Comprehensive Municipal Plan

Wells, MN

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1. Introduction

As stated in MN Statutes 462 as amended; municipalities are faced with mounting problems in providing means of guiding future development of land so as to insure a safer, more pleasant and more economical environment for residential, commercial, industrial and public activities, to preserve agricultural and other open lands, and to promote public health, safety, and general welfare. Municipalities can prepare for anticipated changes and by such preparations bring about significant savings in both private and public expenditures. Municipal planning, by providing public guides to future municipal action, enables other public and private agencies to plan their activities in harmony with the municipality's plans. Municipal planning will assist in developing lands more wisely to serve citizens more effectively, will make the provision of public services less costly, and will achieve a more secure tax base.

The Planning and Zoning Department has been working towards updating the Faribault County Comprehensive Land Use Plan. In that process, it was presented to the cities as part of the planning process for the county, a “baseline plan” that would be consistent with the minimum obligations of a “Comprehensive Municipal Plan” be developed on behalf of each community.

A "Comprehensive Municipal Plan" means a compilation of policy statements, goals, standards, and maps for guiding the physical, social and economic development, both private and public, of the municipality and its environs, and may include, but is not limited to, the following:

- Statements of policies, goals, standards;
- Land use plan, including proposed densities for development;
- Community facilities plan;
- Transportation plan, and recommendations for plan execution;
- Capital improvement program;
- Official map of the city;
- Details identifying any urban growth areas.

The Municipal Plan will work in conjunction the Faribault County Comprehensive Plan. By consolidating these plans, the communities within the county will have a true all-encompassing plan. These two plans work side by side, various sections in the main body of the plan refer to the addendums and the municipal plans refer to sections in the main Comprehensive Plan.

1.1 Process Used

Putting together a plan of this type is a task for any community, let alone communities the size of those in Faribault County. As the County embarked on the updating of the existing 1967 Faribault County Comprehensive Land Use Plan, it only made sense to provide all of the communities with a baseline plan. Organization of the document could not have been done without the help of city staff, public officials and local landowners.

A baseline workbook was established to be utilized as a Municipal Plan. Cities were presented with the workbook and were responsible for supplying the Faribault County Planning and Zoning Department with the needed information. All information received was incorporated into the Municipal Plan.

The general Strengths, Opportunities, Weaknesses and Threats (SWOT) analysis done for the County as a whole was utilized for the completion of the Municipal Plans. Cities can progress further than the baseline plan by conducting their own SWOT analysis for a more personalized plan. To keep the main document as up to date as possible, any modifications made to the Municipal Plan need to be forwarded to the Planning and Zoning Department.

1.2 Sections of this Plan

According to MN Statue 462 as amended; each municipality is encouraged to prepare and implement a community-based comprehensive municipal plan. Any municipality that prepares a plan shall coordinate its plan with the plans, if any, of the county and the municipality's neighbors both in order to prevent the plan from having unfavorable impact on the other jurisdictions and to complement the plans of the other jurisdictions. Under the joint exercise of power provisions in MN Statue 471.59, a municipality may establish a joint planning district with other municipalities or counties that are geographically adjacent to adopt a community-based comprehensive plan for the district. At a minimum, plans must address any urban growth areas identified in a county plan and may establish urban growth areas for the municipality. The plan must establish a stated process for boundary adjustments to include the urbanized area within city limits as the urban growth area is developed and provided municipal services. Within the urban growth area, the plan must provide for the staged provision of urban services, including, but not limited to; water, wastewater collection, wastewater treatment, and transportation.

The following sections are included in this plan and once fully completed will meet the needs of MN Statute 462 to serve as a municipal plan.

Each section, excluding the Community Profile, of the plan will include an Introduction, Data (what currently exists and what is needed) and Actions (how the municipality desires move forward).

- Community Profile
- Community Facilities
- Transportation
- Land Use
- Capital Improvement Program
- Funding Options

1.3 Plan Review Process

Before a community-based comprehensive municipal plan is incorporated into a county's plan under MN Statute 394.232, subdivision 3 as amended; a municipality's plan must coordinate with adjacent municipalities in the county. As soon as practical after the development of a community-based comprehensive municipal plan, the municipality shall provide a copy of the draft to adjacent municipalities within the county for review and comment. An adjacent municipality has 30 days after receipt to review the plan and submit written comment. If a city does not plan for growth beyond its current boundaries, the city shall submit its plan to the county for review and comment. A county has 60 days after receipt for review and comment. As provided in MN Statute 394.33, the town plan may not be inconsistent with or less restrictive than the county plan. The town may amend its plan based on the county's comments.

1.4 Approval Process

If a city plans for growth beyond its current boundaries, the city's proposed community-based comprehensive municipal plan and proposed urban growth area must be reviewed and approved by the county before the plan is incorporated into the county's plan. The county may review and provide comments on any orderly annexation agreement during the same period of review of a comprehensive plan.

2. Community Profile

2.1 History

Colonel Clark W. Thompson, the "father" of Wells, was a member of the 6th Territorial Legislature in 1855, and a member of the Territorial Council in 1856 and 1857. As a member of the Minnesota Constitutional Convention in 1857, he helped frame our state constitution. In 1860, he was a presidential elector on the republican ticket. President Lincoln appointed him Superintendent of Indian Affairs in the Northwest in 1861, a position he held until he resigned in 1865 in order to take charge of construction of the Southern Minnesota Railroad.

In 1869, he was among a few pioneers who staked out the Village of Wells on land which he owned. With 9,000 acres, he was the largest land owner in Faribault County. It is said he paid $1.25 per acre for land that sold as high as $80 per acre 25 years later. Though he accumulated vast sums of money in Minnesota, he paid it out again in useful improvements that would not only benefit himself, but the community as well. A fitting example is the 53 acre park he donated to Wells.

Formation of a Government

The Village of Wells was established in 1869, but was not incorporated until March 6, 1871.

From the first, it was governed by a council with a council president, three trustees, recorder, justice of the peace, and a constable chosen by a popular election. The first council included: Village President William Allen; Trustees Samuel Alsip, Thomas S. Fellows and John McNeil; Recorder JP Burke; Justice of the Peace S.C. Leland; and Constable Quincy J. Adams.

Since one function of government is to protect its people, early provision was made for a fire department. Ed Hayes was Chief Fire Deputy at that time. The firemen received $5 per year as salary. A board of health was also provided to protect citizens. Dr. Straw was the first chairperson.

The village showed rapid growth. In 1870, the population of the entire Clark Township was 347. Twenty years later, it had grown to 1,209 and it nearly doubled over the next 10 years. The 1900 census recorded a population of 2,017 hardy pioneers.

In 1894, the village voted 193 to 34 to issue bonds for a municipal water and electric plant and 50 electric lights were ordered for the streets. In 1875, Colonel Clark W. Thompson donated 53 acres of land to be used as a city park. In 1895, the Council invested a large amount of money in a race track for the park, and also proposed an artificial lake in the park to beautify the village. A $250 bid was accepted for the privilege of harvesting the ice crop from the city lake.

In 1897, the Council requested all saloon keepers to remove tables and chairs from bar rooms and prohibit all card playing in saloons. They also requested closing the saloons on Sundays. That same year, according to City Ordinance, "all dogs must be muzzled from July 1 thru Sept 1 or it becomes Marshall Stearns duty to shoot them."

In 1899, any person riding bicycles on the sidewalks of Wells would be fined by order of Village Council.

In 1901, the village Jail was burned by arson.

In 1902, the village bought a lot for $1,000 for a new village hall, jail, fire station and auditorium, the cost not to exceed $15,000. The Council also voted to replace 150 box elder trees in the park plus 25 white birch for $75.

A large amount of curbing was done in the city in 1903.

An ordinance in 1904 stated, "Owners for horse teams left un-blanketed in the cold an unreasonable length of time can be fined $10 to $100 under Cruelty to Animals state law." That same year, an opera house seating 505 at a cost of $966 was built.

In 1905, a public library opened in the second story of the village building. The Council was petitioned to remove the hitching posts from Main Street (They were later cut down over night anonymously forcing a new location in the alley). Muddy streets were a real problem, and the Council resolved that certain rotting plank sidewalks must be replaced and no more wooden sidewalks could be constructed.

A resolution to construct new sewer was passed in 1909.

In 1910, the city fathers were concerned about the cultural advantages in the city, and passed a motion to have the Wells Maroon Band play 23 concerts at $10 per concert.

In 1912, the Council resolved that all male inhabitants between the ages of 21 and 50 will be assessed for road labor in the village. 3,048 feet of new concrete sidewalks were authorized and the repair of 325 feet was ordered.

In 1913, Wells goes dry in a village election (226-1888 votes).

A crises was faced in 1919 when the water tank burst, flooding and wrecking the power plant beneath it. It was voted to move the power plant from the old mill site in the downtown district.

In 1922, the largest meeting ever held at village hall concerned paving Wells' muddy streets. The first paving was started. That same year, the village recovered $3,300 loss found in auditing the books. A bank in the Twin Cities which handled village funds during construction of the sewers had manipulated the account.

In 1933, seven blocks of Wells streets were oiled and seven beer licenses were granted since prohibition was over. During the Depression years, the tennis courts were built at the park and a six-hole golf course was laid out using labor from the government.

The year 1939 found the school and the city debt free and a big celebration was held.

A municipal liquor store was put in operation in 1948 and a municipal swimming pool opened in 1953.

A lagoon-type sewer system was installed in 1960 followed the next year by a new city hall containing a community room, public rest rooms, and the jail. This replaced the one that burned in 1959.

In the 1960's, a municipal airport became a reality.

The water supply was fluoridated in 1967.

Weak Mayor-Council System

The City of Wells works under the weak mayor-council plan which is by far the most common plan in Minnesota. Under the weak mayor-council plan, administrative, as well as legislative authority, is the ultimate responsibility of the council unless the council has created an independent board, such as a utilities commission, to handle one or more specific functions.

The mayor's powers in weak mayor-council communities are no greater than those of any other member of the council, with the exception of the mayor's role as presiding officer at Council meetings and several other minor duties. No individual councilmember holds specific administrative powers.

Statutory City

Like the vast majority of Minnesota cities, Wells is incorporated as a statutory city. Wells is a Statutory Plan A City with a weak mayor and four councilmembers. It also provides for an appointed administrator-clerk-treasurer, which is created by resolution or ordinance that specifies the responsibilities of the position. City administrators are appointed because of their professional qualifications. It is not a political appointment.

Wells has had a city administrator/clerk/treasurer since 2003. Ronda Allis served from 2003 – 2008; Jeremy Germann served from 2008 – 2012; and Robin Leslie has served since 2013.

2.2 General Overview

Wells is located at the intersection of Minnesota State Highways 22 and 109. The center of town is 6 miles north of Interstate 90.

Wells had its start as the first railroad town in the county. Its founder, Clark W. Thompson, had made his fortune in California before moving to Minnesota in 1860.

He was later appointed the Superintendent of Indian Affairs for the Northwest by Abraham Lincoln. He is credited with establishing the first mill, a creamery, a cheese factory, a barrel factory, and a vinegar factory in Wells. He also personally financed a railroad running from La Crosse, Wisconsin to Wells, which later reached Mankato. These factories remained in Wells until 1887 when they were relocated to Austin, Minnesota.

The city was named after his wife, Rebecca Wells. Wells was incorporated on March 6, 1871 and was the first city to become incorporated in Faribault County.

2.2.1 Demographics

The population of Wells varied throughout the years. The population in 1960 of 2,897 was the largest in recent history. The population gradually declined and fell below 2500 by the end of the century. In recent years the population has slowly increased. The Minnesota Demographers Office anticipates that the population of Wells will be 2732 by 2030.

Faribault County's population has been declining since the 1940's when it was 23,941. The state demographer's office has estimated Faribault County's population at 16,000 in 2030. A loss of nearly one-third of the population in less than a century.

The number of persons per household is expected to decline continuing a recent trend toward smaller families. Thus, it is projected that the number of new households will increase due to smaller family sizes and there will be a continual demand for new residential units.

Due to lack of landmass for the city to continue to grow at a reasonable rate, approximately 420 acres were annexed in 2003. This annexation allowed for the extension of the sewer system around the southwest portion of the city. The additional landmass and infrastructure extension is anticipated to increase the opportunities to develop new residential areas.

2.2.2 Major Employment

The City of Wells is home to a considerable amount of industry which has expanded employment opportunities within the community and surrounding areas. Part of this industrial growth is due to the city's proximity to major transportation routes and rail access as well as available public services and raw materials.

Listed below is a comparison of the industries in 2004 to those listed in the last Comprehensive Plan dated 1978. One of the trends throughout the county is the movement of employment from industrial to services. It is assumed that a substantial number of persons in Wells are employed in the retail and personal service establishments as well as home occupations that tele-commute. To illustrate some of this growth major service employers are listed as well.

Company	**1978**	**2004**
Del Monte	25	0
Wells Concrete Ready Mix	10	25
ConAgra (was Banquet)	318	0
Wells Concrete Product	155	250
A Home of Your Own	40	30
Wells Truss	0	40
Mallons Produce	30	0
So Central Veterinary	5	23
Franks Elevator	13	0
Watonwan Farm Services	0	8
Wells Farmers Elevator	12	0
Herman Manufacturing	0	22
Service Company	**1978**	**2004**
United South Central HS	146	142
Parkview Care Center	58	90
Wells Federal Bank	21	42
Paragon Bank	10	10
Peoples State Bank	9	9
City of Wells	23	25
Total	875	716

Although employment forecasts are difficult to predict because of the uncertainty of future markets and regional as well as national economic conditions, some sort of projections are needed to determine future general service needs. One method of forecasting employment numbers is to base them on past industrial growth. In March of 2000, the Wells Economic Development Authority through Region Nine Development Commission conducted a workforce study of approximately 25-mile radius of Wells. The survey revealed 65% were employed and self-employed, 5% were unemployed, while 30% were retired

2.3 Adjacent Townships

Clark Township originally Cobb Township, named after the Cobb River that was thought to run through the township. In 1869, the name was changed to Thompson, although this name was also overturned due to over use of the name. Finally in 1870, the commissioners decided upon Clark, in honor of Clark W. Thompson. Thompson was the original proprietor of the Village of Wells and the largest landowner in the county. Thompson was also one of the state's most influential citizens. Alfred Holland was the first settler in 1862; while Augustus Powers was the first permanent settler and staked his claim in the winter of 1862.

Dunbar Township was initially called Douglas in honor of Stephan A. Douglas, one of the most active and noted statesmen of the period. Upon notice of another township in the state having the same name it was changed to Dunbar in 1859 after state auditor William F. Dunbar. The families of Lucerne C. Taylor and son A.L. Taylor were the first permanent settlers. A.L. claimed 800 acres of land in 1856 and quickly broke ground on 160 acres to produce corn. In 1870 the township had a population of 203 and in ten years grew to 368.

2.4 Adjacent Municipalities

The closest geographic municipalities to Wells are Easton to the west and Minnesota Lake to the northwest. Notably, these three cities also have shared wastewater services.

Population (2013)	2,280
Population Forecast (2018)	2,293
Households (2013)	990
Labor Force (2012 Q2)	1,175
Education (Completed High School)	83.26%
Education (Bachelor's Degree or Higher)	13.08%
Median Household Income (2010)	$42,580

2.5 Economic Development

The Wells Economic Development Authority (EDA) was established by the Wells City Council in 1989 to encourage, attract, promote and develop economically sound industry, business and commerce within the city of Wells. Since that time, the EDA has proven its ability to assist in the economic stability and growth of Wells. It has worked with everyone from the largest employer to smallest family-owned business and it continues to work towards making Wells an economic development hub for southern Minnesota.

The EDA is capable of providing new businesses with the tools necessary to start-up or expand in our community and has worked with multiple funding agencies such as Region Nine, Southern Minnesota Initiative Fund and the MN Department of Employment & Economic Development.

EDA meetings are held on the third Tuesday of each month at City Hall starting at 5 pm. Any changes to meeting dates, time or special meetings will be posted in the lobby of City Hall. Up to date information on the Wells Economic Development Authority can be found at the following website http://www.cityofwells.net/index.php/economic-development-authority.

2.5.1 Goals, Objectives and Policies for Economic Development

2.5.1.1 . Goals:

To accommodate the future growth in the community so as to create a full range of living, working, shopping, recreation and cultural opportunities for all income and age groups who reside within Wells.

2.5.1.2 Objectives:

- Guidance of future development in a controlled manner so as to prevent premature demand on public services and utilities.
- Guidance of future development so that major strengths, attractive features, and the existing character of Wells are reinforced.
- Staging of future growth and development in Wells so that the natural resource and environmental features are protected and enhanced.
- Promote economic development in the city, which will provide for continued employment opportunities and reasonable access to the broad range of goods and services for Wells' residents.
- Improve the City's employment and tax base by developing the two industrial parks and encouraging commercial development.
- Continue to redevelop downtown Wells as a unique and viable retail core that accommodates a mixture of specialty retail, office, eating and drinking, entertainment, institutional and public uses. Encourage further social, cultural and entertainment facilities in the city's downtown so as to create a mixed-use center.
- Develop a thriving highway business district along both State Highway 109 and State Highway 22.

2.5.1.3 Policies:

- Encourage industrial development that will provide for additional employment opportunities for Wells' residents.
- Encourage additional industrial expansion in the Wells industrial parks to provide additional employment opportunities.
- Provide for reasonable and safe access to all retail concentration within Wells.
- Encourage moderate and well-planned growth that is consistent with the existing character of Wells.

1. Maintain the City's distinctive small town atmosphere.

- Preserve the City's heritage by maintaining and restoring good architecture and encouraging new developments to respect the scale and character of Wells.
- Locate future developments in areas that provide convenient access to public and private facilities and activities.

2.6 Housing

In 1999 the Housing and Redevelopment Authority of Wells participated in a Community Housing Assessment and Strategy (CHAT). The purpose of the CHAT was to assess housing needs and to help define future community development directions.

When analyzing the in-migration trends they recognized an in-migration pattern. The report states that "despite population declines, Wells has in fact been successful at attracting some number of

new residents". It is interesting to note that this 1999 report estimates that the 2000 census would find a decrease in the population to 2,256. This estimate fell short by 9% as the population was at 2,496. Evidently, the ability of Wells to attract residents was greater than anticipated.

The median household income in Wells has increased from $13,591 in 1979 to $26,463 in 2000. However, the city's incomes remain relatively low.

In 1990 the median value of an owner-occupied home in Wells was $37,100 while rental units were priced between $200 and $350.

In 2002 the City of Wells licensed 91 rental buildings, 54 single-family homes, 8 duplexes, 1 triplex, and 3 quads. Eleven apartments are being rented above Mainstreet businesses. There are 10 apartment buildings ranging in size from 6 units to 34 units. The largest apartment building is a 34-unit senior housing projected owned by the Housing and Redevelopment Authority of Wells. Also included is the Wellington Estates, the former municipal hospital, which was remodeled as a project of the Wells HRA (14 units).

The CHAT report suggests that new development in Wells should be about 70% owner-occupied and 30% renter-occupied. It also recommended a 10-year program of housing development, which would produce 77 additional units. Recommended were 54 Owner Occupied Units and 23 rental units.

In the Community Opinion Survey portion of the survey the community felt that the demand for single-family houses exceeded the supply. About 36% of those responding rated the supply of buildable improved lots to be severely in under supply.

The Wells CHAT reported as a Strategic Housing Issue a Comprehensive Plan. This report states that "Wells has several areas that are surrounded outside of the corporate limits. This creates difficult municipal service challenges and impedes growth in sound directions." This issue was resolved with the 2003 annexation.

	1990	% T	2000	% T	1990-2000 % Increase
Single Family	872	84	858	82	-2 %
Multi Family	150	15	188	17.5	2.5 %
Mobile Homes, Other	12	1	5	.5	-.5 %
Totals	**1034**	**100%**	**1051**	**100%**	**17%**

2.6.1 Goals, Objectives and Policies for Housing

2.6.1.1 . Goal:

To provide a housing mixture of different types, densities and cost ranges that will meet the needs and provide adequate housing opportunities for all income and age groups within Wells.

2.6.1.2 Objectives:

- Seek safe, healthful and blight-free residences and neighborhoods.

- Locate housing in new areas that will provide convenient access to public and private facilities and activities.
- Encourage and enact programs in order to construct a variety of housing types at different price ranges to provide opportunities for all income groups within Wells.
- Encourage private developers to provide a variety of housing types and cost ranges.
- Encourage and develop more use of local, state and federal programs for the provision of low and moderate income housing units. Encourage public and private participation in these programs.

2.6.1.3 Policies:

- Closely monitor the existing and future housing needs for the various income and age groups residing in Wells.
- Enact further programs to encourage the rehabilitation of existing housing units in the city.
- Develop subsidized family housing programs.

3. Community Facilities

A Community Facilities Pan is a compilation of policy statements, goals standards, maps and action program for guiding the future development of the public or semipublic facilities of the municipality such as recreational, educational and cultural facilities.

3.1 Introduction

Community facilities play an important role in defining the community and shaping its development. Several elements of relate directly to community facilities.

- Community facilities help define the City of Walters. In many cases, community facilities are keepers of the city's history and heritage.
- Municipal buildings, libraries, schools, churches, health care and a variety of other elements all form the mixture of what residents want and need in the community.
- Residents place value on the quality and variety of educational opportunities available, schools or school districts may become the focal point of the community.

Community facilities also house services and activities provided by government, non-profits or other similar entities. Planning for community facilities is important for several reasons:

- These facilities represent important community services;
- Community facilities are often the locations for community events;
- Facilities should be accessible to residents and visitors;
- These facilities often represent significant elements of the communities heritage and identity;
- Community facilities may influence the pattern of traffic and adjacent land use; and
- The future growth of any city may lead to the expansion of the existing facilities and the need to build new facilities.

3.2 Data

3.2.1 Existing City Facilities

3.2.1.1 City Hall

City Hall is located in the City's Central Business District. The building also houses the Wells Community Development Office and the Wells Police Department. The space in the building is adequate. The building itself was built in 1960. Since that time the City has not significantly updated the facility. Consideration should be given to a remodel or restoration of the building.

- The City Clerk's Office has three (3) full time employees. In addition to the day to day business of the city, the Clerk's Office has a Minnesota State Drivers Licensing Bureau.
- The Wells Community Development Office with one full-time staff person is located in the lower level of the building. Consideration should be given to moving this department to the main floor for increased exposure to the public and handicapped accessibility.
- The Wells Building Officer is also located on the lower level with the same constraints as the CD Office.

- The Wells Police Department Office and car garage is located on the main floor. Although the space allocated for the department is adequate it is not excessive. Consideration may be given to increasing the area for this department.
- The City Council Chambers are located on the main floor of the building. This section of the building has not been updated since the building was built. A remodel and refurnishing of this area should be considered in phases.

3.2.1.2 Public Safety (Fire, Ambulance & Police)

The City is served by one fire station consisting of 8,253 square feet of floor area located on 3rd Street and 1st Avenue. The Department has a force of 25 volunteers.

The Wells Volunteer Fire Department also services Clark, Dunbar, Walnut Lake, Foster, Carlston, MN Lake, and Vivian Townships. The city itself has a fire insurance rating of 5. Unless the City is contracted to increase services to other Townships, there will be no need for additional stations.

The Wells Area Volunteer Ambulance Service's Garage is 1,000 square feet and is located in the Central Business District. There are 25 volunteers who service the area 24 hours/day using 2 ambulances. There is no anticipated need for additional land for ambulance services

3.2.1.3 Stormwater Infrastructure

Surface Water management is an integral part of the area's infrastructure. The intent of the Surface Water management is to protect and control both quality and quantity of storm water runoff and surface waters.

Stormwater Management Objective

- Minimize the cost of stormwater system (construction plus maintenance) through the application of appropriate policies.
- Reduce flood damage to homes, businesses, and structures to minimum practical levels.
- Avoid impacts of increased flow rates due to development on downstream waters.
- Reduce nutrient and sediment loads due to erosion.
- Protect groundwater quality and quantity.
- Protect wildlife habitat and fish habitat.

System Plan

Surface water management system design is based on the Land Use Plan, and development in conflict with the Land Use Plan may create capacity problems for the system. Due to these issues, changes in the Land Use Plan, or variances to the Plan, must be carefully reviewed.

System Standards

All surface water management systems shall be constructed to city, state and federal standards.

Policies

- New trunk storm systems conveyance systems shall be designed for a 10=year storm.
- The City will continue to assess all costs of new storm sewer infrastructure to the benefiting properties. This will be done through lateral and trunk assessment in accordance with the City's Assessment Policy Manual.

- The City has established a "Surface Water Management Utility Charge" and monies collected from this charge will be used to help recover reconstruction and operational costs of the surface water system.
- Unless otherwise approved by City Council, surface water management system construction and expansion will follow the guidelines in the Task Force Planning Guide.
- The City maintains the right to stage development to provide cost efficient expansion of the system.
- No significant changes in, or variances to, the Land Use Plan will be allowed without a thorough review of its effect on the surface water management system and other infrastructure systems.

3.2.1.4 Municipal Liquor Store

3.2.1.5 City Owned Parcels of Land (with or without structures)

3.2.1 Public Facilities

3.2.1.1 Community Center

Wells Community Center is located at 189 2nd St SE. The building is adequate for the next 15 Years. To Reserve, contact City Hall 507-553-6371

3.2.1.2 Clinics

Wells houses clinics for both a United Hospitals District (Blue Earth) and Mayo Health Systems (Albert Lea)

3.2.2 Goals, Objectives and Policies for Public Facilities

3.2.2.1 Goal:

Provide public facilities and services of sufficient quality to provide for the health and safety of Wells' residents which reinforce the city's growth and redevelopment strategies.

3.2.2.2 Objectives:

To provide public facilities and services in a manner which reinforce the city's growth and redevelopment strategies.

3.2.2.3 Policies:

- Enforce and maintain the Wells Zoning Ordinance of Subdivisions regarding public services to be provided to subdivisions at the time of initial development.
- In the replacement or upgrading of older public services in areas, which are being redeveloped, maintain an assessment policy that is equitable, and does not place a heavy burden on landowners so that continued use and redevelopment effort will not be discouraged.
- Provide a modern educational system.

3.2.3 Recreational Facilities

This plan serves as a reference to successful community parks, recreation and open space development. This reference should be used when assessing the City's Open Space Plan.

System Plan

Many professional city planners recommend three acres of parkland for every 1,000 residents. With over 96 acres in two existing parks the City of Wells exceeds all recommendations. The City's Plan is to utilize its two spacious city-owned parks to their full potential.

All new and expanding areas to the West and Southwest will utilize Half Moon Park. All new and expanding areas to the South and East will utilize Thompson Park.

System Standards

- A minimum of three acres of neighborhood parkland per 1000 population.
- Neighborhood parks should be spaced approximately one mile apart.
- Parks should have access from at least one local or collector street.
- Parks should be located adjacent to schools if practical to maximize open space and share facilities.
- Off-street parking should be planned and incorporated within design criteria.
- Sidewalk or trails to avoid users crossing private property should provide access to parkland.

3.2.3.1 Existing Parks

NAME	SIZE	CLASSIFICATION	FACILITIES
Half Moon Park	26	Neighborhood/ Community	Playground equipment, Volleyball Courts Ballfields
Thompson Park	70	Neighborhood/ Community	Golf Course, Swimming Pool, Basketball Court Ballfields with Concessions Playground Equipment, Picnic Area Shelter
USC Public School	13.5	Community	Track Football field Playground Equipment
St Casimir's School	1	Private	Playground Equipment Basketball Courts

3.2.3.2 Wells Municipal Golf Club

Located at 801 1st Ave, Wells, MN the nine hold executive style course offers something for every skill type. With 4 par fours and 5 par threes, the course has been a proud member of the Wells community since 1934.

3.2.3.3 Wells Pool

Located at 800 1st Ave, Wells, MN

3.2.4 Goals, Objectives and Policies for Public Recreation

3.2.4.1 Goals

To provide sufficient parks and open space to meet the recreation needs of all age and income groups.

3.2.4.2 Objectives

- Protect and improve the two existing city parks.
- Encourage enjoyment of the outdoors to promote a healthy lifestyle by the residents by developing an intercity trail system

3.2.4.3 Policies

- Locate further parks in areas and open spaces to meet the recreation needs of all age and income groups.
- Develop existing parks and provide recreation equipment to maximize use of them by all residents of Wells.
- Encourage the protection of natural resource areas through public acquisition for both active and passive types of recreation use.
- Enact ordinances that require sub-dividers or developers to dedicate a certain amount of land for future parks and open space.
- Avoid incompatible or unsafe development adjacent to park and open space areas of Wells.

3.2.5 Educational Facilities

3.2.1.1 Public Library

The library is 4,050 sq feet. Construction of a new library facility is under consideration. The current site is located in the Central Business District and lacks both floor space and parking space. A facility needs study has been conducted. It indicated the need for an 8,000 sq. ft. building

3.2.1.2 United South Central School District

United South Central School System is a consolidated district servicing seven surrounding towns and several townships. USC School District build a new school in that opened in September 2014 in the southwest section of town.

3.2.1.3 St Casimir's Parochial School

Located on State Hwy 22 the school has an adequate landmass for its facility.

3.2.6 Cultural Facilities

3.2.1.1 Wells Train Depot

The railroad that first came to Wells in 1870 was the Southern Minnesota Railway, through the efforts of Clark W. Thompson. This was later taken over by the Chicago, Milwaukee, St. Paul and Pacific Railway, more commonly known as the Milwaukee Road. The current depot building was built in 1913 by the Milwaukee Road, the first brick structure after two wooden depots, one of which burned in a fire.

This building, with its unique witch hat roof, served the community as both freight and passenger depot for many years. Passenger service ended about 1960, but the building was in use as a railroad office right up until 2005, when the current rail line owners ICE/DME intended to demolish it. The Wells Historical Society bought the building for a dollar, and helped the railroad find other property along the track to build a depot more suited their needs. They needed a large equipment garage (not possible at the traditional depot) and a small office space. Since then, the Canadian Pacific Railway took over, and they are currently located about a block from the original depot, on the other side of the tracks, on 2nd Ave NW and 3rd St. NW.

3.2.1.2 District No. 40 School (Little Pink Schoolhouse)

Located half-way between the communities of Wells and Easton, stands the Little Pink Schoolhouse. The schoolhouse was built in 1896 and served students in School District #40 until 1952. The schoolhouse utilized a one room and one teacher system to educate children in kindergarten through eighth grade. The Pink Schoolhouse has become notable because of its color. The original color of the school was red but when it came time to repaint, a mixture of buttermilk and ochre was used. During the process of mixing, the ochre was tipped over and spilled on the ground changing the intensity of the color. The new combination created the pink hue that became the trademark of the old District 40 schoolhouse. For several years in the 1950's, the schoolhouse was painted white but residents were not happy with the change and it was repainted back to its 'original' pink. In 1952, District #40 consolidated with the Wells Public School System and the schoolhouse was closed. In 1953, the Pink Schoolhouse was sold to Walnut Lake Township to be used as their town hall. Today, it is used for monthly meetings and annual township meetings for residents.

3.2.1.3 Muret N. Leland House

Built in 1883. It exhibits all the characteristics of Queen Ann style architecture. This home was placed on the National Register of Historic Places in 1980 and is featured in the book "Minnesota Treasures" by Dennis Gardner and Richard Moe. The home is currently privately-owned and not open to the public.

3.2.1.4 Cemeteries

There are two cemeteries on the west side of town on State Highway 109. These cemeteries have adequate lots for the foreseeable future

3.2.1.5 Flame Theatre

Located at 125 S Broadway, Wells, MN the theatre opened in 1912 with an admission price of five cents. At that time, it was owned by Sidney F. Heath and C. Anderson. Throughout the years, the theatre went through many changes, including its name before Heath settled on The State Theatre. When the building was destroyed by fire in 1960, Heath asked the public to submit suggestions for a new name for the new building. August J. Schultz and Rose Mershon won free passes for submitting the winning suggestion, The Flame Theatre.

The City of Wells took over ownership of the theatre in 1996 and formed the Theatre Board. The City immediately invested approximately $65,000 into the facility, including a new projector, seats with cup holders, a bigger screen, and a fresh coat of paint. It currently has a Dolby Digital sound system and 304 seats. Additionally, in 2012, the City updated the HVAC system and went from reel to digital films thus being able to provide more film offerings. The Flame Theatre is one of several services unique to this rural southern Minnesota community.

3.3 Departments

3.3.1 Street Department

The Street Department is located on the east side of Wells. Buildings include two warehouses and the Recycling Center, comprising a total of 16,000 sq ft. Space for this department should be adequate for the foreseeable future.

3.3.2 Wastewater Department

The City of Wells' Wastewater Department shall strive to provide safe, affordable, quality service to our customers, protect and preserve the environment, while maintaining or exceeding all Federal and State regulation.

The City of Wells, following their Sanitary Sewer Construction Plan, constructed an Interceptor Sewer around the southern and western sides of the community. The City will continue to plan new sewer extensions as necessary due to new growth development.

Since serving newly developing property demands access to the Sanitary Sewer System, and since the costs to provide this service are fairly high, the staging of development in the City will depend strongly on the feasible staging of sanitary sewer system access.

3.3.3 Wells Public Utilities

The Wells Public Utilities Water Department shall strive to provide safe, affordable, quality service to our customers, protect and preserve the environment, while maintaining or exceeding all federal and state regulation.

The Wells Public Utilities Department (WPUD), located near the Central Business District, has

12,104 sq ft. This area houses generators, office staff, etc. They also have a facility in the southeast side of town near the Street Department buildings. Space for this department should be adequate for the foreseeable future.

"The Wells Public Utilities Commission shall strive to provide safe, affordable, quality service to our customers. As in the past, this will be accomplished by teamwork on the part of management, other city officials, the employees and its owner- consumers."

3.2.1.1 Electrical Distribution

Expansion of the City's electrical system will be in direct correlation to the growth and development of the City of Wells

3.2.1.2 Electrical Distribution System Plan

To better serve our present and future electrical customers' needs, the Wells Public Utilities Commission's long term plan is to upgrade present overhead facilities, adding aesthetically pleasing and more reliable underground facilities to our system on a project by project plan based on cost effectiveness.

3.2.1.3 4160 Feeders

South Feeder extension is being planned to service new annexation area.

West Feeder extension from 7th Ave SW to 9th Ave SW will provide an additional means to back feed in event of an outage.

3.2.1.4 69 kv Substation

Current substation has a city transformer sized at 5000/6250 kva. Also the substation has a 3000/3750 kva transformer that is currently dedicated to the Amour-Swift Plant but can be parallel with the city unit if need arises or if desired.

The Wells Public Utilities also has 8400 kw of generation that is currently under a lease contract but can be used for the city needs in cases of emergencies.

3.3.4 Water Supply System

Expansion of the City's water supply system has been tied to the expansion of the sanitary and storm sewer trunk system, which are in turn related to the development needs. Development must also proceed in a manner that will guarantee that a safe and sufficient supply of potable water can be provided. The Wells Public Utilities will be required to develop a system of water supply facilities (water storage tanks, well/pumping/treatment facilities, and lateral and trunk waterlines) that meet these needs.

3.3.4.1 System Plan

Operations of the system will follow guidelines approved by the Wells Public Utilities.

It is understood that the water supply system design is based on the Land Use Plan, and development in conflict with the Land Use plan may create capacity problems for the system.

Due to these issues, changes in the Land Use Plan, or variances to the Plan must be carefully reviewed.

3.3.4.2 System Standards

- American Water Works Association
- Wells Public Utilities Standard Specifications
- U.S. Environmental Protection Agency's (EPA) Safe Drinking Water Regulations
- Minnesota Plumbing Code

3.4 Actions

The process of preparing this plan lead to the following action goals. These initiatives are actions to be undertaken by the City of Wells to achieve the policy objectives related to community facilities.

1. Planning for facilities should occur in conjunction with ongoing management. A proactive approach allows the City to explore solutions and find the most economical and effective option.
2. County and State facilities are important parts of a local economy. Strong working relationships and on-going communications encourage successful operations and retention of facilities.
3. In recent years, the City of Wells has experienced changes related USC School District purchasing and building a new school in the southwest section of town. These changes of the new school site and old school site and the possibilities available have spurred the city to look into long term planning and assessment of the city's critical infrastructure and facilities.

4 Transportation

A transportation plan is a compilation of policy statements, goals, standards, maps, and action programs for guiding the future development of the various modes of transportation of the municipality and its environs, such as streets and highways, mass transit, railroads, air transportation, truck and water transport, and includes a major thoroughfare plan.

4.2 Introduction

Simply stated, transportation is the movement of people and goods. However, modern day transportation systems have evolved into intricate inter-modal networks that provide multi-dimensional service. Transportation contributes to the value-added of goods and services, facilities, economic scales, influences land (real estate) value. Transportation provides links between regions, economic activities and populations, which makes it one of the most important of all human activities. Transportation and its infrastructure is an indispensable component of the economy and can stimulate growth and development. Consequently, transportation systems have a strong influence on the growth patterns and urban form of a city. Therefore, careful consideration is needed in regard to transportation planning.

The transportation plan identifies the location, character and capacity of transportation facilities which are compatible with the planned land uses in the city. Road and street plans should encourage optimal community development while allowing for transit in a safe, fast and efficient manner. The transportation network must accommodate the planned pattern of employment, shipping and institutional related facilities. At the same time, transportation improvements should not be construction which produces severe and lasting impacts on the city's residential and commercial areas. Each street improvement should be given careful design attention to ensure compatibility with the scale and quality of the city and its neighborhoods. Heavy through-traffic can be a nuisance and a distraction from an otherwise quiet and safe neighborhood. Advance knowledge of the designation and location of major traffic arteries can result in greater neighborhood stability in which residents have the assurance that traffic conditions will remain relatively consistent in future years.

Early knowledge of planned major streets and their locations permits the proper arrangement of other elements of the Municipal Plan. This includes the prescription of the land uses and provisions of public facilities such as schools, parks, and utility improvements. Thus, the public sector and private developers must know the future locations of streets and highways in order to proceed intelligently with individual project plans.

4.3 System Plan

The Transportation System Plan for the city of Wells focuses on Streets and Highways in so far as it relates to the proposed annexation of land in the southwest section of the city.

4.3.1 System Plan

It is in the best interest of the City to coordinate the transportation needs into a system that will effectively and safely provide service in and around the City of Wells.

4.3.2 Streets and Highway Access

The focus of this plan is in consideration of the long-term needs of the city's street and highway system.

4.3.3 Peripheral Road System

A Street is being proposed to run north and south near the western corporate line of the city connecting to Highway 109.

4.4 Sidewalk and Trail Plan

The purpose of the Wells Active Living Coalition (WALC) Sidewalk and Trail Plan is to evaluate issues and needs with the City's sidewalk/trail system and combine this with input from the public, the WALC and the Safe Routes to School Committees. The combination of this input and technical analysis will be a comprehensive Sidewalk and Trail Plan the City and interested stakeholders can use to guide future investment decisions to improve connectivity and use of the overall system. This Plan can then be used as a basis for future funding requests and implementation prioritization of sidewalk/trail projects within the City of Wells.

4.4.1 Existing Sidewalk and Trail System

4.4.3 Proposed Sidewalk and Trail Connections

4.4.4 Implementation of Sidewalks and Trails Plan

In order for the Wells community to make the Sidewalk and Trail Plan a reality, a plan for implementation of sidewalk/trail improvements is needed. This will allow the City and its stakeholders to focus their efforts in developing the proposed sidewalk/trail network in a systematic manner, taking advantages of opportunities for implementation as they arise.

Based on the results of the public survey and the efforts of the WALC and Safe Routes to School Committees, it is apparent there are several needs for sidewalk/trail improvements that provide different benefits to the community such as: safe routes to school, access to shopping and services, access to recreation areas, and completing gaps in the sidewalk/trail grid system. Because each of these benefits to the community are important, it is difficult to prioritize one over the other. Therefore, for purposes of developing an implementation plan, the improvement benefit categories as a whole were prioritized according to public input and were assigned as a short-term (0 to 10 years), mid-term (11-20 years) and long-term (20+ years) improvement projects for planning purposes. This is not to say for example, that some projects identified in the mid-term category could not be built before others in the short-term category. The key is to identify needed improvements that the City and its stakeholders can implement as opportunities arise, whether that is through local funding, grants, or road reconstruction projects.

4.4.4.1 Short-Term (0-10 years)

All of the Safe Routes to School sidewalk/trail improvements, sidewalks/trails providing access to shopping and service areas, and paved shoulders along state highways were included in the short-term implementation timeframe.

Safe Routes to School

The completion of the USC School in its new location in 2014 will change walking and biking patterns for students. Although the number of students eligible to walk/bike to school will not change substantially, the routes used to get to school will. The proposed sidewalk/trail improvements in this category serve to fill gaps in the existing sidewalk/trail system along routes that will now be used to access the school such as 6th Ave SW, 7th St SW and Highway 22. Providing opportunities for students to safely walk and bike to school is a top priority for the community.

The Safe Routes to School committee developed costs with each of these sidewalk/trail improvements and prioritized them for Wells City Council consideration for future implementation. The committee's Safe Routes to School recommendations (in order of priority) are listed below and detailed cost estimates are included

- New sidewalk/trail along 6th Ave SW (from the new school border to 7th St SW) and 7th St SW (from 6th Ave SW to 4th Ave SW)
- New sidewalk/trail along Highway 22 (from 9th St SW to 11th St SW)
- New sidewalk/trail along 6th Ave SW (from 7th St SW to 3rd St)
- Rectangular Rapid Flashing Beacon at Highway 22/7th St SW intersection

Access to Shopping and Services

Three of the top five locations the public identified as desired locations to access by foot or bicycle included shopping and service businesses north of the railroad. Therefore, providing sidewalk/trail access to these locations is identified within the short-term timeframe. Sidewalks/trails along Broadway

Ave N, Highway 109 and Highway 22 are included to provide access to Market Place Foods, Dollar General, Casey's General Store, and Dairy Queen.

Public input supported the recently added paved shoulders on Highway 109 from Wells to Winnebago. To increase connectivity of these facilities, a desire was expressed to continue the paved shoulders along Highway 109 into Wells to connect to the Depot Museum as a potential future trailhead site. In addition, a desire was also expressed to work with MnDOT to consider paved shoulders along Highway 22 through the community to provide facilities for more experienced bicyclists looking to travel longer distances for recreation and/or commuting purposes.

4.4.4.2 Mid Term (11-20 years)

Improvements identified in this timeframe include sidewalks/trails that would provide and/or improve access to and within recreational areas within the community such as Half Moon Park, Thompson Park, the swimming pool and Golf Course.

4.4.4.3 Long Term (21+ years)

Improvements in this timeframe include sidewalks/trails that will help complete gaps in the trail grid system, particularly in the western portion of the community.

4.4.4.4 Other

There are several sidewalks/trails within the community's existing network that are in need of repair and/or reconstruction. The sidewalk/trail improvements listed above do not include any sidewalk reconstruction projects. The Wells Planning Commission is currently spear-heading an effort to develop a sidewalk reconstruction plan for the City Council's consideration. The intent of the sidewalk reconstruction plan is to outline desired sidewalk reconstruction projects that would coincide with street reconstruction projects in order to efficiently address sidewalks in need of repair at the same time street improvements are being conducted. Additional priorities for sidewalk reconstruction, beyond those linked to street projects, may also be identified.

Although the sidewalk reconstruction plan is a separate effort, it is recommended both sidewalk/trail improvements identified in this plan and the sidewalk reconstruction planning efforts be coordinated to seize opportunities for implementation where they may arise and to minimize disruption to property owners where possible. Appendix B illustrates the City's capital improvements plan.

4.4.4.6 Implementation Map

Sidewalk/Trail Improvement Location	Termini	Construction Cost Estimate*	Implementation Timeframe
6th Ave SW	New USC School to 7th St SW	$28,000	Short-term
7th St SW	6th Ave SW to 4th Ave SW	$15,000	
Highway 22	9th St SW to 11th St SW	$20,000	Short-term
6th Ave SW	7th St SW to 3rd St SW	$46,000	Short-term
Rectangular Rapid Flashing Beacon (RRFB)	Intersection of Highway 22/7th St SW	$40,000	Short-term
Broadway Ave N	1st St SE to Highway 109	$46,000	Short-term
Highway 22/Highway 109	Dairy Queen to Dollar General	$121,000	Short-term
Highway 22 (2nd Ave NW)	1st St NW to 3rd St NW	$27,000	Short-term
	Short Term Subtotal	**$343,000**	
7th St SE	Existing sidewalk between 3rd Ave SE and 4th Ave SE to 4th Ave SE	$7,000	Mid-term
4th St SE	7th St SE to 10th St SE	$37,000	Mid-term
10th St SE	4th Ave SE to Highway 22	$75,000	Mid-term
Highway 109	5th Ave NW to Half Moon Road	$37,000	Mid-term
Half Moon Road	Highway 109 to 7th Ave SW	$47,000	Mid-term
Half Moon Park Loop	Proposed sidewalk/trail on Half Moon Road, around east side of Park to the proposed sidewalk/trail on Highway 109	$43,000	Mid-term
Park Loop	1st St SW, 3rd St SW and 4th Ave SW	$77,000	Mid-term
	Mic-Term Subtotal	**$323,000**	
5th Ave NW	Highway 109 to 3rd St NW	$23,000	Long-term
3rd St SW	9th Ave SW to 6th Ave SW	$34,000	Long-term
7th St SW	9th Ave SW to 6th Ave SW	$34,000	Long-term
9th Ave SW	8th St SW to 3rd St SW	$62,000	Long-term
	Long Term Subtotal	**$153,000**	
TOTAL $819,000			

**2014 Dollars*

4.5 Goals Objectives and Policies for Transportation Facilities

4.5.1 Goals

Develop a transportation network which compliments land use developments and reinforces the city's growth strategies for the future.

4.5.2 Objectives

- Develop and maintain a transportation system, which will reinforce Wells' growth strategies. This system should also balance safety, accessibility, and environmental and cost considerations.
- Encourage the integration of land use and transportation plans in order to minimize the adverse effects of transportation systems (e.g., noise, air pollution) on the adjacent development.
- Identify the artery streets within the corporate limits that should be maintained and integrated into new developments for proper traffic control.
- Encourage the adoption of regulations concerning the construction and maintenance of roads in new subdivisions, so that those roads provide safe and efficient service to residents.
- Attempt to properly integrate the various types of state, county, and local streets and highways in the City of Wells so that safety and accessibility can be achieved.
- Develop a transportation system that reinforces Wells' economic development strategies and promotes the efficient flow of goods and services.
- Develop a southern bypass road that connects from the southeast (State Highway
- 109) to State Highway 22, and to the southwest to State Highway 109.

4.5.3 Policies

- A transportation network that provides accessibility for all to places of employment, recreation, shopping and entertainment. Mobility, safety, scenic values and economy should also be sought for citizens of Wells.
- Recognition of the importance of transportation networks to provide access to
- Regional Trade Centers.

5 Land Use

A Land Use Plan is a compilation of policy statements, goals, standards, maps, and action programs for guiding the future development of private and public property. The term includes a plan designating types of uses for the entire municipality as well as a specialized plan showing specific areas or specific types of land uses, such as residential, commercial, industrial, public or semipublic uses or any combination of such uses. A land use plan may also include the proposed densities for development.

"We will make the best use of community resources to provide and deliver quality services that are flexible to the citizens of Wells."

"We will limit barriers while facilitating positive and orderly growth through long range planning."

"We will balance the growth of the community and protection of our natural resources"

5.2 Introduction

Zoning allows a city to control the development of land within the community; both the type of structures that are built and the uses to which the land is put. Most building in a community is done by private individuals and businesses seeking to develop property for their own private use; whether this is residential, commercial or industrial. Zoning is one important tool for guiding this private development, so that land is used in a way that promotes both the best use of the land and the prosperity, health and welfare of the city's residents.

Zoning is normally accomplished by dividing the land in the city into different districts or zones and regulating the uses of land within each district. Generally, specific districts are set aside for residential, types of commercial and various industrial uses. The city can also use zoning to further agriculture and open space objectives.

By creating zoning districts that separate uses, the city assures that adequate space is provided for each use and that a transition area or buffer exists between distinct and incompatible uses. Adequate separation of uses prevents congestion, minimizes fire and other health and safety hazards, and keeps residential areas free of potential commercial and industrial nuisances such as smoke, noise and light.

Zoning regulations may also constrain the types and locations of structures. The regulation must be the same within each district, but may vary from district to district. These regulations often control:

- Building location, height, width, bulk
- Type of building foundation
- Number of stories, size of buildings and other structures
- The percentage of lot space which may be occupied
- The size of yards and other open spaces
- The density and distribution of population

- Soil, water supply conservation
- Conservation of shorelands
- Access to direct sunlight for solar energy systems
- Flood control

5.3 Existing Land Use

By far the dominant land use in the City of Wells consists of residential units. Over 50% of the city's acreage is devoted to this use. Generally, most residential units are located in the southwest sector of city. There are few vacant residential lots remaining in the city. It is anticipated that the city will need to expand its current supply of residential areas in the future. In addition, it is likely that some non-farm residential development will continue to locate in the rural agricultural areas surrounding the city.

The major retail commercial area of Wells is located in the central portion of the community, immediately south of the railroad. The downtown area offers a variety of retail and personal services; however, expansion of these businesses in the downtown area is unlikely in the future because of the lack of available vacant lots. As a result, new commercial uses have started to locate in different parts of the community, especially along some of the major highways.

Industrial development in Wells includes agriculture, farm service, metal fabrication, and building construction operations. The city also contains a fully developed industrial park in the eastern portion along T.H. #109 and C.R. #32. The Wells EDA has purchased nearly 50 acres of agricultural land for future industrial development.

Public land uses in Wells include the elementary and high schools, city hall, fire department and church uses. In addition to these facilities the city's stabilization ponds for sewage and storage buildings are located along T.H. #109. Two park areas occupy approximately 96 acres; Thompson Park is located in the southern portion of Wells, and Half Moon Park is in the western part. Additional recreational facilities are located at the high school complex.

5.3.1 EXISTING AND PROPOSED LAND USE AREA (ACRES)

	Existing Year end 2004 within Wells	Acres needed for growth outside current city limits	Proposed year end 2017
Residential	570	1337	1907
Park Land	110	0	110
Public Land	2	0	2
Commercial/Industrial	278	686	964
Agricultural	266	0	0
TOTAL	**1226**	**1757**	**2983**

5.3.2 Existing Land Use (approximately in Acres)

CATEGORY	No of Acres
Total Acreage Within Current Urban Service Area	**1,226**
Existing Uses Within The Urban Service Area (in Acres) ***(2004)***	
Residential	570
Commercial/Retail	72
Industrial	206
Public and semipublic	2
Parks and recreation	110
Agriculture	266
Total	**1226**
Vacant developable land within the current urban service area	
Residential	109
Commercial	0
Industrial	157
Public and semipublic	0
Agriculture	0
Total	**266**

5.4 Data

The City of Wells Adopted a Code of Ordinances on August 9, 2011 that contained the following information.

5.4.1 Ordinances

- Title 1 – Adopting Ordinance
- Title 2 – General Provisions
- Title 3 – Administration
    - 30 - General Provisions
    - 31 - Departments, Boards, and Commissions
    - 32 - Emergency Management
    - 33 - Taxation
- Title 5 – Public Works
    - 50 – Sewer Regulations
    - 51 – Electric and Water Utilities
    - 52 – Garbage and Refuse
- Title 7 – Traffic Code
    - 70 – General Provisions
    - 71 – Parking Schedule
- Title 9 – General Regulations
    - 90 - Animals
    - 91 - Streets and Sidewalks
    - 92 - Health and Safety; Nuisances
    - 93 - Rental Housing

  - 94 - Fire Prevention and Protection
- Title 10 – Business Regulations
  - 110 – General Licensing Provisions
  - 111 - Commercial Amusement
  - 112 – Liquor Regulations
  - 113 – Peddlers and Solicitors
  - 114 – Tobacco Regulations
- Title 13 – General Offenses
- Title 15 – Land Usage
  - 150 – General Provisions
  - 151- Subdivision Regulations
  - 152 – Zoning Code
- Special Ordinances
  - Franchise Agreements
  - Annexations
  - Street Name Changes

5.4.2 Zoning Districts

5.4.2.1 General Residential District (R-1)

The R-1 District is intended to be comprised of single-family dwellings, augmented with compatible medium density dwellings and appropriate accessory uses.

Permitted uses in R-1 District include;

(A) One and 2-family dwellings;
(B) Home occupations; and/or
(C) Accessory uses: these include private residential garages, fences, satellite dishes, signs. Also included are storage buildings complementary to the primary residential use and not exceeding 200 square feet.

(Am. #4, passed - -2004)
(Ord. 239, § 401, passed 1-22-2000)

5.4.2.2 Multi-Family Residential District (R-2)

The R-2 District is intended to permit the reuse of infill lots in the older developed areas of the community, and to allow for greater density in the form of multi-family, townhouse, condominium, and manufactured dwellings. The goal is to preserve some land that can be developed to serve the city's multi-family needs without creating incompatible situations. To protect this goal, permitted uses are few and conditional uses should be weighed in view of their impact on future multi-family development.

Permitted uses in the R-2 District include;

(A) All permitted uses of the R-1 District;
(B) Multi-family uses up to 8 units per structure; and
(C) All accessory uses of the R-1 District.

(Ord. 239, § 501, passed 1-22-2000)

5.4.2.3 Central Business District (C-1)

The C-1 Zone is the downtown area that has traditionally served as the commercial core of the city. There is a mixture of retail businesses, eating and drinking establishments, offices, and other uses. Businesses are pedestrian-oriented with buildings close together and little off-street parking.

Permitted uses in the C-1 District include;

(A) Retail businesses, stores, and shops;
(B) Repair and maintenance services;
(C) Offices and professional services;
(D) Eating and drinking establishments;
(E) Bowling allies, pool halls, video game arcades;
(F) Accessory uses;
(G) Community/governmental buildings and public parks; and
(H) Housing above the first floor.
(Ord. 239, § 601, passed 1-22-2000)

5.4.2.4 General Business District (C-2)

The C-2 Zone is designed for commercial uses that generally located along highways. This zone is characterized by large lots, on-site parking and deeper setbacks. Businesses are automobile rather than pedestrian-oriented.

Permitted uses in the C-2 District include;

(A) Any use permitted in the C-1 Zone;
(B) Gas stations;
(C) Convenience stores;
(D) Implement and farm service stores; and
(E) New and used automobile sales and services.
(Ord. 239, § 701, passed 1-22-2000)

5.4.2.5 Agricultural District (A)

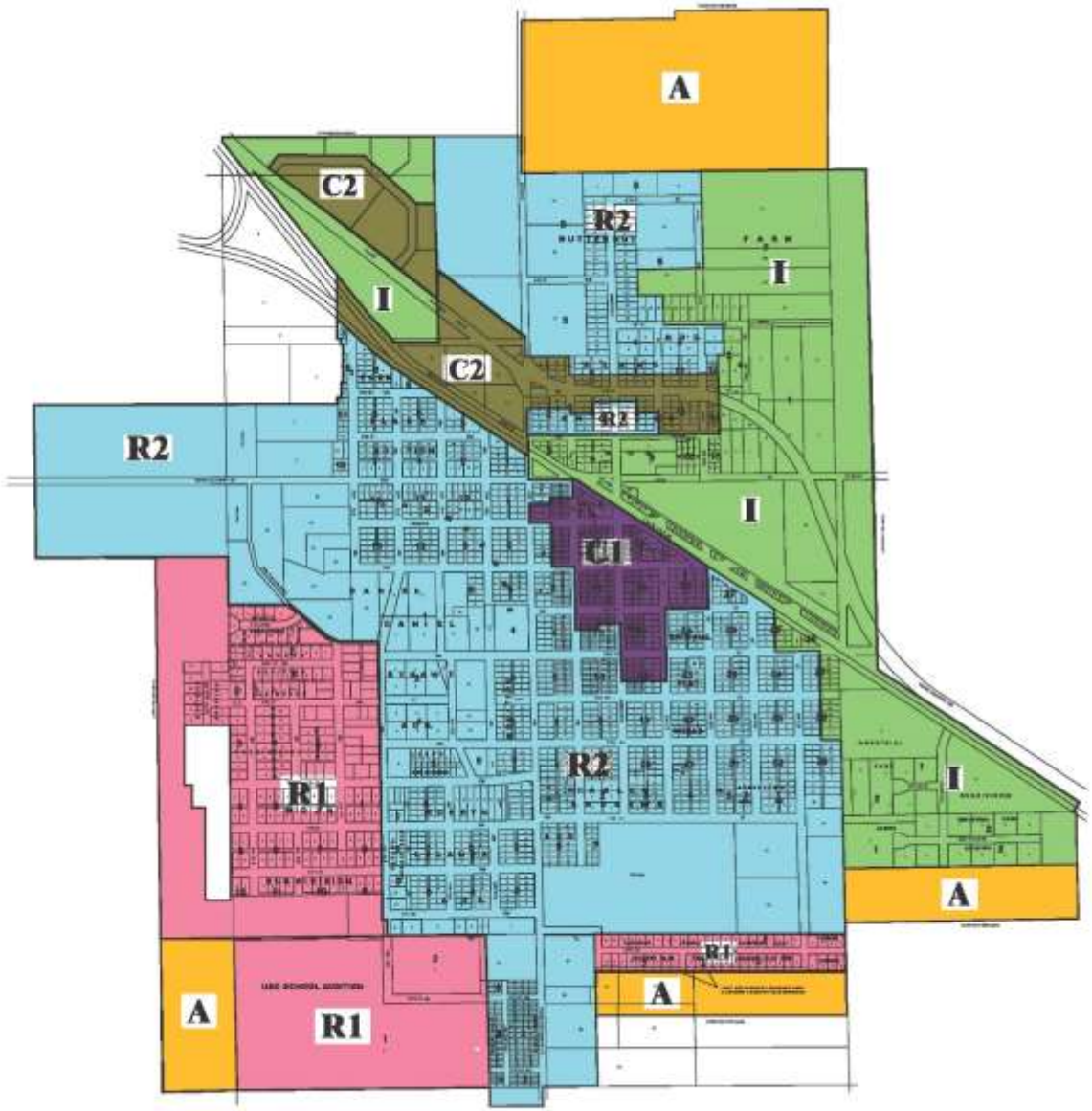
The A Zone is established in order to protect existing farm industry as a viable, long-term use in those incorporated areas that are furthest from urban growth and associated services. This zone also promotes new urban growth to occur closer to services in an efficient manner.

The following are permitted uses: crop farming.
(Ord. 239, § 901, passed 1-22-2000; Am. #4, passed - -2004)

5.5 Urban Grown Boundary

The Urban Area Boundary was developed by the Planning and Zoning Commission in order to better define the boundary of the area that the City should be involved in land use planning issues. State statutes allow cities to have review authority over land use issues that occur within 2 miles of the city limits, although the City of Wells has not established this

authority. All land use planning issues and maps included in the Comprehensive Land Use Plan are based on the land that is currently within the city boundaries, and those locations that lie within the Urban Boundary Area. The Urban Area Boundary is the dark outer boundary noted on all maps.



CITY OF WELLS

FARIBAULT COUNTY, MINNESOTA

1000 0 1000
500

ZONING MAP

MAY 2015

LEGEND

Residential Districts:
- Residential Low Density District — R1
- Residential High Density District — R2

Business Districts:
- Central Business District — C1
- Service Commercial District — C2

Industrial District: — I

Agricultural District: — A

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Consulting Engineers & Surveyors
310 North Main Street · Fairmont, Minnesota 56031-1803
Phone (507)238-4738 Email: fairmont@bolton-menk.com
www.bolton-menk.com

5.6 Actions

The process of preparing this plan lead to the following action goals. These initiatives are actions to be undertaken by the City of Wells to achieve the policy objectives related to land use.

- Future planning efforts being done in partnership with the City of Wells and the SWCD will look at ordinance changes to preserve water quality, health and safety of the community.
- Work with other agencies to cut costs on updating ordinances and policies
- Understanding how land use changes will affect the city and planning efforts.
- Update ordinances
- Update zoning

6 Capital Improvement Plan

A Capital Improvement Plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing and financing of capital improvements over a multi-year period – usually 4-6 years. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure and equipment. The CIP includes a description of proposed capital improvement projects ranked by priority, a year-by-year plan schedule of expected project funding, and an estimate of projects costs and financing sources. The CIP is a working document and should be reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities.

Preparation of the CIP and annual budget are closely linked. The first year of the CIP, known as the capital budget, outlines specific projects and appropriates funding for those projects. Plans are usually adopted in conjunction with the annual operating budget. Projects and financing sources outlined for subsequent years are not authorized until the annual budget for those years is legally adopted.

A CIP is a powerful tool for implementing a community's municipal plan. Capital investments such as utility extensions, highway improvements, and the purchase of parkland or environmental corridors can have a substantial impact on patterns of growth and development.

6.1 Street Improvement Plan

6.1.1 Introduction and Purpose

This Street Improvement Plan has been developed to identify and prioritize street improvement projects within the City of Wells for the years between 2012 and 2018. The goal of this plan is to prioritize streets that have the greatest need for improvements and to group them into a proposed construction year while keeping overall project costs each year within a targeted range. It is recommended that an annual review of this plan be conducted to ensure that costs are adjusted to keep up with inflation and other market factors. Financing for these proposed projects is anticipated to come from G.O. Bonding with repayment from tax levy and special assessments. It is recommended that other funding options also be considered during the project planning process.

6.1.2 Assumptions and Methodology

For the purposes of creating this plan, the street conditions were evaluated using a Pavement Condition Index (PCI). These ratings are based on the physical characteristics of the streets such as cracking and pavement defects (potholes). The rating system uses a scale that ranges from 0 to 100. Higher numbers represent greater pavement distress and that the street is in poorer condition. Lower numbers indicate the street is in adequate condition and requires less maintenance. The values of the PCI also help to identify the type of rehabilitation planned. The PCI ratings that have been generally correlated to the different levels of improvements are as follows:

0-10 No Improvements Proposed
11-40 Overlay
41-50 Pavement Reconstruction
50+ Full Reconstruction

These tiers provide a quantitative system for determining what types of improvements are appropriate.

The condition of the existing storm sewer, watermain, and sanitary sewer systems were not reviewed as a part of this analysis. For the purposes of this report, the condition of the existing utility infrastructure has been assumed to be adequate for the life of the proposed street improvements unless noted otherwise. It is recommended that further consideration be given to utility replacement needs during the preliminary design phase of each project. For planning purposes, the potential costs for replacing each utility is shown in the project summary table. Those costs are only included in the total estimated project costs where indicated in the table. Tabulations for storm sewer upgrades shown are based on the 2008 Surface Water Master Plan and should also be considered during the preliminary design phase of each project.

6.1.3 Basis for Costs

To determine probable costs for the proposed improvements, the following assumptions were made for each rehabilitation method:

- Mill and Overlay = 7' wide taper mill pavement edges, 2" bituminous overlay, 10% replacement of existing concrete curb, and other related miscellaneous work.
- Pavement Reconstruction = 4" bituminous pavement, 8" aggregate base, underdrains for subsurface drainage, 20% replacement of existing concrete curb, and other related miscellaneous work.
- Full Reconstruction = Replacement of all public utilities (storm sewer, watermain, and sanitary sewer), 4" bituminous pavement, 8" aggregate base, underdrains, 100% replacement of concrete curb, driveway replacement, turf restoration, and other related miscellaneous work.

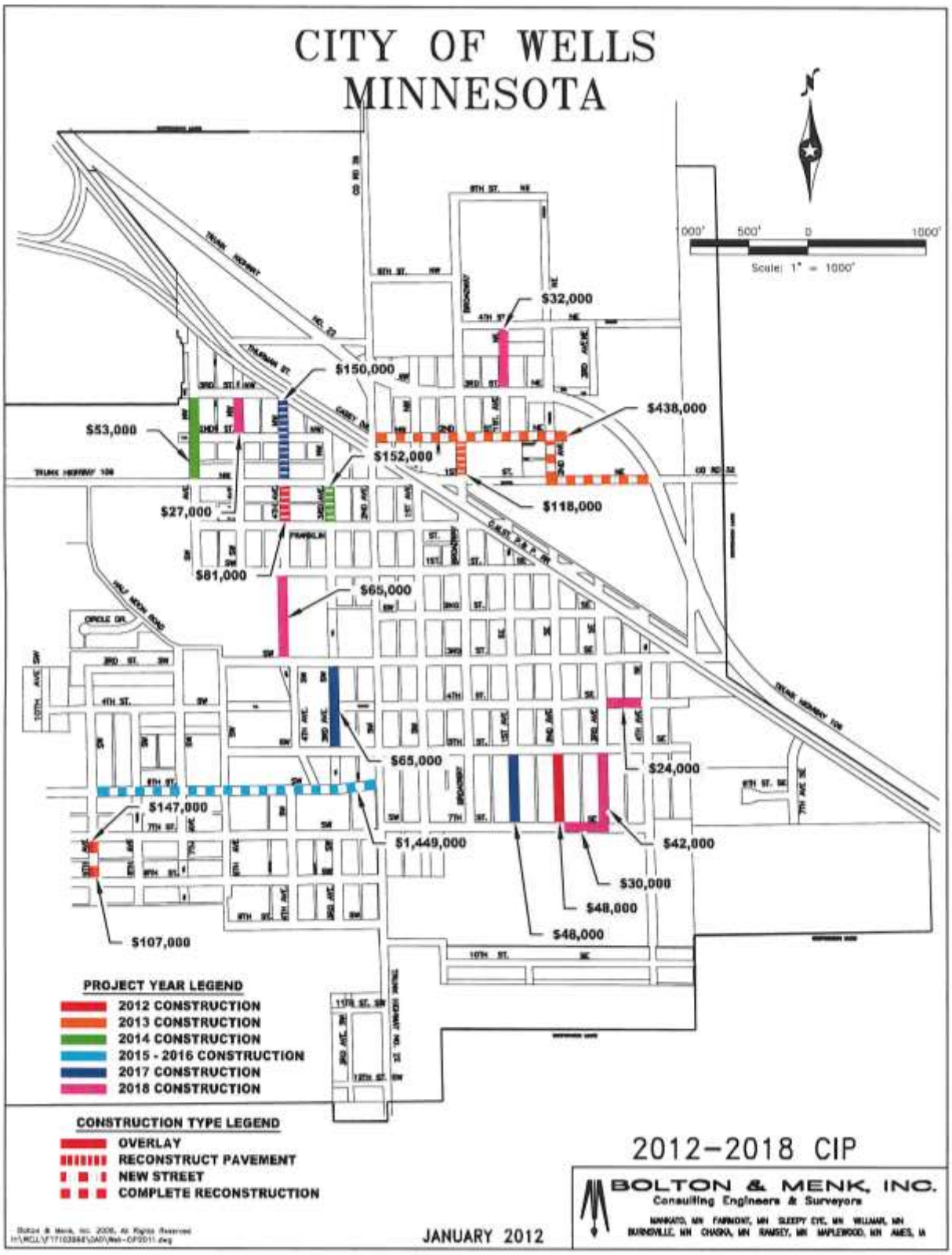
Estimated probable construction costs have been based on recent (2010-2011) average municipal bid pricing plus a 10% contingency. Engineering and administration expenses are estimated at 15% for overlay projects and 25% for pavement reconstruction and full reconstruction projects. A summary of the estimated project costs for each street segment is attached in Appendix A.

It should be noted that the estimated probable costs are subject to variance due to construction timing, scope of work, inflation, etc. Since the consultant has no control over the cost of labor, materials, weather conditions and other factors affecting the cost of construction, all opinions of probable cost are for general information and no guarantee as to the accuracy of these opinions is made.

6.1.4 Summary

For quick reference, a project location map with proposed construction type and estimated probable costs for each year and street segment is included in Appendix B. As indicated earlier, the goal of this plan is to prioritize the street improvement needs and group them into a proposed construction year based on a targeted annual budget amount. The annual budget amount identified by the City is $250,000 plus one large reconstruction project over the life of the plan.

The large reconstruction project that has been identified is 6th Street SW, which is proposed to be constructed in 2015 with the final paving surface to be completed in 2016. In addition, the County project along 2nd Street NE that is programmed for the year 2013 is included to show the City share for the utility improvements that would be included. It is recommended that an annual review of this plan be conducted to ensure that costs and improvement needs are adjusted as necessary to maintain a current and accurate plan. Utility infrastructure needs should also be further evaluated at that time.


CITY OF WELLS
MINNESOTA
Scale: 1" = 1000'
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$150,000
$438,000
$53,000
$152,000
$118,000
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$65,000
$24,000
$147,000
$1,449,000
$42,000
$30,000
$48,000
$48,000
$107,000
PROJECT YEAR LEGEND
2012 CONSTRUCTION
2013 CONSTRUCTION
2014 CONSTRUCTION
2015 - 2016 CONSTRUCTION
2017 CONSTRUCTION
2018 CONSTRUCTION
CONSTRUCTION TYPE LEGEND
OVERLAY
RECONSTRUCT PAVEMENT
NEW STREET
COMPLETE RECONSTRUCTION
2012-2018 CIP
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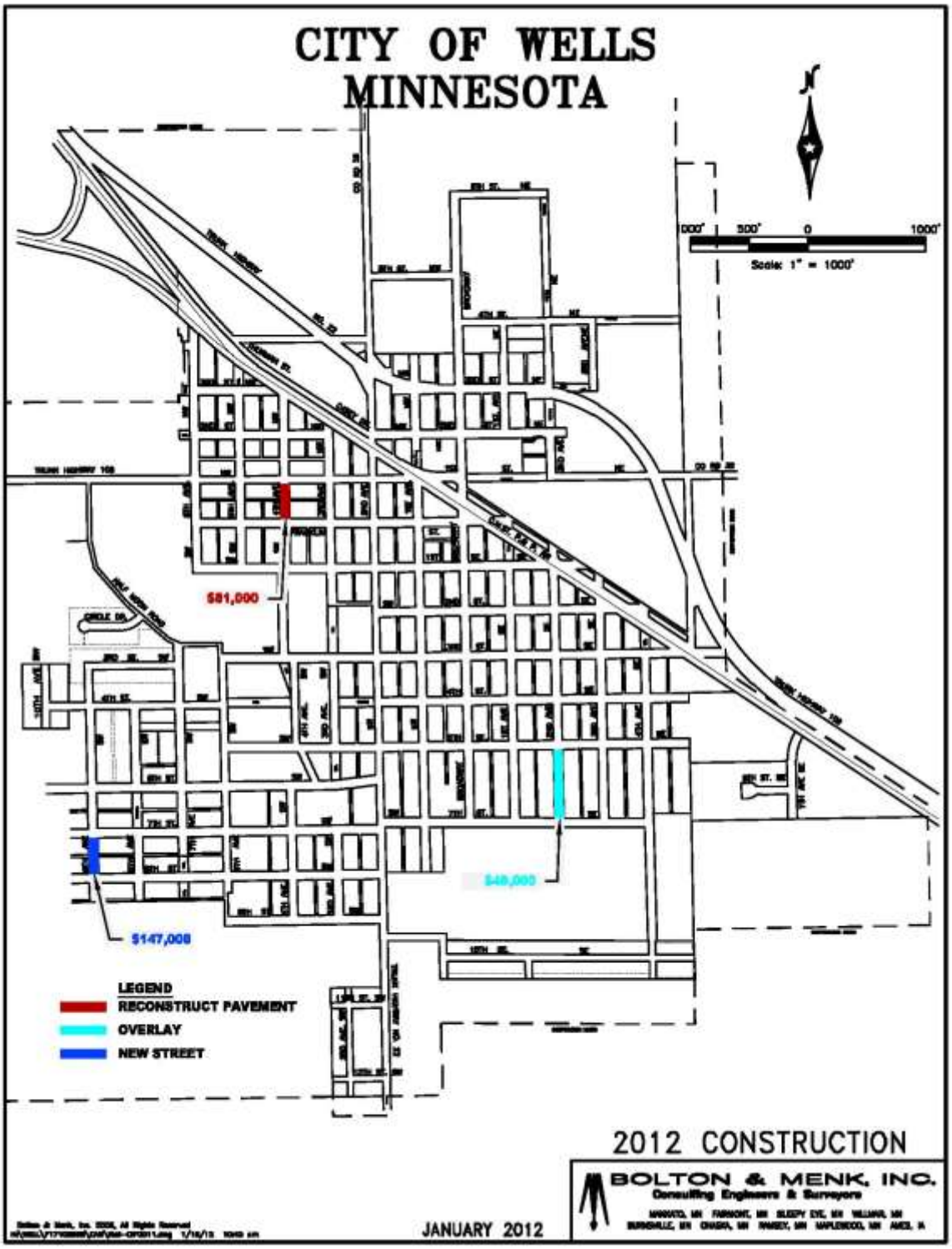
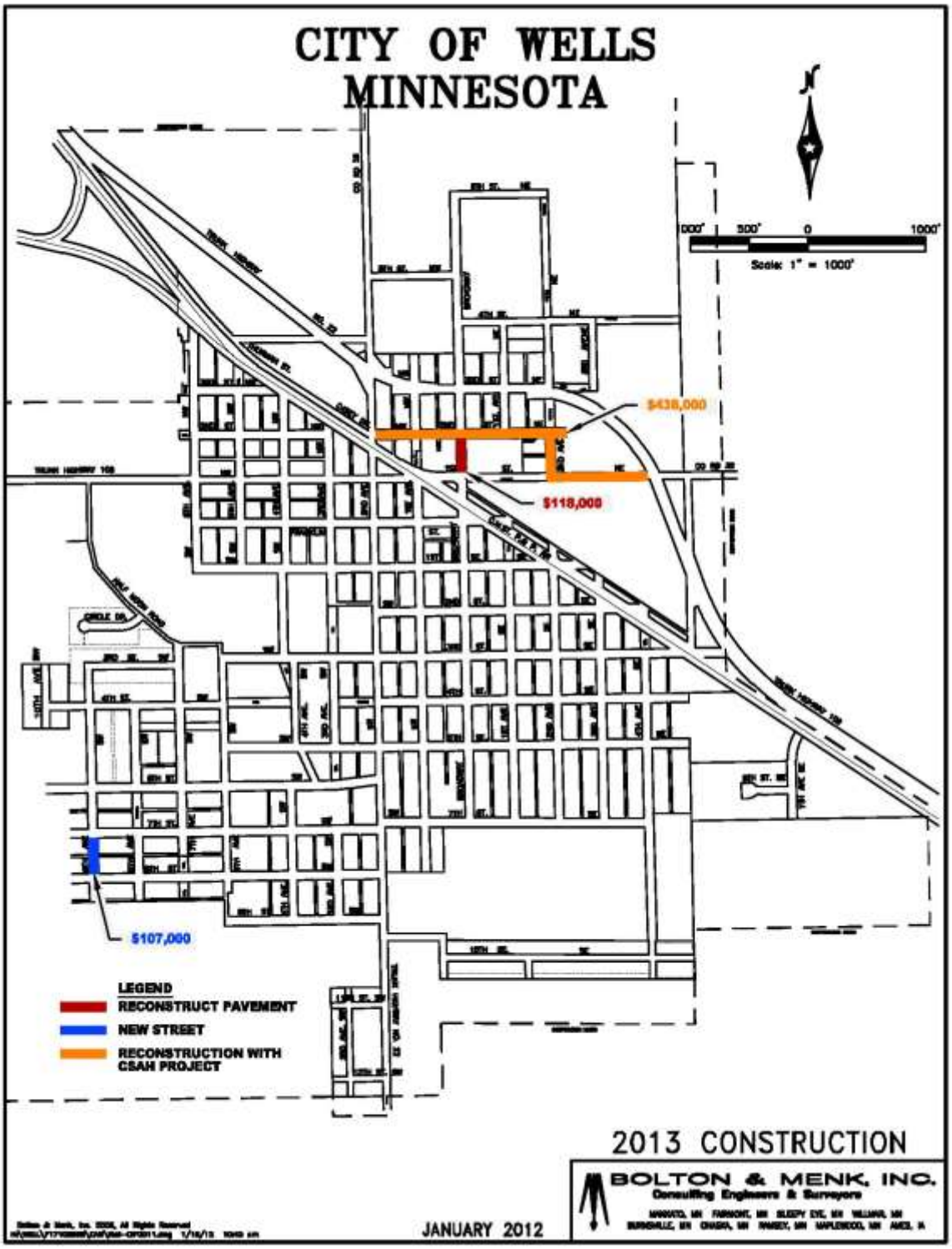
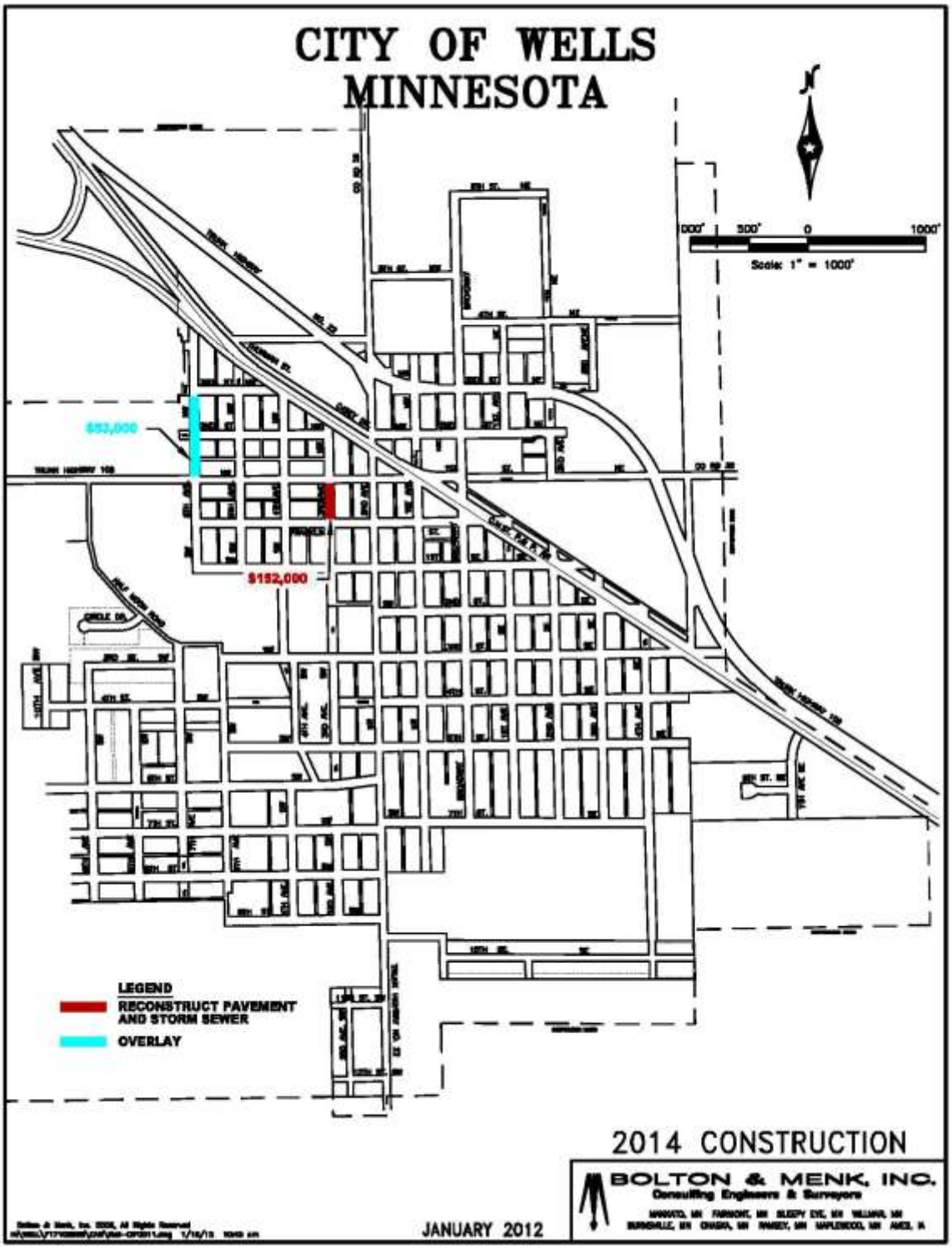
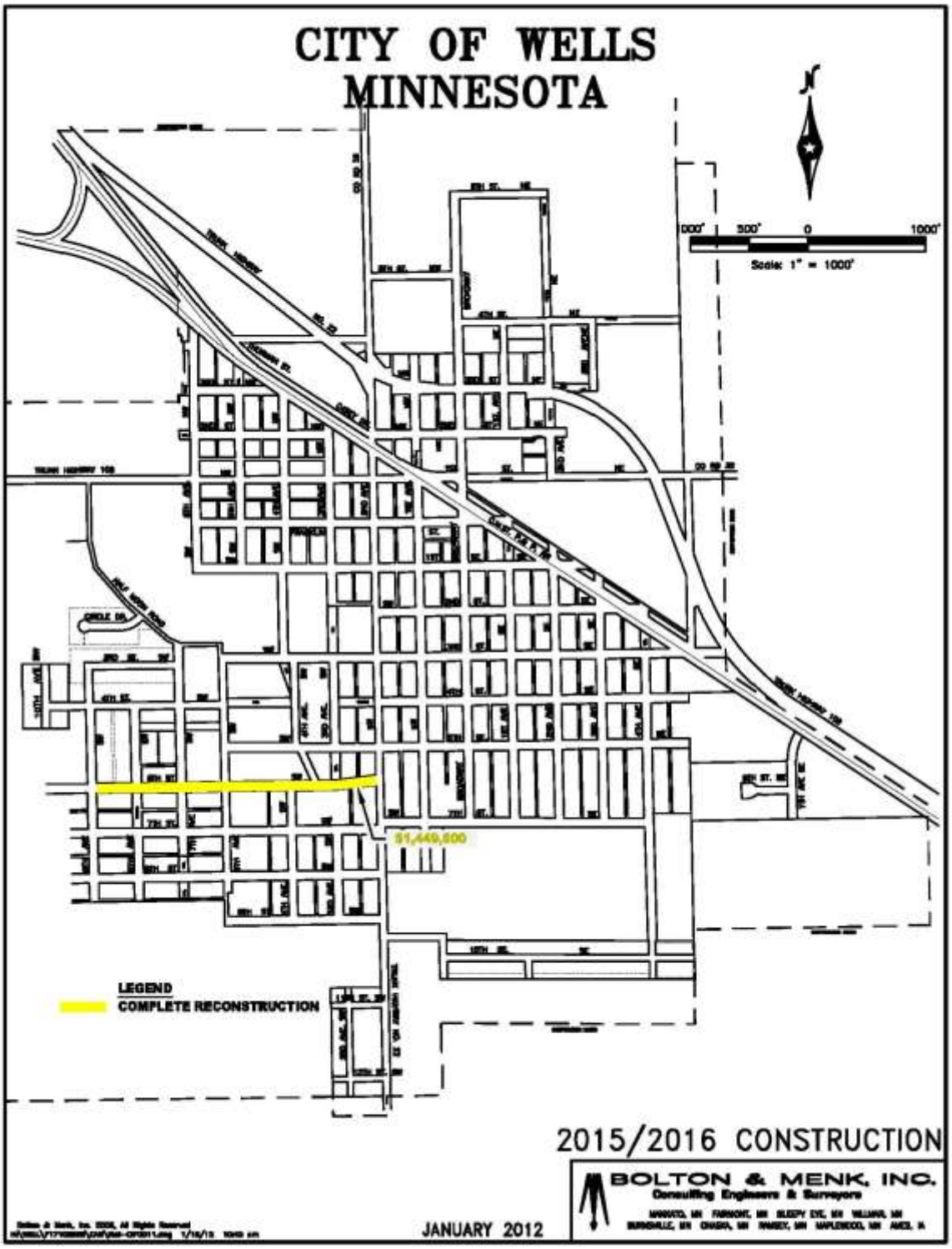
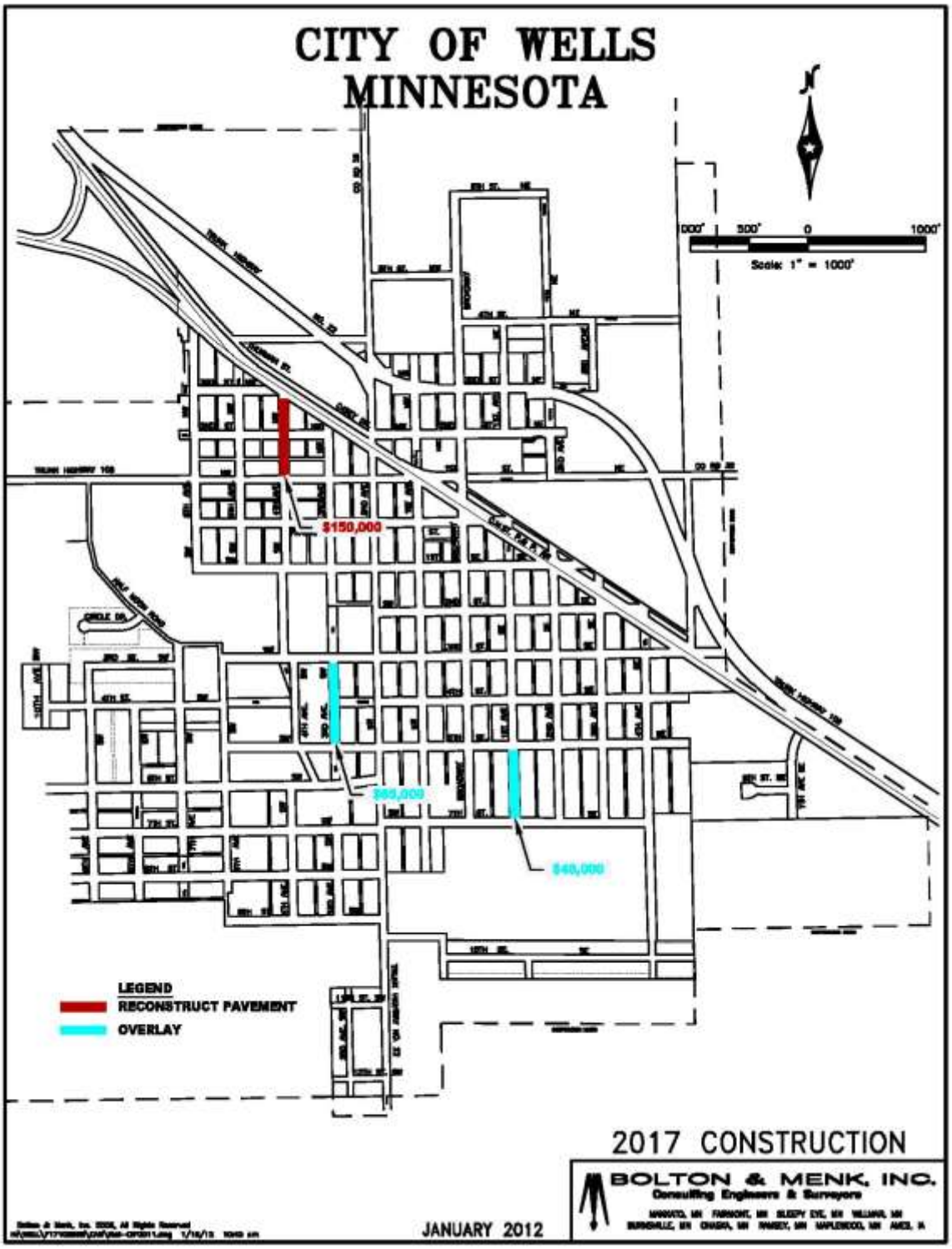
JANUARY 2012


CITY OF WELLS
MINNESOTA
Scale: 1" = 1000'
$81,000
$147,000
LEGEND
RECONSTRUCT PAVEMENT
OVERLAY
NEW STREET
2012 CONSTRUCTION
BOLTON & MENK, INC.
Consulting Engineers & Surveyors
JANUARY 2012


CITY OF WELLS
MINNESOTA
Scale: 1" = 1000'
$438,000
$118,000
$107,000
LEGEND
RECONSTRUCT PAVEMENT
NEW STREET
RECONSTRUCTION WITH CSAH PROJECT
2013 CONSTRUCTION
BOLTON & MENK, INC.
Consulting Engineers & Surveyors
JANUARY 2012


CITY OF WELLS
MINNESOTA
Scale: 1" = 1000'
$53,000
$152,000
LEGEND
RECONSTRUCT PAVEMENT AND STORM SEWER
OVERLAY
2014 CONSTRUCTION
BOLTON & MENK, INC.
Consulting Engineers & Surveyors
JANUARY 2012


CITY OF WELLS
MINNESOTA
Scale: 1" = 1000'
LEGEND
COMPLETE RECONSTRUCTION
2015/2016 CONSTRUCTION
BOLTON & MENK, INC.
Consulting Engineers & Surveyors
JANUARY 2012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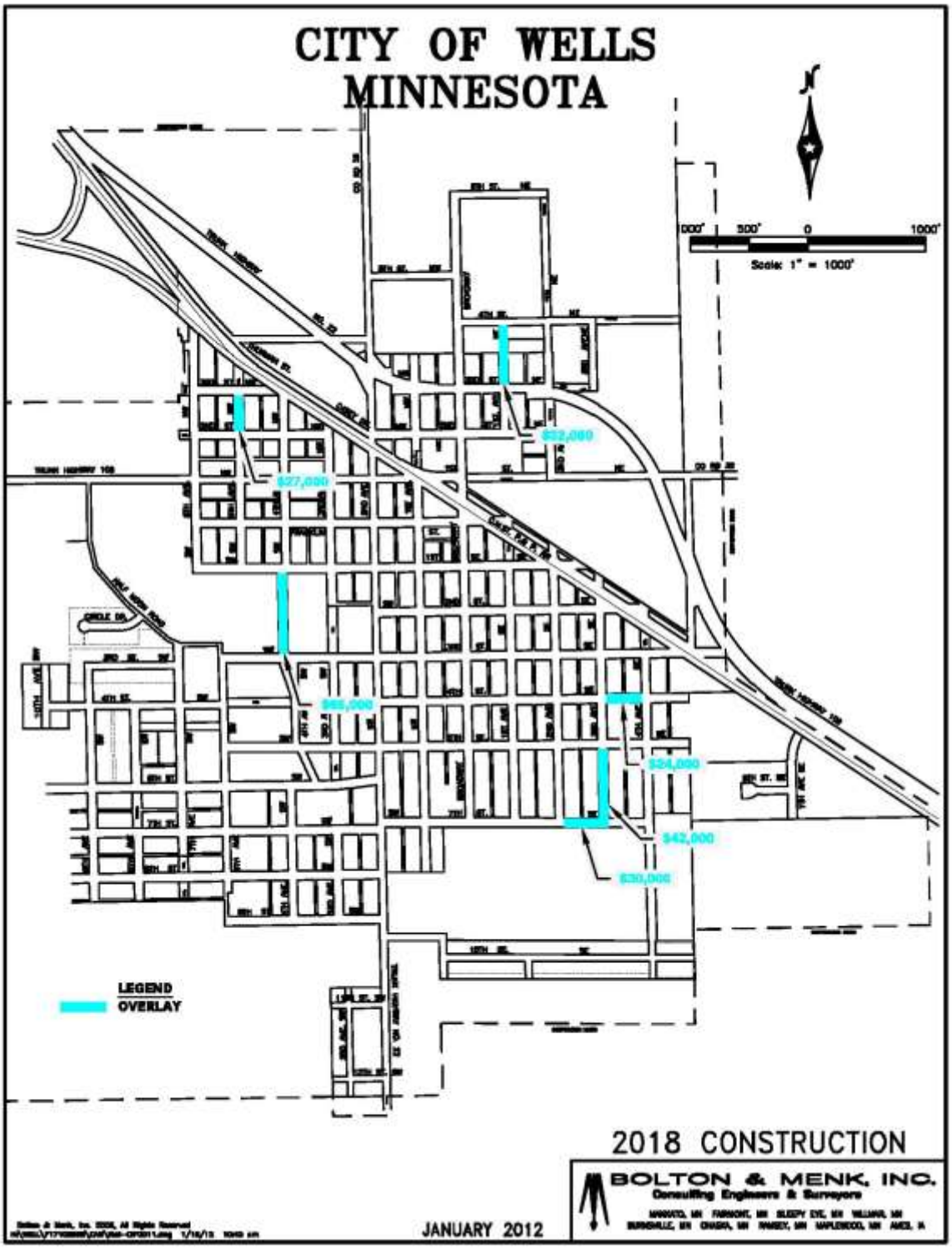
LEGEND
RECONSTRUCT PAVEMENT
OVERLAY
2017 CONSTRUCTION
BOLTON & MENK, INC.
Consulting Engineers & Surveyors
JANUARY 2012


CITY OF WELLS
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$32,000
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$65,000
$24,000
$42,000
$30,000
LEGEND
OVERLAY
2018 CONSTRUCTION
BOLTON & MENK, INC.
Consulting Engineers & Surveyors
JANUARY 2012

CITY OF WELLS, MN

2012 - 2018 STREET IMPROVEMENT PLAN

Last Updated: January 8, 2012

	Construction Year	Location	Construction Type	Pavement Rating	Pavement Area SY	Total Street Cost	Curb	Curb Cost	Planned Storm Sewer *	Strm Cost	San Cost	Wmn Cost	Eng & Admin Cost**	Anticipated City Cost	Anticipated PUC (Water) Cost
1	2012	4th Ave NW Franklin - 1st St	Reconstruct Pavement	46	1333	$64,208	Repairs	$3,282	None		$45,133		$13,498	$81,000	$0
2	2012	2nd Ave SE 1m St - 7th St	Overlay	34	2726	$55,702	Repairs	$3,834	Replace	$91,363	$80,223	$63,991	$6,231	$48,000	$0
3	2012	9th Avenue SW 8th St - 7th St SW	New Street	N/A	1161	$82,225	New	$12,375	New	$28,215			$24,563	$147,000	$0
													2012 Total Cost	$276,000	$0
4	2013	9th Avenue SW 8th St - 7th St SW	New Street	N/A	1161	$92,681	New		Replace				$13,902	$107,000	$0
5	2013	Broadway 1st St NE - 2nd St NE	Reconstruct Pavement	Conc	1806	$95,425	Repairs	$3,300	Upgrade	$47,810	$36,300	$28,050	$19,745	$118,000	$0
6	2013	2nd Street NE (CSAH 62) 2nd Ave - TH 109	Reconstruct with County	Conc	N/A	N/A	Replace	N/A	Replace	$75,000	$290,000	$230,000	$115,000	$438,000	$276,000
													2013 Total Cost	$663,000	$276,000
7	2014	3rd Ave NW Franklin - 1st St	Reconstruct Pavement and Storm Sewer	46	1333	$64,208	Repairs	$3,282	Upgrade	$59,494	$45,133	$34,876	$25,397	$152,000	$0
8	2014	6th Ave NW 1st St - 3rd St	Overlay	38	3096	$39,772	Repairs	$4,626	Upgrade	$94,925	$91,113	$70,406	$6,960	$53,000	$0
													2014 Total Cost	$205,000	$0
9	2015/2016	6th St SW 9th Ave SW - 6th Ave SW	Complete Reconstruct	16	4618	$245,329	Replace	$49,852	Upgrade	$59,494	$91,960	$105,936	$110,514	$536,000	$127,000
10	2015/2016	6th St SW 6th Ave SW - 2nd Ave SW	Complete Reconstruct	16	5402	$283,877	Replace	$57,816	Upgrade	$260,172	$158,994	$122,859	$176,744	$915,000	$147,000
													2015/2016 Total Cost	$1,449,000	$274,000
11	2017	4th Ave NW 1st St - Dead End	Reconstruct Pavement	42	2935	$118,572	Repairs	$6,174	None		$86,273		$24,969	$150,000	$0
12	2017	3rd Ave SW 1m St - 3rd St	Overlay	34	4222	$56,949	New	$99,440	Replace	$71,300			$8,542	$65,000	$0
13	2017	1st Ave SE 1m St - 7th St	Overlay	28	2726	$55,702	Repairs	$3,834	Replace	$91,363	$80,223	$63,991	$6,231	$48,000	$0
													2017 Total Cost	$263,000	$0
14	2018	7th St SE 2nd Ave SE - 3rd Ave SE	Overlay	26	1984	$24,869	Repairs	$1,672	None			$35,230	$3,921	$30,000	$0
15	2018	5th Ave NW 1st St - 2nd St	Overlay	24	1362	$19,824	Repairs	$3,344	None		$45,980	$30,130	$3,475	$27,000	$0
16	2018	1st Ave NE 1st St - 4th St	Overlay	22	1944	$24,029	Repairs	$4,048	Replace	$37,818	$55,660	$48,030	$4,232	$32,000	$0
17	2018	4th St SE 1st Ave SE - 4th Ave SE	Overlay	22	1362	$19,274	Repairs	$1,870	None				$3,142	$24,000	$0
18	2018	4th Ave SW 1st St - 1st St	Overlay	22	2692	$56,749	New	$99,308	Upgrade	$75,900	$42,350	$70,780	$8,532	$65,000	$0
19	2018	1st Ave SE 1m St - 7th St	Overlay	16	2726	$33,612	Repairs	$2,917	Replace	$367,799	$80,223	$63,991	$5,479	$42,000	$0
													2018 Total Cost	$220,000	$0
													Grand Total	$3,076,000	$550,000

Legend

COSTS INCLUDED IN ANTICIPATED TOTAL COST COLUMN

* Based on 2008 Surface Water Master Plan

** Engineering and Admin Assumed to be 15% for Overlay Projects and 20% for Reconstruct Pavement / Complete Reconstruct Projects

6.2 Surface Water Management Plan

6.2.1 Executive Summary

This Comprehensive Surface Water Management Plan (SWMP) for the City of Wells has been prepared at the request of the Wells City Council. The SWMP's purpose is to analyze the existing storm sewer network relative to its ability to protect its residents against flood damage for various storm intensities and to consider the effects of continued growth around the City on the existing municipal storm drainage system. This plan is also needed to recommend general development policies that are designed to reduce the potential of flooding and storm water pollution associated with the urbanization of the undeveloped lands surrounding the City.

To this end, we have mapped and modeled the various major watersheds and their subwatersheds within and around the City as a method of quantifying the effects of various rainfalls on the existing and proposed storm sewer systems. With this information, we have been able to size a combination of recommended storm water collection system pipe sizes, storm water retention ponds, and dry infiltration ponds.

Most Minnesota cities have existing pipe networks that were originally designed to relieve ponding within the original platted city limits. When these systems were designed, the concern for the downstream properties was not a consideration. This is because the growth of these cities was relatively slow and the increase in the downstream flow rates was negligible. In Wells, the original sanitary sewer and storm sewer systems were combined, causing water quality issues during large rain events.

As little as 20 years ago, the urban storm sewer pipe design recommended by the Minnesota Department of Transportation (Mn/DOT) on County State Aid Highways like South Broadway and Franklin Street was a 3-year design storm. That is, the pipe system was designed to handle peak rainfall rates of less than 3.5 inches per hour. Now, as rainfall intensities appear to be increasing and construction costs are increasing faster than material costs, the recommended design is for the pipes to handle a 10-year storm while ensuring that overflow spillway routes prevent property damage for larger storms.

MPCA also requires storm water treatment of municipal runoff. At present, treatment is only required for new developments creating more than one acre of impervious surfacing. To put this in perspective, a four lot subdivision with a typical city street in front of the houses would create approximately one acre of impervious surfacing and would need to include a permanent storm water treatment system.

The current treatment alternatives include **rain gardens, biofilters, infiltration ponds, filtration systems and wet retention ponds**. Rain gardens and infiltration ponds are not recommended in Wells, because they rely on the permeability of the existing soil. The soils in and around Wells are not conducive to high rates of infiltration. Hence, in order to work, rain gardens and infiltration ponds must be oversized to account for the slow infiltration rate of the soil.

The remaining viable treatment alternatives include biofilters, which are essentially rain gardens with an underdrain system, filtration systems and wet retention ponds. When riparian water laws are considered (i.e., the City cannot send greater flows downstream than existed before), the issue becomes a need for both water quality treatments and downstream flood mitigation. There are three solutions to this problem:

1. **Low Impact Development** which includes minimum width roads, minimizing impervious surfacing, maximizing green space and installing of biofilters to mimic the undeveloped condition.
2. **Wet Retention Ponds** designed with an outlet that meters out the flow at predevelopment rates and sized to store the excess runoff from a 100-year storm. To meet MPCA sedimentation criteria, wet retention ponds must have a minimum wet pool volume of 1800 cubic feet of storage per acre of watershed served by the pond. This "dead storage" pool helps to still the runoff enough to allow the sediment to fall out before reaching the outlet. Also, for this to work, the outlet should be located as far as possible from the inlet to prevent short circuiting.
3. **Dual Purpose Ponds** are dry versions of wet retention ponds but the dead storage volume is treated by secondary systems - either filtration or a biofilter system. These have the advantage of being dry ponds that can use the dead storage volume for runoff, because the dead storage volume is filtered by the secondary treatment systems. The only concern is that it may be difficult to select plants that can be inundated to the extent needed for dual purpose storage. Rain gardens and biofilters are usually designed to be dry within 48-hours. To do this they typically treat the "first flush" runoff or the first ½-inch of runoff from the area impervious surfaces, and the excess runoff is allowed to bypass the biofilter or infiltration system.

If riparian water laws are not considered, the effects of unmitigated growth on the downstream properties can be devastating and can lead to legal action against the governing authority. As mentioned earlier, one of the best methods of mitigating the effects of growth is through the construction of storm water Retention/detention ponds (**hereinafter called "ponds" whether wet retention ponds or dry detention ponds with biofiltration or filtration treatment**). Typically, the most efficient and most economical pond designs serve larger areas. Hence, an effort has been made to locate regional ponds as opposed to smattering smaller, localized development ponds throughout the City. However, topography and available space must provide optimum locations for regional ponds. Regional ponds cannot be located in an existing wetland without the costly mitigation of the impacted wetland. Information from long term residents of Wells, city staff regarding the observation of the natural ponding associated with heavy rainfalls can be very helpful when siting regional ponds.

The only drawback associated with regional pond planning is finding a funding mechanism to purchase the land needed and finding ways to have new development assist in their construction. This results in a classic chicken and egg scenario. Ideal planning of regional ponds includes the purchase of the needed land while constructing the pond with funding generated from area charges on the new developments that generate the excess runoff.

Another method of managing storm water runoff is to install infiltration practices (rain gardens or infiltration ponds) in strategic locations where storm water will be collected and allowed to infiltrate into the ground. Rain gardens and dry infiltration ponds are recommended to manage storm water runoff and improve water quality and are recommended wherever they will fit into the designs. They are also encouraged wherever local private property owners might request retrofitting them into their landscaping. Any private rain gardens that are installed will help lessen the load on the existing storm sewer system and improve water quality, but because of the uncertain nature of rain garden placement, they have not been included in the modeling analysis of the watershed.

As mentioned earlier, all new developments, creating more than one acre of impervious surfacing, are required to have some form of storm water treatment. However, there is currently no legal mandate requiring treatment of runoff from existing fully developed areas in Wells. However, the 1987 Clean Water Act Amendment initiated a new focus on storm water. In 1991, cities with populations exceeding 100,000 had to prepare a city-wide Storm Water Pollution Prevention Plan (SWPPP) as part of their mandatory Municipally Separate Storm Sewer System (MS4) permit. This MS4 permit required retrofitting of some water quality treatment methods in fully developed areas. In 2003, the MS4 permit requirement was extended to select cities with populations exceeding 10,000. In 2007, it was further extended to all cities larger than 10,000 and to cities with populations over 5,000 that discharge to officially listed impaired waters. It is likely that the City of Wells will be affected by some retrofitting requirements in the future.

This study includes the general recommendation and future pipe sizes to upgrade the current city storm sewer system from its current ability to handle a 3-year storm (approximately) to a future capacity that can handle a 10-year event (see Figure 14 for a map of all recommended pipe sizes). In addition to the recommended upgrade, or as an alternative, this report also attempts to consider the "best fit" scenario combining regional "pond" designs to handle the current flooding problems while monitoring the ultimate effects on the affected downstream properties and resources. The recommended alternative designs in this study are to construct storm water storage ponds in the following locations:

- **Pond1** South of the Wells Golf Course (drains to County Ditch 87)
- **Ponds 2 & 3** In the Golf Course (drains to County Ditch 87)
- **Ponds 4a & 4b** Between 2nd and 3rd Streets NE (drains to County Ditch 87)
- **Pond 5** As development occurs in the northern part of the undeveloped southwest area of the city (drains to County Ditch 87)
- **Pond 6** As development occurs in the undeveloped north side of the city (drains to Maple River)
- **Pond 7** As development occurs in the East Industrial Park (drains to County Ditch301)
- **Pond 8** As development occurs in the southern part of the undeveloped southwest area of the city (drains to County Ditch 90)

In addition, improved water quality can be obtained by incorporating various Best Management Practices (BMPs) into the existing storm water system whenever possible. Typically recommended BMPs include rain gardens, bioretention ponds, vegetated buffer strips and finally grit chambers and proprietary sediment trap manholes.

This report is a planning tool, which must make assumptions relative to types of developments, trends in growth, planning and zoning. It is recommended that each new development be incorporated into the computerized model created for this report as part of the plan review process to ensure that the plan does not become outdated after the first few developments in and around the City.

6.2.2 Cost and Funding

As with all improvements, there is a cost associated with prudent storm water management. To that end, we have prepared a cursory estimate of the costs for:

1. The actual construction.
2. A 10 percent contingency factor.

3. Estimated engineering and administrative services.

The costs associated with each growth area as well as the average costs over all of the proposed development areas has been tabulated in 2008 dollars.

As with all estimates of this nature, they are based on current construction costs and should be adjusted annually to account for inflation, bonding costs, legal costs, interest costs, etc. Land acquisition costs should also be added pond cost that is located outside of the public right-of-way.

Storm Water Management System
Opinion of Probable Costs

Improvement	Total
Pond 1 - Golf Course Backflow Pond and Equalizer Pipe	$809,000
Ponds 2 & 3 - Golf Course Detention Ponds and Outfall Pipe	$437,000
Ponds 4a & 4b - 2nd Street NE Storm Backflow Detention Pond and Connecting Pipe	$205,000
2nd Street NE Storm Sewer Improvements – Upsize Pipe in Lieu of Ponds 4a & 4b	$1,164,000
Pond 5 - 8th Avenue Backflow Detention Pond and Connecting Pipe	$367,000
Pond 5 - 8th Avenue Backflow Detention Pond and Upsizing Outfall	$1,021,000

This cost breakdown is only based on the construction cost of the recommended storm water system improvements. As can be seen from the table, the costs can vary throughout the system depending on the area and topography of the development.

Accordingly, a thorough review of this table, with consideration of a reasonable contingency beyond that shown here, should be made with the City's financial consultant and planner.

Although the cost associated with these recommendations can be financed locally, the City is encouraged to pursue all opportunities for outside funding. Without outside financing the City will need to finance the recommended improvements using one or more of the following:

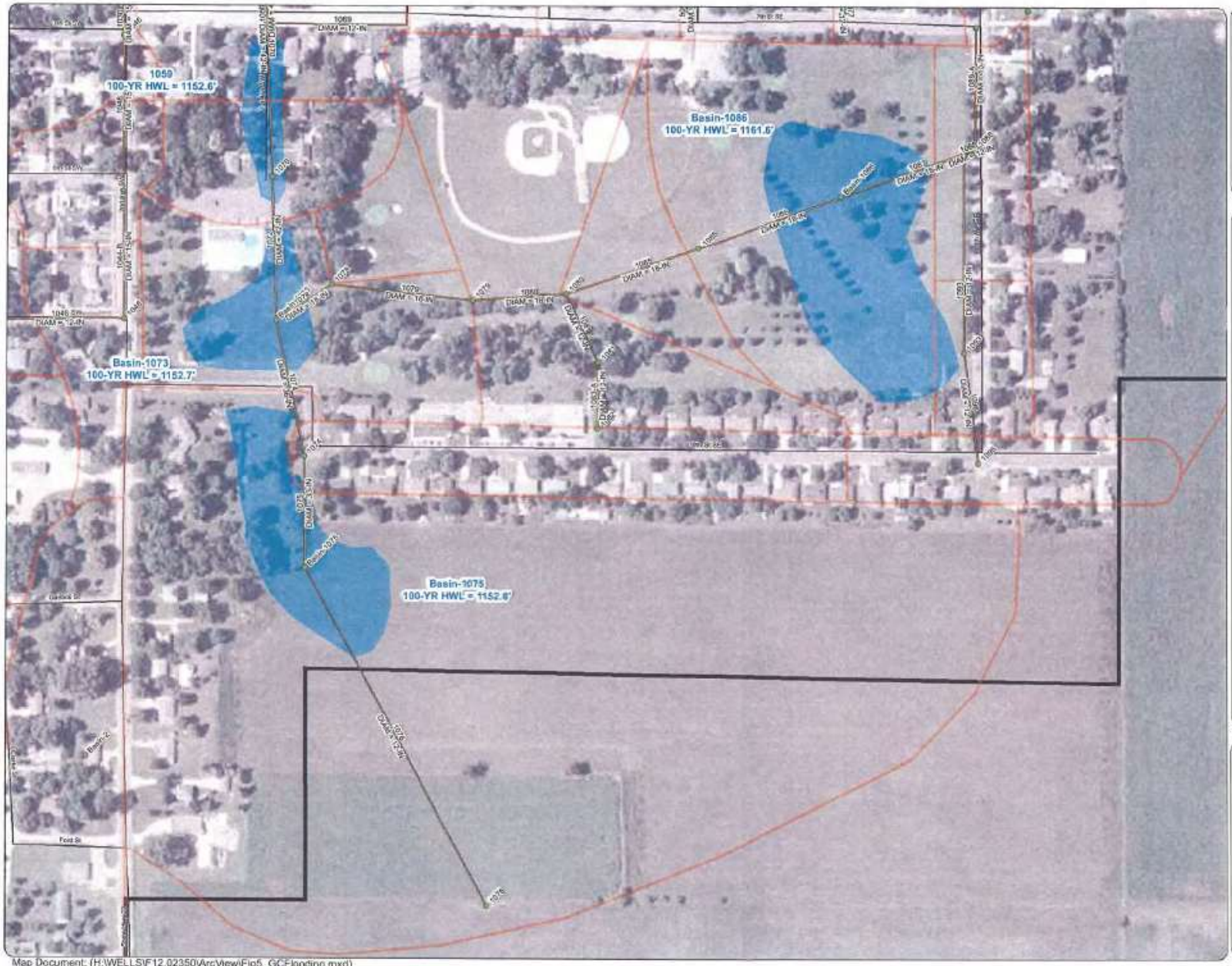
1. Implementing a storm water development charges (storm water trunk fees)
2. Implementing a storm water utility fee
3. Increasing the general levy (within levy limits)
4. Creating a storm sewer assessment district(s)
5. Accessing funds from other City projects and funds

Outside funding is greatly desired as the impact of increasing these taxes, fees and charges will increase tax burden against homes and businesses, increase the utility burden for all parcels or postpone other necessary improvements currently scheduled in the City's Capital Improvement Plan.

The following are potential sources of outside funding that may be available to assist in the financing of the various storm water related issues:

1. Minnesota Clean Water Legacy funds
2. Clean Water Partnership Funds
3. Clean Water Act, Section 319 funds, administered by the MPCA
4. Minnesota Public Facilities Authority (PFA) grants and low interest loans

There is significant competition for these limited funding sources. If these sources are pursued by the
City, it will likely involve innovative treatment technologies in addition to timely requests for funding.



WELLS, MN
STORM WATER MANAGEMENT PLAN
GOLF COURSE FLOODED AREA

FIGURE NO. 5
FEBRUARY 2008

Legend

- City Limits
- Junction
- Pipe
- Subbasin
- Flooded Area

Source:
2006 FSA Photo
NWI - MnDNR
County Ditch - MnDNR

200 0 200
Feet

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Consulting Engineers & Surveyors

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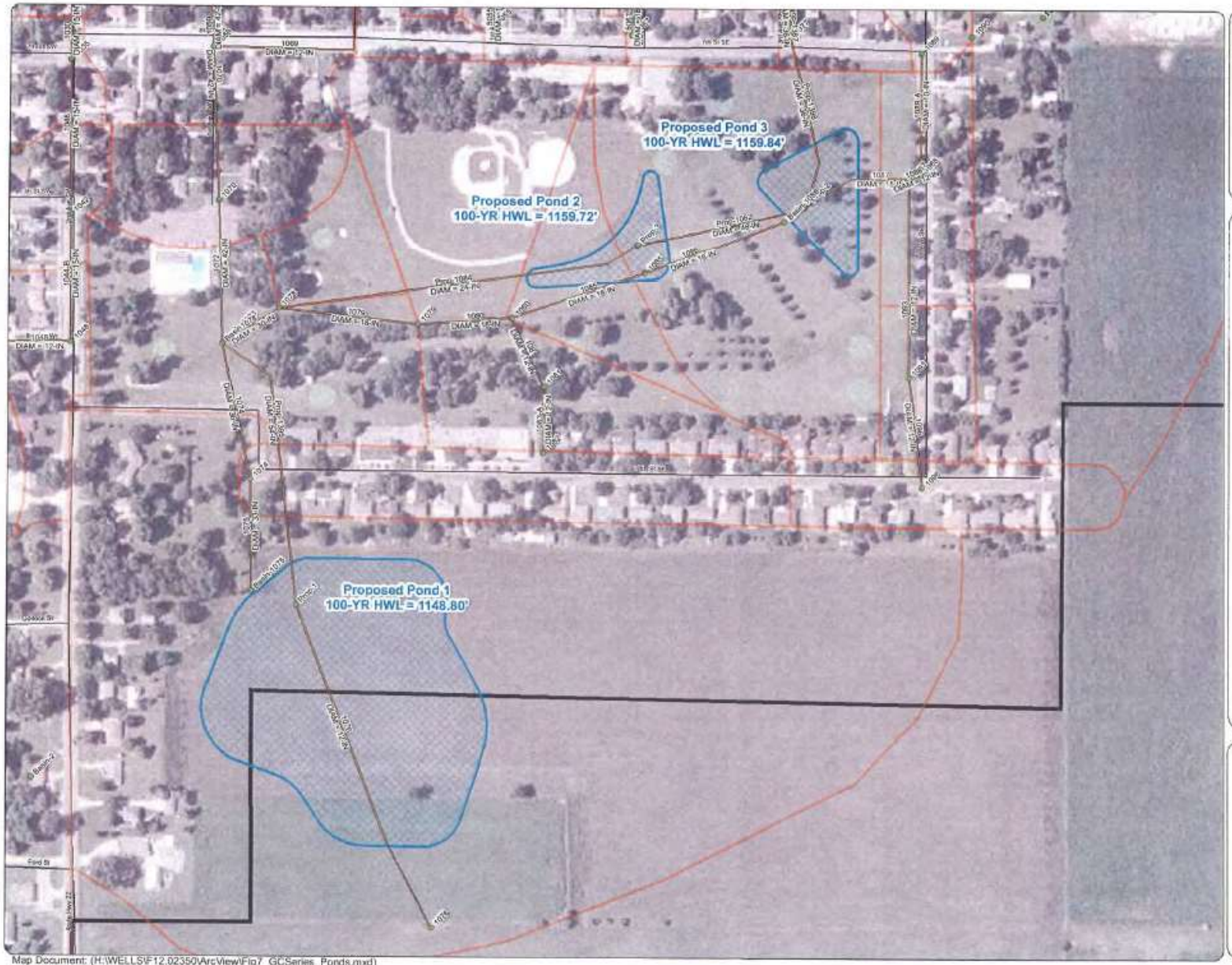

WELLS, MN
STORM WATER MANAGEMENT PLAN
GOLF COURSE POND IMPROVEMENTS
PROPOSED BACKFLOW RETENTION BASIN & GOLF COURSE PONDS

FIGURE NO. 7
FEBRUARY 2008

Legend
- City Limits
- Junction
- Pipe
- Subbasin
- Proposed Ponds

Source:
2006 FSA Photo
NWI - MnDNR
County Ditch - MnDNR

200 0 200
Feet

BOLTON & MENK, INC.
Consulting Engineers & Surveyors

Map Document: (H:\WELLS\F12.02350\ArcView\Fig7_GCSeries_Ponds.mxd)
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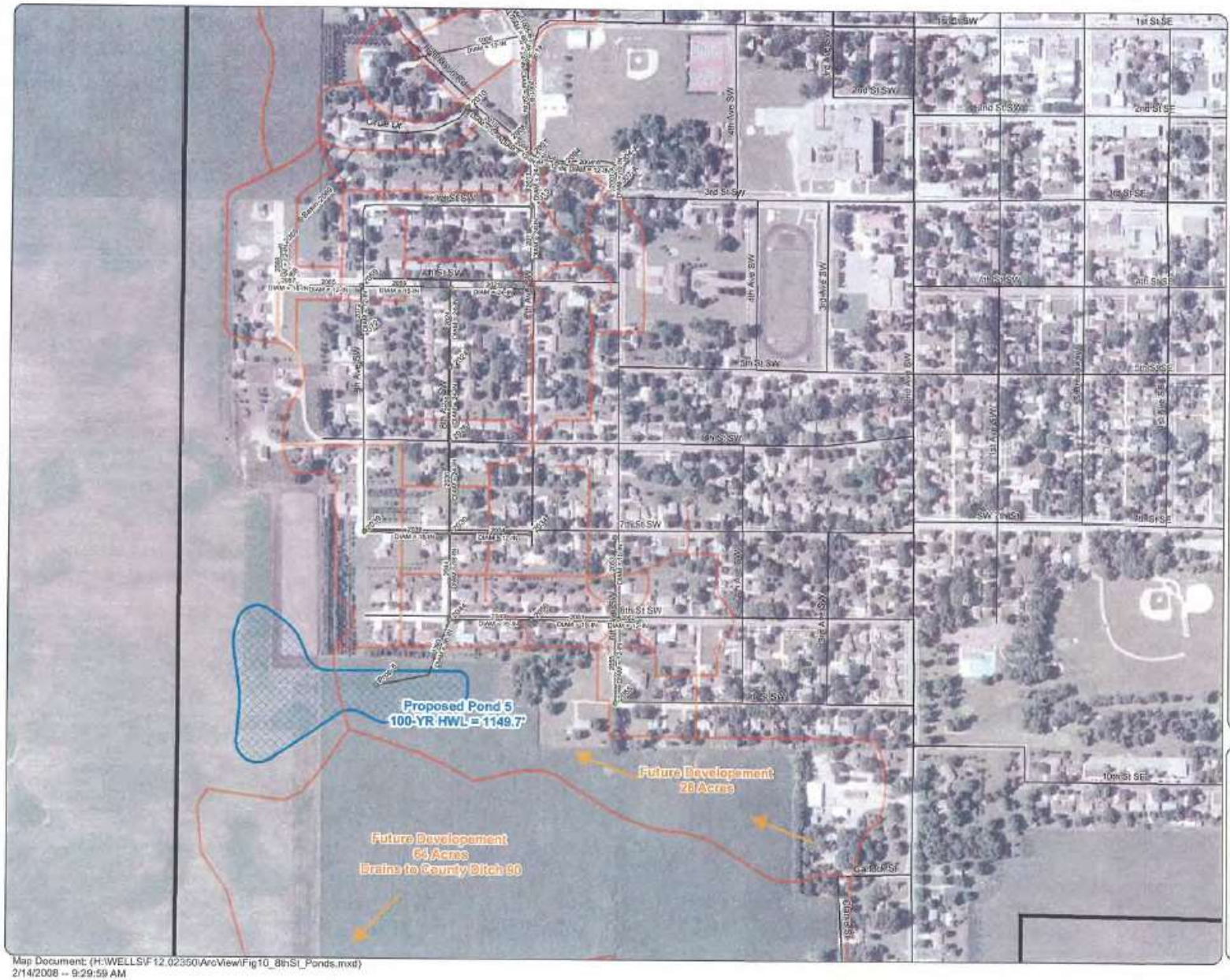

WELLS, MN
STORM WATER MANAGEMENT PLAN
8TH AVE SW IMPROVEMENTS
PROPOSED PONDING FOR
FUTURE DEVELOPEMENT

FIGURE NO. 10
FEBRUARY 2008

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Map Document: (H:\WELLS\F12.02350\ArcView\Fig10_8thSt_Ponds.mxd)
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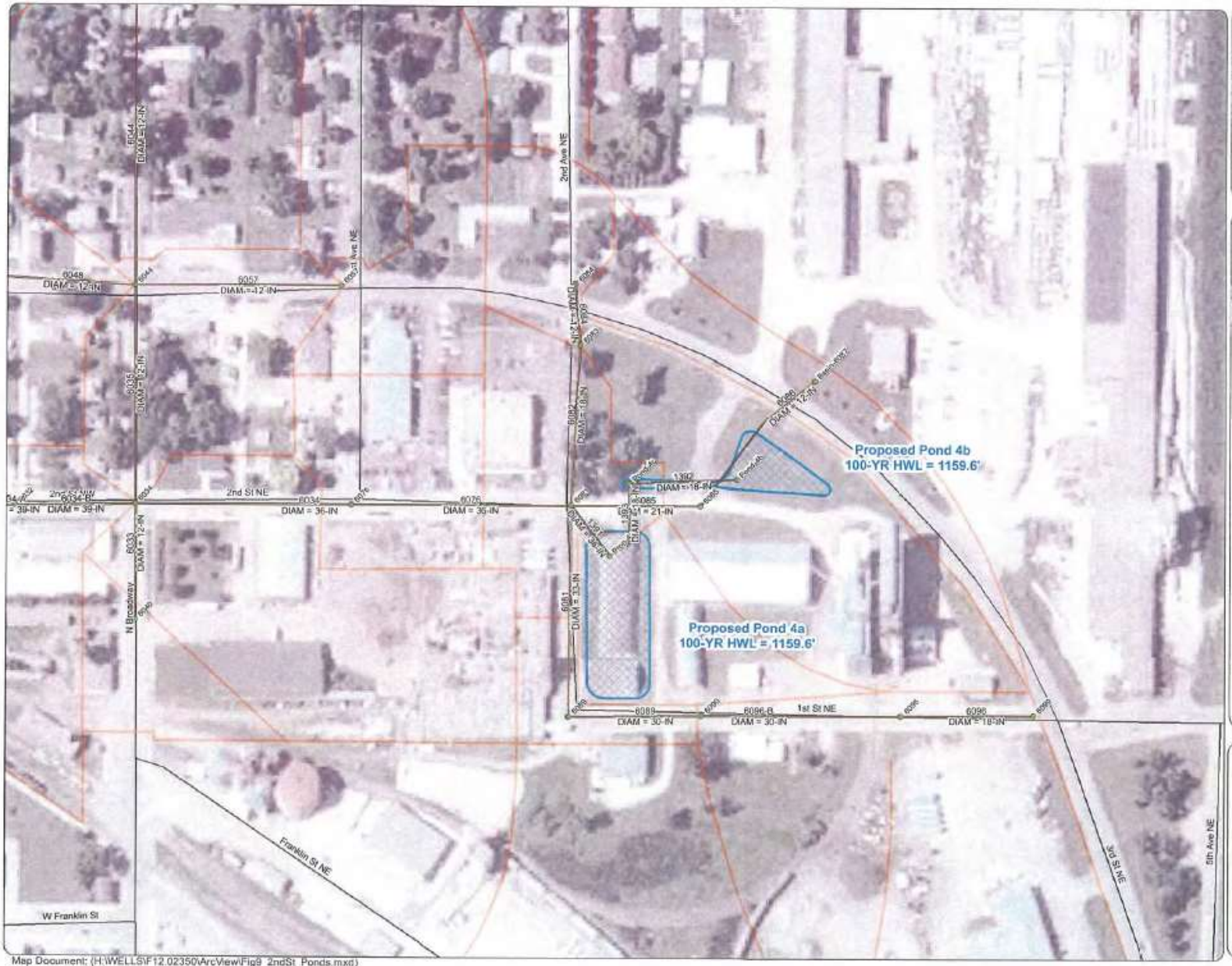

WELLS, MN
STORM WATER MANAGEMENT PLAN
2ND ST NE DRAINAGE IMPROVEMENTS

FIGURE NO. 9
FEBRUARY 2008

Legend

- Junction
- Pipe
- Subbasin
- Proposed Ponds

Source:
2006 FSA Photo
NWI - MnDNR
County Ditch - MnDNR

150 0 150
Feet

BOLTON & MENK, INC.
Consulting Engineers & Surveyors

Map Document: (H:\WELLS\F12.02350\ArcView\Fig9_2ndSt_Ponds.mxd)
2/11/2008 -- 11:31:40 AM

WELLS, MN
STORM WATER MANAGEMENT PLAN
HALF MOON PARK 100-YEAR FLOODED AREA

FIGURE NO. 12
FEBRUARY 2008

Legend

- County Ditch
- Junc
- Pipe
- Pond
- Subbasin
- Flooded Area

Source:
2006 FSA Photo
NWI - MnDNR
County Ditch - MnDNR

200 0 200
Feet

BOLTON & MENK, INC.
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Map Document: (H:\WELLS\F12.02350\ArcView\Fig11_Park_Inundation.mxd)
2/14/2008 -- 9:31:01 AM

6.3 Actions

- Review CIP and update accordingly
- Assess storm sewer, watermains, and sanitary sewer in conjunction with the CIP for road.
- Implement and/or updates plans in place.
- GAP planning.
    - Assess the plans already done and fill in the gaps with new or updates to existing plans.

7. Implementation

Comprehensive planning is a continuing process. After adoption, the implementation phase begins. Thus, comprehensive planning is not only preparation and adoption of a plan, but also the implementation of the goals in it.

Implementation is not automatic and takes a conscious effort. It must be properly timed and consistent with physical conditions, economic opportunities and the financial capabilities of the City and the private sector. Premature implementation of aspects of the Plan can be disruptive and prevent the desired objective from being achieved in a reasonable period of time.

It should be recognized that the plan does not represent the ideal picture of what the community will look like at any fixed date in the future. It should be categorized as a general guide or general plan, it should not be considered flexible in a sense of meaning that its content is changeable or need not always be followed. The Plan is amendable if justified and positive results consistent with other Plans contents can occur. If there is flexibility in the Plan, it relates to the timing to proposed programs and proper timing of some of the changes, but it is not flexible with respect to policy and plan content.

The following procedure is recommended for successful implementation of the Comprehensive Plan in the City of Wells:

1. Adopt the Comprehensive Plan by the City Council after holding public hearings.
2. Wells Planning and Zoning Commission to maintain the Comprehensive Plan by annually reviewing and proposing amendments when necessary to the Wells City Council.
3. Amendments adopted to the Comprehensive Plan by the Wells City Council after holding public hearings.