DRAFT - August 11

"The City of La Crescent is an exceptional place to live and raise a family.

Citizens and City officials advocate for balanced growth, with high regard for health, safety and environmental stewardship."

COMPREHENSIVE PLAN

City of La Crescent, Minnesota

ADOPTED _____, 2016

MSA PROFESSIONAL SERVICES

Acknowledgements

La Crescent City Council

Mike Poellinger, Mayor
Ryan Hutchinson
Bernie Buehler
Dale Williams
Brian Krenz

La Crescent Planning Commission

Donald Smith, Chair
Jerry Steffes, Vice Chair
Dave Hanifl
Dick Wieser
Linda Larson
Patti Dockendorff
Mani Edpuganti

Comprehensive Plan Logistics Committee

Donald Smith, Chair
Linda Larson
Patti Dockendorff
Sandy Graves
Shawn Wetterlin, Building and Zoning Official
Bill Waller, City Administrator

Plan Content Committees

Economic Development & Downtown Enhancement

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Arick Hendrickson (Co-Chair)
Brian Krenz
Judy Brennen
Tom Fuchsel
Rob Reider
Steve Bissen
Bruce Bauer
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Sarah Dohnalik
Summer Thorson
Rob Heth
Eileen Krenz
Howard Munson
Kate Munson

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Jerry Berns
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Bob Cummings
Mike Poellinger
Donald Smith
Teresa Walter
Peter Peterslie
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Suzanne Harm
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Rick Jackson

Land Use & Community Design

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Jon Nowland
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Joe Thesing
Bob Cummings
Becky Haack
Jay McHenry
Dan Brodigan
Pauline Byom
Cherryl Jostad
Kelley Stanage
Micheal Fields
Ken Visger
Bob Huff

Transportation and Mobility

Linda Larson (Chair)
Mike Cunningham
Sean Dwyer
Cindy Wright
Ricardo Acevedo
Bruce Kuehmichel
Linda Riddle

Natural Systems, Open Spaces & Recreation

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Michelle McLellan
Jeremy Chipps
Bonnie Martin
Jason Ludwigson
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Megan Kabele
Randy Urich
Lisa Misch

Community Facilities & Services

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Jason Wieser
Ryan Niemeier
Nate Byom
Shawn Wetterlin
Ryan Hutchinson
Doug Stavenau
Jeremy Chipps
Bruce Kuehmichel
Ricardo Acevedo

MSA Professional Services, Inc.

Jason Valerius, AICP, Project Manager
Andrew Bremer, AICP, Planner
Becky Binz, Planner
Amber Converse, GIS Specialist

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(reserved for adoption ordinance)

Mike Poellinger, Mayor (19 years)

Thank you to the citizens and staff who worked with our consultants at MSA and our Planning Commission to develop this Comprehensive Plan. Our community's future will depend on growth of businesses, housing for families, jobs and the strength of our schools. Millennial generation adults are making value choices on where to live -- and high-principled, active communities, with choices in housing and vibrant downtowns will attract these newer citizens. We will have to be attentive to not only build the community we want but also the community that is inviting to others. This plan, if followed, sets a path for that achievement. A clarified vision, and a current work plan, let us work together to achieve it.

Donald Smith, Planning Commission Chair (8 years) **and Member** (16 years)

La Crescent is a 'special place'. In a way it is a community similar to the one in which we grew up: safe to ride our bikes from the ball park, to the pool, to our lawn job, to a summer class and back to home before dinner. The City, the schools, the voters have thoughtfully provided for today. It is for us to provide for tomorrow. Our involvement, our engagement, our decisions will 'make' the community of the future. Opportunities for more housing; improved housing stock; central business development creating retail and commercial opportunities in our downtown; all can be ours—but not if we are passive and wait for opportunities to come to us -- and not if we are unwilling or too inattentive to work and risk, to become the best community we have envisioned.

Bill Waller, City Administrator/Public Work Director (24 years)

Why La Crescent? It's really quite simple. La Crescent is a great place to live, work, and raise a family.

Past comprehensive planning projects, including the 1999 Comprehensive Plan, and the 1994 and 2012 Comprehensive Park and Recreation Plans, have shaped the community and provided the basis for numerous community improvement projects. These improvements have enhanced La Crescent as a place to live, work, and raise a family.

This 2016 Comprehensive Plan provides the basis to continually improve the community that we all call home. City leaders, along with City staff and community members, all working together to implement the components of this plan, will make La Crescent an even better place for future generations to live, work, and raise a family.

Jason Valerius, MSA Professional Services, Inc., Consulting Planner

I have worked with dozens of communities to develop comprehensive plans, always with citizens who have been genuinely interested in the future of their community. But it takes more than a desire for a better future and a plan describing how to get there. Plans are tools, effective only when picked up and used to tackle challenges. To realize your opportunities you will need to consult the plan consistently and actively seek ways to move toward the common vision each and every year.

I find La Crescent to be exceptional for the extent to which so many people have engaged in the planning process, and also for the forward-looking optimism I heard so consistently throughout the process. The City's many positive attributes and opportunities justify that optimism, and I look forward to seeing you act on your opportunities year after year. Thank you for the opportunity to be part of this continuing journey.

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1 Introduction

This Chapter describes the purposes and use of this Comprehensive Plan, the process through which this plan was developed, and some of the relevant data and studies that informed this plan.

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The Plan as a "Living Guide"

Why Plan?

La Crescent, like all communities, is buffeted by economic and demographic forces that can result in change over time. The purpose of this plan is to establish a shared vision for La Crescent that enables our community to adapt and thrive. We plan so that we can act and react in a changing world with intentionality and a confident understanding of our common values and goals.

Planning Horizon

This plan generally considers a 20-year period of future growth and change. While some of the goals and objectives are achievable within just the next few years, others may take decades to be realized. However, it is important to remember that when the City makes land use and development decisions based on this plan, those are often 50-100 year decisions, reflecting how long buildings and land uses tend to persist.

Plan Use and Maintenance

Plans have value only in their use. The ideas and policies in this plan can inform City actions only if City staff, elected officials, and committee members choose to read and cite the plan in the course of budgeting, goal setting, and policy decisions.

Though created with substantial effort and community input, this plan should not be considered a static document, but instead a "living" guide for growth and change in the City of La Crescent. The plan can and should be amended from time to time if conditions warrant reconsideration of policies in this plan. If decisions are being made that are not consistent with this plan, then the plan has lost its relevance and discussion is required to decide if the City needs to recommit to the plan as written, or consider amendments to adjust to changing conditions.

See *Chapter 4 - Implementation and Action Plan* for more information about how to use and update the plan.

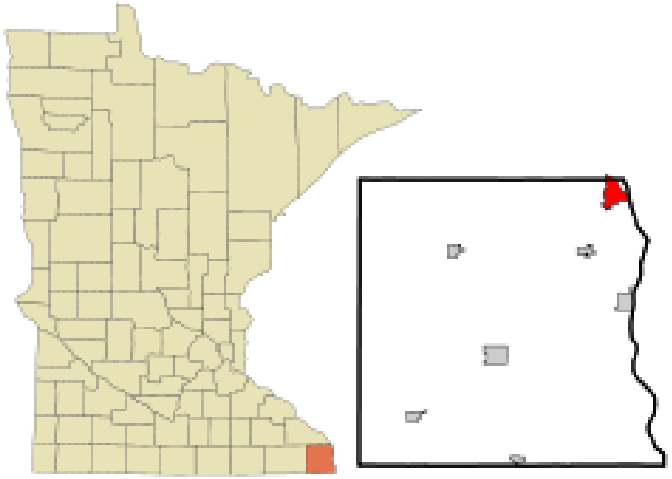
Minnesota Comprehensive Planning

Comprehensive plans and land use plans are tools used by cities, townships and counties to guide local decision-making. The authority to plan is granted to Minnesota cities and townships by State Chapter 462: "The land use plan must provide guidelines for the timing and sequence of the adoption of official controls to ensure planned, orderly, and staged development and redevelopment consistent with the land use plan." (§462.357 Subd. 2(c)). In other words, comprehensive plans do not carry the weight of law in Minnesota, but they are used to inform other local ordinances that do carry the weight of law, including subdivision and zoning ordinances.

The comprehensive plan is used by municipalities to inform the adoption and application of ordinances. It is also used to inform local budgeting processes and public investment decisions, and to support grant applications.

Common and recommended components of a comprehensive plan include:

- A statement of authority to prepare and adopt the plan (see above)
- Background data and analysis – including area history, a description of existing social, economic and physical (natural and man-made) conditions and trends, and economic and demographic projections (see Appendix B)
- Documentation of stakeholder's interests and involvement – these include interests of residents, public officials, and the business community (see Appendix A)
- Vision statement (or statement of desired goals and objectives) – desired City outlook, generally 20 years from now (see Chapter 2)
- Future plan map or maps – these maps depict various components, including land use, transportation, community facilities, and housing areas (see Chapter 3)
- Plan Implementation – framework or schedule that describes specific measures to carry out the plan, the time frame for completion, and assignment of responsibility (see Chapter 4)



La Crescent, Houston County, Minnesota
Source: Wikimedia Commons

Seven Essential Themes

This plan describes a complex and interrelated set of issues and opportunities that La Crescent faces, and many goals, objectives, policies and actions intended to help the City sustain itself as a great place to live. The many topics and ideas can be boiled down into the following core themes

1. **More housing options** - the City needs more units on the market, with a priority on new lots and homes for families, as soon as possible, but also young professional and elderly housing
2. **A proactive City role in new housing and downtown redevelopment** – with few options for outward growth, the City can lead the way with "catalytic" infill projects by acquiring parcels and facilitating redevelopment
3. **Outdoor recreation improvements** – continued efforts to enhance access for all abilities, and leveraging our scenic beauty with downtown as "trailhead" for water and bluff adventures
4. **Self promotion** – it's time to make more people aware of La Crescent's beauty, safety, convenience, schools
5. **Health and safety as a priority** – attention to health and safety in all projects and decisions, including continued investments in bicycle and pedestrian facilities
6. **Superior environmental performance** – efforts with public and private development toward energy efficiency, renewable energy systems, reduced stormwater pollution, etc.
7. **Partnerships and collaborations** – we will work closely with the School District, La Crescent Township, various regional municipal partnerships, and others to achieve our visions

Planning Process

This plan was developed over approximately 15 months, beginning in March of 2015 and culminating with plan adoption in July 2016.

Community involvement in the planning process is the foundation of an effective plan, and this process incorporated several methods to inform, involve and engage residents and other stakeholders.

Planning Consultant

The City Council selected MSA Professional Services, Inc. (MSA) in January 2015 to help draft and assemble this plan. MSA collaborated with the Logistics committee throughout the process and was responsible for creating community surveys, drafting plan content, assembling maps and documents, and facilitating committee meetings.

Logistics Committee

The planning process was coordinated by a core group of residents and City staff who helped schedule meetings, organize and promote events, ensure policy consistency throughout the plan, and oversee plan implementation methods.

Project Web Page

The City maintained a page on the City website throughout the planning process with information about the plan, including schedule information and draft documents.

Public Meetings

The planning process kicked off with a large public meeting on March 31, 2015 in the Community Room at Prince of Peace Church. About 150 people attended this meeting, which included a presentation by MSA about trends affecting community planning and featured Tom Thibodeau, Distinguished Professor of Servant Leadership at Viterbo University, who spoke about the importance of public conversations, engaging in our communities and getting to know our neighbors. Participants discussed the future of the La Crescent community and completed worksheets to share their concerns and aspirations for the future of the La Crescent community. Several themes emerged from those comments:

Public Meeting #1 on March 31, 2015

1. La Crescent is a great place to raise a family; it is a safe, friendly, caring community.

2. La Crescent has great schools, teachers, facilities and student achievement, but there is a need for further investment in school facilities.

3. La Crescent benefits from having a small town feel while enjoying being close to important amenities including health care and retail options.

4. La Crescent lacks a robust Central Business District with local dining, entertainment, employment opportunities. There are opportunities to attract residents and benefit from pass-by traffic by offering more retail and service amenities downtown.

5. La Crescent has recreational and artistic amenities and has engaging beauty and scenic attributes. We can use these amenities to attract people, and we can do more to encourage walking, biking and other recreation in the area.

6. La Crescent has a limited supply of lots for new homes and there are few affordable housing options, especially for families and seniors. More housing options are needed.

7. La Crescent needs to articulate a vision around which all citizens can rally.

A second public meeting was held on June 9, 2016, again at Prince of Peace, to share and celebrate the completed draft plan. Committee chairs presented summaries of each plan topic and were available to discuss their topics in more detail after the formal presentations. The City Vision was reviewed in two draft forms and comments were solicited.

After the formal meeting ice cream was served and the work of the Chairs and the Committee members was celebrated.

Content Committees

This planning process was unique in that it created a separate committee for each of the seven core planning topics to help craft goals, objectives, policies and actions. Each committee met at least four times, including an initial meet and greet and assignment of reading tasks, a meeting with MSA to work on a vision statement and broad goals, another meeting with MSA to work on the more detailed objectives and strategies (policies and actions), and a meeting with Plan Commission to discuss the draft plan content. The two committees working on Housing, Economic Development and Downtown Enhancement met October-December 2015. The four committees working on Community Facilities and Services; Transportation and Mobility; Natural Systems, Open Space and Recreation; and Land Use and Community Design met January-April 2016. All meetings were hosted at Prince of Peace Church.

Community Surveys

There were two community surveys conducted during the planning process to solicit information and opinions from residents and stakeholders, one in fall 2015 (October 30-November 18), and one in spring 2016 (February 10 to March 2). The surveys were offered online, but hard copies were also available. The surveys were promoted primarily via email, press releases and news articles. Most of the questions on each survey were completed by at least 600 people, providing a high degree of confidence in the results. See Appendix A for a full summary of each survey, including assessments of who took the survey, by age and place of residence. At least 60% of responders to each survey were City residents, and comparisons between City residents and others showed few differences. A simplified summary of survey findings follows:

Survey 1 - Housing and Economic Development

1. Safety/low crime and price/affordability are the most influential factors of where people choose to live.
2. 65% of respondents have lived in La Crescent for >10 years.
3. A majority of respondents (90%) live in a home with 3 or more bedrooms.
4. If respondents were to move in the next 5 years, only 60% would want a home with 3 or more bedrooms.
5. 92% live in single family homes.
6. 92% own their homes.
7. A large majority (86%) believe their home is in good or excellent condition.
8. A large majority (84%) are happy with their current homes.
9. The perceived greatest need for improvement in the housing market is supply/availability (compared to cost or quality).
10. 59% of respondents expect to continue living in La Crescent for more than 10 years.
11. Regarding the need for housing in various categories, the highest number of respondents suggested the City needs more senior condos and apts, assisted living facilities for seniors, and affordable housing.
12. 26% percent think the city has too many high end homes, 19% think there are too many mobile home parks.
13. Most respondents spend weekdays in La Crescent (46%) or La Crosse (30%).
14. 58% believe their employment is secure in the next 3-5 years. Another 18% felt "somewhat secure".
15. 72% feel the availability of employment opportunities within La Crescent is lacking.
16. Respondents primarily patronize La Crescent businesses for groceries, gasoline and convenience retail.
17. Respondents want more sit down restaurants and downtown retail shopping/services.
18. When asked about local public funding to enhance outdoor recreation opportunities and related tourism, respondents were most strongly in favor of investing in hiking and canoeing & kayaking amenities.
19. Respondents believe retail/service supply and variety are inadequate in downtown La Crescent.
20. Only 8% are opposed to new, multi-story buildings Downtown.
21. What don't people want to see change in the downtown area? Common themes include small-

town feel; the grocery store; and a sense of connection to nature, including downtown greenery and views of the bluffs and river.

22. What other communities do respondents like? The most popular answers were Lanesboro, MN and La Crosse, WI.

Survey 2 - Land Use and Community Design; Transportation; Public Infrastructure and Services; and Natural Systems, Open Space and Recreation

1. Respondents' most common "very important" issues when it comes to land use and regulations are protecting public health and the environment (71%) and preserving the beauty of our natural surroundings (65%).
2. The most strongly supported locations for new housing in La Crescent are the Elementary School site (57%) and the downtown area (56%). 44% of respondents oppose or strongly oppose new housing on bluff tops or faces west or south of the City and 33% are unsure.
3. The most strongly supported changes if the land currently used for commercial and industrial along highway 14/61 were to change use over time is to convert it to more open space and passive recreation along waterways (73%) or more retail and service businesses (62%).
4. Respondents feel that City leaders should be more restrictive when it comes to property upkeep/cleanliness (48%) and billboards (38%).
5. 42% strongly agree and 33% agree that La Crescent should become a leader in green practices and ecological stewardship.
6. Common responses when asked if there are specific sites or areas in the City that respondents would like to see changed or improved through redevelopment include more/improved opportunities for outdoor recreation; improved waterfronts; housing or other new development on the school site if it is sold; making the downtown more vibrant and attractive to tourists; and adding more businesses.
7. 84% of respondents drive a personal vehicle 4-7 days per week. 94 % rarely or never use public transit.
8. 21% of respondents rate local streets as "poor".
9. 49% of respondents said more/better bike lanes or paths would make them more likely to ride a bike in La Crescent. 46% said more/better sidewalks would make them more likely to walk.
10. A majority of respondents would still not use public transit even if the following changes were made: employer subsidy of fare cost, employer shuttle from bus stop, lower total trip time, more convenient bus stop locations and more convenient pickup times.
11. 58% of respondents chose "maintenance of existing roads" as a high priority for transportation investments over the next 10 years.
12. The most desired bike and pedestrian safety improvement is "crosswalks near the elementary school".
13. Additional safety improvements that respondents feel are needed to improve safety or convenience for drivers, bikers or pedestrians include promoting awareness of bikers & pedestrians and etiquette on sharing the road; adding sidewalk on Oak Street near schools to improve safety; adding bike and pedestrian facilities on Highway 6, and improving bike lane, crosswalk, bike/ped awareness on Elm Street.
14. 51% of respondents rated the aquatic center as an excellent service offered in La Crescent.
15. 60% of respondents said La Crescent should spend more money on public schools.
16. 55% of respondents said that the City should make no changes and should continue to use the current City Government Building as long as possible. 28% think a new City Government facility should be built for Police, City Hall and the Public Library.
17. 77% of respondents agree or strongly agree that park and outdoor recreational facilities around La Crescent currently meet their needs. Only 14.5% disagree.
18. The most widely used outdoor recreation facilities in the past year (with 10+ visits per respondent) include the Mississippi River, Old Hickory Park and Frank J. Kistler Memorial Park.
19. The most common recreational activities respondents participate in include recreational walking (70%), swimming (64%), trail hiking (58%) and playground play (56%).
20. The top recreation amenities respondents would like to see expanded or improved in La Crescent include walking trails (45%), bike trails (33%) and kayak/canoe launch.
21. Only 10% or less of respondents oppose or strongly oppose various options to protect and/or expand access to the bluffs around La Crescent.

Planning Commission

The City Planning Commission is the entity that will use this plan most frequently, not only as a source of policy guidance when reviewing development projects, but also to encourage the implementation of City initiatives described in this plan. The Planning Commission was involved throughout the planning process, including recommendation on process design and consultant

selection, and then in the review and editing of draft plan content in the later phases of the project. Planning Commission members also served on and participated in the various Content Committees. Planning Commission recommended adoption of this plan by City Council on _____.

City Council

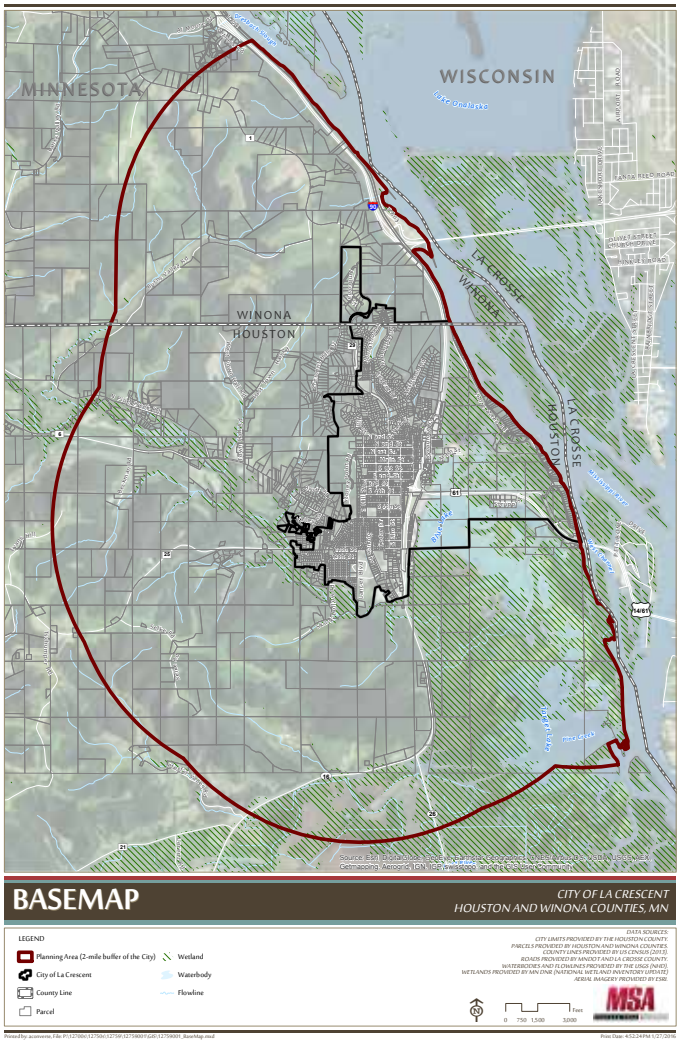
City Council is responsible for setting and enforcing City policies, including final decisions on how taxpayer dollars are used. City Council approved the budget and scope for the development of this plan, reviewed the draft plan in May 2016 in a special meeting with the Planning Commission, and adopted the completed plan on _____.

A Snapshot of La Crescent

Planning Area

The study area for this Plan includes all lands in which the City has both a short- and long-term interest in planning and development activity. As shown in *Figure 1.2 (below)*, the Planning Area includes all lands within the current municipal limits and within two miles of the current City limits. The City is approximately 2,221 acres (3.47 square miles). The entire Planning Area, including significant areas of undevelopable wetlands and blufflands, is approximately 14,847 acres (23.2 square miles).

Figure 1.1: Planning Area Map



Regional Context

La Crescent is located primarily in Houston County, plus a small portion in Winona County. It is the largest city in Houston County, by population, and the fourth largest municipality in the La Crosse-La Crescent two-county metro area, after the Cities of La Crosse and Onalaska and the Village of Holmen. La Crescent has many close ties to the City of La Crosse and the wider metro area, including economic, social and public services interdependence.

The region is known for its bluffs and the Mississippi River, which provide scenic beauty and recreation opportunities for residents and visitors. These features are also important constraints on development and growth, allowing little room for horizontal expansion.

History

La Crescent was founded in 1851 and was originally named Camerons, by founder Peter Cameron. Cameron attempted to divert the Mississippi River to flow closer to La Crescent and bypass La Crosse, but passed away weeks before the project's scheduled completion date in 1857. The project was never completed. The second name of the City was Manton, but this was quickly changed to La Crescent to make the name sound more appealing to settlers. La Crescent was incorporated in 1857.

The City has a long history in the apple industry. This history began in 1856 with John Harris who was able to plant trees that could survive Minnesota's harsh winters. Due to Harris' accomplishments and the thousands of trees and hundreds of varieties he planted, he is known as the "Father of the Orchardists" in Minnesota. La Crescent continues to hold an annual Applefest to honor its long history in the industry.

Today La Crescent is known for its gourmet apple varieties which are unique to the region. The City is known as the "Apple Capital of Minnesota".

Key Community Indicators

The following pages present population and demographic trends for La Crescent. These data provide a foundation for the planning process. The data was collected from the U.S. Census Bureau, the American Community Survey (ACS), and local sources. See **Appendix B** for a full report on La Crescent's Community Indicators, including background information related to each of the plan's core topics.

Photo and history text source: http://www.cityoflacrescent-mn.gov/about-la-crescent/history/

PEOPLE

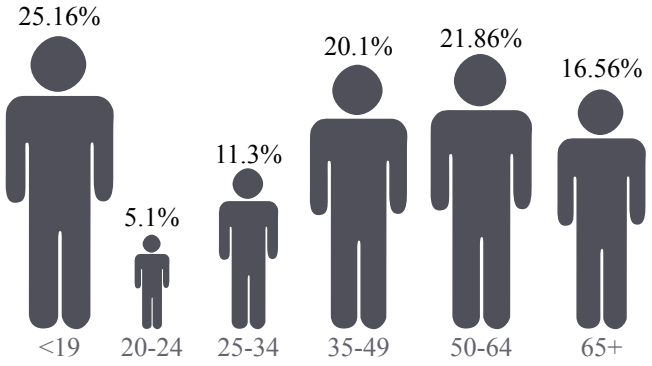
HOUSING

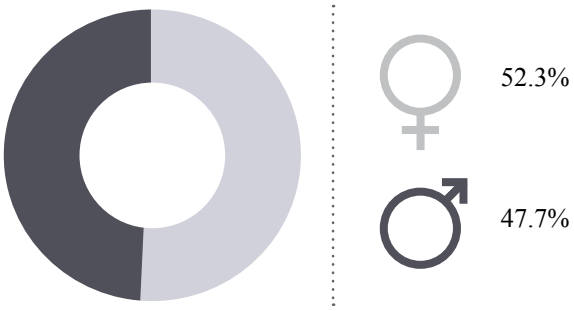
TRANSPORTATION

ECONOMIC PROSPERITY

A Snapshot of La Crescent

People



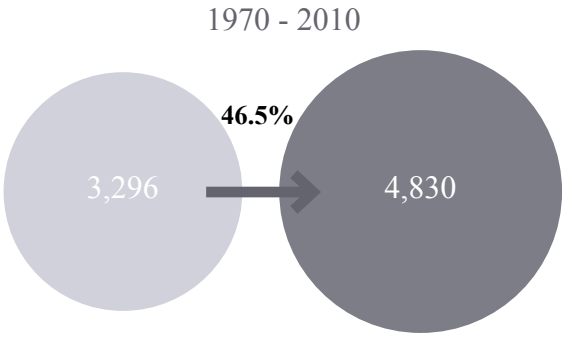


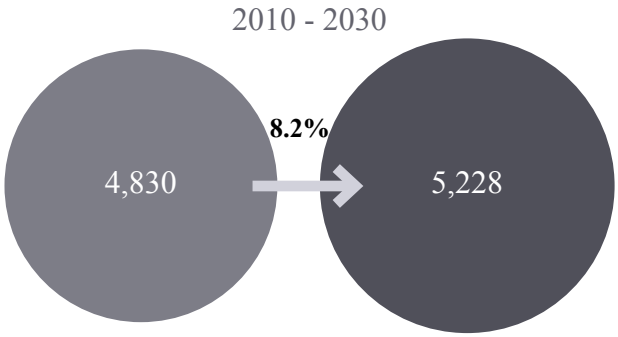
Age

In 2010, the median age in La Crescent was 42.8; approximately five (5) years older than the median ages in both the La Crosse Metropolitan Statistical Area (MSA) (36.6) and the State (37.4).

Gender

The breakdown between female and male residents in the City is average with an almost even split, although the females do outnumber the males by approximately 5%.





40-year Population Change

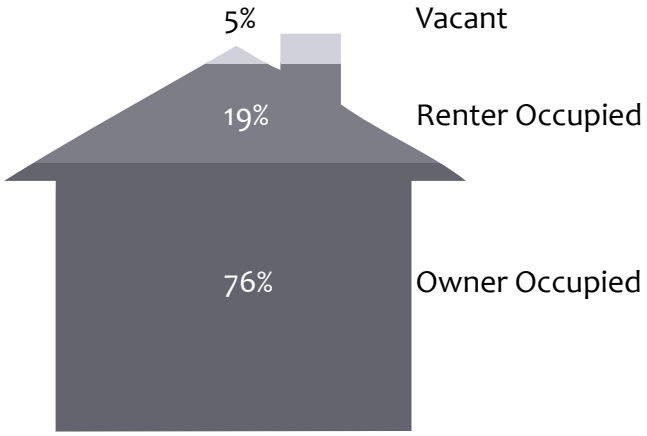
From 1970 to 2010, La Crescent's population grew by just under 1% per year, resulting in 45% growth over forty years - higher than the La Crosse MSA (36.4%) and the State of Minnesota (39.4%) during that period.

20-year Population Projection

The 20-year projection for population growth is not as robust as the previous four decades, however the City may see modest growth of around 0.4% per year, resulting in 8% growth over the next 20 years. This would be less growth than projected for the La Crosse MSA (11.3%) and the State (12.8%).

It should be noted that actual population change over the next two decades is greatly dependent upon the efforts of the City to implement this plan, especially through initiatives to attract residents and facilitate the development of new housing units.

Housing

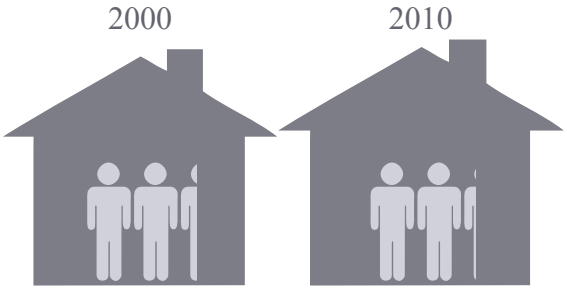


2010 Occupancy

More than three-quarters (76%) of City residents live in owner-occupied housing. This percentage increased as compared to 2000, despite the 2008 housing market crisis and counter to nationwide trends, suggesting a tight and resilient local housing market. And the overall rate of ownership is quite high compared to rates for the La Crosse MSA (63.1%) and the nation (65.1%). The rental vacancy rate (1.5%) is lower than what is considered a healthy rate of around 5%. This rate of vacancy indicates a lower number of choices for renters and is likely driving up local rent prices.

Average Median Value

The value of a home is also an indicator of the strength of the housing market and in turn, the vitality of the community. Based on this measure, La Crescent's housing market is healthy. The median value of a home in the City is $159,000, which is slightly higher than the La Crosse MSA's median value of $155,600, but below the State's median value of $187,900.



	2000	2010
Households:	1,940	2,012
Persons Per:	2.49	2.37

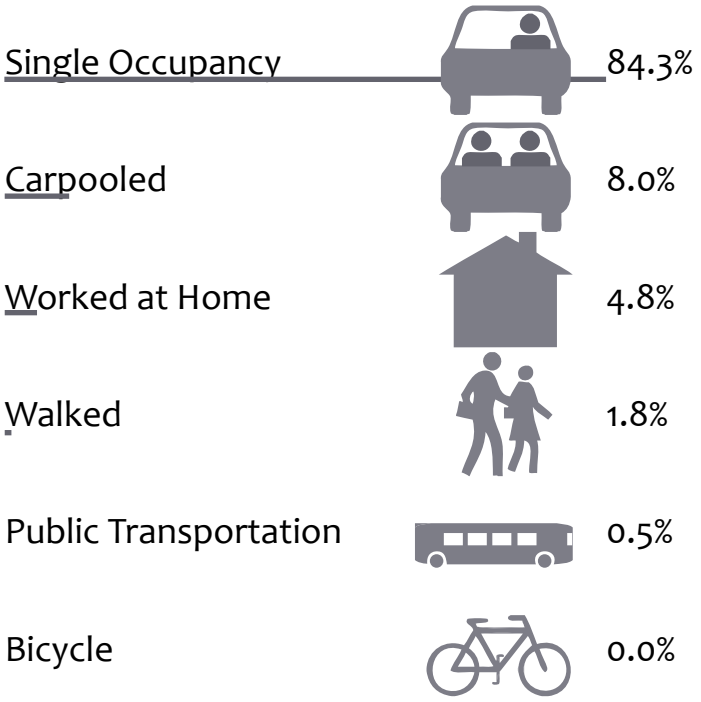
Household Counts

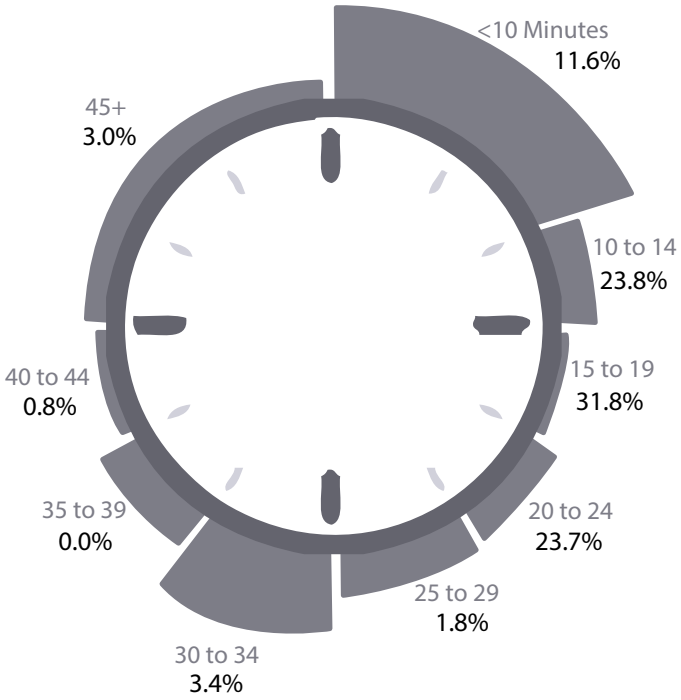
Household trends for the City of La Crescent show a 3.7% increase in households between 2000 and 2010, which was below that of the La Crosse MSA (10.1%) and the State (10.1%) for that same time period.

Nationally, the number of persons per household has been declining in recent decades which has been explained several way, including fewer children per family, an increase in single parent households, and an increase in life expectancy. In 2010, La Crescent was just below the National Average of 2.59 persons per household with 2.37 persons per household.

A Shapshot of La Crescent

Transportation





Commuting Method to Work

Commuting in La Crescent occurs mostly by car, with 84.3% of commuters traveling in a single occupant vehicle. This number is higher than the La Crosse MSA (79.0%) and Minnesota (78.0%). Only 8.0% of commuters in La Crescent carpooled to work, 1.8% walked, 4.8% worked from home and 0.5% used public transportation. There were no reports of residents bicycling as a method of transport to or from work.

Commuting Time to Work

Only 11.6% of La Crescent's working residents (age 16 and over) have less than a 10 minutes commute to work while nearly 80% percent drive between 10 and 24 minutes to work. This commute indicates a large percentage of residents working a short distance outside of La Crescent--mostly La Crosse where many employment options are located.

Economic Prosperity

Management, business, science, and arts occupations	36.8%
Sales and office occupations	25.0%
Service Occupations	19.3%
Production, transportation, and material moving occupations	10.3%
Natural resources, construction, and maintenance occupations	8.6%

High School	24.2%
Some College	19.6%
Associate Degree	19.3%
Bachelor's Degree	20.1%
Graduate / Professional Degree	11.7%
High School or Higher	95.0%

Occupations

Approximately three-quarters (71.4%) of workers in La Crescent earn a *private* wage and salary, similar to workers in the La Crosse MSA (69.3%) and the State of Minnesota (70.6%).

The major occupation group in La Crescent is the "Management, Professional & Related" category. Coming in second is "Sales & Office", while "Service Occupations" comes in third.

Income

La Crescent's Median Household Income of $62,167 puts it ahead of the region and the State of Minnesota. Only 35% of residents are deemed low or moderate income (LMI) by the US Census Bureau, a number that compares favorably to the City of La Crosse's 57% LMI score.

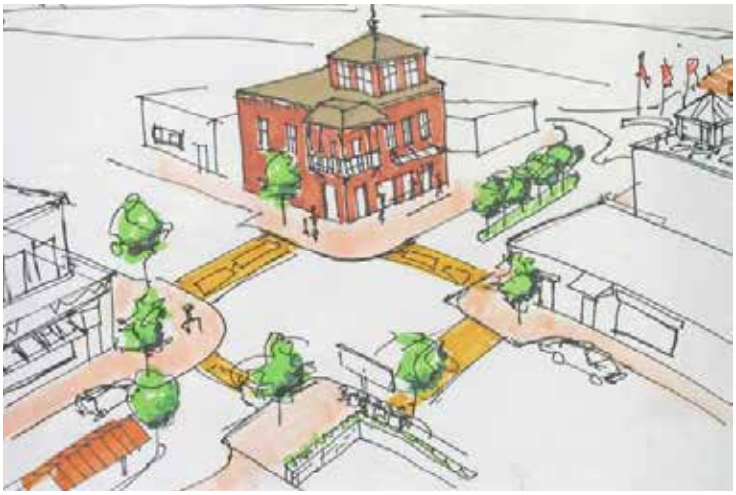
Educational Attainment

Educational attainment can provide valuable insight into the existing labor force, including availability of skilled and professional workers and demand for training opportunities. The percentage of La Crescent residents 25 years or older who have at least a high school diploma is a staggering 95.0%. The numbers show La Crescent has a highly educated workforce.

City Plans and Studies

City of La Crescent Comprehensive Plan - 1999
In 1999, the City of La Crescent adopted its Comprehensive Plan with a vision of maintaining the City's unique setting in the Mississippi River Valley by providing residents the ability to share and enjoy many rural and urban amenities without compromising quality of life. At the time the plan was adopted, population was expected to grow by 30% in the next 20 years. For this reason, growth management, preservation of natural features, orchards and open space which all make La Crescent unique are all important elements to consider for the City's future. Guiding principles and recommendations for implementation were developed to help the City to achieve its vision. Topics included: retaining its small-town character, encouraging commercial and industrial developments, preserving natural and scenic qualities, improving access, creating a viable commercial core and an attractive and safe place to live, and developing a connection to the river.

Minnesota Design Team Recommendations- 2008
In 2008 the Minnesota Design Team, a group of volunteer architects and planners, worked with the City of La Crescent to help plan for its future. With the assistance of community members, the Design Team identified "likes, dislikes and opportunities" within La Crescent. Residents most liked the area's scenic beauty, parks, and city-wide amenities like the library and fine arts center. Dislikes included excessive billboards and certain development that residents felt poorly reflected the image of their community. Opportunities within the City included revitalizing La Crescent's downtown, preserving and enhancing natural areas and creating beautiful and innovative entryways to La Crescent. To realize the City's vision for its future, the Design Team made recommendations related to housing, bike trails, downtown, ecology, MNDOT, zoning, beautification, water access and opportunities for seniors. Recommendations were made for the short-, mid- and long-term.



DOWNTOWN: LONG TERM IMPROVEMENTS

LA CRESCENT
MINNESOTA DESIGN TEAM

SEPTEMBER 11-13, 2008

Minnesota Design Team Recommendations (Cont.)

Housing
- Senior specific housing
- Moderate (affordable) housing options
- Housing options in or near the downtown (zoning)

Bike Trail
- Create planning group to connect La Crescent to Root River Trail
- Plan and promote Trailhead location at Stop Light
- Connection to Root River
- Paint bike lanes
- Complete Wagon Wheel Trail

Central Business District (CBD) aka downtown
- Add bump outs and angle parking downtown
- Housing options
- Complete downtown streetscape and landscaping
- Facade improvements in downtown buildings
- Construct Hotel and Restaurant complex
- Redevelopment plan of downtown and buildings

Ecology
- Storm Water - bluffs to wetlands implement stricter standards
- Promote residential rain gardens -
- Publish eco-tourism guidebook (including scenic over-looks)
- Add native plants in drainage ponds
- Preservation plans for natural areas

MnDot
- 1-90 bridge project
- Partner with MNDot to improve Main Street entrance
- Landscape Highway 61 islands and medians
- Trees 4th Street South
- North entrance
- Pedestrian bridge - CBD to Commercial Zoning

Zoning
- Intersection Reuse/use
- Commercial (Including CBD) and Industrial Zoning (both rules and maps)

Beautify
- Install monuments at City Entrances
- Intersections
- Plant trees 4th Street South
- Highway 61 island and median
- Reduce/Modify off premise signs
- Complete overlook (tourism)

Water Access
- Canoe/Kayak Launch/View amenities

Range of Senior Options
- Intergenerational Activity Center

La Crescent Park and Recreation Plan - 2012

The City of La Crescent updated its Park and Recreation Plan in 2012 to plan for the future of its park system. The plan identifies trends that will influence La Crescent's park system in the coming years such as the desirability of trails, non-traditional sports, a health-conscious population, dog ownership, safety concerns, demographics, diversity, aging population, changing family structures, environment/climate change, and increased interest in nature. Recommendations were made to improve and expand existing parks to meet the needs of park users based on these trends. Primary implementation goals include improving access to water, enhancing the entryway to the City, improving trails, creating a pedestrian bridge, establishing a dog park, acquiring additional parkland, and generally ensuring the City is developing high quality park and open space facilities that meet users' needs.

La Crescent Bike and Pedestrian Plan - 2013

In 2013, the City of La Crescent completed a bike and pedestrian plan to improve these elements in and around the City. The primary principles of the plan include fixing infrastructure that needs repair, improving intersections for bicyclists and pedestrians, improving integration of bike and pedestrian-friendly policies in everyday activities, and developing a connected system for bicyclists and pedestrians throughout the City. The plan recommends improvements that should be made in order to provide continuous, safe facilities for people travelling by a variety of transportation modes.

Regional Plans and Studies

Blufflands Design Manual - 1998
The Blufflands Design Manual addresses issues concerning growth and development within the Blufflands of Southeastern Minnesota. The manual illustrates the value of the Blufflands and discusses growth trends and the impact they may have on the area in the future. Growth management is discussed in three sections within the manual; a common vision, implementation tools to achieve the vision and a discussion on property rights and takings.

Apple Blossom Scenic Drive Management Plan - 1998
Prepared by Architectural Environments for the Winona County Planning Department, The Apple Blossom Scenic Drive Coalition, and Winona County Commissioners. It addressed Natural Landscape and Scenic Beauty, Housing Development along the Scenic Drive, and Commercial Development along the Scenic Drive.

Winona County Apple Blossom Overlook Park Plan - 2004
This "Development, Use and Management Plan" was prepared under the auspices of an ad hoc park board to prepare recommendations for the development of the Winona County Apple Blossom Overlook Park.

The Blufflands Plan - 2016
Commissioned by the La Crosse Area Planning Committee to extend and regionalize Bluffland protection efforts, this plan offers guidance for bluffland conservation and recreation throughout the La Crosse-La Crescent region. The plan recommends creation of a regional "Bluffland Coalition" that would coordinate efforts to protect land from development and improve recreation access to the blufflands. La Crescent is proposed to be one of the Charter Members of this Coalition.

Upper Mississippi River National Wildlife and Fish Refuge Comprehensive Conservation Plan - 2006
This is a plan to guide the administration and management of the Upper Mississippi River National Wildlife and Fish Refuge (Refuge) through 2021. It's 43 measurable objectives include land and bluffland protection, water access improvements, habitat restoration, and public information campaigns.

Coulee Vision 2050 - 2013
La Crescent is an active participant and funding member of the La Crosse Area Planning Committee (LAPC), a regional transportation and land use planning entity. In 2013 the LAPC adopted a long-term, regional vision to inform future transportation investments. This plan highlights the important link between land use patterns and transportation needs, and it features principles to inform local plans and decisions. La Crescent is well-positioned to help implement and act as an exemplar of this vision due to its location and spatial constraints.

Selected Transportation Principles

- Average commuting times, including all travel modes, will be maintained below 20 minutes.
- Growth will be accommodated without a significant increase in congestion through the use of many strategies, including road and highway improvements, traffic signal timing improvements, new/enhanced transit services, enhanced and expanded bike and pedestrian facilities, scheduling adjustments by major employers, and other approaches.
- Public and private landowners will reduce their subsidy of automobile use through a mix of strategies.
- Bike and pedestrian facilities will become ubiquitous.

Selected Land Use Principles

- New housing will continue to include a range of housing types and lot sizes, including a priority on single family lots smaller than ½ acre.
- The region places a high priority on infill development to enhance the utilization of existing urban infrastructure and enhance the concentration of uses so that more residents are within a 10-minute walk of their daily retail needs.
- New buildings and development areas will often include a mix of uses.
- Towns/townships, villages and cities will pursue and approve boundary agreements that allow some growth in unincorporated areas.

2 Goals, Objectives, Strategies

Chapter 2 presents a vision for the future of the community and describes the goals, objectives and strategies to achieve the vision.

Community Vision **2-2**
Housing **2-4**
Economic Development **2-8**
Downtown Enhancement **2-12**
Natural Systems, Open Spaces and Recreation **2-16**
Community Facilities and Services **2-22**
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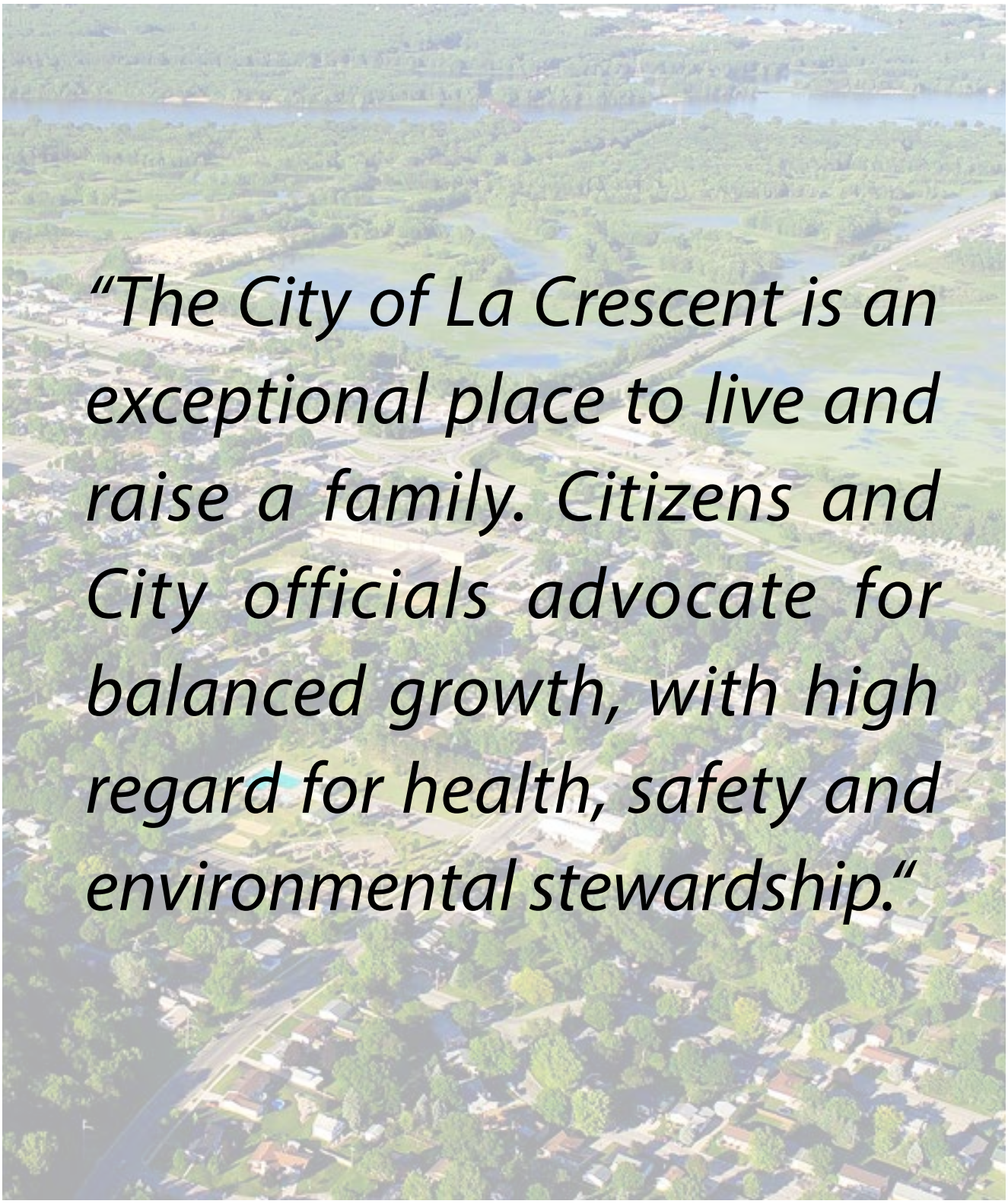
Collaborations and Partnerships **2-30**



"The City of La Crescent is an exceptional place to live and raise a family. Citizens and City officials advocate for balanced growth, with high regard for health, safety and environmental stewardship."

About the Visions, Goals, Objectives and Policies

Each section within this chapter contains a vision statement, goals, objectives, and strategies established during the planning process based on public input and the information contained in Appendix C: Community Indicators. This section defines the goals, objectives, and strategies as follows:

Vision Statement: A vision statement describes future conditions and outcomes. Written in the present tense from a future perspective (approximately year 2035), the vision statements encapsulate the key themes and priorities of each section.

Goal: A goal is a long-term target that states what the community wants to accomplish. Written in general terms, the statement offers a desired condition.

Objective: An objective is a more detailed target end result necessary to achieve a more general goal.

Strategy: A strategy is a specific action or policy intended to achieve the goals and objectives of the plan. Not all strategies will be implemented by the City and some may require collaboration with other entities. Policies typically use words like "shall" or "will" to designate firm commitments by the City. All future actions and decisions made by the City should be consistent with these policies, unless unforeseen circumstances arise which make a policy impractical or impossible to adhere to. Such occasions should be rare and probably indicate a need to amend this plan according to the procedures identified in Chapter 4. Policies using the words "should," "encourage," "discourage," or "may" are intended to serve as a guide for City decisions and actions.

About the Issues and Opportunities

Each section within this chapter also contains a box titled *Issues and Opportunities Observations*. This is reference material from multiple sources (public meeting comments, community survey, etc.) that informed discussion about the planning topic, provided here to help future plan users understand what participants were thinking about while creating this plan. Some of these issues and opportunities are simply opinions expressed during the process. The content in these boxes is NOT City policy, and it should not be cited as support for a particular City action or decision.

Housing

As the City grows and changes, housing must change to meet the needs of the population. This section of the plan should be used by City officials, property owners and developers to guide housing investment projects of all types and sizes.

Housing Vision Statement

Our community in 2035...

The City of La Crescent is growing a diverse housing stock which is accessible to a wide variety of residents, including young professionals, first time home buyers, two and single-parent households, empty nesters, and the elderly. Housing density is increasing and more alternatives to single-family detached housing units are available. With the support of the City, property owners are modernizing or redeveloping older homes to fit contemporary needs, while in a manner that is compatible with the fabric of the neighborhood. All neighborhoods continue to be safe and attractive places to live with increasingly local access to daily educational, retail and recreational amenities.

Issue & Opportunity Observations

The planning process revealed the following information related to housing that informs this plan for the future of La Crescent. These statements are drawn from public comments, the Community Indicator Report, committee discussions and survey results. The list is meant as a summary of key points and not a list of all issues or opportunities raised. **These items informed discussion about the policy content of this plan, but these are not policies.**

- The lack of available lots for construction or land for new residential subdivisions is a concern.
- The City currently has an adequate mix of detached single family homes and lot sizes, but typically at higher price points. The City currently lacks a supply of owner occupied housing between $50,000 and $100,000 in value as compared to the greater La Crosse MSA.
- Only 4% of survey respondents thought La Crescent needed more mobile home parks.
- According to the survey, regarding the need for housing in various categories, the highest number of respondents suggested the City needs more senior condominiums and apartments, assisted living facilities for seniors, and affordable housing.
- There are concerns that the price of housing and lack of housing diversity is a barrier to young professionals, first time home buyers, new families and single-parent households. There is a desire to provide a range of housing types, styles and price points to allow those that wish to return, or move to, La Crescent an opportunity to do so.
- There are concerns that empty nesters and seniors are staying in their detached single-family homes longer than they may desire due to the lack of alternative housing options within the City such as independent living senior condominiums, apartments, and assisted living facilities that may be a better fit for their housing needs. This has led to a secondary concern that these homeowners are deferring home maintenance and modernization projects which may be contributing to the deterioration of the City's housing stock. The lack of other senior housing options forces these individuals to look to other communities to meet their housing needs even though they desire to stay in La Crescent.
- There is a desire to maintain safe and attractive neighborhoods that have access to parks and daily retail needs.
- There is a desire to increase retail, service and entertainment uses in the City, especially the Downtown, in order to improve the livability of the City for existing residents and to attract young professionals and new families.
- There is a desire to maintain a strong school system, including both the quality of eduction and facilities, to keep and attract new families in La Crescent.

Goals & Objectives

Goal

La Crescent offers safe, healthy, attractive and diverse housing options to people of all income levels, age groups and people with varied needs.

Objectives

1. There will be new homes and units that appeal to families with school-age children. This housing type is the highest priority for new units in the City, in support of school district success, especially in any new projects utilizing previously undeveloped land.
2. There will be an increase supply and diversity of housing options to attract young professionals, including contemporary rental units near the Cental Business District.
3. There will be an increased supply and diversity of housing options for existing residents wishing to "age in place" and remain in La Crescent as their housing needs change.
4. Housing affordability in La Crescent will be successfully managed, such that new and existing residents can continue to find acceptable housing options with in the City.
5. Older homes will be rehabilitated, modernized and redeveloped to meet contemporary needs.
6. The zoning code will permit a variety of lot sizes, dwelling sizes, unit mixes, styles and densities.
7. La Crescent's neighborhoods will be safe and attractive, with convenient access to daily educational, retail and recreational needs.
8. The Hokah-La Crescent Shool District will be strong, including the quality of both instruction and facilities, to keep and attract new families to La Crescent.
9. Current building and fire codes and the zoning ordinance will be consistently enforced.
10. New construction should be innovative and consistent with "green" design principals.

Strategies

Communication and Programs

1. Prepare a promotional strategy for the City focused on attracting and retaining new families and young professionals. The effort may include focus groups to gain a deeper understanding of why families choose to move to La Crescent, choose not to move to La Crescent, or choose to leave La Crescent. (See the Economic Development section for further detail.)

2. Create user-friendly brochures and/or on-line guides to outline the permitting process for home improvement projects and available local, county, state, or federal housing programs that provide financial assistance with housing ownership or improvement projects.

3. Create a no-cost or subsidized program that provides the initial consultation services of an architect, designer or home builder to work with interested home owners to visualize potential home rehabilitation and modernization projects. Prioritize owner-occupied properties, older properties and low-income homeowners. Designers and homeowners should focus on improvements that make the home more attractive to the typical homebuyer today, such as two-car garages and more open floorplans that connect the kitchen with the dining and/or family room spaces.

Example remodeling illustration (thisoldhouse.com)

4. Create a no or low-interest loan program geared toward construction projects that improve and modernize older properties in the City with priority given to low-income homeowners and owner occupied properties. The Small Cities Development Program through the Minnesota Department of Employment and Economic Development is a viable funding source for a local housing grant program if focused on low- and moderate-income residents.

5. Create rebate programs and other financial incentives, in conjunction with public and private partners, for homeowners undertaking energy efficient home rehabilitation projects. Priority should be given to owner occupied properties, older properties and low-income homeowners.

6. Support civic programs (e.g. Neighbors in Action) focused specifically on assisting seniors in single family homes with home and property maintenance. Consider how programs such as these could be expanded to include volunteer or civic-led home modernization/construction projects, such as habitat for humanity.

7. Create a Housing and Redevelopment Authority (HRA) and purchase land to develop rental and senior housing developments in areas identified for such uses in this plan. Issue a developer request for proposal to develop the specific housing desired.

8. Create a Rental Inspection Program to facilitate building code compliance, in support of resident safety and health.

9. Maintain communications with Golden LivingCenter La Crescent about their continued success, and consider siting opportunities for a new skilled nursing facility in the future, to ensure that at least one such facility is operating in the City.

Land Use and Regulations

See also Chapter 3 for Land Use and Community Design strategies related to housing.

10. Enforce current building and zoning codes by routine inspection of new structures and complaint-based inspection of existing units to ensure resident safety. The City will work with property owners to improve the quality of living and appearance of housing properties including removal of personables or "junk" materials, and will enforce property maintenance and public nuisance ordinance as needed.

11. Maintain and enforce development design guidelines for all housing types that will maintain neighborhood character, property values and aesthetics over time and enhance the social function, health, and safety of City neighborhoods. *Refer to representative images of housing design strategies within this plan and zoning code regulations.*

12. Consider creating and enforcing stronger minimum standards for the exterior appearance of single-family homes (including design, materials, and maintenance). The standards could apply to both existing and new units, and the design and materials standards could be enforced with existing housing when changes are made to elements covered by the design standards.

Townhomes

13. Maintain a diverse mix of housing types, styles, sizes and affordability. New subdivisions should generally include housing for all ages and family types, but with priority to housing that appeals to families with young children. Redevelopment projects should consider opportunities to add unit types not common in the City (e.g. townhomes, which are attached, multi-story units where each unit has it's own exterior entrance).

An illustration of infill housing, with a transition from single family, to 4-unit buildings, to larger apartment buildings missingmiddlehousing.com

14. Infill and housing redevelopment should be compatible with the character of the surrounding neighborhood through appropriate transitions in housing density, styles, setbacks, heights, etc.

15. The City will work to improve walkability, lighting, streets and sidewalks in existing neighborhoods. Sidewalks should continue to be required on both sides of all new residential streets. Easements for walking and biking trails should be secured to link new housing and park developments. Unconnected residential development (i.e. no pedestrian or bicycle facility connections to the rest of the community) is strongly discouraged.

16. Consider ordinances and programs that encourage the development of affordable and senior housing integrated with market-rate housing. Inclusionary housing ordinances can provide incentives to development with certain percentages of affordable or senior housing units (e.g. a density bonus allowing for more total units than otherwise permitted, or tax abatement for affordable or senior percentages of new development).

17. Residential development, especially multi-family and senior living developments, should be located in areas where there is safe pedestrian and bicycle access to park, retail and community facilities.

18. The City will promote the geographical dispersal of affordable housing throughout the community, and encourage development of affordable housing on transit routes and corridors.

Economic Development

The La Crescent economy is a complex and evolving mix of production, sales and service-oriented enterprises. Local businesses are a source of income for residents and they respond to the purchasing needs of residents. This section of the plan should be used by City officials, business owners and developers to inform decisions and programs that affect business success in the City.

Economic Development Vision Statement

Our community in 2035...

The City of La Crescent is growing a diverse and resilient local economy. Employment opportunities are increasing due to the growth of local businesses and the willingness of residents to start new enterprises. Retail, restaurant and service businesses are thriving due to population growth and an increase in recreation tourism, and residents can satisfy many of their weekly shopping and services needs within the City. It is apparent that the community values and celebrates the arts in La Crescent. These successes are the result of ongoing collaborations and communication between the City and private sector organizations.

Issue & Opportunity Observations

The planning process revealed the following issues and opportunities related to economic development that inform this plan for the future of La Crescent. These statements are drawn from public comments, the Community Indicator Report, committee discussions and survey results. The list is meant as a summary of key points and not a list of all issues or opportunities raised. **These items informed discussion about the policy content of this plan, but <u>these are not policies.</u>**

- The City enjoys convenient access to an interstate freeway and downtown La Crosse
- The City has many long-term family-owned businesses that anchor the local economy (though there is concern about succession planning)
- The cost of land is relatively high and the availability of land for growth is low immediately surrounding the City.
- The bluffs and waterways are an underutilized economic asset – an opportunity for recreation tourism
- Tax and employment policy differences between Minnesota and Wisconsin are a challenge for commercial development here (commercial property taxes are higher, minimum wage is higher, workers' compensation costs are higher, sales tax is higher).
- We don't have many young professionals; we want our own kids to come back here to work and start businesses
- There is strong support for the enhancement of outdoor recreation opportunities in the La Crescent area, especially hiking and canoeing/kayaking trails and trailheads. A majority (53%) of survey respondents supported local public funding support for expanded hiking amenities.
- Based on survey results, most area residents (72%) believe employment opportunities are "lacking" in the La Crescent area. A plurality of lrespondents (40%) believe the City should commit additional tax dollars to attract and retain jobs in La Crescent. Only 19% did not support this, while another 41% answered "No opinion" or "It depends".

Goals & Objectives

Goal 1
Employment will grow in La Crescent.

Objectives
1.1. Existing businesses will stay here and grow here.

1.2. Businesses will choose to relocate to La Crescent.

1.3. Local startups and entrepreneurism will increase.

Goal 2
The City will continue to host a diverse and competitive workforce.

Objectives
2.1. The school district will have an excellent reputation based on good facilities and strong academic performance.

2.2. Residents will have more local shopping and dining options.

2.3. People of all ages will be attracted by the prevalence of recreation opportunities and La Crescent's image as an active and vibrant community.

2.4. The City will continue to demonstrate progressive policies and actions that appeal to young professionals, including support for sustainable energy and environmental stewardship.

Goal 3
Tourism and associated local spending will grow in La Crescent

Objectives
3.1. There will be more lodging facilities in the City.

3.2. There will be more businesses catering to outdoor recreation enthusiasts, including residents and visitors.

3.3. There will be more access to the region's highlands and lowlands/waterways, especially via trails and trailhead improvements.

Strategies

1. Develop a Marketing and Promotion Plan to raise awareness within the La Crosse metro area that La Crescent is a great place to live. Enhance the City's presence in regional print, television and radio media. Highlight characteristics that make La Crescent a comfortable choice, including small town character, school quality, community safety, recreation opportunities, proximity to downtown La Crosse, and progressive commitments to public and environmental health.

2. Respond promptly and collaboratively with existing businesses seeking to remodel, expand, or move to La Crescent.

3. Collaborate with and support the Chamber of Commerce in efforts to maintain regular contact and communication with local businesses, especially manufacturers and other primary sector employers.

4. Identify and protect land for business growth, including redevelopment areas. Consider those lands with the highest visibility for consumer-oriented retail and service businesses, and consider lands with less visibility but good access to the highway as candidates for industrial growth.

The City's most prominent highway parcels could be transitioned over time to consumer-oriented uses as less prominent sites are identifed

5. Continue to use Tax Increment Finance (TIF, Tax Abatement, and other funding assistance strategies to facilitate desirable development consistent with this plan, especially to support redevelopment projects.

Strategies

6. Continue to utilize Tax Abatement to encourage business expansion.
7. Consistently promote the availability of the Property-Assessed Clean Energy program (PACE), available through Houston County, to support business investment in energy efficiency and clean energy improvements.
8. Support entrepreneurism by allowing and encouraging low-impact home-based businesses.
9. Work with the La Crescent-Hokah school district to increase connections with local businesses. For example, leverage local construction industry strengths with a program that enables students to build homes or garages.
10. Encourage local businesses to establish internship and apprenticeship collaborations with UW-La Crosse, Western Technical College, and Viterbo University.
11. Take an active role in Downtown redevelopment by acquiring property and soliciting redevelopment proposals.
12. Actively pursue the development of a river trailhead on Blue Lake, including property acquisition and/or conversion from other uses if necessary. Possible sites include the current County Recycling location, or City Land if not required by Truss Specialist in the future. Consider a municipal camping site colocated with the trailhead.
13. Actively pursue the improvement of bluffland and lowland hiking trails and connections to those trails from downtown, including a bridge over 14/61.
14. Use the City and/or Chamber websites to promote local recreation opportunities.
15. Encourage the establishment of a recreation tourism booster group or committee in the City to help promote local resources.
16. Join Explore La Crosse (the regional convention and visitors bureau) to promote La Crescent attractions.
17. Incorporate more recreation-oriented activities into Applefest or host new, standalone events focused on recreation in the bluffs and/or river/lake.

The commercial area around Twilite Street on the Pike is an opportunity for further commercial development and redevelopment due to the high traffic counts.

Strategies

18. Continue to provide a Community and Economic Development Coordinator to support local business success, including guidance for new local businesses (start-up or relocations).

19. Maintain an active Economic Develoment Committee (EDC) to help guide the efforts of the Community and Economic development Coordinator.

20. Create high-profile trails from the Mississippi River to Hokah via Downtown La Crescent, and between the La Crescent and La Crosse blufflands, and build a coalition of municipal and state and federal agency stakeholders to support development of those trails.

21. Promote higher-intensity consumer-oriented commercial development of the Twilite St./Strupp Ave. area along the Pike, to take advantage of the high volume of pass-by traffic.

22. Encourage and facilitate the redevelopment of land along South Oak St., south of S. 3rd St., with uses that benefit from highway exposure and convenient access.

23. Encourage and facilitate the redevelopment of the American Legion site. Consider the possibility of a hotel with an event center in this location.

The American Legion site on North Chestnut St. offers excellent exposure and access to the highway for a new use such as a hotel.

Downtown Enhancement

Downtown La Crescent is the heart of the community - its economic and civic center, but there are mixed feelings about its quality and attractiveness. This section of the plan should be used by City officials, business owners and developers to inform development decisions and infrastructure design.

Downtown Enhancement Vision Statement

Our community in 2035...

The Downtown area is thriving, with activity from morning to evening. A series of new buildings and uses have brought energy to the community and strengthened the "downtown" character while retaining a small town feel. Streetscape improvements, including more trees, planting beds, corner bumpouts and crosswalks have defined the downtown area and made it a very pleasant place to visit and walk around. Downtown is recognized as a central "trailhead" for river and bluff adventures, with convenient parking and safe walking and biking connections to popular parks and trails.

Issue & Opportunity Observations

The current planning process revealed the following issues and opportunities related to downtown enhancement that inform this plan for the future of La Crescent. These statements are drawn from public comments, the Community Indicator Report, committee discussions and survey results. The list is meant as a summary of key points and not a list of all issues or opportunities raised. **These items informed discussion about the policy content of this plan, but <u>these are not policies.</u>**

- Residents desire more retail and service businesses in La Crescent, especially sit-down restaurants and breakfast/café options.
- Residents value the existing downtown businesses, especially the grocery store and hardware store, but would like longer and more uniform hours of operation.
- Existing downtown development has weak urban form, including a prevalence of front yard parking, and single-story buildings with small windows facing the street. These characteristics don't attract visitors.
- Many residents wish to retain a small-town feel in the downtown area, as compared to and distinct from downtown La Crosse.
- Most area residents are comfortable with multistory buildings downtown (only 8% of survey respondents "opposed" or "strongly opposed").
- There is sufficient convenient parking downtown for current uses - 88% of survey respondents rated parking convenience "adequate" or "excellent".
- People like and want to maintain/restore trees and landscaping in the downtown area.

Goals & Strategies

Goal 1

New development on Main Street and Walnut Street in the Downtown Core will have urban character appropriate to La Crescent.

Strategies

1.1. Most new buildings in these locations will be built to the sidewalk and all within 10' of the sidewalk.

1.2. New buildings in these locations will generally be at least 24' tall on all sides, and will include at least two functional stories.

1.3. All new buildings and significant renovations of existing buildings will have a large percentage of clear glass windows along the ground floor street façade to increase visual connections to and from the street.

1.4. There will be no off-street surface parking within 50' of an intersection and no parking that is closer to the street than the building.

1.5. Allow for unique, placemaking features in private development, such as unique signage or landscaping.

Goal 2

Downtown streetscaping will be improved to define and enhance the downtown character and identity.

Strategies

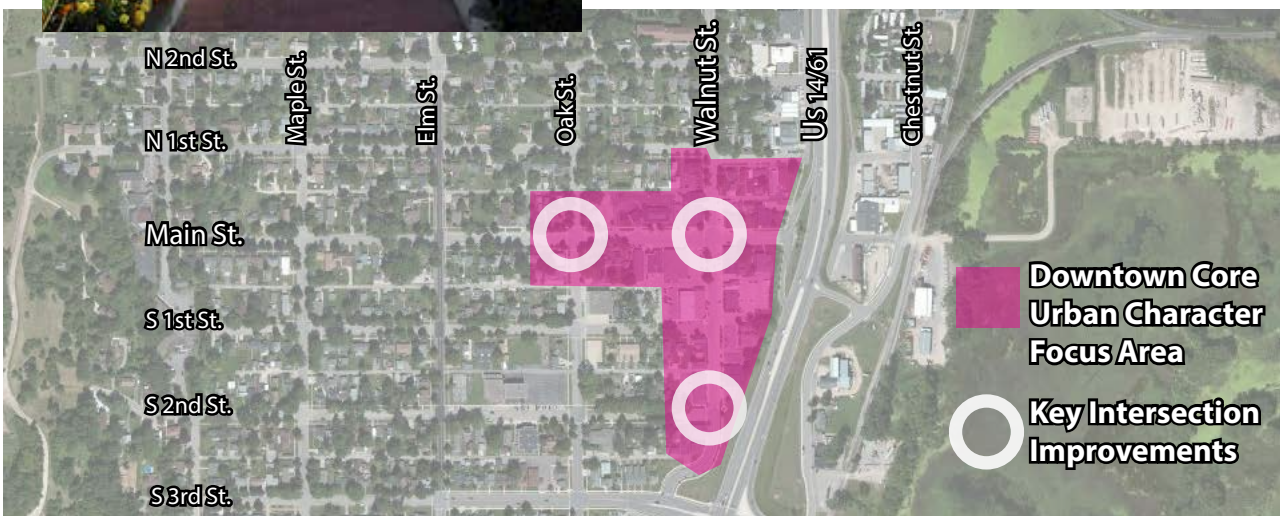
2.1. Improve key downtown streets with landscaping and corner bumpouts to slow traffic and reduce the pedestrian crossing distance. These changes should help to identify the core downtown area.

2.2. Keep downtown green with street trees, planting beds or grass, and/or planters.

2.3. Add dedicated bike parking racks throughout the downtown area.

2.4. Utilize public art to make the downtown area unique ("placemaking"). Consider art forms both conventional (e.g. sculpture) and unconventional (e.g. poetry in the sidewalks or artistic stormwater infrastructure). Include art in any public gathering spaces.

2.5. Incorporate the preceding strategies into a holistic downtown plan (see also Strategy 6.4)



Goal 3

The downtown district will be apparent and accessible to visitors from all directions.

Objective

New downtown buildings will be visible from the highway due to their height.

Strategies

3.1. Improve signage identifying access to downtown, especially from the north.

3.2. Ensure that the pedestrian bridge of 14/61, when designed, is architecturally attractive and serves as a marker of downtown's location.

Goal 4

Downtown activity and retail/service market demand will be increased through the development of more residential units in the downtown area.

Strategies

4.1. Encourage upper story apartment units in some new buildings in the Downtown Core (especially on Main and Walnut).

4.2. Encourage new multi-unit buildings in a variety of formats (flats, townhomes) and serving a variety of market needs (senior housing, efficiencies, three-bedrooms) constructed in the Downtown Fringe and Downtown Mixed Residential areas.

4.3. New mixed use buildings downtown may be supported by the use of Tax Incremental Financing (TIF), tax abatement, grant funding or other development incentives.

Goal 5

Parking will remain convenient and free in the downtown area.

Objective

Customers will be able to find parking within one block of their final destination at most times.

Strategies

5.1. The City will maintain as much on-street parking capacity as possible to reduce the need for off-street lots, including existing angle parking.

5.2. The City will improve existing public parking lots downtown, including pavement quality and signage. As opportunities arise, the City will acquire and reserve parcels for additional off-street public parking, typically at the edge of the urban core. Parking should be addressed as part of work with a consultant to develop a holistic downtown development plan.

5.3. There will be routine reminders for downtown business employees to reserve prime parking for customers by parking their own vehicles in secondary lots and streets.

5.4. Consider adding electric vehicle charging stations in City-owned lots as part of the City's commitment to reducing dependence on fossil fuels

Goal 6

Downtown will be recognized locally and regionally as the civic and commercial heart of the La Crescent community.

Strategies

6.1. Key civic buildings will continue to be located in the downtown core, including City Hall and the library.

6.2. The Downtown core will retain its identity and function as the heart of the Central Business District.

6.3. When developing new civic buildings downtown, incorporate a small public gathering space that incorporates art, places to sit, and ample landscaping.

6.4. Develop a Downtown Plan to extend the goals and strategies of this section of the comprehensive plan into a detailed vision for specific public and private investment projects. Address parking needs in the plan. It would be appropriate to combine this with planning for any new civic buildings.

6.5. Use downtown streets for community events in every season, including parades, recreation events, car shows, arts festivals, etc.

Natural Systems, Open Spaces and Recreation

La Crescent is surrounded by exceptional natural features and maintains excellent park and recreation resources. This chapter describes the City's commitments to protect and enhance those features.

Natural Systems, Open Spaces and Recreation Vision Statement

Our community in 2035...

The City of La Crescent is known not only for its exceptional driftless landscape, but also its commitments to clean air, clean water and environmental stewardship. By expanding public access to blufflands and waterways, adding uses that ehance utilization of City parks, and attracting businesses that serve recreation needs, the City has cultivated a reputation for outdoor recreation opportunities. Recreational users have become active participants in the sustainable management of the region's parks, blufflands and waterways.

Issue & Opportunity Observations

The planning process revealed the following issues and opportunities related to natural systems, open spaces and recreation that inform this plan for the future of La Crescent. These statements are drawn from public comments, the Community Indicator Report, committee discussions and survey results. The list is meant as a summary of key points and not a list of all issues or opportunities raised. **These items informed discussion about the policy content of this plan, but <u>these are not policies.</u>**

- The City is surrounded on three sides by prominent bluffs. The bluffs to the north and west feature some urban development, and also parks that provide some access to these lands. The bluff to the south remains largely undisturbed.
- The City borders the Mississippi River, however the river itself is not visible from most parts of the City. Residents identified the river as their most frequent outdoor recreation destination - nearly 60% of survey respondents reported using it for recreation at least four times in the past year.
- Eighty percent of residents rate the City's parks as "Good" or "Excellent". The City has several parks that are very lightly utilized and little known, based on survey results, including North End Park, Harris Park, and Vollenweilder Park.
- Recreational walking is the most common recreational activity practiced in the City, according to the survey, and walking trails are the recreational amenity that the most people would like to expand or improve. The second most popular amenity for which improvements are desired is bike trails.
- Residents indicated strong support in the survey for bluffland protection and access; more than 60% favor more trails, private and public land acquisition, and increased regulation on development and tree cutting.
- Blue Lake is considered a high quality wetland by the US Fish and Wildlife Service because of the diverse species it hosts.

Goals & Objectives

Goal 1

Natural features and ecosystems in the La Crescent area will be conserved and restored.

Objectives

1.1. Local waterway health will improve through enhanced management of both urban and rural stormwater runoff.

1.2. Blufftops overlooking and visible from La Crescent and the approaching highways will be permanently protected from further development.

1.3. Existing residential development on blufftops and hillsides in and around the City will be obscured by mature trees.

Goal 2

Public access to and recreational use of parks, blufflands and waterways will be expanded and improved in the La Crescent area.

Objectives

2.1. There will be more hiking and biking trails and users in the bluffs around La Crescent.

2.2. There will be more access points to the wetlands north and south of the pike, and more non-motorized users enjoying those areas.

2.3. Public access improvements to natural areas will be designed to prevent or repair ecosystem damage and will be long-lasting with minimal maintenance requirements.

2.4. Downtown La Crescent will serve as a trailhead for a system of regional hiking, biking and boating trails.

2.5. Businesses tied to recreation uses will locate and thrive in La Crescent.

2.6. La Crescent parks will be highly utilized.

2.7. Parks and trails in the region will be clearly identified and easy to find and navigate.

2.8. As access to natural areas increases, there will continue to be wild and secluded places with limited human visitation.

2.9. Scenic views of the bluffs and wetlands will be enhanced through the removal of billboards.

Goal 3

La Crescent will be recognized as a leader in environmental stewardship and natural resource conservation.

Objectives

3.1. La Crescent will continue to be recognized as a leader in urban forestry.

3.2. There will be both public and private investments in renewable energy and energy efficiency that reduce local use of and reliance on non-renewable fossil fuels.

3.3. Residents, local businesses, and peer communities will learn about and be influenced by the City's efforts to manage and mitigate it's impacts on the natural environment through the GreenStep Program.

Goal 4

There will be recreational opportunities for all ages and abilities, in support of the health and well-being of our community.

Objectives

4.1. City parks will include features accesible by wheelchair and/or by visitors with limited mobility.

4.2. The City's recreation programming will offer activities for residents of all ages and abilities.

Strategies

1. Encourage and support efforts by federal and state agencies, and local authorities, to protect and enhance fish and wildlife habitat in the backwaters of the Mississippi River located in proximity to the City of La Crescent. These backwaters extend in a "crescent" around the city, from the upper end of Shore Acres to below Barron Island, and include Blue and Target Lakes. Management actions to protect and enhance backwater habitat may include managing flows and hydraulic connectivity, increasing depth diversity in channels and backwaters, managing floodplain forests, invasive plant and animal management, and watershed management programs.

2. Support local and watershed-level water quality management activities that reduce nutrient, sediment, and other pollutant loads through point and nonpoint source pollutant control programs within the Pine Creek watershed. The City will also encourage and participate in watershed-level planning efforts.

3. Use and enforce the City's sign ordinance to manage the size and brightness of signs, with particular emphasis on protecting and improving scenic viewsheds.

4. Encourage the U.S. Fish and Wildlife Service to install interpretive sign(s) at the canoe/kayak accesses planned near Chestnut Street and Twilite Street. Interpretive topics could include an introduction to the National Wildlife Refuge, the importance of Blue Lake as wildlife habitat and its function as part of the Mississippi River, and/or local history.

5. Explore construction of a birdwatching overlook along the shore of Blue Lake, including parking and interpretive signs. A key partner is the U.S. Fish and Wildlife Service, which identified this as a possible project in its 2006 Upper Mississippi River National Wildlife and Fish Refuge Comprehensive Conservation Plan. Other partners may include FOR 78 (local Refuge Friends organization), corporations, and area service clubs.

6. Encourage the U.S. Fish and Wildlife Service to install interpretive signage along the Wagon Wheel Trail. Interpretive topics may include the history of the Stagecoach trail, the trail's recent and ongoing improvements, and the hydrology of the adjacent impounded backwaters.

7. Implement the Blufflands Plan, especially land acquisition or protection and development of a contiguous trail route around the City. Collaborate with La Crescent Township and private landowners to establish a contiguous trail network in the bluffs immediately surrounding the City for hiking, biking, showshoeing and cross country skiing. Identify former logging roads and current snowmobile trails as possible linkages between existing sites and trail segments. Work with the Bluffland Coalition or similar regional

Blue Lake

Strategies

entity to enhance the use of bluffland trails in the La Crescent area, including identification of public access sites on regional bluffland maps and use of common trail signage standards. Continue to collaborate with the Minnesota Land Trust to identify and pursue acquisiton of bluffland sites for protection from development and public access improvements.

8. Consider creation of a local conservation easement fund to acquire easements on privately owned bluffland property that will protect it from development or tree removal while allowing it to stay in private ownership.

9. Establish the downtown area as a trailhead for hiking, biking and canoe/kayak adventures in and around La Crescent. Add features such as a prominent information kiosk about trails and access points, public-access bathrooms that remain open during daylight hours, bike racks and an outdoor bike repair station, and safe and well-marked bike routes between downtown and key parks and trails. Consider creation of an interpretive center with robust information about the region's natural setting, apple history, and recreational opportunities, possibly as part of a new City Hall.

10. Establish a well-maintained, web-based source of information about outdoor recreation sites, trails, and amenities in the La Crescent area.

11. Highlight the City's scenic and recreation resources as part of a comprehensive promotion strategy to tell La Crescent's story and attract visitors, residents and investment.

About Blue Lake...

Community survey results revealed that many residents are not aware that the shallow water body south of the pike is called Blue Lake. While a portion of Blue Lake is within the city limits, much of the lake, and Target Lake to the south, is owned by the U.S. Fish and Wildlife Service or U.S. Army Corps of Engineers (Corps) and managed as part of the 261-mile long Upper Mississippi River National Wildlife and Fish Refuge.

Blue and Target Lakes and sections of other backwaters located in proximity to the city have been classified as having high value fish and wildlife habitat which is unique and irreplaceable on a national basis or in the ecoregion. Most notable and visible are the migratory bird species, including Wood Ducks, Ruddy Ducks, Hooded Mergansers, Least and American Bitterns, Common Morrhends, Night Herons, Sandhill Cranes, Tundra Swans, Black Terns and others.

To protect nesting birds, fish nurseries and furbearers, Blue Lake and the upper end of Target Lake were designated a seasonal Slow, No Wake Area by the U.S. Fish and Wildlife Service in 2006. Each year from March 16 through October 31, watercraft must travel at slow, no-wake speed and no airboats or hovercraft are allowed in this area. Year round public access continues, with an emphasis on non-motorized boats that cause less disturbance to this valuable habitat.

Ownership of the rest of the Mississippi River backwaters in proximity to the city is a mixture of private and public ownerships, including the City of La Crescent and Minnesota Department of Transportation.

State agencies who typically work with the two federal agencies on river habitat enhancement/restoration projects in the area include the Minnesota and Wisconsin Departments of Natural Resources (DNR) and Minnesota Pollution Control Agency. Depending on the jurisdiction, permits for wetland work are issued by the Corps, Minnesota DNR, Minnesota Pollution Control Agency and/or Houston County through the Bureau of Soil and Water.

About the Billboards

U.S. Fish and Wildlife Service will remove billboards from Refuge-acquired land along Highway 14/61 after an existing use agreement with the sign company expires in 2022. The tract was acquired from willing sellers in 2004 with the use agreement in place.

Strategies

12. Highlight in recreation promotion efforts, both externally and within the City, the location of Mississippi River access points, including Sportsman's Landing and the Upper and Lower I-90 landings.

13. Prevent tree cutting around homes on the bluffs by working with La Crescent Township, Houston County, and private landowners to establish and enforce strict regulatory limitations on tree cutting.

14. Plant more street trees in all parts of the City, and especially in newer neighborhoods.

15. Pursue and maintain Tree City USA designation.

16. Continue to use and implement the 2012 Park and Recreation Plan. Update that plan as needed, at least every 10 years, with an emphasis on improvements to the City's parks, trails systems, and water access points. Review and adjust the mix of activities offered at the various parks on a regular basis, and consider the introduction of new uses to increase activity at underutilized sites. When updating the plan, revise the map to clearly distinguish between on-street bike routes and off-street trails.

17. Maintain and implement a capital improvement schedule for all City parks that emphasizes trail development, signage improvements, and accessibility improvements. Also consider opportunities to add public art to City parks.

18. Maintain participation in and Implement best practices encouraged by the Minnesota GreenStep program, which La Crescent joined in 2015. Public education about things individuals can do, such as low-water landscaping, is an important part of the program.

19. Create a community garden and/or apple orchard in one of the City parks to celebrate the City's history and encourage local food production.

20. Enhance awareness and use of local parks and trails among La Crescent residents.

Younger City neighborhoods in need of street trees to soften their appearance in the otherwise picturesque landscape

21. Encourage the School District to establish a hiking trail south of the High School.

22. Work with Houston County to establish Blufftop development regulations consistent with Winona County.

23. Work with the Minesota DNR to establish Pine Creek as a river trail, from Pine Creek Golf Course to the Mississippi River, including clearing, access improvements, and maintenance.

Future Trail Map, 2012 Park and Recreation Plan

Exhibit 6-3: Future Trail Map

Community Facilities and Services

Local government is responsible for a broad array of essential services, from sewer and water service to park and recreation facilities, fire and police protection and public schools. The quality, efficacy and efficiency of these services have a direct relationship to quality of life for residents. While each of these services is individually managed and monitored, they are considered in the comprehensive plan to ensure that investment in these services serves the overall vision for the City.

Community Facilities and Services Vision Statement

Our community in 2035...

The City of La Crescent works to meet the community facility and service needs of all residents equitably. Facilities and services adapt to changes in technologies to improve levels of service, reduce costs and achieve more sustainable operations.

Issue & Opportunity Observations

The planning process revealed the following issues and opportunities related to community facilities and services that inform this plan for the future of La Crescent. These statements are drawn from public comments, the Community Indicator Report, committee discussions and survey results. The list is meant as a summary of key points and not a list of all issues or opportunities raised. **These items informed discussion about the policy content of this plan, but these are not policies.**

- There are concerns about the age, condition and space deficiencies for City Hall, Police Department, La Crescent-Hokah Elementary School, and Public Works Maintenance Facilities.
- The cost to extend water and sewer utilities to serve outward expansion of the City is a concern. Developers should pay for these service extensions.
- There are concerns related to recruiting qualified applicants to fill City staff positions and succession planning to enable smooth transitions when long-term City staff retire or leave for other positions. There is also concern regarding overall staffing levels keeping pace with service provision needs.
- The changing landscape of federal and state water and utility regulations present numerous challenges for the City including staying abreast of these regulations, implementing required improvements, and reviewing development plans for compliance.
- Opportunities may exist for constructing joint public works maintenance and storage facilities with the DOT, Houston County and La Crescent township as each entity has concerns regarding aging of facilities, space deficiencies, and costs related to building and maintaining individual facilities.
- According to the survey (question 15), based on respondents' satisfaction with various public services, 60% of respondents indicated they supported spending more money on Public Schools, the highest rated response and the only category to receive support for spending more then current spending levels.
- There are concerns regarding declining school enrollments and the impacts this presents to the community in terms of both attracting new families and decreasing school revenue.
- There are concerns that state imposed new school siting requirements, which require minimum acreages for open space, do not reflect the challenges of La Crescent's landscape. Relocating La Crescent-Hokah Elementary School to a site that meets one-size fits all open space requirements could mean locating the school at the edge of the City, which may increase costs to provide utilities and services to the site and increase transportation costs to provide safe routes to the school. A new school located at the edge of the community could also impact public health as less students may walk or bike to school then a facility centrally located to existing City neighborhoods.
- Keeping residents informed of existing community amenities, services offerings and engaged in meetings and events is an on-going challenge.

Goals & Objectives

Goal

Reliable and high quality services, utilities, and facilities will meet the needs of current and future residents and businesses.

Objectives

1. Public/private utilities and facilities will be managed to meet and exceed professional and governmental standards to protect and enhance public health and the natural environment.
2. Land use planning and development will support the efficiency and fiscal sustainability of energy, sewer, water, and stormwater systems.
3. Infrastructure maintenance and construction projects will be scheduled and financed to maximize cost efficiency and minimize cost fluctuation for taxpayers.
4. People and property will be protected from natural and man-made disasters.
5. Community facilities and utility infrastructure will enhance the aesthetics of the community.
6. City staffing, technical skills, and available equipment will match the needs of the community and be provided in a cost efficient manner.
7. La Crescent area school investments will keep pace with changes to the population and other districts in the region, to provide a reputation and outcomes that attract families to La Crescent.
8. La Crescent area schools will be an integral part of community life, much more than simply a primary and secondary education service.
9. Information about La Crescent amenities, community events, and active city projects/ meetings are accessible and promoted to residents and visitors.
10. Community entryways will be welcoming and attractive.
11. Residents will have a place to gather to celebrate family events, weddings, social meetings,etc.

Strategies

1. Water quality standards will be strictly adhered to, including both drinking water standards and standards for stormwater returned to local waterways (regulated under the City's Municipal Separate Storm Sewer System (MS4) permit.
2. The City will consider possible impacts to surface and ground water quality and quantity during the review of new development proposals to protect and enhance public health and the natural environment. New developments should consider how impacts to the natural environment, energy systems and public health can be mitigated through new technologies (such as greywater recycling sytems), sustainable site and building design practices.
3. Annually review development ordinances and applications for consistency with changes in state or federal regulations, best practices, and environmental stewardship. Areas of special concern include regulations allowing appropriate use of on-site, neighborhood, or community renewable energy systems and greywater recycling systems.
4. The City will encourage compatible infill development, increases in housing density, and other practices that efficiently and cost effectively utilize existing infrastructure or minimize the cost per household to provide utility services.
5. New utilities and municipal infrastructure will not represent an unreasonable cost to the City - new development should pay for extensions or improvements to new utilities needed to service the development.
6. The City will extend municipal sewer and water services only to parcels located within La Crescent's corporate limits. Non-farm development not served by public sanitary sewer and water is discouraged within areas planned for City growth, except as approved through intergovernmental planning or related agreements, to provide for the efficient and cost effective growth of the City.
7. The City will maintain a Five Year Capital Improvement Plan (CIP) to plan for the annual construction and maintenance of community

facilities, and it will inform this plan with routine engineering assessments of water, sewer, and stormwater systems to plan appropriately for repair needs, expansion options and enhanced environmental performance. When possible the City will pursue grants, state or federal low interest loans to minimize the costs to update community facilities. Consider updating the CIP every year to create a rolling five-year plan.

8. The City will review intergovernmental agreements with the City of La Crosse to ensure that sewer service treatment capacity will not be a constraint on economic or population growth.
9. Meet with representatives from the DOT, Houston County and La Crescent Township to discuss planning for a future joint public works/highway shop, storage and maintenance facility. A space needs analysis should be jointly conducted for each entity including identification of potential suitable sites.
10. The City works through its Police Department and Fire Department to maintain high quality emergency services (i.e. fire, police, EMS) for City residents and businesses, and will review service provision levels with the appropriate departments/agencies annually. The City encourages opportunities for intergovernmental cooperation on emergency services, including reviewing, improving, and upgrading services.
11. The City will work with representatives from energy providers to raise awareness of local concerns during the planning and siting of any major transmission lines, facilities, natural gas lines, community solar, wind towers or telecommunication towers. If such facilities are proposed, they should be located in an area safely away from existing or planned residential areas and should minimize disturbances to environmentally sensitive areas. Underground placement and co-location (or corridor sharing) of utilities is encouraged and the City will consider burying utility lines as part of street reconstruction projects to improve the aesthetics of the community.
12. The City will work with energy providers, land owners, and other communities to support appropriate applications of renewable energy and utilization of on-site distributed energy generation (e.g., solar, wind, geothermal, biomass, solid waste, and community solar) as a means of protecting the City and property owners against future fluctuations in energy costs and to support environmental stewardship.
13. Implement new technology, such as remote sensors and automated controls, within City facilities and construction projects that can provide cost efficiency, improved levels of service, and sustainable operations.
14. Ensure that residents and businesses continue to have access to high speed broadband technologies, and that this amenity is leveraged as a competitive advantage to help attract new residents and businesses.
15. Work with surrounding counties, townships, state and federal agencies to adopt plans, policies, and procedures that seek to minimize the threat and damage to people and property from natural and man-made disasters before, during and after such events. Natural disasters and disasters related to rail and truck corridors through the City are areas of special concern. Hazard Mitigation and Climate Resilience will routinely be considered as part of the annual budgeting process; the City will consider and report on its preparedness to maintain public health and safety and protect public infrastructure during and following an extreme event.
16. The City will lead by example when constructing new community buildings to have high quality structures that enhance community aesthetics and feature superior environmental performance. The City will consider the use of similar design features for new or renovated City buildings that establishes a unified theme consistent with the community's branding efforts.
17. The City and its residents support investments in the La Crescent-Hokah School District facilities, including the incorporation of sustainable building materials and energy systems. Improvements to the La Crescent Hokah Elementary school are a current priority.

Strategies

18. The City may partner with the school district to consider jointly lobbying against the application of standardized state school siting requirements which would have a detrimental affect on public health, urban sprawl and the cost to build and provide services, including transportation facilities, to new school built in La Crescent.
19. The City will continue to collaborate with area schools to maximize the community's capital investment in school facilities by making those facilities readily available, as feasible, for other uses that support social interaction and health within the community, such as community meetings, neighborhood education programs, neighborhood festivals, theatre productions, and adult sports.
20. The City will work with the school district to engage students in civic involvement and City operations. This may include student representation on City committees to foster the next generations of community leaders and to gather input from the youth of the community on City projects.
21. Consider developing a "sister city" to La Crescent to share and exchange ideas for community improvement projects.
22. The City will consider the use of new technologies, such as mobile applications, to provide or make more accessible information to residents and visitors regarding community amenities, events and news related to city meetings, projects, and development review.
23. Track and report energy use in City buildings as part of the GreenStep program.
24. New City-owned buildings will use a green building framework to achieve superior environmental performance, to show leadership in implementation of GreenStep.
25. All new outdoor lighting on City properties will be energy efficient (e.g. LED lamps) and dark-sky compliant (i.e. no light shining toward the sky). Retrofitting of existing lights will be considered, especially when energy cost savings can offset the cost of the new lights. This may include the use of timers and/or dimmers in the parking lot of the ice arena.
26. Adopt a Sustainable Purchasing Policy for City operations that directs, at minimum, the purchase of energy-star compliant equipment and paper with at least 30% post-consumer recycled content.
27. Reduce the City's need for paper and printing by providing to City Council and Committee members laptops or tablets and digital meeting materials.
28. Maintain a Green Team Committee to pursue implementation of GreenStep initiatives. The Green Team should meet regularly to discuss progress and select additonal actions, and it should report out to City leaders at least annually.
29. Initiate a community discussion about the remodeling or replacement of City Hall. The discussion, and any investment in the facility, should address the safety of all City Hall users, including staff, City Council and committee/commission members, and visitors/residents.
30. Facilitate the development of event spaces and facilities, either as part of new public buildings or private development, such as a hotel. Prioritize quality building and site design that incorporates views of the local bluffs and/or waterways.
31. Seek opportunities to incorporate public art into visible public infrastructure. Work with artists or landscape architects on prominent projects to explore ways to incorporate creative expression cost effectively.

About the GreenStep Program

Minnesota GreenStep Cities is a challenge, assistance and recognition program to help cities achieve their sustainability goals through implementation of 28 best practices. Each best practice can be implemented by completing one or more specific actions from a list of four to eight actions. These actions are tailored to all Minnesota cities, focus on cost savings and energy use reduction, and encourage innovation.

La Crescent joined this program in 2015, and is committed to implemntation through a combination of public and private initiaves.

Transportation and Mobility

Transportation is an essential aspect of life. It is about the ability to readily and safely gain access to work, school, shopping, recreation, essential services and social gatherings. It is also an essential component of most economic activity and community infrastructure. This section of the plan should be used by City officials, residents, other government agencies, and developers to inform decisions that affect transportation in the City.

Transportation and Mobility Vision Statement

Our community in 2035...

The City of La Crescent has a multi-faceted transportation system that enables the economic, environmental, and social functions of the community. Our street network is becoming safe and accessible for all users, regardless of age or ability, including pedestrians, bicyclists, transit users and drivers. Infrastructure investments follow Complete Streets principles.

Issue & Opportunity Observations

The planning process revealed the following issues and opportunities related to transportation and mobility that inform this plan for the future of La Crescent. These statements are drawn from public comments, the Community Indicator Report, committee discussions and survey results. The list is meant as a summary of key points and not a list of all issues or opportunities raised. **These items informed discussion about the policy content of this plan, but these are not policies.**

- Safety is a high-priority concern, for all types of transportation in and through the City: walking, biking, driving, public transit or rail.
- Specific areas of concern include crosswalks near school sites, Oak Street, 7th Street/Frank J. Kistler Park; increased thru traffic, especially heavy truck traffic through town on CSAH 6 and CSAH 25 due to potential housing, industrial, and mining growth in Houston County; lack of pedestrian and bicycle infrastructure to existing housing off of CSAH 6 and CSAH 25; bike rider safety on TH 14/61 to La Crosse; access from N. 4th St and N. 2nd St. to the highway.
- Opportunities for pedestrian and bicycle improvements include completion of the Wagon Wheel Trail and bridge to Downtown; completion of connections to the Root River and Mississippi River Trail Bikeway; providing wider shoulders along highways and bridges during reconstruction projects to accommodate safer lane widths for bikers; continuing to secure right-of-way for future facility development; improving signage to improve safety by reducing driver and pedestrian/bicycle conflicts; filling gaps in the existing sidewalk and trail network.
- Most government agencies (City, County, State) lack sufficient funding to adequately maintain roadways let alone provide for expansion projects. A potential roadway expansion project is the extension of 7th Street to MN 16/S. Chestnut St. to alleviate thru traffic in town. Other desired improvements include providing scenic overlooks along the major highways and improving aesthetics along gateways into the City.
- Other transportation enhancement opportunities include weekend transit service to La Crosse; increasing transit-oriented developments; installation of real time GPS technology to enhance transit ridership; whistle-free train zones; and completing road diets to local streets to accommodate bike/ped users.
- According to the survey (question 11), 58% of respondents ranked Maintenance of Existing Roads the highest priority for transportation investments in the next 10 years, followed by Improvements to Off-Street Multi-Use Trails (22%), Improvements to Sidewalks (21%), Improvements to Bike Lanes (18%), Improvements to Public Transportation (10%) and New Roads or Connections within the City (10%).
- According to the survey (question 12), improving Crosswalks Near the Elementary School was the highest priority for bike and pedestrian safety improvements, followed by Improvements on Oak Street (sidewalk both sides and bike lane), Improvements to 7th Street (sidewalks), Biking and Pedestrian Lane on CSAH 6 and Wider Shoulder-Designated Bike Lane on CSAH 25.
- There are concerns regarding how new school site selection occurs and the cost to the community to retrofit or provide transportation facility enhancements that provide safe routes to school.

Goals & Objectives

Goal

La Crescent provides a safe, efficient, multi-modal and well-maintained transportation network that balances the needs of all users.

Objectives

1. Traffic growth, and corresponding facility improvements, will be managed in balance with cost, pedestrian, bicycle and neighborhood impact considerations.

2. Biking and walking in La Crescent will be safe, enjoyable and efficient, especially in regards to providing safe routes to schools.

3. Create a well connected and safe regional trail system.

4. Alternatives to single occupancy vehicle trips will increase as a percentage of all transportation trips within the City and to/from the rest of the La Crosse-La Crescent metro area.

5. Roadways will be designed, maintained and reconstructed to meet the needs of all users and to correspond to the needs and demands of surrounding land uses within a hierarchical system of functional classification.

6. Improvements to collector and arterial streets within La Crescent will continue to meet interstate and intrastate travel needs in balance with impacts to City neighborhoods.

7. Local transportation facilities and investments will be coordinated with regional facilities and investments.

8. Transportation corridors and gateways will be aesthetically attractive and enhance the image of the community.

Strategies

1. Implement the recommendations contained in the 2013 City of La Crescent Bicycle and Pedestrian Plan and future updates to that plan (attached as Appendix D). The City will review the Bicycle and Pedestrian Plan (Appendix D) when updating the City's Capital Improvement Plan and during annual City budgeting discussions to incorporate pedestrian and bicycle improvement projects as may be reasonably addressed given budget constraints.

2. Gaps and safety deficiencies in the City's existing sidewalk and bicycle infrastructure will be systematically addressed through new facility construction. This will include both bike/ped improvement that run parallel to vehicle lanes (sidewalks, bike lanes, "sharrow" markings) and safety improvements for crossing vehicle lanes (crosswalks, curb bumpouts).

3. Improve street crossings with improved crosswalk markings, signs/signals, and/or curb bumpouts at the following high-priority locations as soon as possible:
   - Around the schools
   - 7th Street at Frank J. Kistler Memorial Park
   - TH 14/61 at 2nd St. (requires collaboration with MnDOT)

4. Budget every year for maintenance of effective crosswalk and bike lane street markings.

5. Complete a grade separated pedestrian and bicycle access across MN16/TH61 to improve access to the marsh and Mississippi River from the downtown area.

6. Follow Complete Streets principles, and amend the Complete Streets policy to address community health more broadly, including provisions for street trees and stormwater management. This means that every transportation project, including County or State projects in the City, will make the street network safer and healthier for everyone that uses the street in any way.

Strategies

7. The City encourages the development of neighborhoods that are oriented towards pedestrians and well-served by sidewalks, bicycle routes, and other non-motorized transportation facilities. Bicycle and pedestrian ways shall be designed to connect to adjacent developments, schools, parks, shopping areas, and existing or planned pedestrian or bicycle facilities.

8. Continue to work with regional and state organizations, and build a coalition of key stakeholders and advocates, to create a well connected regional trail system, including connections to the Root River Trail, the Mississippi River Trail Bikeway, and La Crosse. These connections may start as on-road facilities with the goal of eventually achieving off-road facilities through incremental and systematic land acquisition and trail development. Priority improvements include connecting La Crescent to Millers Corner and then on to Hokah.

9. Coordinate with local snowmobile associations and area landowners to consider possible utilization of snowmobile trails and trail corridors for hiking or biking opportunities.

10. Promote the growth of the La Crosse Municipal Transit (MTU) system ridership in La Crescent. In collaboration with local and regional organizations, the City will host events that encourage and celebrate alternative transportation.

11. Maintain a five-year Capital Improvement Plan (CIP) to plan for the annual construction and maintenance of roads and other transportation facilities. Maintenance and safety improvement to existing roads should be prioritized over capital expenditures for new road construction. Annual transportation investments should also include funding for both traditional road improvements and alternative transportation facilities such as bike trails, sidewalks, crosswalks, bike/ped signage, and transit facilities. Consider updating the CIP every year to create a rolling five-year plan.

12. Roadway design will account for snow removal needs, including adequate terrace width between the street and the sidewalk.

13. Roadway width should be designed based on the functional classification of the roadway and alternative transportation needs. The use of wide local streets in single-family residential neighborhoods should be avoided. Where existing roadway widths are deemed excessive the City may consider the use of a road diet during future reconstruction projects to accommodate facility improvements for bicyclists, pedestrians and transit users. A road diet is a technique whereby the number of travel lanes, roadway width, or number of parking lanes is reduced in order to achieve systemic improvements often for pedestrian, bicycle, and transit users. Road diets can also be used to provided shared turn lanes and increased greenspace to reduce areas of impervious pavement. Areas to prioritize for future road diets include:
    - 3rd Street from Elm Street to Hwy 14/61.
    - Residential neighborhoods that do not have existing sidewalk facilities and existing natural (e.g. mature trees) or man-made objects (e.g. shallow building setbacks) make installing a sidewalk outside of the existing curb area impractical.

14. When considering new development proposals the City may require development agreements that define the responsibilities of the City and the developer regarding any required improvements to City streets and funding of such improvements. The City may also require that the property owner, or their agent, fund the preparation of a traffic impact analysis by an independent professional prior to approving new development to better understand potential impacts from new development and potential mitigation efforts.

Strategies

15. The City encourages other adjacent local governments to consider requiring independent traffic impact analysis before approving potential developments that would significantly increase traffic on roadways through La Crescent to better understand potential impacts from new development and potential mitigation efforts.

16. When considering new development proposals the City will consider potential impacts to roadway traffic counts, accelerated maintenance needs/ costs, public safety, and neighborhood impacts. The City should investigate opportunities to require developers to provide additional funds for long-term maintenance needs as part of the approval of new development or annexation proposals.

17. Where appropriate, the City may designate weight restrictions or access restrictions to protect local streets and improve traffic flow and public safety for all users.

18. The City will work with La Crescent - Hokah School District to promote Safe Routes to School via education, evaluation and engineering, enforcement and encouragement (i.e. the "Five E's"). High priority strategies include:
    - Painting/marking crosswalks,
    - Adding pedestrian crossing signs near intersections,
    - Adding more volunteer crossing guards,
    - Establishing a higher police presence before and after school.

19. The City will work with representatives from the Federal agencies, Department of Transportation, La Crosse Area Planning Committee, railroad companies, and surrounding Counties to raise awareness of local concerns when State and County highways or railroads in the area are slated for improvement. The City will inform the community about regional and state transportation projects and will encourage public involvement in regional transportation facility improvement planning. Enhancing safety of existing rail road facilities is an area of special concern.

20. Work with State and County agencies to provide scenic overlooks along their roadways to enhance regional tourism and recreation.

21. Work with State and County agencies to explore the possibility of extending 7th Street to MN 16/ South Chestnut Street to alleviate thru traffic in town and to complete a cost-benefit analysis of this potential facility, including impacts to adjacent property owners and the natural environment.

22. Work with Houston County to address the need for bike lanes and pedestrian safety improvements along all County roads through the City, including CSAH 6 and CSAH 25, ensuring safe routes for bikers and walkers in neighborhoods that rely upon those roads for access to the central part of the City.

23. Work with State and County agencies to maintain aesthetically pleasing transportation corridors and gateway entrances which reflect the community's charm and vision. This may include enhanced landscaping, artistic enhancements, clean-up of trash and debris, decorative lighting, improved community signage and removal of billboards.

24. Advocate with MnDOT to complete the realignment of Shore Acres Road where it meets 14/61, in support of redevelopment of the adjacent commercial area.

Collaborations & Partnerships

City government exists within a complex network of public and private entities that influence community life and outcomes. Many of the goals, objectives and strategies in this plan note the need for cooperation and collaboration with other organizations. This section of the plan identifies several high-priority partnerships and offers strategies to support the success of those partnerships.

Collaborations and Partnerships Vision Statement

Our community in 2035...

The City of La Crescent is a collaborative participant in a variety of local and regional partnerships in the La Crosse-La Crescent region. The active participation in regional organizations has enhanced La Crescent's integration into the regional economy and culture, and this has helped attract residents and business investment. A close working relationship between the City and the La Crescent-Hokah School District has enabled investment in the schools and helped to make them an asset for attracting families and growth. By establishing clarity about annexation policies and rural land use controls the City has maintained a working relationship with the Township of La Crescent while also protecting its growth area.

Issue & Opportunity Observations

These statements are drawn from public comments, the Community Indicator Report, committee discussions and survey results. The list is meant as a summary of key points and not a list of all issues or opportunities raised. **These items informed discussion about the policy content of this plan, but these are not policies.**

- The City has many existing formal ties to the La Crosse metro area, including participation in the La Crosse Area Planning Committee, La Crosse Municipal Transit Utility, and the La Crosse Wastewater Utility. It also has strong social and economic ties, especially as a place of employment for La Crescent residents.
- The La Crescent community is an area larger than the City, including residents of the Dresbach, La Crescent and Hokah Townhsips, and the City of Hokah, linked by the La Crescent-Hokah School District.
- The City needs to maintain its population above 5,000 to continue receiving Municipal State Aid
- The City has several Orderly Annexation Agreements with La Crescent Township, mutually approved by resolution in April 2015, that immediately annexed about 20 acres of developed residential parcels adjacent to the City.

Goals & Objectives

Goal 1

The City will work with La Crescent Township to enable continued growth and efficient public services.

Objective 1.1

The City will ensure that new urban development within the immediate vicinity of the City occurs only within the City and on City services.

Strategies

1.1. The City of La Crescent will not extend City sewer or water services to properties that are not located within La Crescent City limits. Property owners that want or need such services will be required to first annex to the City.

1.2. The City of La Crescent will not allow urban development to occur outside the City's boundaries if the property proposed for development is able to be served with City sewer and water services, either now or in the foreseeable future. The City will contest and initiate annexation proceedings of any such properties that are proposed for urban development outside the current City limits.

1.3. The City of La Crescent may pursue annexation of adjacent developed lands in La Crescent Township at any time, within the constraints of any existing orderly annexation agreements.

Objective 1.2

The City will explore collaboration options with La Crescent Township to serve all La Crescent residents more efficiently

Strategies

1.4. The City and Township will continue to share fire protection services.

1.5. The City of La Crescent will invite La Crescent Township to explore collaboration options, possibly including a long-term orderly annexation agreement.

1.6. The City recognizes that a new collaborative agreement between the City and Township could conflict with this plan, including the preceeding annexation strategies. Where in conflict, such an agreement would supercede this plan.

Goal 2

The City will be a strong partner with the La Crescent-Hokah School District.

Strategies

2.1. Collaborate closely with the School District on issues related to expansion or improvement of school sites that are within direct City controls, such as land use and access, utilities and traffic. Collaboration could include assistance with studies or infrastrcture construction.

2.2. Collaborate with the School District, the Chamber of Commerce and others to promote the best qualities of the La Crescent-Hokah schools to prospective residents.

2.3. Utilize City communication tools to help share school-related news and outreach, when appropriate and requested by the School District.

2.4. Encourage and facilitate, as possible, connections and initiatives between local employers and the School District.

Goal 3

The City will attract attention, investment, and growth through active participation in regional organizations and initiatives.

Strategies

3.1. Seek bluffland protection and recreation improvements around the City in coordination with regional partners as described in The Blufflands Plan.

3.2. Maintain and enhance transit service through continued partnership with La Crosse Municipal Transit Utility.

3.3. Advocate for local interests and support regional initiatives through active participation in the La Crosse Area Planning Committee.

3.4. Participate in the La Crosse Region Convention and Visitors Bureau (Explore La Crosse).

3 Land Use & Community Design

This chapter outlines the desired future land use for La Crescent and the surrounding planning area, including categories of land uses, development densities and design strategies consistent with the goals, objectives, and strategies of Chapter 2.

Vision, Goals, Objectives and Strategies **3-2**

Future Land Use **3-6**

Land Use Categories **3-8**

Vision, Goals, Objectives and Strategies

Decisions about the development of land have a long-term impact on the function and character of our community. This chapter establishes our preferences for where and how development should occur. Property owners, developers, and City officials should review these policies when considering development and redevelopment ideas.

Vision Statement

The City of La Crescent is growing, at a modest pace and in diverse ways. New housing has been created through limited westward expansion and through the redevelopment of obsolete buildings and sites in the City, especially near downtown. Redevelopment in the downtown core has brought new businesses and vitality to the area. New investment in the shoreland areas along the highways has improved the appearance of these high-profile corridors and enhanced connections to the marsh. With every project the City has worked with landowners to protect the natural environment and enhance public health, demonstrating the community's commitment to these core values.

Issue & Opportunity Observations

The planning process revealed the following issues and opportunities related to land use and community design. These statements are drawn from public comments, the Community Indicator Report, committee discussions and survey results. The list is meant as a summary of key points and not a list all issues or opportunities raised. **These items informed discussion about the policy content of this plan, but <u>these are not policies.</u>**

- There are very few lots available in the City for the construction of new homes.
- The supply of undeveloped land near the City is extremely limited due to the presence of waterways, wetlands and bluffs.
- The City has allowed suburban residential development with private well and septic systems to occur in La Crescent Township in past decades, and has gradually been annexing those homes when septic systems fail and/or to maintain the City population above 5,000.
- The City supported Coulee Vision 2050, the long-term, regional transportation and land use plan created by the La Crosse Area Planning Committee. This plan envisions limits on new road construction, enhanced public transit systems, and more compact development patterns throughout the region (see the description in Chapter 1).
- Per the 2015/2016 community surveys:
  - residents want a more vibrant downtown, but also retention of the small-town feel and greater flexibility with how redevelopment occurs.
  - residents want waterfront land along the highway corridors to transition to more recreation-oriented uses, more retail and service uses, and to have a higher aesthetic quality as compared to existing development.
  - the preferred locations for new housing are within the City (ie through infill and redevelopment) and west along County Highway 6. Fewer than 40% support blufftop growth to the north in Dresbach Township, and fewer than 25% support blufftop development west or south of the City..
  - conservation of natural resources, enhancing recreation amenities and maintaining public health are seen as higher priorities than the attraction of businesses, jobs or residents.

Goals & Objectives

Goal 1

La Crescent will see modest growth in population and property value, with only limited geographic expansion.

Objectives

1.1. Increase the frequency of successful infill and redevelopment projects that add value and increase the use of existing City parcels.

1.2. Developable land in La Crescent Township deemed feasible for eventual sewer and water extension will be reserved for future urban use.

1.3. Investment in housing will emphasize the attraction of families with children to live in La Crescent.

1.4. Investments in school facilities will be integrated and coordinated with neighborhood planning, to support both educational needs and community vitality.

1.5. If the La Crescent-Hokah Elementary School is relocated from its current location on South Oak Street, the existing site will be redeveloped for housing, with an emphasis on formats desirable to families.

Goal 2

New development and redevelopment will maintain the City's small-town character and establish a reputation for environmental stewardship and investment in public health.

Objectives

2.1. New development will be compact, to use land and infrastructure efficiently, but it will generally not be tall, meaning typically four stories or less.

2.2. The use of on-site stormwater management techniques will increase, especially including natural filtration and infiltration of stormwater runoff.

2.3. The use of sustainable building materials, energy efficient construction and sustainable energy systems will increase.

2.4. There will be no new development on blufftops within or visible from La Crescent.

2.5. New development and uses will not diminish the quality of the air we breathe or the water we drink.

2.6. Park land and/or amenities will continue to expand, at least commensurate with neighborhood and population growth.

Goal 3

Properties along the State and Federal highway corridors will be improved and redeveloped.

Objectives

3.1. Buildings will be improved or replaced with higher-quality materials and design.

3.2. Outdoor storage uses on these prominent sites will relocate and/or have improved screening.

3.3. Billboards will be removed.

3.4. There will be reinvestment in, or redevelopment of the mobile home parks, based on discussion with residents and property owners about their housing needs and interests. Redevelopment to another use that optimizes the highway exposure would be coupled with development of other housing that fits those residents' needs.

3.5. Encourage redevelopment of land between S. Oak St. and TH 16.

Strategies

1. To facilitate redevelopment projects the City will sometimes take an active role in the process, including direct purchase of parcels if redevelopment is unlikely to occur solely through private sector action.
2. Amend the zoning ordinance to establish in an introductory section the foundational role of this comprehensive plan as a guide for zoning decisions.
3. Customize a model sustainable building policy that encourages green practices in new private development and requires those practices for any project receiving City financial support.
4. City standards will be revised to reduce stormwater runoff from new development; extend the regulations for sites greater than one acre to sites smaller than 1 acre (at present this means retaining the water quality volume of 1.1 inches of runoff from all impervious surfaces for new and fully-redeveloped construction sites).
5. The City will pursue an Orderly Annexation Agreement with La Crescent Township to address multiple issues, including the reservation of certain parcels for future urban development on City sewer and water and the protection of visible bluff tops from any development of any kind.
6. The City will promote the efficient use of land by allowing and encouraging landowners and developers to use compact development strategies such as shallow front yard setbacks, attached residential units, and multi-story buildings.
7. The City will continue to use the zoning ordinance to facilitate the efficient use of land for vehicle parking, including provisions that enable the use of on-street parking, public lots, and shared private parking lots whenever those strategies can be shown to strike an appropriate balance between parking stall utilization and user convenience.
8. The City will work with property owners to create a master plan for all of the shoreland sites along the highways, including those on the east side of 14/61 and 16, and those on the south side of 14/16 ("the pike"). This could be one plan for all those areas (preferred) or a series of plans for specific clusters of parcels as projects and opportunities arise. The plan(s) should identify specific desired changes in site design, use and appearance that could occur incrementally or through wholesale site redevelopment.
9. Existing park spaces and amenities will generally be protected and maintained over time. Should the City ever consider replacing existing park space with a non-park, non-recreational use, there will be a careful review and public discussion about the proposal.
10. The City will work with the La Crescent-Hokah School District to ensure that major facility changes and investments are supporting neighborhood vitality. If the District decides to relocate the Elementary School, the City will take an active role in assuring that the parcel is redeveloped for family-friendly housing, including purchasing and controlling the development to feature demonstration infill housing designs that could be replicated in other parts of the City.

11. Create an overlay zoning district to guide aesthetic improvements to the shoreland areas near the rail lines (west shore of the wetlands and Blue Lake).
12. Update the shoreland zoning chapter to improve linkages and coordination with the rest of the City's zoning ordinance.
13. Establish a zoning ordinance standard for bluff top development consistent with Winona County, and encourage Houston County to do the same.
14. Examine and revise the City's zoning standards to support improvements, expansions, creative redevelopment, and diversification of residential properties. Review past decisions to grant variances (especially with regard to setbacks, heights, lot coverage and accessory uses) as part of this examination. Consider the following possible revisions:
    - Adding duplex uses as a conditional use in R-1A, R-1B, and R1-C zoning districts.
    - Adding horizontally stacked duplexes and twindomimiums as a permitted use in the R2 zoning district.
    - Adding townhouses as a conditional use in the R-2 district.
    - Adding townhouses >6 units per structure as a conditional use in the R-3 district.
    - Increasing the number of permitted units for multi-family dwellings in the R-3 district that can be built without requiring a conditional use permit from 8 to 50. Alternatively, remove restrictions that require a CUP based on the number of proposed units.
    - Reducing minimum dwelling sizes to permit smaller more affordable houses (e.g. tiny homes) and apartment units.
    - Modifying the existing requirement that all 1st floor residences must have individual entrances at street level in the CBD-1 and CDB-2 districts, to only those units that front a street.
    - Adding townhouses as a conditional use in the CBD-1 and CBD-2 districts.
    - Increasing maximum lot coverages to remove barriers to affordable housing, accessory dwelling structures, and/or reasonable additions.
    - Allowing for a reduction in multifamily parking requirements to require only 1 parking space for 1 bedroom or efficiency units to remove barriers to creation of multi-family developments especially in the Downtown area.
    - Examine zoning regulations for principal and accessory buildings as they apply to existing residential properties which become annexed to the City to remove barriers to building additions or new structures which are compatible with the existing lot size.
    - Add allowances for Accessory Dwelling Units (ADUs), which are separate units on single-family lots that can be used by a family member. ADUs have their own exterior entrance and are typically located in backyards and/or above detached garages.
    - Add allowances for bee keeping in single family districts and food growing areas/ gardens in multifamily districts, as part of a policy to encourage local food production.

Using the Future Land Use Map

The Future Land Use Map (next page) identifies categories of similar use, character and/or development density. These categories are described in the following pages, including explanation of the City's intent and design and development strategies for each.

This map and the corresponding text are to be consulted whenever development is proposed, especially when a zoning change or land division is requested. Zoning changes and development should be consistent with the use category shown on the map and the corresponding text.

Where uses in this map differ from the current use, it is not the general intent of the City to compel a change in zoning or a change in use. Except in instances when the City may actively facilitate redevelopment of a priority site, the City's use of this map will be only reactive, guiding response to proposals submitted by property owners.

There may be instances when a single development or redevelopment project is proposed on parcels spanning more than one land use category, for example Downtown Core Mixed Use and Downtown Residential. In these cases it is at the discretion of the City (typically the Plan Commission) to decide which category should apply to the project, and in most cases it should be acceptable to apply the more intensive land use category to the entire project area.

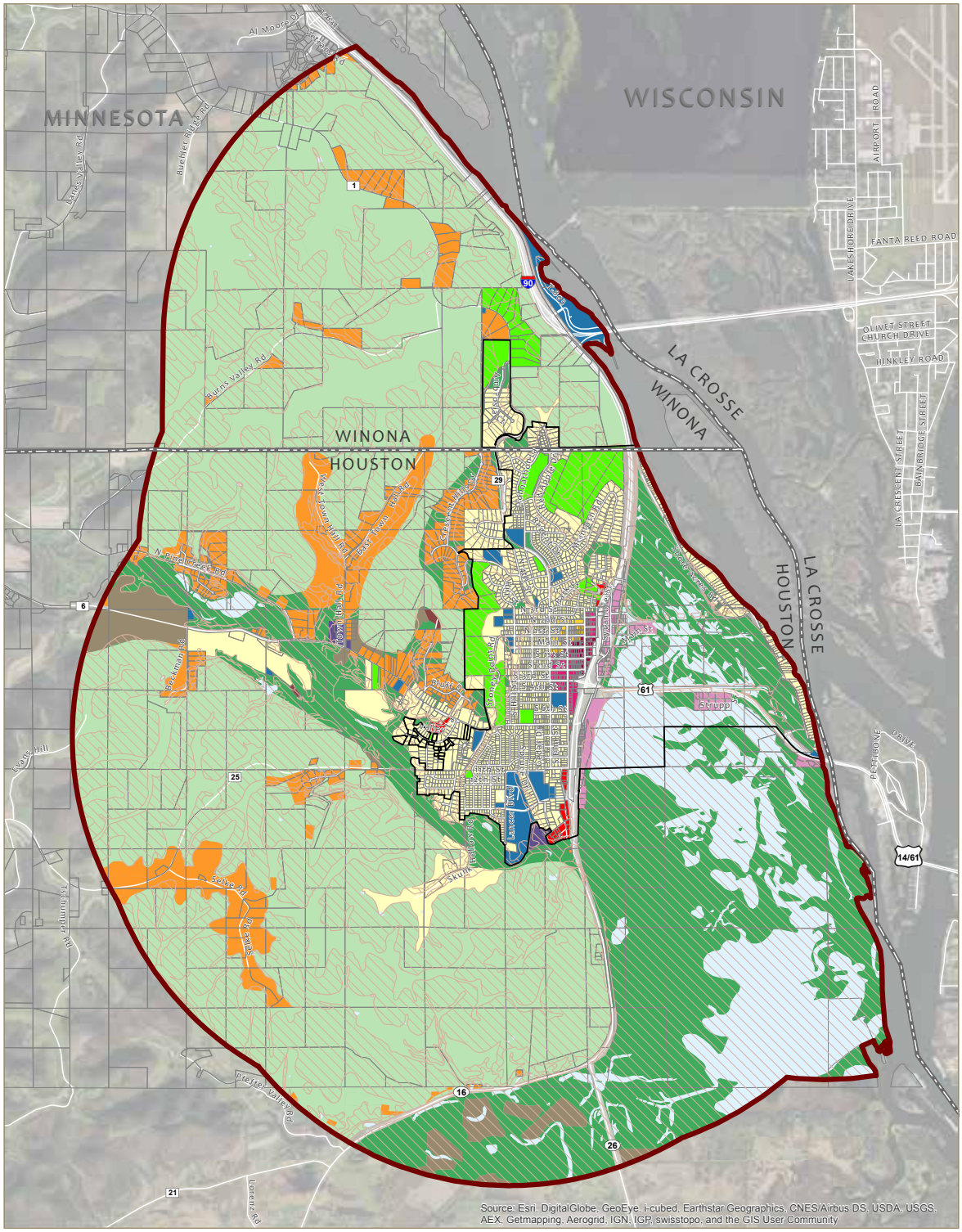
The map and text include land use policies for areas in the Townships of La Crescent and Dresbach within two miles of the current City limits. In a few areas this is an indication of future City growth. Most of this area will likely never be part of the City, but the City has interest in how these lands are used due to the possibility of impacts on surface water and groundwater quality, air quality, bluffland scenic vistas, and traffic through the City.

Amending the Future Land Use Map

It will from time to time be appropriate to consider amendments to the Future Land Use Map. For example, a project may be proposed that is inconsistent with the Future Land Use Map but generally viewed to be appropriate and desirable. The best practice in these situations is to amend the plan, so that the City can continue to act in accordance with it's adopted plan. The following criteria should be considered before amending the map to enable development not previously anticipated.

- The proposed use is compatible with adjacent uses, especially existing residential neighborhoods.
- The proposed use will not adversely affect important natural features such as wetlands, floodplains, steep slopes, scenic vistas or significant woodlands.
- The lay of the land will allow for construction of appropriate roads and/or driveways that are accessible by emergency vehicles.
- Provision of public facilities and services will not place an unreasonable financial burden on the City.
- There is a clear public need for the proposed change and/or the proposed development is likely to have a positive fiscal impact on the City.
- The proposed development is consistent with the general vision for the City, and the other goals, objectives, and policies of this Plan.

See the Implementation Chapter for the description of the process for amending the plan.



FUTURE LAND USE

CITY OF LA CRESCENT
HOUSTON AND WINONA COUNTIES, MN

- Planning Area
- July 2016 City Boundary
- County Line
- Parcel
- Water
- Neighborhood Residential
- Downtown Residential
- Rural Residential (Township)
- Shoreland Mixed Use
- Downtown Mixed Use
- Downtown Core Mixed Use
- Commercial
- Private Recreation
- Industrial
- Public & Institutional
- Conservation/Open Space
- Parks & Recreation
- Blufflands Conservation Area
- Agricultural
- Development Limitations

DATA SOURCES:
CITY LIMITS PROVIDED BY HOUSTON COUNTY.
PARCELS PROVIDED BY HOUSTON AND WINONA COUNTIES.
COUNTY LINES PROVIDED BY US CENSUS (2013).
ROADS PROVIDED BY MNDOT AND LA CROSSE COUNTY.
AERIAL PROVIDED BY ESRI.

N

0 750 1,500 3,000 Feet

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Bluffland Conservation

The Bluffland Conservation (BC) category is intended to protect from development most of the blufflands immediately surrounding the City, and especially those blufftops visible from the City and the approaching highways.

The development of new housing is discouraged in areas designated as Bluffland Conservation Area. The preferred development density is no more than one (1) dwelling unit per twenty (20) acres of contiguous land under single ownership. In limited cases, the use of conservation subdivisions or cluster developments may be acceptable. The development of commercial and manufacturing uses is strongly discouraged in BC areas, with the exception of agricultural or recreational businesses.

The City is strongly opposed to any new buildings or site clearing on bluff areas visible from the City and the approaching highways, including all of the State and Federal routes.

Any new development in less prominent areas shall be located in order to minimize its visibility from the County highways and town roads, in order to protect these "secondary" corridors that today offer exceptional scenic beauty.

The City is opposed to any new mining, agricultural, or business uses in this area that would dramatically increase truck traffic *through City neighborhoods*.

The Bluffland Conservation area is intended to protect the exceptional beauty of the La Crescent area

Rural Residential

The Rural Residential category identifies those areas in the adjacent townships most suitable for rural housing on private well and septic. This designation includes both existing housing and areas where new housing could be developed. It is anticipated that lands with this designation are not likely to be annexed to the City.

New housing in the Township should only occur on lots of sufficient size and with soil characteristics for at least two septic system drain field sites. This will typically be at least two acres per dwelling unit.

Preferred Design Strategies

Minimize the visibility of rural homes by locating them away from main roads and behind forested buffers

Provide multi-purpose trails to link rural homes to the City

Neighborhood Residential

Neighborhood Residential (NR) areas are intended for City housing on public sewer and water with densities that range from three (3) to twelve (12) units per acre. Areas classified as NR (most of the City) will be predominately single-family detached units with the potential for some duplex, twindominiums, four plex, townhouses and multi-family housing (typically <8 units per structure). Though housing is the primary land use in most neighborhoods, healthy and balanced neighborhoods may also include other uses that support the needs of residents, including:

- Parks and recreational facilities
- Small municipal and institutional facilities (e.g. well house)
- Community centers
- Places of worship
- Schools
- Day care centers
- Small pockets of High Density Residential (typically located near major roadways) designed to be compatible with adjacent lower-density housing.
- Small commercial uses that serve neighborhood needs (typically located along major roadways) designed to be compatible with adjacent development.

This single designation of land use for large portions of the City is based in the recognition that healthy neighborhoods can, do and should include multiple housing types and some non-housing uses. Decisions about how to integrate such uses within a neighborhood, including the assignment of zoning districts, should be guided by the policies in the Housing section of this plan (Chapter 2).

Generally Acceptable Zoning Districts include:

- CDD - Conservation Development District
- R-1A Low Density Residential
- R-1B Traditional Low Density Residential
- R-1C New Urban Low Density Residential
- R-1D Annexation Low Density Residential
- R-2 Single & Two Family Residential
- R-3 Multi-Family Residential (as described above)
- PUD Planned Unit Development

Preferred Design Strategies

Narrow lots and shallow front yard setbacks are encouraged, to use land efficiently

Front porches are encouraged on new homes, especially when built close to the street

Accessory dwelling units are one way to add new housing units to existing neighborhoods

Garages should be further from the street than the front door

Sidewalks and street trees should be used everywhere to enhance neighborhood safety and character

Various housing types and building sizes can be integrated within a healthy neighborhood

Shoreland Mixed Use

The Shoreland Mixed Use (SMU) category is designated in the lowland areas east of highways 14/61 and 16, and on the south side of the pike. It is intended that this area will continue to function as the City's primary supply of highway-oriented land uses. It is further intended that this land use designation will allow a wide variety of uses while leading to improvements in the appearance and environmental performance of these areas.

Anticipated uses in these areas include:

- Wholesale and Distributing Facilities
- Industrial
- Retail Sales and Service
- Restaurants and Entertainment
- Professional Offices
- Civic and Institutional
- Park and Recreation
- Multi-Family Residential

Generally Acceptable Zoning Districts include:

- C-1 Highway Commercial
- C-PD Commercial Planned Development Overlay
- I - Industrial District
- R-3 Multi-Family Residential
- PUD Planned Unit Development

The City intends to prepare a master plan for the Shoreland Mixed Use areas that identifies strategies to improve public access to waterways, stormwater runoff quality, and the aesthetic appearance of buildings, sites, signage and lighting as visible from nearby highways and waterways. Any substantial improvement or complete redevelopment project should be consistent with that master plan. If no such plan exists, the property owner will collaborate with the City to prepare a concept plan for the immediate surrounding area before redevelopment proceeds, so that new investment is part of a strategic vision for improvement of this area.

Any substantial improvement or complete redevelopment project should consider the potential to highlight and utilize the adjacent wetlands (Blue Lake) as an amenity. This could include building and site design strategies that enhance views of this natural area.

Preferred Design Strategies

Storage and loading areas should be screened from view from the highways

Buildings that are lower than the adjacent highways should not have rooftop mechanical equipment

Signs in this area should be monument style and no taller than the tallest building on the site

On-site stormwater management methods should be used to protect the adjacent waterways

Exterior lighting should use full cut-off fixtures that prevent light trespass and glare, especially as seen from the marsh

Generous landscaping, preferably with native species, is strongly encouraged

Downtown Residential

The Downtown Residential (DR) area is intended for housing with densities that exceed twelve (12) units per acre. This area will be predominately multi-family attached units with the potential for some single-family attached, single-family detached, duplex, twindominiums, four plex, and other lower density housing developments.

Though housing is the predominant intended use, other uses that support the needs of residents may also be located in this area, including:

- Parks and recreational facilities
- Municipal and institutional facilities
- Community centers
- Places of worship
- Schools
- Day care centers
- Small commercial uses that serves neighborhood needs (typically located along major roadways) and designed to be compatible with adjacent residential development

Generally Acceptable Zoning Districts include:

- R-1C New Urban Low Density Residential
- R-2 Single & Two Family Residential
- R-3 Multi-Family Residential
- PUD Planned Unit Development

Preferred Design Strategies

High quality, long-lasting materials are strongly encouraged

New single-family homes in this area should utilize small lots and minimal setbacks

Individual private entrances from the street are encouraged, when feasible

Front porches are encouraged on multifamily housing, especially senior housing

Larger buildings should use various strategies to minimize apparent size, including projections, varied rooflines, etc.

Generous landscaping, preferably with native species, is strongly encouraged

Downtown Mixed Use and Downtown Core Mixed Use

Two Downtown Mixed Use areas are designated, each intended to provide a unique mix of commercial, residential, public and related uses in a pedestrian-friendly environment.

Anticipated uses in the Downtown include:

- Restaurants and Entertainment
- Retail Sales and Service
- Small Professional Offices
- Civic, Institutional and Schools
- Park and Recreation
- Live-Work Residential
- Attached Single-Family Residential (e.g. townhomes)
- Multi-Family Residential
- Senior Housing
- Assisted Living Facilities

Single-family detached housing exists in the DMU area in 2016, but this area is anticipated to transition over time to more intensive land uses.

Generally Acceptable Zoning Districts include:

- CBD - Central Business Mixed Use District (CBD-1 and CBD-2)

The City desires redevelopment in the Downtown area that brings more uses and activity of all kinds, including more residential units and more commercial and office space. New development should create an urban form and character that is distinctively "downtown" while retaining a small-town feel. The design strategies on the following page illustrate aspects of the desired character (and are consistent with the design standards in the current CBD-1 and CBD-2 zoning districts).

The City desires a concentration of the most intensive new development within a limited area, including portions of Main Street and Walnut Street. This area is designated "Downtown Core Mixed Use" on the Future Land Use Map and is most appropriate for the CBD-1 zoning. To make this area distinctly "downtown", buildings should be built to the front property line (no setback) without exception, and at least two stories tall whenever feasible. Multistory buildings are strongly preferred.

A secondary area is designated simply "Downtown Mixed Use" and is most appropriate for CBD-2 zoning. Buildings may be set back up to twenty (20) feet in this area and single-story buildings should be allowed.

Preferred Design Strategies

Outdoor seating is encouraged for any restaurants or cafes throughout the downtown area, either on the sidewalk or on the restaurant site

The street level of any commercial space should feature large windows to allow a strong visual connection between the street and the building

Mixing uses in the same building is encouraged, including retail or office space on the ground floor, and residential or office space on upper floors

Larger buildings should utilize design techniques that reduce their apparent height and width

Signs should be modest in scale, complementary to the building architecture, and lighted externally

Awnings are encouraged - they add architectural character, shelter pedestrians, shade the interior, and offer a signage opportunity

Home-to-office conversions are a good transition use and design at the edges of the downtown area

Parking should be no closer to the street than adjacent buildings and should be buffered from the sidewalk by landscaping and/or a low wall (3' maximum height)

Free-standing signs in the Downtown Mixed Use area should be "monument" style only, except signs along the state or federal highways, which may be taller

Commercial

Commercial (C) areas are intended for retail, service, and office uses that serve neighborhood, community and regional markets. Example uses include:

- Retail and service businesses
- Offices
- Clinics and health care facilities
- Hotels
- Restaurants and entertainment businesses
- Storage
- Gas Stations and convenience stores
- Automobile sales and services

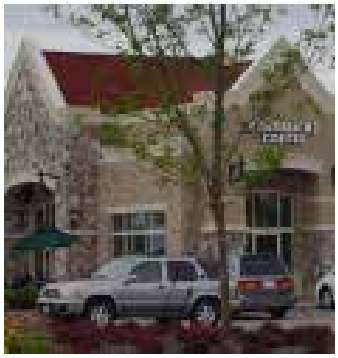
The type, size and design of uses will be determined by site characteristics and market demand. For example, larger sites visible and accessible from US 14 and MN 16 will be suitable for convenience retail and may require highly visible parking. Areas along local collectors may be appropriate for smaller-scale commercials uses that require less visibility and less parking.

Generally Acceptable Zoning Districts include:

- C-1 Highway Commercial District
- C-PD Commercial Planned Development Overlay
- PUD Planned Unit Development

Preferred Design Strategies

Awnings and canopies are encouraged at entrances to enhance shelter and architectural character



Pitched roofs and gables should be considered for all buildings, especially single-story structures

Service features such as garbage containers should be shielded from view in an enclosure compatible with the building architecture

Bringing a portion of the building close to the street is encouraged whenever possible

All commercial buildings are encouraged to use large windows to enhance visual connections and interior lighting

Monument signs are encouraged in all settings instead of pole signs

Parking should be separated from the building and the public sidewalk by landscaped buffer strips

Parking lot landscape islands can also collect and filter stormwater runoff

Industrial

Industrial areas are intended for light or heavy manufacturing, warehousing, distribution, wholesale trade, accessory offices, and similar uses.

Generally Acceptable Zoning Districts include:

- I - Industrial District

Any new or expanded industrial use should have the following features to ensure compatibility with surrounding land uses and the City's environmental stewardship principles:

- fencing and landscaping to reduce or eliminate the visibility of any outdoor storage or loading areas
- exterior lighting design that prevents light trespass to neighboring residential or natural areas
- reasonable limits on any objectionable sounds or odors
- on-site stormwater management practices that protect local waterways from excessive or polluted runoff

Preferred Design Strategies

On-site stormwater management methods should be used to protect local waterways

Storage and loading areas should be screened from view from adjacent lands, especially residential or natural areas

Exterior lighting should use full cut-off fixtures that prevent light trespass and glare, especially as seen from the marsh

Future Land Use Categories

Public & Institutional

Public and Institutional uses include schools, churches, cemeteries, and utility buildings, typically in residential neighborhoods. As mapped, they are existing public or non-profit uses outside the downtown area that are developed in some way but do not generate property tax revenue. If no longer needed for one of these public or non-profit uses, redevelopment or re-use should occur in a way that is consistent and compatible with the surrounding neighborhood.

Conservation/Open Space

The Conservation and Open Space land use designation includes areas that cannot be developed for other uses due to one or more of the following conditions: wetlands, floodplains, steep slopes, stormwater management facilities or deed restriction. These lands may be suitable for recreational trail improvements.

Parks & Recreation

The Parks and Recreation land use designation includes City and County parks within the planning area. It is assumed that these uses will be maintained as parks for recreation purposes. Should the City ever consider replacing existing park space with a non-park, non-recreational use, there will be a careful review and public discussion about the proposal. Note that the area designated in this category along Stoney Point Road is City property that has not yet been dedicated as a City park at the time of plan adoption in 2016, and its division into park space and residential development may result in a different size or configuration of park space than shown on the Future Land Use Map.

Agricultural

The Agricultural land use designation incorporates those limited areas within the Planning Area but outside the City that are in active use for agricultural purposes in 2016, and are not in the blufflands or wetlands or floodplains. These areas *could* be developed for more urban, non-agricultural uses, but this plan assumes that they will *not* be developed for other uses in the next 20 years. If such non-agricultural development were to occur, it would most likely occur in the Township, without City services or annexation, and the use will be compatible with adjacent uses, whether in the City or the Township.

4 Implementation and Action Plan

This chapter outlines how the vision of the plan will be implemented and how the plan should be amended in the future. This chapter also provides an action table with target completion dates and responsible parties.

Guiding Daily Decisions 4-2
Guiding Annual Decisions 4-4
Amending the Plan 4-5
Action Plan 4-6

City Roles & Responsibilities

Responsibility for implementing this plan lies primarily with City Council, City Planning Commission, and City Staff.

City Council

City Council sets priorities, controls budgets and tax rates, and usually has the final say on key aspects of public and private development projects. The value and legitimacy of this plan is directly related to the degree to which Council members are aware of the plan and expect City actions to be consistent with this plan. Each council member should have a copy of this plan and should be familiar with the major goals and objectives described herein. City Council should expect and require that staff recommendations and actions both reference and remain consistent with this plan.

City Planning Commission

Land use and development recommendations are a core component of this plan, and the Planning Commission has a major role in guiding those decisions. Planning Commission members must each have of a copy of this plan and must be familiar with its content, especially Chapter 3: Land Use and Community Design. It is generally the responsibility of the Planning Commission to determine whether proposed projects are consistent with this plan, and to make decisions and recommendations that are consistent with this plan. In cases where actions that are inconsistent with this plan are deemed to be in the best interest of the City, the Planning Commission should initiate efforts to amend the plan to better reflect City interests. This will help to reinforce the legitimacy of the plan as an important tool in City functions.

City Staff

Key City staff and advisors have a significant influence on the selection and completion of all kinds of capital and operational projects. It is imperative that individuals in key roles know about, support, and actively work to implement the various strategies and actions in this plan. Specifically, the following people should consult and reference the comprehensive plan during budgeting processes, during planning for major public projects, and in the review of private development projects:

- City Administrator
- Building and Zoning Official
- Community Development Director
- City Attorney
- Public Works Director
- City Engineer

These key staff members are expected to know the various goals, objectives, strategies and actions laid out in this plan, and should sometimes reference that content in communications with residents and elected and appointed officials. The purpose of this extra effort is to strengthen staff recommendations and reinforce the plan as a relevant tool integral to City functions.

Utilizing Existing Tools

Many of the strategies identified in this plan presume the use of existing City ordinances and programs. The City's key implementation tools include:

Operational Tools

- Annual Budget Process
- Capital Improvement Program

Regulatory Tools

- Zoning and Subdivision Ordinance
- Building and Housing Codes

Funding Tools

- Tax Abatement
- Tax Incremental Financing (TIF) Districts
- State and Federal Grant Programs

Citizen Engagement

This plan was created with the substantive involvement of a large number of willing citizen volunteers. Part of the intent of this approach was to give more people ownership of the plan so that they will continue to be involved after plan adoption, to advocate for what's in the plan and continue to volunteer in various capacities to help implement the plan.

The following methods are recommended to facilitate a continued high level of citizen engagement in City affairs and initiatives:

- Rotate Planning Commissioners on a routine schedule to ensure the introduction of new people.
- Establish a Citizen Volunteer Committee that can help cultivate and assign volunteers to support various City projects and initiatives.

Partner Outreach and Advocacy

Implementation of this plan also depends, to a great degree, on the actions and decisions of entities other than City government. The Action Plan (see Section 6.4) indicates responsible parties that the City of La Crescent does not control or direct. These include, and are not limited to:

- La Crescent Township
- La Crescent-Hokah School District
- La Crescent Chamber of Commerce
- Houston County and Winona County
- City of La Crosse
- The La Crosse County Convention and Visitors Bureau
- The Bluffland Coalition
- Minnesota Department of Transportation
- Minnesota Department of Natural Resources
- Army Corps of Engineers
- U.S. Fish and Wildlife Service

It is necessary to persuade these entities to be active partners in the implementation of the goals, objectives, and strategies of this plan. The following City activities can support this effort:

- Share this plan with each organization, including a memo highlighting sections of the plan that anticipate collaboration between the City and the organization.
- Take the lead role in establishing a collaboration
- Know and communicate the intent of relevant objectives and strategies - partner organizations need to understand and buy in to the rationale before they will act.

Link to Annual City Budget

The most important opportunity for this plan to influence the growth and improvement of the City is through the annual goal-setting, budgeting and capital planning processes. These existing annual efforts determine what projects will and will not be pursued by the City, and so it is very important to integrate this plan into those processes every year.

The compilation of actions in the next section is a resource to support decisions about how and where to invest the City's limited resources.

The following process and schedule is recommended:

- Monitoring and Evaluation will be undertaken at a regular or special Planning Commission meeting in August of each year. Staff will prepare, in written form, the Comprehensive Plan implementation timeline and the related elements in the tentative capital and operating budgets. The Planning Commission will review and comment to staff and the Council with suggestions on: priorities, capital and operating budget funding; and the identification of elements of the Comprehensive Plan that the Planning Commission intends to build into their annual plan of work.

- The Council will receive the report of staff, with revisions, if any, along with the comments of the Planning Commission and be advised and act according. August was chosen as the month for the review since budgets have been prepared, to comply with the timeline for the preliminary levy, and yet they are not finalized allowing for revision while still in draft form.

- All are advised to consider the Comprehensive Plan when projecting budgets and plans of work for multiple years into the future.

About the Action Plan

The following pages feature a compilation of actions identified in Chapter 2 to help the City achieve its various goals and objectives. Not all "strategies" in Chapter 2 are included here - policies on how to make decisions are not presented in these tables. In some cases the action has been edited for brevity. See Chapter 2 for the full version as well as the goals and objectives behind these actions.

Deadlines

The "deadlines" identified to achieve these actions are not firm - rather they are indications of when the City may choose to pursue an action based on its importance or difficulty. Where multiple deadlines are noted, this indicates an ongoing or repetitive activity.

Responsible Parties

Most of these actions require leadership and effort by multiple people and organizations. These tables indicate those parties considered necessary to implementation.

Funding Sources

Most of these actions come with some cost. It is presumed that most could be supported by tax revenue from the City's general fund. Where other sources of potential funding may exist, such as grant programs, these are noted.

Monitoring, Amending & Updating

Although this Plan is intended to guide decisions and actions by the City over the next 10 to 20 years, it is impossible to accurately predict future conditions in the City. Amendments may be appropriate from time to time, particularly if emerging issues or trends render aspects of the plan irrelevant or inappropriate. The City may be faced with an opportunity, such as a development proposal, that does not fit the plan but is widely viewed to be appropriate for the City. Should the City wish to approve such an opportunity, it should first amend the plan so that the decision is consistent with the plan. Such amendments should be carefully considered and should not become the standard response to proposals that do not fit the plan. Frequent amendments to meet individual development proposals threaten the integrity of the plan and the planning process and should be avoided.

Any changes to the plan text or maps constitute amendments to the plan and should follow a standard process as described in the following section. Amendments may be proposed by either the City Council or the Planning Commission, though a land owner or developer may also petition the Planning Commission to introduce an amendment on their behalf. Amendments may be made at any time using this process, however in most cases the City should not amend the plan more than once per year.

The 20-year planning horizon of this plan defines the time period used to consider potential growth and change, but the plan itself should be fully updated well before 2036. Unlike an amendment, the plan update is a major re-write of the plan document and supporting maps. The purpose of the update is to incorporate new data and to ensure, through a process of new data evaluation and new public dialogue, that the plan remains relevant to current conditions and decisions. An update every ten years is recommended.

Plan Amendment Process

In the years between major plan updates it may be necessary or desirable to amend this plan. A straightforward amendment, such as a strategy or future land use map revision for which there is broad support, can be completed in about six to eight weeks through the following process.

Step One

A change is proposed by City Council, Planning Commission, or staff and is placed on the Planning Commission agenda for preliminary consideration. Private individuals (landowners, developers, others) can request an amendment through the City Administrator, who will forward the request to Planning Commission for consideration. Planning Commission decides if and how to proceed, and may direct staff to prepare or revise the proposed amendment.

Step Two

When the Planning Commission has formally recommended an amendment, a City Council public hearing is scheduled and at least two weeks public notice is published. Notice of the proposed amendment should also be transmitted as appropriate to other entities that may be affected by or interested in the change, such as La Crescent Township.

Step Three

City Council hears formal comments on the proposed amendment, considers any edits to the amendment, then considers adoption of the amendment.

Step Four

Staff completes the plan amendment as approved, including an entry in the plan's amendment log. A revised PDF copy of the plan is posted to the City web site and replacement or supplement pages are issued to City staff and officials who hold hard

	Housing Actions *The following actions are compiled from the Housing Strategies in Chapter 2. Some are abbreviated - see Chapter 2 for additional details. This list omits those Strategies that provide policy guidance but do not require proactive effort by the City (Strategies 10, 13, 14, 15, 17, 18).*	Target Completion Year			Responsible Parties
		2017-2019	2020-2025	2025-2035	
1	Prepare a promotional strategy for the City focused on attracting and retaining new families and young professionals.	X			Community Development Director, Chamber of Commerce, Planning Commission
2	Create user-friendly brochures and/or on-line guides to outline the permitting process for home improvement projects	X			Building and Zoning Official
3	Create a no-cost or subsidized program that provides the services of an architect, designer or home builder to help homeowners visualize potential home rehabilitation and modernization projects		X		Planning Commission
4	Create a no or low-interest loan program to help homeowners improve and modernize older properties in the City.		X		Planning Commission, City Council, local banks
5	Create rebate programs and other financial incentives to support energy efficient home rehabilitation projects.		X		Green Team
6	Support civic programs (e.g. Neighbors in Action) focused specifically on assisting seniors in single family homes with home and property maintenance.	X	X	X	City Council
7	Create a Housing and Redevelopment Authority (HRA) and purchase land to develop rental and senior housing in appropriate locations, especially around the Downtown area		X		City Council
8	Create a Rental inspection Program to facilitate building code compliance, in support of resident safety and health.		X		City Council, Building and Zoning Official
9	Maintain communications with Golden LivingCenter La Crescent about their continued success	X	X	X	Community Development Director
11, 12	Examine and revise the City's zoning code to support improvements, expansions, creative redevelopment, and diversification of residential properties.	X			Planning Commission
16	Consider creating new ordinances and/or incentive programs that encourage the development of affordable and senior housing integrated with market-rate housing.		X		

	Economic Development Actions *The following actions are compiled from the Economic Development Strategies in Chapter 2. Some are abbreviated - see Chapter 2 for additional details. This list omits those Strategies that provide policy guidance but do not require proactive effort by the City (Strategies 4, 8).*	Target Completion Year			Responsible Parties
		2017-2019	2020-2025	2025-2035	
1	Develop a Marketing and Promotion Plan to raise awareness within the La Crosse metro area that La Crescent is a great place to live.	X			Community Development Director, Chamber of Commerce
2	Respond promptly and collaboratively with existing businesses seeking to remodel, expand, or move to La Crescent.	X	X	X	Community Development Director
3	Collaborate with and support the Chamber of Commerce in efforts to maintain regular contact and communication with local businesses, especially manufacturers and other primary sector employers.	X	X	X	Community Development Director
5	Continue to use Tax Increment Finance Districts to facilitate development, especially to assist redevelopment costs.	X	X	X	City Council
6	Continue to utilize Tax Abatement as a strategy to encourage business expansion.	X	X	X	City Council
7	Consistently promote the availability of the Property-Assessed Clean Energy program (PACE)				
9	Work with the La Crescent-Hokah school district to increase connections with local businesses.	X	X	X	Community Development Director, Chamber of Commerce
10	Encourage local businesses to establish internship and apprenticeship collaborations with UW-La Crosse, Western Technical College, and Viterbo.	X	X	X	Community Development Director, Chamber of Commerce
11	Take an active role in Downtown redevelopment by acquiring property and soliciting redevelopment proposals.	X	X	X	
12	Actively pursue the development of access improvements to Blue Lake, including property acquisition and/or conversion from other uses if necessary.	X			City Administrator
13	Actively pursue the improvement of bluffland and lowland hiking trails and connections to those trails from downtown, including a bridge over 14/61.	X	X		Public Works Director, City Council
14	Enhance the City and/or Chamber websites to promote local recreation opportunities.	X			Office Assistant, City Administrator
15	Encourage the establishment of a recreation tourism booster group in the City to help promote local resources.	X			
16	Join Explore La Crosse (the regional convention and visitors bureau) to promote La Crescent attractions.	X			Community Development Director, City Administrator
17	Incorporate more recreation-oriented activities into Applefest or host new, standalone events focused on recreation in the bluffs and/or river/lake.	X	X		La Crescent Apple Festival Inc.

	Economic Development Actions *The following actions are compiled from the Economic Development Strategies in Chapter 2. Some are abbreviated - see Chapter 2 for additional details. This list omits those Strategies that provide policy guidance but do not require proactive effort by the City (Strategies 4, 8).*	Target Completion Year			Responsible Parties
		2017-2019	2020-2025	2025-2035	
18	Continue to provide a Community and Economic Development Coordinator to support local business success, including guidance for new local businesses (start-up or relocations).	X	X	X	City Council
19	Maintain an active Economic Development Committee (EDC) to help guide the efforts of the Community and Economic Development Coordinator.	X	X	X	City Council
20	Create high-profile trails from the Mississippi River to Hokah via Downtown La Crescent, and between the La Crescent and La Crosse blufflands, and build a coalition of municipal and state and federal agency stakeholders to support development of those trails.		X		Public Works Director, Houston County
21	Promote higher-intensity consumer-oriented commercial development of the Twilite St./Strupp Ave. area along the Pike, to take advantage of the high volume of pass-by traffic.	X	X		Community Development Director, Planning Commission
22	Encourage and facilitate the redevelopment of land along South Oak St., south of S. 3rd St., with uses that benefit from highway exposure and convenient access.		X		Community Development Director, Planning Commission
23	Encourage and facilitate the redevelopment of the American Legion site. Consider the possibility of a hotel with an event center in this location.		X		Community Development Director, Planning Commission

	Downtown Enhancement Actions *The following actions are compiled from the Downtown Enhancement Strategies in Chapter 2. Some are abbreviated - see Chapter 2 for additional details. This list omits those Strategies that provide policy guidance but do not require proactive effort by the City (Strategies 1.1, 1.2, 1.3, 1.4, 1.5, 2.2, 4.1, 4.2, 4.3, 5.1, 5.4, 6.1, 6.2, 6.3, 6.4, 6.5).*	Target Completion Year			Responsible Parties
		2017-2019	2020-2025	2025-2035	
2.1	Improve key downtown streets with landscaping and corner bumpouts to slow traffic and reduce the pedestrian crossing distance. These changes should help to identify the core downtown area.		X		
2.3	Add dedicated bike parking racks throughout the downtown area.	X			Public Works Director, Chamber of Commerce
2.4	Utilize public art to make the downtown area unique	X	X	X	Public Works Director, City Council
2.5 6.4	Develop a Downtown Plan to extend the goals and strategies of this section of the comprehensive plan into a detailed vision for specific public and private investment projects. Address parking needs, redevelopment opportunities and projects, and streetscaping enhancements. It would be appropriate to combine this planning effort with planning for any new civic buildings.	X	X		Planning Commission
3.1	Improve signage identifying access to downtown, especially from the north.	X			Public Works Director, Chamber of Commerce
3.2	Design, fund and build a pedestrian bridge over 14/61 to connect downtown to the waterfront and provide a visual indicator of downtown's location.		X		Public Works Director, City Council
5.2	Improve existing public parking lots downtown, including pavement quality and signage.	X	X		Public Works Director, City Council
5.3	Provide routine reminders for downtown business employees to reserve prime parking for customers by parking their own vehicles in secondary lots and streets.	X	X	X	Community Development Director, Chamber of Commerce

	Natural Systems, Open Spaces and Recreation Actions *The following actions are compiled from the Natural Systems, Open Spaces and Recreation Strategies in Chapter 2. Some are abbreviated - see Chapter 2 for additional details. This list omits those Strategies that provide policy guidance but do not require proactive effort by the City (Strategies 1, 2, 3, 6, 8, 11, 12).*	Target Completion Year			Responsible Parties
		2017-2019	2020-2025	2025-2035	
4, 6	Encourage the U.S. Fish and Wildlife Service to install interpretive sign(s) at new kayak accesses and along the Wagon Wheel Trail.	X			
5	Explore construction of a birdwatching overlook along the shore of Blue Lake, including parking and interpretive signs.		X		City Council, U.S. Fish and Wildlife Service
7	Implement the Blufflands Plan, including acquisition and protection of priority lands, development of a contiguous Blufflands Trail around the City, and trail access and promotion improvements to increase their use.	X	X	X	Park and Recreation Commission, City Council, Bluffland Coalition
9	Establish the downtown area as a trailhead for hiking, biking and canoe/kayak adventures in and around La Crescent, including an informational kiosk, public-access bathrooms, bike racks, etc.	X	X	X	Park and Recreation Commission, Planning Commission
10	Establish a well-maintained, web-based source of information, and a broader, comprehensive promotion strategy, to share information about outdoor recreation sites, trails, and amenities in the La Crescent area.	X			Park and Recreation Commission, City Administrative Staff
13	Prevent tree cutting around homes on the bluffs by working with La Crescent Township, Houston County, and private landowners to establish and enforce strict regulatory limitations on tree cutting.	X	X	X	
14	Plant more street trees in all parts of the City, and especially in newer neighborhoods.	X	X	X	City Council, Public Works Director
15	Pursue and maintain Tree City USA designation.	X			Planning Commission, City Council
16	Continue to use and implement the 2012 Park and Recreation Plan. Update that plan at least every 10 years.	X			Park and Recreation Commission
17	Maintain and implement a capital improvement schedule for all City parks that emphasizes trail development, signage improvements, and accessibility improvements.	X	X	X	Public Works Director, City Council
18	Maintain participation in and implement best practices encouraged by the Minnesota GreenStep program.	X	X	X	City Council, City Administrator
19	Create a community garden and/or apple orchard in one of the City parks to celebrate the City's history and encourage local food production.		X		Park and Recreation Commission
20	Enhance awareness and use of local parks and trails among La Crescent residents.	X	X	X	Park and Recreation Commission
21	Encourage the School District to establish a hiking trail south of the High School.	X			Park and Recreation Commission
22	Work with Houston County to establish Blufftop development regulations consistent with Winona County.	X			Planning Commission
23	Work with the Minesota DNR to establish Pine Creek as a river trail, from Pine Creek Golf Course to the Mississippi River, including clearing, access improvements, and maintenance.		X	X	Park and Recreation Commission

	Community Facilities & Services Actions *The following actions are compiled from the Community Facilities & Services Strategies in Chapter 2. Some are abbreviated - see Chapter 2 for additional details. This list omits those Strategies that provide policy guidance but do not require proactive effort by the City (Strategies 1, 2, 4, 5, 6, 8, 10, 12, 13, 14, 16, 17, 18, 24, 25, 31).*	Target Completion Year			Responsible Parties
		2017-2019	2020-2025	2025-2035	
3	Review development ordinances and applications each year for consistency with changes in state or federal regulations, best practices, and environmental stewardship. Areas of special concern include renewable energy systems and greywater recycling systems.	X	X	X	Planning Commission
7	Maintain a rolling Five Year Capital Improvement Plan (CIP) each year to plan for the annual construction and maintenance of community facilities.	X	X	X	Public Works Director, City Council
9	Meet with representatives from the DOT, Houston County and La Crescent Township to discuss planning for a future joint public works/highway shop, storage and maintenance facility.	X			Public Works Director, MnDOT, Houston County
11	Work with energy providers, land owners, and other communities to support appropriate applications of renewable energy and utilization of on-site distributed energy generation.	X	X	X	
15	Work with surrounding counties, townships, state and federal agencies to adopt a Hazard Mitigation Plan		X		City Administrator
19	Maximize the community's capital investment in school facilities by making those facilities readily available, as feasible, for other uses and events that support social interaction and health within the community.	X	X	X	City Council, School District
20	Engage local students in civic involvement and City operations. This may include student representation on City committees	X	X	X	City Council, School District
21	Consider developing a "sister city" to La Crescent to share and exchange ideas for community improvement projects.	X			City Council
22	Use new technologies, such as mobile applications, to provide or make more accessible information to residents and visitors regarding community amenities, events and news related to city meetings, projects, and development review.	X	X	X	City Administrator, Office Coordinator
23	Track and report energy use in City buildings as part of the GreenStep program.	X	X	X	Public Works Director
26	Adopt a Sustainable Purchasing Policy for City operations that directs, at minimum, the purchase of energy-star compliant equipment and paper with at least 30% post-consumer recycled content.	X			City Administrator, City Council
27	Reduce the City's need for paper and printing by providing to City Council and Committee members laptops or tablets and digital meeting materials.	X			City Administrator, City Council
28	Maintain a Green Team Committee to pursue implementation of GreenStep initiatives. The Green Team should meet regularly to discuss progress and select additonal actions, and it should report out to City leaders at least annually.	X	X	X	City Administrator, City Council
29	Initiate a community discussion about the remodeling or replacement of City Hall. The discussion, and any investment in the facility, should address the safety of all City Hall users, including staff, City Council and committee/commission members, and visitors/residents.	X			City Administrator, City Council
30	Facilitate the development of event spaces and facilities, either as part of new public buildings or private development, such as a hotel.	X	X		Community Development Director

	Transportation & Mobility Actions *The following actions are compiled from the Transportation Strategies in Chapter 2. Some are abbreviated - see Chapter 2 for additional details. This list omits those Strategies that provide policy guidance but do not require proactive effort by the City (Strategies 2, 7, 11, 12, 13, 14, 15, 16, 17, 19).*	Target Completion Year			Responsible Parties
		2017-2019	2020-2025	2025-2035	
1	Implement the 2013 City of La Crescent Bicycle and Pedestrian Plan, including recommended sidewalk, bike lane and crosswalk improvements whenever a street is improved	X	X	X	Public Works Director
3	Improve street crossings with improved crosswalk markings, signs/signals, and/or curb bumpouts at high-priority locations	X			Public Works Director
4	Budget every year for maintenance of effective crosswalk and bike lane street markings.	X	X	X	City Council
5	Complete a grade separated pedestrian and bicycle access across MN16/TH61 to improve access to the Mississippi River and Blue Lake Marsh from the downtown area.		X		City Administrator, City Engineer
6	Amend the Complete Streets policy to address community health more broadly, including provisions for street trees and stormwater management.	X			Public Works Director, City Council
8	Create a well connected regional trail system, including connections to the Root River Trail, Mississippi River Scenic Trail, and La Crosse.		X	X	Public Works Director, Houston County
9	Coordinate with local snowmobile associations and area landowners to consider possible utilization of snowmobile trails and trail corridors for hiking or biking opportunities.	X			Park and Recreation Commission
10	Continue to promote the growth of the La Crosse Municipal Transit (MTU) system ridership in La Crescent. In collaboration with local and regional organizations, the City will host events that encourage and celebrate alternative transportation.	X	X		
18	Work with La Crescent - Hokah School District to promote Safe Routes to School via education, evaluation and engineering, enforcement and encouragement (i.e. the "Five E's").	X	X	X	
20	Work with State and County agencies to provide scenic overlooks along their roadways to enhance regional tourism and recreation.		X		Public Works Director, MnDOT and/or County agencies
21	Explore the possibility of extending 7th Street to MN 16/South Chestnut Street		X	X	Public Works Director, MnDot
23	Work with State and County agencies to maintain aesthetically pleasing transportation corridors and gateway entrances which reflect the community's charm and vision.		X	X	Public Works Director
24	Advocate with MnDOT to complete the realignment of Shore Acres Road where it meets 14/61, in support of redevelopment of the adjacent commercial area.	X	X		City Administrator, City Council

	Collaborations & Partnerships Actions *The following actions are compiled from the Collaborations and Partnerships Strategies in Chapter 2. Some are abbreviated - see Chapter 2 for additional details. This list omits those Strategies that provide policy guidance but do not require proactive effort by the City (Strategies 1.1, 1.2, 1.3, 1.4, 2.3, 2.4, 3.2, 3.3, 3.4).*	Target Completion Year			Responsible Parties
		2017-2019	2020-2025	2025-2035	
1.5	Explore collaborations options with La Crescent Township, including a long-term orderly annexation agreement	X			City Council, La Crescent Township
2.1	Collaborate closely with the School District on issues related to expansion or improvement of school sites that are within direct City control,such as land use and access, utilities and traffic. Collaboration could include assistance with studies or infrastructure construction.	X	X	X	City Council, City Administrator, School District
2.2	Collaborate with the School District, the Chamber of Commerce and others to promote the best qualities of the La Crescent-Hokah schools to prospective residents.	X	X	X	Community Development Director, School District, Chamber of Commerce
3.1	Seek bluffland protection and recreation improvements around the City in coordination with regional partners as described in The Blufflands Plan.	X	X	X	Park and Recreation Commission, Mayor

	Land Use and Community Design Actions *The following actions are compiled from the Land Use Strategies in Chapter 3. Some are abbreviated - see Chapter 3 for additional details. This list omits those Strategies that provide policy guidance but do not require proactive effort by the City (Strategies 1, 6, 7, 9, 10).*	Target Completion Year			Responsible Parties
		2017-2019	2020-2025	2025-2035	
2, 11, 12, 13, 14	Consider various amendments to the zoning ordinance as described in Chapter 3.	X			Planning Commission
3	Customize a model sustainable building policy that encourages green practices in new private development and requires those practices for any project receiving City financial support.	X			Planning Commission
4	Revise the City's stormwater management ordinance to extend the regulations for sites greater than one acre to sites smaller than 1 acre	X			Public Works Director, City Council
5	Pursue an Orderly Annexation Agreement with La Crescent Township.	X			City Council
8	Create a master plan (or plans) for all of the shoreland sites along the highways, including those on the east side of 14/61 and 16, and those on the south side of 14/16 ("the pike").	X	X		Planning Commission, Property owners

A Community Surveys

This section includes summaries of the two community surveys that were given, one in October 2015 (Survey #1) and one in February 2016 (Survey #2). Each survey focused on questions pertaining to a different set of topics. The surveys are presented separately due to the different demographic makeup of each set of respondents.

A.1 Survey #1: Housing, Economic Development and Downtown Revitalization **3**

A.2 Survey #2: Land Use and Community Design; Transportation; Public Infrastructure and Services; and Natural Systems, Open Space and Recreation **19**

A.3 Open-Ended Responses: Survey #1 & Survey #2 **33**

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Survey #1

The first community survey solicited public involvement in the La Crescent Comprehensive Plan on the following topics: Housing, Economic Development and Downtown Revitalization. The project team created an on-line public opinion survey to address these topics. The survey was hosted on Survey Monkey and posted on the City of La Crescent's website. It was promoted via the following methods:

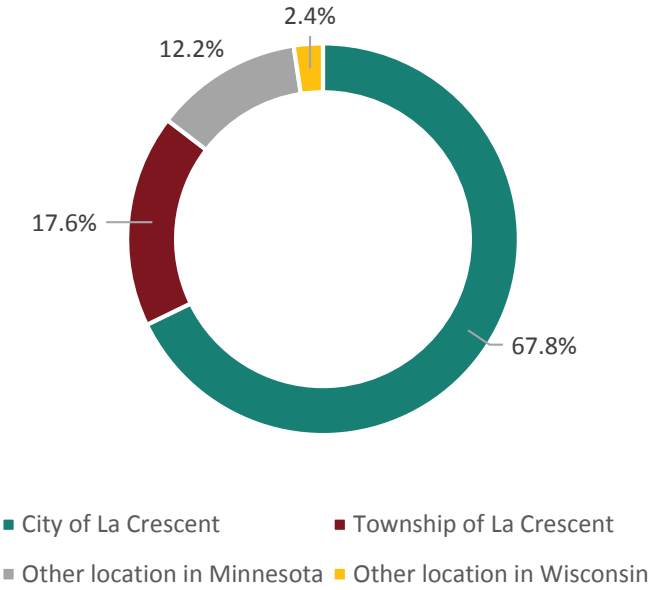
- Links to the survey on the City and Library websites
- Press release in the Houston County News
- Email blasts

In total, 665 individuals completed the survey. Sixty-eight percent (68%) of those who completed the survey live in the City of La Crescent and 18% live in the Township of La Crescent. Approximately half of respondents (46%) spend most of their time during weekdays (place of employment or otherwise) in the City of La Crescent. The second most popular response to this question was the City of La Crosse, with 31% of respondents stating most of their time on weekdays is spent here.

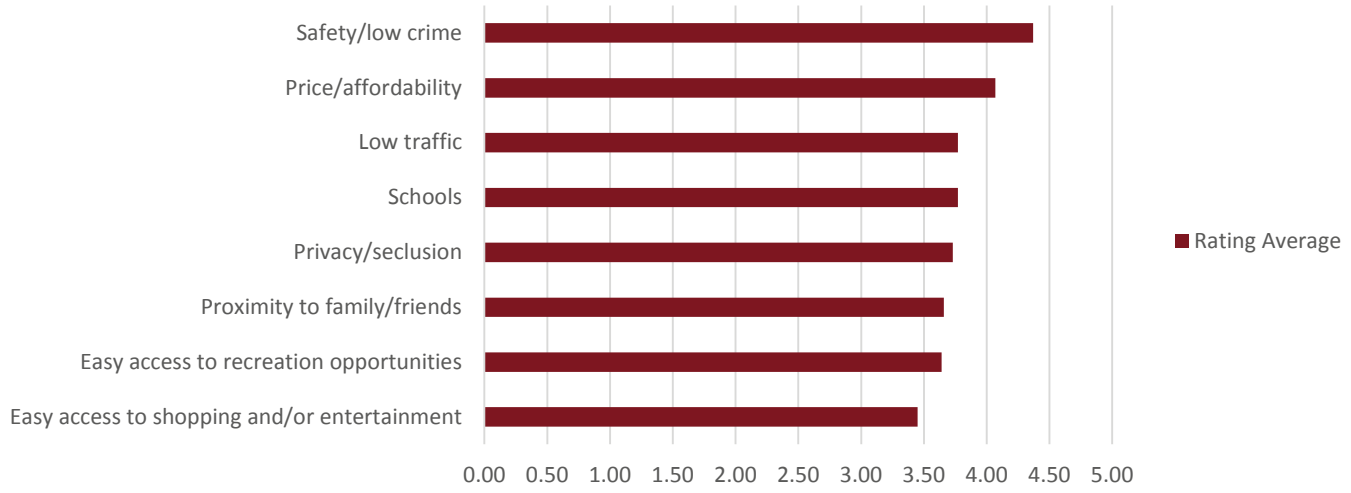
The survey represents a diverse group demographically, though certain groups were under- and over-represented. Survey respondents under the age of 18 made up 8% of responses while this group makes up 24% of the demographic in La Crescent according to the 2010 United States Census. Survey respondents age 35-44 were the most over-represented; this demographic accounted for 25% of survey results but according to the Census, makes up 11% of La Crescent's total population. The figure depicting respondents' answers to their corresponding age group compared to Census data is shown as the response to Question 31 on page A-18.

**A comprehensive list of open-ended questions and comments is found at the end of this appendix. Questions with additional comments/responses will be marked with an asterisk (e.g. Q2*).*

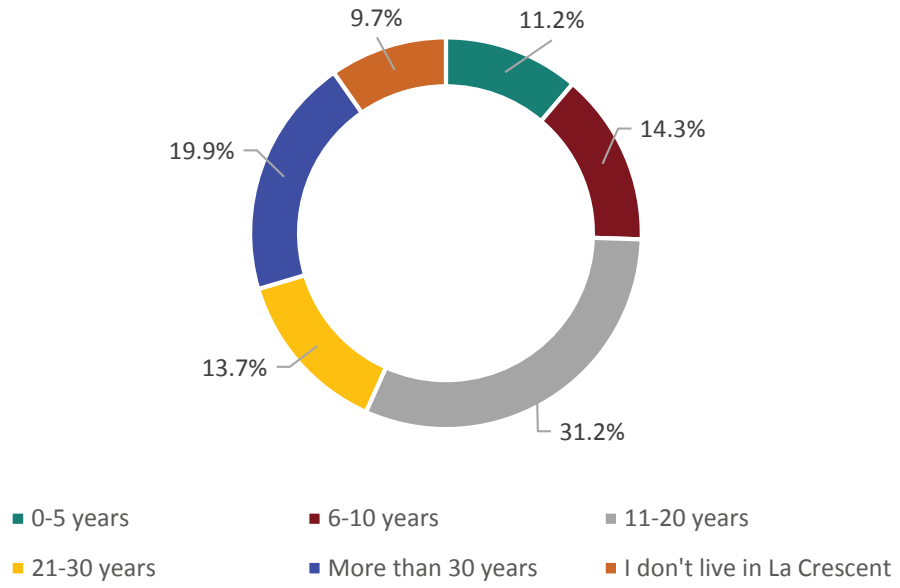
Q1* WHERE DO YOU LIVE?



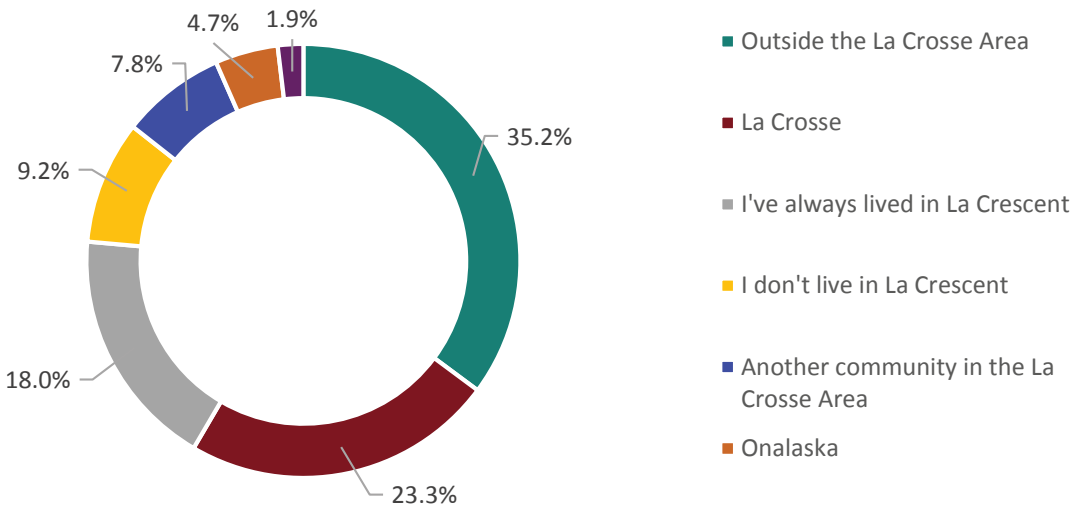
Q2* PLEASE RATE THE INFLUENCE OF THE FOLLOWING FACTORS IN YOUR DECISION TO LIVE WHERE YOU LIVE RIGHT NOW:



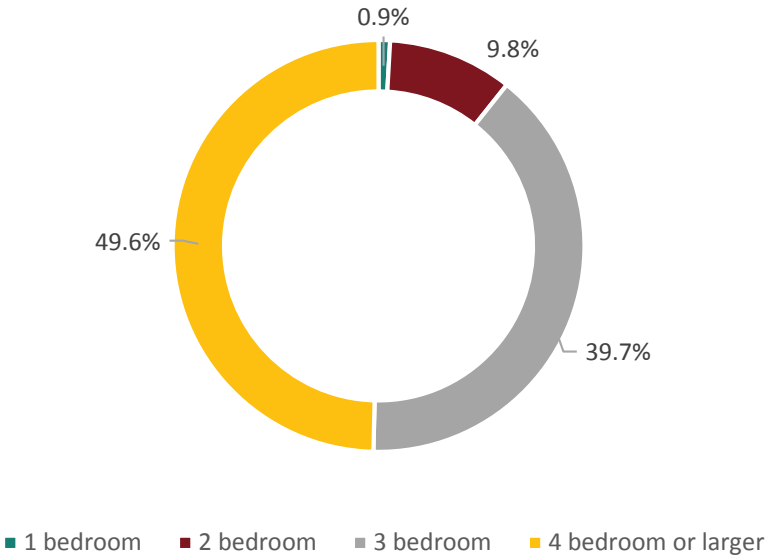
Q3* HOW LONG HAVE YOU LIVED IN LA CRESCENT (CITY OR TOWNSHIP)?



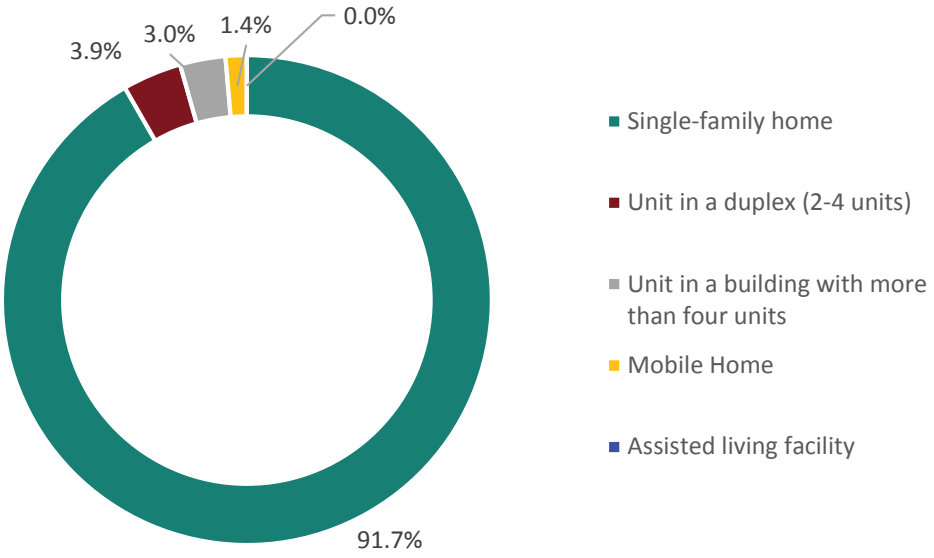
Q4* WHERE DID YOU LIVE PRIOR TO LIVING IN LA CRESCENT?



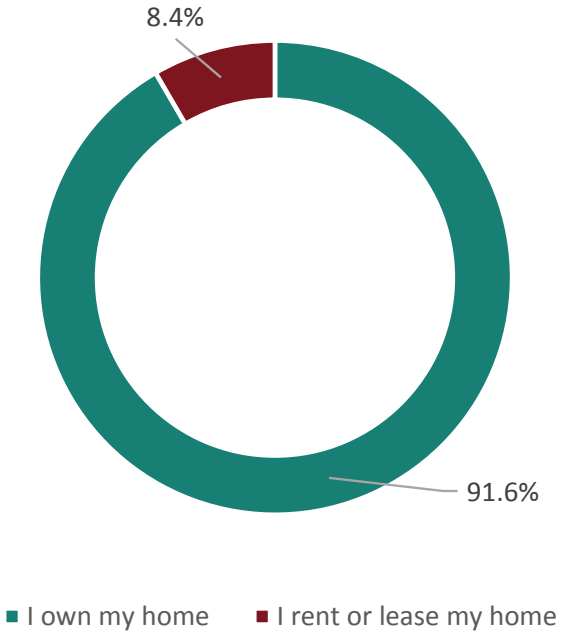
Q5* WHAT IS THE SIZE OF YOUR CURRENT HOME OR APARTMENT?



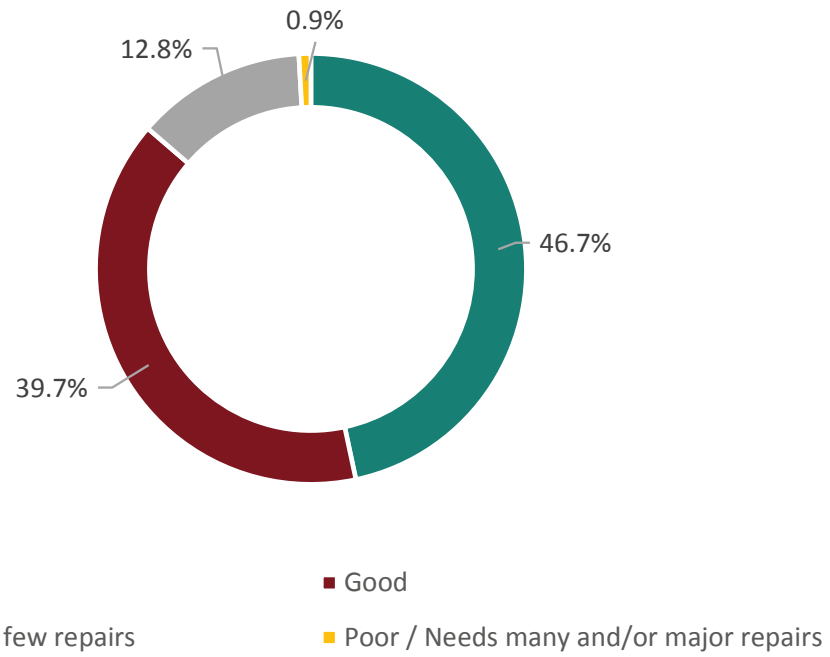
Q6 IN WHICH TYPE OF HOUSING DO YOU CURRENTLY LIVE?



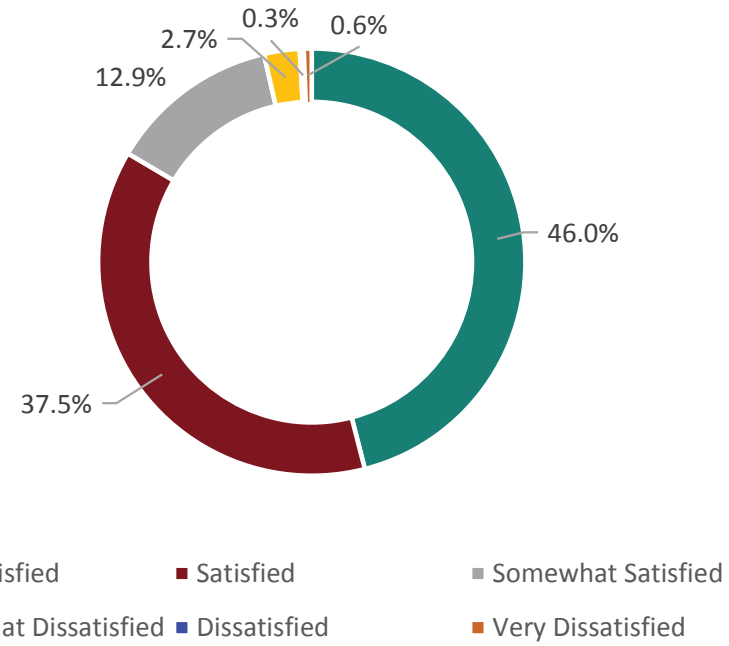
Q7 DO YOU RENT OR OWN YOUR DWELLING?



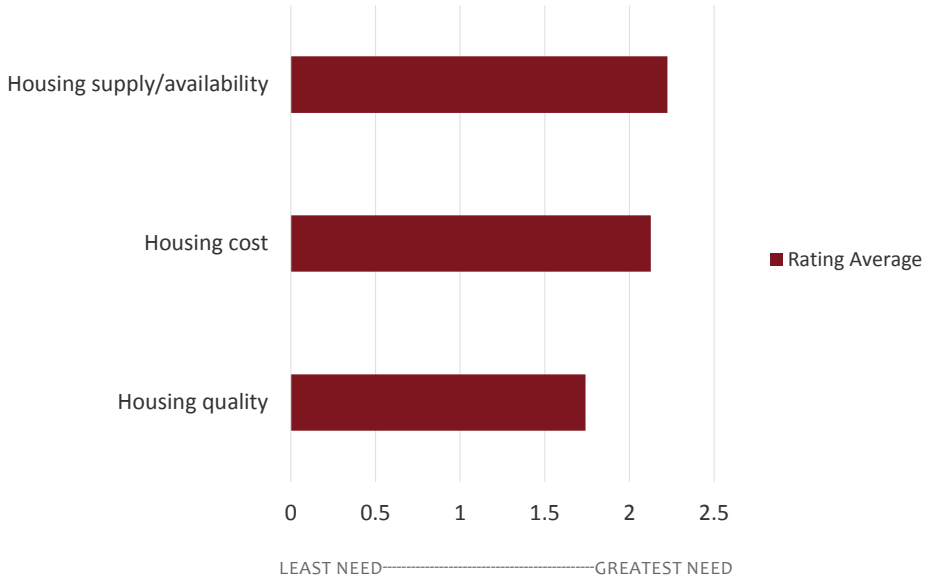
Q8* WHAT CONDITION IS YOUR HOME IN?



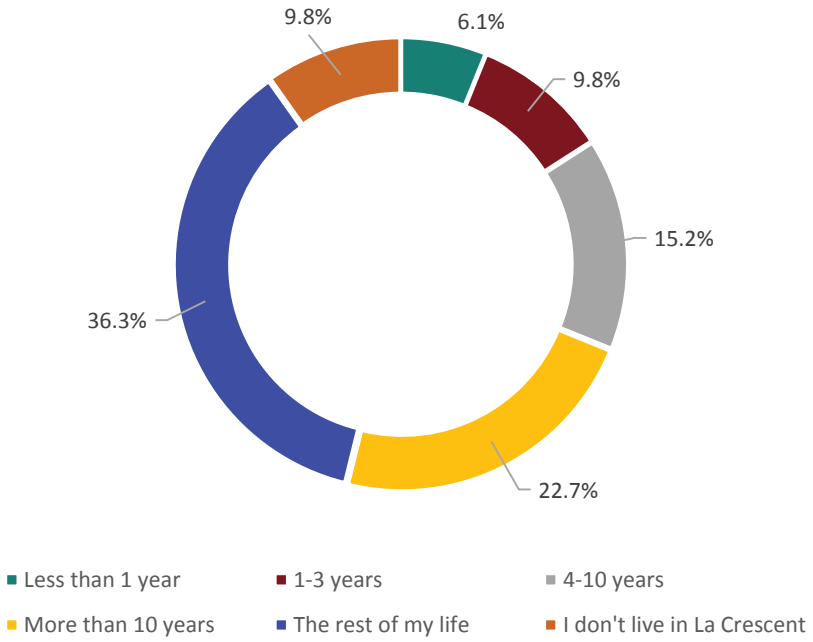
Q9* HOW SATISFIED ARE YOU WITH YOUR CURRENT HOME AND PROPERTY?



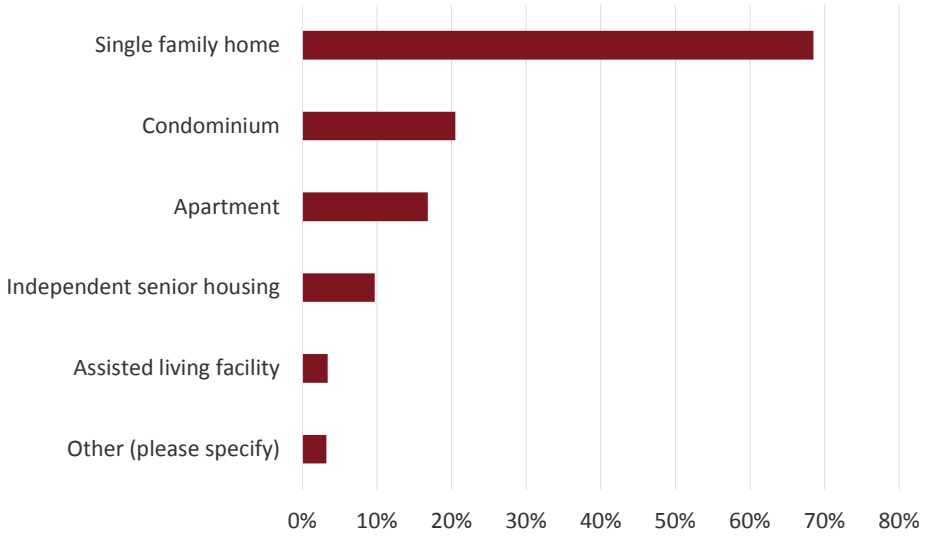
Q10 PLEASE RANK THE FOLLOWING ASPECTS OF LA CRESCENT HOUSING BASED ON THE NEED FOR IMPROVEMENT (WITH 1 BEING THE GREATEST NEED FOR IMPROVEMENT AND 3 BEING THE LEAST NEED FOR IMPROVEMENT).



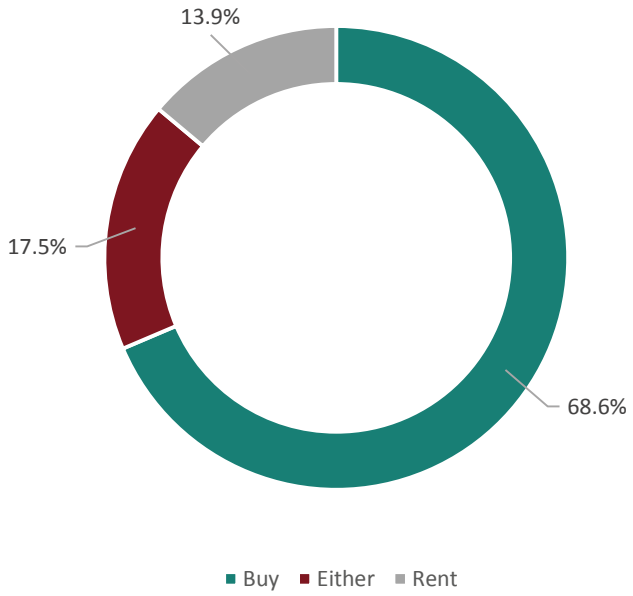
Q11* HOW LONG DO YOU EXPECT TO CONTINUE LIVING IN LA CRESCENT?



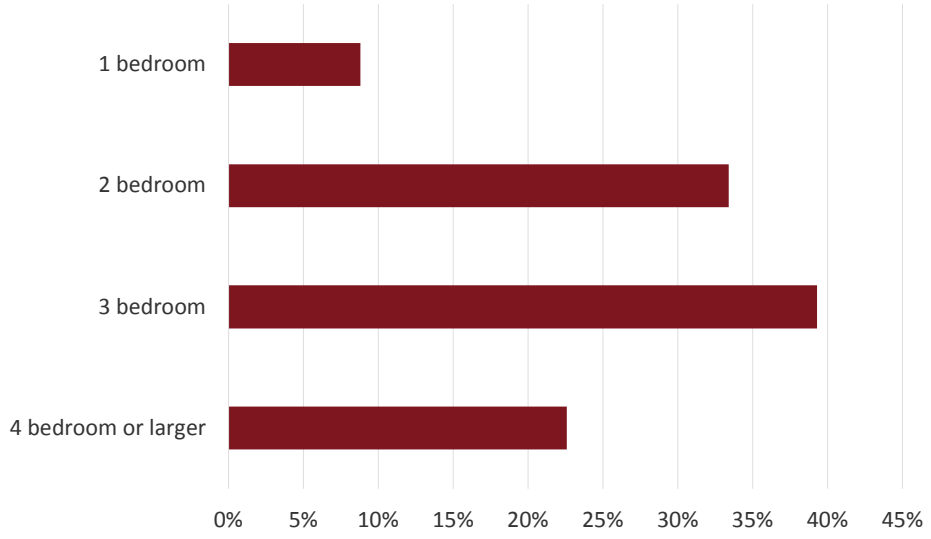
Q12* IF YOU WERE TO MOVE (WITHIN OR OUTSIDE OF LA CRESCENT) IN THE NEXT 5 YEARS FOR ANY REASON, WHAT TYPE OF HOUSING WOULD YOU BE SEEKING? (CHECK EACH THAT YOU WOULD CONSIDER)



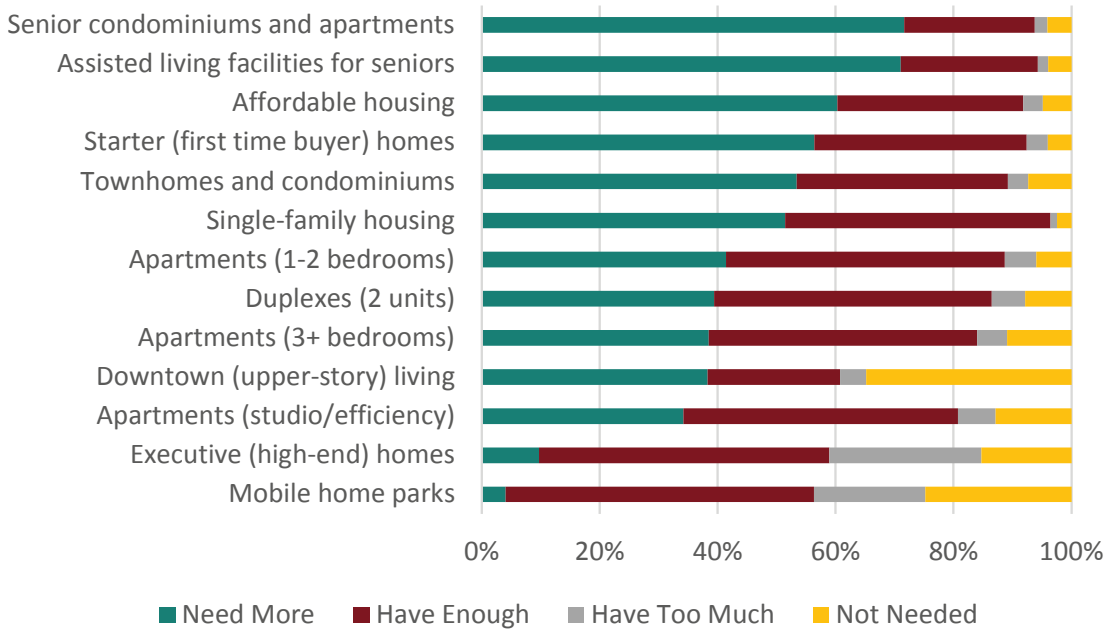
Q13 IF YOU WERE TO MOVE IN THE NEXT 5 YEARS, WOULD YOU BE LOOKING TO RENT OR BUY?



Q14* IF YOU WERE TO MOVE IN THE NEXT 5 YEARS, WHAT SIZE OF A HOME OR APARTMENT WOULD YOU LIKELY NEED? *NOTE: THIS RESPONSE SHOULD BE COMPARED TO QUESTION 5 - 50% OF RESPONDENTS CURRENTLY HAVE HOMES WITH 4 OR MORE BEDROOMS AND ANOTHER 40% WITH 3 BEDROOMS.



Q15* PLEASE SHARE YOUR OPINIONS ABOUT THE SUPPLY OF VARIOUS HOUSING TYPES IN LA CRESCENT:

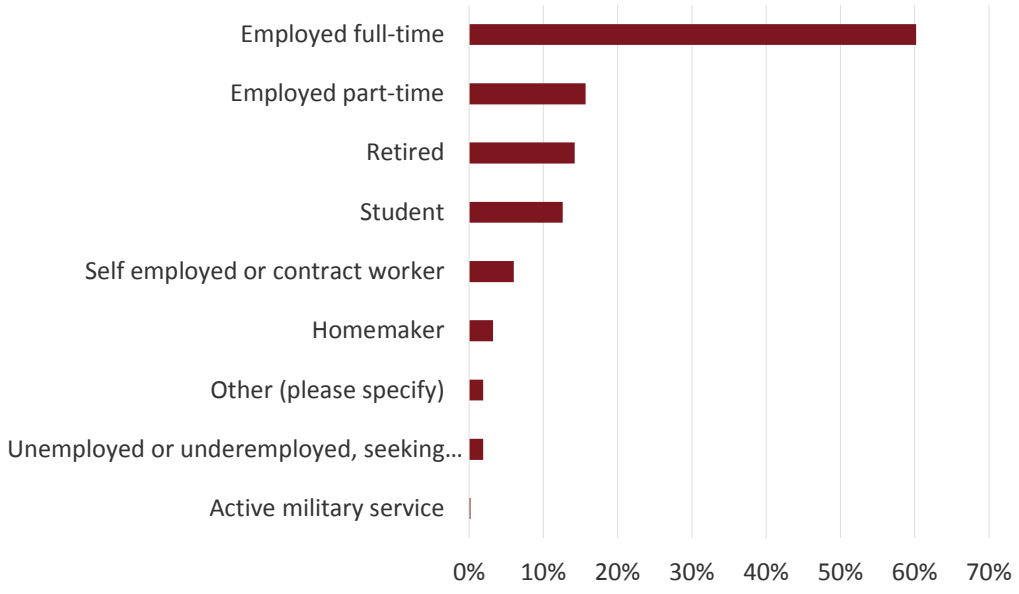


Q16* WHAT ARE THE MOST IMPORTANT ONE OR TWO THINGS THAT THE CITY OF LA CRESCENT SHOULD DO TO IMPROVE HOUSING WITHIN THE CITY DURING THE NEXT 5-10 YEARS?

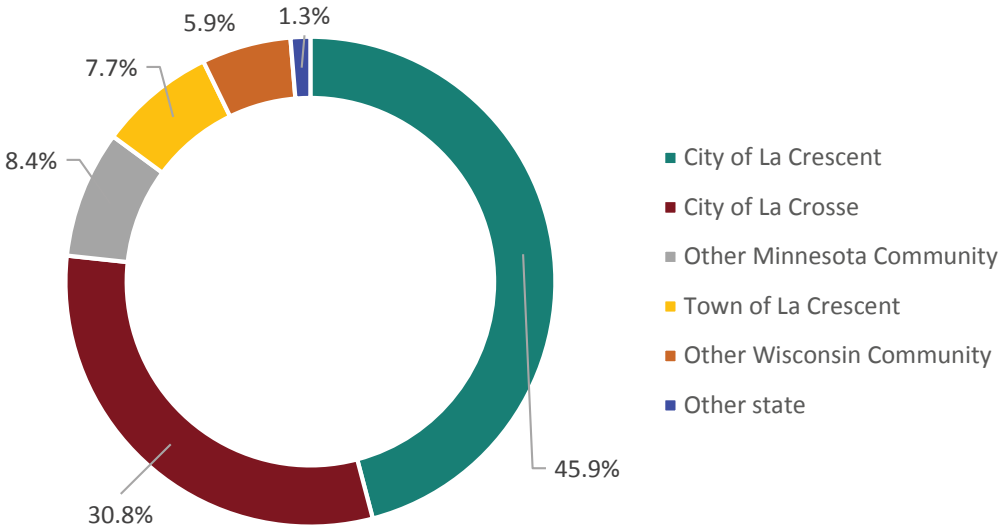
Common Responses:

+ Have housing that is affordable for all individuals and families.
+ Have more housing opportunities for seniors (both assisted and independent living facilities).
+ Have more starter homes for young professionals and young families.

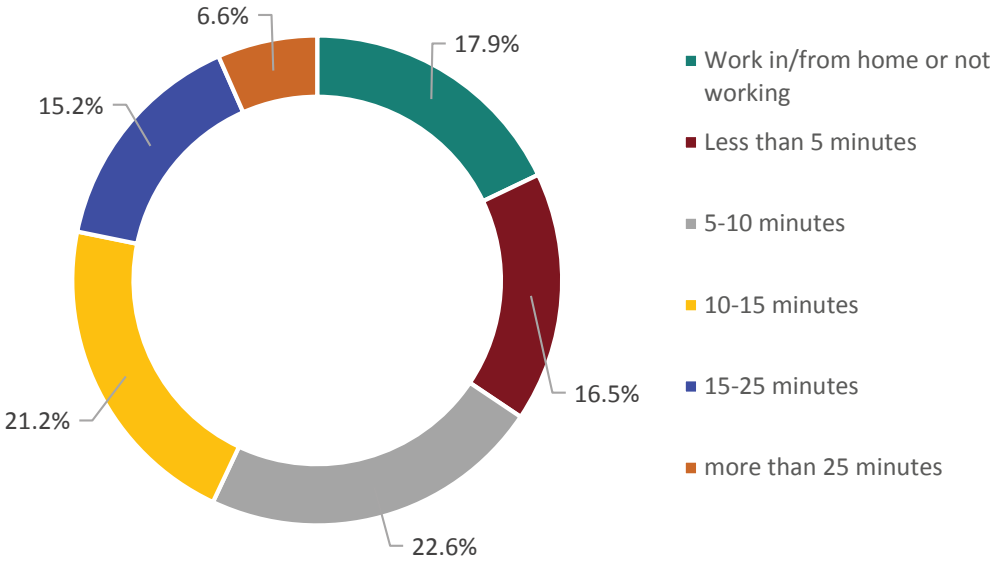
Q17* WHAT IS YOUR EMPLOYMENT STATUS (CHECK ALL THAT APPLY)?



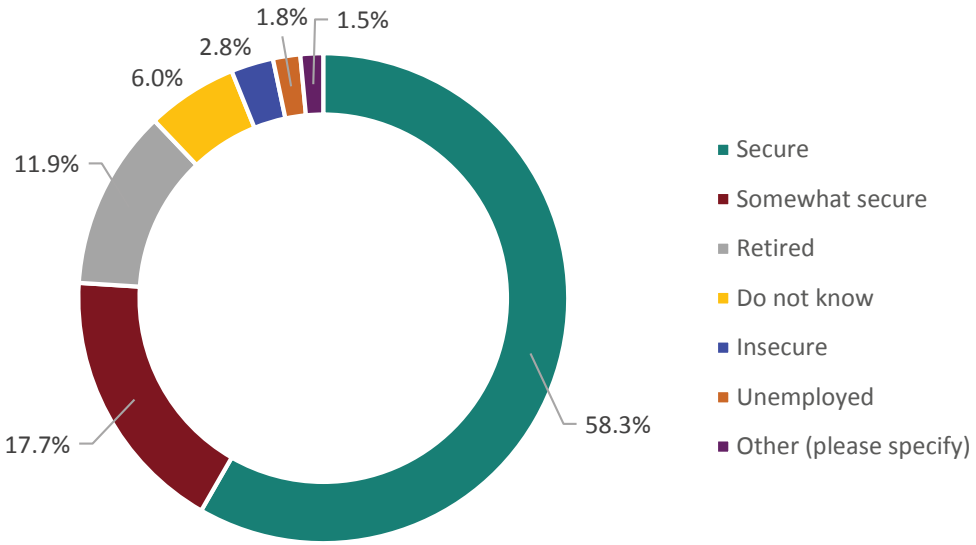
Q18* WHERE DO YOU SPEND MOST OF YOUR TIME ON WEEKDAYS (PLACE OF EMPLOYMENT OR OTHERWISE)?



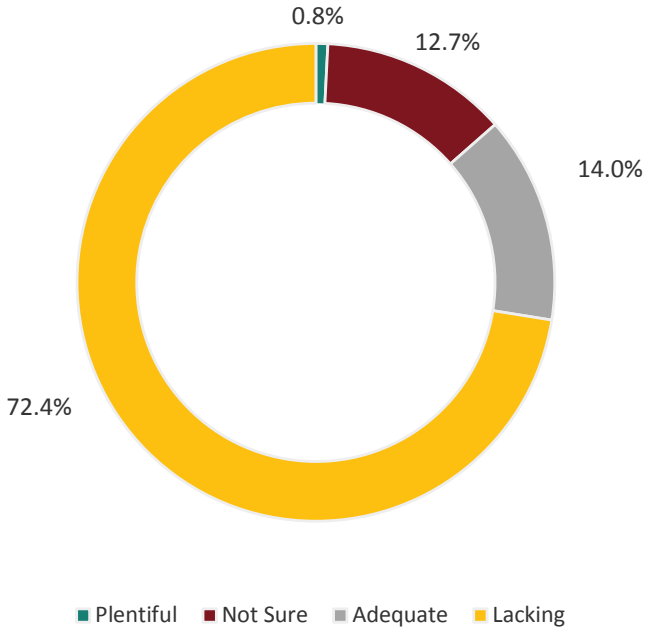
Q19* HOW LONG DOES IT TAKE YOU TO GET TO WORK?



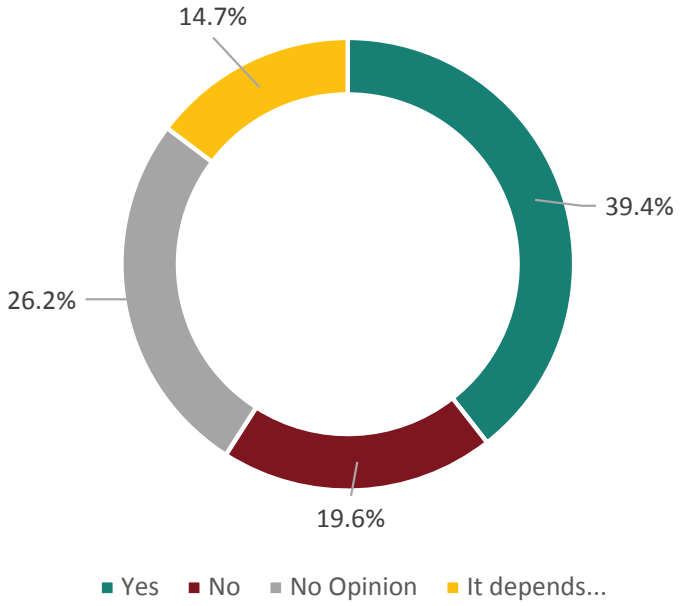
Q20* HOW SECURE DO YOU BELIEVE YOUR EMPLOYMENT TO BE OVER THE NEXT 3-5 YEARS?



Q21* IN YOUR OPINION, HOW WOULD YOU DESCRIBE THE AVAILABILITY OF EMPLOYMENT OPPORTUNITIES WITHIN LA CROSSE?



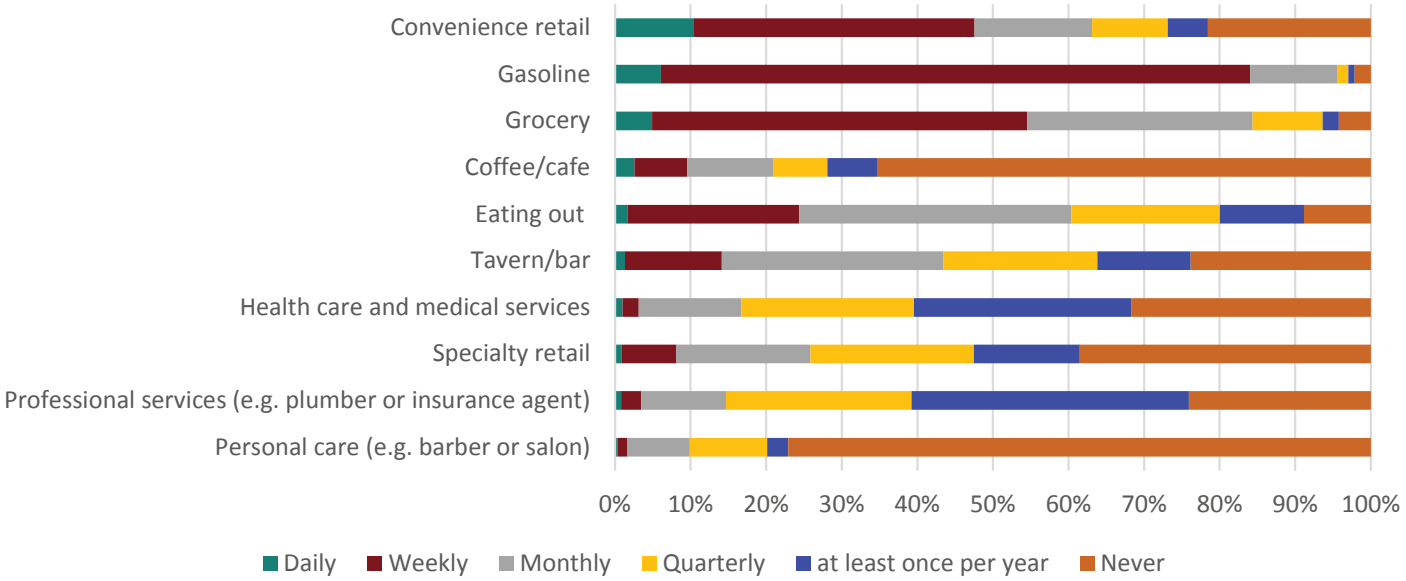
Q22* DO YOU BELIEVE THE CITY SHOULD COMMIT ADDITIONAL TAX DOLLARS TO ATTRACT AND RETAIN JOBS IN THE PRIVATE SECTOR WITHIN LA CRESCENT?



Common Response:

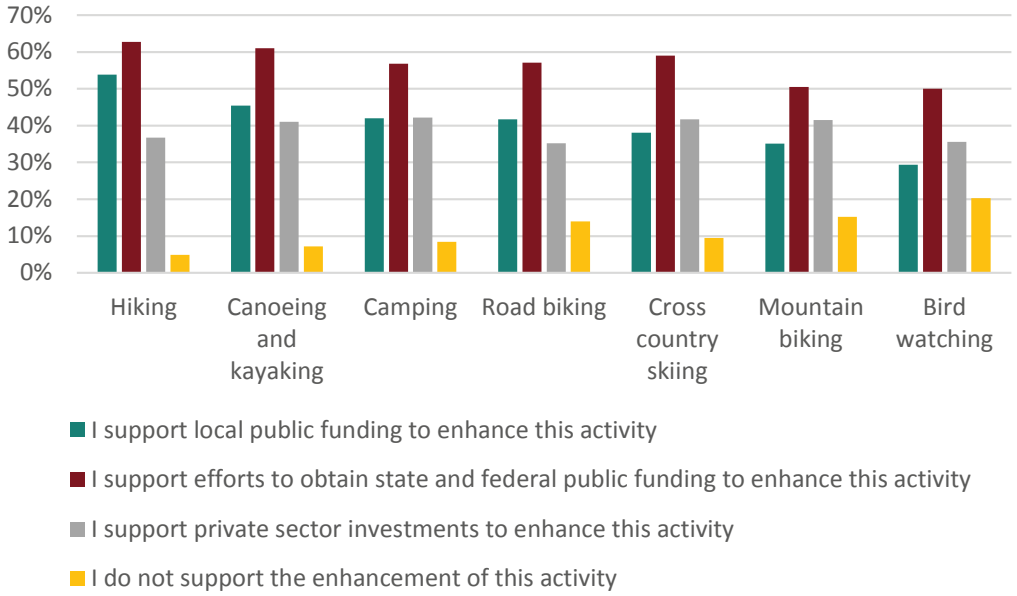
+ It depends on the type of business and types of jobs. The jobs should be higher paying.

Q23* HOW OFTEN DO YOU PATRONIZE LA CRESCENT BUSINESSES FOR THE FOLLOWING SERVICES?

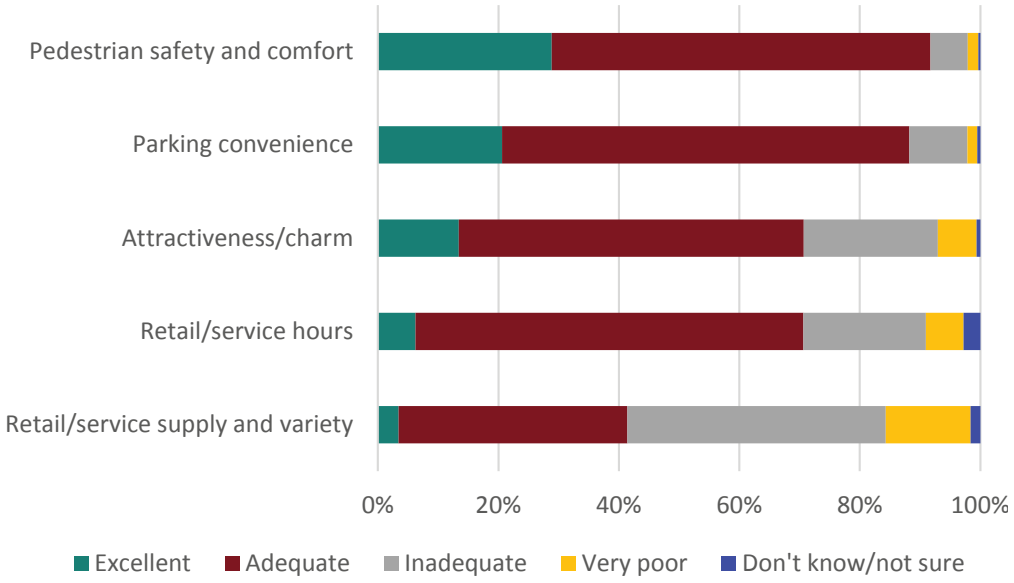


Q24* PLEASE SHARE YOUR OPINIONS ABOUT THE SUPPLY OF VARIOUS RETAIL AND SERVICE BUSINESSES IN LA CRESCENT. "MORE" COULD MEAN MORE STORES, MORE/DIFFERENT PRODUCT SELECTION, OR BOTH.

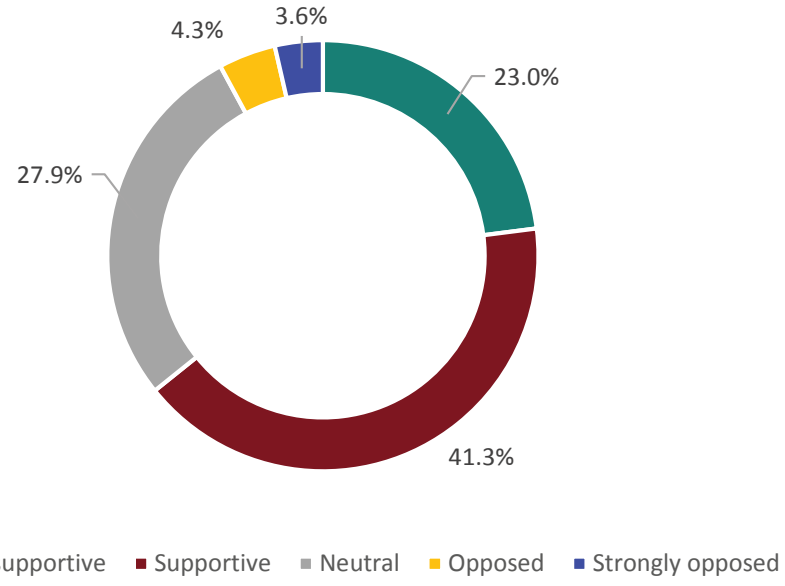
Q25* INDICATE YOUR SUPPORT FOR ENHANCEMENTS TO OUTDOOR RECREATION IN THE LA CRESCENT AREA AS A STRATEGY TO SPUR LOCAL TOURISM SPENDING (YOU MAY SELECT MORE THAN ONE RESPONSE IN EACH ROW).



Q26* PLEASE RATE THE FOLLOWING ASPECTS OF DOWNTOWN LA CRESCENT.



Q27* THE COMPREHENSIVE PLAN PROVIDES GUIDANCE WHEN PROPERTY OWNERS WANT TO TEAR DOWN AND BUILD NEW BUILDINGS. PLEASE INDICATE YOUR SUPPORT FOR NEW, MULTI-STORY BUILDINGS IN THE DOWNTOWN AREA.



Q28* AS THE CITY CONTINUES TO GROW/CHANGE, WHAT WOULD BE THE ONE THING YOU WOULD NOT WANT TO SEE CHANGE IN THE DOWNTOWN AREA?

Common Responses:

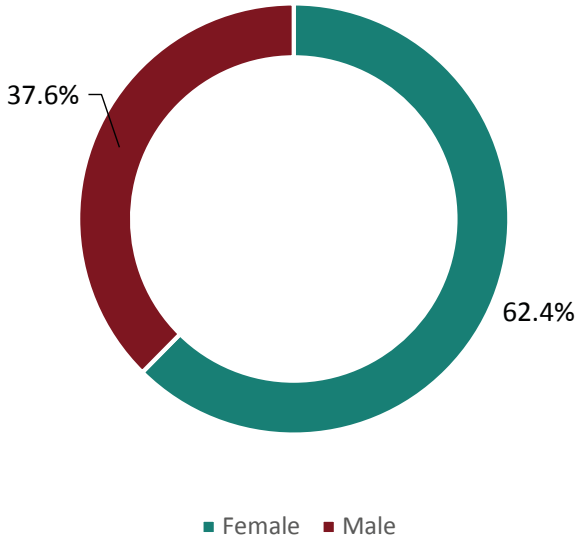
+ The variety and number of local businesses in the Downtown District.
+ The ease and availability of parking within the community.
+ The "small-town" feel.
+ The character and vibrancy of the Downtown District.

Q29* THINK OF OTHER COMMUNITIES SIMILAR TO LA CRESCENT THAT YOU LIKE, ESPECIALLY ANY WITH VIBRANT AND ATTRACTIVE DOWNTOWN DISTRICTS. PLEASE NAME THE COMMUNITY AND DESCRIBE WHY YOU LIKE IT.

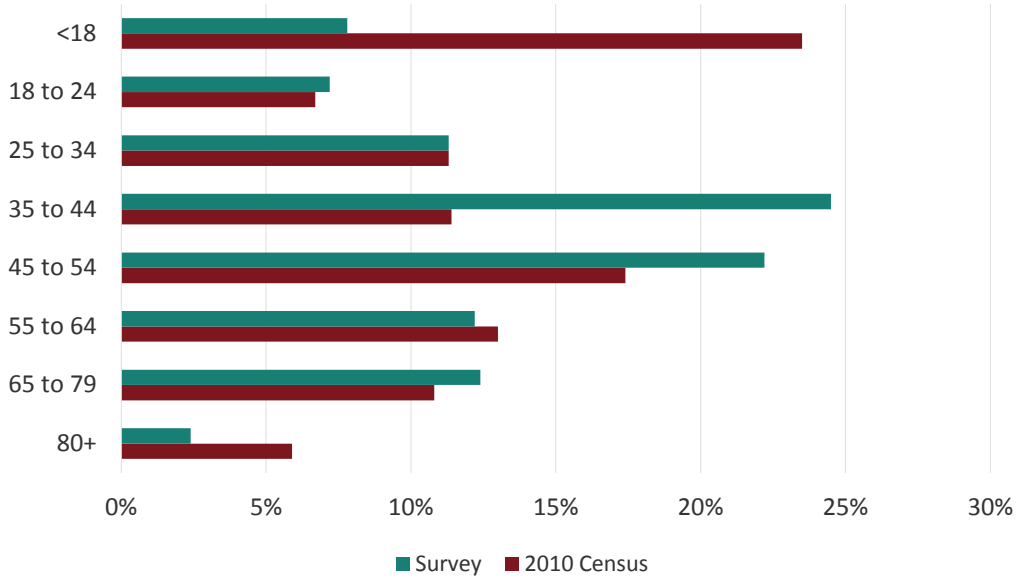
Common Responses:

+ Lanesboro, MN -historic, busy, attractive and inviting downtown; variety of businesses downtown; natural beauty and opportunities for recreation; the community is welcoming to tourists.
+ La Crosse, WI - more opportunities than La Crescent for housing and employment; wider variety of businesses; nice downtown; it's on the river; there is a lot to do; "big city" feel.
+ Lake City, MN - sit-down restaurants; shops; lakefront; small-town feel; clean.
+ Red Wing, MN - historic downtown and trees, flowers, decor; they've taken advantage of being on the river.

Q30 WHAT IS YOUR GENDER?



Q31 WHAT IS YOUR AGE?



Survey #2

The second community survey solicited public involvement in the La Crescent Comprehensive Plan on the following topics: Land Use and Community Design; Transportation; Public Infrastructure and Services; and Natural Systems, Open Space and Recreation. The project team created an on-line public opinion survey to address these topics. The survey was hosted on Survey Monkey and posted on the City of La Crescent's website. It was promoted via the following methods:

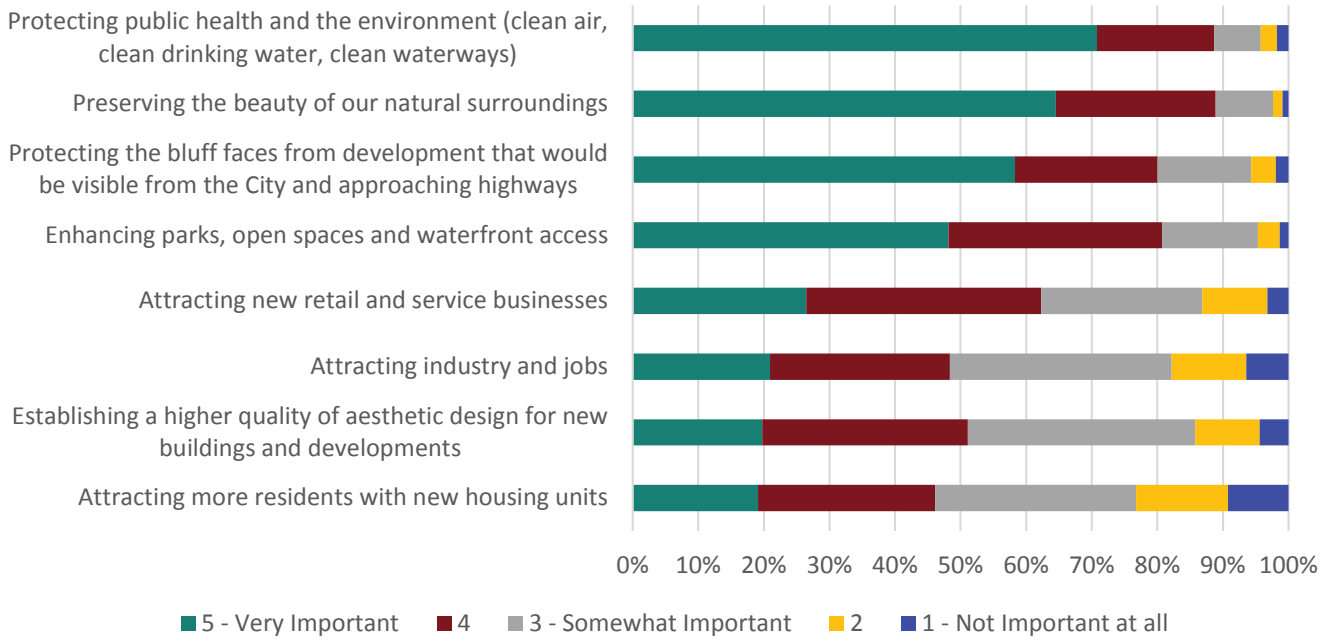
- Links to the survey on the City and Library websites
- Press release in the Houston County News
- Email blasts

In total, 693 individuals completed the survey. Sixty percent (60%) of those who completed the survey live in the City of La Crescent and 20% live in the Township of La Crescent. Seventeen percent (17%) live in another location in Minnesota.

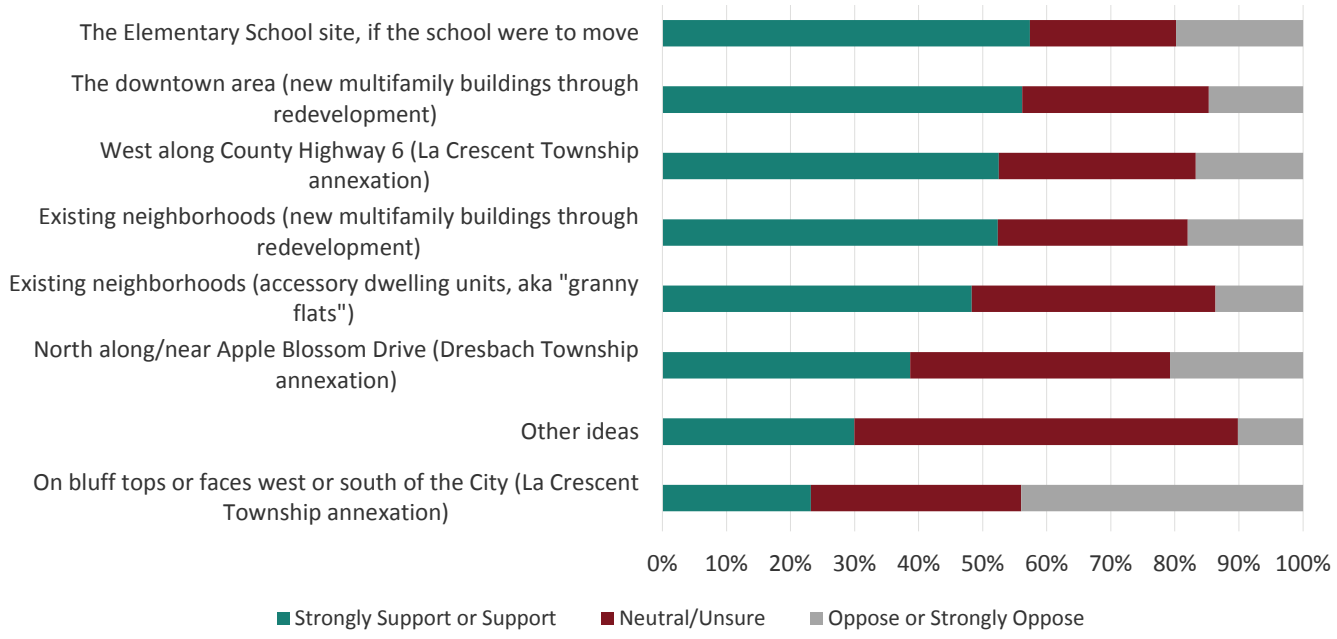
The survey represents a diverse group demographically, again certain groups were under- and over-represented, though not the same groups as the first survey. Survey #2 had a much better representation of those under age 18. This cohort made up 26% of survey responses and makes up 24% of the demographic in La Crescent according to the 2010 United States Census. Survey respondents age 35-44 were again the most over-represented; this demographic accounted for 22% of survey results but according to the Census, makes up 11% of La Crescent's total population. Survey respondents age 80+ were the most under-represented proportionally; this demographic accounted for only 0.5% of survey results but makes up 6% of the population according to the Census. The figure depicting respondents' answers to their corresponding age group compared to Census data is shown as the response to Question 22 on page A-31.

**A comprehensive list of open-ended questions and comments is found at the end of this appendix. Questions with additional comments/responses will be marked with an asterisk (e.g. Q2*).*

Q1* LAND USE PLANNING AND REGULATION REQUIRES THE BALANCING OF COMPETING INTERESTS. PLEASE INDICATE THE IMPORTANCE OF EACH OF THE FOLLOWING TO YOU:



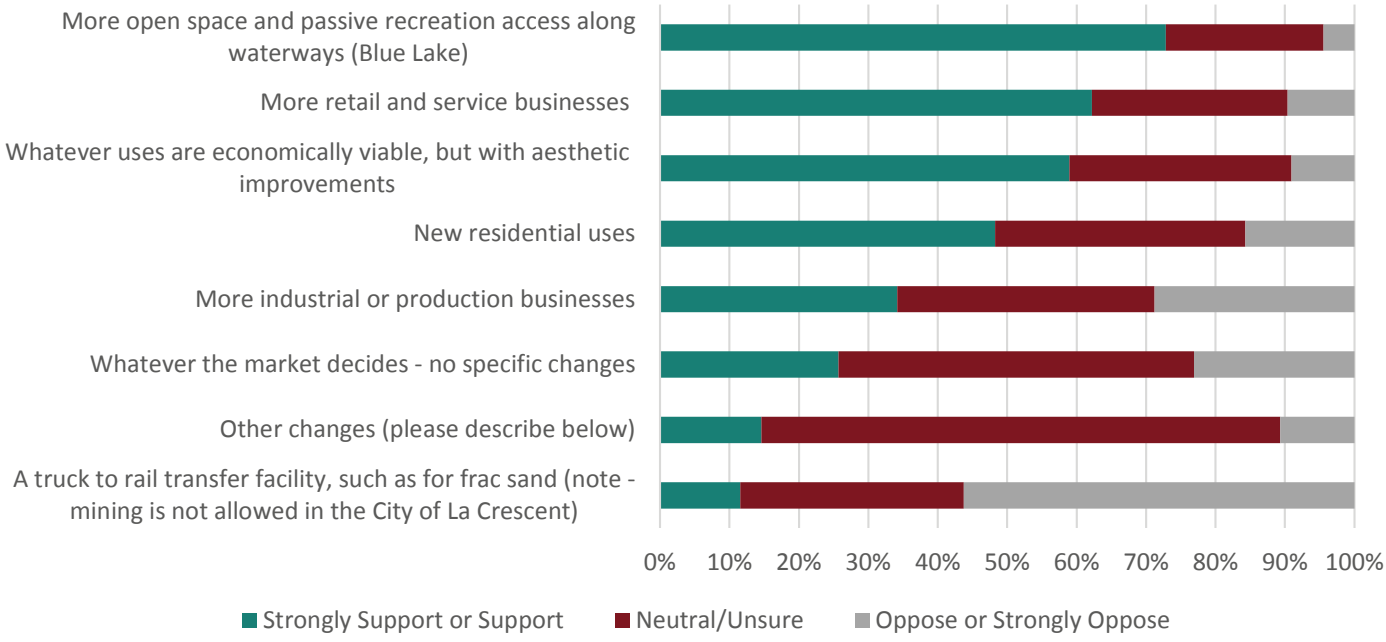
Q2* GROWING THE POPULATION OF LA CRESCENT REQUIRES THE CONSTRUCTION OF MORE HOUSING UNITS. THE CITY HAS A FEW LOTS AVAILABLE FOR NEW HOUSING, AND LIMITED OPTIONS FOR GROWTH THROUGH ANNEXATION OF UNDEVELOPED LAND IN THE SURROUNDING TOWNSHIPS. INDICATE YOUR SUPPORT FOR THE FOLLOWING LOCATIONS FOR NEW HOUSING UNITS IN LA CRESCENT.



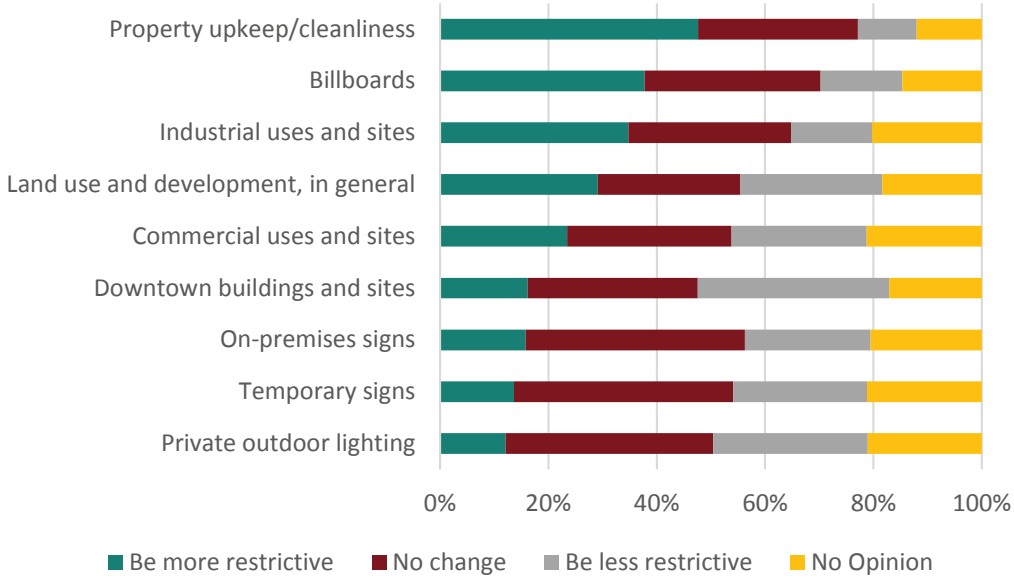
Sample "Other Ideas":

+ Create more senior housing units - some higher end and some that are more affordable (location not specified).
+ Create more housing that meets the needs of young families and young professionals (location not specified).
+ No more housing is needed in La Crescent.

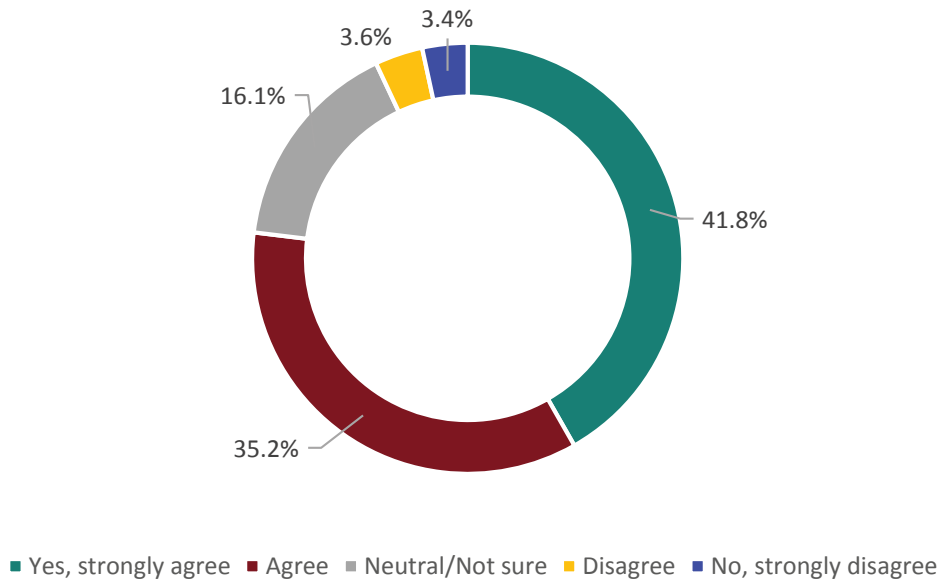
Q3* LA CRESCENT'S COMMERCIAL AND INDUSTRIAL DISTRICTS ARE LOCATED ALONG ITS HIGHWAY 14/61 CORRIDORS, NOT ONLY NORTH/SOUTH BUT ALSO ON THE PIKE BETWEEN LA CRESCENT AND LA CROSSE. THESE LANDS AND USES MAY CHANGE OVER TIME. INDICATE YOUR SUPPORT FOR THE FOLLOWING CHANGES.



Q4* HOW WOULD YOU DIRECT CITY LEADERS WITH REGARD TO REGULATION OF THE FOLLOWING?



Q5 SHOULD THE CITY OF LA CRESCENT TAKE STEPS TO BECOME A LEADER IN "GREEN" PRACTICES AND ECOLOGICAL STEWARDSHIP?

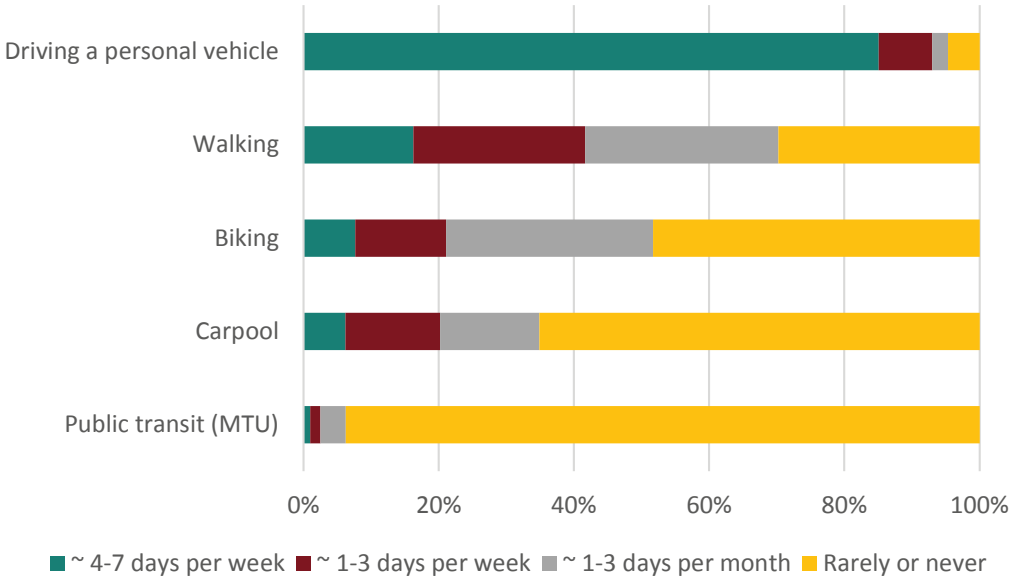


Q6* ARE THERE ANY SPECIFIC SITES OR AREAS IN THE CITY YOU WOULD DEFINITELY LIKE TO SEE CHANGED OR IMPROVED THROUGH REDEVELOPMENT? PLEASE EXPLAIN.

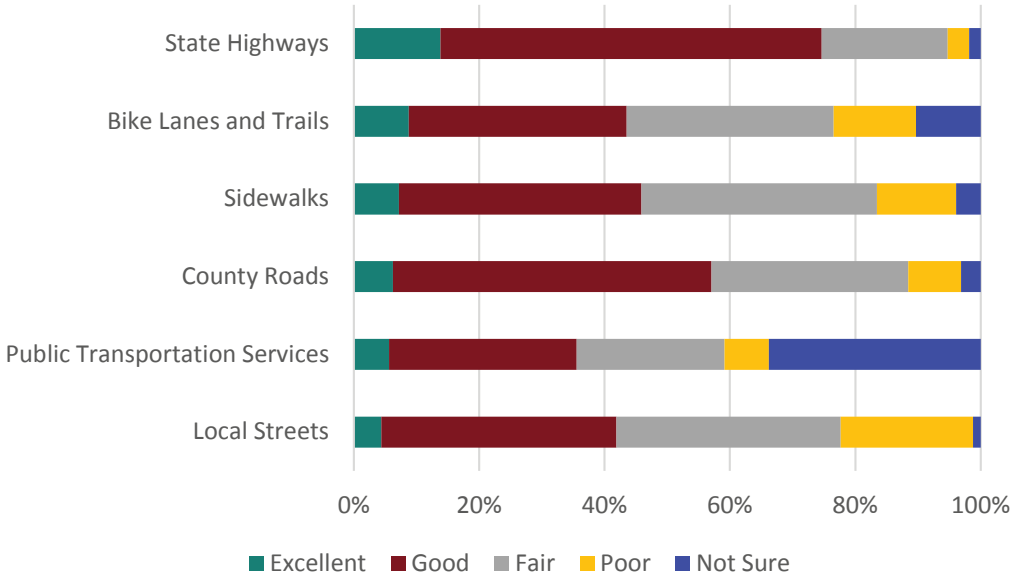
Common Responses:

+ More/improved opportunities for outdoor recreation, improved waterfronts.
+ Housing or other new development on the school site if it is sold.
+ Make the downtown more vibrant and attractive to tourists, add more businesses.
+ Improve curb appeal of existing trailer park.
+ Improve curb appeal of existing apartments.

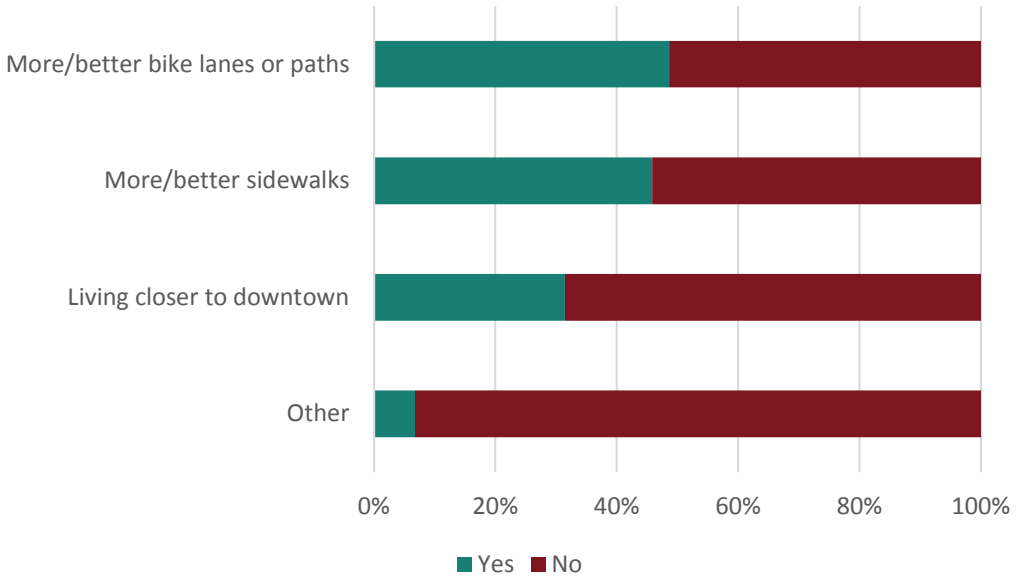
Q7* HOW OFTEN DO YOU USE THE FOLLOWING METHODS OF TRANSPORTATION IN LA CRESCENT? IF "RARELY OR NEVER" PLEASE INDICATE WHY.



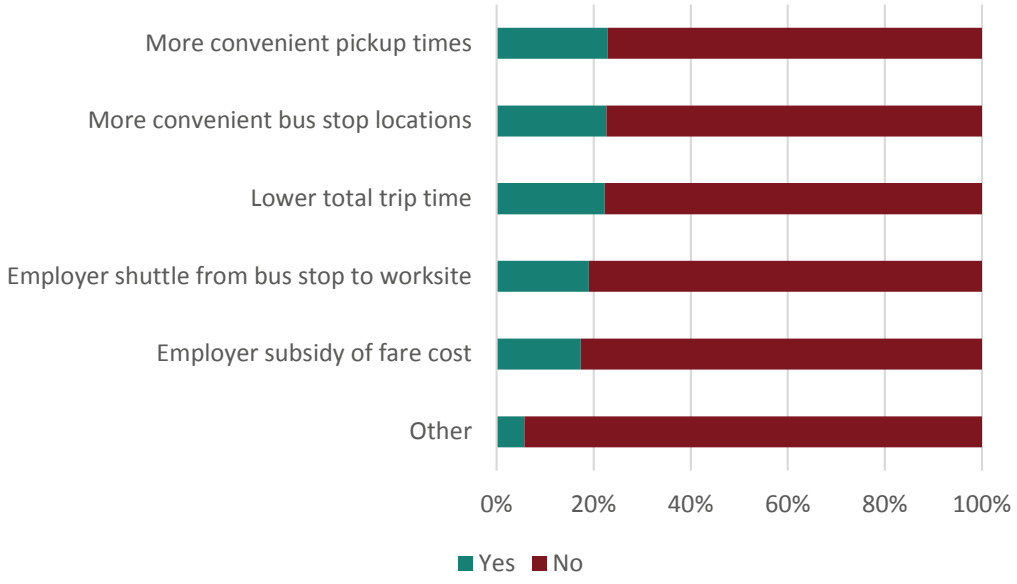
Q8* RATE THE FOLLOWING IN LA CRESCENT:



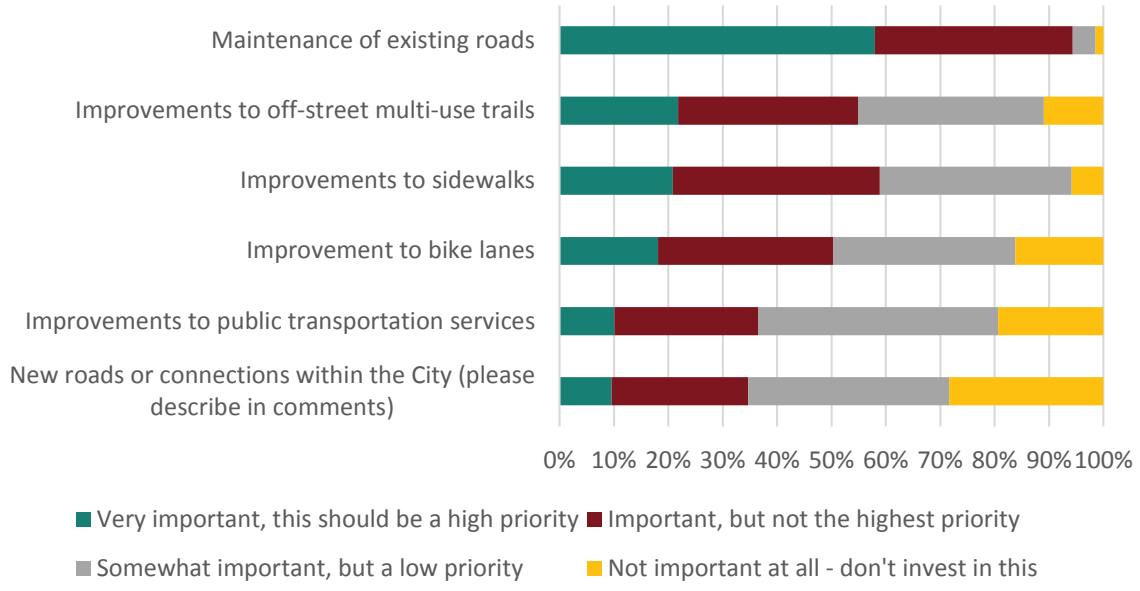
Q9* WOULD ANY OF THE FOLLOWING CHANGES MAKE YOU MORE LIKELY TO EITHER WALK OR RIDE A BIKE IN LA CRESCENT? IF YOU SAID "YES" TO ANY OF THE OPTIONS, PLEASE DESCRIBE THE IMPROVEMENT YOU WOULD LIKE TO SEE.



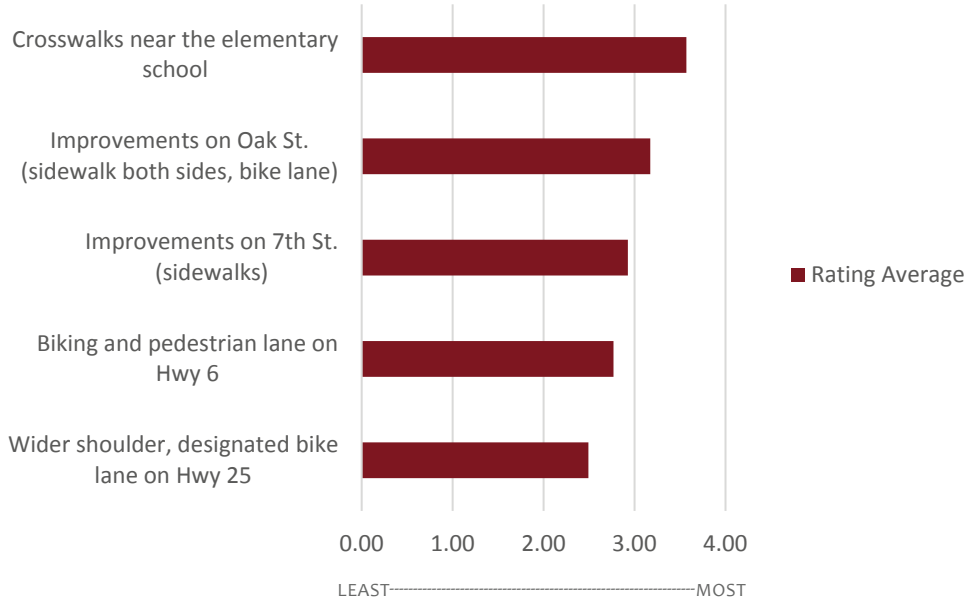
Q10* WOULD ANY OF THE FOLLOWING CHANGES MAKE YOU MORE LIKELY TO USE MTU PUBLIC TRANSIT? (OPEN ENDED: WHAT WOULD IT TAKE FOR YOU TO USE PUBLIC TRANSIT?)



Q11* PLEASE INDICATE THE IMPORTANCE TO YOU OF THE FOLLOWING TRANSPORTATION INVESTMENTS IN THE NEXT 10 YEARS.



Q12 RANK BY IMPORTANCE THE FOLLOWING BIKE AND PEDESTRIAN SAFETY IMPROVEMENTS.

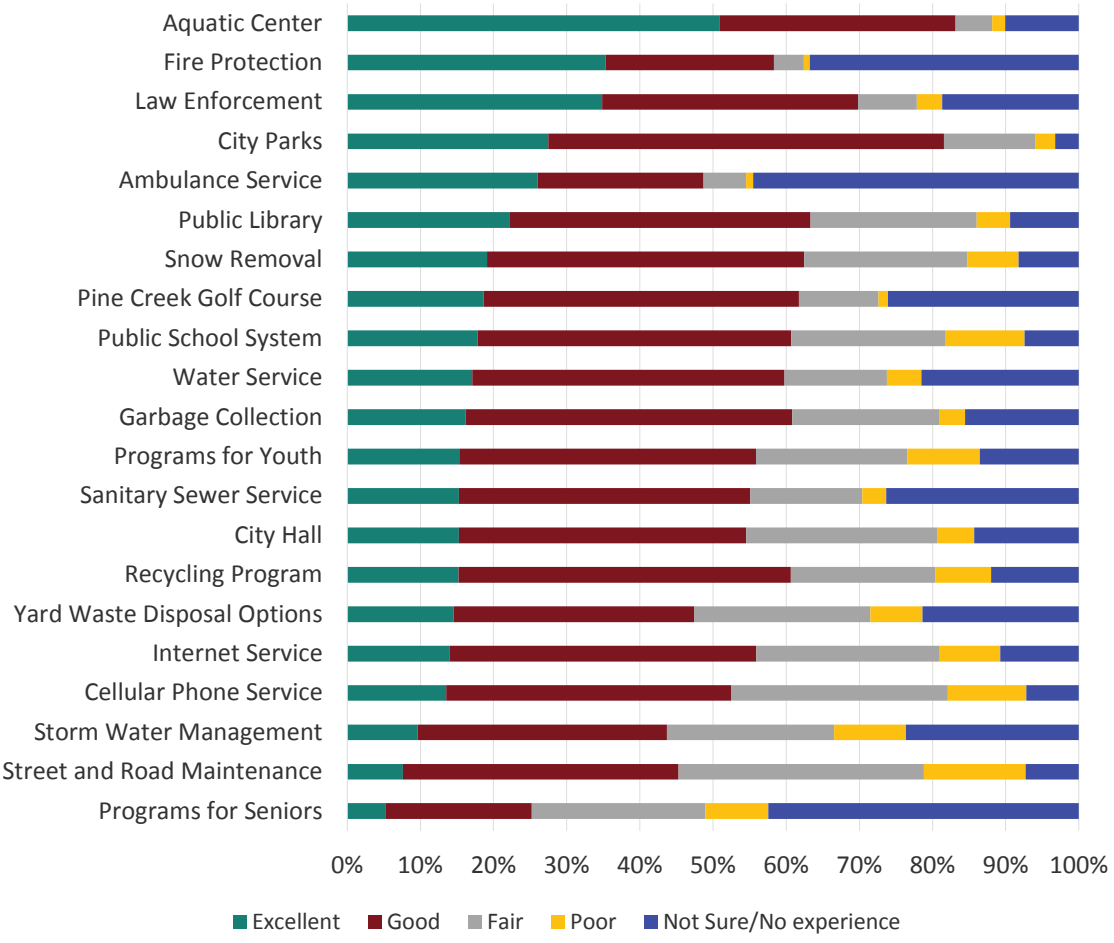


Q13* ARE THERE ANY SPECIFIC CHANGES NEEDED TO IMPROVE SAFETY OR CONVENIENCE FOR DRIVERS, BIKERS OR PEDESTRIANS YOU HAVE NOT ALREADY DESCRIBED IN THIS SURVEY? PLEASE DESCRIBE THE LOCATION AND DESIRED IMPROVEMENT.

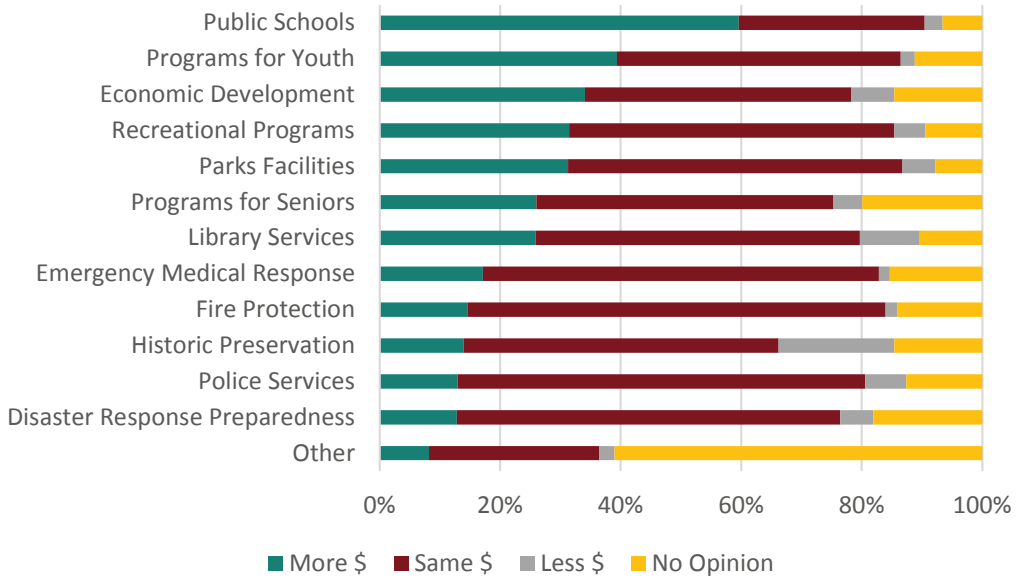
Common Responses:

+ Promote awareness of bikers & pedestrians and etiquette on sharing the road.
+ Add sidewalk on Oak Street near schools to improve safety.
+ Add bike and pedestrian facilities on Highway 6.
+ Improve bike lane, crosswalk, bike/ped awareness on Elm Street.

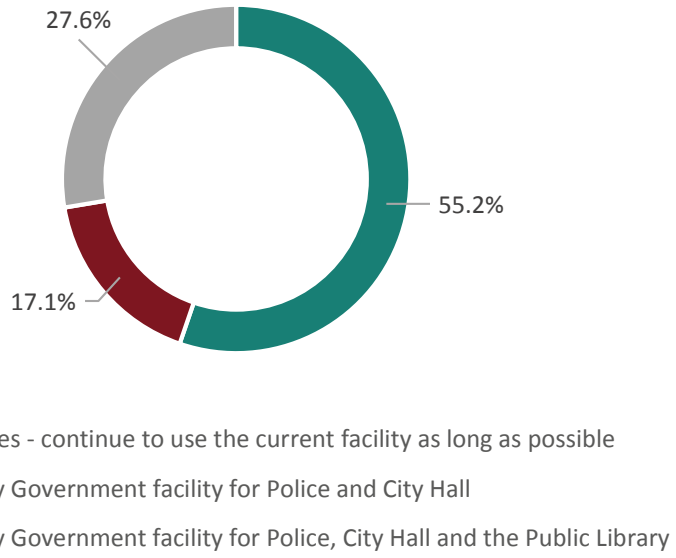
Q14* FROM YOUR EXPERIENCE, PLEASE RATE THE FOLLOWING SERVICES IN LA CRESCENT.



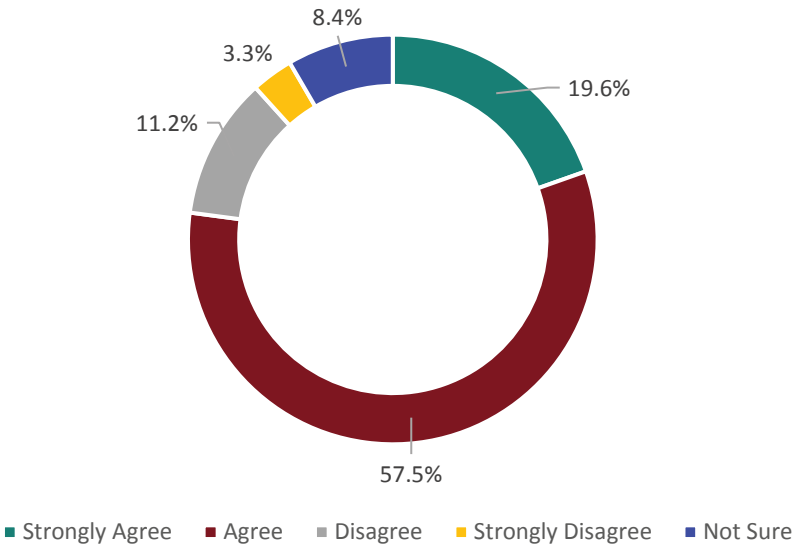
Q15* LA CRESCENT SUPPORTS MANY PUBLIC SERVICES WITH A LIMITED BUDGET. HOW WOULD YOU LIKE THE CITY TO PRIORITIZE SPENDING ON THESE SERVICES? PLEASE INDICATE YOUR SPENDING PREFERENCES BASED ON YOUR SATISFACTION WITH THESE PUBLIC SERVICES.

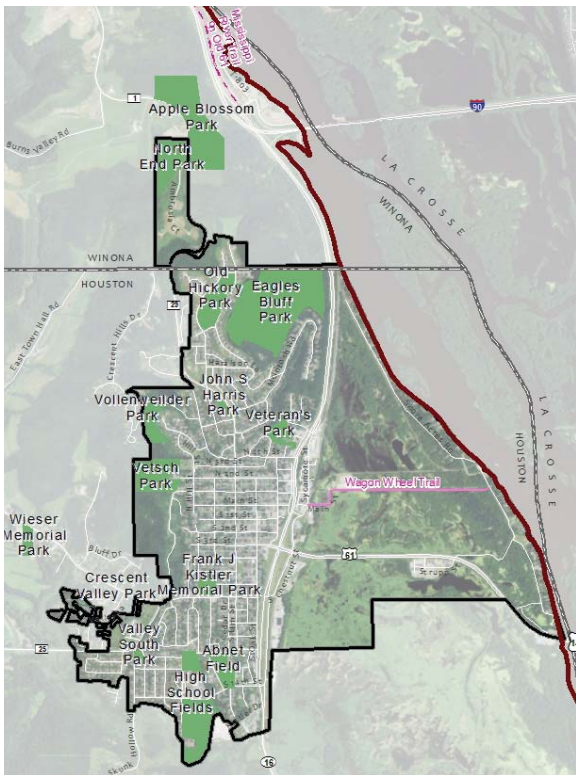


Q16* WHICH OF THE FOLLOWING SCENARIOS FOR LA CRESCENT'S CITY GOVERNMENT BUILDING (CITY HALL AND POLICE STATION) DO YOU PREFER?

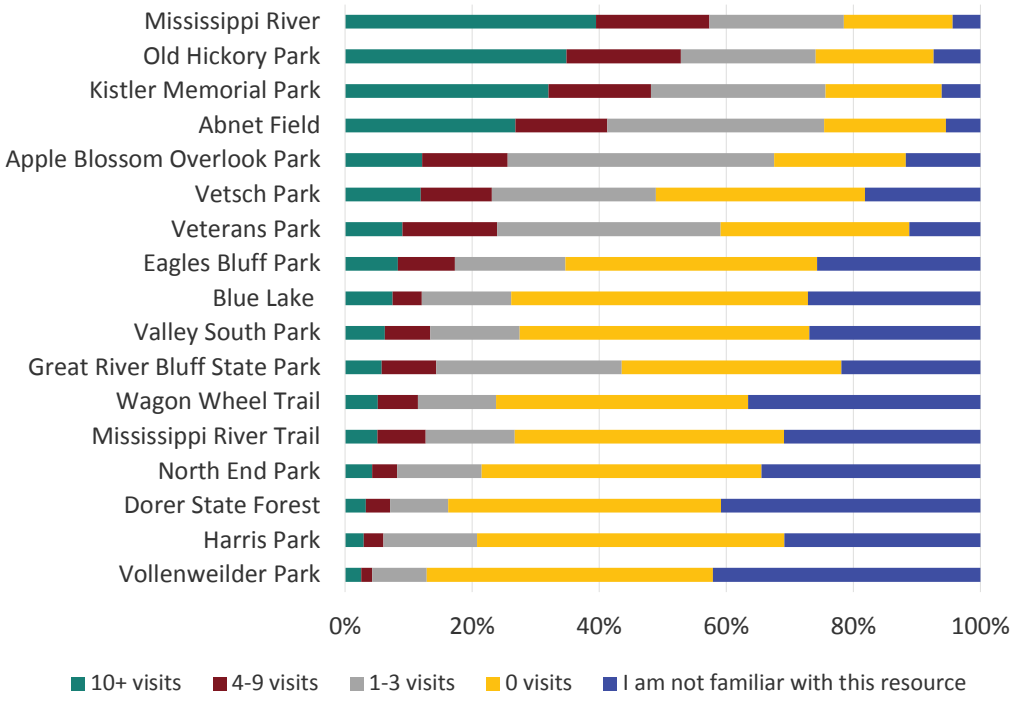


Q17* CURRENT PARK AND OUTDOOR RECREATIONAL FACILITIES AROUND LA CRESCENT CURRENTLY MEET YOUR NEEDS:

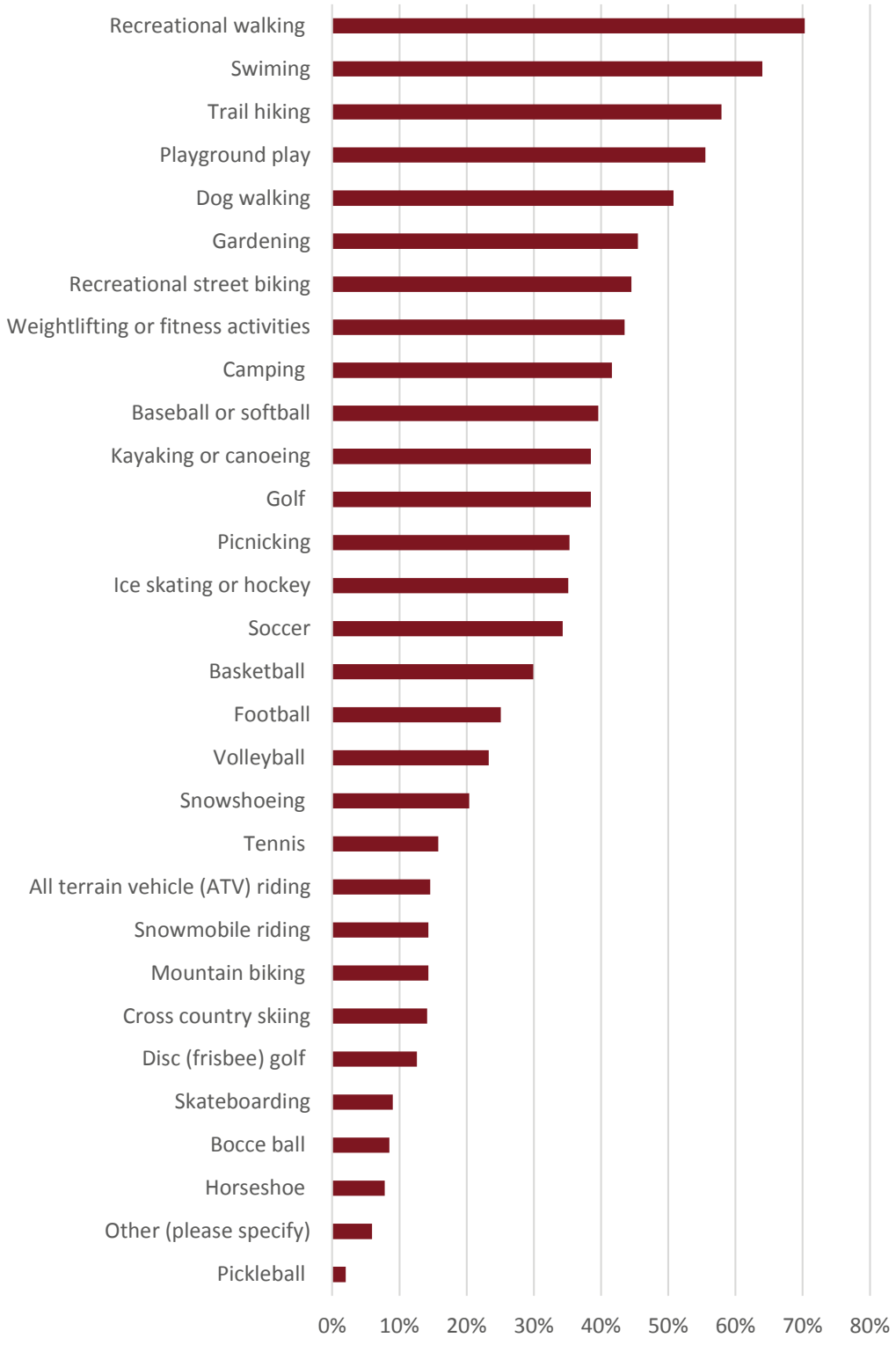




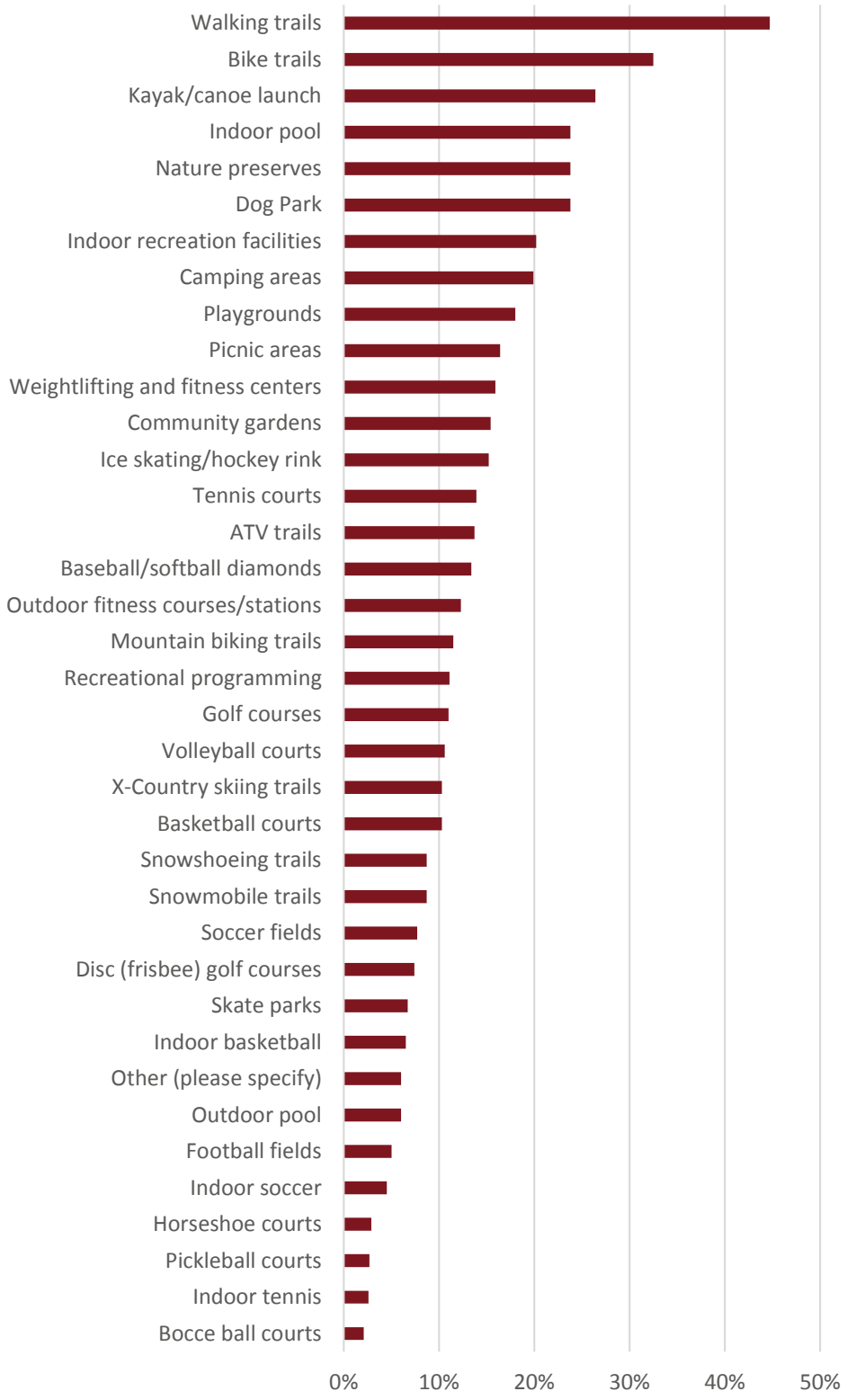
Q18* HOW OFTEN HAVE YOU OR A FAMILY MEMBER USED THE FOLLOWING OUTDOOR RECREATION RESOURCES IN THE PAST YEAR?



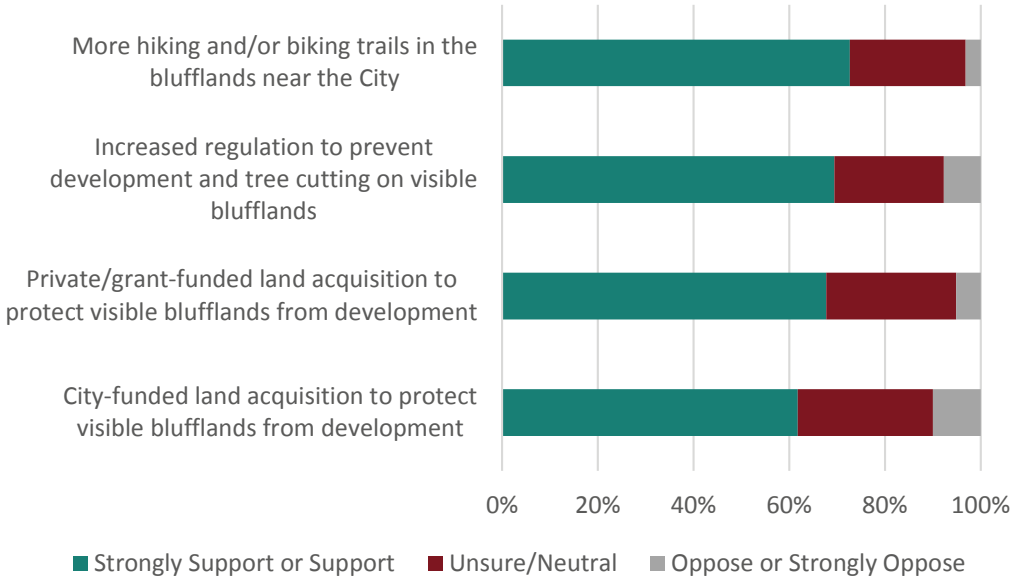
Q19* WHICH OF THE FOLLOWING RECREATIONAL ACTIVITIES HAVE YOU OR YOUR FAMILY PARTICIPATED IN DURING THE PAST YEAR?



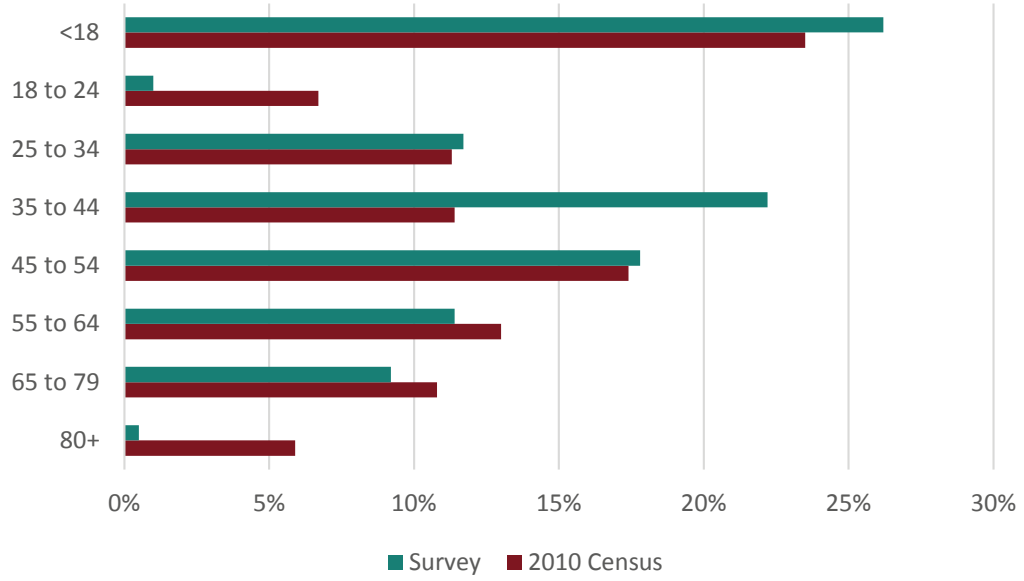
Q20* PLEASE INDICATE UP TO FIVE (5) TYPES OF RECREATION AMENITIES THAT YOU WOULD LIKE TO SEE EXPANDED OR IMPROVED IN LA CRESCENT, EITHER BY THE CITY OF BY THE PRIVATE SECTOR.



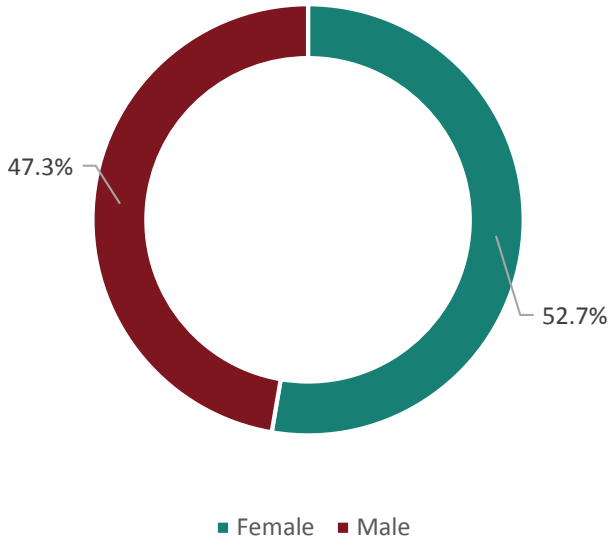
Q21* INDICATE YOUR SUPPORT FOR THE FOLLOWING OPTIONS TO PROTECT AND/OR EXPAND ACCESS TO THE BLUFFS AROUND LA CRESCENT, ESPECIALLY THE BLUFFLANDS VISIBLE FROM THE CITY AND APPROACHING HIGHWAYS.



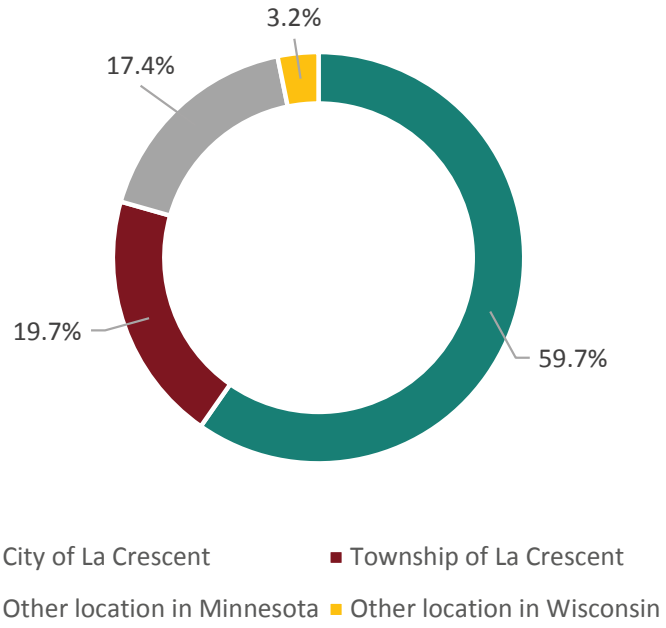
Q22 WHAT IS YOUR AGE?



Q23 WHAT IS YOUR GENDER?



Q24* WHERE DO YOU LIVE?



Demographics **B-4**
Housing **B-6**
Transportation & Mobility **B-10**
Economic Prosperity **B-14**
Agriculture & Natural Resources **B-18**
Community Facilities & Services **B-22**
Land Use **B-30**

B Community Indicators Report

The Community Indicators Report is a summary of current conditions and recent trends in the City of La Crescent based on the best available data. The purpose of those indicators is to enable informed choices about the future of the City.

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About the Data

These indicators utilize a mixture of local, county, state, and federal data sources. The U.S. Census has historically been a key source of data for many community indicators. Much of the information previously collected by the decennial U.S. Census is now collected only by the American Community Survey (ACS). The ACS is an ongoing survey that collects sample data every year and reports estimates of population and housing characteristics. For communities smaller than 20,000 people, the best available estimates are reported as rolling averages over 5-year periods – they indicate average conditions over the reporting period rather than a snapshot of a single point of time. Because the ACS estimates are based on a sample of the population, they include some error. The margin of error is reported for each estimate, and is an indication of how reliable the estimate is. As a general rule, the ACS data is quite reliable at the State level, generally reliable at the County level, and less reliable at the municipal level. The margin of error makes the data much more difficult to interpret. To simplify tables in this plan, the reliability of each value is indicated simply by the formatting of the text. For each ACS estimate, the margin of error is divided by the estimate. If the error is 10% or less than the estimate, the value in the table is bolded and underlined (See sample table below). In graphs, the ACS data exceeding this 10% error threshold will be denoted at the bottom of the graph.

The second important note when using ACS estimates is that they cannot be compared to decennial census data because they are measured in different ways. While some of the tables in this report show both decennial census data and ACS data, caution should be used when trying to draw conclusions about trends by comparing the two sets of numbers.

Note: This report is a summary of current conditions and recent trends in the City of La Crescent, based on the best available data. The purpose of these indicators is to enable informed choices about the future of the City.

	City		County	
	Number	*Percent*	*Number*	*Percent*
1990	124	2.2%	79,364	5.0%
2000	138	3.4%	100,601	6.0%
2010	143	10.0%	145,452	7.0%
Avg. 2009-2013	378		**253,053**	

← Census data

← ACS data

↑ error exceeds 10%

↑ error less than 10%

Population Trends & Projections

Population trends for the City of La Crescent show a 14% increase in population between 1990 and 2000 and a 2% decrease between 2000 and 2010. The decrease between 2000 and 2010 was different than what the La Crosse MSA (5% growth) and State experienced (8% growth) for that same time period.

Between 2020 and 2045 the Minnesota State Demographic Center projects the City of La Crescent will experience 1% population growth every five years. The MSA and State are projected to grow more quickly than that for the next couple decades, but to experience a decline in the rate of growth over time.

Growth projections in a small community are challenging because a few modest development projects can have a big impact in a community of 5,000 residents. With that in mind, a range of projections is offered in the graph on the right. The red line is a 'Conservative Growth' scenario in which La Crescent grows at the projected 1%. The green line is a 'Moderate Growth' projection in which La Crescent is more in line with growth of the La Crosse Metropolitan Statistical Area. The purple line is a more arbitrary 'Robust Growth' scenario in which La Crescent would experience growth similar to what it experienced between 1970 and 2000.

Population Trends & Projections

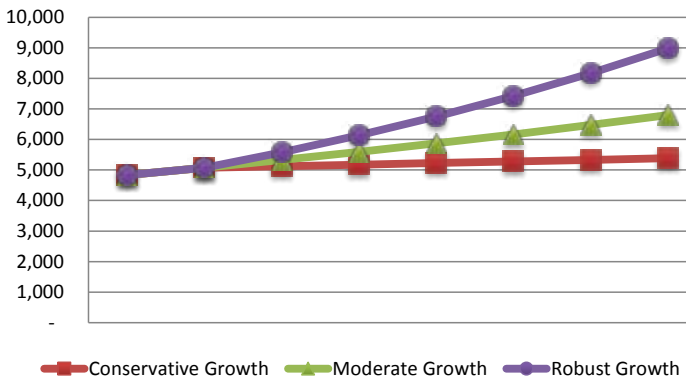
Source: Minnesota State Demographic Center; US Census Bureau

	City of La Crescent	La Crosse MSA	Minnesota
1970	3,296	98,024	3,804,971
1980	3,674	109,438	4,075,970
1990	4,311	116,401	4,375,099
2000	4,923	126,838	4,919,479
2010	4,830	133,665	5,303,925
2015	5,074	138,022	5,497,933
2020	5,125	142,156	5,677,582
2025	5,176	145,540	5,841,619
2030	5,228	148,816	5,982,601
2035	5,280	150,580	6,093,729
2040	5,333	152,193	6,175,801
2045	5,386	153,341	6,234,930

Note: The City's adjusted population estimate of 5,074 for 2014 was used as the 2015 estimate. The following years' estimates are based on the percentage increase estimated by the State.

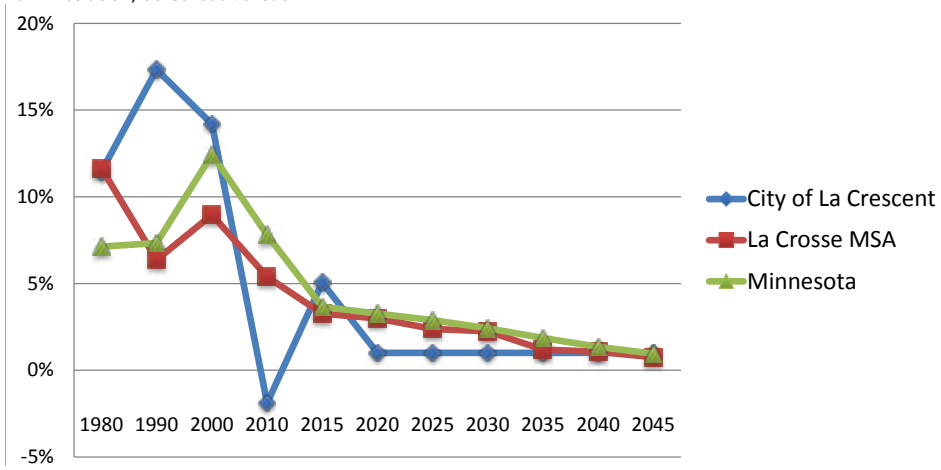
Population Projections

Source: Minnesota State Demographic Center; US Census Bureau; MSA Projections



Population Change by Decade

Source: Minnesota State Demographic Center; Wisconsin Department of Administration; US Census Bureau



Age & Gender

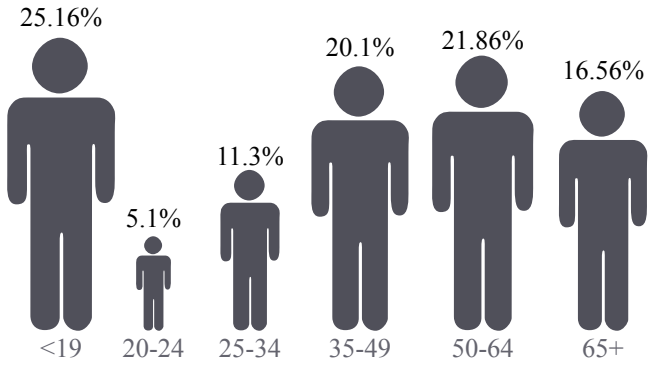
The distribution of age cohorts in La Crescent shows an aging population consistent with the La Crosse Metropolitan Statistical Area (MSA). The aging cohort will increasingly shape what La Crescent looks like in the future. The aging Baby Boomer demographic has somewhat different housing, transportation, and economic needs than other age groups. This need for change in the City, especially related to housing for seniors was also evident in the Community Survey.

The smallest cohort in La Crescent is those aged 20-24. The assumption here is that this age range is typically away receiving a higher degree of education and/or training outside of the community; this also explains why the La Crosse MSA's 20-24 cohort makes up a larger percentage of the area's total population.

In La Crescent, the female population outnumbers the male population by nearly five percentage points.

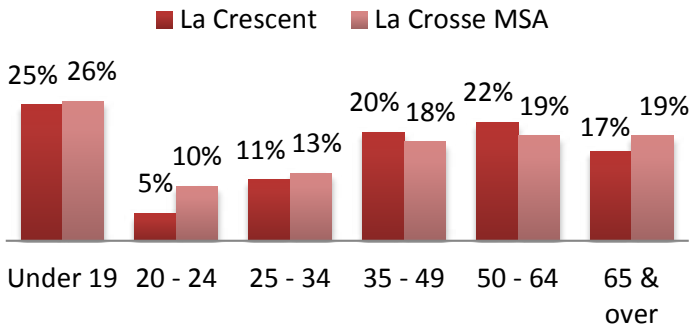
Age

Source: US Census Bureau



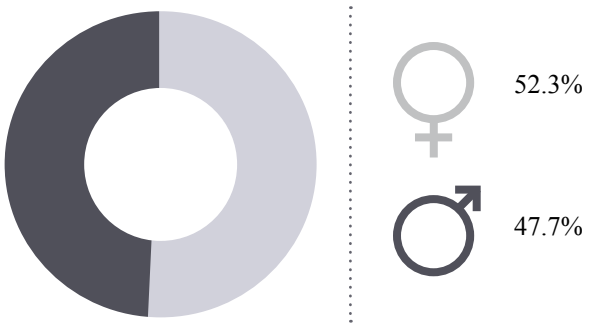
Age Comparison

Source: US Census Bureau



Gender

Source: US Census Bureau



Household Counts

Household trends for the City of La Crescent show a 4% increase in households between 2000 and 2010. The number of households grew while the total population shrank over that period (-2%) because average household size dropped from 2.49 to 2.37 over that period.

Looking into the future, three projections are offered based on the three population growth scenarios. All three assume a stabilized average household size of 2.3 persons, consistent with the long-term national trend on household size, which has finally leveled off after six decades of decline explained by fewer children per family, single parent households, and an increase in life expectancy.

While the conservative estimate assumes a net increase of roughly 330 households by 2045, the moderate growth scenario suggest over 900 households, and the robust growth scenario would almost double the current number of households. Though the City may have some opportunity to capture a strong share of La Crosse metro growth due to proximity to downtown La Crosse, the City's growth is constrained by a lack of viable land for development. Population and household growth will most likely occur through a combination of greenfield expansion and infill/redevelopment projects, and growth rates are most likely to be somewhere between the conservative 1% and the moderate 5%.

Occupancy & Housing Stock

La Crescent's housing stock is typical of small towns in the Midwest; nearly 75% of units are single-family homes. Multi-family housing in the City includes a healthy variety of unit and building types; 6% of units are in buildings with 2 to 4 units, 4% in buildings with 5-9 units, and 9% in buildings with ten or more units. Six percent (6%) of households live in a mobile home or trailer.

Approximately three-fourths (76%) of the City residents live in owner-occupied housing. In correlation with the 2008 housing market crisis, the percentage of vacant units rose at the end of the decade. The distribution and balance of vacant units is important to note. There is an appropriate balance between the interest of landlords/sellers and the interests of renters/buyers in a healthy market. The healthy balance for owner-occupied homes is typically between 1% and 2%, reflecting the fact that sellers typically live in their homes while they are on the market and units are rarely vacant. As of 2010, the homeowner vacancy rate was 4% in La

City of La Crescent Household Projections, 2000-2045

	Conservative Growth		Moderate Growth		Robust Growth	
	Households	Percent Change	Households	Percent Change	Households	Percent Change
2000	1,940	n/a	1,940	n/a	1,940	n/a
2010	2,012	4%	2,012	4%	2,012	4%
2015	2,206	10%	2,206	10%	2,206	10%
2020	2,228	1%	2,317	5%	2,427	10%
2025	2,250	1%	2,432	5%	2,670	10%
2030	2,273	1%	2,554	5%	2,936	10%
2035	2,296	1%	2,681	5%	3,230	10%
2040	2,319	1%	2,816	5%	3,553	10%
2045	2,342	1%	2,957	5%	3,908	10%

Source: U.S. Census Bureau; Minnesota State Demographic Center; Wisconsin Department of Administration; MSA Forecasts based on projected population growth and 2.3 persons per household

**Note: The City's adjusted population estimate of 5,074 for 2014 was used for 2015 calculations.*

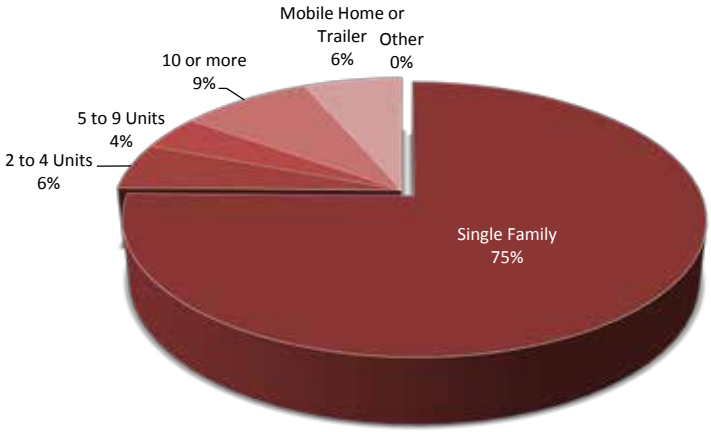
Crescent, which is slightly above what a healthy rate would be. This indicates that La Crescent had a higher number of houses for sale on the market than is desirable, the positive being that there were many options for buyers. Recent anecdotal evidence indicates a tighter market with few single family units available for purchase.

A healthy market for rental units includes a vacancy rate of about 5%, allowing for choice and availability of units. The 2010 rental vacancy rate of 2% was below a healthy rate. A lower vacancy rate can drive up prices and reduce market pressure on property owners to maintain the quality of their rental units.

La Crescent showcases variety in housing stock, in terms of age and design, because the homes in use today were constructed in many different decades with different dominant design themes. This data does not include housing starts since 2010, but the City of La Crescent Building Inspectors reported 35 new structures (2% of housing stock) built between 2010 and 2014.

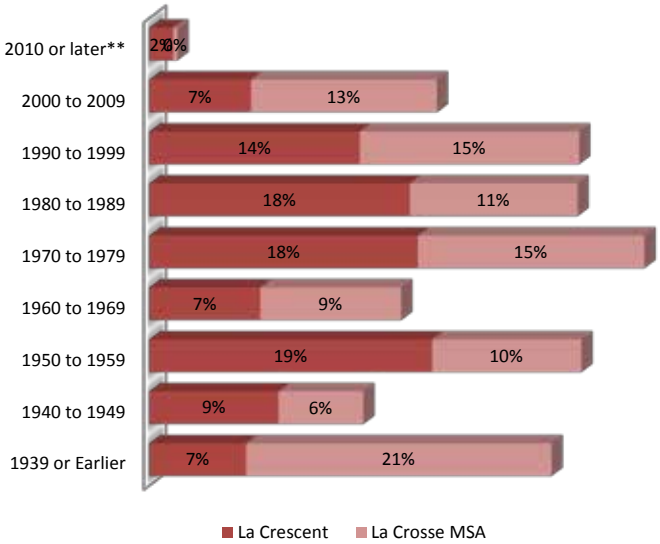
Unit Type

Source: American Community Survey, 2009-2013 Average



Year Structure Built

*Source: 2008-2012 American Community Survey; *Data contains a large amount of error; **Data provided by the City of La Crescent*



Unit Occupancy

	La Crescent				La Crosse MSA			
	2000		2010		2000		2010	
	Number	*Percent*	*Number*	*Percent*	*Number*	*Percent*	*Number*	*Percent*
Owner Occupied	1,505	74.7%	1,610	75.7%	33,249	64.4%	35,967	63.1%
Renter Occupied	435	21.6%	402	18.9%	15,983	30.9%	18,019	31.6%
Vacant	74	3.7%	114	5.4%	2,415	4.7%	3,017	5.3%
Homeowner Vacancy	*60*	*3.0%*	*82*	*3.9%*	*518*	*1.0%*	*640*	*1.1%*
Rental Vacancy	*14*	*0.7%*	*32*	*1.5%*	*1,897*	*3.7%*	*2,377*	*4.2%*
TOTAL	2,014		2,126		51,647		57,003	

Source: U.S. Census Bureau

Affordability & Value

Affordable housing opportunities are often provided through the sale of older housing units. Housing is generally considered "affordable" when the owner or renter's monthly housing costs do not exceed 30% of their gross monthly income. Housing appears to be a cost burden to many in La Crescent as 23.0% of homeowners and 52.0% of renters pay more than 30% of their gross income towards rent.

While these numbers are important indicators of affordability, it is also important to note that some residents may consciously choose to devote more than 30% of their income to household and lifestyle expenses.

Selected Monthly Homeowner Costs, as a Percentage of Household Income

	La Crescent	La Crosse MSA
	Percent	Percent
Less than 20%	55.7%	53.5%
20% to 24.9%	10.1%	13.6%
25% to 29.9%	10.5%	10.6%
30% to 34.9%	4.5%	6.4%
35% or more	18.4%	15.2%
Not computed	0.8%	0.6%

Source: 2009-2013 American Community Survey
**all margin of errors exceed 10%*

Gross Rent, as a Percentage of Household Income

	La Crescent	La Crosse MSA
	Percent	Percent
Less than 15%	6.0%	11.7%
15% to 19.9%	8.3%	14.4%
20% to 24.9%	15.4%	12.4%
25% to 29.9%	10.4%	9.3%
30% to 34.9%	12.9%	8.9%
35% or more	39.1%	36.3%
Not computed	7.9%	6.8%
Exceed affordable threshold	52.0%	45.2%
Median Rent	**$458**	**$656**

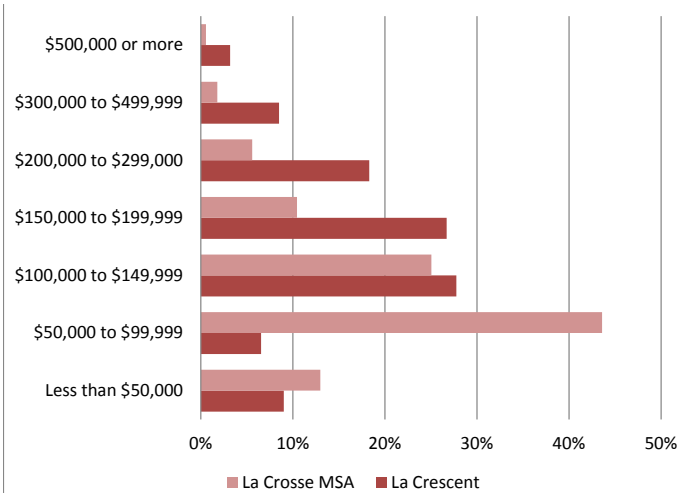
Source: 2009-2013 American Community Survey
**all margin of errors exceed 10%*

The median rent of $458.00 for La Crescent is lower than the La Crosse MSA median of $656.00. This finding, combined with data indicating low vacancy rates, suggests that the quality of rental housing units in the City may be relatively low, and would indicate market capacity for higher--quality, higher-cost units. It should also be noted that the La Crosse MSA data is skewed by the high percentage of rental units occupied by students in the City of La Crosse, and the tendency of students to share units as a strategy to manage their housing costs.

The value of a home is also an indicator of the strength of the housing market and in turn, the vitality of the community. The median value of a home in La Crescent is slightly more than one in the La Crosse MSA; $159,000 compared to $155,600. This indicates a relatively healthy housing market compared to the region.

Value (for owner-occupied units)

Source: 2009-2013 American Community Survey



Subsidized/Senior Housing

The City of La Crescent has three senior housing providers (Golden Living Center, Clara House and Crestview Apartments). Together these provide 98 beds. Golden Living Center (45 beds) and Clara House (19 beds) offer 24 hour nursing care, daily meals and recreational activities. Crestview Apartments (34 - 1 bedroom apartments) is Section 8 housing for residents 62 years and older. No nursing care, meals or activities are provided by the facility. According to City Staff, all three are in good condition.

Two private apartment buildings focused on seniors exist in the City; Applewood Apartment (4 units) and 706 Cedar (8 units).

La Crescent also has a housing for veterans; Mosher Veterans Home. Mosher provides beds for 25 individuals. All residents are men and most are considered seniors. Mosher provides meals, medication assistance and laundry for residents.

There is a lack of independent, assisted and memory care housing for seniors in La Crescent which, according to City Staff, causes residents to move out of the City when they can no longer maintain a private residents. La Crosse, WI offers many options which seniors find appealing (e.g. Bethany Lutheran Homes, Benedictine Health, Brookdale Senior Living, etc.)

Commuting

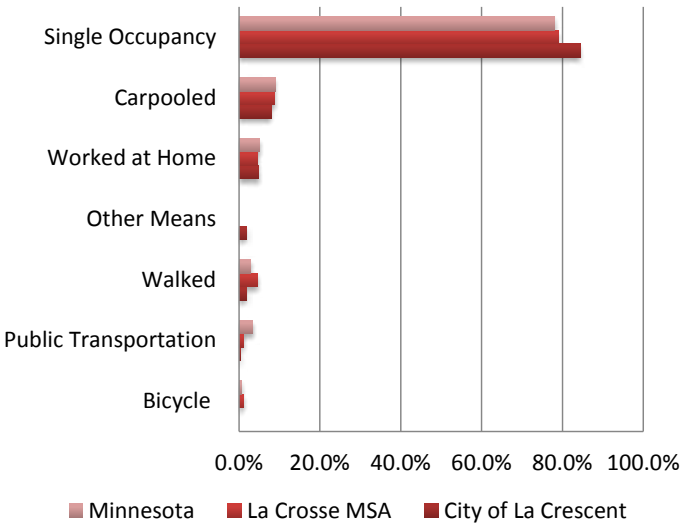
Approximately 35% of the City's commuters age 16 or older work within 14 minutes of their place of employment. A majority (92.7%) of La Crescent workers have a commute that is less than 29 minutes. These times suggest most residents work in the City or within the region.

Only 18.3% of La Crescent's workforce is employed within Houston County. The percentage of residents who work outside of the State is high (78.3%) and is due to the location of many employers on the Wisconsin side of the river.

La Crescent residents commute mostly by car, with 84.3% of commuters traveling in a single occupant vehicle. This number is slightly higher than La Crosse MSA (79.0%) and Minnesota (78.0%) residents. Additionally, 8.0% of commuters in La Crescent carpooled to work, 1.8% walked, and 4.8% worked from home.

Means of Transportation to Work

Source: 2008-2012 American Community Survey



**all margins of error exceed 10% except for State of Minnesota estimates; La Crosse Single Occupancy, Carpooled and Worked at Home; and La Crescent Single Occupancy.*

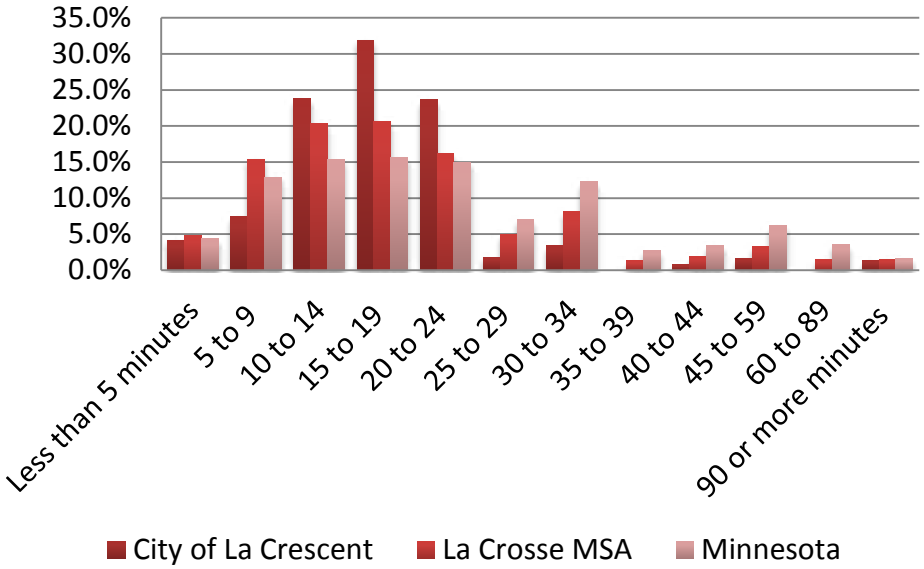
Place of Work

	City of La Crescent	La Crosse MSA
Within County of Residence	18.3%	83.4%
Outside of County, Within State	3.4%	7.6%
Outside of State	78.3%	9.0%

Source: 2008-2012 American Community Survey

Commuting Time to Work

Source: 2008-2012 American Community Survey



**all margins of error exceed 10% except for State of Minnesota estimates*

Major Modes of Travel

Aviation Service

La Crescent is served by two domestic airports:

- La Crosse Municipal Airport - 7 miles
- Rochester International Airport - 71 miles

La Crescent is served by several international airports, principally:

- Dane County Regional Airport in Madison, WI - 146 miles
- Minneapolis-St. Paul International Airport- 147 miles

Motor Carrier

All federal, state, county, and local roads are classified into categories under the "Roadway Functional Classification System" based upon the type of service they provide (see *Transportation Facilities Map* on the next page for road classifications in the Plan Area). In general, roadways with a higher functional classification are designed with less access to adjacent parcels and allow greater traffic speeds.

Trunk Highways 14, 16 and 61 which provide access within the city and connect to other communities, are designated as Major Arterials. Additionally, County Roads 6, 25, 29 and County Road 1 in Winona County provide good traffic movement at a local level and are designated as Minor Arterials. I-90, (less than 1 mile north of La Crescent) provides limited-access, high speed travel through the region.

Roadway Improvement Projects

Minnesota Department of Transportation's (MnDOT's) website identifies projects by region. The website provides any upcoming future projects that have been identified to date. MnDOT recently completed upgrades to parts of US 61 and is currently working on the I-90 bridge and the interchange of I-90 with US 61. There are not plans for new MNDOT projects within or around La Crescent.

Bike, Pedestrian & Transit Travel

Sidewalks, Trails, & Routes

Pedestrians and bicyclists use a combination of roadways and sidewalks. While many of the City's residential neighborhoods include sidewalks there are some neighborhoods throughout the City where sidewalks are limited or non-existent.

The City's Subdivision Code currently mandates the installation of sidewalks within new subdivisions.

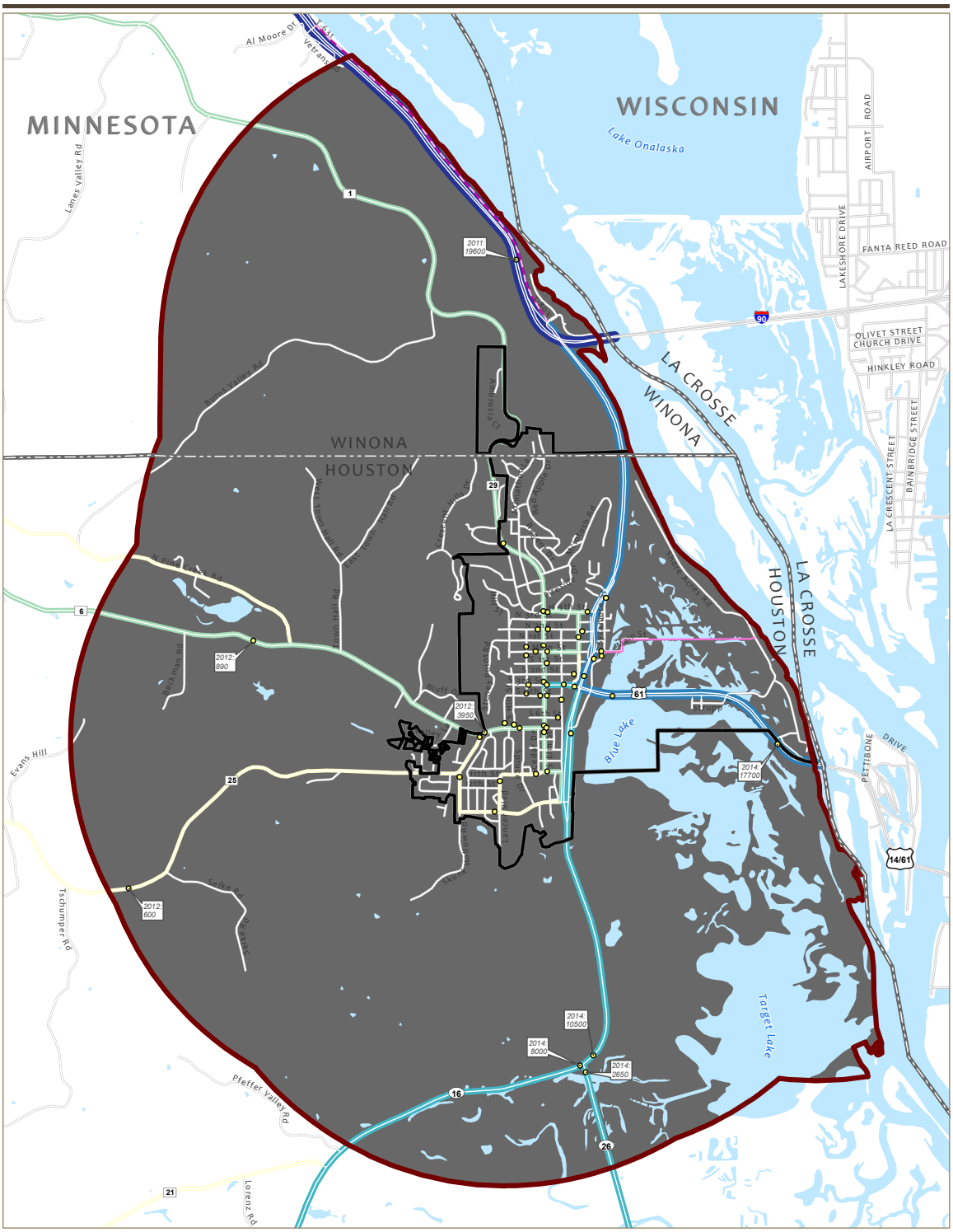
Transit Service

The City of La Crescent contracts with the La Crosse Municipal Transit Utility (MTU) for local bus service. Bus service is Monday through Friday. La Crescent has a joint powers agreement and a yearly operating agreement with the City of La Crosse and the La Crosse MTU to operate the bus within La Crescent. A new bus was purchased and added to daily service in La Crescent in 2015.

Railroad Service

There is one (1) freight railroad that runs through the City of La Crescent; operated by Canadian Pacific. Canadian Pacific operates in 13 states and six Canadian provinces.

There is an Amtrak Station in La Crosse, Wisconsin, approximately 5 miles east of La Crescent.



TRANSPORTATION

CITY OF LA CRESCENT
HOUSTON AND WINONA COUNTIES, MN

LEGEND

- Planning Area
- City of La Crescent
- County Line
- Waterbody

Functional Class

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- ADDT Location
- 2012: 100 ADDT Year & Count (locations outside of City Limts)
- State Trail
- Local Trail

DATA SOURCES:
CITY LIMITS PROVIDED BY HOUSTON COUNTY.
COUNTY LINES PROVIDED BY US CENSUS (2013).
ROADS AND FUNCTIONAL CLASSIFICATION PROVIDED BY MNDOT AND LA CROSSE COUNTY.
TRAFFIC COUNTS PROVIDED BY MNDOT (Q1, 2014).
WATERBODIES AND FLOWLINES PROVIDED BY THE USGS (NHD).

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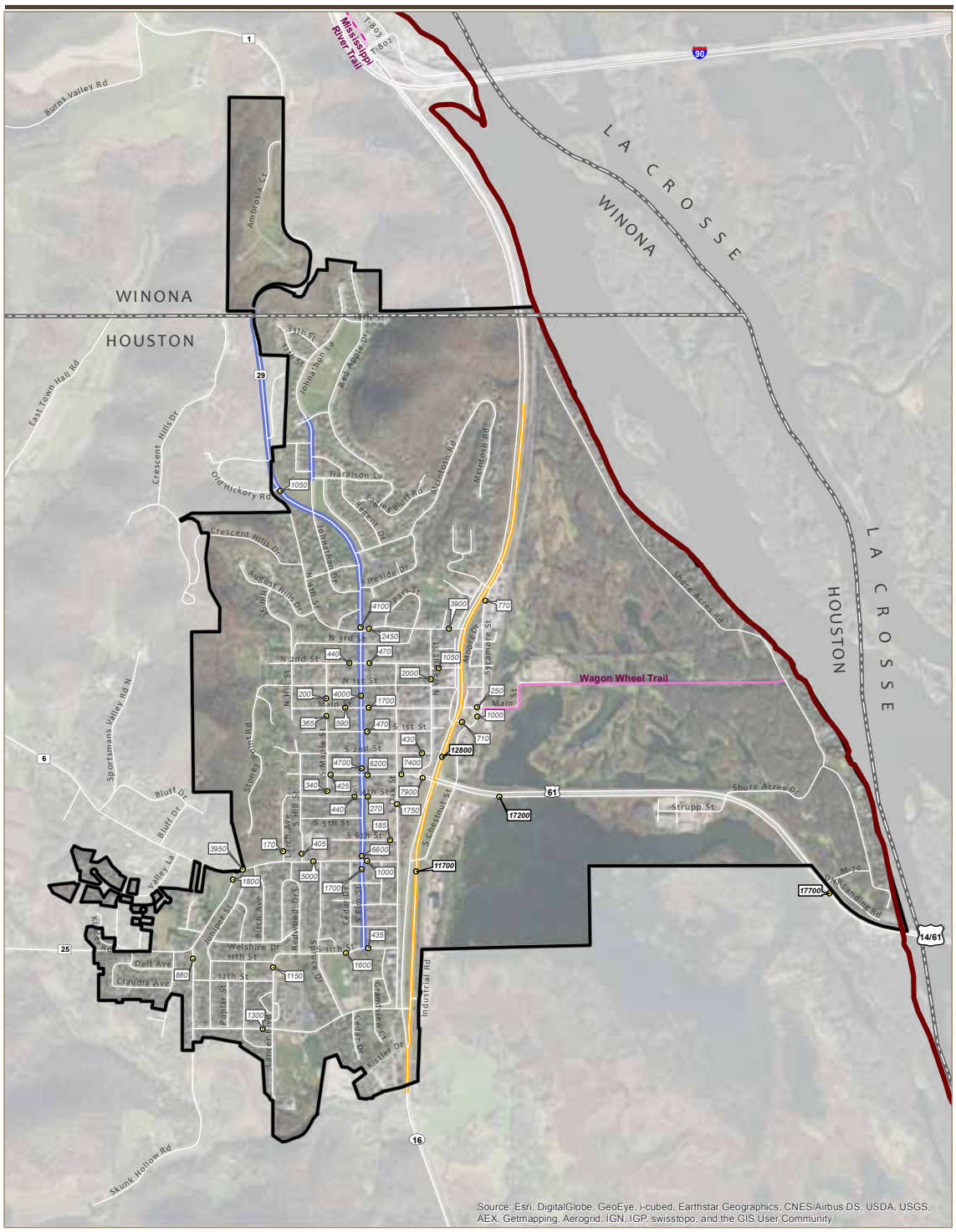

TRANSPORTATION INSET

CITY OF LA CRESCENT
HOUSTON AND WINONA COUNTIES, MN

LEGEND

- Planning Area
- City of La Crescent
- County Line
- ADDT Location
- 2012 ADDT Count
- 2014 ADDT Count
- Existing Bike Lane
- Existing Paved Shoulder
- State Trail
- Local Trail

DATA SOURCES:
CITY LIMITS PROVIDED BY HOUSTON COUNTY.
COUNTY LINES PROVIDED BY US CENSUS (2013).
ROADS AND FUNCTIONAL CLASSIFICATION PROVIDED BY MNDOT AND LA CROSSE COUNTY.
TRAFFIC COUNTS PROVIDED BY MNDOT (Q1, 2014).
TRAILS PROVIDED BY LAPC.
BIKE LANES/SHOULDERS DERIVED FROM THE CITY BIKE/PEDESTRIAN PLAN (2013).

0 375 750 1,500 Feet

MSA PROFESSIONAL SERVICES

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Education & Income

The level of education attained by a community can provide valuable insight into the existing labor force, including availability of skilled and professional workers and demand for training opportunities. The percentage of La Crescent residents 25 years or older who have at least a high school diploma is 95.0%, higher than the La Crosse MSA (93.3%) and Minnesota (91.9%). The percentage of residents who have obtained a graduate or professional degree (11.7%) is also higher than the MSA (10.5%) and State (10.5%). It should be noted that La Crescent saw an increase in attainment at almost all levels except high school graduates and Associate Degrees between the two reporting periods. While this could be sampling error in the data, it is generally consistent with regional and national trends, in which the recession economy encouraged more people to seek and complete post-secondary degrees.

Income is another way to look at the economic vitality of a community. For La Crescent the per capita income of $28,513 is slightly higher than the MSA's $26,090. The median family ($78,082) and median household ($62,167) incomes for La Crescent are also higher than the MSA ($68,337 and $51,156, respectively) and the State ($74,032 and $59,126) as a whole. In the City, 6.8% of the population is estimated to be below the poverty level. This is lower than the MSA (13.2%) and the State (11.2%) (*The Census Bureau uses a set of income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level".*)

The US Department of Housing and Urban Development (HUD) calculates the percentage of persons in an area who qualify as low- and moderate-income (LMI) to determine eligibility for its Community Development Block Grant (CDBG) program. Using most recent data, in

Educational Attainment*

		Avg. 2005-2009	Avg. 2008-2012
La Crescent	HS Grad	29.20%	24.20%
	Some College	17.80%	19.60%
	Associate Degree	20.60%	19.30%
	Bachelor's Degree	16.70%	20.10%
	Graduate/Prof. Degree	10.20%	11.70%
	High School Grad or Higher	**94.50%**	**95.00%**
La Crosse MSA	HS Grad	31.3%	30.4%
	Some College	20.7%	20.7%
	Associate Degree	12.8%	13.9%
	Bachelor's Degree	18.0%	17.9%
	Graduate/Prof. Degree	9.4%	10.5%
	High School Grad or Higher	92.2%	93.3%
Minnesota	HS Grad	28.1%	27.1%
	Some College	22.3%	22.5%
	Associate Degree	9.5%	10.0%
	Bachelor's Degree	21.2%	21.8%
	Graduate/Prof. Degree	10.0%	10.5%
	High School Grad or Higher	91.1%	91.9%

Source: U.S. Census Bureau, American Community Survey
**Population 25 years and over*

Income Trends

		Avg. 2008-2012
La Crescent	Per Capita	$28,513
	Median Family	$78,082
	Median Household	$62,167
	Below Poverty	*6.8%*
La Crosse MSA	Per Capita	$26,090
	Median Family	$68,337
	Median Household	$51,156
	Below Poverty	*13.2%*
Minnesota	Per Capita	$30,656
	Median Family	$74,032
	Median Household	$59,126
	Below Poverty	*11.2%*

Source: U.S. Census Bureau, American Community Survey

Low-Moderate Income

	La Crescent	La Crosse	Houston County
% Low-Mod Income	35.1%	57.1%	38.2%

Source: HUD calculations based on 2006-2010 ACS Estimates

Free and Reduced Lunch

	La Crescent - Hokah School District	La Crosse School District
% Free & Reduced Lunch	19.8%	52.3%

Source: Wisconsin Department of Public Instruction (2014) and Minnesota Department of Health (2014)
Note: Wisconsin reports the number of students enrolled in the program and Minnesota reports the number of students eligible for the program

2015 the percentage of those considered LMI in La Crescent was 35.1% which is much lower than the neighboring City of La Crosse (57.1%) and slightly lower than Houston County (38.2%).

Another income/poverty indicator is the number of students receiving free/reduced lunch. Minnesota reports the number of students eligible for the program while Wisconsin reports the number of students enrolled in the program. In 2014, 19.8% of students in the La Crescent-Hokah School District were eligible for free/reduced lunch. During the same year in the La Crosse School District 52.3% of students were enrolled in the free/reduced lunch program.

Existing Labor Force

A community's labor force includes all people over the age of 16 classified as employed or unemployed as well as members of the U.S. Armed Forces. Those not included in the labor force statistics include students, homemakers, retired workers, seasonal workers not currently looking for work, institutionalized people, and those doing only incidental unpaid family work.

As a whole, La Crescent's average unemployment rate is below the La Crosse MSA (5.7%) and State (7.0%) at 2.7%. (*This rate is a reflection of the average unemployment rate over a five year period which included the "Great Recession". It is not an accurate depiction of today's unemployment, but rather a big picture look at trends.*)

La Crescent's labor force overall mimics that of the MSA and State.

- Approximately 70% of workers in La Crescent earn a private wage and salary. And nearly a tenth (9.0%) of the labor force in La Crescent is employed by a Governmental (Local, State or Federal) entity.
- The most common occupational category among La Crescent's residents is "Management, business, science, and arts occupations" (36.8%), followed

Employment Status*

	City of La Crescent	La Crosse MSA	Minnesota
In Labor Force (2005-2009)	2,714	75,216	2,902,180
Unemployment Rate	3.8%	5.2%	5.8%
In Labor Force (2008-2012)	2,710	76,120	2,955,322
Unemployment Rate	2.7%	5.7%	7.0%

Source: U.S. Census Bureau, American Community Survey
**Population 16 years and over*

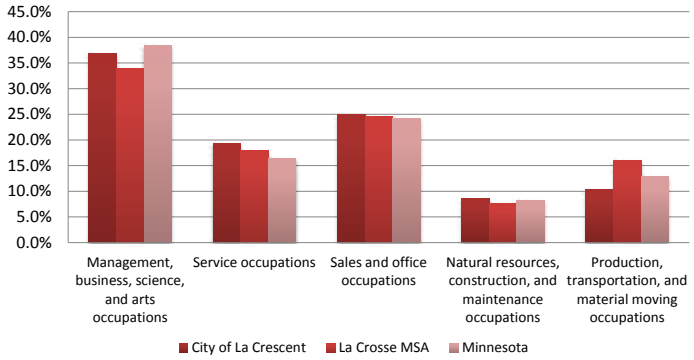
Class of Worker

	City of La Crescent	La Crosse MSA	Minnesota
Private Wage & Salary	71.4%	69.3%	70.6%
Government Worker	9.0%	13.2%	12.3%
Private Not-for-Profit Worker	15.6%	12.3%	10.9%
Self Employed & Unpaid Family Worker	4.1%	5.2%	6.2%

Source: American Community Survey, 2008-2012 Avg.

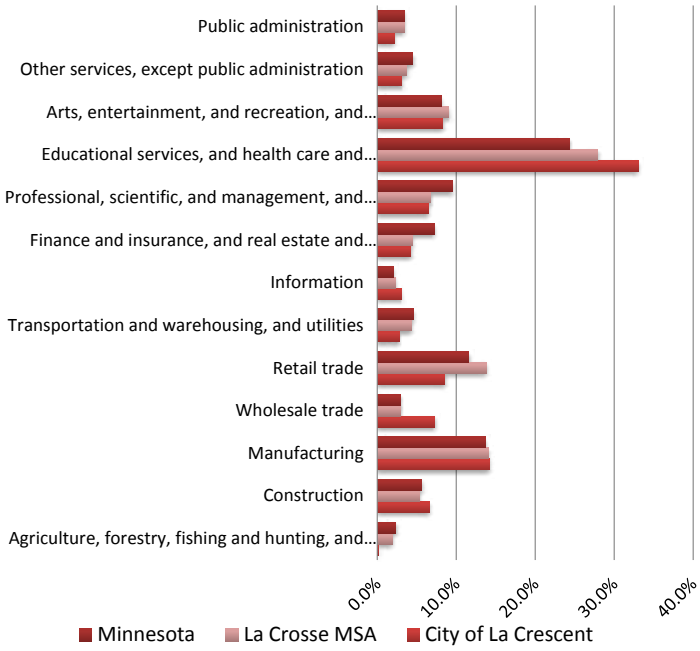
Occupations

Source: American Community Survey, 2008-2012 Avg.



Industry

Source: American Community Survey, 2008-2012 Avg.



by "Sales and office occupations" (25.0%). "Service occupations" (19.3%), "Production, transportation, and material moving occupations" (10.3%) and "Natural resources, construction, and maintenance occupations" (8.6%) follow next, respectively.

- The "industry" that employs the most City residents is "Educational services, and health care and social assistance" category (33.1%) with "Manufacturing" employing the second greatest amount (14.2%). This is not surprising with La Crescent"s proximity to the University of Wisconsin-La Crosse campus and the two major hospitals in La Crosse. Both La Crescent and the MSA employ more people in the "Educational services, and health care and social assistance" category than does the State (24.4%).

Business & Industry

Industrial and Business Parks
There are none within the City.

Major Employers
Major employers in the City include La Crescent School District (193 employees), Wieser Brothers Construction *(129 employees) and ABLE, Inc., a residential care provider for people with developmental disabilities.

Development Tools

The City of La Crescent employs several tools to support economic development within the City:

- **Tax Increment Financing (TIF).** TIF is a method of public financing that allows the City to fund projects that would not occur without this type of financing. These projects range from infrastructure to private development. The City currently has six (6) TIF districts.
- **Tax Abatement**. Tax Abatement allows the City to forgive taxes up to a predetermined amount and date for a particular parcel. The City currently has one (1) tax abatement project.

To promote economic development in the City, there is a Chamber of Commerce and an Economic Development Commission. At this time the City does not have any business loan programs.

Employment Projections

The Minnesota Department of Employment and Economic Development (DEED) encourages economic growth and stability in Minnesota by providing employment services to Minnesota residents and employers, marketing regions and the state as a whole, analyzing and creating essential information on labor and business markets, providing business development and financing and administering Unemployment Insurance programs.

Houston County falls within the "Southeast Minnesota" region, which also includes the Counties of Dodge, Fillmore, Freeborn, Goodhue, Houston, Mower, Olmsted, Rice, Steele, Wabasha and Winona.

Statewide, the fastest growing industries are 'Home Health Care Services' and 'Individual and Family Services'. In Southeast Minnesota, the fastest growing industry is 'Individual and Family Services'. See the chart at right for the top fifteen list. (*Please note, while sectors are considered the fastest growing, they may not employ the most employees.*)

The fastest growing occupations in the state include 'Personal Care Aides', Audiologists and Machine Tool ProgrammersIn Southeast Minnesota many of the fastest growing occupations fall within these categories. Healthcare jobs in general are growing rapidly due in part to the aging population and the region being known for its healthcare facilities (i.e. Mayo Clinic is headquartered in Rochester, MN). See the chart on page B-17 for a detailed list.

15 Fastest Growing Industries in Southeast Minnesota

Rank	Title	2012 Estimated Employment	2022 Projected Employment	Total Change	Percent Change
1	Individual and Family Services	2,948	4,574	1,626	55%
2	Investigation and Security Services	346	514	168	49%
3	Residential Building Construction	623	920	297	48%
4	Home Health Care Services	1,059	1,540	481	45%
5	Construction of Buildings	1,588	2,176	588	37%
6	Social Assistance	4,798	6,523	1,725	36%
7	Other Ambulatory Health Care Services	542	729	187	35%
8	Other Ground Passenger Transportation	195	262	67	34%
9	Computer Systems Design and Rel Services	681	903	222	33%
10	Community Care Facility for the Elderly	1,601	2,086	485	30%
11	Nonresidential Building Construction	965	1,256	291	30%
12	Specialized Freight Trucking	1,074	1,387	313	29%
13	Waste Collection	244	314	70	29%
14	Offices of Physicians	23,644	30,115	6,471	27%
15	Building Equipment Contractors	2,768	3,525	757	27%

Source: Minnesota Department of Employment and Economic Development

15 Fastest Growing Occupations in Southeast Minnesota

Rank	Title	2012 Estimated Employment	2022 Projected Employment	Total Change	Percent Change
1	Personal Care Aides	2,635	3,924	1,289	49%
2	Audiologists	39	57	18	46%
3	Computer Numerically Controlled Machine Tool Progrogrammers	93	134	41	44%
4	Physician Assistants	298	425	127	43%
5	Helpers--Brickmasons, Blockmasons, Stonemasons, and Marble Setters	43	61	18	42%
6	Interpreters and Translators	164	230	66	40%
7	Medical Equipment Repairers	285	399	114	40%
8	Welding, Soldering, and Brazing Machine Setters, Operators, and Tenders	258	346	88	34%
9	Logisticians	213	279	66	31%
10	Microbiologists	13	17	4	31%
11	Concierges	26	34	8	31%
12	Medical and Clinical Laboratory Technicians	376	488	112	30%
13	Mathematical Science Occupations	158	205	47	30%
14	Brickmasons and Blockmasons	111	144	33	30%
15	Nurse Midwives	14	18	4	29%

Source: Minnesota Department of Employment and Economic Development

Physiography & Open Space

Physiography

Houston County is at the western edge of the driftless region of the upper Mississippi Valley and has the most diverse terrain in southern Minnesota. The highest elevation is near Spring Grove (1,322 feet above sea level) and the lowest is in Reno (636 feet above sea level).

A majority of the county is considered low lying plain (including La Crescent). The plain - at one time smooth - has many deep valleys and ridges today. Slopes along creeks and rivers found in the plain range from steep to very steep. The rest of the land in the county is considered upland and contains a high narrow ridge and low lying dissected plain. The ridge is in the southwestern and west-central part of the County (Spring Grove is near the center of the ridge). Slopes found in this area are typically smooth.

Mineral & Natural Resources

There are no active mining sites in the City or the planning area, however frac sand mining is feasible in Houston County and has been a source of controversy in recent years.

Agricultural Land and Open Space

There are approximately 2,287 acres of agricultural land and 8,660 acres of open space in the planning area, comprising 73.7% of the total land area. The planning area includes the City plus a 2-mile buffer around the City. The majority of the open space land and all of the agricultural land is located outside of the City of La Crescent.

A majority of the land categorized as open space in the planning area and outside of the City limits is considered bluffland. Blufflands are an important feature across the region. The bluffs were formed by the erosion of the surrounding upland plains into the Mississippi River over tens of thousands of years. Unlike other parts of the midwest, this "driftless" area was not smoothed over by glaciers in the last ice age. The blufflands are known for their steep, sometimes jagged, rocky terrain. The steepness of the blufflands (typically 20% or greater slope) does limit development - approximately 40% of the total lands in the planning area have a slope exceeding 20%.

Water Resources

Watersheds

La Crescent is in the Mississippi River (La Crescent) Watershed (HUC 07040006) which is part of the Lower Mississippi River Basin. The Watershed drains approximately 450,000 acres (60,500 of which are in Minnesota, the remaining acres are in Wisconsin). A majority of the land on the Minnesota side of this watershed is forested. Approximately 25% is used for pasture or growing hay. The remainder is developed land, open water, wetland or cropland.

Surface Water

The principle water bodies in and near La Crescent are the Mississippi River, Blue Lake, and Pine Creek. The river is an important resource for the entire region, providing wildlife habitat, scenic views, recreation and tourism opportunities, and a shipping route. La Crescent has some residential lots along the waterfront, but most of the City is removed from and cannot see the main channel. Blue Lake is a shallow, marshy backwater of the river, visible and accessible from the downtown area. It is an excellent wildlife habitat and offers recreation opportunities for non-motorized boating. Pine Creek skirts the southern edge of the City. The creek and associated wetlands limit growth in that direction.

Floodplains

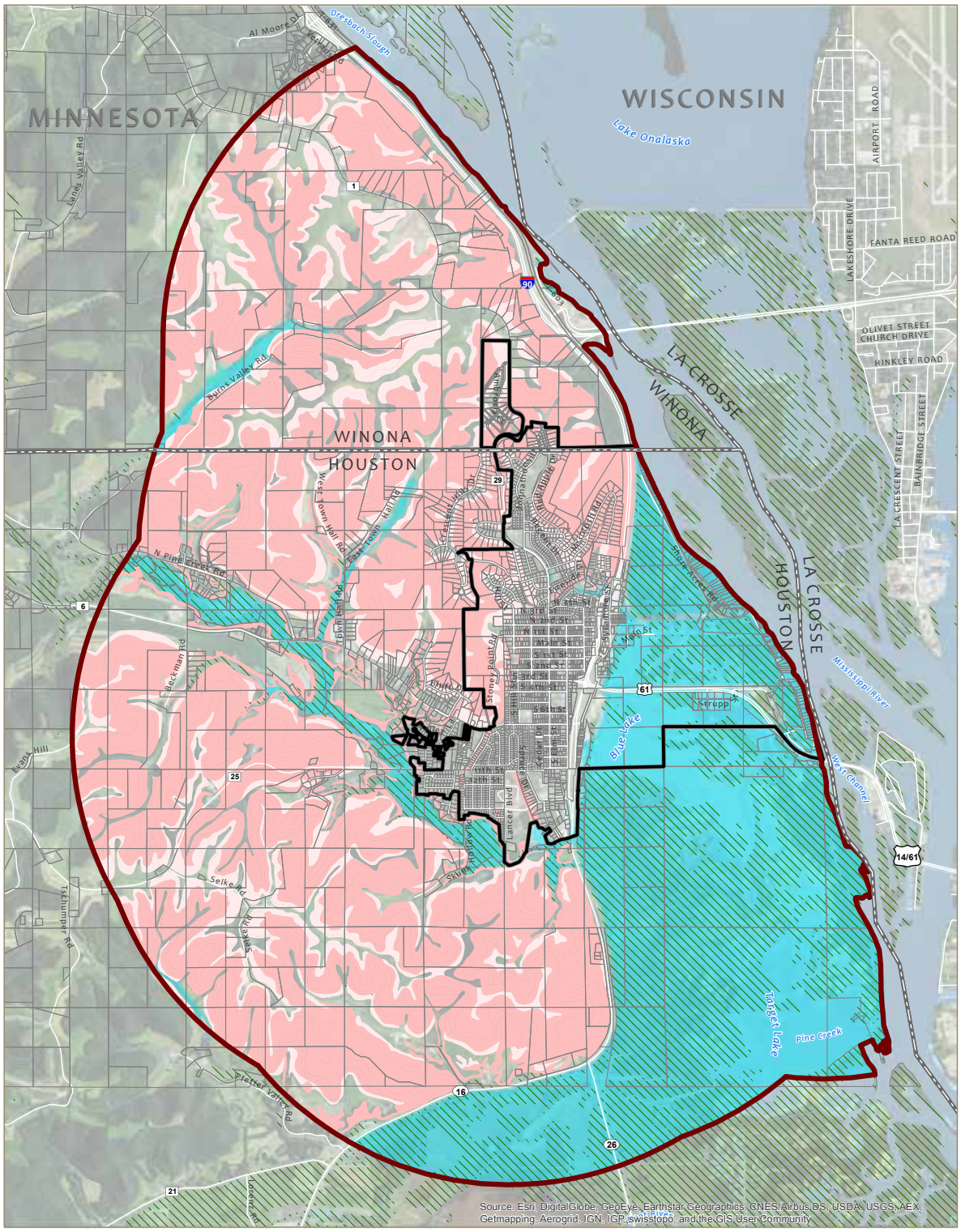
Federal Emergency Management Agency (FEMA) designated 100- and 500-year floodplains within the planning area are illustrated on the Development Limitations Map. The majority of the 100-year floodplain lies along the Mississippi River and Blue Lake, both of which are on the east side of the City. The percentage of land within the planning area considered floodplain is roughly 29%. The area of floodplain within City limits is approximately 35%.

Wetlands

There are wetlands within City limits and within the planning area. Approximately 19% of the City and 20% of the planning area are considered wetlands. As with floodplains, the wetlands are located primarily on the east side of the City along the Mississippi River and Blue Lake. See *Development Limitations Map on the next page*.

Ground Water

The City of La Crescent provides drinking water to residents from two wells, ranging from 550 to 707 feet deep, that draw water from the Eau Claire-Mt. Simon aquifer. Groundwater is a critical resource, not only because it is used as a source of drinking water, but also because rivers, streams, and other surface water depend on it for recharge. Groundwater contamination is most likely to occur where fractured bedrock is near the ground surface, or where only a thin layer of soil separates the ground surface from the water table. There are currently no problems or concerns with contamination in La Crescent's wells.



DEVELOPMENT LIMITATIONS

CITY OF LA CRESCENT
HOUSTON AND WINONA COUNTIES, MN

LEGEND

- Planning Area (2-mile buffer of the City)
- City of La Crescent
- County Line
- Parcel
- Wetland
- Waterbody
- 100-year Floodplain
- Flowline

Average Slope

- 12 - 20%
- > 20%

DATA SOURCES:
CITY LIMITS PROVIDED BY HOUSTON COUNTY.
PARCELS PROVIDED BY HOUSTON AND WINONA COUNTIES.
COUNTY LINES PROVIDED BY US CENSUS (2013).
ROADS PROVIDED BY MNDOT AND LA CROSSE COUNTY.
WATERBODIES AND FLOWLINES PROVIDED BY THE USGS (NHD).
WETLANDS PROVIDED BY MN DNR (NATIONAL WETLAND INVENTORY UPDATE).
SLOPES DERIVED FROM USDA-NRCS SOILS DATA.
100-YEAR FLOODPLAIN IS BASED ON FEMA FIRM MAPS ARE APPROXIMATE.
AERIAL IMAGERY PROVIDED BY ESRI.

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MSA PROFESSIONAL SERVICES

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Health Care Facilities

Mayo Clinic Health System - Franciscan Healthcare in La Crescent is located at 524 North Elm Street and offers three providers focused in Family Medicine.

Gundersen La Crescent Clinic is located at 226 North 2nd Street and offers three providers focused in Family Medicine and Internal Medicine.

Chiropractic First located at 205 North Chestnut Street, offers chiropractic care.

Schams Chiropractic located at 306 Main Street, offers chiropractic care.

Minnesota Spine & Sports Rehab located at 29 South Walnut Street, offers chiropractic care and rehabilitation services.

La Crescent Chiropractic located at 136 South Walnut Street, offers chiropractic care.

Golden LivingCenter - La Crescent, a skilled nursing facility located at 101 N. Hill Street.

International Quality Homecare located at 306 Main Street, offers certified homecare for people with disabilities, chronic health conditions and the elderly.

Sterling Pharmacy located at 306 Main Street.

Police & Emergency Facilities

Law enforcement in the City is provided by the La Crescent Police Department, located at 315 Main Street at the back of the City Hall building. There are currently seven (7) full time officers. The City will assist beyond City limits upon request. The City has a mutual assistance agreement with the City of La Crosse.

Fire protection is provided by the La Crescent Fire Department which is jointly owned by the City and Town of La Crescent and also provided service under contract to Dresbach and Mound Prairie Townships. The department is operated by paid, on-call employees under the direction of the Fire Chief. The department serves an area of 7,000 people over 40 square miles. In addition, the Department has mutual Aid agreements with the Cities of La Crosse and Onalaska, and the Town of Campbell. The station is located at 336 South 1st Street (also the Community Building). The building underwent a $360,000 renovation project in 2015.

First responder services are provided through the La Crescent Fire Department. Ambulance service is provided by Tri-State Ambulance in La Crosse.

Government Facilities

- *City Hall, located at 315 Main Street*
- *La Crescent Maintenance Building (Public Works Department), 517 South Chestnut Street*
- *La Crescent Radium Removal Plant, Community Building (Public Works Department)*
- *La Crescent Community Arena, 520 South 14th Street*
- *Pine Creek Golf Course, 3815 North Pine Creek Road*
- *U.S. Postal Office, 230 Main Street*

Cemeteries

There are four cemeteries located within the City of La Crescent:

- *Church of the Crucifixion, 407 South Second Street*
- *Prince of Peace Cemetery, County Highway 6 near Paar Street*
- *Prospect Hill Cemetery, intersection of North Hill Street and North Third Street*
- *Toledo Cemetery, intersection of North Pine Creek Road and Burns Valley Road*

Library Facilities

La Crescent is served by the La Crescent Public Library, located at 321 Main Street. The library building was remodeled and expanded in 1997. The library is part of the Southeastern Libraries Cooperating (SELCO) a non-profit organization that supports libraries and facilitates resource sharing across 11 SE Minnesota counties.

School Facilities

The City is served by the La Crescent-Hokah School District #300 which is an Early Childhood-12 public school system with 4 schools. The district operates one (1) elementary school, one (1) middle school, one (1) high school, and one (1) public charter school.

- *La Crescent-Hokah Elementary (Grades Early Childhood - 4th); 504 South Oak Street*
- *La Crescent Middle School (Grades 5-8); 1301 Lancer Boulevard*
- *La Crescent High School (Grades 9-12); 1301 Lancer Boulevard*
- *La Crescent Montessori Academy and STEM School (Grades K-12); 1116 South Oak Street*

There are also two (2) private schools within the La Crescent-Hokah School District:

- *Crucifixion School (Grades Early Childhood - 6th); 420 South Second Street*
- *St. Peters School (Grades Early Childhood - 8th); 34 Main Street*

Nearby Higher Education Facilities

There are seven higher education facilities located within 25 miles of La Crescent.

- *University of Wisconsin - La Crosse, La Crosse, WI (about 4 miles; FT enrollment: 8,782)*
- *Viterbo University, La Crosse, WI (about 3 miles; FT enrollment: 2,037)*
- *Western Technical College, La Crosse, WI (about 3 miles; FT enrollment: 2,092)*
- *Globe University - La Crosse, Onalaska, WI (about 6 miles, FT enrollment: 311)*
- *Minnesota State College Southeast Technical, Winona, MN (about 21 miles; FT enrollment: 1,365)*
- *Winona State University, Winona, MN (about 23 miles; FT enrollment: 7,798)*
- *Saint Mary's University of Minnesota, Winona, MN (about 25 miles; FT enrollment: 3,434)*

Parks & Recreation

There are approximately 272 acres of parkland in La Crescent. Please see the City's Park and Recreation Plan (2012) for more information.

Parks in La Crescent

Name	Acres
Abnet Field	8.00
Frank J. Kistler Memorial Park	5.00
Old Hickory Park	18.00
Valley South Park	1.20
Vollenweilder Park	19.00
Vetsch Park	27.50
Veterans Park	8.00
John S. Harris Park	2.00
Eagles Bluff Park	113.00
North End Park	10.00
New Park on Stoney Pointe Rd.	60.00
GRAND TOTAL:	**271.70**

Waste Water & Sanitary Sewer System

The City of La Crescent does not operate a wastewater treatment facility. In 2007-2008 the City constructed a lift station and installed a forcemain sanitary sewer to the City of La Crosse. All of the City's wastewater is treated at the City of La Crosse's wastewater treatment facility. La Crescent has an agreement for sanitary sewer conveyance and treatment with the City of La Crosse. Current infrastructure in La Crescent supports a daily design flow of 400,000 GPD. The average daily flow is 285,000 GPD.

The City has one residential subdivision developed in the City with private septic systems; Apple Blossom Pointe is a 25-lot development off of North Ridge Road, in Winona County.

In 2015 The City completed annexation from the Township of La Crescent 33 existing residential lots with private wells and septic systems. These homes are expected to connect to City sewer and water by 2021.

Stormwater Management

To help with maintenance of the stormwater systems and improve the quality of stormwater, the City sweeps streets and engages in public education efforts through a seminar for contractors and materials on the City's website.

Water Supply

The City of La Crescent owns and operates its own water distribution system, which consists of approximately 35 miles of water mains, 271 fire hydrants, 2 storage tanks, 3 wells and 2 booster stations.

The Apple Blossom Pointe development in Winona County is served by private community wells. There are also approximately 90 homes on Shore Acres Road along the Mississippi River that are served by private wells. In addition, the 33 homes annexed in 2015 have private wells.

La Crescent Potable Water facts:

- 123,840,000 gallons used annually
- 339,288 gallons average daily flow
- 445,000 high daily gallons
- 800,000 gallon reserve in Stoney Point reservoir
- 500,000 gallon reserve in high pressure reservoir

Solid Waste & Recycling Facilities

Solid waste and recycling services in the City are contracted out to Hilltopper Refuse and Recycling, a private contractor. Curb side service is provided on a weekly basis. All of the City's solid waste is taken to the La Crosse County Landfill site for disposal. The City of La Crescent owns an old landfill that is included in the Minnesota Pollution Control Agency's closed landfill program. Houston County operates a recycling center that is located within the City limits.

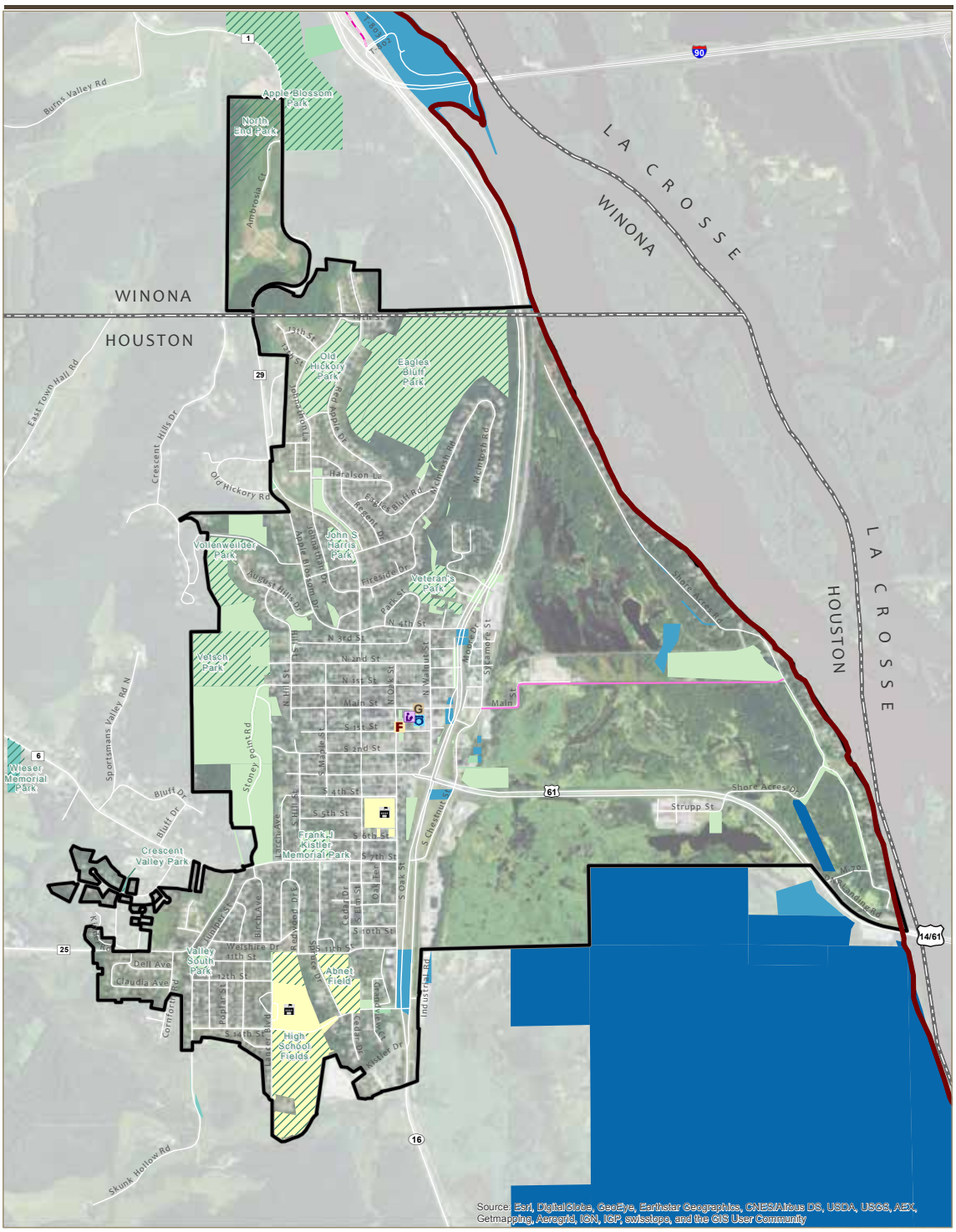
Telecommunications Facilities

Cable, phone and internet services are provided by AcenTek (ACE) and Charter. All City of La Crescent homes have a fiber connection as of 2015.

Power Plant & Transmission Lines

Natural gas is provided by Minnesota Energy. Xcel Energy provides electrical power to the area.

CapX2020 is a high-voltage transmission project running across Minnesota and western Wisconsin aimed at improving reliability and delivering cheaper, cleaner power. This project will likely impact the City in the future. The Wisconsin portion of CapX was completed in September 2015. The project is a joint venture of ATC, Xcel Energy, Dairyland Power Cooperative and two other utilities.



COMMUNITY FACILITIES

CITY OF LA CRESCENT
HOUSTON AND WINONA COUNTIES, MN

LEGEND

- Planning Area
- City of La Crescent
- County Line
- State Trail
- Local Trail
- Park
- Public Land
- School
- City
- County
- Town
- State
- Federal
- Community Facilities
- Fire
- Government
- Library
- Police
- School

DATA SOURCES:
CITY LIMITS PROVIDED BY HOUSTON COUNTY.
COUNTY LINES PROVIDED BY US CENSUS (2013).
ROADS PROVIDED BY MNDOT AND LA CROSSE COUNTY.

0 375 750 1,500 Feet

MSA PROFESSIONAL SERVICES

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Existing & Projected Land Use

The majority of land within the La Crescent City limits is Residential (28.7%) or Conservation/ Open Space (21.5%). The City is surrounded by a planning area dominated by steep slopes (bluffland) and wetlands and floodplain, all of which are encumbrances to development.

The "planning area" identified on the *Existing Land Use Map* is the City limits plus a 2-mile City-interest area in which the City must be notified of certain Town zoning actions during the public hearing process. The majority of the land within the planning area is Conservation/Open Space (57.0%) and Agricultural (15.4%). There are 89 vacant parcels in the planning area.

Existing Land Use - Planning Area

Source: MSA Mapping

Existing Land Use	Acres	%
Commercial	50.3	0.3%
Industrial	85.2	0.6%
Public & Institutional	169.1	1.1%
Residential	1,419.9	9.6%
Vacant	95.3	0.6%
Conservation/Open Space	8,468.3	57.0%
Agricultural	2,286.9	15.4%
Parks & Recreation	257.4	1.7%
Utility	5.8	0.0%
Water	1,312.7	8.8%
Transportation	695.9	4.7%
Total	**14,846.8**	**100.0%**

Existing Land Use - City Limits

Source: MSA Mapping

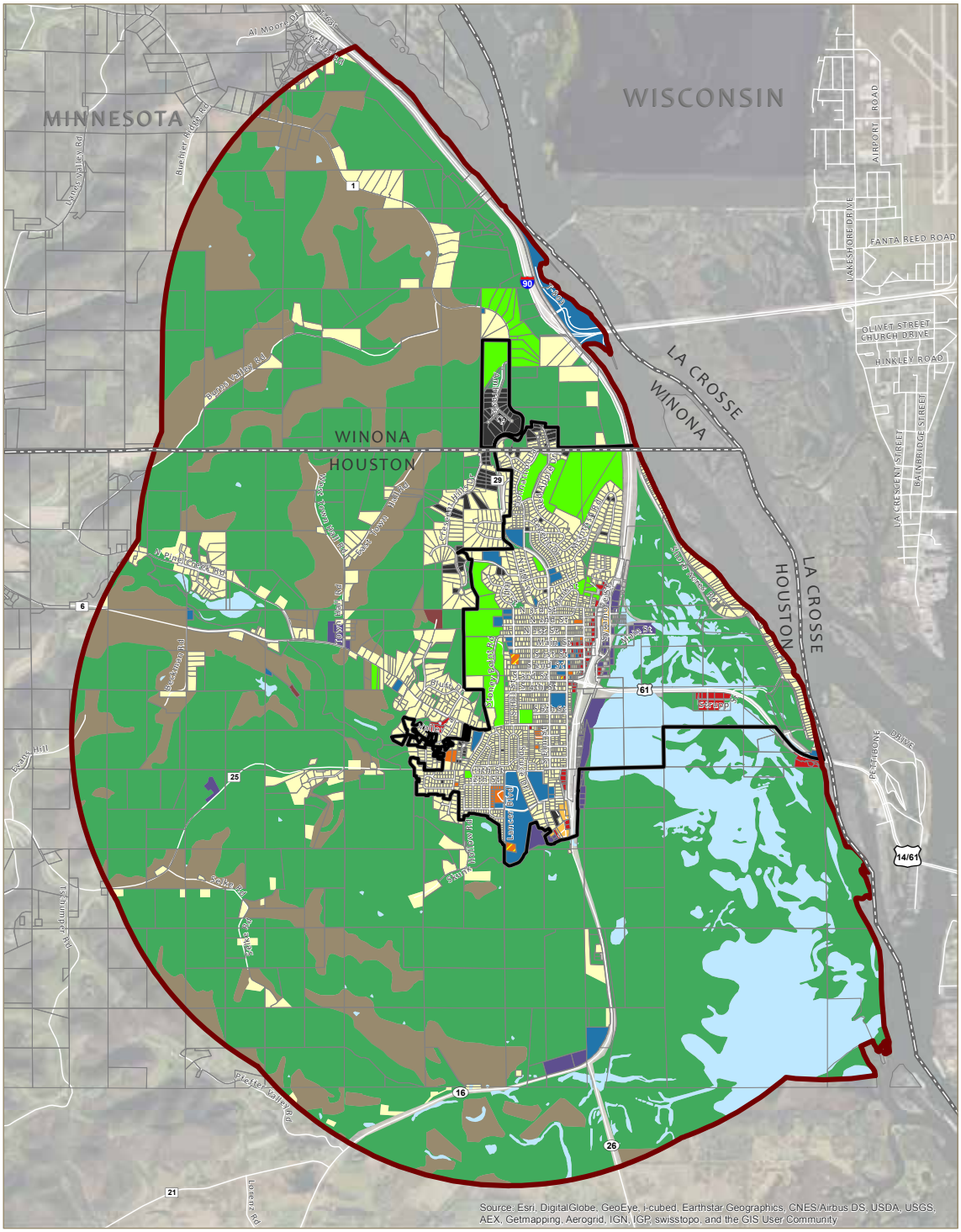
Existing Land Use	Acres	
Commercial	31.2	1.4%
Industrial	39.9	1.7%
Public & Institutional	94.6	4.1%
Residential	656.4	28.7%
Vacant	65.8	2.9%
Conservation/Open Space	492.0	21.5%
Agricultural	-	0.0%
Parks & Recreation	194.1	8.5%
Utility	5.8	0.3%
Water	300.0	13.1%
Transportation	409.7	17.9%
Total	**2,289.5**	**100.0%**

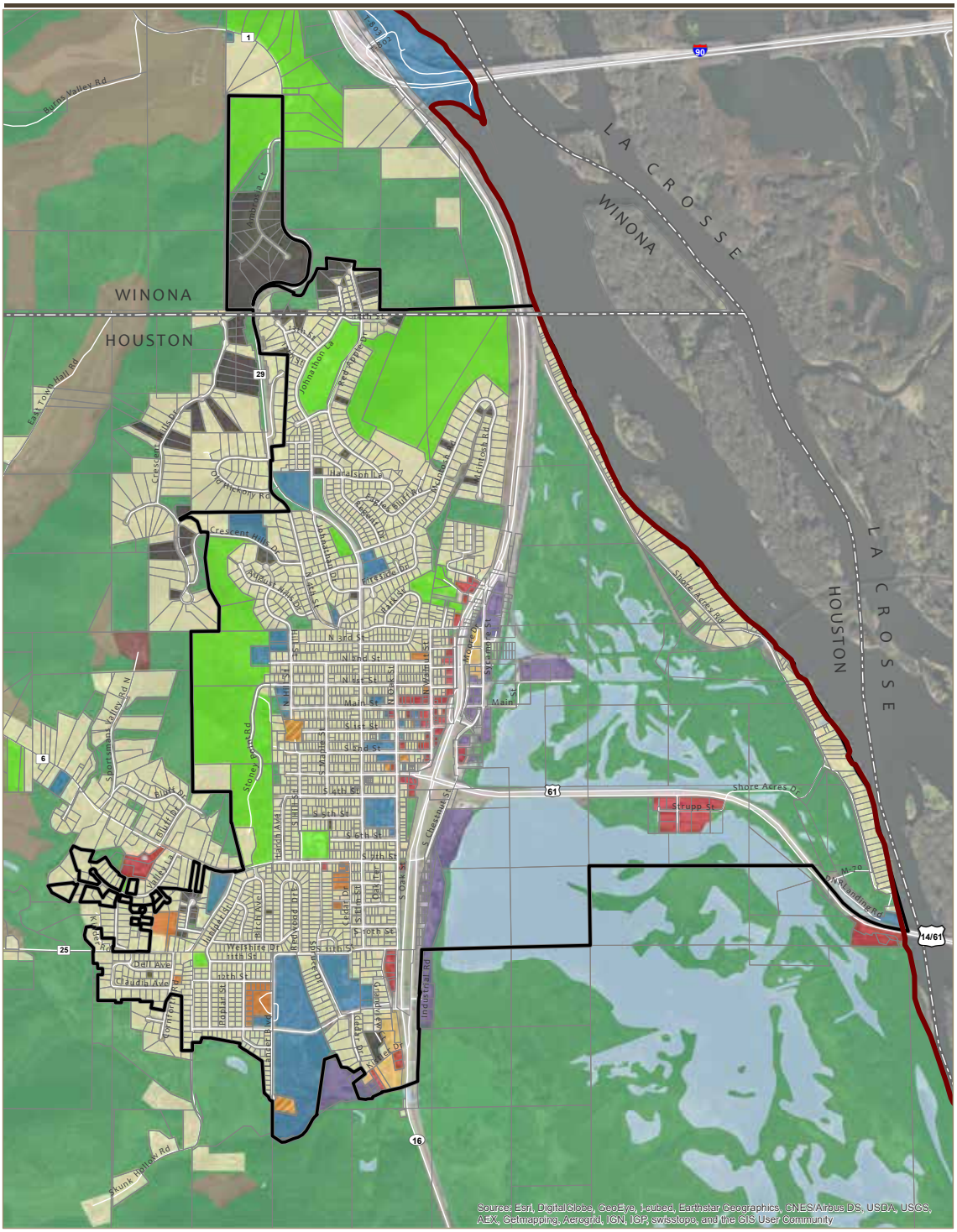
Projected Land Use Needs, 2015-2030

Source: MSA Predictions

Projected Land Demand *	2010	2015	2020	2025	2030	20 Yr Change
Population	4,830	5,074	5,125	5,176	5,228	398
Households**	2,012	2,206	2,228	2,250	2,273	261
Residential (acres)	656	686	689	692	696	39
Commercial (acres)	31	33	33	33	33	2
Industrial (acres)	40	42	42	42	42	2

** Based on a minimum residential lot size of 0.15 acres (City Zoning Code) and the State of Minnesota's estimate of 1% annual growth*
***Based on current household size: 2.3 persons per household*
**Note: The City's adjusted population estimate of 5,074 for 2014 was used for 2015 calculations.*


MINNESOTA
WISCONSIN
WINONA
HOUSTON
LA CROSSE
WINONA
LA CROSSE
HOUSTON
AIRPORT ROAD
LAKESHORE DRIVE
FANTA REED ROAD
OLIVET STREET
CHURCH DRIVE
HINKLEY ROAD
LA CRESCENT STREET
BAILKBRIDGE STREET
PEARL LONE DRIVE
Al Moore Dr
Bluffer Ridge Rd
Little Valley Rd
Bluffer Valley Rd
Pine Hill Rd
Backbone Rd
Eagle Hill
Le Hunter Rd
Sobka Rd
Pickle Valley Rd
Lorenz Rd
Hillsboro Rd
Hillsboro Rd
Hillsboro



EXISTING LAND USE INSET

CITY OF LA CRESCENT
HOUSTON AND WINONA COUNTIES, MN

Planning Area
City of La Crescent
County Line
Parcel

Existing Land Use
Water
Residential
Mobile Home
Public/Institutional/Elderly Residential
Multi-Family Residential
Commercial
Private Recreation
Industrial
Public & Institutional
Agricultural
Conservation/Open Space
Parks & Recreation
Vacant Lands

DATA SOURCES:
CITY LIMITS PROVIDED BY HOUSTON COUNTY.
PARCELS PROVIDED BY HOUSTON AND WINONA COUNTIES.
COUNTY LINES PROVIDED BY US CENSUS (2013).
ROADS PROVIDED BY MNDOT AND LA CROSSE COUNTY.
AERIAL PROVIDED BY ESRI.

0 375 750 1,500 Feet

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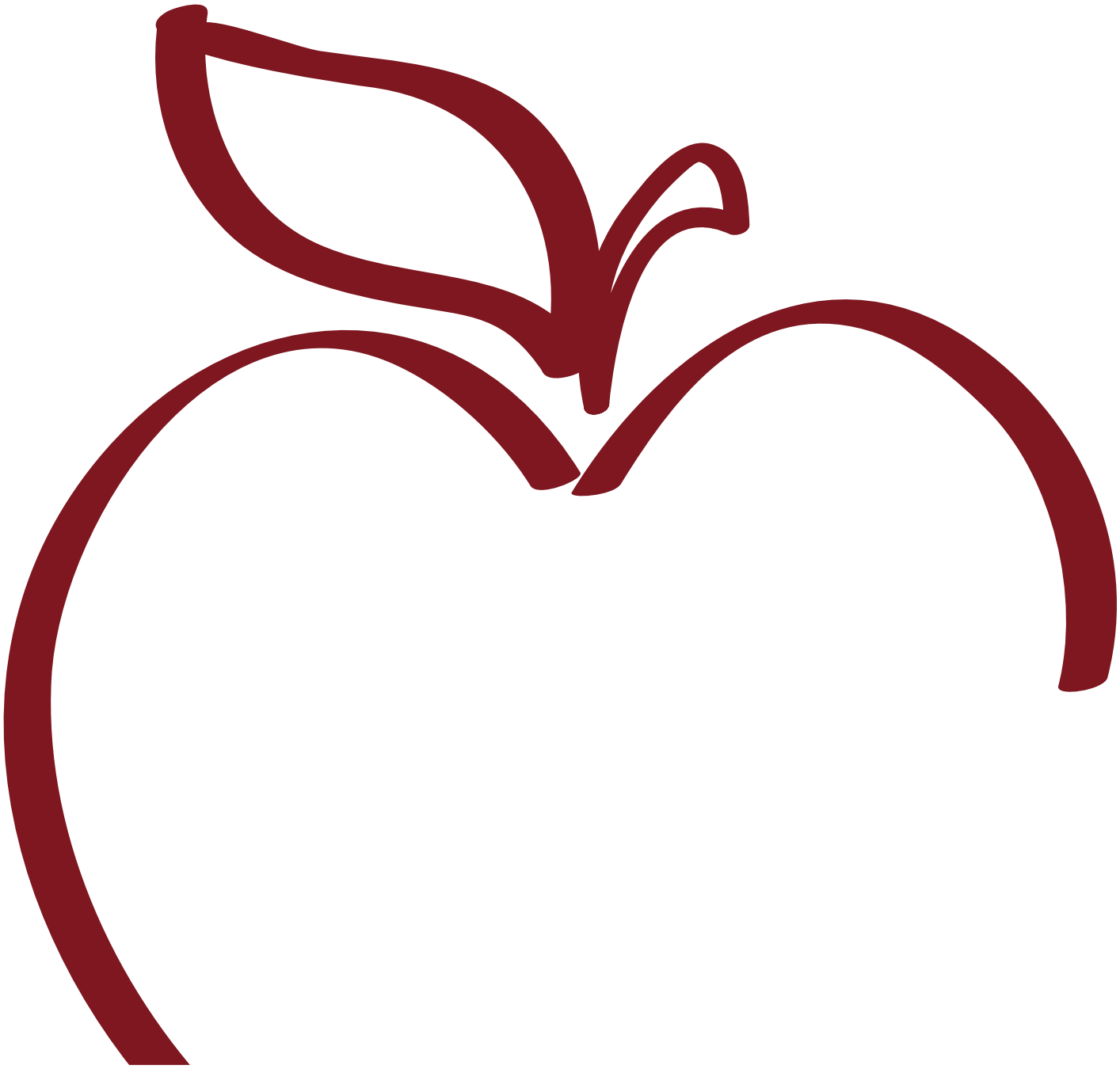

C Maps

The maps in this plan are compiled here at their original size.