

## **WABASHA PLANNING COMMISSION**

Planning Commission will be in person at Wabasha City Hall, but you can also join us via zoom link below.

<https://us02web.zoom.us/j/81611482502>

**June 15, 2021 6:00 PM**

### **MEETING AGENDA**

- 1) Call to Order
- 2) Approval of Minutes- May 11, 2021
- 3) Changes or Additions to Agenda
- 4) Public Comment
- 5) Public Hearings
  - a) Comprehensive Plan Update
- 6) Old Business
- 7) New Business
- 8) Board of Adjustment Business
- 9) Other Business
- 10) Next Regular Meeting Date - July 13, 2021
- 11) Adjourn

**Planning Commission**

**2)**

**Meeting Date:** 06/15/2021

**SUBJECT:** Approval of Minutes - May 11, 2021

**DEPARTMENT:** Administration

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**TITLE:**

Approval of Minutes- May 11, 2021

**PURPOSE:**

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**Attachments**

Minutes 5-11-21

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# DRAFT

## WABASHA PLANNING COMMISSION

May 11, 2021 6:00 PM

### MEETING MINUTES

|                     |                      |              |
|---------------------|----------------------|--------------|
| Commission Members: | Tim Wallerich, Chair | Sara Carrels |
|                     | Scott Durand         | Sharon Burke |
|                     | Ozzie Goodman        | Jeff Sulla   |
|                     | Kris Kruse           |              |

Present: Scott Durand; Chair Tim Wallerich; Sharon Burke; Kris Kruse; Sara Carrels; Jeff Sulla; Ozzie Goodman

Also Present: Harry Davis, Contracted City Planner; Wendy Busch, City Clerk; Caroline Gregerson, City Administrator

- 1) Call to Order  
The meeting was called to order by Chair Wallerich at 6:00 p.m.
- 2) Approval of Minutes
  - a) Minutes January 12, 2021

Motion made by Scott Durand, seconded by Jeff Sulla to approve the meeting minutes as drafted.  
A roll call vote was conducted.

**Vote:** 7 - 0 Adopted - Unanimously

- 3) Changes or Additions to Agenda  
There were no changes or additions to the agenda.
- 4) Public Comment  
There was no public comment regarding items not listed on the agenda.

5) Public Hearings  
There were no public hearings.

6) Old Business  
There was no old business.

7) New Business

a) Comp Plan Update

City Planner Davis provided background information and referenced a Comp Plan update wish list. Chair Wallerich suggested additions to this list, including the potential for port development, the potential benefits of restructuring Highway 60, the NEC/WRR project in terms of dock expansion and Downtown redevelopment, and information related to housing and infrastructure. City Planner Davis suggested discussion of Comp Plan priorities. Public engagement in the process was discussed. Planning Commission and City involvement in the NEC/WRR project was discussed. It was suggested that the Planning Commission discuss overall land use strategies, zoning considerations, and a potential tree preservation ordinance. It was suggested to incorporate information from the Park Plan into the Comp Plan. It was suggested to add consideration of dredging the slough area to the list. Commissioners suggested clarifying the purpose of the Comp Plan and how this document should be utilized. Commissioners expressed agreement with including forward-thinking goals and initiatives in order to help shape the future of the community. It was suggested to gather demographic information.

City Administrator Gregerson suggested including a vision or mission statement at the beginning of the Comp Plan document. She also suggested the addition of strategies to make the community attractive to families. She provided examples of promoting and building on existing community amenities. She also suggested including plans for renovation of the Fire Hall. Past public input mechanisms were discussed. The current trend toward centralized city government / public safety centers was discussed. Aspirations in terms of population and tax base growth were discussed. It was suggested to discuss economic development drivers. Administrator Gregerson provided suggestions for public engagement. Commissioner Burke referenced past community focus groups and surveys. Administrator Gregerson suggested drafting more specific goals and implementation policies along with indicating which goals have been accomplished.

Chuck Dillerude referenced Port Authority discussions with regard to how Port Authority projects enhance economic activity in the community. It was suggested that the Planning Commission partner with the Port Authority to capture this information.

The Comp Plan update process was discussed. It was suggested to add high-level concepts as discussed and then work on priority sections. The Highway 60 re-route was discussed in terms of future development and zoning. A question was raised in terms of when the latest census data will be available. City Planner Davis indicated that he will check on this.

A suggestion was made to group the Comp Plan into three categories:

- 1) Industry
- 2) Family amenities
- 3) Miscellaneous

A Port Authority project in partnership with the U.S. Army Corps Engineers was discussed, including the project timeline and potential funding sources.

Chair Wallerich suggested presenting an updated Comp Plan outline to the City Council along with a timeline to complete a more comprehensive draft of the plan.

City Planner Davis reviewed the Comprehensive Plan amendment process, including a public hearing requirement. He suggested defining the scope of the project, including the timeline and the public engagement components. Chair Wallerich reiterated his suggestion to establish a process and end date for completion of the Comp Plan update. He commented regarding the public engagement process and noted that priorities can be further established as each section is reviewed.

City Clerk Busch commented that some immediate updates could be made to the plan, with a more comprehensive Comp Plan overhaul incorporated into the 2022 budget.

Commissioner Sulla asked whether the Comp Plan needs to be updated in order to support grant funding applications toward the Port Authority project, the Highway 60 re-route project, or other upcoming projects. Commissioners expressed agreement with incorporating existing information and updates into the plan, with a more comprehensive overhaul to be undertaken. Funding from the Minnesota Port Development Assistance Program was discussed. It was noted that the Comprehensive Plan will serve as a supporting document in the grant application process but may not need to include comprehensive information at this time. Mr. Dillerude noted that updated policy language may be sufficient for this purpose.

Chair Wallerich asked City Planner Davis for a recommendation with regard to how to proceed. City Planner Davis suggested working with City staff on next steps, with additional information to be presented during a future Planning Commission meeting.

Chair Wallerich recessed the Planning Commission meeting at 7:03 p.m.

- 8) Board of Adjustment Business  
Board of Adjustment Chair Durand convened the BOA meeting at 7:03 p.m.

- a) Minutes BOA 3-9-2021  
The meeting minutes were summarized.

Motion made by Sara Carrels, seconded by Sharon Burke to approve the meeting minutes as drafted. A roll call vote was conducted.

**Vote:** 6 - 0 Adopted - Unanimously

Motion made by Sara Carrels, seconded by Sharon Burke to adjourn the Board of Adjustment meeting. The meeting adjourned at 7:05 p.m.

**Vote:** 6 - 0 Adopted - Unanimously

- 9) Other Business  
Chair Wallerich reconvened the Planning Commission meeting at 7:05 p.m.

- 10) Next Regular Meeting Date  
The date of the next meeting was discussed. Chair Wallerich suggested scheduling the next meeting on June 15, 2021, beginning at 6:00 p.m. Commissioners expressed agreement with this suggestion.

- 11) Adjourn

Motion made by Scott Durand, seconded by Kris Kruse to adjourn the meeting. A roll call vote was conducted. The meeting adjourned at 7:06 p.m.

**Vote:** 7 - 0 Adopted - Unanimously

Respectfully submitted by: \_\_\_\_\_  
Wendy Busch, City Clerk

\_\_\_\_\_  
Adopted Date

**Planning Commission**

**5) a)**

**Meeting Date:** 06/15/2021

**SUBJECT:** Comprehensive Plan Update

**DEPARTMENT:** Administration

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**TITLE:**

Comprehensive Plan Update

**PURPOSE:**

**ITEM SUMMARY:**

Previously during Wabasha City Council and Planning Commission meetings a request for a Comp Plan update was initiated. A detailed Staff Report has been supplied by City Planner, Harry Davis, along with a Resolution specific to the following areas: Port Facility, Waterfront Revitalization and the Highway 60 Realignment. Please see attached.

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**Attachments**

Staff Report

Resolution

Public Comment from Kohner Materials

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## MEMORANDUM

**Date:** June 9, 2021  
**To:** City of Wabasha Planning Commission  
**From:** Harry Davis, AICP  
Brian Malm, PE  
**Subject:** Planning Memorandum on Updating the Comprehensive Plan  
City of Wabasha

**Meeting Date:** June 15, 2021

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### **Background**

During the early part of 2021, Harry Davis met with City Clerk Wendy Busch to discuss the comprehensive plan and desired updates in order to devise the scope of the requested update. We determined that instead of devising a scope and subsequent fee for City Council's April meeting, we would offer a memorandum and ask the council for direction on the scope of the update.

At the April 6 City Council meeting, the City Council generally agreed that a comprehensive plan update is worth pursuing and it should include some public engagement. Mayor Durand highlighted the importance of including current and potential projects and updating particular sections of the plan. Administrator Gregerson also noted that demographics can be updated with new census data. The City Council then asked the Planning Commission to provide input regarding a comprehensive plan update.

At the May 11 Planning Commission meeting, Commissioners and city staff collaborated on a list of items and topics that should be included in the update. The Commission then converted the aforementioned list into a set of priorities. It was determined that the potential Port Facility on the Mississippi River, the Wabasha Waterfront Revitalization project, and a re-alignment proposal for Highway 60 through the current Athletic Fields should be included in the comprehensive plan now. The following sections will describe the projects:

### **Projects**

#### **Wabasha Port Facility**

In early 2017, the USACE published a draft of a proposed long-term plan for managing dredged material in Lower Pool 4 of the Upper Mississippi River adjacent to the City of Wabasha. This draft Dredged Material Management Plan (DMMP) described a plan that would have involved a new on-shore transfer site for dredged material adjacent to a residential neighborhood in Wabasha, referred to as the Southside Fitzgerald site. The plan also identified an agricultural site south of Wabasha, referred to as the Drysdale Farms site, as a permanent placement site for dredged material.

During the public comment period for the DMMP, the City of Wabasha identified significant legal, socioeconomic, and environmental concerns and objections to the use of these sites.

Following the comment period for the DMMP, the City of Wabasha worked with the USACE to develop potential alternatives to the USACE plan that would mitigate and minimize the City's concerns by finding an alternate on-shore transfer site and permanent placement sites for the dredged material. These efforts resulted in a Memorandum of Understanding (MOU) between the City and the USACE to develop an

agreement for the construction, operation, and maintenance of a port facility as the alternate on-shore transfer site.

The agreement, the first of its kind, is an innovative proposal to partner local government with the USACE to keep the Mississippi navigable, while benefiting the local economy, sustaining family-supporting jobs, and mitigating negative environmental and social impacts.

Under the proposed agreement, the USACE would continue to dredge the navigation channel and place material on temporary island storage sites, as they currently do. The City of Wabasha would then be responsible for the movement of dredged material from the temporary island storage sites to the port facility site where it will be transferred to trucks and hauled to permanent placement sites selected by the City. The City would be compensated by the USACE for the management of the dredged material through the agreement.

The proposed port facility location is located away from residential neighborhoods, with close access to County and State Highways, which will mitigate trucking concerns the City had with the original USACE proposed on-shore transfer site. The permanent placement sites will largely consist of existing local sand and gravel pits and development sites in Wabasha.

These new storage sites would put the sand to use to benefit the local economy. These storage sites might eventually support future commercial and residential development efforts in the City and the creation of construction materials, such as concrete.

The construction of this port facility, which is the key element of the agreement with the USACE, will provide the City of Wabasha with certainty and control over the management of dredged material from the river in Lower Pool 4. The facility will also be a benefit to the regional economy, by providing a new river port facility for the transport of bulk commodities such as agricultural products and construction materials, and potential container transport in conjunction with the adjacent Canadian Pacific rail line. The project will also support job growth and economic stability. A benefit/cost analysis completed for the facility identified an estimated 10-year economic benefit of over \$20 million with a benefit cost ratio of over 7.

As the state of Minnesota looks to continue to rebuild its public infrastructure and commercial infrastructure and put Minnesotans back to work, this project will be key in supporting the region's growth and economy. It will not only support the transportation of goods and services but also create a positive economic benefit for the local economy.

#### Wabasha Waterfront Revitalization

The City of Wabasha and the National Eagle Center (the Center) plan to complete a Mississippi riverfront property development resulting in a world-class destination and enhanced community asset. The project will increase aviary space for eagles, and make improvements to the riverfront in Wabasha for infrastructure, large vessel landing areas and docks, and public access and improve program areas to enhance community economic impact, access, and educational opportunities. The new inviting outdoor plaza will enable residents, visitors, and the community to connect with the Mississippi River and Upper Mississippi River National Wildlife and Fish Refuge, support the Center's programming, and provide space to activate downtown Wabasha year-round. In addition to the plaza and Center expansion, the plan includes dockage and Big Jo Alley Improvements. This will allow for greater accessibility to the new outdoor amphitheater, allow for better stormwater and utility management, and the dockage improvements will provide space for larger steamboats, recreational craft, and fishing.

The National Eagle Center is a magnet; the Wabasha Riverfront Revitalization Project will be an anchor attraction for Wabasha and the region.

The National Eagle Center is located in a growing ecotourism corridor from northern Minnesota throughout the Mississippi River basin. An important part of the critical offerings that make the region strong includes the Center's evaluation that visitation will increase by more than 50 percent per year to over 125,000 onsite visitors and program attendees. While the Center has historically seen visitors from all 50 states and more than 120 countries – guests, repeat visits, and memberships come primarily from a radius that includes Eau Claire, La Crosse, Red Wing, Rochester, Winona, the Twin Cities and areas in between.

Essential to local and regional economies, the National Eagle Center currently enhances the local economic structure with growth rates consistently in the 6 percent range per annum. Gross sales in Wabasha from the hospitality industry – again with the National Eagle Center as a primary tourism draw – in 2018 was more than \$29M in gross sales with an additional \$1.8M in sales tax revenue for the State. In addition, 727 private jobs were directly connected to the tourism industry in Wabasha County, with 108 being connected to leisure and hospitality, aligning consistently with the impact of the Center. The City and Center's Project will buttress regional businesses by providing a place for employees and their families to visit and enjoy, making the area even more vital for attracting new talent and retaining loyal employees.

Healthy communities are marked by a quality of life that is attractive to both businesses and employees. While quality of life indicators are many, all include a lively arts and cultural environment, places for recreation, a quality educational system, clean air and water, and access to open spaces. This Project will be part of a critical mass of offerings in the area, not only helping to drive the economy but also addressing each of these quality indicators for the State and region.

#### Highway 60 Realignment

The City of Wabasha is considering a project to construct a new roadway segment that would allow for a realignment of Trunk Highway 60 within the city. The realignment would continue Trunk Highway 60 south from the intersection with 4th Grant Boulevard and connect into existing County Road 30/Hiawatha Drive between Bridge Avenue and Alleghany Avenue (see Exhibit 3.A). From this point, County Road 30, which continues west to connect with US Highway 61, would be redesignated Trunk Highway 60 to complete the proposed re-route. Following construction of the project, the remaining portions of the existing Trunk Highway 60 alignment will be turned back to the county or city. The new intersection of Trunk Highway 60 and County Road 30 will be a thru-stop giving County Road 30 (future Trunk Highway 60) the right of way. The new intersection of Trunk Highway 60 and 4th Grant Boulevard will be a thru-stop giving Trunk Highway 60 the right of way.

Trunk Highway 60 is a Minor Arterial, two-lane undivided roadway, and a vital north-south Mississippi River crossing connecting US Highway 61 in Minnesota and US Highway 10 in Wisconsin. River crossings in rural areas such as Wabasha are critical for the mobility of freight and commuter traffic. The next river crossings are thirty-two miles in each direction in Red Wing or Winona.

In 2015, the City of Wabasha, Wabasha County, and MnDOT initiated a study that aimed to address safety and mobility issues along the Trunk Highways 60 and US Highway 61 routes through the city. Since the study concluded in 2016, MnDOT addressed the safety issues on US Highway 61 by constructing reduced conflict intersections at the County Road 30, Shields Avenue, and Trunk Highway 60 intersections. The remaining issues are:

- The current Trunk Highway 60 route through Wabasha has a reoccurring flooding issue between 10th Street East and Commerce Drive.

- Also located between 10th Street East and Commerce Drive is a 14'-2" height restriction at an existing CP Railway bridge over Trunk Highway 60.
- In addition, Trunk Highway 60 routes heavy truck traffic through residential areas.

City staff and community members have voiced concerns on this issue for years. The need and community desire for the proposed realignment of Trunk Highway 60 is heavily documented and supported in the City's 2016 Comprehensive Plan. The new Trunk Highway 60 redesignation route will allow heavy commercial vehicles to bypass residential areas, a segment of roadway with reoccurring flooding, and a bridge clearance restriction over the CP Railway. As a result, the Trunk Highway 60 redesignation route from the Mississippi River bridge to US Highway 61, will improve mobility and safety for local and regional freight traffic.

The proposed realignment of Trunk Highway 60 would require relocation of the athletic fields. The Minnesota Design Center completed some conceptual drawings of the Athletic Fields site with the proposed highway reroute (See Exhibit 3.B).

The concepts show the potential for public space, a varied amount of residential development, and some mixed-use development nearer to existing commercial properties. The improvements also include the creation of trail connectivity to parks, dredging of the Zumbro slough to create cleaner water habitat and restore a Mississippi backwater for recreation.

The park board agrees with the proposed realignment and desires to move the athletic fields to open land around city hall. This is documented in the current comprehensive plan. The City has developed a plan for this relocation and is prepared to facilitate the relocation when this project is initiated.

The current location of the athletic fields, at the T-intersection of Trunk Highway 60 and 4th Grant Boulevard, has created community safety concerns. In 2018, a heavy commercial truck traveling southbound on Trunk Highway 60, from across the Mississippi River bridge, accelerated through a left turn eastbound attempt at 4th Grant Boulevard and jumped the curb and drove into the athletic field bleachers. The City has documented other examples of southbound Trunk Highway 60 vehicle crashes impacting the athletic fields, including one in early 2020 that took out the fence surrounding the ball fields near the bleachers.

**Staff Recommendation:** Staff recommends the Planning Commission review the proposed comp plan amendments below, make any suggested edits, and forward the amendments to City Council with a recommendation of approval. The following suggested amendments are:

1. Port Facility
  - a. A recommendation to add the following language to Section 7.0 Economic Development & Historic Preservation of the Wabasha Comprehensive Plan 2016-2035:
    - i. Wabasha's location on the Mississippi River provides a relatively unique opportunity to parlay that location into economic benefits to the City, as well as to the Region and the State by development of a commercial river port facility. Not only will such a facility potentially provide a solution to the ongoing efforts of maintaining the 9 foot river channel by the Corps of Engineers in an acceptable manner, but also enhance city employment opportunities, as well as provide economic benefits to local businesses providing goods and services to river port customers. This would also address enhanced emphasis toward mitigating the impacts of climate change. With water transport of commodities the transportation mode producing the least carbon footprint, the development of

a commercial port facility would also contribute to both local and national efforts to reduce carbon emissions. Over 30 acres of land has been identified in the Northeast corner of the City on which a river port terminal could be located.

- b. A recommendation to add the following language as an implementation policy to Section 7.0 Economic Development & Historic Preservation of the Wabasha Comprehensive Plan 2016-2035, in Goals & Policies under Goal 1, Objective 2:
    - i. Develop a commercial river port to address acceptable handling of Corps dredged material, economic development of the City and reduction of carbon emissions.
  - c. A recommendation to amend the future land use map to change the proposed Barge Facility location from Low Density residential to Industrial, as depicted in Exhibit 1.B.
2. Wabasha Waterfront Revitalization
- a. A recommendation to add the following language to Section 7.0 Economic Development & Historic Preservation of the Wabasha Comprehensive Plan 2016-2035, under Potential Downtown Redevelopment and Infill Projects:
    - i. The City of Wabasha and the National Eagle Center (the Center) plan to complete a Mississippi riverfront property development resulting in a world-class destination and enhanced community asset. The project will increase aviary space for eagles, and make improvements to the riverfront in Wabasha for infrastructure, large vessel landing areas and docks, and public access and improve program areas to enhance community economic impact, access, and educational opportunities. The new inviting outdoor plaza will enable residents, visitors, and the community to connect with the Mississippi River and Upper Mississippi River National Wildlife and Fish Refuge, support the Center's programming, and provide space to activate downtown Wabasha year-round. In addition to the plaza and Center expansion, the plan includes dockage and Big Jo Alley Improvements. This will allow for greater accessibility to the new outdoor amphitheater, allow for better stormwater and utility management, and the dockage improvements will provide space for larger vessels, recreational craft, and fishing.
  - b. A recommendation to add the following language as an implementation policy to Section 7.0 Economic Development & Historic Preservation of the Wabasha Comprehensive Plan 2016-2035, in Goals & Policies under Goal 1, Objective 1:
    - i. Support the expansion of the National Eagle Center.
    - ii. Construct a new plaza and open space next to the National Eagle Center for the use of the Center and public events.
    - iii. Construct new dockage next to the National Eagle Center to encourage and support more tourism, recreational craft access to Downtown, and space for fishing.
  - c. A recommendation to amend the future land use map to change the proposed outdoor plaza location from Traditional Downtown Commercial to Open Space, as depicted in Exhibit 2.B.
3. Highway 60 Realignment
- a. A recommendation to add the following language to Section 6.0 Transportation & Circulation of the Wabasha Comprehensive Plan 2016-2035, under 6.13 Future Transportation System:
    - i. The City of Wabasha is considering a project to construct a new roadway segment that would allow for a realignment of Trunk Highway 60 within the city. The realignment would continue Trunk Highway 60 south from the intersection with 4th Grant Boulevard and connect into existing County Road 30/Hiawatha

Drive between Bridge Avenue and Alleghany Avenue. From this point, County Road 30, which continues west to connect with US Highway 61, would be redesignated Trunk Highway 60 to complete the proposed re-route. Following construction of the project, the remaining portions of the existing Trunk Highway 60 alignment will be turned back to the county or city. In 2015, the City of Wabasha, Wabasha County, and MnDOT initiated a study that aimed to address safety and mobility issues along the Trunk Highways 60 and US Highway 61 routes through the city. Since the study concluded in 2016, MnDOT addressed the safety issues on US Highway 61 by constructing reduced conflict intersections at the County Road 30, Shields Avenue, and Trunk Highway 60 intersections. The proposed realignment of Trunk Highway 60 would require relocation of the athletic fields to open land around city hall. The Minnesota Design Center completed some conceptual drawings of the Athletic Fields site with the proposed highway reroute. The concepts show the potential for public space, a varied amount of residential development, the dredging of the Zumbro slough, trail connectivity, and some mixed-use development nearer to existing commercial properties.

- b. A recommendation to add the following language as an implementation policy to Section 6.0 Transportation & Circulation of the Wabasha Comprehensive Plan 2016-2035, in Goals & Policies under Goal 1, Objective 1:
  - i. Reroute Highway 60 through the current Athletic Fields Park.
- c. A recommendation to add the following language as an implementation policy to Section 7.0 Economic Development & Historic Preservation of the Wabasha Comprehensive Plan 2016-2035, in Goals & Policies under Goal 1, Objective 4:
  - i. Support the redevelopment of Athletic Fields Park following the proposed rerouting of Highway 60 through the property, including residential and commercial development.
- d. A recommendation to attach the Minnesota Futures concept plans for the Athletic Fields and Highway 60 reroute, as shown in Exhibit 3.B.

Attachments:

- 1.A Port Location
- 1.B Port Land Use Map
- 2.A Waterfront Revitalization Project Location
- 2.B Waterfront Project Land Use Map
- 3.A Highway 60 Realignment
- 3.B MN Futures Concept
- Zoning Districts
  - o Port Facility
  - o Waterfront Project and Highway 60 Realignment
- Overlay Districts
  - o Port Facility
  - o Waterfront Project and Highway 60 Realignment
- Natural Features
  - o Port Facility
  - o Waterfront Project and Highway 60 Realignment

# Exhibit 1.A - Port Facility



## Legend

City Limits

### Roads

- Local Roads
- Interstate
- US Highway
- State Highway
- County Roads

Parcels (06/01/2019)



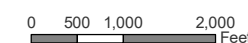
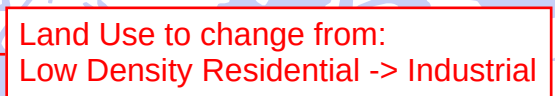
## Map Name



### Disclaimer:

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# Exhibit 2.A - Wabasha Waterfront Revitalization



## Legend

-  City Limits
-  Parcels (06/01/2019)



## Waterfront Revitalization Project



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0 500 Feet

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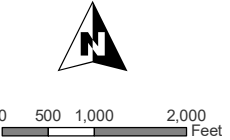
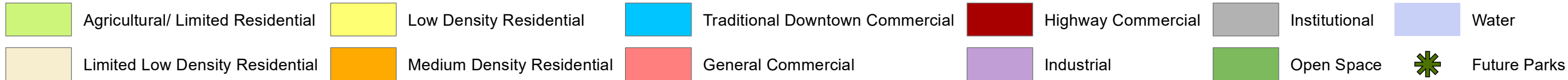
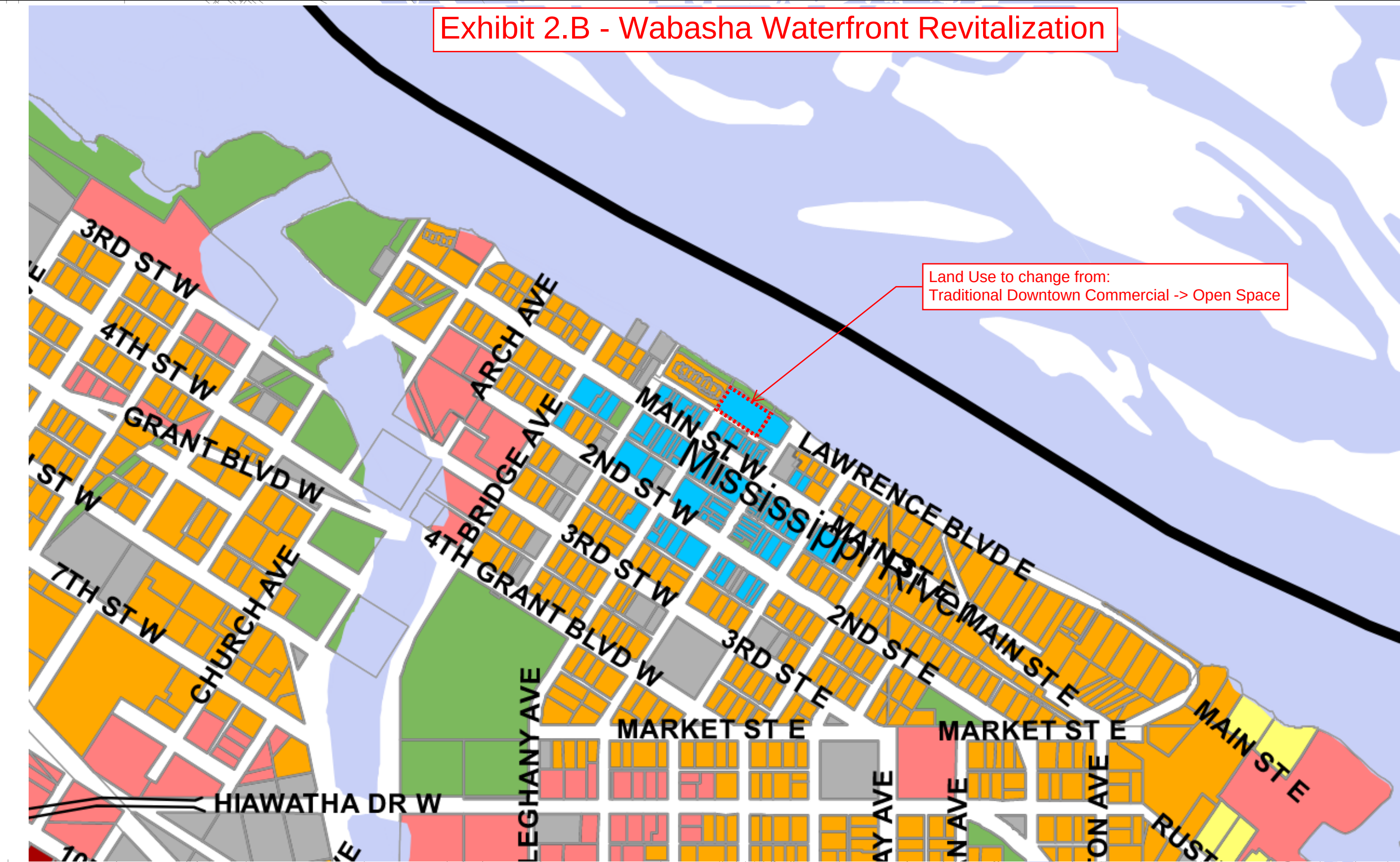


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Exhibit 2.B - Wabasha Waterfront Revitalization



Date: 09/12/16  
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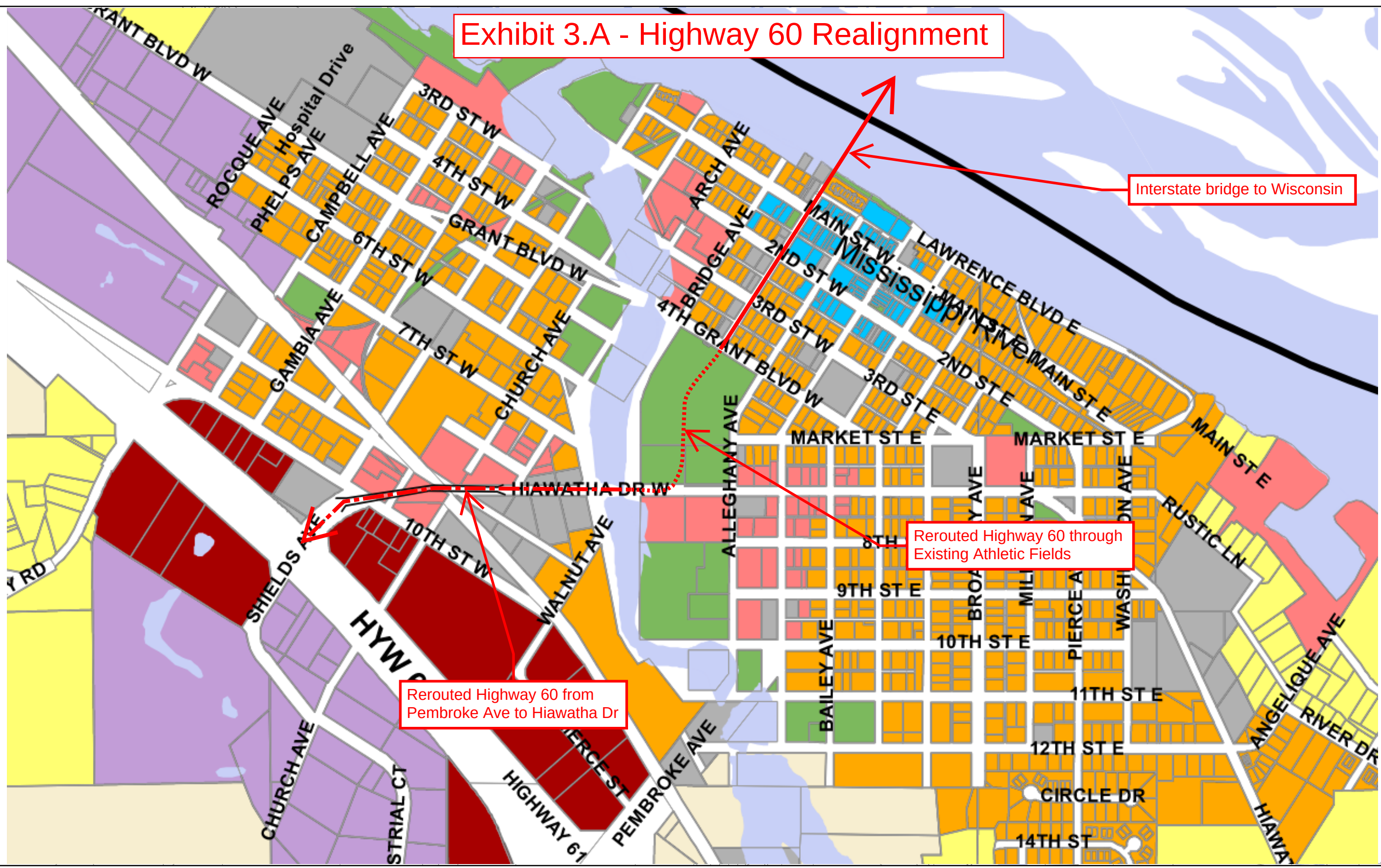




Date: 09/12/16  
This information is for display purposes only and is not intended to substitute for site specific data.



# Exhibit 3.A - Highway 60 Realignment



Interstate bridge to Wisconsin

Rerouted Highway 60 through Existing Athletic Fields

Rerouted Highway 60 from Pembroke Ave to Hiawatha Dr

Agricultural/ Limited Residential

Low Density Residential

Traditional Downtown Commercial

Highway Commercial

Institutional

Water

Limited Low Density Residential

Medium Density Residential

General Commercial

Industrial

Open Space

Future Parks



**Exhibit 3.B - MN Futures Concept**



enhanced streetscape connections to adjacent businesses and services

placed-dredge fill elevates development above floodplain; berms create private residential setting

multi-family housing with internal circulation limits traffic issues

mixed-use spaces located above floodplain with additional off street parking, stormwater treatment, and street front visibility

rain gardens treat stormwater and protect zumbro slough water quality

extending highway 60 through the site increases traffic safety and simplifies connections to downtown

dredge-made hills mimic nearby bluffs and provide overlook experiences while storing additional dredge material

a combination of riparian edge restoration and water aeration cleans the slough and increases habitat quality

trailhead orients users to city recreational opportunities, accessible path connects to zumbro slough

large, flexible gathering space provides opportunities for programming like sledding, festivals, and events

# WABASHA: AN ACTIVE LIVING RIVER TOWN

Zumbro Slough Opportunities

Project Planning Committee: Emily Durand, Brian Fries, Craig Falkum, Toni Smith, Nancy Falkum, Tom Fisher & Mary Vogel

**MINNESOTA DESIGN CENTER**  
COLLEGE OF DESIGN UNIVERSITY OF MINNESOTA



# Exhibit - Zoning Map - Port Facility



## Legend

### City Limits

#### Roads

- Local Roads
- Interstate
- US Highway
- State Highway
- County Roads

### Parcels (06/01/2019)

#### Zoning

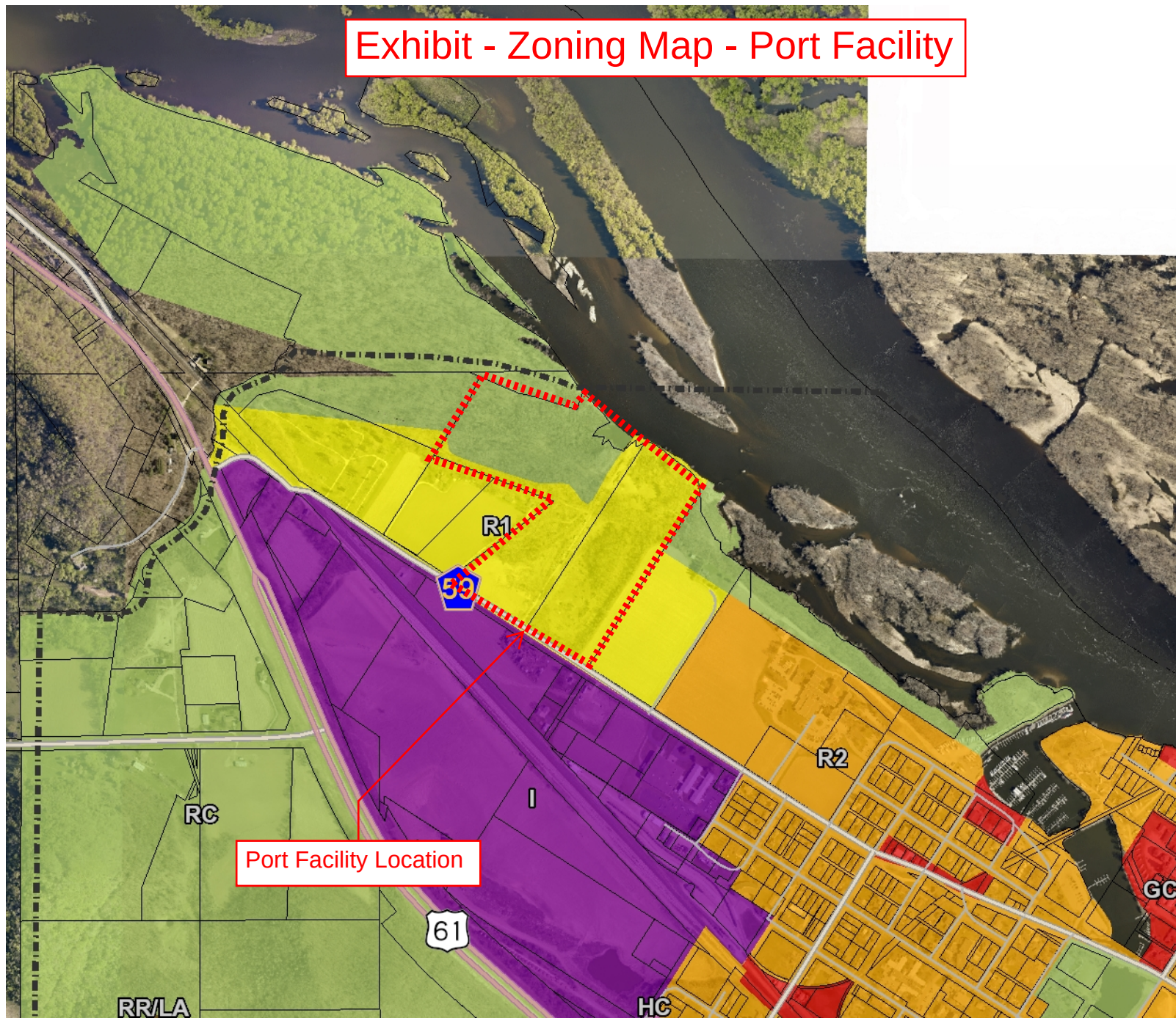
- RC - Residential Conservancy
- RR/LA - Rural/Residential/Limited/Agriculture
- RR/GT - Rural Residential Growth/Transitional
- R1 - Low Density Residential
- R2 - Medium Density Residential
- Traditional Downtown Commercial
- GC - General Commercial
- HC - Highway Commercial
- I - Industrial

## Zoning: Port Facility



### Disclaimer:

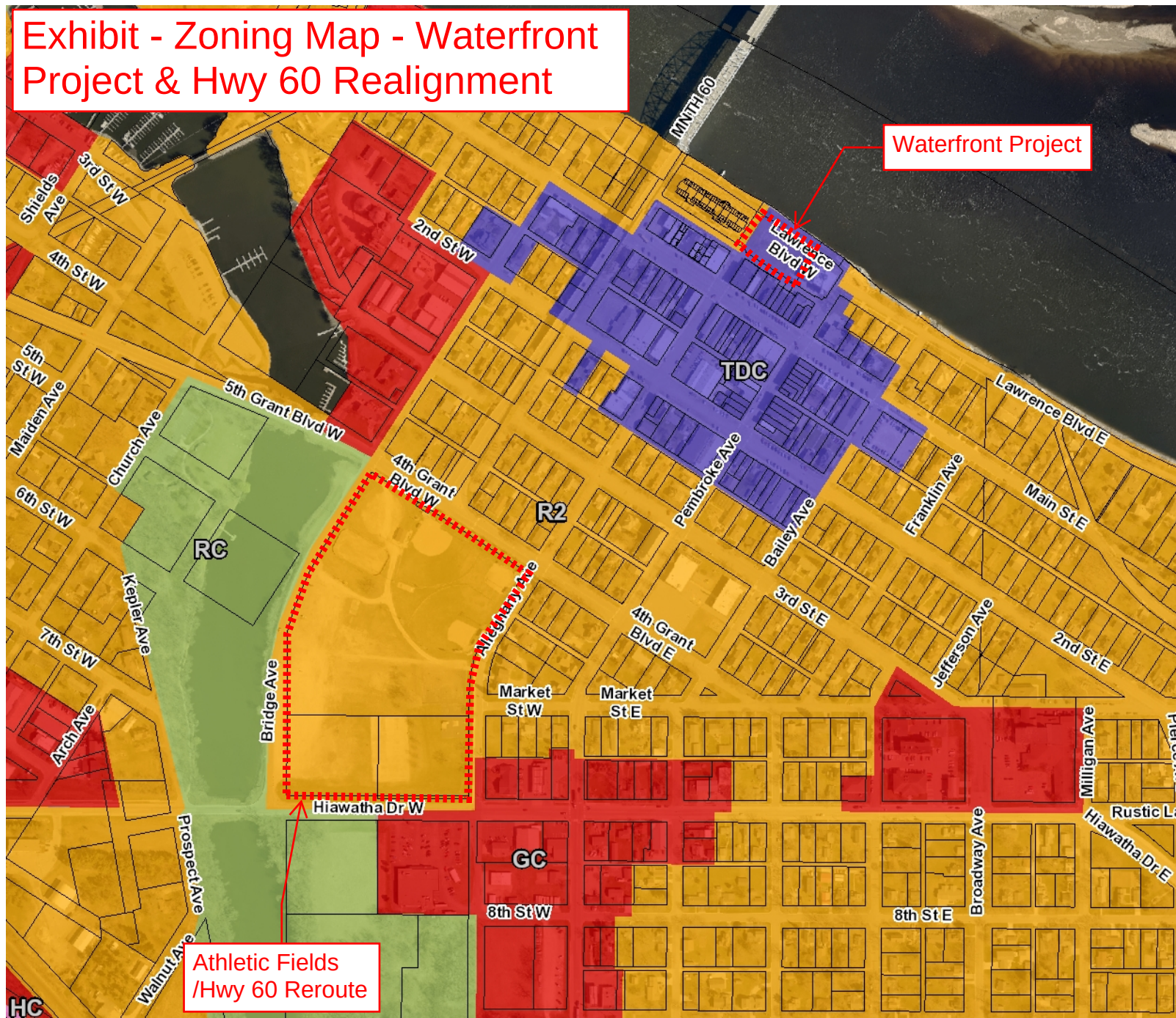
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0 1,000 Feet



# Exhibit - Zoning Map - Waterfront Project & Hwy 60 Realignment



## Legend

- City Limits
- Parcels (06/01/2019)
- Zoning**
  - RC - Residential Conservancy
  - RR/LA - Rural/Residential/Limited/Agriculture
  - RR/GT - Rural Residential Growth/Transitional
  - R1 - Low Density Residential
  - R2 - Medium Density Residential
  - TDC - Traditional Downtown Commercial
  - GC - General Commercial
  - HC - Highway Commercial
  - I - Industrial

## Zoning: Waterfront Revitalization and Hwy 60 Realignment



**Disclaimer:**  
This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data located in various city, county, and state offices, and other sources affecting the area shown, and is to be used for reference purposes only. The City of Wabasha is not responsible for any inaccuracies herein contained.

0 500 Feet



## Exhibit - Overlay Map - Port Facility



### Legend

#### City Limits

##### Roads

- Local Roads
- Interstate
- US Highway
- State Highway
- County Roads

#### Parcels (06/01/2019)

##### Zoning Overlay

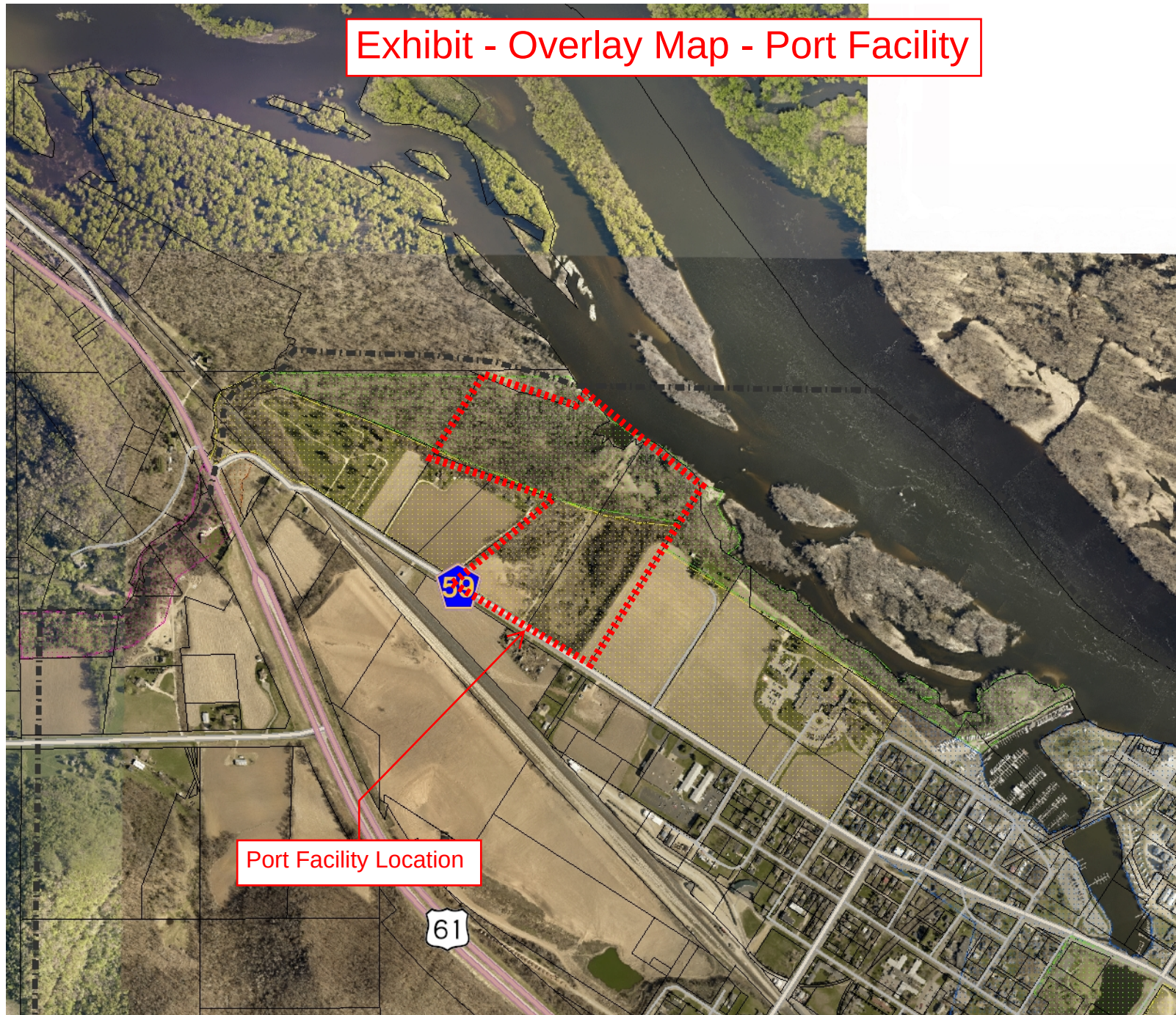
- PUD Overlay District Eagle Basin
- PUD Overlay District Downtown
- Historic Preservation District
- Shoreland S1
- Shoreland S2
- Shoreland S3
- Shoreland S4
- Shoreland Brewery Creek

### Overlay Districts: Port Facility



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# Exhibit - Overlay Map - Waterfront Project & Hwy 60 Realignment



Waterfront Project

Athletic Fields  
/Hwy 60 Reroute

## Legend

- City Limits
- Parcels (06/01/2019)
- Zoning Overlay**
  - PUD Overlay District Eagle Basin
  - PUD Overlay District Downtown
  - Historic Preservation District
  - Shoreland S1
  - Shoreland S2
  - Shoreland S3
  - Shoreland S4
  - Shoreland Brewery Creek

## Overlay Districts: Waterfront Revitalization and Hwy 60



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0 500 Feet

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# Exhibit - Natural Features Map - Port Facility



## Legend

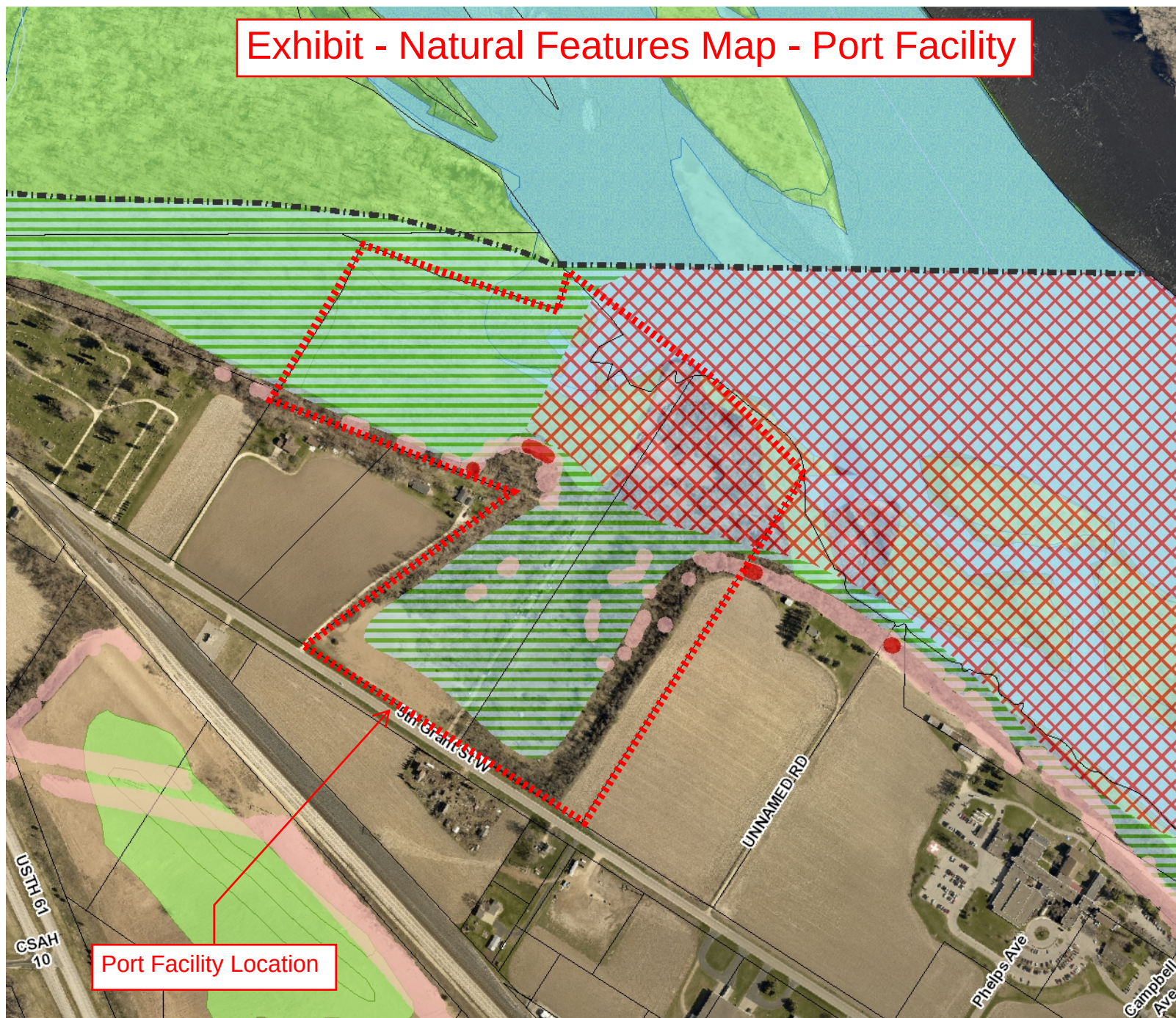
- City Limits
- Bluffs
- Steep Slopes >12%
- Parcels (06/01/2019)
- Current Flood Districts**
  - Floodway District
  - Flood Fringe District
- Protected Waters**
  - Public Water Basin
  - Public Water Wetland
- Protected Waters - Watercourse**
  - Rivers
  - Streams
  - Ponds
  - Wetlands

## Natural Features: Port Facility



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Port Facility Location

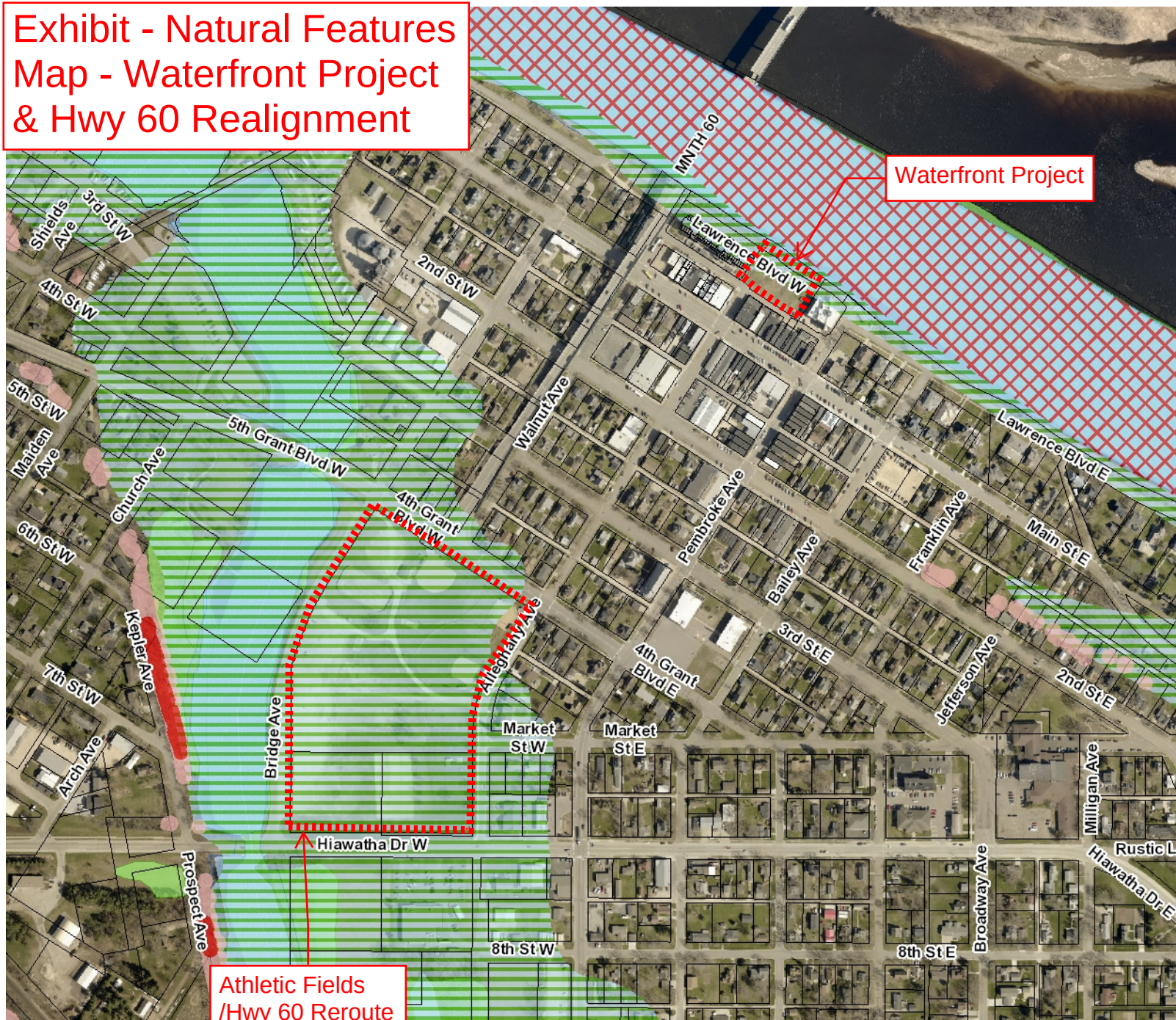
0 500 Feet

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# Exhibit - Natural Features Map - Waterfront Project & Hwy 60 Realignment



## Legend

- City Limits
- Bluffs
- Steep Slopes >12%
- Parcels (06/01/2019)
- Current Flood Districts
  - Floodway District
  - Flood Fringe District
- Protected Waters
  - Public Water Basin
  - Public Water Wetland
- Protected Waters - Watercourse
- Rivers
- Streams
- Ponds
- Wetlands

## Natural Features: Waterfront Project and Highway 60

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**CITY OF WABASHA RESOLUTION \_\_\_\_\_**

**A RESOLUTION APPROVING AMENDMENTS TO THE CITY OF WABASHA  
COMPREHENSIVE PLAN**

WHEREAS, the Wabasha City Clerk and City Administrator, supported by the City Planner, have reviewed the existing comprehensive plan and made recommendations to update sections of the document and associated maps; and

WHEREAS, the Wabasha Planning Commission and City Council have reviewed recommendations by staff and identified three priority projects to include in the comprehensive plan; and

WHEREAS, the three priority projects that should be included ; and

WHEREAS, a copy of the City Planner's staff report regarding the priority comprehensive plan amendments, including proposed language, diagrams, and land use map changes, is attached hereto and incorporated herein by reference as Exhibit A; and

WHEREAS, the Planning Commission conducted a public hearing on June 15, 2021, and allowed public testimony regarding the requested amendments; and

WHEREAS, all required notices regarding the Planning Commission public hearing were properly made; and

WHEREAS, the Planning Commission, at its meeting on June 15, 2021, reviewed the amendments in accordance with City Code and State Statutes governing comprehensive plans.

**NOW, THEREFORE, BE IT RESOLVED THAT THE PLANNING  
COMMISSION OF THE CITY OF WABASHA, MINNESOTA**, based upon the record, testimony and evidence presented at said hearing, makes the following:

1. That the Wabasha Planning Commission dated June 15, 2021, recommends in favor of amendments to the City of Wabasha Comprehensive Plan described in Exhibit A, as follows:
  - a. Port Facility
    - i. A recommendation to add the following language to Section 7.0 Economic Development & Historic Preservation of the Wabasha Comprehensive Plan 2016-2035:
      1. Wabasha's location on the Mississippi River provides a relatively unique opportunity to parlay that location into economic benefits to the City, as well as to the Region and the State by development of a commercial river port facility. Not only will such a facility potentially provide a solution to the ongoing efforts of maintaining the 9 foot river channel by the Corps of Engineers in an acceptable

- manner, but also enhance city employment opportunities, as well as provide economic benefits to local businesses providing goods and services to river port customers. This would also address enhanced emphasis toward mitigating the impacts of climate change. With water transport of commodities the transportation mode producing the least carbon footprint, the development of a commercial port facility would also contribute to both local and national efforts to reduce carbon emissions. Over 30 acres of land has been identified in the Northeast corner of the City on which a river port terminal could be located.
- ii. A recommendation to add the following language as an implementation policy to Section 7.0 Economic Development & Historic Preservation of the Wabasha Comprehensive Plan 2016-2035, in Goals & Policies under Goal 1, Objective 2:
    - 1. Develop a commercial river port to address acceptable handling of Corps dredged material, economic development of the City and reduction of carbon emissions.
  - iii. A recommendation to amend the future land use map to change the proposed Barge Facility location from Low Density residential to Industrial, as depicted in Exhibit 1.B of the staff report.
- b. Wabasha Waterfront Revitalization
- i. A recommendation to add the following language to Section 7.0 Economic Development & Historic Preservation of the Wabasha Comprehensive Plan 2016-2035, under Potential Downtown Redevelopment and Infill Projects:
    - 1. The City of Wabasha and the National Eagle Center (the Center) plan to complete a Mississippi riverfront property development resulting in a world-class destination and enhanced community asset. The project will increase aviary space for eagles, and make improvements to the riverfront in Wabasha for infrastructure, large vessel landing areas and docks, and public access and improve program areas to enhance community economic impact, access, and educational opportunities. The new inviting outdoor plaza will enable residents, visitors, and the community to connect with the Mississippi River and Upper Mississippi River National Wildlife and Fish Refuge, support the Center's programming, and provide space to activate downtown Wabasha year-round. In addition to the plaza and Center expansion, the plan includes dockage and Big Jo Alley Improvements. This will allow for greater accessibility to the new outdoor amphitheater, allow for better stormwater and utility management, and the dockage improvements will provide space for larger steamboats, recreational craft, and fishing.

- ii. A recommendation to add the following language as an implementation policy to Section 7.0 Economic Development & Historic Preservation of the Wabasha Comprehensive Plan 2016-2035, in Goals & Policies under Goal 1, Objective 1:
    - 1. Support the expansion of the National Eagle Center.
    - 2. Construct a new plaza and open space next to the National Eagle Center for the use of the Center and public events.
    - 3. Construct new dockage next to the National Eagle Center to encourage and support more tourism, recreational craft access to Downtown, and space for fishing.
  - iii. A recommendation to amend the future land use map to change the proposed outdoor plaza location from Traditional Downtown Commercial to Open Space, as depicted in Exhibit 2.B of the staff report.
- c. Highway 60 Realignment
  - i. A recommendation to add the following language to Section 6.0 Transportation & Circulation of the Wabasha Comprehensive Plan 2016-2035, under 6.13 Future Transportation System:
    - 1. The City of Wabasha is considering a project to construct a new roadway segment that would allow for a realignment of Trunk Highway 60 within the city. The realignment would continue Trunk Highway 60 south from the intersection with 4th Grant Boulevard and connect into existing County Road 30/Hiawatha Drive between Bridge Avenue and Alleghany Avenue. From this point, County Road 30, which continues west to connect with US Highway 61, would be redesignated Trunk Highway 60 to complete the proposed re-route. Following construction of the project, the remaining portions of the existing Trunk Highway 60 alignment will be turned back to the county or city. In 2015, the City of Wabasha, Wabasha County, and MnDOT initiated a study that aimed to address safety and mobility issues along the Trunk Highways 60 and US Highway 61 routes through the city. Since the study concluded in 2016, MnDOT addressed the safety issues on US Highway 61 by constructing reduced conflict intersections at the County Road 30, Shields Avenue, and Trunk Highway 60 intersections. The proposed realignment of Trunk Highway 60 would require relocation of the athletic fields to open land around city hall. The Minnesota Design Center completed some conceptual drawings of the Athletic Fields site with the proposed highway reroute. The concepts show the potential for public space, a varied amount of residential development, and some mixed-use development nearer to existing commercial properties.

- ii. A recommendation to add the following language as an implementation policy to Section 6.0 Transportation & Circulation of the Wabasha Comprehensive Plan 2016-2035, in Goals & Policies under Goal 1, Objective 1:
  - 1. Reroute Highway 60 through the current Athletic Fields Park.
- iii. A recommendation to add the following language as an implementation policy to Section 7.0 Economic Development & Historic Preservation of the Wabasha Comprehensive Plan 2016-2035, in Goals & Policies under Goal 1, Objective 4:
  - 1. Support the redevelopment of Athletic Fields Park following the proposed rerouting of Highway 60 through the property.
- iv. A recommendation to attach the Minnesota Futures concept plans for the Athletic Fields and Highway 60 reroute, as shown in Exhibit 3.B in the staff report.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

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Tim Wallerich  
Planning Commission Chair

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Wendy Busch  
Wabasha City Clerk

**EXHIBIT A**

**City Planner Staff Report**



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Phone: (507) 454-5093

Fax: (507) 454-5621

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June 2, 2021

Wabasha Planning Commission

PO Box 268

900 Hiawatha Drive East

Wabasha, Mn 55981

Commission Chair and Members:

The Commission will be conducting a Public Hearing and, thereafter, considering a recommendation to the City Council on June 15 regarding several Wabasha Comprehensive Plan Amendments. As the current owner of the site on which a future Port Facility will be constructed and to be owned by the Wabasha Port Authority, we support the Comprehensive Plan amendment related that project/site, and respectfully encourage the Commission's affirmative recommendation to the City Council for the Comprehensive Plan amendment in that regard.

Our support of the Comprehensive Plan amendment regarding a Port Facility relates to the following facts:

- The prospective Port Facility site exists today as a mined-out gravel pit some 30 feet below its "natural" grade, and the grade of the adjacent properties. As such, the feasibility of future use of the property for low density residential purposes (as now depicted by the Comprehensive Plan) is doubtful.
- The Corps of Engineers has indicated that use of this site as a Port Facility to accommodate dredged sand handling - in concert with transfer of the sand from the Port Facility to the Wabasha Sand & Gravel pit behind Dairy Queen - would become the "Preferred Alternative" in the forthcoming draft Dredged Material Plan (DMMP) revision. That would replace the Southside Fitzgerald unload alternative, and the Drysdale Farms placement alternatives as "Preferred".
- Financial projections by the Wabasha Port Authority indicate that the Port Authority - as the owner of the Port Facility - would realize "tipping fee" revenue from the Corps of Engineers. A portion of those Port Authority net revenues could be utilized for a broad range of the other community development activities/projects advocated by the Comprehensive Plan.
- The Port Authority has authorized submission of a federal grant application that would provide financial support for the Port Facility project. That application is due by July 31. It would be beneficial for the competitiveness of the grant application if a Comprehensive Plan amendment

acknowledging the Port Facility is adopted by the City Council prior to submission of the application.

Thank you for your thoughtful consideration of our support for the Comprehensive Plan Port Facility and rationale therefor.

**Shawn M. Kohner**

Shawn M. Kohner