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**Land Use Planning Workshop
for the
Wadena Comprehensive Plan and Transportation Plan
Wadena Planning and Zoning Commission
May 17, 2012, 5:30 p.m.
City Hall**

Meeting Summary

Members in Attendance:

Ann Pate
Jeanette Baymler
Joey McQuiston
Bill Schaefer
Dean Kalleng
Bill Stearns
Wayne Wolden
Dean Uselman
Bradley Swenson
Cindy Gray (SRF)
Michael Maddox (SRF)

1. Introductions
2. Project Overview
 - a. Cindy Gray gave a brief overview of the project history and where SRF is in the process.
 - b. It was explained that the original funding came from Federal Highway Administration (FHWA) to do an Environmental Impact Statement (EIS) of US Hwy 10 running through Wadena. The funding was unused and has now been redirected to this project (input from Brad Swenson, City Manager).
 - c. In this process SRF will update the existing Wadena Comprehensive Plan. In addition, SRF will also prepare a Transportation Plan the outcome of which will be recommendations for transportation options.
 - d. The Future Land Use Plan imbedded in the Comprehensive Plan will be used to develop traffic volume projections in a travel demand model.
3. Existing Land Use Map
 - a. Provided for reference
 - b. No comments from participants
4. Preferred Future Land Use Map
 - a. Downtown
 - i. Commercial no further west than 2nd Street

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- ii. Commercial no further east than 3rd Street
- iii. Fairly similar to what is existing and already shown on the map
- b. North US Hwy 71
 - i. Need to change the area that is in a permanent land preservation trust or conservation easement – approximately 40 acres. It is called Green Island and is privately owned. Kent Scheer is the owner. Dean Uselman suggests that SRF do a property search under his name.
 - ii. US Hwy 71 on the east side as you go north is pretty wet and may not be developable.
 - iii. Thoughts of a future roadway to connect County Hwy 4 and US Hwy 71. This could be a functionally classified roadway by removing the MSAH designation from downtown streets and reassigning it to a new roadway in this area. The roadway would address a lack of connectivity in this area. It could be located approximately on the line that separates low density residential from the conservation design area on the draft land use plan. A plat was approved in the area of the old airport. County Hwy 4 is scheduled for reconstruction in the near future.

General Point – Large lot development has occurred just outside of city limits especially on the west side. The lots in these developments have had lots ranging from two to five acres. Participants commented that the conservation design districts that are being proposed could solve a problem in allowing these developments which generally occur on individual well and septic development and could allow the city an avenue in regulating/allowing such development.

The city discussed the pros and cons of various annexing scenarios. This was especially prudent given the proclivity for large lot development on portions that are outside the current municipal boundary. Discussion ensued on the costs/benefits of large lot development and the extension of public facilities beyond their current reach.

The city asked SRF if there was a way of phasing annexation. Cindy Gray responded that SRF often includes a phasing plan that guides municipalities on what area should/could be developed/annexed at various times in response to growth pressures. This may also include areas in which sewer and water can be most easily extended. This phasing plan will show lands that could accommodate 5, 10, 15, and 20 year growth.

- c. South of County Hwy 4
 - i. Change the little residential portion along Neil to commercial. There are group homes in that area and probably two residences.
 - ii. The junkyard on County Hwy 4 should be transitioned to another use... probably residential.
 - iii. The bottom of half of the medium density residential (the nursing home facility by the park) should be changed to wooded because it is a swamp.

- iv. Existing commercial along US Hwy 10 in now an industrial park. Draw the line to delineate this area starting across from the notch on the adjacent parcel to the west. It is a county industrial park.

The group discussed the city's zoning and subdivision authority and asked SRF to write an explanation of the extraterritorial boundary regulations as they apply to Wadena.

- d. South of US Hwy 10
 - i. The old industrial area is pretty much full. The new area is something that economic development professionals have been talking about.
 - ii. The purple (future industrial use) should be extended to include the green buffer line currently on the Future Land Use Map.
 - iii. The old industrial park should be extended and squared off on the quarter line.
 - iv. Portion of the wooded and low density residential along the west side of the old industrial park should be shown as industrial
 - v. Improve 4th or 5th street to handle truck traffic from the old industrial park. Then buffer with medium density residential.
- e. US Hwy 10 Corridor
 - i. If widening happens, land will be taken on the south side of the roadway
 - ii. Change the color of the railroad tracks to reflect a transportation corridor and not a land use
 - iii. Change the land use designation on the south side of US Hwy 10 to show a greenway that is open to a path or four-lane roadway
 - iv. Consider having the land use map reflect a four-lane US Hwy 10 facility
- f. West side south of US Hwy 10
 - i. The commercial by the railroad tracks should be shown as wooded
 - ii. The public/institutional should extend up to the railroad tracks
 - iii. Add Tapely Park back to the map
 - iv. Extend the cemetery all the way west to the road
 - v. South of the softball fields is owned by the college all the way to the city limits. It is used as an electric lineman training facility.
 - vi. The development south of Wadena on roads with Indian names needs to be designated as rural residential.
- g. North of US Hwy 10 to the west
 - i. The upper corner commercial portion north of US Hwy 10 needs to be changed to agricultural.
 - ii. Place a conservation design district designation north of the industrial and commercial along US Hwy 10.

5. Meeting Conclusion