

SECTION OF MAIN ST. WINNEBAGO, MINN.



Comprehensive Municipal Plan

Winnebago, MN

Winnebago, Minnesota

Faribault County Comprehensive
Plan Amendment (Appendix C)

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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

City of Winnebago: In September of 1856 four young men from St. Paul were moved by the spirit of the times and purchased a team of horses, a few supplies, and set out for southern Minnesota to establish a town. After finding out that they were too late to make the first settlement on Lake Albert Lea, they set out for the Blue Earth River. They found a spot for a 12 x 14 foot cabin that served as the first house and store for the village that would be named Winnebago. The next building established was a hotel, which served as a fort during the Native American excitement, known as Fort Rusk. In the spring of 1857, a steam sawmill was constructed utilizing twenty yoke of oxen. This mill was the first in the county and gave the town its real beginning. The United States Land Office was located in Winnebago, making it a destination place for new settlers. New businesses sprang up and old ones prospered. The one thing that Winnebago was missing was a rail line, and in 1871 it came. The Southern Minnesota Railroad, funded by Clark W. Thompson made Winnebago the grain shipping center for the county. Four stage lines soon fanned out in all directions from town, opening Winnebago, a once American born dominated village, to immigrants. Hotels had a thriving business between the stage coach lines and the ten passenger trains that came through the area per day. In 1879 the Chicago, St. Paul, Minneapolis and Omaha Railroad came through Winnebago, making it a hub to head in any direction one could desire. Parker College was established to bring trained teachers and their families to the area. In 1895, the first two town cars arrived, a pair of Packards owned by G. Eygabroad and J. Wheeler. This was the beginning of the end for horses and carriages. Prior to the automobile, almost every home had a barn to house the animals. The animals served as transportation and were often raced. These thoroughbreds served as a status symbol. The first horse that Ringling Brothers Circus acquired came from Winnebago. As with all the other communities in the county, Winnebago fell victim to changing of the times and the population boom ceased and populations gradually declined.


2.2 General Overview

Winnebago is home to a thriving downtown, a great school and several parks including a swimming pool. It has everything a family needs including a school, grocery store, medical clinic and dentist. It is located approximately 35 miles south of Mankato on US Highway 169. The community's nick name is "the Small Town with a Big Heart."

Winnebago had its beginning as a railroad town in 1856. Throughout the 1880s and 1890s, the city served as a hub for mail moving westward. The city hosted Parker College, which averaged an enrollment of 100 students until 1924.

In 1925, the Fairmont Canning Company opened a cannery for sweet peas and corn in the city, ushering in a new era for the city as a hub for agricultural manufacturing.

Winnebago was incorporated on March 8, 1873.

	Population (2013)	1,399
	Population Forecast (2018)	1,406
	Households (2013)	607
	Labor Force (2012 Q2)	748
	Education (Completed High School)	88.07%
	Education (Bachelor's Degree or Higher)	9.89%
	Median Household Income (2010)	\$39,582

2.3 Adjacent Townships

Verona Township was named in the most unusual manner. A.B. Cornell of Owatonna and Henry Stoddard, near Winnebago, planned a mail route between their residences. Cornell got the route established and gave the name of Verona to this end of the route. Thus the special commission accepted the name in 1856. Stoddard was the first settler of the township, staking his claim in Section 11 on June 4, 1855. This was the first tract of land “proved up” in the county. The land was located a short distance south of the City of Winnebago. The area in which Stoddard lived was variously known as Verona or Dewy, but in reality there was never a plat laid out until the establishment of the City of Winnebago whose southern boundary reaches into Verona Township. Verona was among the first townships to be settled and for many years was the third in population and wealth. This provided them with a political influence and allowed the population to grow from 268 in 1860 to 562 in twenty years by 1880.

Winnebago Township was named after the village which had taken its name from the Winnebago Native Americans who were neighbors to the northeast in Blue Earth County. The Winnebago Native Americans camped and extensively hunted lands in Faribault County. Austin R. Nichols and Henry Roberts were the first settlers of the township. They took claims a few

days after Moses Sailor staked land in Blue Earth Township. The population grew rapidly; from 286 in 1860 to 1,426 in twenty years.

2.4 Adjacent Municipalities

The closest geographic municipalities to Winnebago are Delavan to the east and Blue Earth to the south.

2.5 Economic Development

The Winnebago Economic Development Authority (EDA) has made dozens of loans to local businesses looking to grow and expand in Winnebago. It doesn't matter if you're an entrepreneur looking to start up a business or a large company looking to expand your operations we invite you to Grow in Winnebago!

With our great workforce, location on US Highway 169, and close proximity to Interstate 90 we are the ideal location for your business. We have many good business locations to choose from. With our great parks and recreation system, wide selection of housing stock, and a great school all right in Winnebago we're a great place for your business and employees to live and grow.

3. Community Facilities

A Community Facilities Plan is a compilation of policy statements, goals standards, maps and action programs 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 relate directly to community facilities.

- Community facilities help define the City of Winnebago. 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 community's 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 & Municipal Center*

Administrative offices, council chambers and community rooms are all located within the recently updated Municipal Center.

3.2.1.2 *Public Safety (Fire, Ambulance & Police)*

Winnebago Public Safety utilizes a new communication service (2012), which allows the city to send important, valuable community information directly to residents using the latest technology. The Nixle Communication Information Service allows us to create and publish messages to be delivered to subscribing residents instantly via cell phone text message and/or email. Notifications can also be accessed online at Nixle's website at



www.nixle.com. Messages may include missing persons, weather alerts and road closures as well as other relevant safety and community event information.

The Winnebago Area Ambulance Service has a dedicated crew of volunteers that keep the program going. The Winnebago Ambulance Service transports patients from the cities of Amboy, Delavan, Huntley, Winnebago and surrounding rural residents. The service utilizes two vehicles to answer their average 225 calls each year.

The Winnebago Fire Department has volunteer force that quickly responds to fires, search and rescues, and hazardous material emergencies in a 118 square mile area.

All of these services are housed out of the Winnebago Municipal Center Building at 140 Main Street South.

3.2.1.3 Street Department

The City of Winnebago's Street Department is responsible for the daily maintenance and management of the streets, parks, swimming pool and storm sewer system. The Street Department utilizes and enforced the following ordinances and policies:

- Sump Pump Ordinance
- Sidewalk Inspection Policy
- Snow Plowing Policy
- Street Sweeping Policy
- Pothole Repair Policy

3.2.1.4 Water Utilities

The MN Department of Health regulates the city's program within its Drinking Water Protection Program. The program is dedicated to ensuring a safe and adequate supply of drinking water to all public water systems, which are those that serve water to the public. This includes municipalities, manufactured housing developments, businesses, schools, and other facilities that serve water to more than 25 people on a regular basis.

The City updated its water treatment facility in 2001. The facility has the capacity to produce 480,000 gallons per day over its 40 year lifespan and is designed to remove iron and manganese from the water.

3.2.1.5 Wastewater Utilities

The City of Winnebago recently completed a \$3 million dollar complete rehabilitation project of the Waste Water Treatment Plan.

3.2.1.6 Stormwater Infrastructure

The City of Winnebago has worked with the Faribault County SWCD to address nonpoint pollution issues associated with Stormwater runoff. The City and SWCD are in a partnership to



Photo: 1 - Waste Water Treatment Plant

complete a Watershed Plan to address the future of the city's stormwater infrastructure.

3.2.1.7 *City Owned Parcels of Land (with or without structures)*

The City has and will continue to work in partnership with the County to address tax forfeited properties and others that the city becomes responsible for.

3.2.2 Public Facilities

3.2.2.1 *United Hospital District's Adolescent Treatment Center* is also located in Winnebago located on Cleveland Avenue West and has parking available for visitors at the front entrance.

3.2.2.2 *Parker Oaks Communities, Inc.* has a care center that consists of three floors located in Winnebago. One floor of this facility is a secured unit for residents needing memory care. The focus for each resident at Parker Oaks is to Refresh, Restore, and Recover. Therapy services are available to all, and after completing both physical and occupation therapy programs, many residents of Parker Oaks return to their homes. Parker Oaks is located at 211 6th Street NW in Winnebago.

3.2.2.3 *United Hospital District* houses a clinic in Winnebago located at the corner of 1st Main Street North and Cleveland Ave. The clinic has convenient street side parking for patients.

3.2.3 Recreational Facilities

3.2.3.1 *West City Park* located at 420 3rd Ave SE

West City Park is home to many events. With two picnic shelters, a gazebo, basketball courts, a softball field, and playground equipment this is the largest city maintained park.

3.2.3.2 *Whiting Park* on Main Street

With a new picnic shelter (2011), volleyball courts, a gazebo and playground equipment; this city park invites community members and those passing through to stop and enjoy a small part of what Winnebago has to offer. Conveniently located next to the Municipal Center and across the street from Casey's General Store, this park has a great location.

3.2.3.3 *Winnebago Municipal Campground* located at 541 4th Street SE

Non-emergency phone number (507) 893-3217

Winnebago has set forth the following rules and regulations for the campground:

- Pick up a registration form and drop off payments at the Municipal Center – 140 Main St South – Entryway is open 24-7 and there is a payment drop box in the wall.
 - Registration fee is \$20 per night.
 - Non-payment will result in eviction.
 - Only Recreational Vehicles with built-in Bathroom facilities are allowed. No tents.
 - Quiet time is 10:00 p.m. to 7:00 a.m. Please keep noise to a minimum.



- Dispose of trash in the receptacle provided. Littering is punishable by a fine up to \$750.
- All City Ordinances are in effect.
- Pets must be on a leash at all times and owners are responsible to clean up after them.
- Persons under the age of 18 are not allowed in the park between 10 p.m. and 7 a.m. unless accompanied by a parent or guardian.

Photo: 2 - Winnebago Municipal Campground

- NO glass beverage containers are allowed in the park.
- Vehicles or camping units left unattended for more than 48 hours will be ticketed and towed.
- Small campfires are allowed but visitors must attend carefully to their fires and fully extinguish them before leaving. Fire rings should not be moved. You may bring fire wood into the park for your own use as long as it originated in Blue Earth, Faribault or Martin Counties. FIRE WOOD FROM OUTSIDE A BORDERING COUNTY IS PROHIBITED FROM BEING BROUGHT INTO THE PARK.

3.2.3.4 *Swimming Pool*

The Winnebago pool is a handicap accessible outdoor pool operated by the City and located in West City Park. The pool includes a diving board, waterslide, concession stand, picnic tables and shaded seating. Swimming lessons and adult water aerobics are also available. All employees are Red Cross Certified Lifeguards.

3.2.3.5 *Wildlife Management Areas*

Wildlife Management Areas (WMAs) are part of Minnesota's outdoor recreation system and are established to protect those lands and waters that have a high potential for wildlife production, public hunting, trapping, fishing and other compatible recreational uses. They are the backbone to DNR's wildlife management efforts in Minnesota and are key to:

- Protecting wildlife habitat for future generations,
- Providing citizens with opportunities for hunting, fishing and wildlife watching, and
- Promoting important wildlife-based tourism in the state.

WMAs are open to the public during specific times of the year and are regulated by the Minnesota DNR. These areas are protected from encroaching housing and agricultural activities, which make them attractive places for wildlife to seek refuge. Within Faribault County, there are 9 WMAs with a total area of 3,850 acres with both the Charlotte Hynes and Rice

3.2.4 Educational Facilities

3.2.4.1 *Muir Library*

Located at 36 Main Street North
507-893-3196

3.2.4.2 *School District*

Winnebago is part of the Blue Earth Area School District #2860 which the Southern Minnesota Communities of Blue Earth, Frost, Winnebago, Delavan, and Elmore. Blue Earth Area empowers students to reach their full potential.

3.2.5 Cultural Facilities

3.2.5.1 *Center Creek Archeological District*

Center Creek archaeological District, an 800 acre site south of Winnebago contains remnants of the Mississippi Native American Culture. The site was explored by archaeologists from the University of Minnesota, members of the Minnesota Historical Society, and local amateur archaeologists and contains artifacts from the Mississippian culture - an agricultural tribe that flourished in the area from 1000 to 1700 A. D. The site was pushed to register in order to protect and preserve it from the threat of a new road being proposed to run through the site in 1975. This site is not open to the public.

3.2.5.2 *Andrew C Dunn House*

Andrew Clarkson Dunn was born in New York City in 1834 and moved to Minnesota in 1854. In 1856 Dunn and four others from St. Paul moved to Winnebago and platted out the city in 1857. The Dunn house was built in 1902, near the end of Dunn's life. The house is located on a large wooded lot at the corner of SW 2nd St at Main St in Winnebago. The 2 ½ story building of irregular plan has a gable roofline and displays elements of the Queen Ann and Classical styles. Decorative elements of the wrap-around porch include classic Corinthian columns, swag and bows, and spindle work portieres. The house also includes a Palladian window in the principle gable and an eyebrow window in the east dormer.

3.2.5.3 *First National Bank*

The First National Bank building is located at the southwest corner of Main Street and Cleveland in the heart of the Winnebago business district. The bank was founded in 1870 as the Winnebago City Bank by Jason C. Easton and J.A. Armstrong. In 1900 the bank became First National Bank. Continued growth made it necessary to construct a larger bank and in 1913 Minneapolis architect Franklin Ellerbe was commissioned to draw up plans. The Classic Revival style building was constructed in 1916 & 1917 on the same site of the first bank building. The recessed main entry includes a flat portico supported by scrolled brackets flanked by two columns. Two minor alterations have been made to the bank; a drive through window teller to the west and the incorporation of a former security company building to the south side of the structure. The bank was remodeled in 1977-78 with great care taken to preserve the historical integrity of the building.

3.3 Actions

The process of preparing this plan lead to the following action goals. These initiatives are actions to be undertaken by the City of Winnebago 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. The City of Winnebago is currently working in partnership with the Faribault County SWCD to complete a Watershed Plan. When completed this plan will address critical infrastructure and facilities needs and assessments. Once completed and adopted, that plan will be incorporated into this document.

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.

4.1 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.

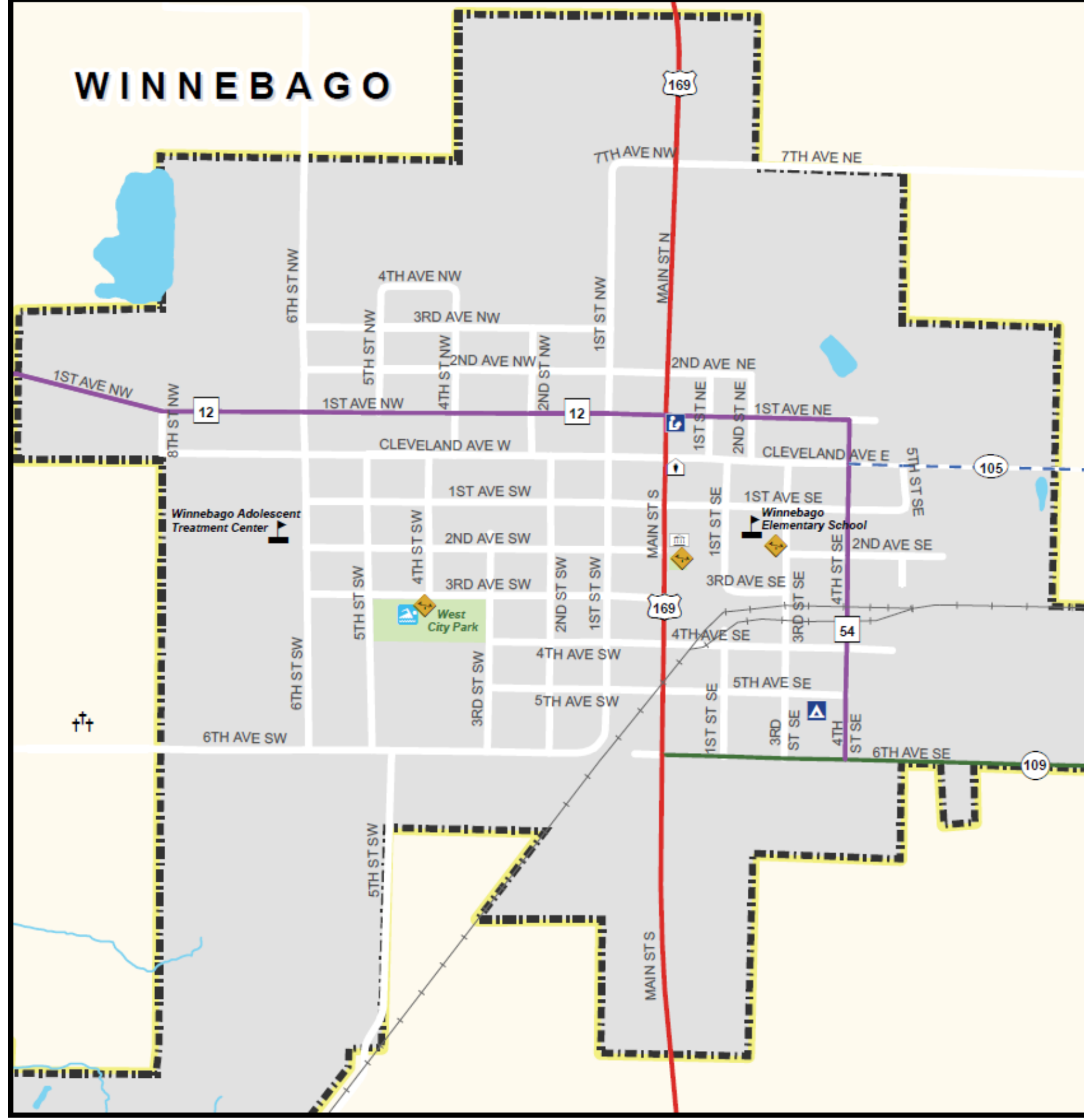
Early knowledge of planned major streets and their locations permits the proper arrangement of other elements of the Municipal Plan. This includes the prescription of the land uses and provisions

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.

4.2 Data

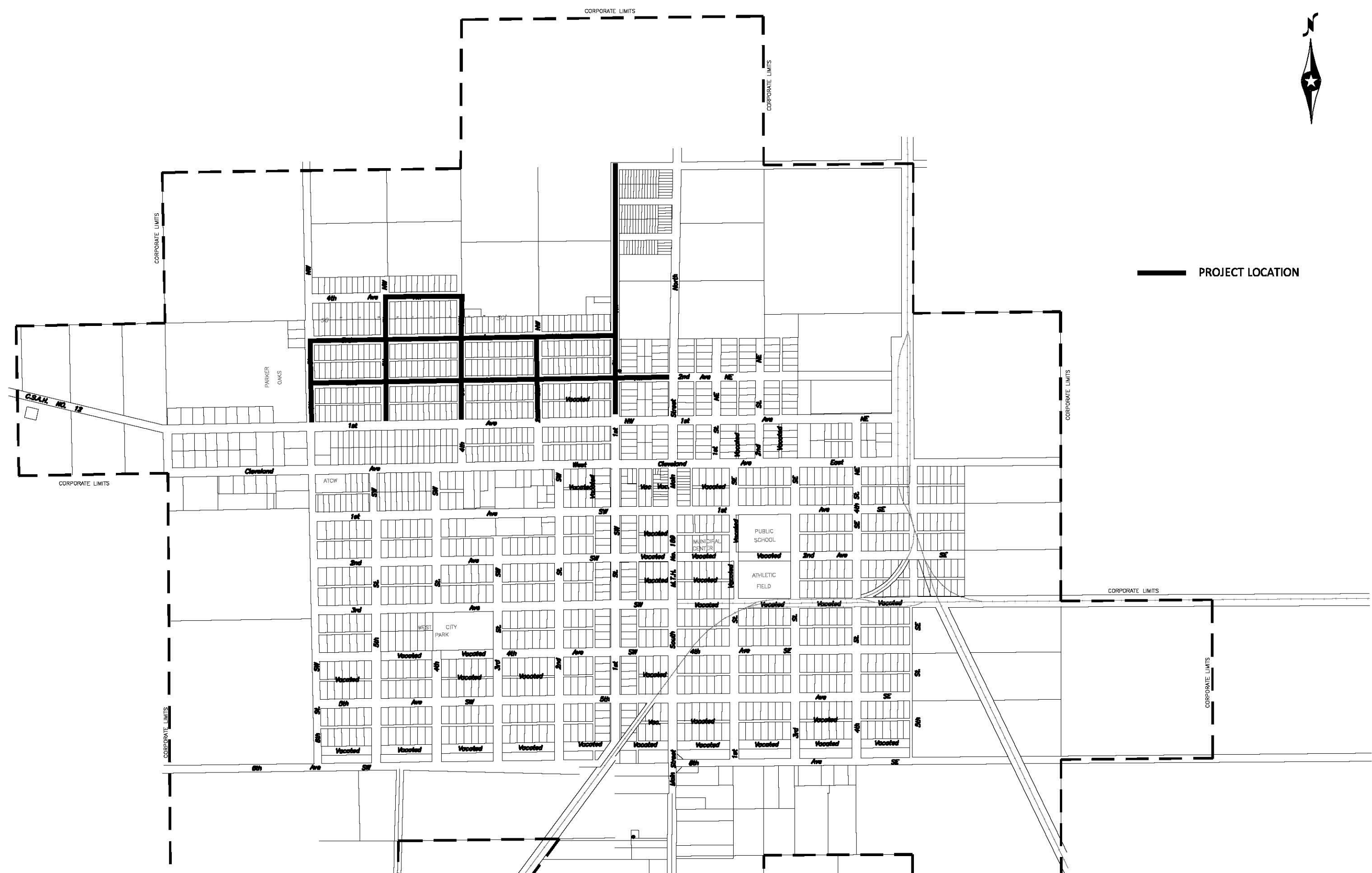


City of Winnebago Official Transportation Map





PROJECT LOCATION



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Consulting Engineers & Surveyors
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REV.	BY	DATE

CITY OF WINNEBAGO, MINNESOTA
NORTHWEST AREA STREET AND UTILITY IMPROVEMENTS
PROJECT LOCATION MAP

SHEET
1

4.2.1.2 *NW Section Critical Infrastructure Data*

The following data in this section is from a Bolton & Menk Engineering Report prepared for the City.

This Preliminary Engineering Report was authorized by the City of Winnebago for the research, planning and preliminary engineering of public street and underground utility upgrades needed in the northwest area of town. The northwest study area is defined as the corridor north of 1st Avenue Northwest (CSAH 12) and west of US Highway 169 (T.H 169). Conditions of the existing sanitary sewer, storm sewer, water distribution system and roadway surfaces were reviewed and recommendations are provided below. The primary objective of this report is to identify any necessary improvements, provide budgetary cost estimates and identify potential funding sources for the upgrades.

In general, this area in the City of Winnebago contains some of the oldest and poorest condition infrastructure which requires on-going maintenance and repairs. For the past several years, summer rain events cause significant flooding in the streets and result in sewer back-ups into homes. These events also result in the dedication of a large amount City Staff time and resources running temporary pumps to by-pass stormwater flows.

Streets and Walks

The northwest study area consists of twenty five (25) city blocks. Thirteen (13) are currently 40-foot wide paved with bituminous pavement and concrete curb and gutter; twelve (12) are gravel surfaced roads with no curb and gutter ranging from 20-feet to 25-feet wide. The paved streets are in poor condition and have reached the end of their service life. The existing pavement sections are believed to consist of 2-inches to 3-inches of bituminous pavement over up to 6-inches of aggregate base. Part of 3rd Avenue NW from 2nd Street NW to 4th Street NW was paved in 1967 and part of 1st Street NW from 1st Avenue NW to 3rd Avenue NW was paved in 1976. The age and construction of the other paved streets is unknown. The gravel roads need on-going maintenance and create a nuisance for homeowners with dust and water runoff into their yards. Sidewalk exists along nine (9) blocks in the project area and branch off the 2nd Avenue NW corridor from 6th Street NW to 2nd Street NW. The existing sidewalk is 4-feet in width and in fair to poor condition.

Stormwater

The existing storm sewer in the area is sparse and consists of undersized mains and inadequate intakes compared to current design standards. 12-inch vitrified clay pipe (VCP) storm sewer main currently runs south along 6th Street NW to 1st Avenue NW and was installed in the late 1960's or early 1970's. 10-inch storm pipe installed prior to 1968 flows east along 2nd Avenue NW to 4th Street NW where it connects to a 12-inch main running north along 4th Street NW from 1st Avenue NW to 3rd Avenue NW. The 12-inch main turns at 3rd Avenue NW and flows east to 2nd Street NW where it connects with a 24-inch main from 1st Avenue NW. Together the 24" main continues east along 2nd Street NW and connects into the outfall line flowing north along 1st Street NW. The 1st Street NW storm sewer was installed in 1976 and consists of 15-inch Reinforced Concrete Pipe (RCP) from 1st Avenue NW to 2nd Avenue NW where it picks up a 10-inch main from T.H. 169 and

increases to 24-inch RCP and continues north past 3rd Avenue NW. In 1980 the outlet was upgraded to 24-inch RCP to the open ditch outlet just north of 3rd Avenue NW. This area of storm sewer is undersized for the watershed it currently drains. Frequent flooding problems occur throughout the area and many of the VCP storm mains are broken or have partially collapsed. Various storm sewer intakes are present and mapped in the existing conditions figures attached in Appendix A. The majority of the intake structures are in poor condition.

Sanitary Sewer System

The existing sanitary sewer mains in the study area mostly run in the center of the street and consist of 8-inch Vitrified Clay Pipe (VCP). The age of the existing system is unknown but both the piping and the manholes are reaching the end of their useful service life. The joints in the pipes are likely a significant source of Inflow and Infiltration (I&I). This area also has a 1.5-inch forcemain along 6th Street NW (installed in 2012) and a 2-inch forcemain along 1st Street NW (installed in 2004), both serve existing homes at the north limits of the City. An existing lift station is located in the northeast quadrant on the intersection of 2nd Avenue NW and 1st Street NW with a forcemain located in the boulevard along 1st Street NW running to 1st Avenue NW.

Water Distribution System

The existing water distribution system in the area consists of 4-inch and 6-inch diameter piping. The exact age of this system is unknown but is believed to be over 60-years old and are likely made from Asbestos Cement (AC) pipe, also known as Transite, and Cast Iron Pipe (CIP). As the name indicates, the manufacturing process for AC pipe used asbestos fibers to reinforce the concrete. The use of asbestos for making pipe and other products was completely phased out in the 1980's due to the health risk caused when these materials are cut or broken which releases the asbestos fibers into the air. One (1) block of 6-inch CIP watermain runs along 4th Street NW from 1st Avenue NW to 2nd Avenue NW. These mains are aged and are expected to have an increased frequency of breaks as they are beyond their expected service life. Due to the age of the system, it is likely the pipe fittings and joints are a significant source of water loss. The hydrants and gate valves are believed to be the same age as the mains and may not be operable. The service lines are believed to be a mixture of copper and steel lines with the possibility of some lead service lines present. See the existing condition figures in Appendix A for in-place water system sizes and locations

PROPOSED IMPROVEMENTS

Due to the size and scope of the improvements being considered in this report, the proposed project area will be broken into three phases that may be completed under one contract or may be let at different times depending on funding and affordability. The improvements that make up Phase 1 are considered to be a higher priority because of the need for a detention basin for storm water runoff and an upsized storm sewer outlet pipe.

Streets and Walks

Due to the existing condition of the streets and need for underground utility improvements in all phases, a full reconstruction of the existing paved streets as well as the gravel surfaced roads is proposed. Reconstruction will involve complete removal of the existing street section and replacement with new base and bituminous surfacing. The proposed section for local residential

streets includes 4-inches of bituminous surfacing and 8-inches of aggregate base. Existing concrete curb and gutter will also be removed and replaced with new B618 concrete curb and gutter. The new street will also contain 4-inch polyethylene underdrains installed at the bottom of the roadway section to remove subsurface moisture and reduce the risk of frost heaves. The proposed street width for all roads in the project area will be 40- feet, measured from the face of curb to face of curb. Full replacement of the existing side walk with new 5-foot wide concrete walk is proposed and sidewalk will be added to street segments that previously contained no walk. New driveway aprons will also be constructed.

The north two (2) blocks of 1st Street NW that are currently gravel, are proposed to be replaced with a new gravel section. The proposed section for gravel streets includes 4- inches of aggregate surfacing and 8-inches of aggregate base.

Storm Sewer System

Bolton and Menk completed a report in 1984 for storm sewer improvements for much of the city, including this project area. The report proposed the construction of new storm sewer, of various sizes, through this project area and a new 54" RCP outfall line from 1st Street NW, north, to a ravine east of T.H. 169. The improvements proposed were not constructed due to budget constraints. A detention pond on the east side of town was constructed in 1998 to alleviate storm water runoff east of T.H. 169. Phase 1 of this proposed project plans a Regional Detention Pond for water runoff in the northwest area of town. This will eliminate the immediate need of a large outfall line to convey storm water away from town.

Full replacement of existing storm sewer mainline is proposed with new Reinforced Concrete Pipe (RCP) to accommodate a 10 year storm event. A preliminary design indicates that the new system will consist of pipe sizes ranging from 15-inch to 42-inch. In addition to mainline replacement, catch basins, storm sewer manholes, and castings will also be replaced to improve efficiency in handling storm water flows.

In addition to the proposed mainline pipe improvements listed above, a Regional Detention Pond is proposed in the block east of 2nd Street NW, between 2nd Avenue NW and 3rd Avenue NW. This pond will handle the initial runoff of the storm event and discharge into the new 42-inch RCP outlet line running up 1st Street NW to the ditch.

Sanitary Sewer System

Proposed sanitary sewer improvements include the reconstruction of all mainline sewer pipes, on centerline of the new roadway, with 8-inch Polyvinyl Chloride (PVC) pipe. All sanitary sewer manholes in the project area are proposed for replacement with new precast structures and new castings. New precast manholes will also be constructed on the mainline at intervals consistent with current design standards.

All sewer services are proposed for replacement from the new main to the property lines with new PVC wyes and 6-inch PVC pipe. Additional replacement of sewer service lines from the property line to the building may also be included as needed and in cooperation with the homeowner. The costs for these replacements would be paid by the homeowner.

In addition to the proposed mainline improvements listed above, the existing lift station in this area should be reviewed for upgrades. This lift station handles sanitary flows from approximately twenty six (26) city blocks. The forcemain from the lift station to 1st Avenue NW is also proposed for replacement with new High Density Polyethylene (HDPE) pipe. This line could be installed by trenchless methods.

4.3 Actions

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

- Currently the City of Winnebago is working in partnership with the Faribault County SWCD and multiple State agencies on a project in the NW section of town. These partnerships and the findings from this project may create new standards and will be incorporated into city policy at a later date.
- The City of Winnebago needs to conduct an infrastructure and transportation assessment to plan and finance for future projects.

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.

5.1 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 location 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

5.2 Actions

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

- The City of Winnebago is working in partnership with the Faribault County SWCD and will be assessing the city's current ordinances and policies.

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 project 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.