland is needed in the northeast part of Waseca, specifically north and east of the city marsh. Lack of specific parkland dedication requirements of developers in the northeast part of Waseca, including a 1984 annexation agreement waiver from future park dedication requirements relating to the Louis M. Born Subdivisions, and no park dedication requirement for the Quail Creek Subdivision, contributed to the current situation.

The current parkland dedication policy, which became effective in 1991, adequately addresses park dedication needs, which are addressed at the time a development is proposed. The requirement provides for parkland dedication or money in lieu of land to at least meet the minimum national standard of one (1) acre of parkland for every 100 residents. The Park, Trail, and Open Space Plan map (**Map 5-4**) is meant as a guide when subdivisions are proposed so that appropriate decisions are made about park placement or, in cases where a subdivision would not incorporate a planned park, cash in lieu of land.

Presently, Maplewood Park has trails, a fishing pier, boat ramp, two docks, paved vehicle/boat trailer parking lot, gravel parking lot, lodge, two restrooms, and two primitive cabins. The concept of park acreage adequacy with regard to Maplewood Park becomes more meaningful in terms of populations that may be served on the east side of Clear Lake. It is anticipated that by 2025, the developed subdivisions on this side may be annexed into the city.

There is potential for Trowbridge Park to become more of a central community asset. People living in Waseca 40-50 years ago recall when events, activities, and arts and crafts elements of the city's recreation program were common in Trowbridge Park. Examples of events that have worked well in city parks included "Music in the Park", Gospel Fest, Lakefest, Chautauqua, Sleigh and Cutter, and art/cultural festivals. The Bandstand may offer potential for park entertainment such as concerts, plays, puppet shows and other events.

Enhancement of Trowbridge Park will be an important element in further development of Downtown as a social, cultural, and business/service center of the community. One of the ideas expressed in the community would be to include a new, visually dominant facility combining the functions of the art center, library, and historical society near Trowbridge Park or at its periphery.

Northwest Nature Park is comprised of 88 acres consisting of 1/3 wetlands, 1/3 grassland, and 1/3 agricultural land. Future environmentally sensitive enhancements to this park are recommended, to take full advantage of this quality park resource.

D. TRAIL RESOURCES

In looking at community outdoor recreational amenities, it is important to consider current adequacy and projected improvements for trails and bikeways. Waseca currently has 9.24 miles of hard surface asphalt/on-street trails and 2.64 miles of low impact nature trails, suited for walking, bicycling, rollerblading, etc. (See **Map 5-5**).

The national bikeway standard is one (1) mile of bikeway for every 1,000 population, placed in such a manner as to allow most residents to live within one half ($\frac{1}{2}$) mile of the nearest segment. As Waseca's trail system is developed, connectedness of the system to itself and to city parks and open spaces should be the primary goal. Included in the overall trail improvement plan should be a plan to incorporate bikeways that ultimately meet and exceed the national standard. **Map 5-6** establishes a future Trail Plan that provides linkages within the existing park and trail system and establishes routes that link trail systems within Waseca to trail systems within Waseca County and beyond.

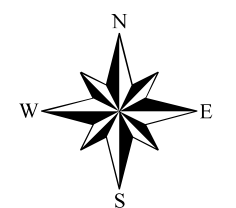
E. PARKS, TRAILS, AND OPEN SPACE GOALS AND OBJECTIVES

The goals and objectives for Parks, Trails, and Open Space can be found in Section 2, Goals and Objectives, Section E.

Existing City Maintained Parks with Six-Block (1800ft) Buffers MAP 5 - 1

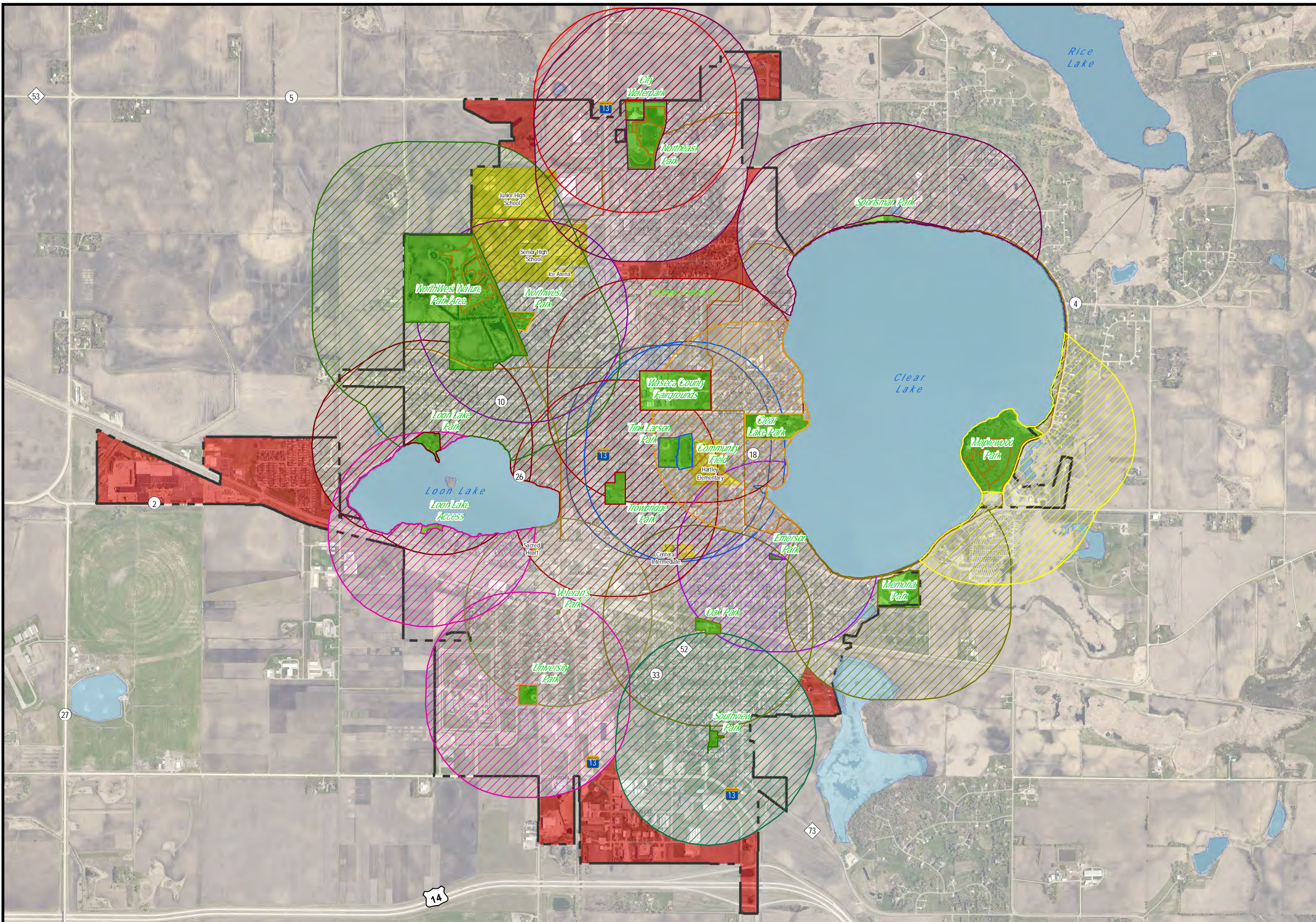
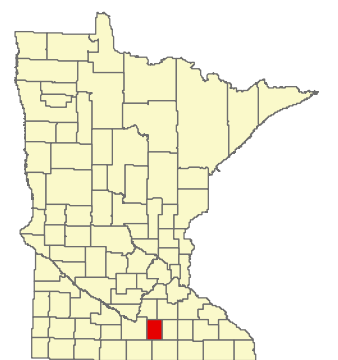
Legend

-  Existing Park
-  No Park Coverage
-  Existing Trail
- Administrative
-  City Boundary
-  Schools
-  Lake



0 1,800 3,600
Feet







1 inch = 1,800 feet

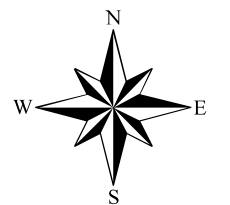


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**Existing City
Maintained Parks
with Six-Block
(1800ft) Buffers
(Full Facility
Parks Only)
MAP 5 - 2**

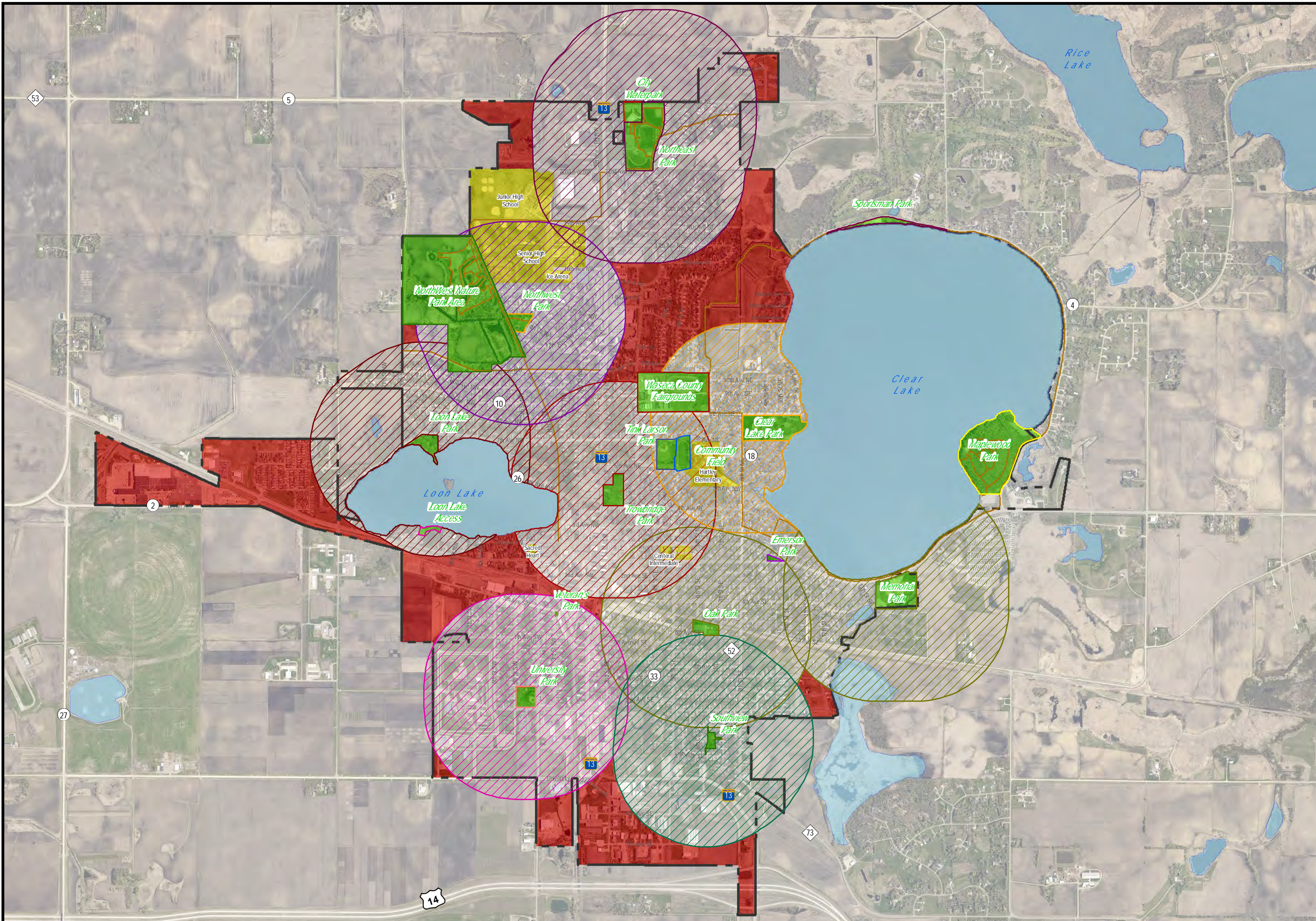
Legend

-  Existing Park
-  No Park Coverage
-  Existing Trail
- Administrative
-  City Boundary
-  Schools
-  Lake



0 1,800 3,600
Feet

1 inch = 1,800 feet



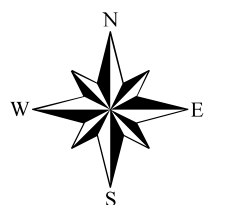
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Existing Community Playfields with Six-Block (1800ft) Buffers

MAP 5 - 3

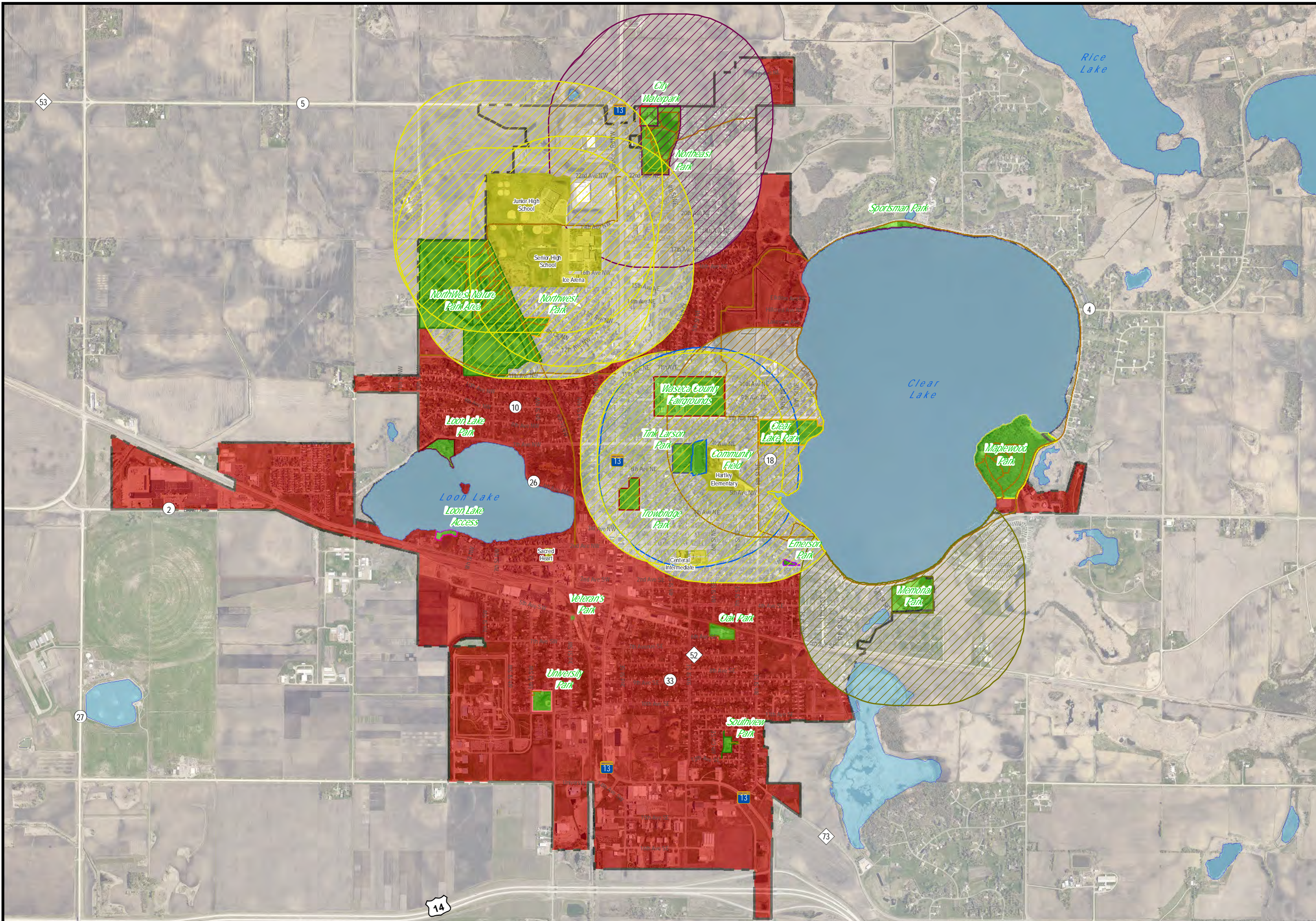
Legend

-  Existing Park
-  No Park Coverage Area
-  Existing Trail
- Administrative
 -  City Boundary
 -  Schools
 -  Lake



0 1,800 3,600
Feet

1 inch = 1,800 feet






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Potential Future Parkland Areas





MAP 5 - 4

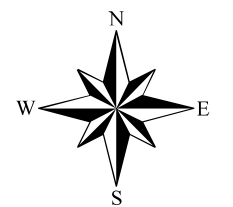
Legend

Parks & Recreation

-  Potential Park
-  Existing Park
-  Existing Trail

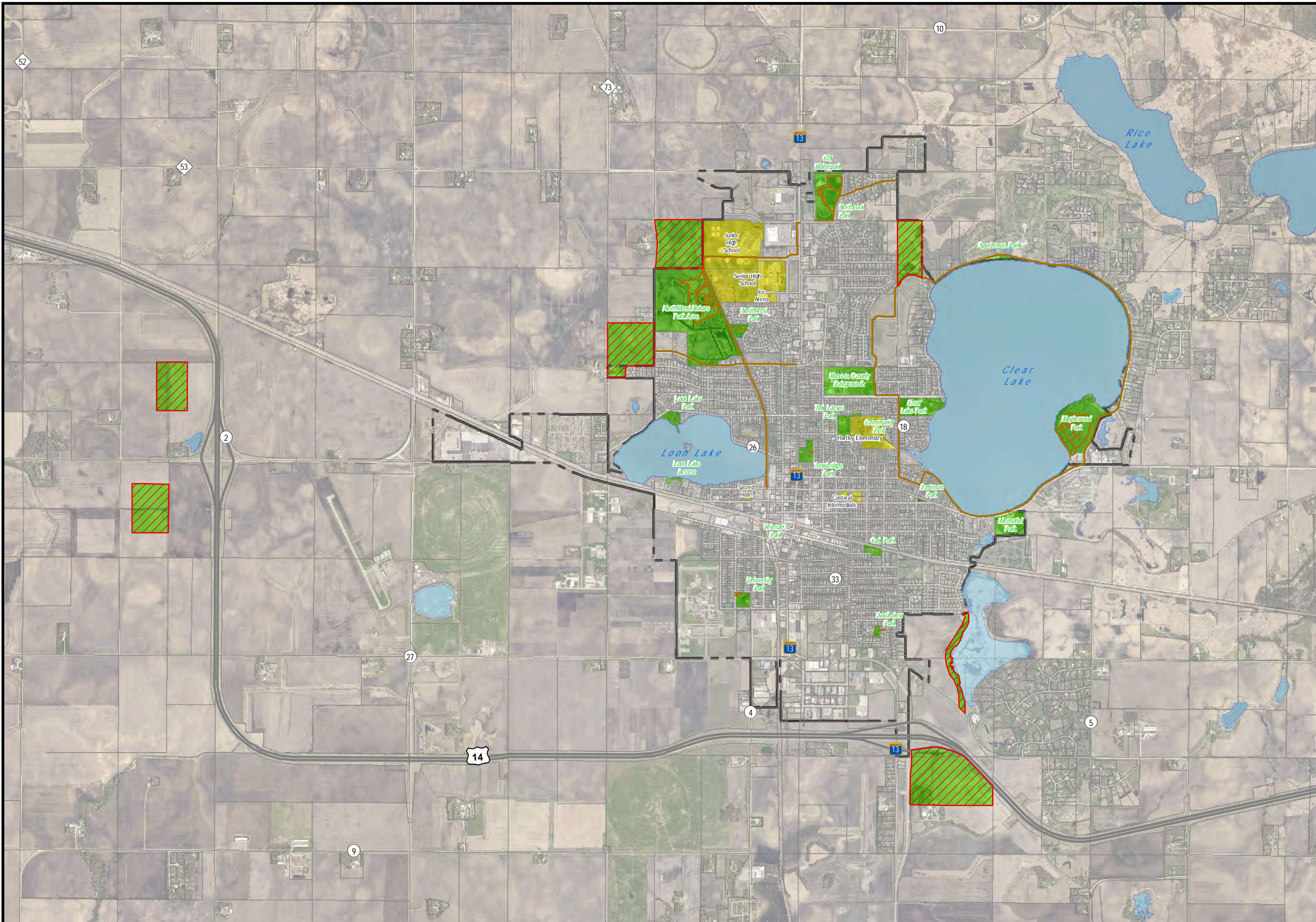
Administrative

-  City Boundary
-  Parcel Boundary
-  School
-  Lake



0 2,500 5,000
Feet






1 inch = 2,500 feet






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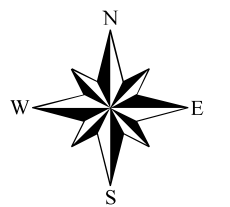
Conceptual Trail Plan MAP 5 - 6

Legend

-  Existing Park
-  Existing Trail
-  Priority Trail
(Number Denotes Ranking)
-  County Connector Trail
-  Development Connector Trail

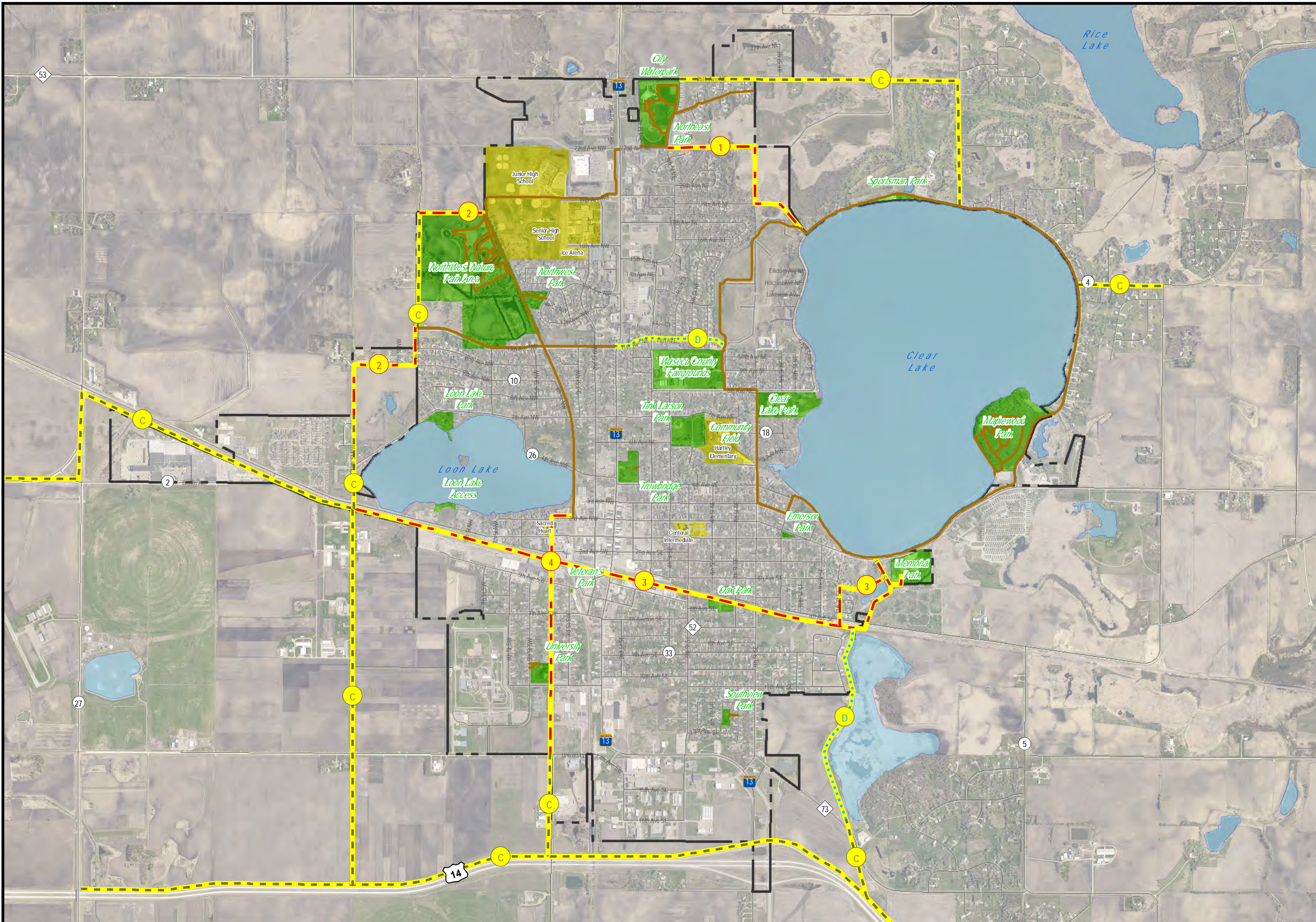
Administrative

-  City Boundary
-  Schools
-  Lake



0 1,800 3,600
Feet

1 inch = 1,800 feet



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6

PUBLIC FACILITIES & SERVICES

A. INTRODUCTION

The Public Facilities and Services Plan sets forth policies, goals, objectives and priorities with respect to utilities and public services. This Plan refers to the current city Capital Improvement Program (CIP) and adopts it. The CIP sets out specific projects designed to accomplish the city's goals and objectives regarding utilities, streets, and other city-controlled infrastructure. The CIP does not address telecommunications or public safety services. Public health and welfare services are addressed in Section 11, Community Facilities.

This Section provides the planning framework for more detailed sanitary sewer, water, storm sewer, and electrical improvements; and identifies the most current utility plans in anticipation of additional engineering studies needed to design expanded systems. The Section also addresses current public safety services.

The City of Waseca provides municipal sanitary sewer, water, electrical and storm sewer services. The city operates and maintains these systems as a public service through associated use and access fees. As a municipal utility, the city operates these systems for the benefit of its users in compliance with applicable State and Federal Standards.

The city also provides police and fire service, and operates these facilities as a public service through general property tax revenues. The Fire Department is also funded by mutual aid payments from townships.

B. PUBLIC FACILITIES AND SERVICES BACKGROUND, ISSUES, GOALS, AND OBJECTIVES

Background and Issues

1. Sanitary Sewer

The City of Waseca has a proven proactive environmental record when it comes to resolving wastewater system challenges. Treatment guidelines were established with the Clean Water Act of 1972. This federal law requires municipalities to treat sewage to a high quality standard in order to make all rivers and lakes fishable and swimmable. Between 2008-2012 wastewater treatment facility improvements and sanitary trunk sewer improvements were constructed to serve the City of Waseca.

Today the sanitary sewer system consists of 46 miles of sewer line of varying diameters, as depicted in **Map 6-1**. The re-designed wastewater treatment facility has a design daily flow of 2.34 million gallons per day (1,600 gallons per minute) and a peak pumping capacity of approximately 9,500 gallons per minute. Average wastewater treatment demand is 1.5 million gallons per day, with the average Waseca citizen using about 70 gallons of water per day.

Waseca struggles with undersized sewer mains that result in household basement flooding and infrequent raw sewage entering Clear Lake, which requires Clear Lake

public access closings. In the coming years, the city will be planning and implementing various sanitary sewer improvements in order to alleviate problems caused by outdated and undersized sewer mains.

In 2012, the City of Waseca conducted a West Interchange Utilities Cost Estimate Update study. This document addresses specific issues and provides recommendations and associated cost estimates related to providing sanitary sewer services to the west interchange area. The full study is incorporated as **Appendix A** to this document.

2. Water

The City of Waseca provides safe, high quality drinking water and high quality service to the residents of Waseca. The City of Waseca Water Department is responsible for the pumping, treatment and distribution of water to the residents and businesses in the Waseca area.

In 1893, the issue of a Water and Light Plant owned and operated by the City of Waseca was discussed around the Council table, about town, and in the local newspaper, and soon Waseca citizens authorized a bond issue. The Water and Light Plant began operating in November, 1894. The city soon had three miles of water mains, 35 fire hydrants, and about 100 water taps.

Groundwater supplies domestic water for the residents of Waseca. The city is permitted by the State to operate five wells which draw water from the Prairie Du Chien-Jordan aquifer. This is a bedrock aquifer which is part of the complex, multi-aquifer Cambrian Ordovician aquifer system, which lies under much of the Upper Midwest. Four wells are owned by the city and one well is owned by Bird's Eye Foods, Inc./Pinnacle Foods Group, Inc.

Today there are five water wells throughout the city pumping over 500,000,000 gallons of water annually into two 500,000 gallon water towers. The wells are approximately 750 feet deep with a draw of 140 feet. Total pumping capacity is 4,200 gallons per minute (1,000-1,100 gallons per minute per well). Maximum daily pumping capacity is 7,416,000 gallons.

From the water towers, the water flows through 56 miles of water mains under the city streets to connect with over 3,000 residential and commercial water service lines, **Map 6-2**. Average daily demand is 2 million gallons and peak demand is 2.8 million gallons per day. The three peak usage months are historically July, August, and September which is driven in large part by the vegetable processing season for Bird's Eye Foods, Inc./Pinnacle Foods Group, Inc.

The main municipal water issue is reliability of public drinking water supplies. Issues of water capacity, environmental protection, and contingency water supply planning are all important to ensure continued supplies of clean water.

The State has mandated a Wellhead Protection Plan process. The purpose of this unfunded mandate is to devise methods to safeguard our water supply. Waseca is

mandated to comply with program requirements to complete a Wellhead Protection Plan in the timeframe of 2012-2016.

In 2012, the City of Waseca conducted a West Interchange Utilities Cost Estimate Update study. This document addresses specific issues and provides recommendations and associated cost estimates related to providing municipal water services to the west interchange area. The full study is incorporated as **Appendix A** to this document.

3. Storm Sewer

The city is served by approximately 40 miles of storm sewer lines of varying diameter. The drainage system includes streets, gutters, storm sewers, culverts, swales, channels, surface drainage as defined by terrain, existing water bodies, and a series of city and county ditches.

The fit of individual site stormwater control and drainage management with the city's overall drainage system is becoming increasingly critical as the city expands. City-wide stormwater management and grading and drainage standards for new development must work together in achieving growth patterns that are sustainable in terms of drainage capacity and environmental integrity.

4. Electricity

In 1894, when the Waseca Water and Light Plant began operating, there were 33 street lamps, 34 commercial arc lights, and 600 incandescent lamps. The plant generated electricity for lighting only during peak power times until the late 1960's, using a generator housed where the Waseca City Hall sits now. Electricity was then purchased from Northern States Power (now known as Xcel) until 1985, then from Southern Minnesota Municipal Power Agency (SMMPA).

Today the City of Waseca Electric Utility oversees the delivery of wholesale power to Waseca residents. The Electric Utility maintains and operates the local electric distribution system of transmission facilities and lines, is involved in engineering and advance planning for improvements, replacement and expansion of distribution system, and maintenance and operation of the city's street lighting system. The Waseca municipal electric utility serves 4,200 customers. Average daily consumption is 175,000 KWH and annual consumption is 64.1 million KWH.

Until April 1, 2030, the City of Waseca is a member of the Southern Minnesota Municipal Power Agency. Southern Minnesota Municipal Power Agency (SMMPA), created by its members as a joint-action agency in 1977, generates and sells reliable wholesale electricity to its eighteen non-profit, municipally-owned member utilities. The Agency's main source of electricity is its 41% share of the 884 MW Sherco 3 coal-fired generator near Becker, MN. The Agency's energy resource mix also includes various renewable energy sources such as wind, biodiesel and waste-to-energy, and an array of intermediate and peaking units owned by our Member utilities. Electric needs of the community are also served by Xcel Energy.

5. Other Utilities

Gas service for the City of Waseca is provided by Centerpoint Energy and Xcel Energy. Telecommunications services (phone, internet, TV) are provided by Qwest, Mediacom, HickoryTech, and Jaguar Communications.

6. Public Safety

Police and Fire protective services have historically been located in separate facilities, the Police at City Hall and Fire in their own building located on the periphery of downtown. In 2013, the City of Waseca repurposed a former downtown grocery store as a new Public Safety Center to house the Waseca Police Department and Waseca Fire Department. The Center will also house a visitation and exchange center which will provide a place for parents or guardians to safely exchange or visit children; and a community meeting room which will be available for use by the general public. This new joint facility provides updated and expanded facilities for both departments while at the same time staying centrally located in the downtown core.

The Waseca Police Department consists of the Chief of Police, Captain, two (2) Patrol Sergeants, two (2) Detectives, eight (8) Patrol Officers, four (4) Part-Time Patrol Officers, and two (2) Administrative Assistants. These individuals are responsible for providing 24 hour, 7 days a week police protection for the city. Additionally, ten (10) volunteer civilian Reservists assist the Waseca Police Department in providing this protection.

The department responds to approximately 38 calls for service a day. Calls for service can vary and can be in reference to a dog or cat running at large to a motor vehicle crash to a theft to a domestic/sexual assault. A departmental report is compiled annually and it details the specific activities of the department.

The Waseca Police Department is a member of the South Central Drug Investigative Unit and the Chief of Police is a member of its Executive Board. The Department participates in a number of community events that focus on personal safety, crime prevention, and education (such as the DARE program). The Chief of Police is the designated Emergency Manager for the city and attends monthly Emergency Management meetings with Waseca County stakeholders, such as the Waseca County Sheriff's Office, Waseca Public Health, Waseca County Emergency Management, and the Waseca Medical Center. The Chief ensures that department heads and other key players are NIMS (National Incident Management System) compliant and attend pertinent training.

Fire Protection services are provided by the Waseca Fire Department, which is staffed by three full-time duty commanders, one part time Fire Chief, and 32 member volunteer firefighters. The Waseca Fire Department responds to over 600 calls per year and maintains a fire insurance rating of Class Four (Class One is the highest rating, Class Ten is the lowest). Waseca firefighters provide fire suppression for 142 square miles, automatically aiding seven area fire departments and mutually aiding six additional area fire departments.

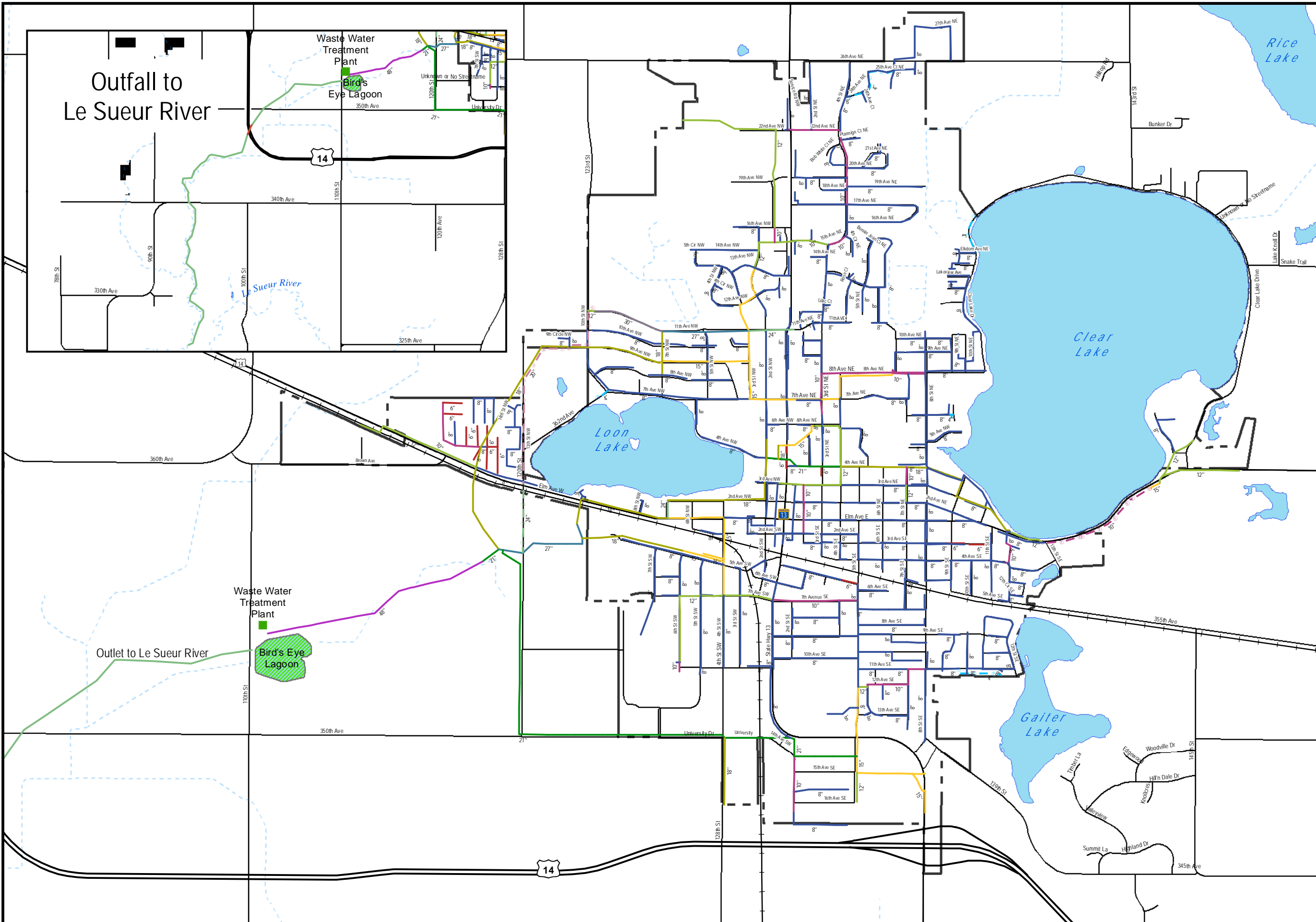
All Waseca firefighters have received first responder training, and four are trained as Emergency Medical Technicians (EMTs). Firefighter training is held at least twice monthly, planning for major incidents with other local agencies occurs monthly, and quarterly meetings are held with all other Waseca County Emergency Management Services agencies.

The Fire Department works with local businesses to mitigate any potential hazards as a result of them doing business. The department also works with the Building Inspections Department to assist with rental and fire inspections. Fire prevention programs have been implemented in the local schools for grades K-6, and each year all second and third grader classes tour a fire safe house.

North Ambulance operates a 24 hour facility in Waseca. This facility has two ambulances and a staff of Emergency Medical Technicians who manage the facility and respond to medical emergency calls in the community.

Goals and Objectives

The goals and objectives for Public Facilities and Services can be found in Section 2, Goals and Objectives, Section F.



SANITARY SEWER PIPE SIZE MAP 6 - 1

Legend

Sanitary Pipe Size

Unknown	20"
4"	21"
6"	24"
8"	27"
10"	30"
12"	36"
15"	48"
18"	

Force Main

Bird's Eye Lagoon

Administrative Features

- Municipal Boundary
- Lake
- Stream
- Railroad
- Road

0 1,800 3,600 Feet
1 inch = 1,800 feet

Disclaimer: The data represented on this document is neither a legally recorded map nor a survey, and is intended for reference purposes only. The information presented has not been verified and neither the City of Waseca, nor its employees or agents makes any representation to the accuracy of the features and data presented here within. This map was created through the use of several city, county, state and federal data sources. For specific information regarding this map, or to report errors or omissions, contact the City of Waseca Engineering Department.

WATER DISTRIBUTION PIPE SIZE

Map 6 - 2

Legend

Water Pipe Size

--- Unknown	6"
1"	8"
2"	10"
3"	12"
4"	16"

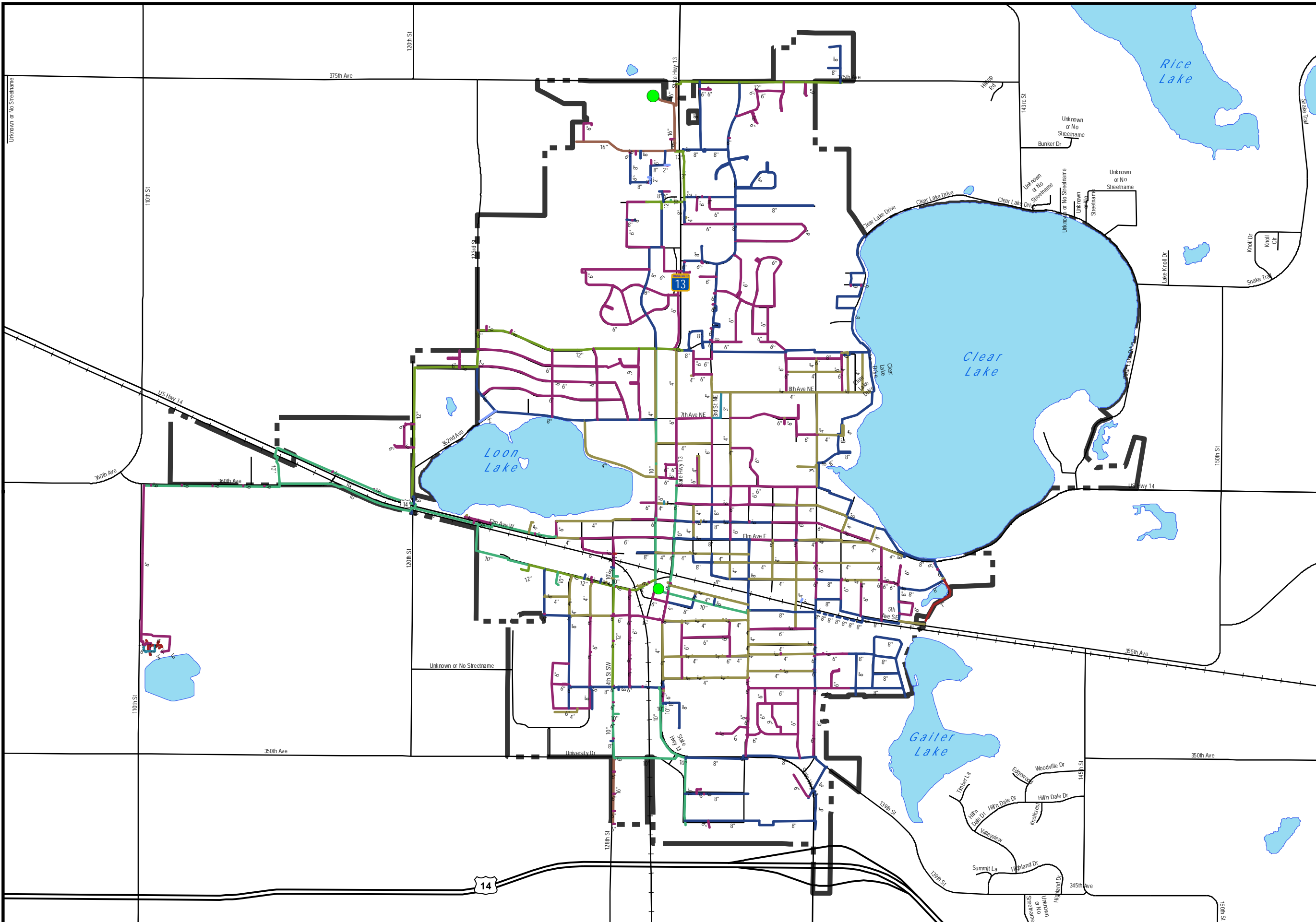
● Water Tower

Administrative Features

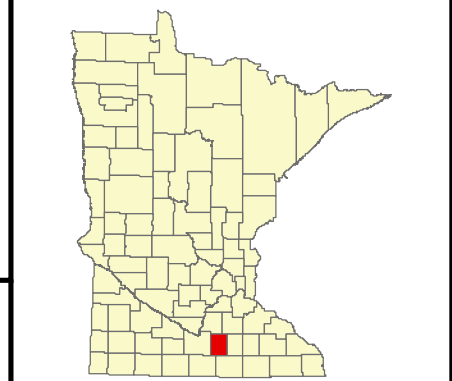
- Municipal Boundary
- ☪ Lake
- +— Railroad
- Road

0 1,800 3,600
Feet

1 inch = 1,800 feet



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A. INTRODUCTION

The Housing Plan sets forth residential development trends in the community; describes demographic and housing characteristics; addresses current and prospective supply and demand; and sets forth policies, goals, objectives, and strategies for the future.

B. HOUSING BACKGROUND AND TRENDS

Background

Waseca has a rich history, and nothing demonstrates this better than the variety and integrity in its housing stock. The majority of residences in Waseca are single-family homes; however, there is a history of single-family homes being converted to duplexes and triplexes. With economic instability in the housing market, this trend continues. A new trend arising from an unstable housing market and resulting low property values is the emergence of investors who purchase single-family homes for as-is rentals or to update and either rent or resell.

While it is important to have a healthy supply of rental housing in a community, single-family home conversions, and rentals can be a threat to preservation of existing housing stock. In an attempt to support owner occupied single-family home ownership and to preserve affordable existing housing stock, the City of Waseca has participated in several Small Cities Development Program grants. These grant funds have been made available to property owners who live in their single-family home, and can be used for energy efficiency and weatherization improvements. The program provides interest free 10-year deferred, forgivable loans to homeowners who retain ownership and live in their homes for 10 years.

Waseca's housing stock has become increasingly diverse, with a mixture of ownership and rental options combined with a growing range of housing choices, such as twin homes, townhomes, and cooperatives. This variety is important to a regional center like Waseca that provides employment, shopping, professional, and governmental services, health care, and cultural amenities.

Population and Housing Trends

As population has grown in the decades between 1990 and 2010, the number of housing units has also increased, but the number of persons per occupied housing unit has decreased. Housing units increased 6.7% between 1990 and 2000 compared to a population increase of 13.1%. Total number of housing units increased 7.16% from 2000 to 2010 compared to a 10.8% population increase. **Table 7-1** summarizes some of the key population and housing statistics between 1990 and 2010.

Table 7-1. Summary of Demographics 1990-2010

Waseca Demographic	1990	2000	2010
Land Area (Square Miles)	3.31	3.38	5.18
Population	8,383	8,493	9,410
Density (Person/Square Mile)	2,533.23	2,215.60	1,816.60
Housing Units	3,356	3,563	3,818
Households (Occupied Units)	3,236	3,388	3,504
Owner Occupied	2,259	2,477	2,406
Renter Occupied	977	911	1,098
Vacant Units	120	175	314
Household Size	2.47	2.44	2.33
Owner Occupied	2.71	2.59	2.49
Renter Occupied	1.92	2.05	1.99
Persons in Group Quarters	380	210	1,283

Source U.S. Census 2010

According to the 2010 Census, Waseca has 3,818 housing units, of which 3,504 (92%) were occupied and 314 (8%) units were vacant. With a normal vacancy rate in the range of 4-5%, an 8% vacancy rate indicates imbalance in the supply versus demand for housing. This is an aberration from historic trends, which showed vacancy rates at 3.6% and 4.9% respectively for the two prior decades. The 2010 vacancy rate is evident of a market with a glut of housing compared to demand.

This upward trend in vacant units is evidence of the housing boom of the mid-1990's to mid-2000's which infused more units into the market; and the high foreclosure rates after the economic collapse and recession of the late 2000's, which forced people out of their homes. As the economy improves and jobs and credit become more available, this trend should level off.

Owner occupied housing in Waseca has been declining since 1970, except for a slight increase in the decade between 1990 and 2000. By 2010, only 63% of all housing units were owner occupied. This is likely due to the changes in market needs and the trend toward conversion of single-family homes into rental properties. While it is likely that economic recovery will allow and even encourage more people to purchase and occupy their own homes, it will likely take some time before the trend away from owner occupied housing turns around.

According to the U.S. Census, on average, 19 single-family residential units per year were constructed between 1996 and 2006. The largest construction year was 2003 with 35 single-family homes constructed. Since 2006, the annual number of new homes added to the market has decreased significantly in direct relation to the economic downturn. By 2011, just two new homes were added to the market. **Table 7-2** shows residential permit history between 1996 and 2012.

Table 7-2. New Residential Construction by Year

Year of Construction	Single Family Detached		Two-Family Attached		Multi Family (3+units)	
	Buildings	Units	Buildings	Units	Buildings	Units
1996	10	10	0	0	1	8
1997	8	8	2	4	3	38
1998	16	16	0	0	0	0
1999	21	21	0	0	0	0
2000	24	24	0	0	1	33
2001	16	16	0	0	0	0
2002	23	23	2	4	0	0
2003	35	35	0	0	0	0
2004	18	18	0	0	0	0
2005	17	17	0	0	0	0
2006	25	25	0	0	0	0
2007	8	8	0	0	0	0
2008	5	5	3	6	0	0
2009	6	6	1	2	0	0
2010	4	4	0	0	0	0
2011	2	2	0	0	1	20
2012	3	3	0	0	0	0

Source: U.S. Census 2010

In 2012, there were approximately 100 vacant lots within the community for single-family residential development. Most of the vacant lots within subdivisions provide only for single-family detached development. With a historic average of 19 new single-family homes per year, the current market has an adequate supply of vacant single-family lots to accommodate up to five years of new home development.

As of 2012, there were only two lots platted for four-unit dwellings, located in the Woods Edge development, and four lots platted for two-unit attached dwellings, located in the Pond View Subdivision. With industry trends showing a growing demand for low maintenance townhome and condominium living, this will be an area of residential need in the future.

Housing Characteristics

Single-family homes remain the predominant housing type in Waseca, and as a proportion of total housing units, have increased from 69.9% in 1990 to 79.8% in 2010. **Table 7-3** shows housing units by type and percent of total housing units.

Table 7-3 Housing and Occupancy Types: 1990 to 2010

Housing Units/Type	1990		2000		2010	
Total Housing Units	3,356	100.0%	3,563	100.0%	3,818	100%
% Change		4.9%		6.2%		7.2%
Single-family	2,345	69.9%	2,573	72.2%	3,047	79.8%
Detached	2,301	68.6%	2,444	68.6%	2,864	75.0%
Attached	44	1.3%	129	3.6%	183	4.8%
2-4 units	301	9.0%	242	6.8%	141	3.7%
5-9 units	125	3.7%	107	3.0%	61	1.6%
10 or more units	409	12.2%	239	6.7%	500	13.1%
Mobile Homes	176	5.2%	135	3.8%	61	1.6%

Source: U.S. Census 2010

According to U.S. Census data, multi-family buildings with five or more units experienced considerable growth after mid-century, peaking at 15.9% of all housing units by 1990. By 2000, multi-family units of five more units per building had dipped to just 9.7% of total housing units. This loss occurred primarily in the *10 or more units* category, likely due to the closing of the college and its conversion to a prison. By 2010, multi-family housing of five or more units had bounced back up to 14.7% of total housing units.

In spite of the correction in the multi-family housing market, maintenance free owner occupied housing and rental housing options continue to be a need in the community. Providing additional multi-family housing options would fill a rental housing void in the market and discourage the current trend of converting single-family dwellings into rental properties.

Table 7-4 shows the age of housing by tenure. It is interesting to note that 55.3% of the housing constructed after 2000 is renter occupied. This compares to 25.4% of the housing constructed prior to 2000 being renter occupied.

Table 7-4 Age of Housing by Tenure

Housing Units: Year of Construction	2010 Occupied Units	
Total	3504	100%
2005 to 2010	187	5.3%
Owner Occupied	77	2.3%
Renter Occupied	110	3.1%
2000 to 2004	50	1.4%
Owner Occupied	29	.8%
Renter Occupied	21	.6%
1990-1999	410	11.7%
Owner Occupied	298	8.5%
Renter Occupied	112	3.2%
1980-1989	299	8.5%
Owner Occupied	197	5.6%
Renter Occupied	102	2.9%
1940-1979	1645	46.9%
Owner Occupied	1242	35.4%
Renter Occupied	403	11.5%
1939 or Earlier	726	20.7%
Owner Occupied	563	16.1%
Renter Occupied	163	4.6%

Source: U.S. Census 2010

The quality and age of housing stock in Waseca is very good. Less than 21% of Waseca's housing stock was constructed prior to 1940, so there has been less time for Waseca's housing to age and for conditions to degenerate. This housing provides the bulk of affordable housing in the community, but is the housing most likely in need of maintenance and updating. The decades between 1940 and 1979 and 1990 to 2000 saw the most growth, averaging 410 new units per year. These statistics show a healthy age range of housing in Waseca.

C. HOUSING ISSUES, GOALS, AND OBJECTIVES

Population and Household Growth

Future housing needs will reflect specific housing market segments within the Waseca area, as well as future increases in population and households. Population growth in the City of Waseca and Waseca County was strong between 1970 and 1980 with a city growth rate over 21% and a county growth rate of 10.7%. City growth stabilized to rates of 1.3 and 2% in the decades between 1980 and 2000; while the county saw a loss in population between 1980 and 1990, but had a significant 8% gain in population between 1990 and 2000. Between 2000 and 2010, the City of Waseca saw another growth surge of 10.8%, while the county again lost population.

Table 7-5 shows city and county historical populations based on Minnesota census data assembled by the Center for Small Towns, University of Minnesota at Morris.

Table 7-5 Historical City and County Population

	1970	1980	1990	2000	2010
City of Waseca	6,789	8,219	8,385	8,493	9,410
Waseca County	16,663	18,448	18,079	19,526	19,136

Source: Center for Small Towns, University of Minnesota, Morris.

The Minnesota Demographer's office provides population estimates for cities and counties. **Table 7-6** shows population, household, and persons per household projections for the City of Waseca and Waseca County in five-year increments through 2035. According to the U.S. Census, the population of Waseca was 9,410 in 2010. State Demographer's Office projections show a 12.7% increase in Waseca's population by 2020, with much slower growth for Waseca County at just .62%. Population growth is projected to stabilize for the City of Waseca with growth between 2020 and 2030 at a rate of 3.9% and between 2030 and 2035 at a rate of 1.3%. This trend toward slower growth is reflective of the projections for population losses county-wide during the same periods.

Table 7-6 Population and Household Projections 2015-2035

	2015	2020	2025	2030	2035
Waseca County Population	19,279	19,255	19,085	18,775	18,352
Waseca County Occupied Households	7,918	7,963	7,920	7,792	7,592
Persons Per Household	2.43	2.42	2.41	2.41	2.42
City of Waseca Population	10,302	10,608	10,887	11,026	11,171
City of Waseca Occupied Households	4,231	4,387	4,518	4,576	4,621
Persons Per Household	2.43	2.42	2.41	2.41	2.42

Source: State of Minnesota Demographer's Office

Household growth is a primary driver for housing demand. The State Demographer's Office projects the number of households in Waseca to increase by 390 households (9.2%) between 2015 and 2035. This is an annual average increase of 19.5 households (.46%); however, more rapid growth is projected between 2015 and 2025. It will be necessary for the city to focus on these housing projections in the coming

years to be sure adequate housing facilities and options are available to accommodate growth as it occurs.

According to the 2010 Census, 79.8% of housing units were single-family dwellings, up from 72.2% in 1990 and 69.9% in 2000. There is evidence that this trend will reversed in the coming decade due to market conditions that have tempered the demand for new single-family homes and an aging population. The general “aging” of the population suggests potential increase in demand for senior-oriented housing products such as townhomes, condominiums, apartments, and assisted living and long-term care facilities. There are naturally some local “move-ups” from rental properties or smaller homes within the community, as well as some “move-downs,” such as empty nesters moving from large homes to smaller ones.

Housing Needs

1. Housing Rehabilitation

The quality and age of housing stock in Waseca is very good. Less than 21% of Waseca’s housing stock was constructed prior to 1940, so there has been less time for Waseca’s housing to age and for conditions to degenerate. This housing provides the bulk of affordable housing in the community, but is the housing most likely in need of maintenance and updating. Housing deterioration or lack of maintenance or improvement due to financial constraints or absentee landlord ownership can eventually lead to a blighted appearance and to diminution of surrounding property values.

Maintaining and rehabilitating the existing housing stock will be important in the effort to provide adequate affordable housing options, especially for those who want to own their own home. Rehabilitation assistance, such as low-interest and deferred loans and weatherization programs will continue to be important to help lower income homeowners maintain their homes.

Other programs, such as down payment assistance, to help lower income households with the purchasing of a house, should also be considered. Owner occupied homes are better maintained than those that are rented, so increasing home owner opportunities will contribute to preservation of the housing stock.

2. Rental Housing

Waseca has a mix of rental housing options, ranging from single family dwellings to high density apartment complexes. It will be important to understand the rental housing needs of the community as new housing development occurs and is planned for, in order to assure an adequate supply and variety of rental housing options. The availability of upscale, moderate density rental options is limited in the current market. A housing study should be conducted to identify specific needs in the community.

3. Senior Housing, Assisted Living, and Residential Care

With the general aging of the population, senior housing needs will continue to increase. Over the long-term, significant demand is anticipated for assisted-living

options for elderly, including interim assisted-living for elderly persons in the intermediate stage between independent living and a nursing home.

Waseca offers many amenities for those looking for a retirement location. There are a number of quality senior housing options in Waseca, including a senior cooperative, assisted living facilities, long-term care facilities and memory care facilities. However, there is a lack of townhome and condominium options for active older adults interested in downsizing or maintenance free living.

Increasing populations of individuals with disabilities are anticipated in the future, many of whom will need residential care. Waseca currently has a number of residential care homes, operated by a few successful primary care providers. While historically the trend has been to retrofit existing large older residential structures, a new trend toward new construction of residential care homes is emerging.

The city will need to monitor the demand for all levels of senior housing, and to encourage new development to consider life cycle housing design, which allows aging in place. When new development is proposed, the developer should be encouraged to consider senior and residential care housing needs, and to locate such development in proximity to shopping, services, medical care, etc.

Housing Location

Quality of life is influenced by the location of housing options in a community. Waseca offers a variety of housing options that are dispersed throughout the community, providing access to a wide range of community amenities. In considering where new housing development should occur, primary considerations should be based on the Land Use Plan and the availability and capacity of existing utilities, streets, and stormwater management facilities; and the cost to expand such facilities, as well as proximity to parks, schools, and other community facilities. The relationship to and compatibility with surrounding land uses, residential densities, street patterns and the like must also be considered when planning new residential developments.

Consolidation of the public schools on the north campus will likely fuel new housing development in the northwest quadrant of the community. The U.S. Highway 14 west interchange will likely add to the demand for housing in this quadrant. Other areas of growth will likely be in the south east neighborhoods due to the U.S. Highway 14 interchange.

Mixed Densities and Mixed Uses

The City of Waseca has had a flexible approach with respect to mixed densities in residential areas, as well as with respect to mixtures of low intensity-commerce and residential development. Residential districts allowing for a range of density must be carefully planned to provide a good balance in overall area density while allowing for a mix of housing types sought by both current and prospective residents.

The conventional method of separating single-family residential from multi-family residential may have the effect of isolating apartment tenants. A more balanced approach of allowing a planned mix of densities can be very appropriate. Typically,

density shifts from low to moderate density, or, from moderate to high density are more harmonious than abrupt changes between high and low density.

Providing for high-density uses is necessary to provide a balance of housing options in the community. High concentrations of households can lead to increase conflicts between residential activities and increase incidents of nuisance behavior. It is critical to be deliberate in planning for high density development and to require adequate access, open space, and amenities to support it. Careful planning will ensure that such development supports those who will live there and that it is compatible with surrounding land uses

Carefully defined light commercial uses may also coexist compatibly with residential uses, such as home occupations, residential care facilities, family day care, specialty shops, and bed & breakfast establishments within residential districts; or light neighborhood commercial uses abutting residential districts. Requiring density transitions or open space buffers or amenities between high and low density uses, or between residential and commercial uses are effective ways to encourage compatibility between various land uses.

Zoning Issues

As the community evolves, there are changes in settlement patterns, the relationship of residential land uses with other land uses, and housing development character and quality. From time to time, changes to the zoning ordinance (such as uses allowed or minimum setbacks), or, changes to the zoning map can better reflect community needs and community objectives regarding the quality of the residential environment.

1. Home Occupations

There is an increasing wide range of home businesses, from cottage type businesses where products and services are prepared in the home and transported elsewhere without on-site customer traffic, to full-fledged home occupations involving a sign and advertising the home address as a place of business. Various levels and intensities of home occupations should be acknowledged and reflected in home occupation zoning standards. Public hearing conditional use review may not be warranted in many instances where there is no sign, no advertising the home address as a place of business, no customer traffic, and no more than a residential-level of delivery or pickup. In cases where home occupations involve repair, retail sales, engage customers at the home site, or other more intense activities, such use may merit review and approval through a public hearing and conditional use permit process.

2. R-I/R-2 Zoning

Some of the more established districts, now zoned R-I, Suburban Residential might be more appropriately zoned R-2, Urban Residential, due to the character of the developments and the sizes of the lots typical in the area. Some residential areas that are zoned R-I have been developed with lot sizes and setbacks typical of R-2 districts. Although zoned R-I, these areas do not reflect the purpose of R-I zoning, for more spacious setbacks, larger lots, and very low density.

New Housing Development and New Residential Subdivisions

The city should regularly review the consistency between subdivision design standards, required improvements, and expectations for subdivision quality, function, and fit with the community as a whole. A key issue will be appropriate balancing of developer costs incurred for required improvements with the quality level of design and improvements that should be incorporated for long-term subdivision viability.

Goals and Objectives

The goals and objectives for Housing can be found in Section 2, Goals and Objectives, Section G.

8

NATURAL RESOURCES & ENVIRONMENT

A. INTRODUCTION

Waseca is rich in natural resources and environmental qualities that have shaped much of its character and contributed significantly to its aesthetic, cultural, recreational, and economic values. Assessment of natural features and resources is an essential element of comprehensive planning, which allows identification of environmental constraints and evaluation of development proposals within the context of environmental sustainability. All development projects will have some type of direct or indirect impact on the natural environment. It is essential that development decision making includes identification of positive and negative environmental impacts and measures that can be taken to prevent or mitigate negative impacts while enhancing positive impacts.

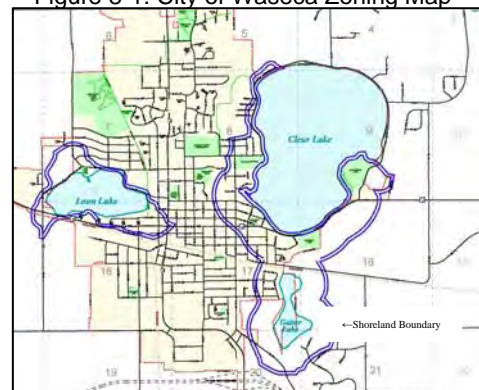
To encourage environmental responsibility it is necessary to determine first and foremost that development is consistent with land use plans. It is also necessary to identify negative potential impacts so they can be effectively mitigated, or addressed through local, state or federal processes or permits. Finally, it is important to view projects for possible indirect impacts so they too can be included in mitigation and other future plans.

B. NATURAL RESOURCES BACKGROUND, ISSUES, GOALS, AND OBJECTIVES

Lakes and Shorelands

Clear Lake and Loon Lake are the most prominent natural features in the City of Waseca. Both lakes are classified “General Development” by the Minnesota Department of Natural Resources (DNR). Gaiter Lake is classified as “Recreation Development”. The shorelands of these lakes fall under DNR shoreland management and zoning rules. In accordance with these rules, the City of Waseca adopted a revised Shoreland Overlay management ordinance in December 1992. This ordinance affects all lands within 1,000 feet of the Ordinary High Water Level of each lake. **Figure 8-1** depicts lands with the Shoreland Overlay management district in Waseca and its urban expansion area.

Figure 8-1: City of Waseca Zoning Map



Source: City of Waseca

The purpose of shoreland management regulations is the protection of surface waters and their adjacent shorelands to maintain and improve water quality. Proper shoreland management fosters water quality protection by minimizing soil erosion on slopes, restricting cutting of trees and other vegetation, restricting alterations of the shorelands, restricting both intensity and density of development and maintaining adequate setbacks of development from tops of bluffs and the ordinary high water mark.

Shoreland management also helps to protect distinctive or important scenic qualities and natural areas, such as wetlands, in need of special protection. Natural buffers of lakeshore vegetation and topography help maintain the physical integrity of the lakes, reduce erosion, and lessen the risk of pollution, property loss, and scenic degradation. Fish and wildlife habitats are also protected and maintained through good shoreland management.

The City of Waseca has no floodplains designated by the Federal Emergency Management Agency (FEMA), and therefore historically has not participated in FEMA's National Flood Insurance Program (NFIP). After minor flooding caused by above normal rainfalls over short periods of time in the fall of 2010, some citizens began inquiring about flood insurance. Because the City of Waseca was not a participant in the NFIP, citizens were unable to be covered by flood insurance provided through the program. In response, the City Council adopted "Floodplain Management Regulations for a Community Without an Official Flood Hazard Boundary Map". These regulations require the city to review development plans and building permits with flood prone areas in mind to assure new construction is reasonably protected from flooding. With these regulations in place citizens of Waseca can choose to purchase flood insurance.

Groundwater and Geology

Bedrock depth in Waseca County averages between 100 to 200 feet below the ground surface. The City of Waseca water supply is primarily from the Prairie du Chien and Jordan aquifers. An aquifer is any geologic unit that is capable of storing and yielding ground water in usable quantities. Groundwater, which tends to flow west toward the Minnesota River, is currently adequate throughout the Waseca area.

Groundwater systems are classified as shallow, medium, or deep aquifers. Shallow groundwater is within 150 feet to 350 feet of the land surface. Medium and deep groundwater bodies are within 350 feet and 800 feet of the land surface. There are three aquifers underlying Waseca County, Jordan sandstone formation, Prairie du Chien group, which connects to the Jordan group, and the St. Peter sandstone formation.

The City of Waseca obtains its water from the Jordan sandstone formation, at depths of 650 to 750 feet. The water is classified as "very hard" according to the United States Geologic Survey; however, the water quality is very good. This group has a lot of water and the axis of this basin extends from Waseca southeastward toward Albert Lea in Freeborn County and Austin in Mower County. The underground water supply in this basin is constantly recharged by the waters of the Minnesota River in the vicinity of St. Paul and Minneapolis.

Since Waseca's public drinking water is from groundwater, protection of this critical resource is an important issue. Groundwater is replenished when water seeps into the subsurface. This water may carry pollutants, such as pesticides, nitrates, or other chemicals into the groundwater. Many contaminants are removed as water seeps through vegetation, soil and rock. However, water that moves quickly to an aquifer may not be cleansed as well as water that moves more slowly. Direct conduits to aquifers, such as old wells, need to be properly abandoned or sealed to minimize potential for groundwater contamination.

Mitigating risks of drinking water contamination is a critical planning need. The Minnesota Department of Health has recognized the public health dangers that can exist if public drinking water supplies are contaminated, or, if such supplies are adversely affected by drought. To help address this risk, the Department required that communities adopt an Emergency Water Conservation Plan. The City of Waseca has a second generation 2007 plan.

The *Waseca County Comprehensive Water Resources Management Plan* addresses planning considerations, strategies, and regulatory frameworks for protecting groundwater quality and drinking water purity. This Plan also addresses surface water quality and use, public and private ditches, public water systems and private wells, fish and wildlife habitat, soils, wetlands, floodplains, shorelands and unique features.

The City of Waseca has two snow storage sites. The first is located north of town adjacent to the city's water tower site. To mitigate negative impacts, the city built a berm around the snow storage site to direct melt waters to an area vegetated with native grasses that filter it as it moves to open areas. The second site is located on the Market Place property south of Wal-Mart adjacent to two storm sewer retention ponds have been constructed to slow and filter melt and runoff waters. As development occurs on the Market Place property, additional snow storage areas will be necessary.

Wetlands

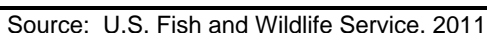
Wetlands are areas saturated by surface or ground water at enough frequency and duration to support vegetation typical of saturated soil conditions. Development in wetland areas is federally regulated by the U. S. Army Corps of Engineers pursuant to the Federal Clean Water Act. In Minnesota, the Minnesota Wetland Conservation Act of 1991 also protects wetlands from the adverse effects of development and other urban activities. The purpose of the Act is to:

- Achieve no net loss in the quantity, quality, and biological diversity of Minnesota's existing wetlands.
- Increase the quantity, quality, and biological diversity of Minnesota's existing wetlands by restoring or enhancing diminished or drained wetlands.
- Avoid direct or indirect impacts from activities that destroy or diminish the quantity, quality, and biological diversity of wetlands.
- Replace wetland values where avoidance of activity is not feasible or prudent.

The Act requires wetland replacement in situations where development disturbs wetlands: two (2) acres of replaced wetland for each acre of drained or filled wetland on non-agricultural land; one (1) acre of replaced wetland for each acre of drained or filled wetland on agricultural land. The Act is administered by local units of government with oversight from the Board of Water and Soil Resources. Development within wetlands requires a permit from the U.S. Army Corps of Engineers and applications are reviewed by the U.S. Environmental Protection Agency and the U.S. Fish & Wildlife Service.

Three elements are used to identify wetlands: hydrology, vegetation and soils. However, to ensure complete identification of wetlands, wetland maps by the State and U.S. Fish & Wildlife Service should both be consulted.

Figure 8-2 Waseca Area Lakes and Wetlands.



The land surface within the City of Waseca and its urban expansion area varies in elevation from 1,120 feet to 1,170 feet above sea level. In Waseca County, elevations vary from 1,050 feet to 1,250 feet. City of Waseca topography is nearly level with gently undulating to rolling soils. The area southeast of Waseca is more steeply sloped with poorly drained marsh lands.

A steep slope having grades of 12% or more is an example of a sensitive development area. Natural vegetation on steep slopes prevents loss of topsoil, supports unique plant and wildlife habitats, and creates scenic vistas. Wise development in areas having steep slopes helps maintain and enhance slopes' unique features. Preventing soil erosion on steep slopes, along lakeshore, and near wetlands helps maintain the natural vegetation which filters pollutants, traps sediments, provides habitat and adds beauty to

the community. Eroded soils that enter lakes and wetlands, on the other hand, destroy plant, fish, and wildlife habitat, reduce recreational opportunities, and increase dredging and road maintenance costs.

Waseca County soils consist of glacial till and alluvium along the LeSueur and Cobb Rivers. Glacial till is an unlayered, compact mixture of sand, silt, clay, gravel and boulders with average water yields of less than one gallon per minute. Alluvium consists of sand, silt, and gravel with estimated water yields of 25 to 100 gallons per minutes.

Areas categorized as having moderate development limitations can still accommodate development with some modifications. Areas with major limitations should be excluded

Woodlands

Much of the land surrounding the city is agricultural, containing little woodland, except for isolated areas and shelter belts. Most of the existing wooded areas in the Waseca area are located near lakes and wetlands, particularly northeast and southeast of Waseca. Maplewood Park is the major wooded area within the city limits. Portions of the University of Minnesota, Southern Research and Outreach Center are wooded.

Two major forest associations occur in wooded areas in the Waseca area: northern hardwoods and bottomland hardwoods. Northern hardwoods are found in well-drained areas with dominant species being Bur Oak, White Oak, Red Oak, Hackberry, and Black Walnut. Bottomland hardwoods are found in wetter areas with dominant species being Elm, Basswood, Sugar Maple, Cottonwood and Silver Maple.² These types of forest provide natural wildlife habitat for small animal and bird populations.

Trees have historically contributed to the Waseca community quality of life. Trees enhance recreation areas, beautify unique features, and screen unsightly locations. Trees conserve energy, improve air quality, buffer noise, and reduce the effects of heat and cold. Trees help make the Waseca area a more pleasing place to live and work. Proper management and protection of trees is essential to ensuring healthy, beautiful urban environment. Understanding of tree species, tree life cycles, effective tree and vegetation mixtures, soils, and topography is essential to effective tree management and protection.

Plant and Wildlife

There have been five (5) species of plants located within the City of Waseca and its urban expansion area that are listed as endangered, threatened, or of special concern by the federal and/or state endangered species laws. These species, which are all plants, include Valarian, Tuberous Indian-Plantain, Sullivant's Milkweed, Cowbane, and Rattlesnake-Master. Minnesota State Statute prohibits the taking or destruction of any state-listed endangered or threatened plant or animal. Some agricultural lands are exempt from this protection.

Many rare species are found in remnant natural communities that the natural Heritage Program of the Minnesota Department of Natural Resources (DNR) considers rare

² Cedar Corporation, *Waseca County Farmland Preservation Plan*, January, 2010.

based on their occurrence in the State. Due to the sensitive nature of specific locations of rare and endangered species (including possibility of the public's collecting or tampering with such species), the DNR does not allow publication of exact locations in a planning document such as a comprehensive plan. Rather, local planning agencies would refer to the information when specific development proposals are made concerning sites where endangered or threatened species may exist.

The goals and objectives for Natural Resources & Environment are found in Section 2, Goals and Objectives, Section H.

9

ECONOMIC DEVELOPMENT

A. INTRODUCTION

Various community economic development efforts date back to the 1950's and Waseca Development Corporation's part in establishing and subdividing Waseca Industrial Park on the south end of the community. A formal program of economic development was begun in 1982 with the formation of the Star City Task Force, a group of business community volunteers, the City of Waseca and the Waseca Area Chamber of Commerce. The group completed the steps necessary to achieve Star City status in 1984, and went on to participate in implementing and monitoring the community's economic development efforts into the 1990's. Today, many of the same people continue to participate in economic development efforts in organizations such as the Waseca Economic Development Authority (EDA), Waseca Area Chamber of Commerce, Waseca Development Corporation (WDC), and the Business and Entrepreneurial Support Team (B.E.S.T.) of Waseca County.

In 1997, the Waseca City Council created the City of Waseca Economic Development Authority (EDA) to implement and oversee economic development functions of the city. Since its inception, the EDA has purchased, managed and sold property for economic development purposes; authorized and managed Tax Increment Financing Districts and plans; secured grants and created and managed revolving loan funds; advised on tax abatement applications, Tax Increment Financing Districts and plans, and economic development policies and procedures; and participated in and supported community marketing activities. The City of Waseca and the EDA have a long history of collaboration with other public and private entities, such as Southern Minnesota Initiative Foundation, Waseca County, Minnesota Department of Employment and Economic Development, and United States Department of Agriculture-Rural Development, for the economic stability and success of the community and area as a whole.

Waseca has a strong heritage of agriculture and traditional manufacturing. The community works with a wide variety of businesses and endeavors to make them successful. Waseca's ideal location and quality workforce offers significant benefits to a number of targeted industries such as Printing and Publication, Advanced Electronic Manufacturing, Metal Fabrication, Processed Foods, and Hospitality and Tourism. Economic assets available in Waseca include University of Minnesota Southern Research and Outreach Center, an active rail transportation system, available buildings and sites, an affordable tax structure, and a rich portfolio of economic incentives.

B. CITY OF WASECA ECONOMIC DEVELOPMENT AUTHORITY

The City of Waseca Economic Development Authority (EDA) is the city's economic development arm, charged with attaining constructive, balanced economic growth for the community. Its focus is on the economic wellbeing of the community through efforts to retain and grow current businesses and help promote growth by attracting new businesses. The EDA is composed of seven (7) members – one (1) Housing and Redevelopment Authority (HRA) member, one (1) Waseca Development Corporation (WDC) or Chamber of Commerce member, three (3) at-large members, and two (2) Council members. The EDA manages various Revolving Loan Funds, including the

Clear Lake Press Fund, Rural Business Enterprise Grant (RBEG) Revolving Loan Fund, and the Waseca County Intermediary Relending Program (IRP) Revolving Loan Fund; and makes recommendations to the City Council regarding Tax Increment Financing and Tax Abatement applications.

The Mission Statement of the Waseca EDA is:

To retain, promote, and attract economically sound industry and commerce to create job growth that benefits the City of Waseca and the surrounding area.

The EDA seeks to improve the local economic base and increase permanent employment opportunities by employing the following practices:

- Encourage and assist through loans, investments or other business transactions, in the locating of new business and industry within the city.
- Rehabilitate and assist existing businesses and industries.
- Stimulate and promote the expansion of all kinds of business and industrial activity, which will tend to advance business and industrial development and maintain the economic stability of the city.
- Provide maximum opportunities for employment, encourage thrift, and improve the standard of living of the citizens of the city.
- Cooperate and act in conjunction with other organizations, public or private, federal, state or local, in the promotion and advancement of industrial, commercial, agricultural, and recreational developments within the city or county.
- Provide business and development assistance through grants and loans, land acquisition and development and such other aid as may be deemed requisite to approved and deserving applicants for the promotion, development, and conduct of all kinds of business activity within the city.

To accomplish its goals, the EDA recognizes the need to interact with other organizations to benefit from the expertise and special talents thereof. The EDA's vision of shared responsibility for economic development in Waseca includes several organizations.

C. WASECA ECONOMIC DEVELOPMENT PARTNERS

Waseca Development Corp

The Waseca Development Corp (WDC) is a private for profit entity whose purpose is to be a driving force in meeting the needs of all Waseca businesses and demonstrate to the businesses that the community appreciates their contribution to the local economy. The WDC offers resources to assist in addressing business concerns in an effort to continuously make Waseca a better place to live and work. The WDC works closely with other economic development entities to retain existing businesses and encourage expansion.

The mission of the Waseca Development Corp (WDC) is to attain constructive, balanced economic growth for the Waseca area. To accomplish this mission, the WDC has established the following goals:

- Seek to improve the local economic base and increase permanent employment opportunities.
- Encourage and assist, through the identification of investments or other business transactions, in locating new business and industry within the city.
- Stimulate and promote the expansion of all kinds of business and industrial activity, which will tend to advance business and industrial development and maintain the economic stability of the city.
- Provide maximum opportunities for employment, encourage thrift, and improve the standard of living of the citizens of the city.
- Cooperate and act in conjunction with other organizations, public or private, federal, state or local, in the promotion and advancement of industrial, commercial, agricultural, and recreational developments within the city or county.
- Furnish financial assistance and such other aid as may be deemed requisite to approved and deserving applicants for the promotion, development, and conduct of all kinds of business activity within the city.

Waseca Area Chamber of Commerce

The Waseca Area Chamber of Commerce is a non-profit membership organization established in 1953 and comprised of businesses, professionals, and public officials. Membership in the Chamber is drawn from every sector of the economy including manufacturing, retail, and service; large and mid-size businesses; and new, entrepreneurial, and home-based enterprises.

As a business advocacy organization, the Chamber works to promote a better business climate through education, information, consultation, and networking. Its focus is to enhance and promote the economic health and quality of life in the community by serving the best interests of the business community and developing programs to meet the needs of members.

The mission of the Waseca Area Chamber of Commerce is to serve as the voice for Chamber members, representing, advocating, and enhancing the business environment through membership participation while fostering community pride and economic wealth. To accomplish its mission, the Chamber has established the following goals:

- Act as a resource center for dissemination of information about the City of Waseca for prospective business interests, newcomers, visitors, and tourists.
- Provide resource inventory or directory for existing and startup businesses.
- Assist the Waseca Area Tourism and Visitors Bureau to promote events and brand Waseca as a family destination for travel and tourism attractions.

Waseca Area Tourism and Visitors Bureau

The Waseca Area Tourism and Visitors Bureau (WATVB) is a non-profit organization created to promote Waseca as a tourism destination to people outside the Waseca area. The WATVB works closely with the Waseca Area Chamber of Commerce to achieve their mission. Their vision is to promote Waseca as a family destination for memorable year-round experiences. The WATVB has established the following goals:

- Increase the number of tourists and visitors to Waseca through improved promotion of services, attractions, and area events. In addition, promote the Waseca area as a site for business conferences.
- Build and market Waseca as a tourist and business destination to generate overnight lodging, visits to restaurants, attendance at area attractions, and shopping revenue leading to further economic development.

Business & Entrepreneurial Support Team (B.E.S.T) of Waseca County

The Business & Entrepreneurial Support Team (B.E.S.T) of Waseca County is a private/public economic development partnership intended to provide leadership, direction and oversight of the economic development activities in the Waseca County area. This entity began organizing in 2009 and held its first formal board meeting in 2010. In 2012, its first Executive Director was hired to coordinate its activities. The current participants include the Waseca Economic Development Authority as the public entity and Waseca Development Corporation as the private entity. B.E.S.T. is intended to be a conduit to private and public financing for business owners and developers. B.E.S.T. also contracts with the Small Business Development Center to provide business counseling from the B.E.S.T. office located in the Waseca County Annex.

The B.E.S.T. Mission Statement is:

To Attract, Retain, and Promote Economically Sound Industry and Commerce to Create Net Job Growth that Benefits the Surrounding Area.

To accomplish their mission, B.E.S.T has established the following goals:

- Business Retention & Expansion Program – This program will provide recommendations for future B.E.S.T. projects and highlights issues of concern for appointed and elected officials.
- Leadership/major employer roundtable – On a periodic basis B.E.S.T. will host and facilitate area leaders in a discussion; reacting to issues brought forward.
- County-wide marketing: brochures, and website – B.E.S.T. will develop an area wide promotion strategy. This effort will augment and enhance the efforts of those currently involved in marketing/promotion of the area.
- County-wide forums/informational speakers – B.E.S.T. will facilitate educational opportunities for business leaders, entrepreneurs, civic leaders and the general public.
- Site Inventory – B.E.S.T. will facilitate a county-wide inventory process for land and buildings. This will include having available property information listed with the appropriate agency websites and ensuring B.E.S.T. can accurately and quickly respond to inquiries about property.
- Local sourcing/buying program – B.E.S.T. will facilitate the creation of a program to emphasize buying, shopping and sourcing local goods and services. It has been documented that a successful, local purchasing program is a strong economic development tool.

By coordinating and avoiding duplication with the other organizations in the area, B.E.S.T. can accomplish its goals in a very efficient and productive manor.

D. ECONOMIC DEVELOPMENT ISSUES, NEEDS, GOALS, AND OBJECTIVES

Key industrial technology trends impacting long term community planning include:

- Continuous computer and technology training
- Training partnerships with technical colleges, including apprenticeship programs. Challenge areas are updating technical training materials and equipment at a pace concurrent with changing needs of business and industry; and maintaining quality standards while apprentices learn
- Assuring adequate labor force to support significant industry expansions and the relocation of new business to Waseca.
- Cultural diversity in the work force. Cultural diversity and awareness is a whole-community issue. Long-term viability of many businesses may be impacted by how successfully or unsuccessfully new people can integrate into and be welcomed by the community.
- Importance of fiber optics, Internet, satellite, and interactive television in training and corporate communications
- Demand for both manual and high technology workers
- Impact of advanced productivity and technology on the total number of available jobs
- Fewer general managers. Specific niche management will be more important as organizations continue to flatten out.
- Business consolidations

Goals and Objectives

The goals and objectives for Economic Development can be found in Section 2, Goals and Objectives, Section I.

A. INTRODUCTION

State Statute provides for the creation of local government preservation programs and the establishment of Heritage Preservation Commissions. Basic standards and guidelines for local government heritage preservation programs have been developed by the U.S. Department of the Interior as part of the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. The Secretary of the Interior's Standards for the treatment of historic properties, which define the general and specific treatments that may be applied to preservation projects, are also an important component of state and local preservation programs.

The City of Waseca established a Heritage Preservation Commission in 2001 and adopted a general preservation ordinance in 2008, which provides for designation of sites and review of permits related to significant resources. The city's heritage preservation ordinance makes a commitment to responsible heritage conservation practices and adopts the Secretary of the Interior's Standards for Treatment of Historic Properties as a guide to be used by city officials in evaluating site alteration permits for historic properties. In 2009, the City of Waseca became a Certified Local Government (CLG) under the National Historic Preservation Act. As a Certified Local Government the City of Waseca is able to exercise greater autonomy in implementing the National Register of Historic Places program and is eligible for federal grants-in-aid from the Historic Preservation Fund.

The Heritage Preservation Commission is specifically authorized to identify historically significant heritage resources which may be worthy of preservation, and decide which should be designated as local preservation sites or recommended for nomination to the National Register of Historic Places. The Heritage Preservation site designation is a form of overlay zoning that regulates particular kinds of activities that may affect heritage resources. The preservation ordinance also sets forth the procedures and standards that will be used by the preservation program in decisions regarding the approval or disapproval of site alteration permits for specific types of projects.

The purpose of the Heritage Preservation Plan is to provide city officials and citizens with the information needed to make wise decisions about the preservation, protection, and use of heritage resources. As a component of the city's Comprehensive Plan, the Heritage Preservation Plan integrates preservation planning with other city planning efforts. The plan defines the mission of the city heritage preservation program and identifies the historical, architectural, cultural, and archaeological resources that give Waseca its special character and should be retained as functional parts of the modern community. It establishes the goals and objectives needed to maintain and enhance significant heritage resources within the community.

It is the mission of the City of Waseca Heritage Preservation Program to identify significant historic resources in the community of Waseca and to educate the public about, and monitor activity related to, these resources in an effort to prevent damage or destruction as a result of activity funded, permitted, licensed, or supported by the City of Waseca. In support of this mission, the Heritage Preservation Program rests upon the following basic premises:

- Historic buildings, sites, structures, objects, and districts represent a set of scarce, non-renewable heritage resources that should be treated as critical assets for community development;
- Heritage preservation is an important public service and a legitimate responsibility of city government;
- Not everything that is old is worth preserving: protective measures should focus on significant heritage resources;
- Saving significant heritage resources for the benefit of future generations is in the public interest; and
- Effective heritage preservation policies are those which create a partnership between the owners of heritage resources and city government.

B. HERITAGE PRESERVATION BACKGROUND, ISSUES, GOALS, AND OBJECTIVES

City leadership has seen the importance of preservation to Waseca's community development and tourism efforts and has put in place the basic tools to accomplish preservation efforts. Further, individual citizens and the Heritage Preservation Commission have worked hard to protect and designate many important historic resources, including State Street business district, important residences, parks and recreational areas, industrial and commercial buildings, and railroad structures. In 2010, the Heritage Preservation Commission conducted a Historic Context Study. This document identifies the patterns of historical development in the community and organizes them by theme, place, and time; allowing the understanding of historic properties as products of their time and as illustrations of aspects of heritage. Historic contexts are valuable as a framework for evaluating the relative significance of cultural resources and as an organizational tool for defining the community's history.

One product of the Historic Context Study is a list of Recommendations and Future Actions. This list provides a basis for the City of Waseca Heritage Preservation Plan and the goals and policies related to preservation planning within the community.

The goals and objectives for Heritage Preservation can be found in Section 2, Goals and Objectives, Section J.

A. INTRODUCTION

Community Facilities are public or semi-public uses such as government services, religious institutions, schools, medical facilities, libraries, museums, community centers, or other uses that are open to public use for little or no profit. Planning for community facilities is important because they often form a major identity element of the community and provide essential services for the community's businesses, employees, visitors and residents. As Waseca grows it is important to plan for the future expansion of community facilities to service the needs of larger populations and additional businesses.

The Community Facilities plan sets forth the existing conditions of community facilities and their usage and provides planning guidelines based on real or perceived needs of the users of these facilities and the community at large. The planning time frame for the Community Facilities Plan is the next ten to fifteen years.

Community facilities fall into the following categories:

- Education & Child Care Facilities: Schools, Day Care & Preschool facilities, Southern Research and Outreach Center
- Religious, Recreational and Cultural Facilities: Churches, Waseca Water Park, Community Arena, Community Education, Fairgrounds, Library, Waseca Art Center, Waseca County Historical Society, Senior Center
- Health & Social Service Facilities: Hospital/Clinic/Hospice, Waseca County Social Services, Neighborhood Service Center, and Committee Against Domestic Abuse, Inc. (CADA)
- Public Administration: City Hall, Township Hall, County Offices and Buildings, MN/DOT Building, Federal Prison.
- Public Parking

The Community Facilities Plan considers issues of land requirements, accessibility, community positioning, facility groupings (where appropriate) and support resources when considering long-term plans for the viability of community facilities. The Plan also considers the way in which each contributes to the economic health and social vibrancy of the community.

B. COMMUNITY FACILITIES ISSUES, GOALS, AND OBJECTIVES**Educational Facilities**

The quality and variety of educational opportunities are important parts of the community. Schools play many important roles within neighborhoods including providing recreation (tot lots, playgrounds, and gymnasiums), voting locations, meeting places, and of course providing a place to learn within walking distance of many of its students. The more recent trend in school development is for schools to locate on the edge of communities where there is an abundance of vacant land. Such development in Waseca has occurred north along Highway 13/North State Street, where the Senior High was constructed and the campus expanded with construction of the Junior High in

1997. The community also has the Team Academy Charter School, located across Highway 13 from the High School, and Sacred Heart, which is a private grade school.

1. Waseca Public Schools

The Waseca School District includes Waseca and its surrounding townships with a district population of over 10,000 residents. Approximately 2,000 students are served by the Waseca School District, which has historically had two elementary schools, a middle school, and a high school. In the late 1990's the public schools consolidated grades K-3 at Hartley Elementary School, moved grades 4-6 to the Central Intermediate School, and constructed a new Junior High School for grades 7-8 adjacent to the High School which housed grades 9-12. The school district also operates an alternative High School.

The Waseca School District anticipates significant changes in education in the coming years. The district plan for addressing change includes the following:

a. Consolidation of facilities to accommodate financial uncertainty

With declining enrollment and a need to make decisions to maintain staff and programs while living within their means, the school district initiated a facility consolidation project beginning in the 2012-2013 school year. K-12 programs will be in three buildings instead of four buildings. Grades K-3 will remain at Hartley Elementary School. The Central Intermediate School, grades 4-6, will be moved to occupy the Junior High School building, and the Junior High School, grades 7 and 8, will move to the Senior High School creating a 7-12 school building. This consolidation is consistent with other districts in the outstate area. The consolidations will save costs and provide additional student opportunities through staff sharing, which allows the district to offer additional programs for students in 7th and 8th grades.

The Central Intermediate School Building will be the Central Building and will house Waseca Community Education and Recreation, Waseca County Off Campus, and the Alternative Learning Center. Additional space will be available in this building for district use or lease. The South Side School building will be vacated and available for occupancy by others. The city will need to be aware of and plan for reuse of buildings vacated by the school district, to minimize the threat of blight and underutilization of land and resources.

Adding grades 4-6 to the existing campus, which formerly housed Junior and Senior High students, will add to the complexities related to access control and safety. Management of all modes of traffic will be important both on campus and in the general vicinity. Eliminating young students from the Central Building will minimize traffic management needs at Elm Avenue. Since the school district plans do not include expansion, there is no need to plan for additional facilities in the community within the timeframe of this plan.

b. 21st Century Learning.

The school district has implemented SMART, an interactive technology program that uses SMART boards to engage students, and monitor learning, provide feedback, and provide curriculum to teachers. Wireless capabilities have been installed at all sites to allow own device learning and mobile classrooms and labs district-wide. This will maximize space and allow innovative instructional methods to be added to curriculum. iPads are being integrated into specific classroom and programmatic settings to customize curriculum for special needs.

c. Creating practical experiences through Business Partnerships.

The school district has partnered with the Southern Minnesota Initiative Foundation, Business & Entrepreneurial Support Team (B.E.S.T.) of Waseca, and Southern Research and Outreach Center (SROC) to construct a greenhouse to be used in the Agriculture and Science curriculums for grades 7-12. A School Garden has also been started.

2. Early Childhood Education and Child Care

Early Childhood and Family Education is handled through Community Education and Recreation. The Waseca School District serves approximately 80 children through its preschool program and 30-40 families in the Early Childhood Family Education program. These services are housed in the Central Building and include a variety of programs for pre-school children and their families, including Kinderprep, Rainbow Connection, and Early Childhood and Family Education programs. The school district identifies the following emerging challenges in this area:

- a. Lack of adequate transportation to access special evaluative resources outside of Waseca;
- b. Child care for disabled children;
- c. Respite care for disabled children; and
- d. Handicapped accessibility for social service and school facilities.

Waseca also has a Waseca County Head Start. Sacred Heart provides Montessori School and daycare services. Other private commercial, church, and in-home daycare services are also available in the community.

Indoor Recreation

Indoor recreation services provided in Waseca are primarily through the Community Education and Recreation Program. The goal of the Recreation Department is to provide youth and adults with a wide-variety of year-round recreational opportunities. Recreation programs offer the health benefits of exercise, social benefits of teamwork and the opportunity for skill development. Indoor activities are provided utilizing school district facilities. Programs are available for youth, teens, and adults.

The Community Arena is located south of Waseca High School on school district property. The Arena's primary function is as a Hockey Arena, although it is available for other recreation purposes.

A community center continues to be a need expressed in the community. Such a center may include or be adjacent to other community services such as senior housing and child care. Indoor recreation opportunities for youth and the elderly appear to be particular gaps in Waseca. Indoor recreation opportunities in Waseca face competition from nearby communities who already have such facilities as racquetball, swimming, etc. Funding a community center would be a tremendous challenge. City bonding has been identified as a funding option; however, other municipal facilities have taken precedence, including an expansion of the Waste Water Treatment Plant and a new Public Safety building that would house the police and fire services.

Anticipated population growth due to new and expanded industry will cause increased pressure for more and better indoor recreation facilities. In addition to an indoor facility gap, there is also a great need for transportation to facilitate access to the facilities.

Strategies that may be appropriate to address indoor recreation capacity and range of recreation opportunities may include the following:

- Reorganization of indoor recreation space in existing facilities
- Construction of a Community Center

Outdoor recreation is addressed in Section 5, Parks, Trails, and Open Space.

Religious, Arts and Cultural Facilities

1. Churches

Within the City of Waseca, there are 15 churches and their accessory facilities. Growing congregations are pushing churches to seek larger sites and thus consider locations at the periphery of the community, where land is more plentiful. The biggest long-term planning issues for churches are:

- Forecasting numbers and demographic-social composition of future congregation families;
- Timing, financing and sizing of capacity expansions;
- Sufficient land for future expansions; and
- Potential new sites

Some of the churches have recently expanded, others have built new buildings, and others are taking preliminary steps in planning for expansion or relocation in the future. The typical new site size anticipated is 10-15 acres.

2. Arts

Arts and cultural organizations continue to strive for a meaningful fit into the fabric of community life and for their own unique contribution to Waseca's quality of life. Communities having strong arts and culture programs tend to be more attractive, from a quality of life standpoint, to both current and future residents. Arts and culture compete for funding with many needs considered more basic, such as social services, police and fire protection, utility services, streets, etc.

Among the challenges faced by the arts & culture community are: understanding existing and prospective residents' demographic and social profile; determining how important cultural life is to area residents; defining marketing distinctions; and building local awareness and interest.

In Waseca, for the last 35 years, the Waseca Arts Council, Inc. has built a strong organization providing a range of in-house and outreach programs into the community that make Waseca an attraction for current and future residents. For funding, this organization must compete with other city services, all essential for basic community life.

The Waseca Arts Council is continually aware of how important cultural life is to area residents and through the variety of programming offered, they have built a large following of local awareness and interest over the course of their history. Examples of Waseca Arts Council strategies to meet these challenges are: children's programs at the Waseca Art Center and in all area schools, and outbound marketing to worldwide corporate visitors.

The Waseca Arts Council has purchased a building in the downtown core to become the new home of the Waseca Art Center in late summer, 2012. With this expanded and revitalized new space, they will provide programming to include a wide range of visual art and music programs for people of all ages. Dance, theatre, poetry and other art forms will also appear on future calendars. This new venue will be an important center for downtown Waseca, bringing many residents and visitors to the downtown core. It is essential, for the vitality of this community, that this new venture be successful. As part of its long-term planning, the Arts Council is evaluating options for future space needs.

3. Culture

a. Waseca Public Library

In 1901, the Civic Improvement League and Monday Study Club held book drives and lobbied for a local library tax. In 1912, the library moved from the Hemingway Building in the First National Bank basement to City Hall. A new library was built in 1950 and expanded to the south for a large reading room and the north for a bookmobile garage in 1967. The bookmobile serving rural residents continued until 1984. In 1965, the Le Sueur-Waseca Regional Library was established with the Waseca Public Library housing the system headquarters, and the name changed to Waseca-Le Sueur Regional Library in 1984. During the 1990's automation greatly expanded the services of the library system.

The Waseca-Le Sueur Regional Library provides public library service for the citizens of Waseca and Le Sueur Counties through nine libraries located in Waseca, New Richland, Janesville, Waldorf, Le Center, Waterville, Montgomery, Le Sueur and Elysian. Considerable challenges face the libraries of today and tomorrow. Constant assessment of patron utilization of the library and desirability of new services is necessary. The Waseca Public Library continues a long-standing tradition of offering a wide variety of books, but also adapts to the technology needs of the Waseca area. High-speed internet is offered on public

computers and wireless service is available. A large variety of reputable information is available online with the access of a library card. Ebooks and audios are available for download. Story time and a summer reading program are popular programs for children.

Funding is always an issue with public libraries and decisions have to be made on which services to support with the funds available. Most libraries have Friends of the Library groups that raise funds to supplement each branch libraries' materials collections, equipment, and programs.

The Waseca Public Library occupies a building owned by the City of Waseca that is located in the Central Business district. Plans are under consideration to expand into the portion of the building formerly occupied by the Waseca Art Center. The Library Board is considering remodeling the space for an expanded children's department and better utilization of the library space.

Public libraries have changed greatly. Some of the features that make them a great community asset are technology, inviting and attractive buildings, customer service oriented staff, adequate open hours, and quality library materials.

b. Waseca County Historical Society

The Waseca County Historical Society (WCHS) provides storage, preservation, and accessibility related to the artifacts and records significant to city and county. The Society is donor and grant supported, with members from all over the United States.

The Waseca County Historical Society's mission is:

"To collect, preserve, interpret, and disseminate the history of Waseca County and citizens, and to create excitement and interest in our past."

A group of residents who wanted to ensure that Waseca County history would be remembered created WCHS in 1938, and conducted all work on behalf of the organization as volunteers. The Society initially operated out of a concrete block building next to the county courthouse; then Hodgson Hall was built on the county fairgrounds and in 1964, the Edgar, Marvin and Everett Johnson families purchased and renovated the Methodist church building at 4th and 2nd N.E. and donated it to the Society for a museum.

By the 1970s, there was a paid director, exhibits, programs, grants, and a publication; The Streets are Wider Now by Carol Rutledge. In the early 1980s the first endowment fund was created, historic sites added to the National Register, and genealogy research was growing. In the 1990's, the P.C. Bailey house was acquired and the Bailey-Lewer Research Library was created to provide office, storage, library, and research space. Next was the leap onto the Internet with a searchable website that went online in 2000.

Two-thousand Thirteen marks 75 years for WCHS. Upcoming events and projects include creating and implementing an extensive timeline exhibit plan that

highlights the unique stories of Waseca County. A new concept of community participation “pop-up exhibits” will also be pursued. There are also plans to integrate new and emerging wireless technologies as the new exhibit plan is created and evolves.

The museum exhibits have always been and will continue to be free to visitors. With the roll out of new exhibits, an expanded schedule to include weekend hours will be implemented to provide more opportunities for families and visitors to participate.

Having a Historical Society with so many resources and offerings in the county seat of Waseca is a critical and valuable element in the cultural and economic fabric of the community and region. Having served the city and county for 75 years it is the WCHS’s goal to continue to preserve the over 40,000 artifacts now in the WCHS collection, and over 17,000 photographs, and hundreds of thousands of records indefinitely. Another goal is to continue to present educational programs to the community and the schools, in order to promote community pride and knowledge of our common heritage.

The WCHS’s purpose is for all time, and the intent is to maintain the three physical buildings of WCHS--the Museum, the Bailey-Lewer Library, and Hodgson Hall on the Fairgrounds. In the future, it will likely be necessary to add on to the museum building for additional storage and processing space. The museum property has space on the north side of the existing building for an addition; however, with expansion there may be a need to consider the provision of parking for visitors and staff.

c. Waseca Senior Citizens Center

The Waseca Area Senior Citizens Center, Inc. is a member-supported organization that serves as a means of addressing issues and concerns of older adults. The Center initiates, develops, and coordinates programs and services that further the social, psychological, physical, educational and emotional well-being of older adults. The Waseca Area Senior Citizens Center’s purpose is “to be a focal point for quality programs of service and activity, which will enhance the well-being of older adults and thus the community”.

The Waseca Area Senior Citizens Center was established as a Senior Club in 1967, holding meetings in the Minnegasco Flame Room and later at the VFW. The Senior Club formed a corporation in 1981, becoming the organization as it is known today, and moving to its current location at 308 North State Street. In 1993, the Center expanded to an adjacent space to accommodate the Senior Employment program.

The Center operates Nutrition Services consisting of a hot well-balanced mid-day meal on weekdays for dining at the Center or delivery any day of the week. The Center also operates the Waseca County Transportation Project, which provides local transportation for almost any purpose and out of town transportation for medical appointments to seniors who do not have access to reliable transportation.

Other services provided by the Center include assistance with Medicare and taxes, educational opportunities such as computer literacy and defensive driving, physical health programs such as foot clinic and exercise, and social opportunities such as pool, Wii bowling, BINGO, cards, and weekly special evening activities.

d. Downtown Center Concept

Cultivating the downtown as a central place attractive to both residents and visitors is a key factor in sustaining community viability, imparting a greater sense of community among residents through common celebration and culture, and in drawing greater tourism interest in the community. Discussions have historically focused on reestablishing the downtown area as a central place and doing things with existing resources and people to promote amenities that already exist, and to facilitate enjoyment and exploration by visitors. These ideas are and will continue to be critical to creating and maintaining vitality of Waseca's core.

The character of the downtown environment should be preserved and enhanced. Efforts in this regard have been advanced with the creation of the Heritage Preservation Commission and adoption of a general preservation ordinance. Further, low interest and deferred loan programs, to assist property owners in maintaining and rehabilitating their properties have also been made available. These efforts have resulted in raising awareness of the value of historic buildings and facades to a downtown, and have stimulated investment in many buildings that would otherwise likely have continued to decline. It will be important that as downtown buildings continue to age, preservation practices supported by loan and grant programs, are continued and expanded.

The city has used grant funding to eliminate blighted buildings on the Brattrud Block of the downtown. This area is earmarked for redevelopment and could be used to facilitate a downtown center concept. A project of this nature will require a clear vision and planning, as well as recruitment of the appropriate developer to bring the concept to reality

Strategies for enhancing the downtown environment should focus on existing assets and amenities in the downtown such as Trowbridge Park, which is aesthetically pleasing and prominent, and the concentration of public and community facilities and the Waseca Art Center.

Historic buildings should be recognized and protected as assets that contribute to the aesthetics and charm of the downtown, which studies have shown contribute to the overall economic vitality of a downtown and are a proven draw for tourists. Designation of a Commercial Historic District will provide opportunities for property owners to qualify for rehabilitation tax credits, and may open the door to other grant and loan programs. Broadening the retail focus of the downtown to offer specialized goods and services may extend the market as much as 50 to 100 miles beyond Waseca.

Health Care

The Waseca Medical Center joined Mayo Clinic Health System in January 1998, and was designated as a critical access hospital in 2004. In 2011, the facility assumed the Mayo Clinic Health System branding. The facility serves a population base of 19,500, with approximately 9,410 in the city limits and approximately 10,000 outside the city limits. Being part of a larger network of health care connects the medical clinic to all the expertise of the Mayo Health System.

The Mayo Clinic Health System campus is located just north of the Central Business district and includes full service hospital, clinic, emergency facilities, and hospice. The health care facilities are located on property owned in part by the City and in part by the hospital. In 2013, the Mayo Clinic Health System's option to purchase the property owned by the city becomes active, and the hospital intends to continue in its commitment to a central location within the community. Hospital administration has indicated no outstanding facility needs for the foreseeable future. Even so, the hospital and clinic facilities, including parking, should be considered in any future discussions regarding land use or infrastructure changes in the vicinity of the hospital. Long-range expansion options include vacating 5th Avenue NW and purchases of adjacent properties.

In addition to the full service hospital and medical clinic, the Waseca community has an extensive healthcare network available which includes several professional private practices in dentistry, optometry, and chiropractic medicine, along with orthodontics, holistic medicine, nursing home care, assisted living, proactive fitness centers, and massage therapy.

Assisted Living and Residential Care

Residential care and assisted-living facilities for elderly are important assets within a community. Demand for these types of living environments will continue to experience significant demand in the coming years with the aging of the baby boomers.

1. Assisted Living

Over the long-term, significant demand is anticipated for assisted-living options for elderly, including interim assisted-living for elderly persons in the intermediate stage between independent living and a long-term care facility. Colony Court and Latham Place continue to serve the community's needs in this regard. Latham Place has expanded and a new Colony Court Care Suites was recently opened, adding 21 additional units for assisted living and memory care. While there are a number of units of senior housing in the community ranging from independent living, assisted living, long-term care, and memory care; additional services will be needed in the future.

2. Residential Care

As a result of the State Hospital facility closure in Faribault in the mid-1990's, additional disabled persons came to live in the community, resulting in housing and a variety of service needs for this demographic. Waseca has the characteristics of communities suitable for group home environments due to the concentration of older homes, such as

those having a large number of bedrooms and large common areas. ELM Homes and ICAN will continue to be major residential care providers to fill the needs of this demographic. While the use of existing residential stock has historically been a common approach to providing this type of housing, the more recent trend is to construct new home facilities that provide all necessary amenities for physically and mentally challenged residents, instead of renovating older residential structures.

Social Services

Waseca County Public Health and Waseca County Human Services operate out of the former E.F. Johnson Building on Johnson Avenue. Both departments offer a range of services to seniors, families, and individuals.

1. Early Childhood Intervention

Waseca County and Community Education and Recreation offer a number of programs related to early childhood intervention. Waseca County Public Health offers a number of home visit programs for maternal and child health services such as postpartum new mom visits, new baby visits, and Healthy Start. The Follow Along program is an early childhood intervention program to assist parents in knowing if their child is developing like other children the same age. Other programs include WIC, which is a nutrition program, Child and Teen Checkup, special needs assessments, car seat program, and general health education. Waseca County Public Health is also a clearing house for information and resource for families.

Community Education and Recreation also offers a number of programs that focus on early childhood intervention through their Early Childhood and Family Education (ECFE) program. With guidance from a Parent Advisory Council, ECFE offers a Childhood Home Visiting Program for families with children birth-kindergarten, a variety of parent/child classes for children ages 0-kindergarten, and transportation to qualifying children to preschool programs, which are also provided as part of the program.

2. Seniors

Waseca County, through the Waseca County Public Health and Waseca County Human Services Departments, offers a variety of services for senior citizens. These services play a vital role in maintaining and improving the quality of life for seniors and include the following programs:

- Case management
- Alternative Care Program and Elderly Waiver Program, which provide a range of services such as home health aides, home delivered meals, adult day care services, transportation, personal care assistants, medical supplies and equipment, etc.
- Home delivered meals

In addition, Public Health and Human Services assists in providing access to numerous other programs and services for seniors such as skilled nursing visits, personal care attendants, home health aide visits, homemaker services, Lifeline, medical equipment,

and assisted living homes among others. It is anticipated that the demand for senior services will continue to grow as Waseca's population ages

3. Neighborhood Service Center

The Waseca Area Neighborhood Service Center (WANSC) is housed in the former Waseca Public Library building located at 203 3rd Avenue NW. Other businesses in this building include a printing company, newspaper, and a church. People who can prove residency in Waseca County as well as meet specified income guidelines can be served by the WANSC. The WANSC is home to the county food shelf and other food programs for those in need. In addition, the WANSC provides a school supply program and Santa Anonymous program for Waseca County children whose parents meet our income guidelines.

A New Beginnings program offers one-time financial assistance for housing or utilities. The WANSC Thrift Store is open to the public and offers affordable, gently used clothing and household items. Donations to the Thrift Store are accepted year round. Proceeds from the Thrift Store are used to pay the costs of running the organization.

Needs for the future include:

- More space to allow for growth of the Thrift Store and address competing space needs of the Santa Anonymous program
- Better parking-there is no parking on the property, and current parking is on the public right of way

4. CADA, Inc.

In 1979, a grassroots network of women helping other women whose lives had been impacted by domestic violence was established. The efforts of this group led to the incorporation of The Committee Against Domestic Abuse Inc. (CADA) in November of 1979. CADA is a community-based 501(c)(3) tax exempt organization. Funding was first awarded to CADA Inc. by The Minnesota Department of Corrections for a "Community Organizer". In 1981, CADA celebrated the opening of its' first battered women's shelter program, in Mankato. Over its thirty year history, CADA has grown from that small group of volunteers, to a regional program serving victims of sexual assault, domestic violence, and child abuse across eight counties in south-central Minnesota.

CADA collaborates with communities and systems in Waseca, Blue Earth, Brown, Nicollet, Watonwan, Faribault, Sibley and Le Sueur Counties, to prevent and intervene in cases of domestic abuse and sexual assault. Specifically targeted is violence manifested in societal norms and behaviors such as bullying, teen dating violence, battering, rape, child abuse, sexual assault, and the trafficking of women and children for financial gain or forced labor.

CADA's shelter program, supervised parenting time center, and business office are located at their Mankato office location. In addition, CADA operates several satellite offices across Region Nine, including Waseca County. Individuals, families and community partners in Waseca County may access advocacy, safety planning,

prevention education, and therapeutic healing services through CADA's office located in Waseca at 105 South State Street.

CADA is meeting its mission through the following program offerings:

- Confidential, client centered and directed services
- Prevention education in schools, community organizations, faith communities, prisons
- Coordinated legal system response and crisis intervention services
- 24 - hour help line and emergency in-person hospital advocacy
- Shelter and safe hotel stays
- Primary Advocate/Client service delivery
- Civil and Criminal Legal advocacy
- Supervised parenting time services
- Community advocacy facilitated through collaborative relationships with business and service providers to facilitate access to rights, safety, economic stability, basic needs, housing support, and healing
- Therapeutic counseling, healing, and group support services

Over the next five-year period CADA anticipates increased collaboration with the City of Waseca and local law enforcement in the development of a supervised parenting time center, located at the city's new public safety facility. In addition, CADA will explore opportunities to participate in healing and restorative services to individuals and families who may be marginalized by their experience and or trauma related experience. Most recently CADA was asked to assist the federal women's prison in Waseca in providing support group services for incarcerated women with histories of domestic and/or sexual violence victimization.

Public Administration

1. City of Waseca

The City of Waseca operates under a charter form of government with citizens electing a mayor and six councilmembers to set policy for the city. Under this system, the City Council hires a professional City Manager who is responsible for translating council policy into action, as well as the daily administration and management of all city departments. The City of Waseca's Administrative offices are located at 508 South State Street, as are the offices of Public Works and Engineering, Waseca Public Utilities, Community Development, and Finance.

The Waseca Police and Fire Departments will be occupying a new Public Facilities Building in 2014, located at 303 South State Street. This state of the art building is the result of a redevelopment project on the site of a former vacant and dilapidated grocery store.

Waseca Public Works, Waseca Public Utilities, and Waseca Parks departments have off-site operations, storage facilities, and shops, which support the day to day operations of those departments.

2. Waseca County

Waseca is the Waseca County seat and home of a wide range of Waseca County offices and facilities. The mission of Waseca County is to effectively provide services for the health, safety, and general welfare of the public.”³

The county has a number of facilities located throughout the community. The Administrative offices are located in the Waseca County Court House building located at 307 North State Street, as are the offices of the County Recorder, County Assessor, County Auditor/Treasurer, County Attorney, Court Services, Emergency Management, and Veteran’s Services. Also located on this property, but in a separate building located at 122 3rd Avenue NW, is the Sherriff’s Office.

The East Annex, located at 300 North State Street, houses the License Bureau, Planning and Zoning and GIS. This building is also home to B.E.S.T. of Waseca County offices, Small Business Development Center satellite office, and the Waseca Area Senior Citizens Center, Inc. The Waseca County Highway Department is located at 1495 5th Street SE.

3. Township, State and Federal Government

The Woodville Township Hall is located in Waseca at 200 3rd Avenue SE. Other government institutions include the Minnesota Department of Transportation maintenance garage, the Small Business Development Center satellite office, and the Federal Prison and Department of Corrections offices.

Public Parking

Downtown parking is typically perceived as being inadequate due to small lots, narrow building frontages, alley accesses, and the like. This has been the case in the Waseca downtown. Over time the city and county have acquired land to provide public parking areas. There are a number of public parking lots that are centrally located within blocks in the core of the Central Business district, and parking is provided on all public building sites.

While it is difficult to change consumer perception and behavior, parking in the downtown generally appears to accommodate the demand, with on-street and public lot spaces commonly available throughout the day. Efforts to make parking areas more visible and inviting may help with perception.

Parking should be clearly identified and attractively designated. Parking hours should be periodically reviewed for appropriate allocation and placement of parking spaces with different parking time limits (such as two-hour and 12-hours). Handicap accessible stalls must be provided to ensure adequate access to the downtown for all citizens.

Goals and Objectives

The goals and objectives for Community Facilities can be found in Section 2, Goals and Objectives, Section K.

³ (Waseca County, 2013)

APPENDIX A

2012

West Interchange

Utilities Cost Estimate Update



Stantec Consulting Services Inc.
2335 Highway 36 West
St. Paul MN 55113
Tel: (651) 636-4600
Fax: (651) 636-1311



July 10, 2012
Revised September 27, 2012
File: 193802290

Attention: Russ Stammer
City Engineer
City of Waseca
508 South State Street
Waseca, MN 56093

Reference: 2012 West Interchange Utilities Cost Estimate Update

INTRODUCTION

Stantec Consulting Services, Inc. was tasked with updating the cost estimates for expansion of utilities to the recently completed Highway 14 west interchange in Waseca. Stantec reviewed the newest land use projections for the west interchange provided by the City. This letter report provides the results of the utility evaluations and updated budget cost estimates. Stantec reviewed expansion of drinking water, sanitary sewer, storm water, and private utilities.

LAND USE PLAN

The City of Waseca provided the Land Use Plan as shown as the attached Figure 1 in May 2012. The land use plan was labeled as Option – A by the City. The Land Use Plan served as a basis for the development of the trunk facilities described in this letter. In order to estimate the volume of water use and wastewater flow anticipated, the Land Use Plan was used to divide the development area into water use categories. The estimated developable acreage for each land use type was determined and a unit demand rate was applied to those acreages. Table 1 provides a breakdown of the West Interchange acreage by land use. The acres available for development were estimated to be roughly 80 percent of total acres. Based on direction from the City, two phases of development were reviewed. Phase 1 included commercial and industrial growth east of the Highway 14 west interchange. Phase 2 is commercial and residential growth west of the interchange.

Table 1: Future West Interchange Land Use

Land Use Category	Approximate Total Acres	Approximate Developable Acres
Phase I		
Commercial	95 ac	75 ac
Industrial	533 ac	425 ac
Phase II		
Commercial	34 ac	25 ac
Low Density Residential	177 ac	140 ac
Mid Density Residential	130 ac	105 ac
High Density Residential	56 ac	45 ac
Total Developable Acres for West Interchange		815 ac

Reference: 2012 West Interchange Utilities Cost Estimate Update

FUTURE WATER USE AND SEWAGE FLOWS

Future water demands and wastewater flows were determined based on average water and sewer data, as well as industry standard water use by land use. The proposed water and sanitary sewer utility improvements will be based on these water use projections. Based on direction from the City, two phases of development were reviewed. Phase 1 included growth east of the Highway 14 west interchange and Phase 2 west of the interchange.

The average day design water use was calculated to be approximately 0.65 million gallons per day (MGD). The maximum day water use is estimated to be 1.7 MGD and the peak wastewater design flow is estimated to be 2.3 MGD. The design flow is roughly a residential population equivalent of 6,500 persons; however, approximately 65 percent of design demand is from projected industrial growth. Table 1 provides the breakdown of water use as calculated for this study based on the City provided Land Use Plan.

Table 2: Future Water Use and Sewage Flows

Land Use Category	Available Acres	Demand per Acre	Average Day Water Usage	Maximum Day Water Use	Peak Waste-water Flow
Commercial	100 ac	1,000 gpd/ac	0.10 MGD	0.25 MGD	0.35 MGD
Industrial	425 ac	1,000 gpd/ac	0.42 MGD	1.06 MGD	1.50 MGD
Low Density Residential	140 ac	350 gpd/ac	0.05 MGD	0.15 MGD	0.17 MGD
Mid Density Residential	105 ac	450 gpd/ac	0.05 MGD	0.14 MGD	0.17 MGD
High Density Residential	45 ac	675 gpd/ac	0.03 MGD	0.09 MGD	0.11 MGD
Total Future Water Usage			0.65 MGD	1.69 MGD	2.30 MGD

SANITARY SEWER IMPROVEMENTS

The trunk sanitary sewage conveyance system must be capable of handling not only the average flows, but also the anticipated peak flows. Peak flow rates can be expressed as a variable ratio applied to the average flow rates. This variable ratio, called the Peak Flow Factor, has been found generally to decrease with increasing average flow rates. The Peak Flow Factor used for this analysis was applied to two separate components of the trunk sewer system: overall trunk capacity and lift station sizing. In general, the Peak Flow Factor is approximately 3.5 times average flows for the Waseca west interchange development area.

The development area in the northwest quadrant of the interchange is generally at a higher elevation and can be served with gravity sewers as the area develops. The existing pipe casing under Highway 14 has an invert elevation of 1,109.46 ft on the west side. The casing will be low enough to serve the area north of the crossing. The area south of the crossing is at a lower elevation and will need a lift station to serve a portion of the area. It is estimated that approximately 40 percent of the area west of Highway 14 will need to be served by a lift station. It is therefore proposed to install a 200 gallons per minute (gpm) lift station and a 6 inch forcemain on the west side of Highway 14. This lift station will be a duplex submersible lift station contained in a precast manhole structure. All gravity sewer is expected to be part of development and subdivision construction, therefore only the lift station and forcemain are considered trunk sanitary sewer for Phase 2 development. Gravity sewer oversizing costs would be paid for by the City and then reimbursed by future subdivision developers. These over sizing costs will be influenced by the subdivision phasing chosen by the landowners, the utility layout within the subdivisions and the ground slope.

Reference: 2012 West Interchange Utilities Cost Estimate Update

For the east side of the development (Phase 1), it is proposed to serve nearly the entire area with a single lift station located approximately 1,000 feet east of Highway 14. It is expected that approximately 80 acres east of 110th Street, located closest to the wastewater treatment plant (WWTP), will be able to flow directly to the plant by gravity. The remainder of the area will flow to the larger lift station located 1,000 feet east of Highway 14. This lift station would be a larger multi-pump submersible lift station with a cast-in-place structure and a split wet well. This station would have a capacity of approximately 1,500 gpm and would utilize a 12 or 16 inch forcemain. Again, all gravity sewer is expected to be part of development and subdivision construction, therefore only the lift station and forcemain are considered trunk sanitary sewer for Phase 2 development. Gravity sewer oversizing costs would be paid for by the City and then reimbursed by future subdivision developers. These over sizing costs will be influenced by the subdivision phasing chosen by the landowners, the utility layout within the subdivisions and the ground slope.

The trunk sewer improvements are illustrated on Figure 2. The total estimated cost of these improvements is approximately \$2,250,000. Phase I is estimated to cost approximately \$1,850,000 and Phase II approximately \$400,000. A detailed cost breakdown can be found at the end of this letter report in the Budget Cost Estimate for Sanitary Sewer and Water Utility Improvements attachment.

With full development wastewater flows from the west interchange growth to a residential population equivalent of 6,500 persons, the City of Waseca should review hydraulic loading at the WWTP. Any needed treatment capacity increases would be handled in the same manner as other users/ requests, based on the specific flow and loading needs.

WATER UTILITY IMPROVEMENTS

The City of Waseca water system hydraulic model was utilized to review the necessary water system improvements to meet the West Interchange growth. The hydraulic model was reviewed with the current City GIS to confirm existing water system and add recent construction projects. The hydraulic model was reviewed to supply domestic and fire flow needs to the Highway 14 west interchange.

Based on the fire flow need determined in a previous modeling study and the projected water use of 1.7 MGD, a 16 inch trunk water main is recommended along County Road 2 to serve the west interchange. Water system expansion to the west interchange was also evaluated in a June 2010 memo titled *2010 Water Capital Improvements Investigation*, establishing the need for a 3,000 gpm fire flow and future improvements. To provide the needed fire flow of 3,000 gpm, it is also required to extend the existing 12 inch water main on 5th Ave. SW to the proposed 16 inch water main on 120th St. at Elm Ave. The proposed 16 inch water main along County Road 2 is required to tie into the existing 12 inch water main on 120th St., north of Elm Ave.

The trunk water system improvements are illustrated on Figure 3. The water system improvements proposed in the previous report within the existing City water system will improve water service and provide additional fire flow throughout the water system, especially to the west interchange area. The total estimated cost of the trunk water system improvements is approximately \$2,100,000. Phase I is estimated to cost approximately \$1,600,000 and Phase II approximately \$500,000. A detailed cost breakdown can be found at the end of this letter report in the Budget Cost Estimate for Sanitary Sewer and Water Utility Improvements attachment.

Reference: 2012 West Interchange Utilities Cost Estimate Update

With full development water demand for the West Interchange growth to a residential population equivalent of 6,500 persons, the City of Waseca should review water supply and storage requirements. Based on industry standards and previous City reporting, an additional 1.7 MGD maximum day demand will require approximately 0.5 MG of additional storage and another supply well. The costs provided include construction of trunk water main to serve the West Interchange only and do not include additional supply and storage improvements. Any needed water supply and storage needs would be handled in the same manner as other users/ requests, based on the specific flow and volume needs. The City of Waseca should consider completing a comprehensive water system master plan to review all potential growth areas including both the west and south Highway 14 interchanges and potential expansion of City services elsewhere.

OTHER UTILITY IMPROVEMENTS

Storm water management is anticipated to be controlled within the Highway 14 west interchange area based on existing City detention requirements. Adequate area is available to include storm water ponds and related infrastructure as development occurs. Development of a proper storm drainage plan, taking the entire drainage basin into consideration, will provide appropriately sized trunk infrastructure. Trunk storm sewer and ponding areas can then be implemented into a developer's plan as required. Ponding area can be planned into park or possible trail systems to maximize developable acreage while creating a park and wildlife corridor. Utilizing ponding does not adversely affect area wildlife, but rather can enhance wildlife by providing a more diverse habitat that is favorable to a large variety of plants and animals. The stormwater costs will be the responsibility of the developer during subdivision construction.

Stantec contacted the following private utilities to determine the scope of improvements needed and potential conflicts to development of the Highway 14 west interchange: CenterPoint Energy, MediaCom, CenturyLink, HickoryTech, and Xcel Energy. Stantec was able to discuss existing private utility infrastructure and potential expansion to the development area with CenterPoint Energy, HickoryTech, MediaCom, and Xcel Energy. The City Utility Division has decided not to serve this area with electricity because of its remote location from the existing City electrical system.

Xcel Energy has existing infrastructure in the area, but three phase power is currently only located east and south of the County Road 2 and 110th Street intersection. Three phase power exists along 100th Street south to 350th Street and west along 350th Street south of the airport. Capacity in the area is mostly consumed by Brown Printing. Xcel Energy does not expect any hurdles to future expansion and recommends the City contact them to conduct a capacity planning study.

CenterPoint Energy has natural gas infrastructure in the area and does not expect major hurdles to future growth for the Highway 14 west interchange. HickoryTech provides fiber optic, data services, internet, digital television, and phone services in the Waseca area with fiber optic and copper infrastructure currently along County Road 2 only as far west as Brown Printing. HickoryTech does not anticipate major hurdles for future expansion and looks forward to working with the City to expand utilities as needed. MediaCom provides both fiber optic and coax services along County Road 2 and anticipates no major hurdles to future expansion.

From a financial consideration it is difficult for private utilities to discuss costs at this time in the planning process. However, Excel Energy stated with the amount of industrial growth projected in this project to increase and expand services to the west interchange would provide revenue justification and not incur cost to the City of Waseca.

Reference: 2012 West Interchange Utilities Cost Estimate Update**SUMMARY**

Stantec reviewed the sanitary sewer and water utility improvements needed for development at the Highway 14 west interchange. A 200 gpm duplex submersible lift station and a 6 inch forcemain are recommended on the west side of Highway 14. An additional larger multi-pump submersible lift station with a capacity of approximately 1,500 gpm with a 16 inch forcemain would provide sanitary sewer flow to the WWTP. For water service, approximately 12,500 ft of 16 inch water main is needed along County Road 2 to the west side of the Highway 14 interchange to provide domestic and fire flow requirements. Additionally, approximately 2,700 ft of 12 inch water main is needed to loop trunk water main on the east side of the City to supply the new 16 inch water main. Utility improvements are summarized with costs in Table 3.

Storm water management can be met onsite based on existing City detention requirements. Development of a proper storm drainage plan, taking the entire drainage basin into consideration, will provide appropriately sized trunk infrastructure. Trunk storm sewer and ponding areas can then be implemented into a developer's plan as required.

Stantec was able to discuss existing private utility infrastructure and potential expansion to the development area with CenterPoint Energy, HickoryTech, MediaCom, and Xcel Energy. Expansion of private utilities in the area will require planning with each provider, but no major roadblocks to expansion of electrical, gas, and data services were noted at this time. Excel Energy stated with the amount of industrial growth projected in this project, revenue justification would be met and City of Waseca would likely not incur costs.

Table 3: Recommended Trunk Sewer and Water Improvements and Costs

City Utility	Recommend Improvements	Phase I Budget Cost	Phase II Budget Cost	Total Budget Cost
Sanitary Sewer	Two lift stations, 2,000 ft 6 inch and 7,200 ft 16 inch forcemain	\$1,850,000	\$400,000	\$2,250,000
Water	2,700 feet 12 inch and 12,500 feet 16 inch water main	\$1,600,000	\$500,000	\$2,100,000
Total Cost for City Utilities		\$3,450,000	\$900,000	\$4,350,000

A detailed financing plan and phasing plan for these improvements should be developed as more details of the proposed West Interchange development become available. Input should be considered from the land owners and developers, City staff, the City's financial adviser, the City's Bond Counsel, the City's consulting engineer, and the members of the community.

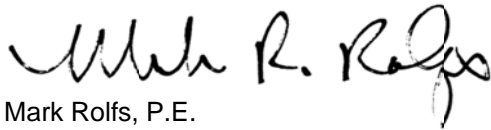
July 10, 2012
Revised September 27, 2012
Page 6 of 6

Reference: 2012 West Interchange Utilities Cost Estimate Update

It is our pleasure to once again assist the City of Waseca with sanitary sewer and water utility planning. We would be pleased to discuss the contents of this letter report and the findings of our study with City staff or other interested parties at any mutually convenient time.

Respectfully yours,

STANTEC CONSULTING SERVICES INC.



Mark Rolfs, P.E.
Tel: (651) 604-4872
Cell: (651) 775-2298
mark.rolfs@stantec.com













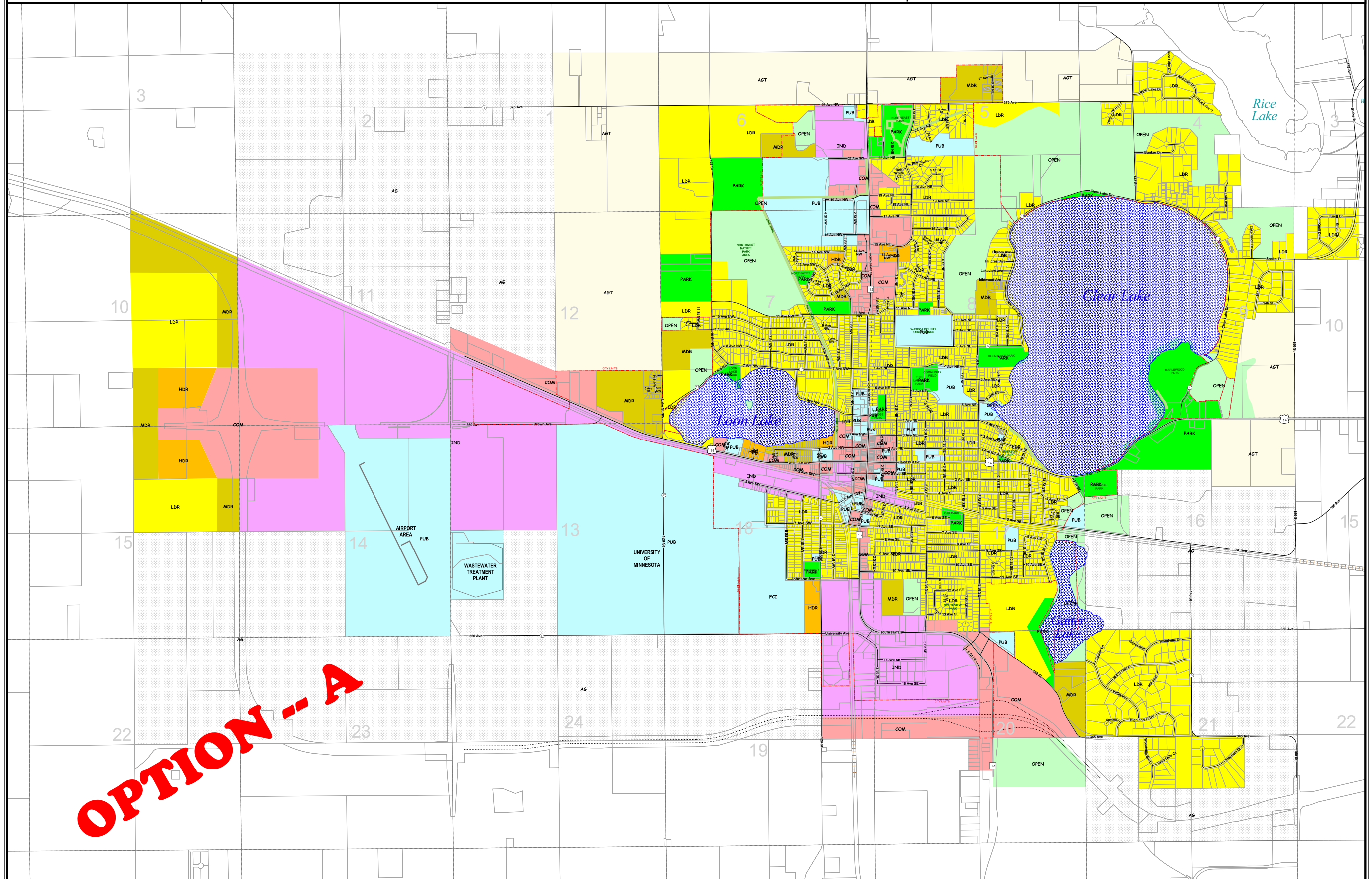
Jason K. Bordewyk, P.E.
Tel: (651) 967-4568
Cell: (651) 775-5164
jason.bordewyk@stantec.com

Attachment: Figure 1 – Highway 14 West Interchange Proposed Future Land Use
 Figure 2 – Recommended Trunk Sanitary Sewer Improvements
 Figure 3 – Recommended Trunk Water Utility Improvements
 Budget Cost Estimate for Sanitary Sewer and Water Utility Improvements

c. Stantec – Russ Stammer; Lee Mann

LAND USE

L E G E N D			
 Low-Density Residential	 Parks	 Commercial	 Agricultural
 Medium-Density Residential	 Open Space	 Industrial	 Agricultural / Residential Transition
 High-Density Residential	 Community Facilities / Public Buildings		



OPTION - A



0 1000 2000 3000 4000 5000 6000 Feet
0 0.25 0.5 0.75 1 Miles
MAP INTENDED FOR REFERENCE PURPOSES ONLY!
The data represented on this document is neither a legally recorded map nor a survey, and is intended for reference purposes only. The information presented has not been verified and neither the City of Waseca nor its employees or agents make any representation to the accuracy of the map and data presented herein. This map was created through the use of various city, county, state, and federal data sources. For specific information regarding this map or to report errors or omissions, contact the City of Waseca Engineering Department.

Note: This landuse map is updated periodically and should be used for reference purposes only. To ensure that you are using the most accurate version or to make inquiries regarding specific properties, please contact the City of Waseca's Community Development Office at 507-835-9700. Last Update: 01/19/2012.

FIGURE 1 - PROPOSED FUTURE LAND USE
CITY OF WASECA

JULY 2012

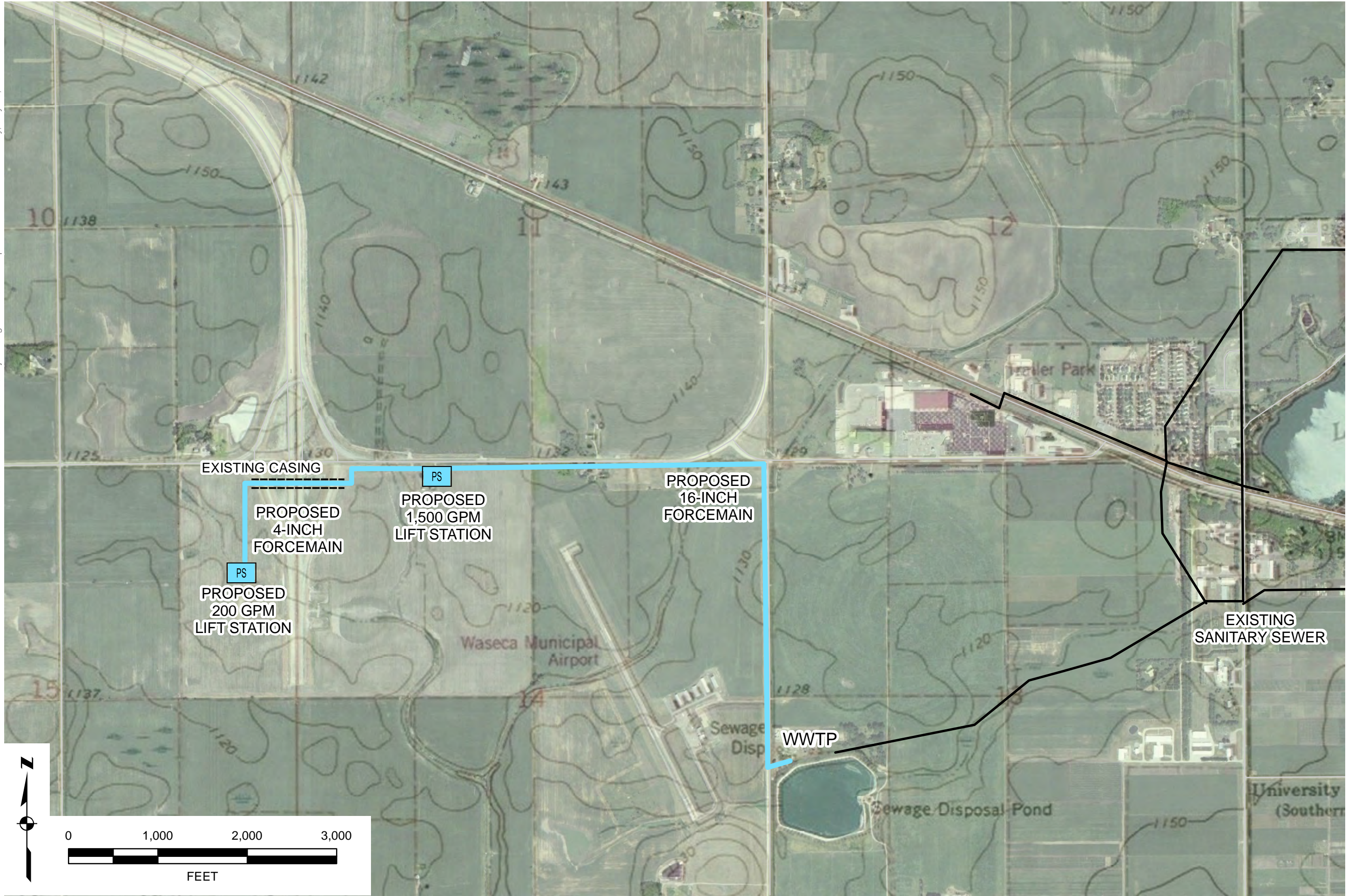


FIGURE 2 - RECOMMENDED TRUNK SANITARY SEWER IMPROVEMENTS FOR WEST INTERCHANGE

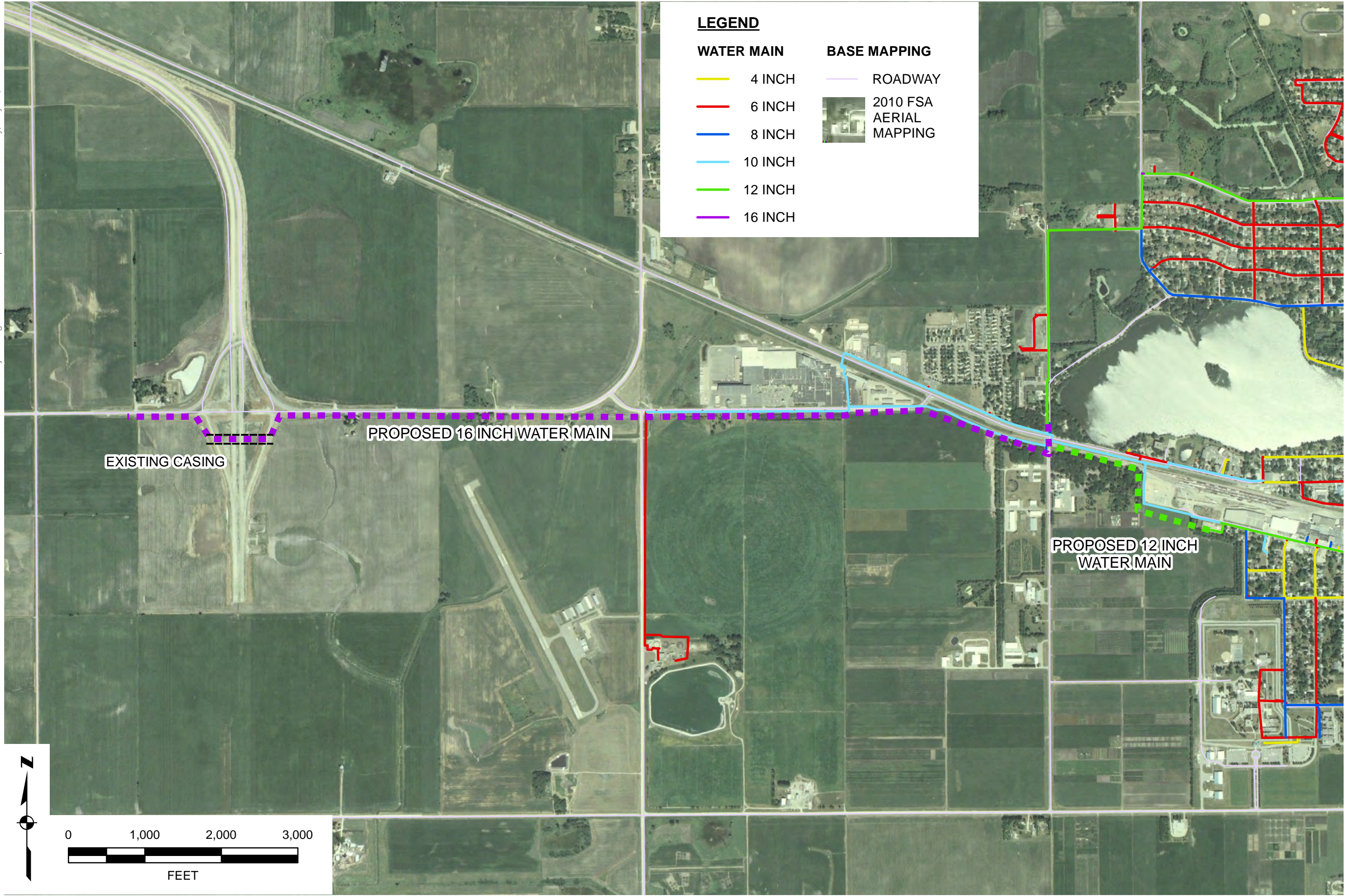


FIGURE 3 - RECOMMENDED TRUNK WATER SYSTEM IMPROVEMENTS FOR WEST INTERCHANGE

BUDGET COST ESTIMATE FOR SANITARY SEWER AND WATER UTILITY IMPROVEMENTS

SANITARY SEWER IMPROVEMENTS

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>TOTAL COST</u>
Mobilization	2	LS	\$25,000.00	\$50,000
Erosion Control	2,000	LF	\$2.50	\$5,000
Clear and Grub	5	AC	\$2,000.00	\$10,000
Remove Pavement	100	SY	\$5.00	\$500
200 gpm Duplex Submersible Lift Station	1	LS	\$170,000.00	\$170,000
4 inch Forcemain	2,000	LF	\$45.00	\$90,000
1,500 gpm Multi Pump Lift Station	1	LS	\$830,000.00	\$830,000
16 inch Forcemain	7,200	LF	\$85.00	\$612,000
Pipe Fittings	3,500	LB	\$4.50	\$15,750
Seed and Mulch	5	AC	\$600.00	\$3,000
Bituminous Patch	100	SY	\$25.00	\$2,500
			SUBTOTAL	\$1,788,750
			Engineering, Legal, Administration, Contingency	<u>\$447,188</u>
			SANITARY SEWER IMPROVEMENTS TOTAL	\$2,235,938

WATER UTILITY IMPROVEMENTS

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>TOTAL COST</u>
Mobilization	2	LS	\$25,000.00	\$50,000
Erosion Control	5,000	LF	\$2.50	\$12,500
Clear and Grub	10	AC	\$2,000.00	\$20,000
Remove Pavement	750	SY	\$5.00	\$3,750
16 inch Water Main	12,500	LF	\$85.00	\$1,062,500
12 inch Water Main	3,000	LF	\$70.00	\$210,000
Pipe Fittings	8,500	LB	\$4.50	\$38,250
Water Main Connection	10	EA	\$1,250.00	\$12,500
Fire Hydrant	25	EA	\$3,500.00	\$87,500
16 inch water valve	10	EA	\$6,000.00	\$60,000
12 inch water valve	5	EA	\$3,500.00	\$17,500
10 inch water valve	3	EA	\$2,500.00	\$7,500
8 inch water valve	1	EA	\$1,500.00	\$1,500
Seed and Mulch	10	AC	\$600.00	\$6,000
Bituminous Patch	750	SY	\$25.00	\$18,750
			SUBTOTAL	\$1,608,250
			Engineering, Legal, Administration, Contingency	<u>\$482,475</u>
			WATER UTILITY IMPROVEMENTS TOTAL	\$2,090,725

APPENDIX B

ORDINANCE NO. 1007

ORDINANCE NO. 1007

**AN ORDINANCE OF THE CITY OF WASECA, MINNESOTA
RESCINDING AND REPLACING
THE CITY OF WASECA COMPREHENSIVE PLAN, JUNE 1995**

WHEREAS on June 6, 1995, the Waseca City Council adopted the City of Waseca Comprehensive Plan (Ordinance No. 664); and

WHEREAS portions of the City of Waseca Comprehensive Plan have been amended from time to time; and

WHEREAS the City of Waseca Planning Commission has undertaken to update the City of Waseca Comprehensive Plan, and in doing so has drafted a new Comprehensive Plan document to address the current and future needs of the community; and

WHEREAS the new Comprehensive Plan was drafted based on input by various organizations and interested parties and individuals, including input received at a public open house on July 9, 2013; and

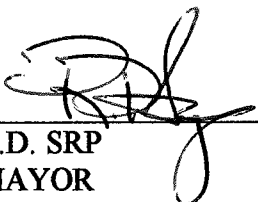
WHEREAS on the 10th day of September, 2013, the Planning Commission held a public hearing on the proposed Comprehensive Plan and adopted a recommendation that the City Council adopt the proposed Comprehensive Plan.

NOW, THEREFORE, the City of Waseca does hereby ordain:

SECTION 1. The City of Waseca Comprehensive Plan, June 1995 is repealed in its entirety and replaced with the City of Waseca Comprehensive Plan, dated October 1, 2013.

SECTION 2. This Ordinance shall take affect and be in force 10 days after its passage.

Adopted this 1st day of October 2013.



R.D. SRP
MAYOR

ATTEST:



MARY BUENZOW
RECORDS SECRETARY

Introduction: September 17, 2013
Adopted: October 1, 2013
Published: October 11, 2013
Effective: October 11, 2013

APPENDIX C

CITY OF WASECA

OFFICIAL ZONING MAP

OFFICIAL ZONING MAP

Commerical Districts

- B-1 Central Business
- B-2 Urban Fringe Business
- B-3 Limited Business
- B-4 Highway Business

Industrial Districts

- I-1 Limited Industry
- I-2 Moderate Industry

Residential Districts

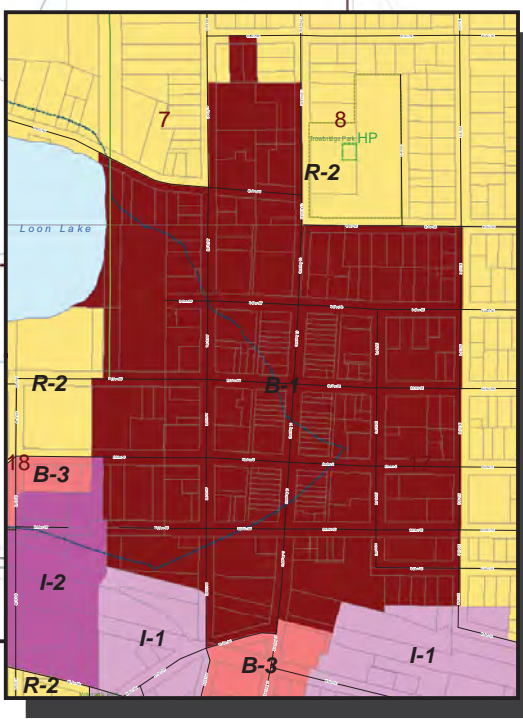
- R-1 Suburban Residential
- R-2 Urban Residential
- R-3 Multi-Family Low & Medium Density
- R-4 Multi-Family High Density
- R-5 Mobile / Manufactured Home Park

Overlay Districts

- SH Shoreland Overlay
- HP Historic Preservation Overlay

Administrative

- Section Line
- City Boundary
- Parcel Boundary
- Park Boundary
- Lakes
- Roads
- Trails
- Streams



CENTRAL BUSINESS COMMERCIAL DISTRICT

Note: This zoning map is updated for periodically and should be used for reference purposes only. To ensure that you are using the most accurate version or to make inquires regarding specific propertieis, please contact the the City of Waseca's Community Development Office at 507-835-9700. Last Update: 01/08/2012

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