

CITY OF KASSON COMPREHENSIVE PLAN

JUNE 2018



KASSON
UPWARD
2040







THIS PLAN WAS ADOPTED BY THE CITY OF KASSON ON JUNE 13, 2018
BY RESOLUTION NO. 6.3-18.



Source: John Hazuka

ACKNOWLEDGEMENTS

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Chris McKern

CITY COUNCIL

Coy Borgstrom

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Melisa Ferris

RESOLUTION NO. 6.3-18

RESOLUTION APPROVING THE 2040 UPDATE OF THE KASSON COMPREHENSIVE PLAN TITLED "KASSON UPWARD 2040" DATED June 13, 2018

WHEREAS, the City of Kasson is authorized to prepare and implement a comprehensive plan pursuant to Chapter 462.353 of Minnesota Statutes; and

WHEREAS, the statute enables a municipality to carry on comprehensive municipal planning activities for guiding the future development and improvement of the municipality and to implement such plan by ordinance and other official actions; and

WHEREAS, the City of Kasson has established a Comprehensive Guide Plan titled "Kasson Upward 2040" that provides a compilation of background data, policy statements, standards, and maps, that help to guide the future physical, social, and economic development of the City, and

WHEREAS, the Kasson Comprehensive Plan Steering Committee established a process to involve Kasson citizens in the completion of an update to the City's Comprehensive Plan; and

WHEREAS, the City of Kasson contracted with Hoisington Koegler Group, Inc. of Minneapolis, Minnesota to facilitate the City Comprehensive Plan Update process and to prepare the planning document; and

WHEREAS, a key component of the planning process was the creation of opportunities for public participation including community surveys conducted over the course of the project, an online mapping exercise, a series of community meetings that engaged participants in discussions about the future of the community, and a public open house held on May 14th; and

WHEREAS, the Planning Commission conducted a public hearing on the Draft of the Final Plan document on May 14th, 2018 following the open house; and

WHEREAS, the Kasson Planning Commission considered the City of Kasson Comprehensive Plan after the public hearing and made a unanimous recommendation that the Council adopt Kasson Upward 2040 as the City's Comprehensive Plan; and

WHEREAS, the City Council reviewed the Kasson Upward 2040 comprehensive plan at a meeting held on June 13th, 2018, a copy of which is available from the City of Kasson upon request and available on line at the City of Kasson web site.

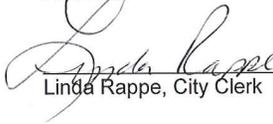
NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Kasson hereby adopts Kasson Upward 2040, dated June 2018 as the City's official Comprehensive Plan; and

BE IT FURTHER RESOLVED that the Kasson Upward 2040, dated June 2018 replaces all earlier adopted Comprehensive Plans.

Adopted this 13th day of June, 2018.


Chris McKern, Mayor

ATTEST:


Linda Rappe, City Clerk

The motion for the adoption of the foregoing resolution was made by Council Member Eggler and duly seconded by Council Member Zelinske. Upon a vote being taken, the following members voted in favor there of Buck, Eggler, McKern and Zelinske. Those against same: None.

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EXECUTIVE SUMMARY

Incorporated in 1870 and again in 1916, Kasson is a small community located in the Rochester, MN metro area. With a population of just over 6,000 people, Kasson is a place that is rich in history and small town distinction, which act as the foundation of the City's identity. Kasson is surrounded by agricultural land and enjoys easy access to Highway 14, connecting them to retail, entertainment, and employment opportunities in the region.

1

WHAT IS KASSON UPWARD 2040?

Kasson Upward 2040 is a comprehensive plan: an expression of the community's vision for the future and a strategic map to reach that vision.

The Plan is a Guide and a Tool. It can be utilized to:

- » Understand the Big Picture
- » Serve as a Framework for Local Decision Making
- » Provide Guidance for Landowners and Developers
- » Inform and Engage the Public
- » Mobilize for action

The Plan is a Dynamic Document:

- » Will remain flexible in order to respond to changing needs, conditions, and emerging trends

Comprehensive Plans are:

- » Broad in scope
- » Visionary
- » Principles and Policy oriented
- » Guiding Documents
- » Conceptual and Idealistic
- » Focused on neighborhood, community or regional scale



2

COMMUNITY CONTEXT

This process involved analyzing census data, reviewing previous planning efforts, and gathering existing conditions of the community to gain an understanding of Kasson today. Some highlights and findings from this process include:



UNIQUE ASSETS

Kasson has a unique character and community assets that can be built upon such as a distinct main street.



SCHOOL PRIDE

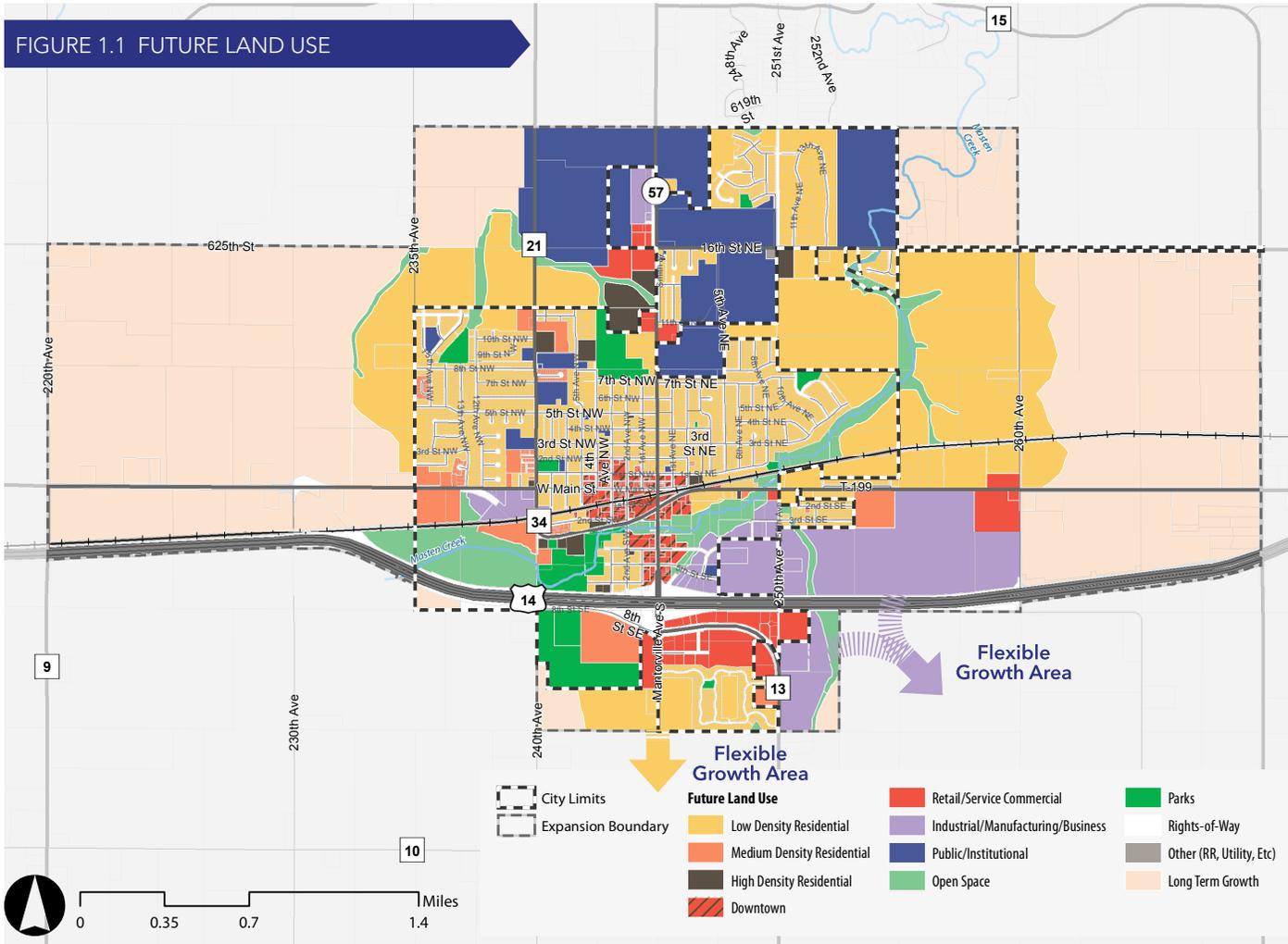
The Kasson-Mantorville School District provides a great education and is well supported by the community.



NEW GROWTH

Kasson is experiencing a surge in new homes and jobs. Efficient and orderly growth will provide the maximum benefit.

FIGURE 1.1 FUTURE LAND USE



agencies and commissions a tool to ensure that new development adds to the unique character and form of Kasson.

Business park districts have been established to recognize and support their unique surrounding context. Districts include an Eco/Tech District, an Agricultural District, and a Hwy. 14 District.

By **2040** Kasson will need to accommodate:

-  = **+2,500 people**
-  = **+1,000 homes**
-  = **+1,000 employment opportunities**

READY FOR GROWTH

Kasson Upward provides for a balanced mix of housing, businesses, and commercial resources that will ensure that Kasson remains prosperous and is welcoming to current and new residents and businesses.

 TOWNHOMES & CONDOS

 RETAIL, SERVICE, & SMALL OFFICES

 OPEN SPACE

 MULTI-FAMILY HOMES

 DOWNTOWN BUSINESS & HOMES

 PARKS

 SINGLE FAMILY DETACHED HOMES

 SCHOOLS & PUBLIC SERVICES

 OFFICES, INDUSTRIAL, & MANUFACTURING

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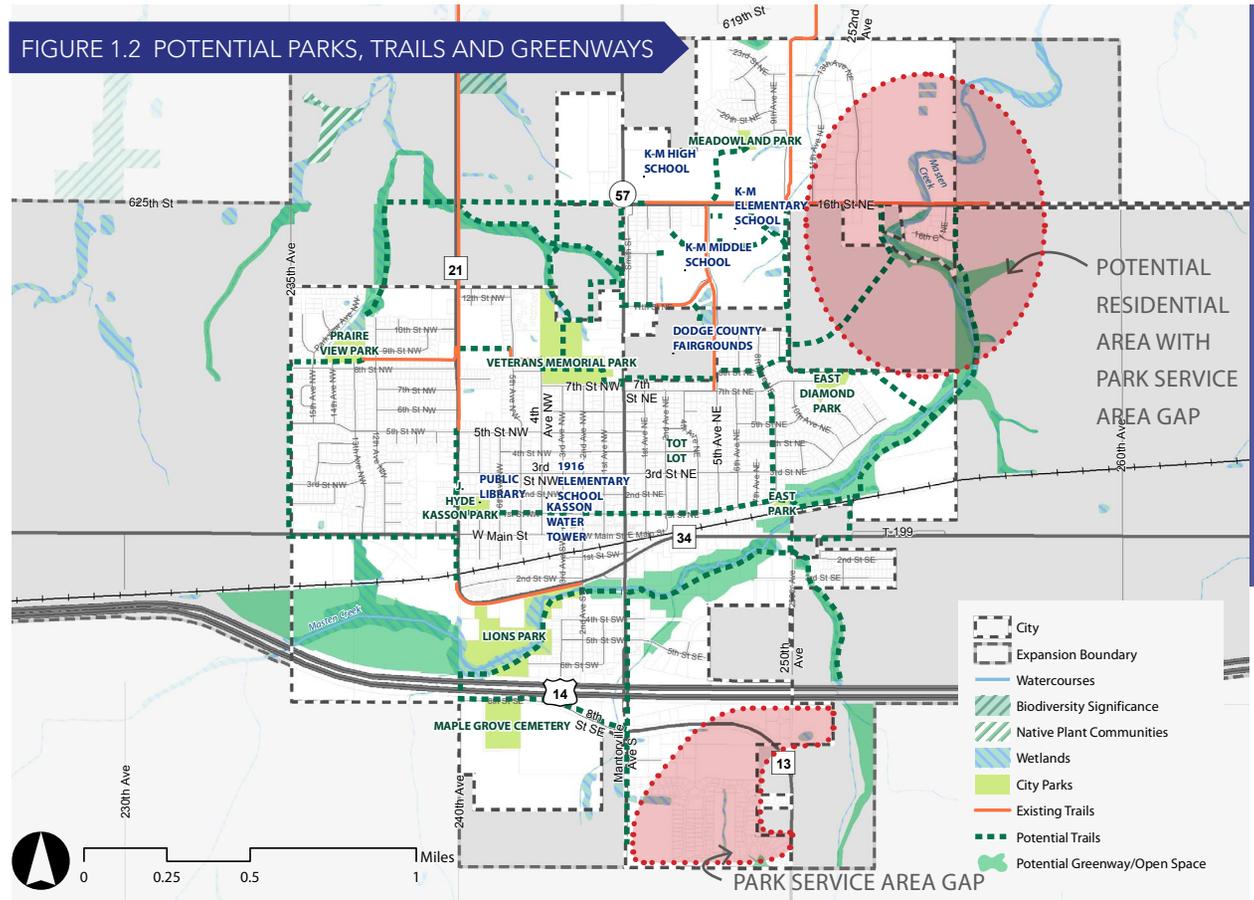
COMMUNITY BUILDING + DEVELOPMENT

This chapter centers around Housing and Economic Development. Recommendations included here ensure the quality and sustainability of core amenities.

A life-cycle housing strategy is encouraged. This strategy is based on the premise that the overall housing stock should meet the needs of people at all stages of their life.

Economic Gardening is emphasized as an approach to economic development that seeks to grow the local economy from within by promoting local entrepreneurship and small and local business development. Quality of life investments will help attract and grow businesses.

FIGURE 1.2 POTENTIAL PARKS, TRAILS AND GREENWAYS



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PARKS, RECREATION, + ACTIVE LIVING

This chapter addresses the issues, opportunities and future of parks, recreation, and active living in Kasson. Ways to increase access, enhance their quality, and promote healthy, active lifestyles for Kasson residents have been identified.

This chapter seeks to integrate active living into the daily lives of citizens and the community by improving the following environmental factors: a varied mix of land uses, providing functional, inviting, and attractive parks, safe and

comfortable access to parks and the outdoors, and access to healthy foods.

The plan builds upon the existing sidewalk and trail network and takes into account previous planning efforts such as Safe Routes to Schools.

Connectedness of all paths and trails through the City is a goal and is encouraged through a citywide greenway/open space network. Future creation of a city-wide park system master plan will guide future development and growth.



EXECUTIVE SUMMARY

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TRANSPORTATION

The transportation chapter seeks to guide the development of a transportation network that offers a greater degree of connectivity, access, and mobility for all roadway users.

The plan places importance on the creation of complete streets. Complete Streets are streets that are designed to be safe for people of all ages. This includes pedestrians, bicyclists, motorists, and transit riders.

The plan is described through a roadway network system of principal

arterials, minor arterials, community collectors, commercial collectors, parkways, and local streets each with its own unique balance of access and mobility.

Any lively and vibrant city understands that streets are also for people to enjoy and linger, not just move through. Main Street is an example of a street where special consideration for people space should be emphasized.

8

PUBLIC FACILITIES + UTILITIES

The focus of this section is on public facilities and infrastructure systems that are critical to the health, function, and appearance of Kasson. Infrastructure systems provide the ability for Kasson to support development in a way that is fiscally and environmentally responsible and sustainable.

Achieving the Comprehensive Plan's vision and guiding principles can only occur if the City ensures that existing infrastructure is able to handle future growth.

FIGURE 1.3 ROADWAY CLASS



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IMPLEMENTATION

The plan’s effectiveness in helping guide decision-making and public investment decisions depends to a large extent on how well implementation is defined up front. The Implementation Chapter identifies and describes the actions and initiatives necessary to implement the plan’s vision, goals, and policies.

Action steps were developed in order to carry out ideas or policies identified though the planning process and memorialized in the adoption of the plan. Much like the goals and policies, the action steps directly correlate to the vision and guiding principles. The action steps are as follows:

- » Review and update the zoning code and map so that it is not in conflict with the Comprehensive Plan and it meets the goals set forth in the Comprehensive Plan.
- » Monitor and report land absorption and growth trends on an annual basis and maintain a three to five year lot inventory consistent with annual building permits.
- » Prepare a downtown master plan that addresses zoning, redevelopment, housing, parking, and transportation.
- » Prepare a master plan to understand the potential for the business park district character concepts, their feasibility, infrastructure needs, and marketability.
- » Explore and implement zoning and subdivision regulations that encourage the integration of natural resource areas/greenways into new development.
- » Set up meetings with Chamber of Commerce and large employers to enhance communication and provide a forum to discuss retention and expansion opportunities.
- » Improve community wayfinding signage to maximize exposure to the high volume of traffic on Highway 14 and Highway 57. This should include directional

- » signage within the Community for places of interest.
- » Conduct or participate in a buy local campaign for community members and local businesses.
- » Integrate green building best practices information and assistance into the building permit process.
- » Create a green residential remodeling assistance/ financing program to assist homeowners in adding space to their existing homes.
- » Evaluate the potential to implement a home improvement loan program to assist residents with emergency and non-emergency home repairs and improvements.
- » Develop a master plan for a multi-use trail or greenway through Kasson with regional draw and potential connection to the Stagecoach Trail.
- » Develop a bicycle and pedestrian plan to address connectivity within the City; use this plan to apply for state/regional trail and sidewalk funding and to guide future investment and priorities.
- » Seek out state and regional grants to upgrade sidewalks and trails.
- » Follow-up with SRTS plan and apply for Implementation Grant funding for specific infrastructure recommendations.
- » Implement encouragement/educational recommendations found in SRTS plan; coordinate between the Parks Department and Kasson Schools to implement.
- » Seek out partnerships and explore opportunities for farmers markets and community garden sites in Kasson.
- » Upgrade remaining playgrounds to have inclusive and ADA approved equipment.
- » Seek funding opportunities to ensure adequate and sustainable funding for park repairs.
- » Continue to replace trees per the City of Kasson tree replacement policy.
- » Develop a street-hockey program.
- » Develop a park system master plan to determine priorities for future parks investments.
- » Conduct a community center feasibility study to determine a site, potential program and funding opportunities.
- » Work with developers to explore future sites for a new park with neighborhood amenities in northeast and southeast Kasson.
- » Establish a Transportation Improvement District as a strategy to fund roadway projects.

- » Develop a wayfinding master plan that provides key guidance on the types of wayfinding, geographic location of signs, a preferred design theme, and funding resources.
- » Develop a bicycle and pedestrian plan to address connectivity within the City; use this plan to apply for state/regional trail and sidewalk funding and to guide future investment and priorities.
- » Complete sanitary sewer system inspections and repairs to identify and fix sources of inflow and infiltration (I&I).
- » Develop and periodically review a crisis response plan for sewage operations to minimize impacts to the City in case of emergencies. Ensure employees are trained for emergency response.
- » Implement and update a capital improvement and maintenance plan for the stormwater system identifying annual maintenance needs as well as replacement costs.
- » Develop a stormwater master plan to identify regional stormwater facilities.
- » Develop a capital improvement plan for municipal electrical utility that includes securing service territory in future growth areas.



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CITY OF KASSON COMPREHENSIVE PLAN

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01. INTRODUCTION

Incorporated in 1870 and again in 1916, Kasson is a small community located just over 10 miles west of downtown Rochester, MN. With a population of just over 6,000 people, Kasson is a place that is rich in history and small town distinction, which act as the foundation of the City's identity.

Kasson is surrounded by agricultural land and enjoys easy access to Highway 14, connecting them to retail, entertainment, and employment opportunities in the region.

Comprehensive Plan vs. Zoning Ordinance

Comprehensive Plan:

- » Broad in scope
- » Visionary
- » Principles and Policy oriented
- » It's a guiding document
- » Conceptual and idealistic
- » Focus is on neighborhood, community or regional scale
- » Flexible in its interpretation

Zoning Ordinance:

- » Narrow in scope
- » More rigid standards
- » It's the law
- » Detail oriented, specific
- » Focus on the district and site level

So which one rules? In many instances, State Statutes make direct references linking a zoning ordinance provision to a community's master plan. Case law over the years has proven that a zoning ordinance in sync with a comprehensive plan is a more defensible ordinance than one that is not in sync or is not based on an approved comprehensive plan.

A review of zoning and subdivision ordinances always follows the updated comprehensive plan, resulting in minor or major modifications, depending on the new directions forged by the comprehensive plan.

WHAT IS A COMPREHENSIVE PLAN?

Adapted from League of Minnesota Cities (www.lmnc.org) "Handbook for Minnesota Cities".

A comprehensive plan is an expression of the community's vision for the future and a strategic map to reach that vision. Comprehensive planning is an important tool for cities to guide future development of land to ensure a safe, pleasant, and economical environment for residential, commercial, industrial, and public activities. A comprehensive plan sets forth a vision and goals for a city's future, and provides the overall foundation for all land use regulation in the city. State law encourages all cities to prepare and implement a comprehensive municipal plan. Under state law, a city planning commission is tasked with creating the city's comprehensive plan. Planning can help:

- » Preserve important natural resources, agricultural land, and other open lands
- » Create the opportunity for residents to participate in guiding a community's future
- » Identify issues, stay ahead of trends, and accommodate change
- » Ensure that growth makes the community better, not just bigger
- » Foster sustainable economic development
- » Ensure more efficient and cost-effective infrastructure and public services
- » Provide an opportunity to consider future implications of today's decisions
- » Protect property rights and values

Enable other public and private entities to plan their activities in harmony with the municipality's plans

The comprehensive planning process helps communities identify issues before they arise, stay ahead of trends in land use development and redevelopment, and anticipate and navigate change in populations and land use patterns.

Once adopted, the City should actively consult the plan, periodically review it for consistency with current policies and practices, and recommend amendments whenever necessary. State law provides that comprehensive plans should be implemented through zoning and subdivision regulations, coordinated public improvements and city services, and a capital improvements program.

WHY PLAN?

UNDERSTANDING THE BIG PICTURE The "comprehensive" nature of the plan requires that all facets and functions of community life be considered. The data collection, analysis, and public engagement that feeds the plan provides a holistic view of community conditions and dynamics. This holistic view allows for future planning and decision making to be based on an informed, factual understanding of the community.

FRAMEWORK FOR LOCAL DECISION MAKING The vision, guiding principles, goals, and policies outlined in this plan provide a basis for local decision making and ensure that future actions respond to the desires, priorities, and concerns expressed through the public engagement process.

GUIDANCE FOR LANDOWNERS AND DEVELOPERS By articulating a vision for future land use, public investment priorities and policies, and development and redevelopment goals, the plan provides guidance, resources, and reassurance to property owners and developers looking to build or reinvest in

the community.

INFORM AND ENGAGE THE PUBLIC The planning process is an avenue for informing community members about the Comprehensive Plan, gaining input on the community vision and priorities, and encouraging broader discussions about community improvement. Just as the public plays a critical role in creating this plan, they are also a key to its successful implementation. Community members play a role to plan as future advocates for the plan, as well as active participants in its implementation.

MOBILIZE FOR ACTION The plan is intended to be action-oriented, recommending concrete steps and strategies that can be implemented by the City in the immediate future. Many of the strategies recommended in the plan require the cooperation of outside groups, agencies, private businesses, and individuals in the community. The plan provides a basis for future partnership and collaboration.

PAST PLANS

KASSON COMPREHENSIVE PLAN (2011)

The last comprehensive plan for Kasson was completed in 2011. The plan consisted of eight functional elements including a community profile, economic development, housing, transportation, public and community facilities, natural resources, schools, and land use.

A set of goals and policy statements were derived from each of these elements and a ground work for this comprehensive plan.

SAFE ROUTES TO SCHOOL: K-M MIDDLE SCHOOL AND ELEMENTARY (2017)

In the spring of 2016, Kasson-Mantorville Public Schools was awarded a Minnesota Department of

Transportation (MnDOT) Safe Routes to School (SRTS) planning assistance grant to develop an SRTS Plan. The plan was developed in coordination with MnDOT, the City of Kasson, and the K-M School District.

Education, encouragement, engineering, enforcement, evaluation, and equity program and infrastructure recommendations in this plan are intended to be on a five-year timeline.

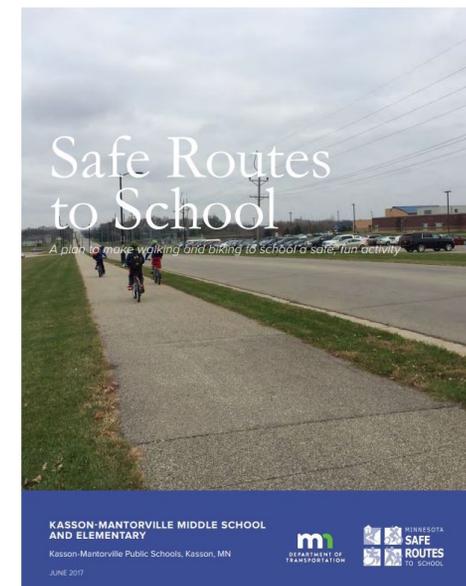
Eight programs such as a bike rodeo and bicycle maintenance training are recommended as a part of this plan.

The SRTS Plan also recommends 24 different streetscape and infrastructure improvements in Kasson, mainly focused around the K-M School Campus. The recommendations are highlighted further in the Parks, Recreation, and Active Living Chapter and Transportation Chapter.

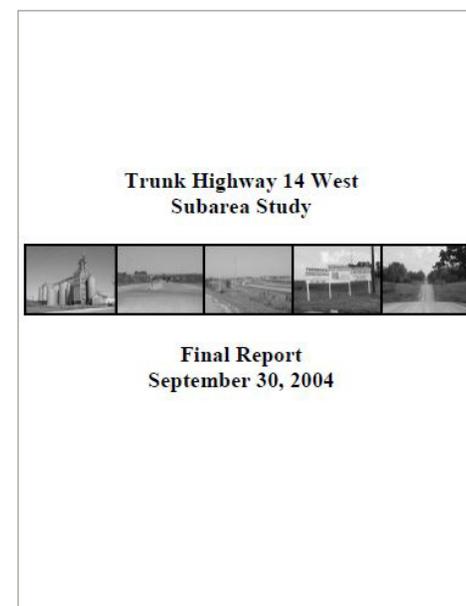
TRUNK HIGHWAY 14 WEST SUBAREA STUDY (2004)

In 2003, MnDOT, in collaboration with the City of Byron, the City of Kasson, the City of Rochester, Olmsted County and Dodge County initiated a study of a portion of the Trunk Highway 14 Corridor generally between the Cities of Rochester and Kasson. The purpose of the study was to reaffirm a long term vision for the corridor, to establish a phasing plan to guide implementation of the vision over a period of many years and establish common directions amongst the study partners to assist in future decision making. Takeaways from this study related to Kasson include:

- » Potential graded separated interchange at CSAH 15 or partial interchange connected to interchange at 19th/280th Ave. by collector-distributor roads.
- » Potential future collector roadway segment connecting 8th St. SE to CSAH 15.



Safe Routes to School Plan



Trunk Highway 14 West Subarea Study

- » Potential future grade separation of 220th at Hwy. 14

GREENSTEP CITY

Kasson is a Step 2 Minnesota GreenStep City, working towards Step 3. Minnesota GreenStep Cities is a voluntary challenge, assistance and recognition program to help cities achieve their sustainability and quality-of-life goals. This free continuous improvement program, managed by a public-private partnership, is based upon 29 best practices. Each best practice can be implemented by completing one or more actions at a 1, 2 or 3-star level, from a list of four to eight actions.

The policies and action steps within this plan include some of the best practices and best practice actions that Minnesota GreenStep Cities has identified.

PLANNING HORIZON (2018-2040)

This update of the Comprehensive Plan looks to the year 2040. Considering a future over 20 years away

forces the community to broadly consider issues and opportunities facing Kasson. Issues are easier to face before they become a problem. Opportunities can be capitalized upon early.

A Comprehensive Plan is not only about encouraging the right actions, but also preventing the wrong ones. A residential subdivision in the wrong place may block the expansion of a needed industrial area or the right-of-way for a critical road corridor. Looking into the future helps to prevent unintended consequences.

THE PLANNING PROCESS AND COMMUNITY ENGAGEMENT

The Kasson Comprehensive Plan was developed over a year long process undertaken by the City of Kasson and planning consultants from Hoisington Koegler Group, Inc. and engineering consultants from WHKS. The planning process, as illustrated in Table 1.1, consisted of five tasks including:

- » **Task 1: Project Kick-Off**, The primary objective of this task was to orient City staff, the Working Group, and the consultant team to the project's objectives,

TABLE 1.1 PLANNING PROCESS

	2017								2018					
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Project Kick-Off	█	█												
Community Audit/Visioning	█	█	█	█										
Explore Future Directions: Vision, Goals, Policies				█	█	█	█	█						
Prepare the Comp Plan Update									█	█	█	█		
Seek Approvals												█	█	█

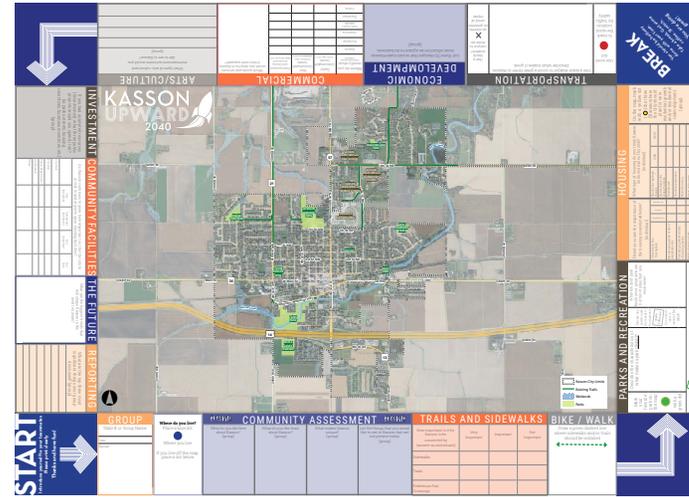




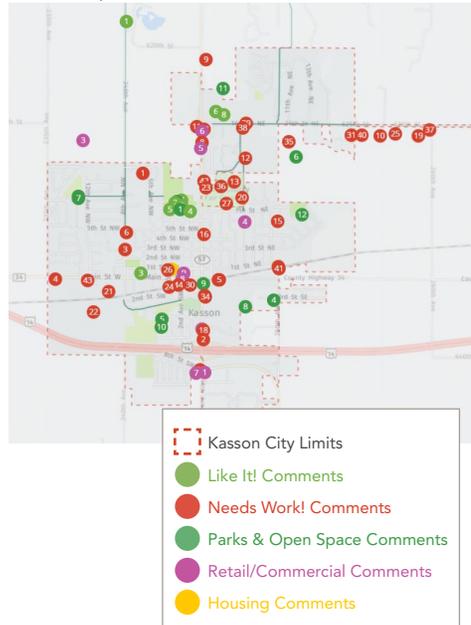
Gameboard Feedback

concerns along Mantorville Ave., high property taxes, and not enough affordable housing to keep with new demand.

FIGURE 1.4 KASSON GAMEBOARD



Social Pinpoint Feedback



ENGAGEMENT PHASE TWO

The second phase of engagement involved presenting and collecting input on a vision statement, a set of guiding principles, a land use framework, and a series of project ideas. These were established based on an extensive analysis of existing conditions, trends, and input from phase one. Engagement efforts during phase two included:

- » A community workshop on November 1st, 2017
- » An online survey from November 2017 to January 2018, which received just over 100 responses
- » An interactive growth allocation game that was played at the community workshop and at various small-group meetings throughout the winter.

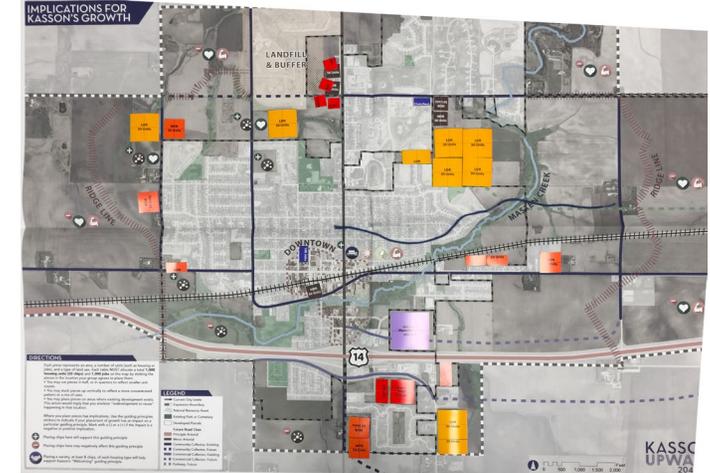
Key takeaways from this phase included valuable feedback informing the direction for the vision and guiding principles, understanding that downtown improvement and traffic improvements (safety and

increased mobility) may have a higher priority than some other community improvement ideas, and that citizens welcome future growth as long as its well planned, connected, and well served by parks and existing community services.

Engagement strategies and tools employed throughout the planning process included:

- » Project Website
- » Utility Billing Announcements
- » Newspaper Articles and Notices
- » Community Photo Contest
- » Social Media Announcements
- » Promotional materials at community facilities and events
- » Public Hearing

FIGURE 1.5 KASSON GROWTH ALLOCATION GAME



For a detailed summary of public engagement and community input, see Appendix A: Community Engagement.

HOW TO USE THIS DOCUMENT

THIS PLAN IS DYNAMIC

While intended to guide change, this plan must also remain flexible to respond to changing needs, conditions and emerging trends. City officials must understand that they are responsible for the future of their community, and they must consider carefully the merits of adjustments to the plan. This is a critical step in the community development process; proposals need to be evaluated against the goals and vision laid out in this plan. Some proposals will fit well, while others may not. Regardless of their overall quality, any ideas that are good and worthy of further consideration could quite possibly lead to changes to the vision or the plan. These proposals will trigger the community planning process.

KEY TERMINOLOGY:

The **VISION** statement describes how the community will look, feel, and function over the next 20 years. It is an over-arching framework that permeates the plan and informs supporting goals, policies and strategic directions.

The **GUIDING PRINCIPLES** serve as a yardstick to measure the appropriateness and results of future initiatives. The guiding principles are a tool for future decision-making and help to define the character, values, and priorities of the Kasson community.

EACH CHAPTER INCLUDES:

GOALS are broad statements that describe a desired outcome or end-state. Goals are often long-term in scope.

POLICIES describe the general course of action or way in which programs and activities are conducted to achieve a stated goal or objective. Policies speak to underlying values, context, or principles, and are often place-specific.

ACTION STEPS are programs, actions, or practices that support one or more policy statements. Action steps address, at a high level, the “who, what, when, where, and how” of reaching a goal. An action step may include multiple smaller or short-term actions that lead to a larger outcome.



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CITY OF KASSON COMPREHENSIVE PLAN

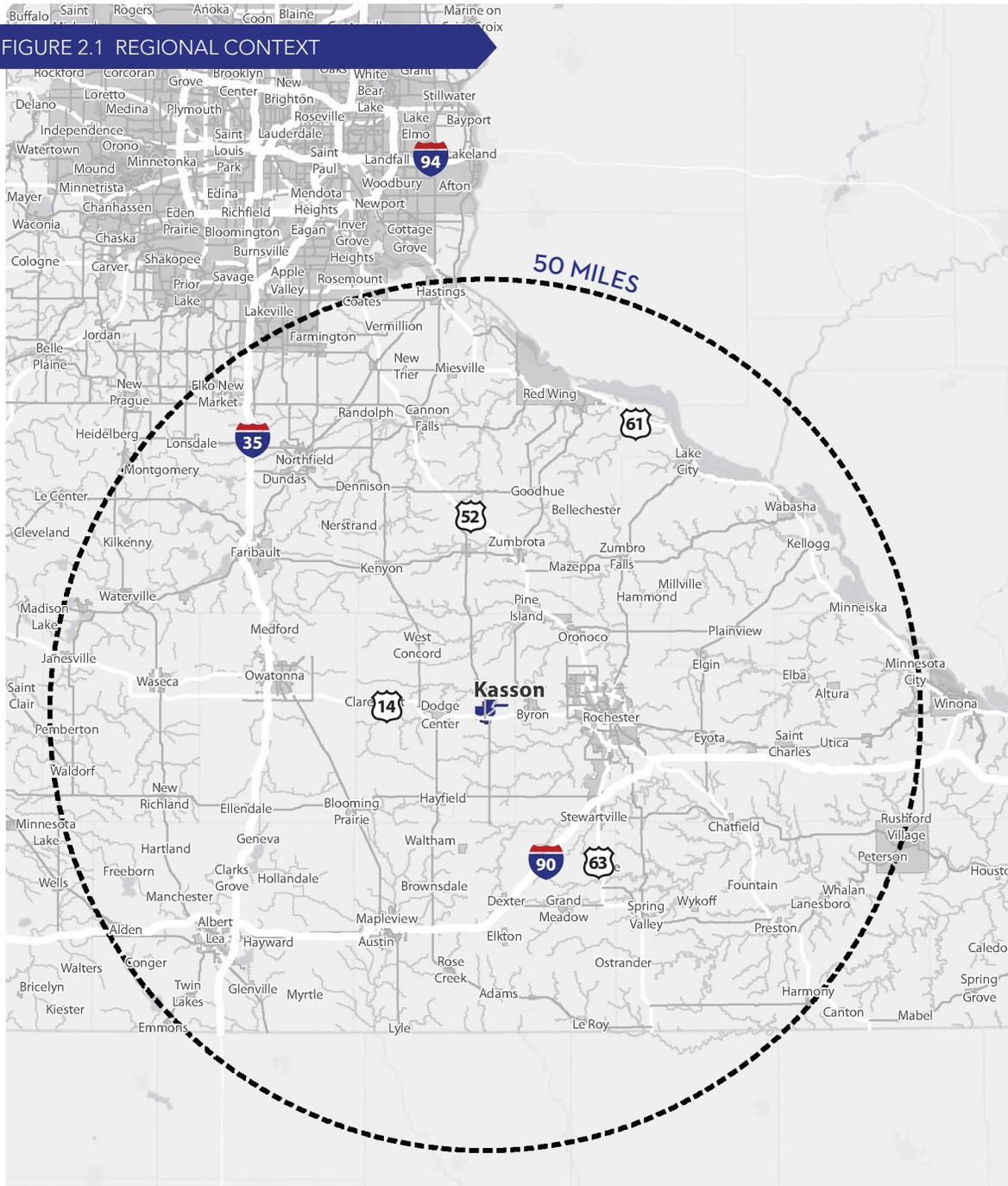
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02. COMMUNITY CONTEXT

This chapter of the Comprehensive Plan is intended to provide a high-level overview of Kasson's existing conditions by using a combination of available data sets (local, regional, and national), community sentiment, and past planning initiatives. Additional background information, including what we heard from community engagement is provided in the first part of the topical chapters.

FIGURE 2.1 REGIONAL CONTEXT



LOCATION ANALYSIS

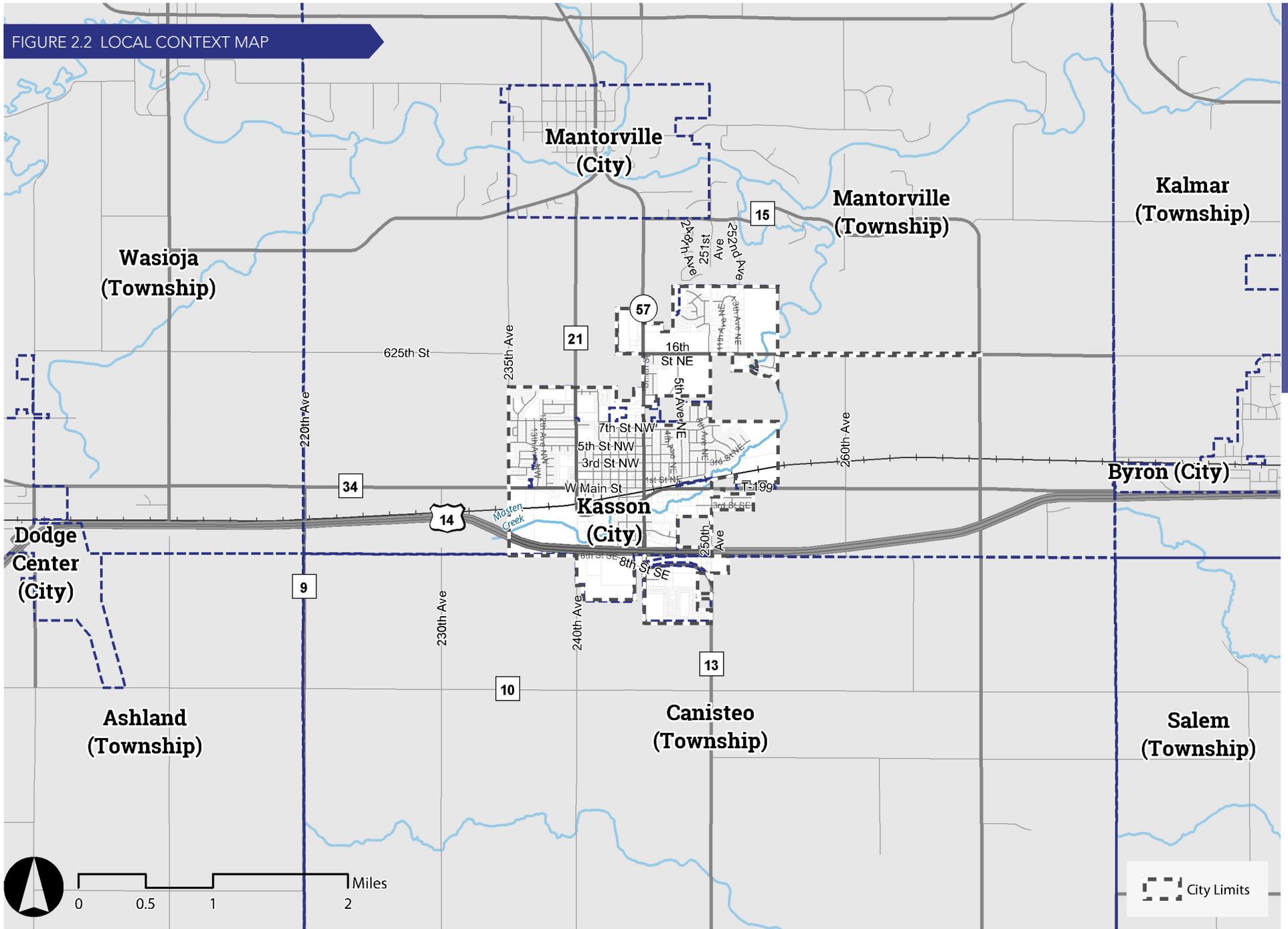
REGIONAL CONTEXT

Kasson is located just over 10 miles west from the City of Rochester, MN. The City's adjacency with US Highway 14 provides an easy route for residents and workers looking to travel into Rochester, Owatonna, and the Interstate Highway System. Kasson is also located approximately 50 miles from the Twin Cities Metropolitan urbanized edge. Primary vehicular travel routes into the Twin Cities include travel up State Highway 57 to US Highway 52 or travel along US Highway 14 to Interstate Highway 35. Other notable cities such as the Cities of Albert Lea, Austin, Winona, Faribault, and Red Wing, MN are also within a 50 mile radius of Kasson.

LOCAL CONTEXT

Kasson is located within Dodge County, Minnesota. The City shares jurisdictional boundaries with two different townships; Mantorville and Canisteo. Less than two miles north of Kasson lies the City of Mantorville. Kasson and Mantorville are the two primary cities served by the Kasson-Mantorville School District. Dodge Center and Byron, MN are both just over three miles from Kasson, Dodge Center to the west and Byron to the east.

FIGURE 2.2 LOCAL CONTEXT MAP

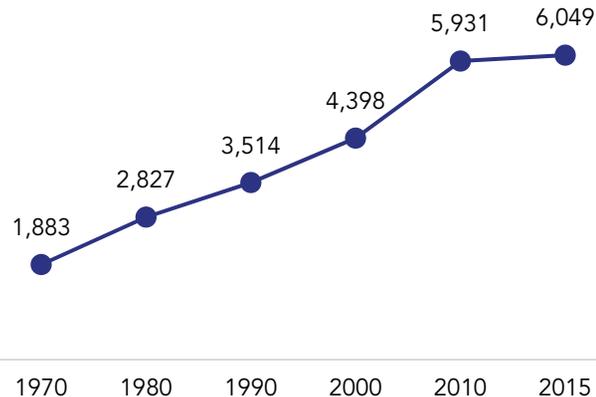


DEMOGRAPHIC PROFILE

Understanding population and demographic trends helps communities prepare and properly plan for future land, infrastructure, service, and programming needs. For instance, if it can be determined that a large cohort of residents are likely going to be retiring over the upcoming decades, adequate shared-maintenance housing in walk-friendly neighborhoods can be planned.

In 2015, according to US Census American Community Survey (ACS) estimates, the population of Kasson was estimated to be at 6,049. Kasson has seen steady, continued growth since its incorporation in 1870. Though, the 2015 ACS population estimate indicates Kasson's growth rate may be slowing, a consistent trend across the state and county with a flattening of growth as part of the recession. Housing 30% of Dodge County's population, Kasson continues to be the largest city within the County.

FIGURE 2.3 HISTORICAL POPULATION



Source: U.S. Census Bureau, Various Years

Compared to other neighboring communities such as Byron and Mantorville, Kasson has seen similar population gains. Kasson continues to be

WHAT WE'VE HEARD:

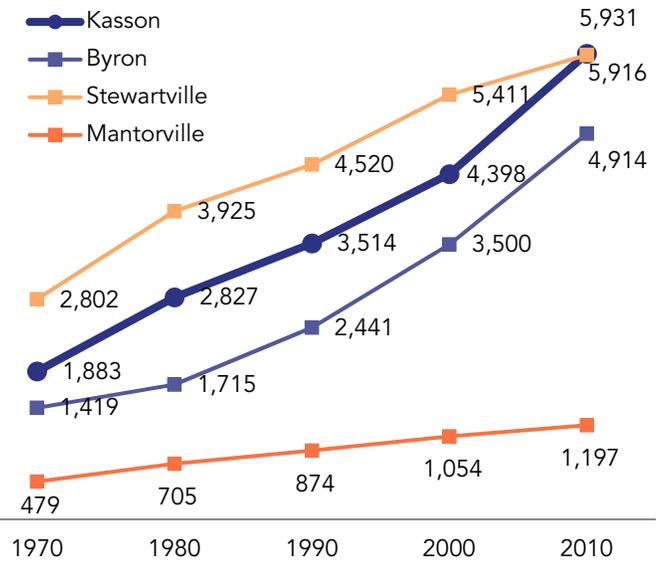
"Small town feel in a town so close to Rochester, great school district in such a small-school area, and friendly people [is what makes Kasson unique and interesting]."



Old Kasson Watertower. Source: John Hazuka

the largest of the three communities. Compared to Stewartville, a community located in the South Rochester Metropolitan area, Kasson has seen a faster population growth and, as of the 2010 Decennial Census, Kasson has surpassed Stewartville's total population.

FIGURE 2.4 POPULATION COMPARISONS

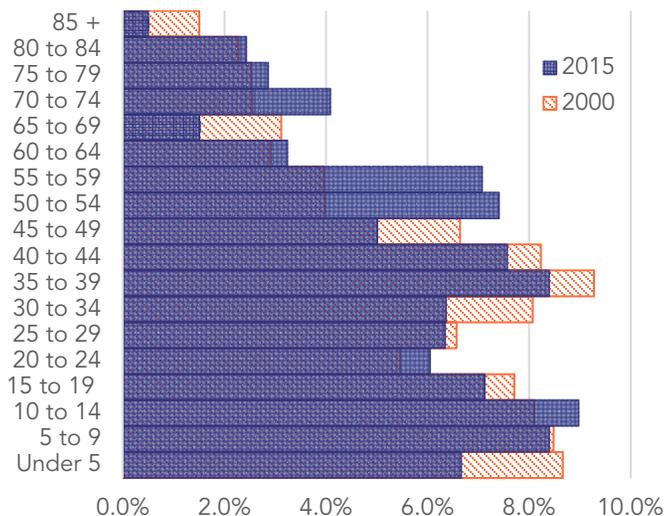


Source: U.S. Census Bureau, Various Years

The age distribution in Kasson has undergone some changes between 2000 and 2015. Most notably, the 50-59 age cohorts in Kasson have grown and consist of a larger share of Kasson's population in 2015 than they did in 2000. Aging residents staying in Kasson could explain why the largest age cohort in 2000 was the 35-39 age group and now the 50-59 now consists of a larger share of Kasson's population. The same is true for the 70-84 age cohorts. Substantial decreases can be seen in the share of population in the under 5 years cohort as well as the share of population in the 30-49 and 65-69 age cohorts. In 2015, the largest

age cohort was the 10-14 age group. Such a large share of the population in the 10-14 age group could mean that currently there is a strain on the Kasson-Mantorville school system.

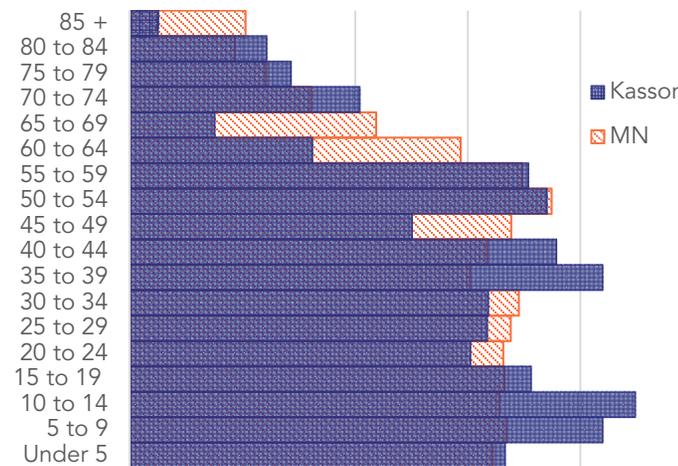
FIGURE 2.5 2015 - 2000 AGE DISTRIBUTION COMPARISON



Source: 2011-2015 ACS, 2000 US Census

A few differences can be observed when comparing Kasson's age distribution to Minnesota's. Kasson has a much smaller share of its population in the 60-69 and 85+ age cohorts than the State of Minnesota does. The smaller population share may mean that newly retired residents and the elderly may be living elsewhere to fulfill their new housing needs and lifestyles. The 5-19 and 35-44 age cohorts in Kasson make up a much larger share of the total population than what they do in Minnesota. A comparatively larger share of the total population in these cohorts indicates that the overall environment in Kasson may be more supportive of families with school age children.

FIGURE 2.6 KASSON & MINNESOTA AGE DISTRIBUTION COMPARISON



Source: 2011-2015 ACS, 2000 US Census

Kasson, along with the rest of the Nation, is experiencing a decrease in household size. Reasons for this decrease typically are attributed to an aging community, having kids later in life, the decision to not have as many kids, increasing childcare costs, and more dual-income families in which both the mother and father work full-time.

TABLE 2.1 AVERAGE HOUSEHOLD & FAMILY SIZE

	2015	2000
Average Household Size	2.63	3
Average Family Size	3.1	3

Source: 2011-2015 ACS, 2000 Census

With the exception of a small, yet slowly growing Hispanic or Latino population, Kasson is largely a homogenous White/Caucasian community. An increasingly diverse population may have different needs, such as communication and house size needs, than what currently exist.



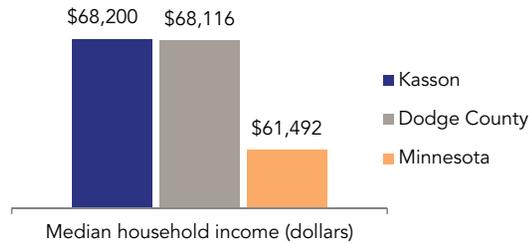
Dodge County Relay for Life. Source: John Hazuka



Festival in the Park. Source: John Hazuka

In 2015 the median household income was \$68,200. Of the 2,288 households in Kasson, 23.8% made between \$50,000 to \$74,999. 22.5% of households made between \$75,000 and \$99,999. When adjusted for inflation, Kasson households earned .5% less dollars in 2015 than they did in 2000. The median household income in Kasson and Dodge County are almost identical. Median household income in Kasson is higher than the median household income in the State of Minnesota by almost \$7,000.

FIGURE 2.7 MEDIAN HOUSEHOLD INCOME COMPARISON



Source: 2011-2015 ACS

TABLE 2.2 HOUSEHOLD INCOME

	2015		2000	
	#	%	#	%
Total households	2,288	-	1,690	-
Less than \$10,000	20	0.9%	98	5.8%
\$10,000 to \$14,999	52	2.3%	81	4.8%
\$15,000 to \$24,999	223	9.7%	196	11.6%
\$25,000 to \$34,999	191	8.3%	226	13.4%
\$35,000 to \$49,999	270	11.8%	253	15.0%
\$50,000 to \$74,999	545	23.8%	528	31.2%
\$75,000 to \$99,999	515	22.5%	214	12.7%
\$100,000 to \$149,999	405	17.7%	75	4.4%
\$150,000 to \$199,999	59	2.6%	19	1.1%
\$200,000 or more	8	0.3%	0	0.0%
Median household income (dollars)	\$68,200	-	\$49,022	-
			\$68,572*	

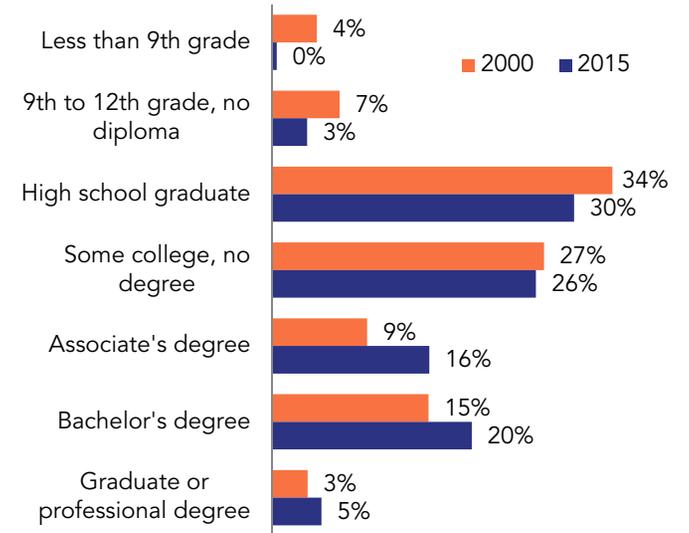
Source: 2011-2015 ACS, 2000 US Census *2015 Dollars

WHAT WE'VE HEARD:

"[Kasson should] embrace diversity!"

Kasson residents are becoming more educated. A higher percentage of people in Kasson hold an Associate's degree, Bachelor's degree, and Graduate or professional degree in 2015 than they did in 2000. Just over 96% of Kasson residents are a high school graduate or higher, compared to 89% in 2000. A higher educated population also means there is a higher educated workforce seeking greater paying jobs that require a more advanced skillset.

FIGURE 2.8 EDUCATIONAL ATTAINMENT



Source: 2011-2015 ACS, 2000 US Census

ECONOMIC CONDITIONS

KASSON WORKFORCE

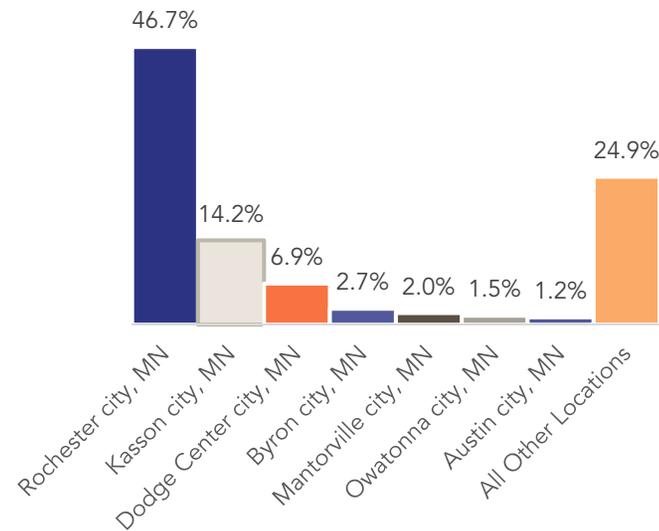
According to the 2015 US Census ACS, Kasson's workforce participation rate is 77.7%. The majority, 85.8%, of working Kasson residents commute to jobs outside of city limits with the highest percentage, 46.7%, of commuters working in the City of Rochester. Just over 14% of Kasson residents work in Kasson. Dodge Center jobs attract 7% of Kasson's workforce.

The majority, 68.3%, of workers employed in Kasson commute in from residences outside of Kasson city limits. Besides Kasson, workers commuting in from Rochester make up the largest share of workers coming from a single city. Just under 32% of workers employed in Kasson also live within the community.

Knowing where Kasson residents work largely explains the means of travel to get to their work destination. Certain travel modes, such as walking, may be convenient for those who live and work in Kasson, but not for residents who work further away. The majority of Kasson residents, 83.6%, drive to work alone in an automobile. Those residents carpooling to work in an automobile account for the second most common way Kasson residents get to work. The third most common way to travel to work in Kasson is not traveling, or those who work at home. This includes both home businesses and those who work remotely (also known as telecommuting). Working at home is a rising national trend and, at 5%, is a growing trend for Kasson residents as well. According to the 2000 US Census, 3.2% of Kasson residents worked at home. On average, it takes a Kasson resident 21 minutes to get to work.

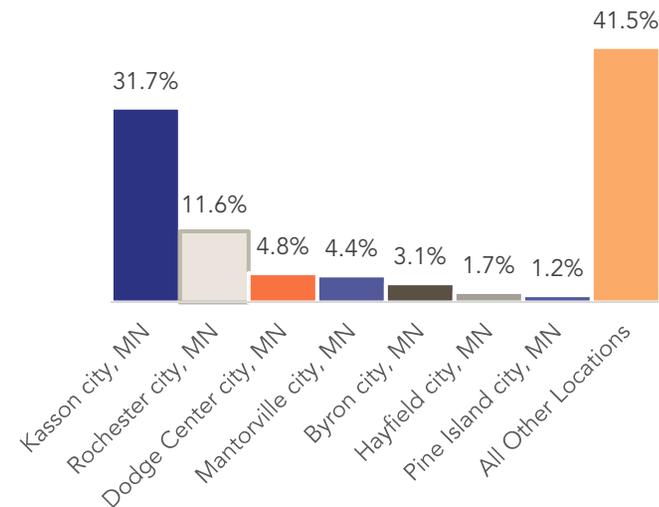
According to the 2014 US Census LEHD LODES

FIGURE 2.9 2014 KASSON COMMUTE SHED - WHERE RESIDENTS WORK



Source: US Census Bureau. 2016. OnTheMap Application. LEHD Program

FIGURE 2.10 2014 KASSON COMMUTE SHED - WHERE KASSON WORKERS LIVE



Source: US Census Bureau. 2016. OnTheMap Application. LEHD Program



Pedestrian Walking Along Hwy. 57 and CSAH 34

TABLE 2.3 TRAVEL TO WORK

STATUS	#	%
Workers 16 years and over	3,252	-
Car, truck, or van -- drove alone	2,720	83.6%
Car, truck, or van -- carpoolled	272	8.4%
Public transportation	38	1.2%
Walked	21	0.6%
Other means	39	1.2%
Worked at home	162	5.0%
Mean travel time to work (min.)	20.9	0.6%

Source: 2011-2015 ACS

FIGURE 2.12 WHERE KASSON RESIDENTS WORK

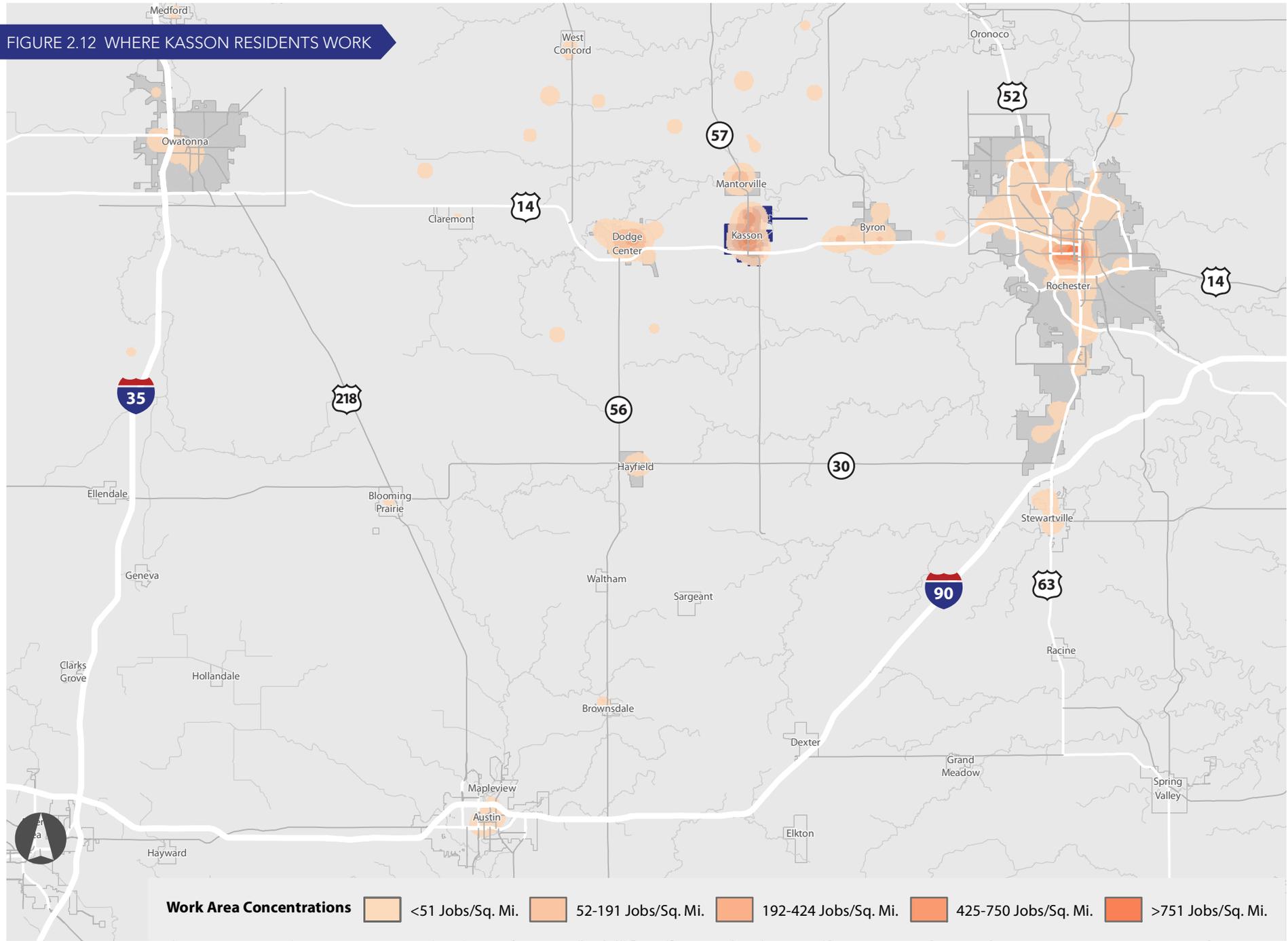
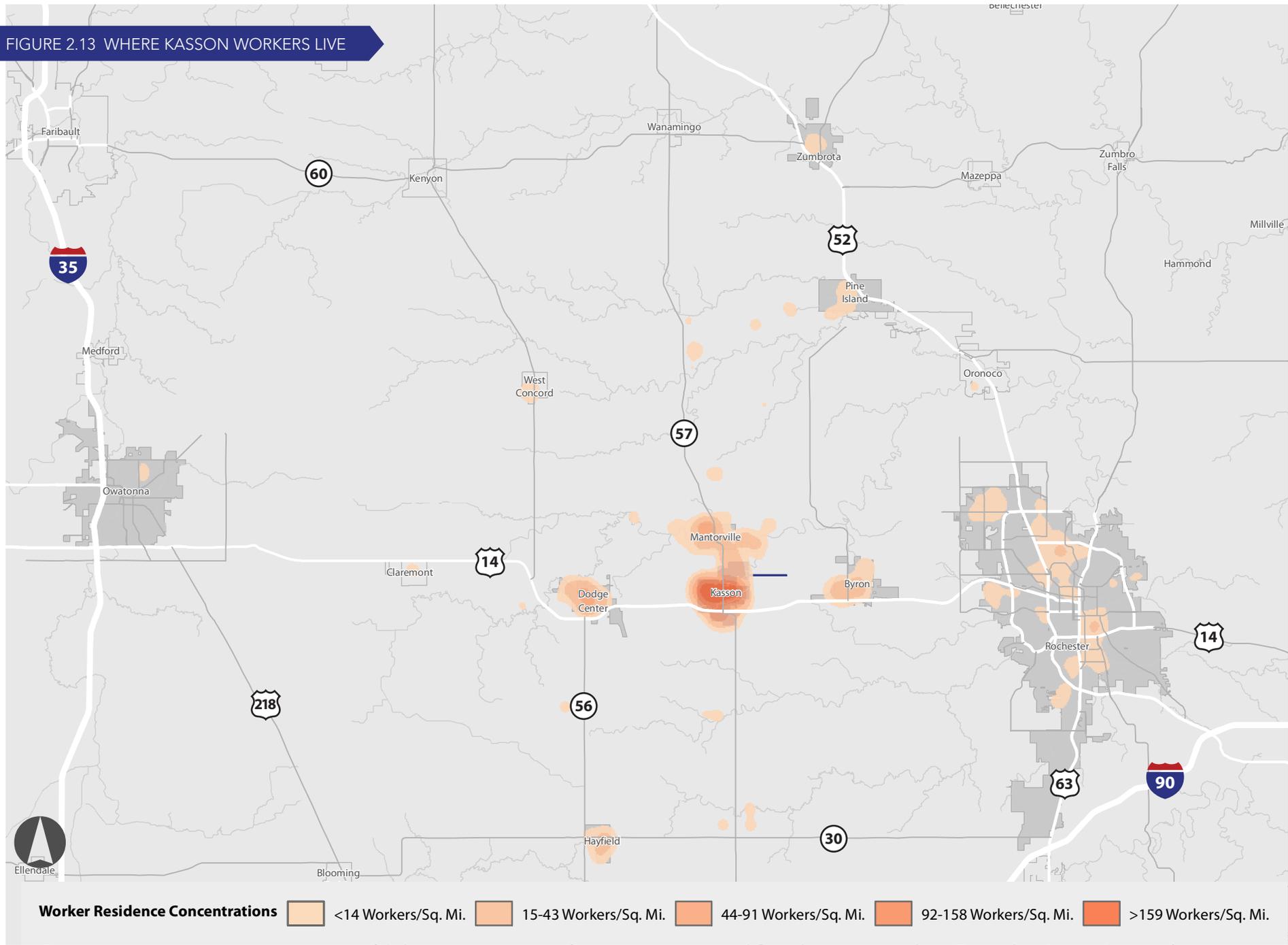


FIGURE 2.13 WHERE KASSON WORKERS LIVE





Kasson-Mantorville High School



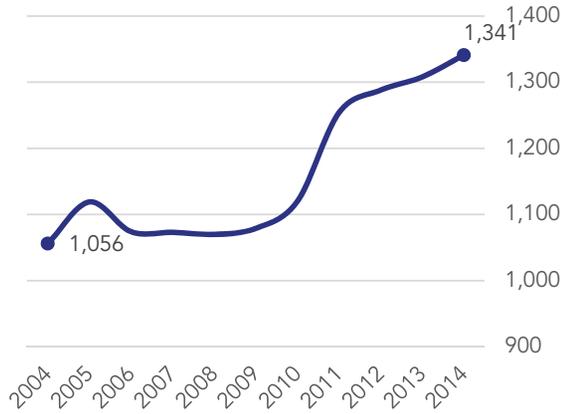
Kasson-Mantorville Middle School



Commercial Strip Center Along Hwy. 57 and 14

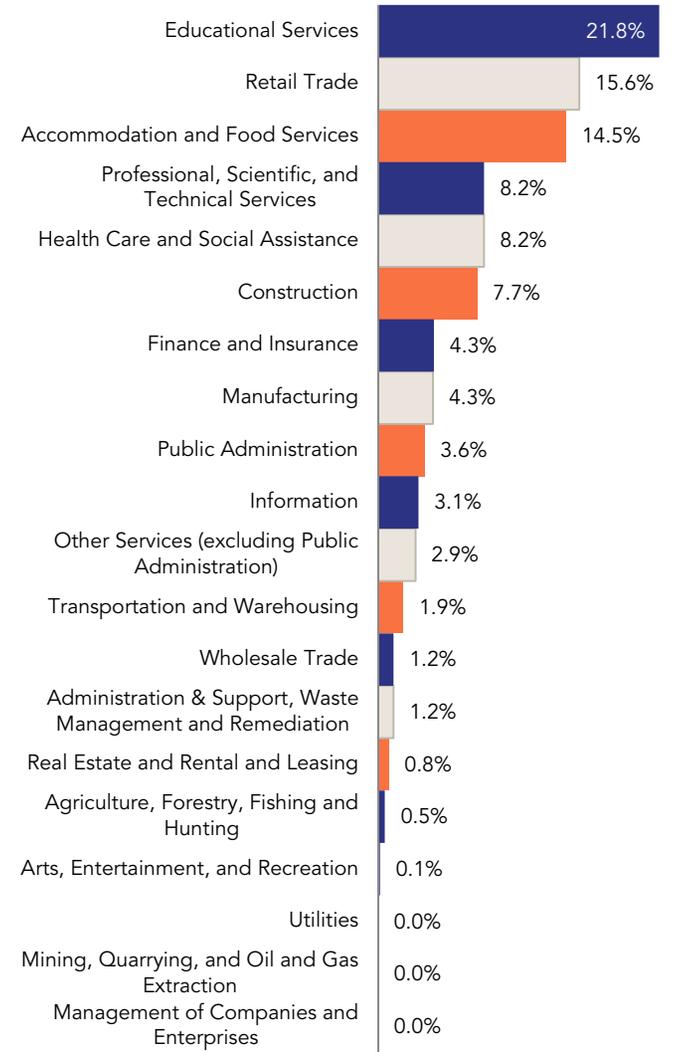
Program, as of 2014 there were 1,341 jobs in Kasson city limits. This is an increase of 285 jobs from 2004. The industry sector employing the most people was the educational services sector. This statistic can be most likely attributed to the fact that the Kasson-Mantorville School District facilities and schools are located within Kasson City limits. The retail trade sector makes up the second highest share of jobs in Kasson, followed by the accommodation and food services sector.

FIGURE 2.14 TOTAL NUMBER OF PRIMARY JOBS IN KASSON



Source: US Census Bureau. 2016. OnTheMap Application. LEHD Program

FIGURE 2.15 2014 KASSON WORK AREA PROFILE



Source: US Census Bureau. 2016. OnTheMap Application. LEHD Program

Of the 1,341 jobs in Kasson, just under 44% of them typically employ workers with some type of college education. Just over 23% of jobs in Kasson are filled by those who have received a high school diploma or equivalent with no college education. These shares are similar to those found on the State and County levels, but differ from the Rochester Metropolitan Area. According to the 2014 US Census LEHD LODES Program, 54% of jobs in the Rochester Metropolitan Area typically employ workers with some type of college education while only 19.5% are filled by those who have received a high school diploma or equivalent with no education.

TABLE 2.4 JOBS BY WORKER EDUCATIONAL ATTAINMENT

EDUCATIONAL ATTAINMENT	KASSON SHARE	ROCHESTER METRO SHARE
Less than high school	4.5%	4.8%
High school or equivalent, no college	23.2%	19.5%
Some college or Associate degree	26.2%	28.4%
Bachelor's degree or advanced degree	17.6%	25.7%
Educational attainment not available (workers aged 29 or younger)	28.6%	21.6%

Source: US Census Bureau. 2016. OnTheMap Application. LEHD Program

KASSON TRADE MARKET OVERVIEW

In the Spring of 2017 the City of Kasson contracted customer market analytic services from Buxton Company to support economic development initiatives. The analytics from this partnership will be used to identify the retail preferences of residents, match the city to complementary retail businesses, provide helpful insights to retain existing local businesses, and support downtown revitalization efforts.

Understanding potential customers in a particular trade area will help the City to promote and match complementary retail businesses. As a part of Buxton’s report, every US household is classified into one of 71 distinct consumer segments described by that household’s lifestyle and spending habits. Segments found within the Kasson’s trade area, represented as drive times as seen in Figure 2.16, are presented to illustrate what the consumer opportunities look like in Kasson.

The following are some highlights of the trade market within a 20 minute drive time from Kasson’s retail area:

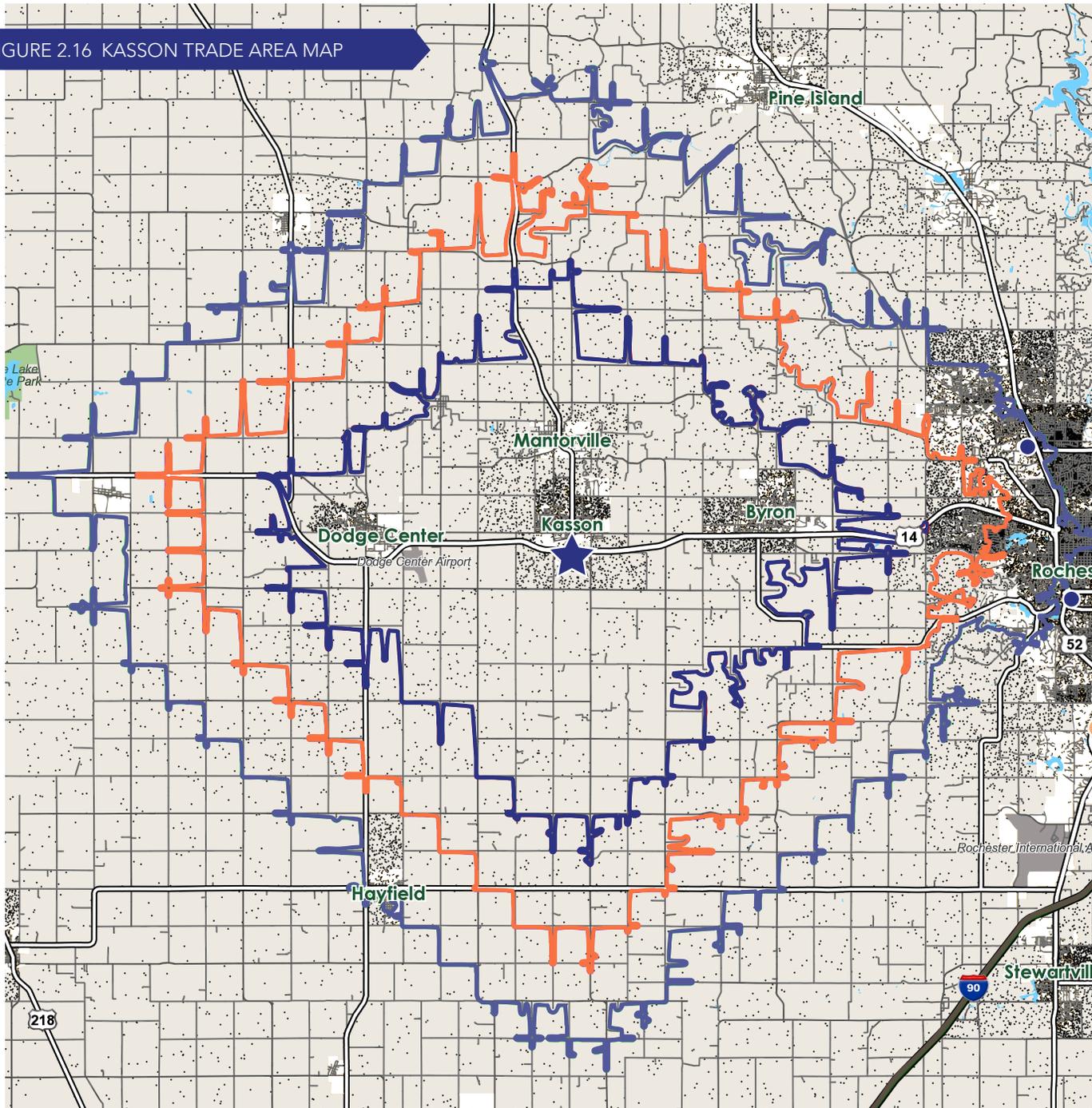
Demographic Highlights:

- » Population: 27,135
- » Workplace Population: 7,868
- » Population Growth ('00-'10): 26.9%
- » Projected Pop. Growth ('15-'20): 8.6%
- » Households: 9,863
- » Avg. HH Income: \$83,825
- » Household Growth ('00-'10): 31.5%
- » Projected HH Growth ('15-'20): 9.6%



Commercial Uses in Downtown Kasson

FIGURE 2.16 KASSON TRADE AREA MAP



Legend

- ★ Study Location
- Retail Centers (Gross Leasable Area)**
 - > 800K sq. ft.
 - 400-800K sq. ft.
- Drive Times**
 - ◊ 15 Minutes
 - ◊ 20 Minutes
 - ◊ 25 Minutes
- 1 Dot = 1 Household

Source: Buxton SCOUT Market Analysis Tool, 2017

Top Household Segments (see the Household Segment Sidebar for segment descriptions):

- » C14: Boomers and Boomerangs
- » B08: Babies and Bliss
- » F23: Families Matter Most

Nearby large retail centers are also identified in Figure 2.16. Of the three retail centers shown, one retail center (400-800K sq. ft.) exists within a 25 minute drive time. This retail center is located in the northwest area of Rochester along Hwy. 63 and includes numerous big-box retailers ranging from home improvement, grocery stores, and electronics retail as well as chain restaurants on prototypical pad sites. Just outside of the 25 minute drive-shed a regional shopping center with three major anchor tenants is located along US Hwy. 14 and US Hwy. 52. Grocery, office supply, and other big-box retailers are also located in the vicinity. Also shown on the map is an emerging retail center, greater than 800K sq. ft., south of Rochester and US Hwy. 52 along US Hwy. 63. This retail center includes home improvement, farm and implement, and home and retail goods big-box stores as well as a cinema theater and various prototypical pad site restaurants. No large retail centers exist within a 20 minute drive-shed of the Kasson study area.

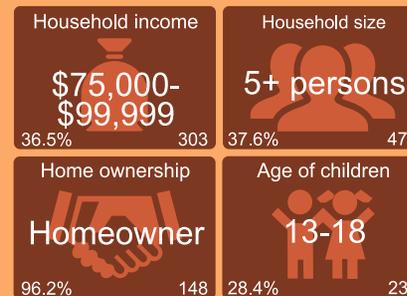
CHARACTERISTICS OF TOP HOUSEHOLD SEGMENTS IN KASSON'S TRADE AREA

BOOMERS AND BOOMERANGS

Baby boomer adults and their teenage/young adult children sharing suburban homes.

Key features include:

- » Suburbanites
- » Middle-class families
- » Politically conservative
- » Charitable
- » Big spenders
- » Multi-generational households

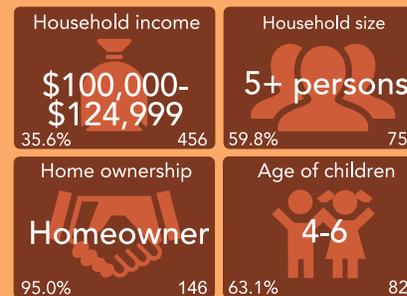


BABIES AND BLISS

Middle-aged couples with large families and active lives in affluent suburbia.

Key features include:

- » Large families
- » Online shoppers
- » High credit awareness
- » Child oriented purchases
- » Athletic activities
- » Engaged parenting

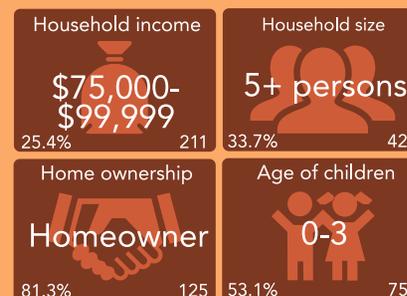


FAMILIES MATTER MOST

Young, middle-class families in scenic suburbs leading active, family-focused lives.

Key features include:

- » Sprawling families
- » Child-related purchases
- » Family vacations
- » Parent Teach Association parents
- » Internet Active
- » Credit revolver



Source: Buxton SCOUT Market Analysis Tool, 2017



Aerial View of Kasson. Source: Tony Morrow

EXISTING LAND USE

Of the 1,958 Acres that exist within the City of Kasson, 31.6% of the land is devoted to Single Family - Detached housing, making it the largest land use category by acreage. Overall, 35% (684 Acres) of the land in Kasson is occupied by housing. Public/Institutional land uses, such as schools, city hall, and churches, account for 12.6% of Kasson’s land. Undeveloped land, consisting of vacant and agricultural land, accounts for 21.3% of the City of Kasson, or 416 acres.

TABLE 2.5 EXISTING LAND USE - KASSON CITY LIMITS

LAND USE	ACRES	%
Vacant	127	6.5%
Agricultural	289	14.8%
Single Family-Detached	618	31.6%
Single Family-Attached	17	0.9%
Manufactured Home Park	30	1.5%
Multi-Family	19	1.0%
Mixed-Use (CBD)	7	0.3%
Retail/Service Commercial	57	2.9%
Public/Institutional	247	12.6%
Industrial/Manufacturing	46	2.3%
Parks & Open Space	86	4.4%
Other (ROW, Railroad, Utilities, Etc.)	415	21.2%
Total	1,958	100.0%

Source: HKGi, Dodge County Assessor, Goodhue County GIS

Within the future Kasson city expansion boundary, agricultural land is by far the dominate land use outside Kasson city limits. Existing single family homes occasionally dot the landscape, mostly in the form of farmsteads. The Dodge County Fairgrounds account for the 35 acres of public/institutional uses located outside of Kasson city limits. Some small businesses

exist outside of Kasson city limits, but are limited in number.

TABLE 2.6 EXISTING LAND USE - KASSON EXPANSION BOUNDARY

LAND USE	ACRES	%
Vacant	9	0.2%
Agricultural	3,035	80.4%
Single Family-Detached	304	8.1%
Single Family-Attached	-	-
Manufactured Home Park	-	-
Multi-Family	-	-
Mixed-Use (CBD)	-	-
Retail/Service Commercial	25	0.7%
Public/Institutional	35	0.9%
Industrial/Manufacturing	11	0.3%
Parks & Open Space	-	-
Other (ROW, Railroad, Utilities, Etc.)	354	9.4%
Total	3,773	100.0%

Source: HKGi, Dodge County Assessor, Goodhue County GIS



Downtown Kasson



Single Family Neighborhood in Kasson



Senior Housing in Kasson

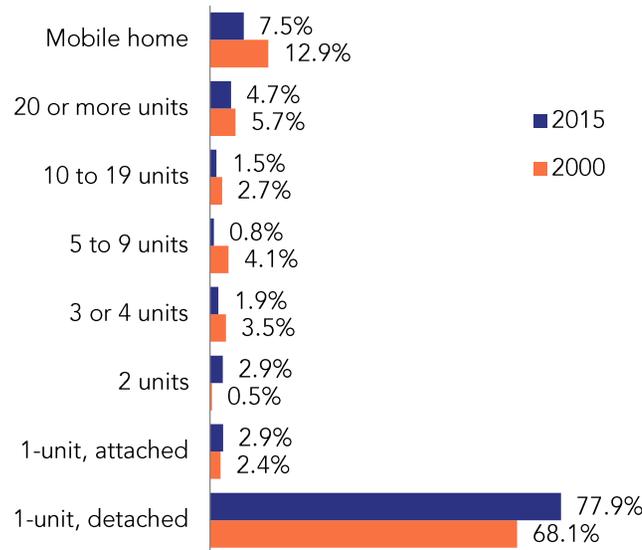


Duplex/Twinhome in Kasson

HOUSING

Consisting of over three quarters of all housing structures, single family (1-unit) detached homes dominate Kasson’s housing stock. When accounting for mobile/manufactured homes, that share of housing is closer to 85%. The remaining 15% of housing structures consists of duplexes/twinhomes, small multi-family buildings, and some larger multi-family structures. Comparing 2015 to 2000, Kasson has added a greater share of single family, detached units. Attached single family units, in the form of condos, townhomes, and other housing types have also seen a greater share of total housing structures.

FIGURE 2.19 HOUSING UNITS IN STRUCTURE

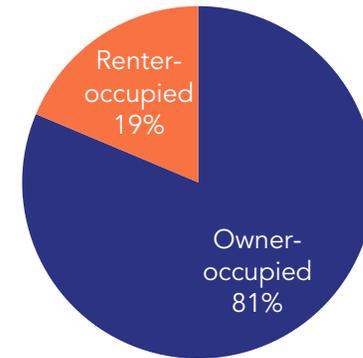


Source: 2011-2015 ACS

According to the 2015 US Census ACS, 81.3% of the occupied housing units in Kasson are owner-occupied. This is not unusual for a rural community like Kasson.

Those unable to afford their own home, reluctant to take on the tasks that come with home ownership, or those whose lifestyles are more mobile may not find housing that fits their needs.

FIGURE 2.18 HOUSING TENURE



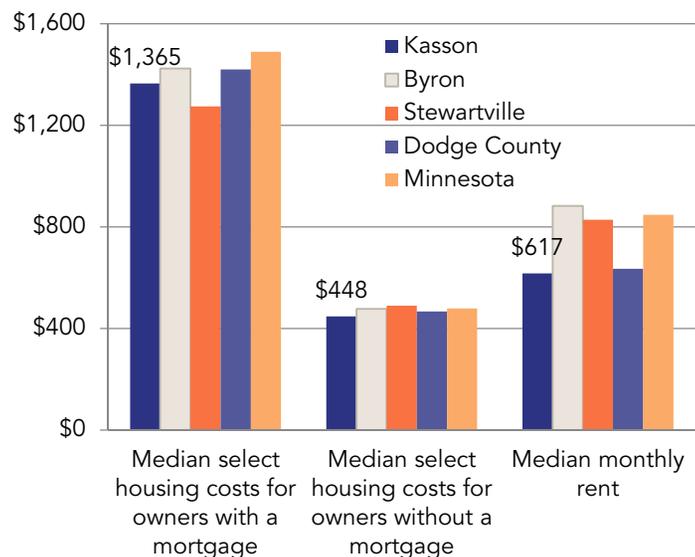
Source: 2011-2015 ACS

Selected monthly owner costs are calculated from the sum of payment for mortgages, real estate taxes, various insurances, utilities, fuels, mobile home costs, and condominium fees. The median select housing costs for owners with a mortgage in Kasson is \$1,365. With the exception of Stewartville, median monthly housing costs are lower in Kasson compared to the other examined area. Median monthly rent in Kasson is \$617. Median monthly rent in Kasson is the lowest among the other examined areas.

When a household pays more than 30 percent of their income for housing they are considered to have a housing cost-burden. These households may have difficulty affording necessities such as food, clothing, transportation, and medical care. Of the 1,350 households with a mortgage in Kasson, 190 or 14.1%, are paying more than 30% of their income on housing costs. Even though median monthly rent costs are lower in Kasson, a significantly higher percentage of

rental households in Kasson, 40.2%, pay more than 30 percent of their income on housing costs. The difference in housing cost burden by tenure is not uncommon.

FIGURE 2.20 SELECTED MONTHLY HOUSING COSTS COMPARISON



Source: 2011-2015 ACS

TABLE 2.7 HOUSING COST-BURDEN (HOUSING COST AS A PERCENTAGE OF HOUSEHOLD INCOME)

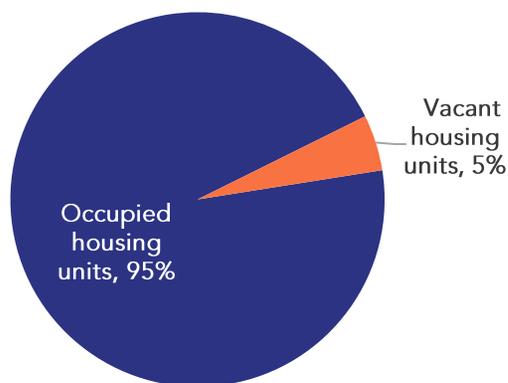
TENURE	2015	
	#	%
Housing units with a mortgage	1,350	-
More than 30 percent	190	14.1%
Occupied units paying rent	386	-
More than 30 percent	155	40.2%

Source: 2011-2015 ACS

With only approximately 5% of housing units in Kasson being vacant, vacancies in Kasson are hard to come by and may limit the ability for people outside

of Kasson to move into the city or for kids moving out of their parents' home to their own.

FIGURE 2.21 HOUSING VACANCY, 2015



Source: 2011-2015 ACS

As observed in the Figure 2.22, the number of housing permits issued in Kasson has fluctuated over the past 17 years. A sharp rise in housing permits was issued between 2000 and 2002. This was followed by a sharp decline in housing permits between 2002 and 2007. In the period between 2007 and 2013 Kasson saw a slow, but steady amount of housing permits issued. These trends generally follow the housing bubble and Great Recession the rest of the United States experienced during this period. Since 2013 Kasson has seen a slow, but steady increase in housing permits issued as the housing market has restabilized. A total of 46 housing permits were issued in 2016, almost double the amount of housing permits issued in 2013.



Multi-Family Rental in Kasson



Older Home in Kasson

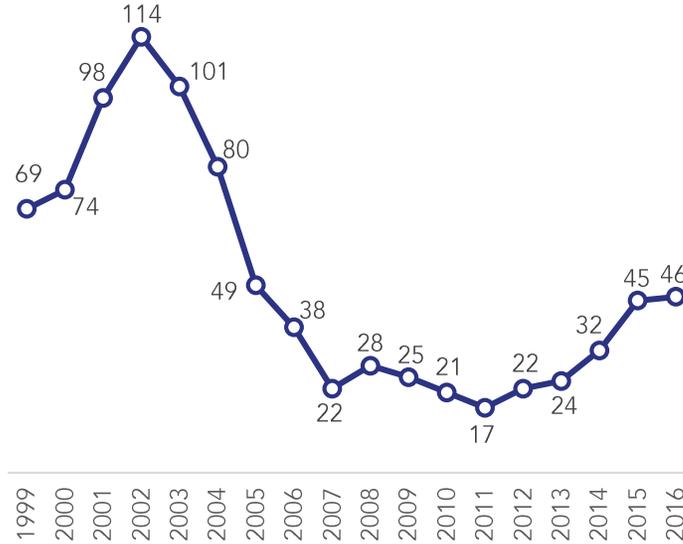


Recently Built Home in Kasson



New Home Under Construction in Kasson

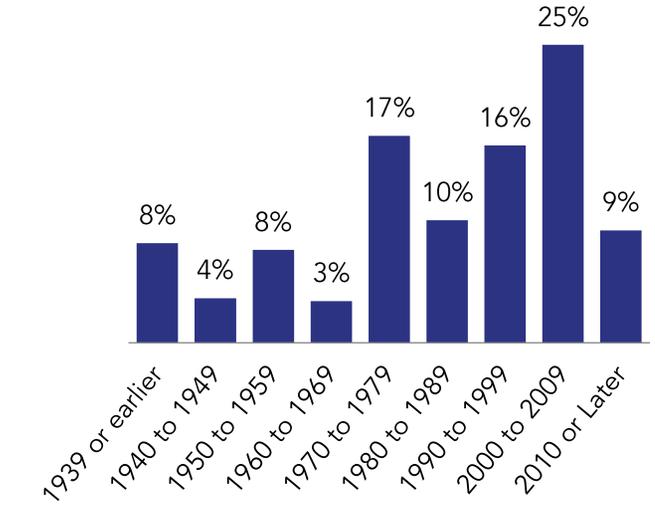
FIGURE 2.22 HOUSING PERMITS BY YEAR



Source: City of Kasson

Overall, the age of Kasson’s housing stock is young and fairly diverse. Over one-third of the current housing structures in Kasson were built in the last 20 years and three-quarters of it is less than 50 years old. Housing built before 1970 only accounts for a quarter of Kasson’s current housing stock. Within the next 20 years one quarter of Kasson’s current housing stock will age beyond 50 years old. As Kasson’s housing stock passes this milestone, proper house maintenance and safety will need to be accounted for.

FIGURE 2.23 YEAR STRUCTURE BUILT



Source: 2011-2015 ACS, City of Kasson (2000-2009, 2010 or later)

PARKS & RECREATION

NRPA PARK METRICS

National Recreation and Park Association (NRPA) Park Metrics are the most comprehensive source of data standards and insights for park and recreation agencies. Launched in 2009 and previously known as PRORAGIS, these agency performance resources assist park and recreation professionals in the effective management and planning of their operating resources and capital facilities. This suite of tools allows park and recreation agencies to build customized reports that allow for comparisons with peer agencies. Park and recreation professionals can use this benchmark data to gain more funding support, improve operations and better serve their communities.

The typical park and recreation agency offers one park for every 2,266 residents served, with 9.6 acres of parkland per 1,000 residents. But park and recreation agencies are as diverse as the communities that they serve, and what works well for one agency may not be best for your agency. Therefore, you need benchmark data to best identify the best practices to optimally serve your community.

In Table 2.9 are the ranges for the number of parks and acres of parkland. The other metrics for number of facilities don't have ranges listed, just averages.

The NRPA collects data regarding acreage and facilities for public park systems around the county. They group this data according to population ranges. Kasson falls within the smallest population group - under 20,000 residents. Table 2.10 highlights:

- » NRPA Standards / Typical Situation based on jurisdictions under 20,000 residents
- » Kasson exceeds the typical in most categories

TABLE 2.8 KASSON PARKS

NAME	ACRES	PARK TYPE*	FEATURES
Lions Park	30.41	Community	Skate park, playground, parking lot, open space with creek corridor
Veterans Memorial Park	22.41	Community	2 Diamond ballfields, Soccer field, parking lot, picnic shelter, picnic area, aquatic center, playground, sand volleyball, horseshoes, 2 tennis courts, basketball court
J. Hyde Kasson Park	2.83	Neighborhood	Diamond ballfield, playground; adjacent to library
East Diamond Park	3.71	Neighborhood	Diamond ballfield, parking lot
East Park	1.02	Neighborhood	Open space
Tot Lot	0.20	Neighborhood	Playground
Medowland Park	1.73	Neighborhood	Open field
Prairer View Park	7.58	Neighborhood	Open field - 2 soccer fields
Maple Grove Cemetary**	9.70	Special Use	Cemetery plots, open space

* Park Types were developed by HkGi and based on acreage and features. These were designated to analyze park metrics only and the types may change during the comprehensive planning process.

**Not included in NRPA metrics table below

TABLE 2.9 NRPA PARK METRICS

FACILITY	TYPICAL (BASED ON JURISDICTIONS WITH POPULATION LESS THAN 20,000)	NRPA METRICS RANGE (FOR JURISDICTIONS UNDER 20,000)	KASSON	CURRENT FACILITIES (POP. 6,074)
Parks	1 per 1,331 residents	787 -2146 residents per park	8 parks	1 park per 759 residents
Acres of Parkland	10.5 Acres per 1,000 residents	4.4 -18.1 acres per 1,000 residents	69.89 acres (GIS)	11.5 ac. Per 1,000 residents

PARK AND RECREATION FEATURES AND AMENITIES

The City of Kasson contains eight parks and one publicly owned cemetery, which constitutes public open space. These parks service not only Kasson but also larger rural community. The parks include a variety of recreational amenities, such as soccer fields, diamond ballfields, picnic areas, playground, a skate park, and an aquatic facility. The parks are well located throughout the community; however, the residential neighborhoods south of Hwy 14 do not have direct access to a public recreational park.

FIGURE 2.24 EXISTING PARKS & TRAILS

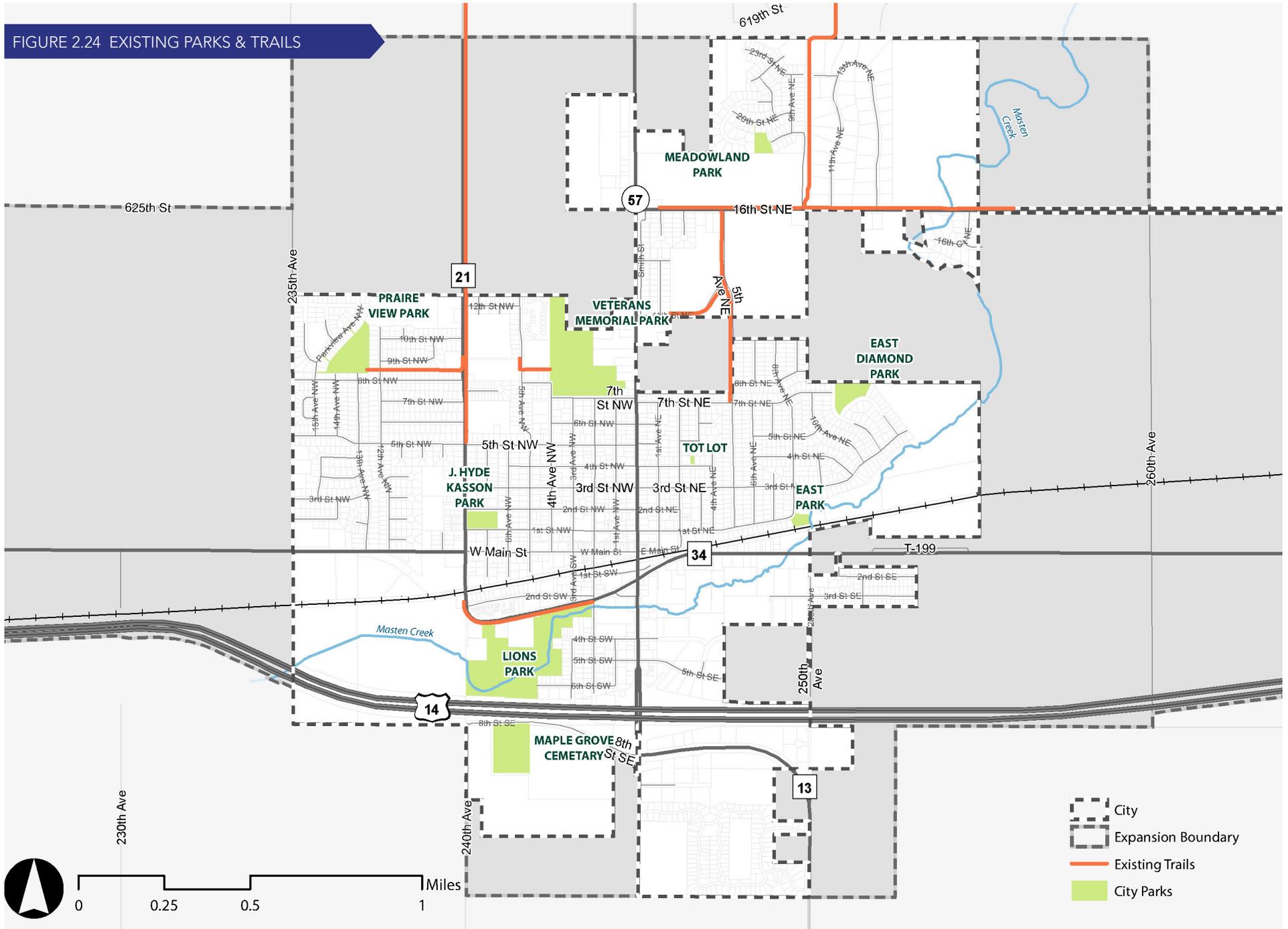


TABLE 2.10 PARK FEATURE INVENTORY

FACILITY	TYPICAL NATIONAL (BASED ON JURISDICTIONS WITH POPULATION LESS THAN 20,000)	KASSON	CURRENT FACILITIES IN KASSON (POP. 6,074)
Parks	1 per 1,331 residents	8 parks	1 park per 759 residents
Acres of Parkland	10.5 Acres per 1,000 residents	69.89 acres (GIS)	11.5 acres per 1,000 residents
Playgrounds	1 playground per 2,258 residents	4	1 per 1,518 residents
Diamond Fields (youth)	1 field per 3,167 residents	4	1 per 1,518 residents
Rectangular Fields (Soccer, Football)	1 field per 3,250 residents	3	1 per 2,024 residents
Tennis	Not listed	2	1 per 3,037 residents
Basketball Courts	1 court per 3,850 residents	1	1 court per 6,074 residents
Indoor Ice Rink	1 per 7,500 residents	-	-
Indoor Gyms (Full Size)	1 gym per 9,162 residents	-	-
Recreation center	1 per 9,250 residents	-	-
Community Center	1 per 10,500 residents	-	-
Indoor track	1 per 17,500 residents	-	-
Fitness center	1 per 9,660 residents	-	-

Data Sources: NRPA, City of Kasson GIS data, Google Maps

TRAIL FACILITIES

There is a total of 3.26 miles of existing trails located

in Kasson. The most continuous segments of trail are the Sunset Trail, located along CR 21 and the Sunrise Trail, located along 5th Ave and NE Kasson. Both of these trails connect Kasson to Mantorville and are separated bituminous facilities.

The Stagecoach State Trail Master Plan published in March 2012 by the MN DNR identifies multiple alignments for the future Stagecoach State Trail linking Owatonna to Rochester. The Stagecoach State Trail is a legislatively authorized state trail. This trail also serves as a connection between the Douglas State Trail, Rice Lake State Park, and the legislatively authorized Prairie Wildflower State Trail. The Stagecoach State Trail is projected to be approximately 36 miles long. Possible alignments through the Kasson-Mantorville area include:

- » Northerly route - from Olmsted County Line, along County Road 16, to 260th Ave. to 608th St./5th St. into Mantorville
- » Southerly route - 625th St from Byron toward Kasson - Mantorville School Campus, to Sunrise Trail, to Riverside Park in Mantorville
- » Follow South Branch Middle Fork Zumbro River corridor

Future trail alignments in Kasson should build off the existing Sunset and Sunrise trail alignments as these trails will eventually connect to the future Stagecoach State Trail.

The Kasson-Mantorville Safe Routes to School plan also identifies potential trail and infrastructure improvements around K-M Middle School and Elementary School. These improvements primarily create safer, more direct connections between the school grounds and the surrounding neighborhoods. Future trail and infrastructure projects should align with and support the identified improvements.



Water Park at Veterans Park

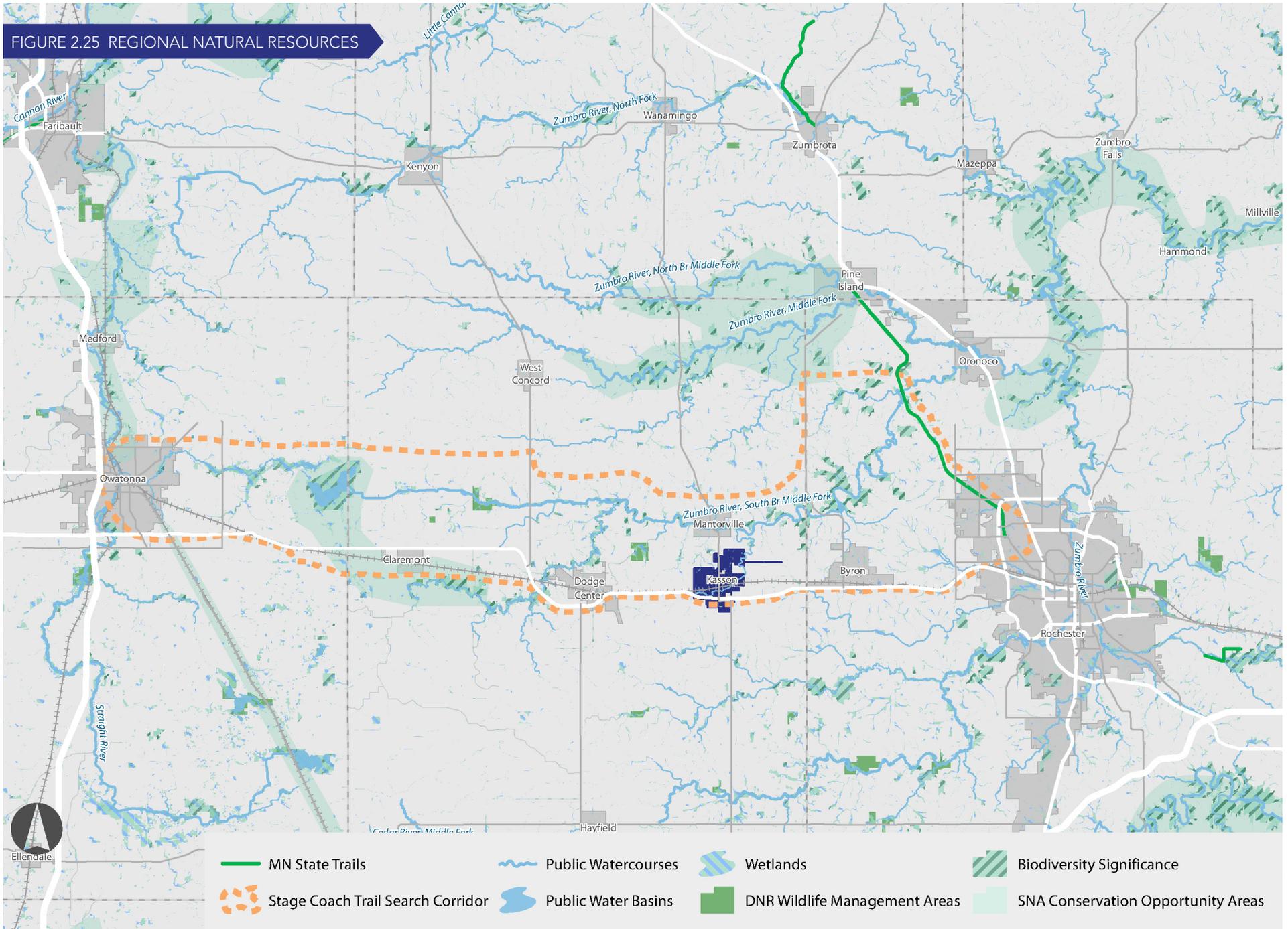


Sunrise Trail



Basketball Court at Veterans Park

FIGURE 2.25 REGIONAL NATURAL RESOURCES



NATURAL RESOURCES & OPEN SPACE

The Masten Creek corridor connects the southwest park of the city, Lions Park, and East Park, to open space on the east side of the city. This corridor includes wetlands, park space, and wooded areas that can be preserved to create a natural resource benefit in terms of habitat and community open space. North of the city boundary, the Masten Creek corridor and open space can be connected to create a contiguous open space loop.

Kasson is located on the edge of the Karst lands that cover the southeastern part of the state. Varying levels of sediment, from 50 to 100 feet depth, cover the carbonate bedrock that could contain sinkholes, caves, springs, and underground drainage. The topography of the surface includes gently rolling hills and areas of exposed bedrock. The area has not been glaciated in the past couple hundred thousand years.

As seen in Figure 2.26, Kasson is generally lower in elevation in the north and higher in elevation in the south. Ridge lines surrounding Kasson are also highlighted in this map. Locating new development outside (existing Kasson development considered "inside") these ridge lines would generally be more difficult to serve with sanitary sewer and water utilities.

WATERSHED MANAGEMENT

Kasson exists within the Zumbro River watershed, which includes Kenyon and Wanamingo on the northwest, Rochester and Eyota on the southeast, and stretches to Wabasha on the northeast. Several counties, municipalities, and townships have partnered together in the Zumbro Watershed Partnership, a non-profit organization that formed in 2004 with the mission to promote the protection and

improvement of the Zumbro River watershed.

The Dodge County Soil and Water Conservation District Comprehensive Water Management Plan (2006) identifies as its priority concerns:

- » Fertilizers and herbicides from agricultural fields seeping into drinking water
- » Nutrients and chemicals from animal feedlots flowing into rivers and streams
- » Nutrients and chemicals from animal feedlots seeping into drinking water
- » Soil, fertilizers and herbicides from agricultural fields flowing into rivers and streams
- » Loss of natural vegetation and habitat due to urban and rural development
- » Flash flooding or the quick rise and fall of water and stormwater management.
- » Inadequate individual septic systems, municipal sewers, and community systems that drain to field tile, wetlands, streams or rivers.

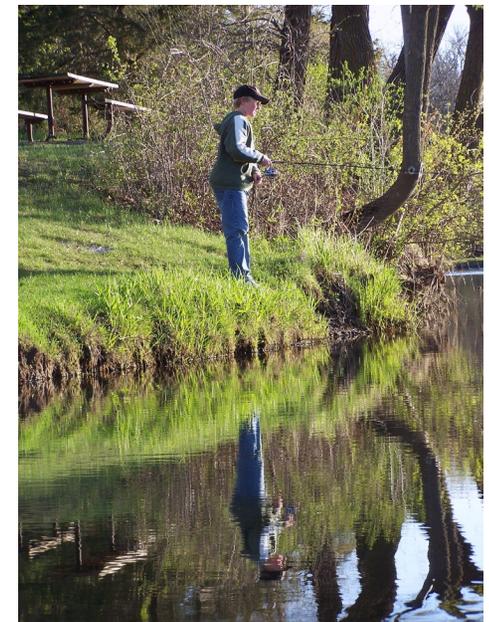
Objectives and goals included in the plan mention the importance for native vegetation along waterways, which would include Masten Creek; educating youth and landowners about benefits and opportunities for land conservation; municipal Stormwater Management Plans that address water quality.



Masten Creek Near Public Works Facility

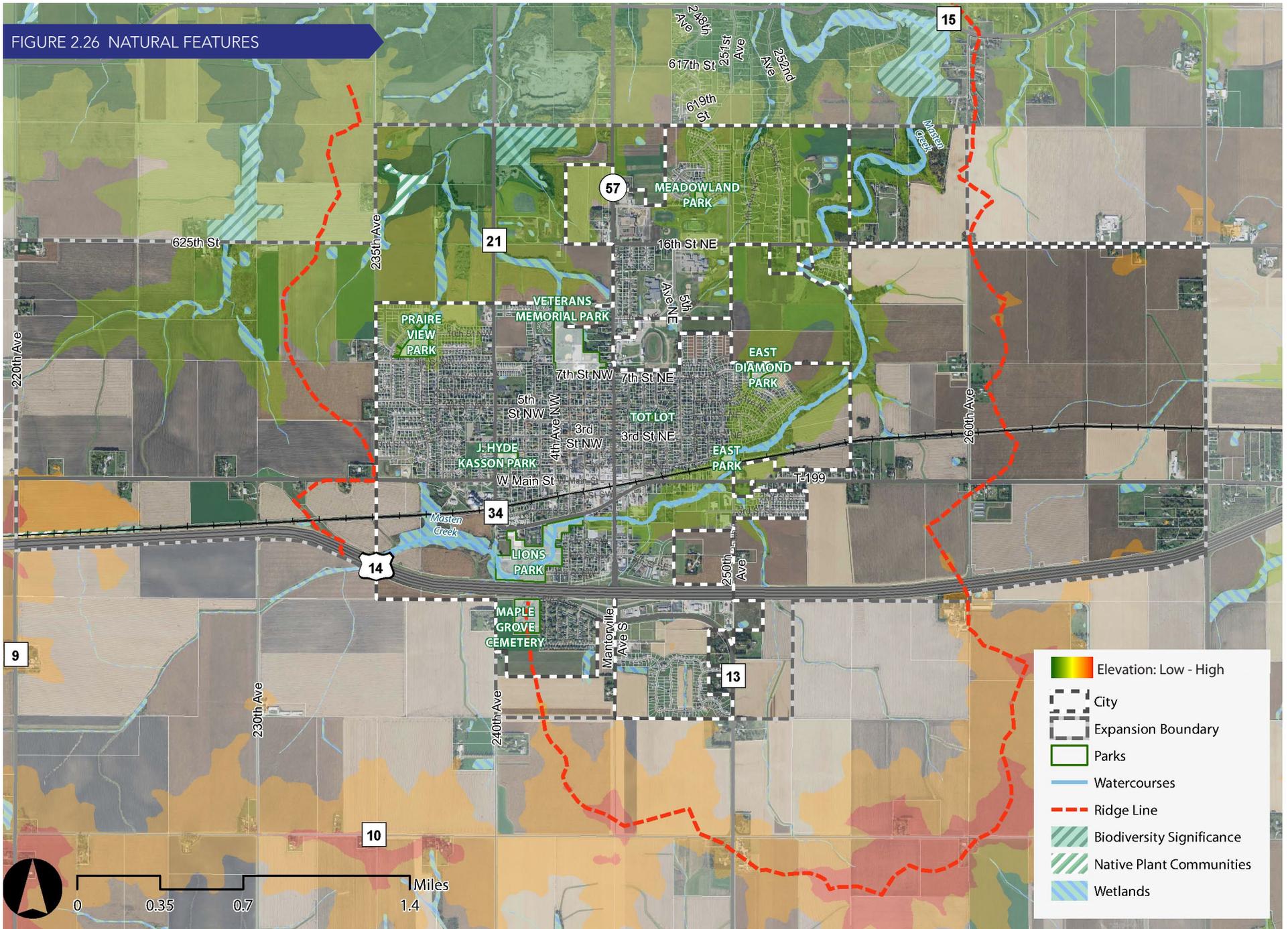


Quarry North of Kasson



Fishing Along Masten Creek. Source: John Hazuka

FIGURE 2.26 NATURAL FEATURES



TRANSPORTATION

PRIMARY TRANSPORTATION CORRIDORS

HIGHWAY 14

Highway 14 is classified as “Principal Arterial - Other” within MnDOT’s functional classification system and is a significant regional corridor that is a driver of Kasson’s economy and connectivity. The highway sees, on average, just over 17,000 vehicle trips a day at the Hwy. 57 overpass location according to 2015 MnDOT AADT Volumes. The corridor serves as a commercial corridor and a connection to the City of Rochester and Owatonna.

The roadway is currently a four-lane divided highway with a grade separated interchange serving the City of Kasson. MnDOT, Kasson, and other partners have studied the highway corridor and local connections for long term improvements to better serve the region. The proposed improvements include upgrading the corridor to a four-lane grade separated freeway from Owatonna to Rochester with a new interchange between Kasson and Byron.

The improvements will continue to be studied and will have an impact on the community when built. We recognize these impacts and will continue to be an advocate and partner in these corridor improvements.

HIGHWAY 57

Highway 57 not only provides a connection to Mantorville and the Twin Cities, it serves as vital corridor within the City. Most of the corridor is classified as “Minor Arterial” within MnDOT’s functional classification system and serves regional traffic traveling through the City and collects local traffic within the heart of the community. On the southern end of Kasson near Highway 14, Highway 57 sees, on average, just over 11,500 vehicle trips a

day. On the northern end of Kasson, Highway 57 sees, on average, 6,700 - 5,800 vehicle trips a day.

The highway also serves as the gateway to downtown Kasson. We recognize a need to upgrade the gateway to better promote the downtown area.

The City and MnDOT have recently agreed to upgrade the highway corridor through the heart of the City in 2022 from County 34 to 11th Street. We will explore ways to improve the gateway, safety and mobility of the corridor within these improvements.

16TH STREET

16th Street is classified as “Major Collector” within MnDOT’s functional classification system and is viewed as a local corridor of significant transportation importance and need for investment. The corridor east of Highway 57 to County 15 will serve as a parallel alternative roadway to provide access to Highway 14 which will reduce the traffic on Highway 57. The future corridor west of Highway 57 to County 21 will provide an adequate thoroughfare to serve the growing northwest section of town. The K-M School district campus is located along 16th Street and has supported these upgrades.

The City has recently completed planning and applied for funding for these upgrades to 16th Street. The City will continue to look for opportunities to complete the improvements to 16th Street.

According to 2013 MnDOT AADT Volumes, on average, 3,750 vehicle trips per day are made on 16th Street, west of Hwy. 57, east of 5th Ave NE. East of 5th Ave NE there are 2,450 vehicle trips on average.

MNDOT PARK AND RIDE

The City and MnDOT partnered to provide a park and ride lot at the intersection Highway 57 and 14. The park and ride lot is used as a commuter bus route



US Hwy. 14 Overpass Over Hwy. 57



16th Street Transition from Paved to Unpaved



MnDOT Park and Ride Facility



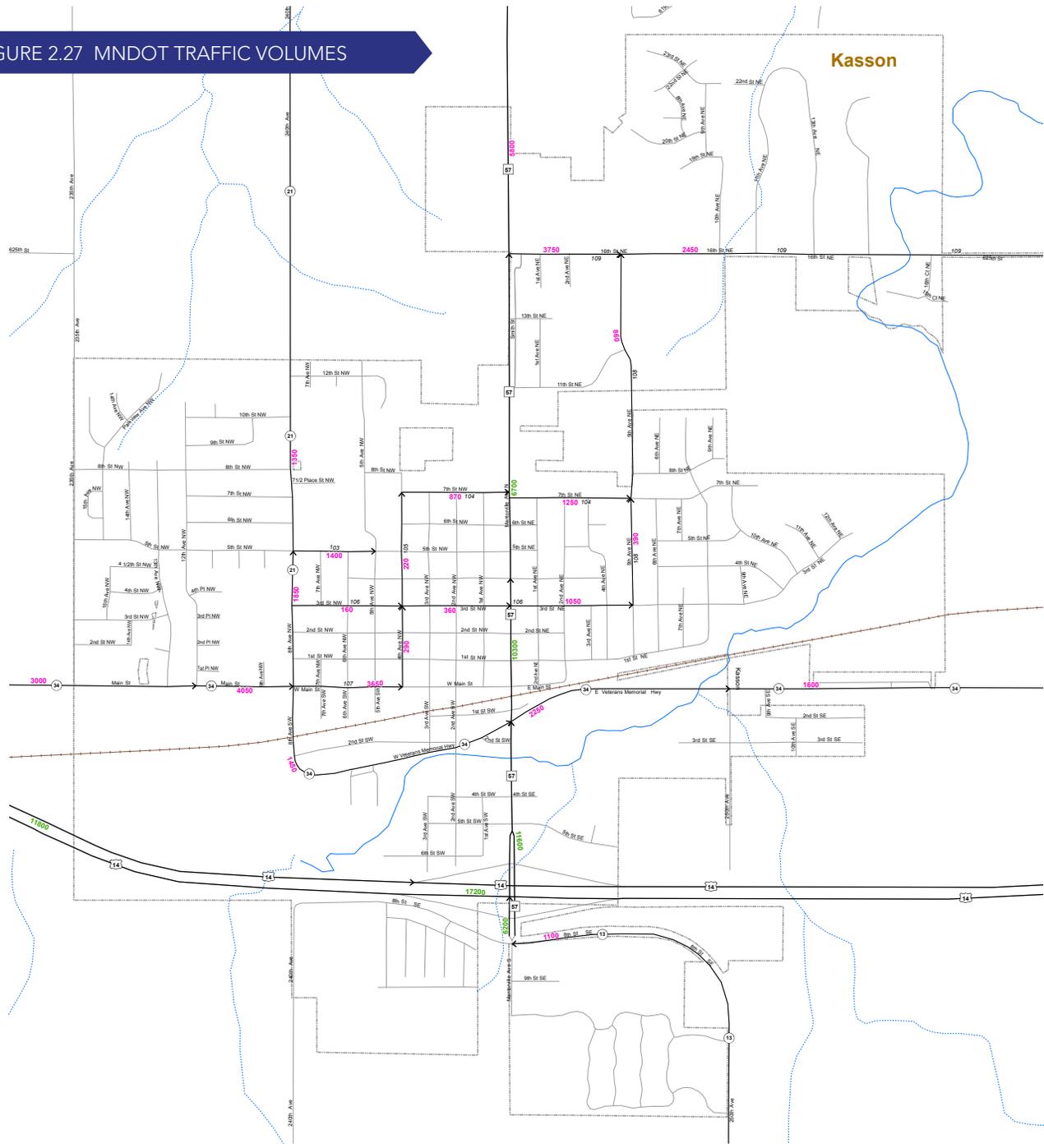
Summer 2017 Kasson Road Reconstruction

FIGURE 2.27 MNDOT TRAFFIC VOLUMES



0 0.25 Mi.

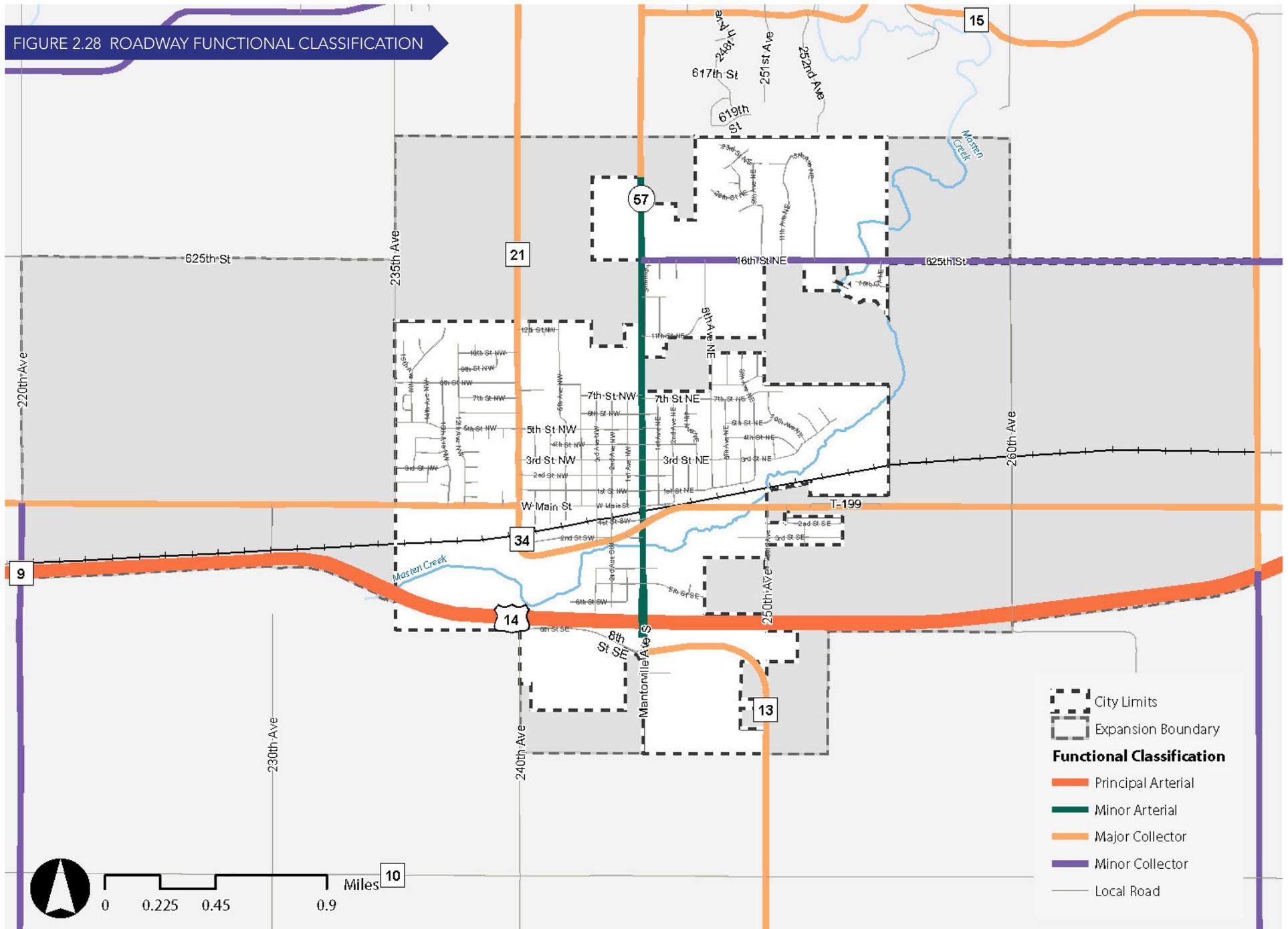
Numerals Indicate Average Annual Daily Traffic (AADT) Volumes on Designated Roads
 Traffic Volumes are Subject to Variability and Construction Effects
 For More Info Visit: <http://www.dot.state.mn.us/traffic/data/colt-method.html#p>
 Minnesota Department of Transportation
 Office of Transportation Data and Analysis
 Traffic Volume Program
<http://www.dot.state.mn.us/traffic/data/index.html>



- AADT Year
 - 2015 2014
 - 2013 2012
 - 2011 and older
- Interstate →
- US Highway →
- MN Highway →
- CSAH →
- MSAS →
- County Road →
- Other Roads
- Railroads
- Cities
- COUNTIES
- Lakes
- Rivers
- Perennial Streams
- Ditches

Map Source:
 Minnesota Department of Transportation
 Office of Transportation Data and Analysis
 Traffic Volume Program
 2015 AADT Product
<http://www.dot.state.mn.us/traffic/data/data-products.html>

FIGURE 2.28 ROADWAY FUNCTIONAL CLASSIFICATION



Source: MnDOT, City of Kasson



Stormwater Collection in Lions Park

for Mayo Clinic employees. The park and ride lot is paved and contains 107 parking spaces, four of which are handicap accessible. The City will continue to promote the use of the park and ride and explore expansion, if warranted.

PUBLIC FACILITIES & UTILITIES

UTILITIES

WASTEWATER SYSTEM

The City is served by a centralized sanitary sewer system. This system consists of a gravity collection system, three lift stations and a wastewater treatment

plant. The collection system experiences a significant amount of inflow and infiltration of ground and rain water into the system. The wastewater treatment plant was upgraded in 2017 and began receiving wastewater from Mantorville. As part of these upgrades an additional upgrade was planned in 5-10 years. This upgrade timeline is dependent on growth and plant performance.

A majority of the expansion boundary can be served cost effectively by gravity service to the existing collection system.

DRINKING WATER

The City's drinking water system consists of wells, water towers, and distribution piping. This system has been providing drinking water that meets federal and state requirements and standards. The distribution system has experienced a significant amount of water loss and pipe breaks. The water tower storage system is near capacity. Additional water tower storage is needed to provide additional drinking water service.

The preservation and protection of our underground water source is important to future safe drinking water. The City should promote and encourage sustainable water usage practices outlined in the City's water supply plan.

STORMWATER MANAGEMENT

The City's stormwater system consists of intakes and storm sewer piping with storm water ponds to provide stormwater management and treatment. The older parts of town do not have stormwater management ponds. New developments are required to meet local and state stormwater requirements.

The City has been anticipating the need to create a municipal separate storm sewer systems (MS4) stormwater plan due to Environmental Protection

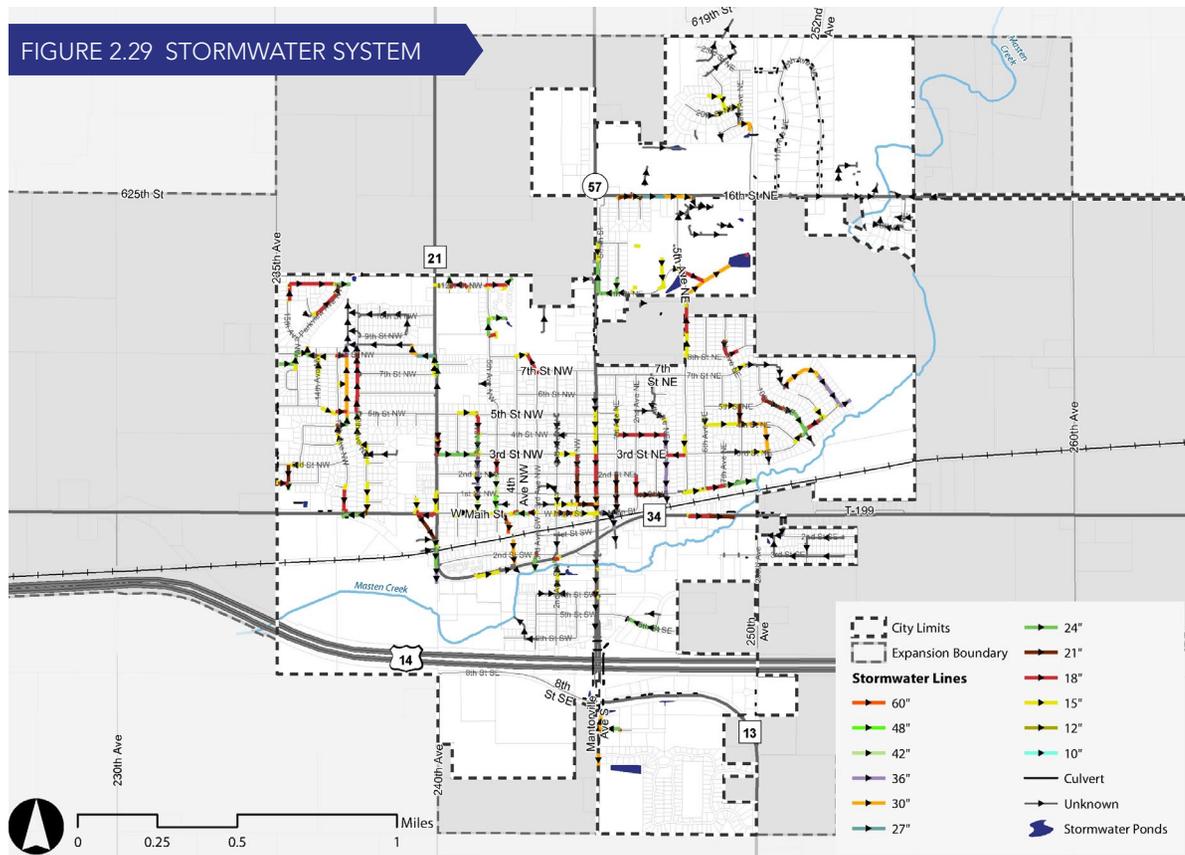


FIGURE 2.30 WASTEWATER SYSTEM

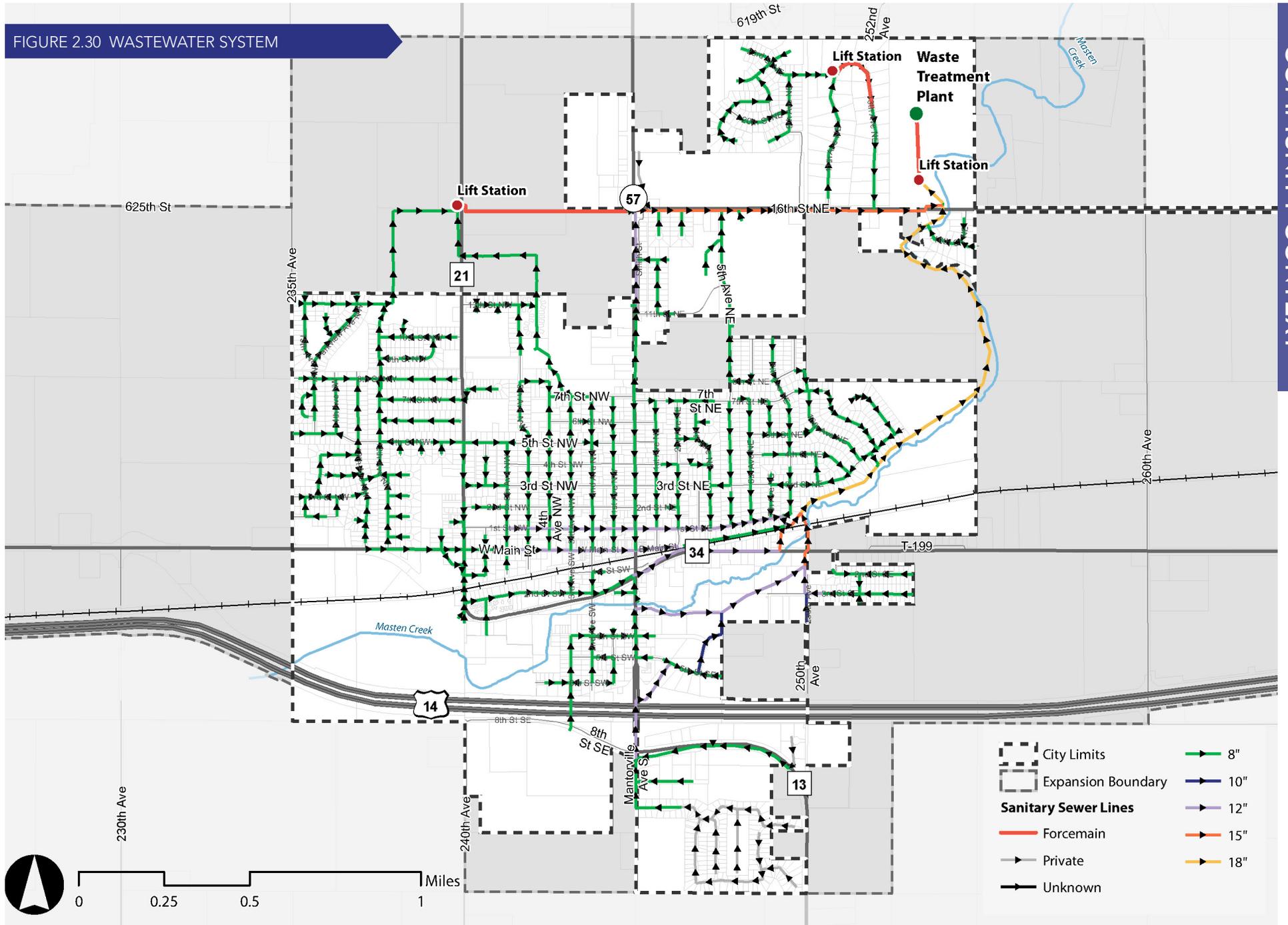
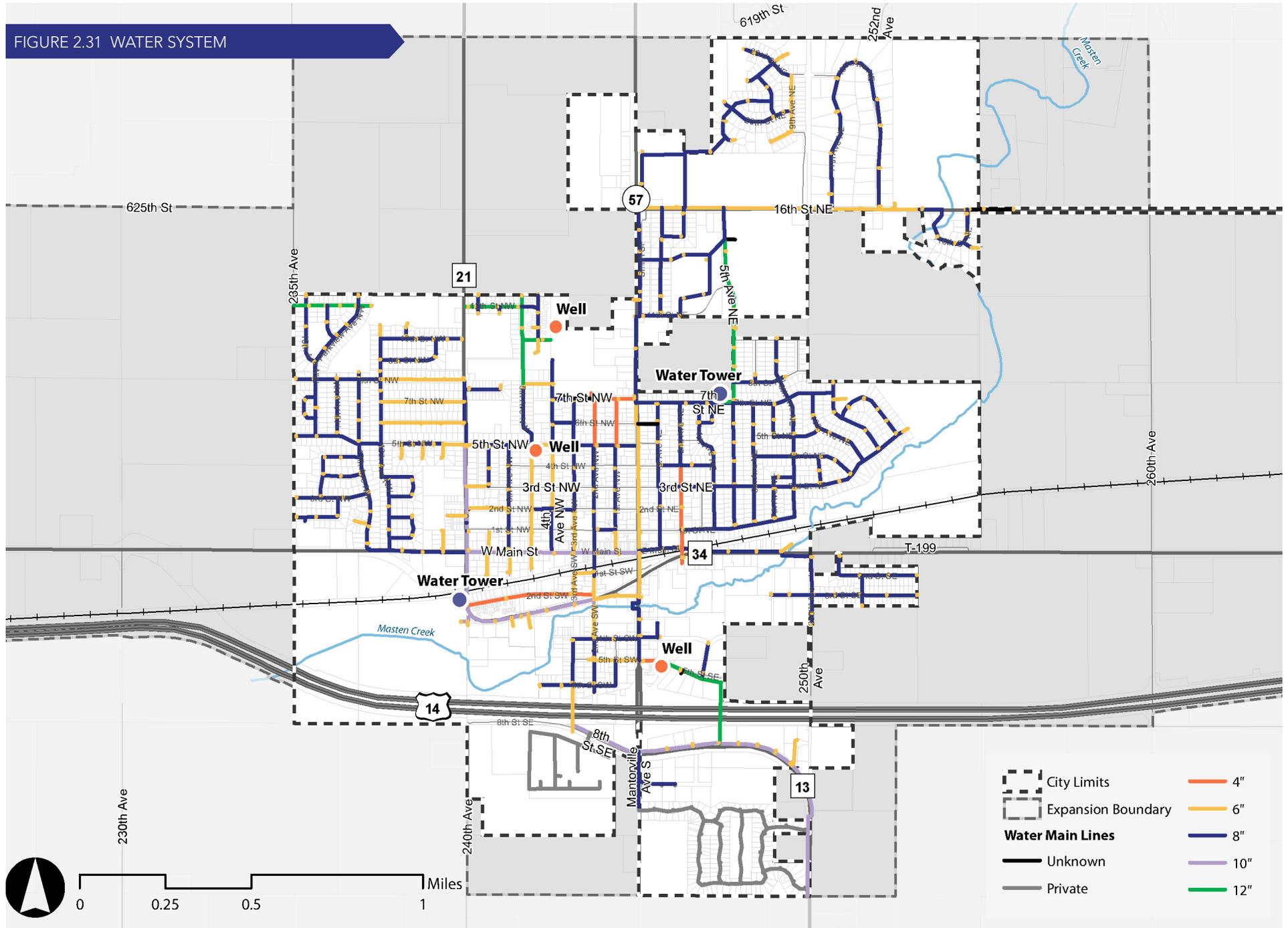


FIGURE 2.31 WATER SYSTEM



Agency (EPA) requirements. This plan would create a storm water management program to address stormwater discharges to our waterbodies.

The City has a stormwater utility fee that provides a funding source to plan improvements, maintain the system, and educate the public regarding the importance of stormwater management.

ELECTRIC

The City is served by a municipal electric system (Kasson Public Utilities). The electrical system consists of a distribution network of underground cables, overhead poles, conductors and transformers which services 2,600 customers. The City purchases power from Central Municipal Power Agency/Services (CMPAS).

A small portion of the City is served by Xcel Energy and People's Energy Cooperative. The City has been in discussions with these utilities to obtain their service areas within the current City limits.

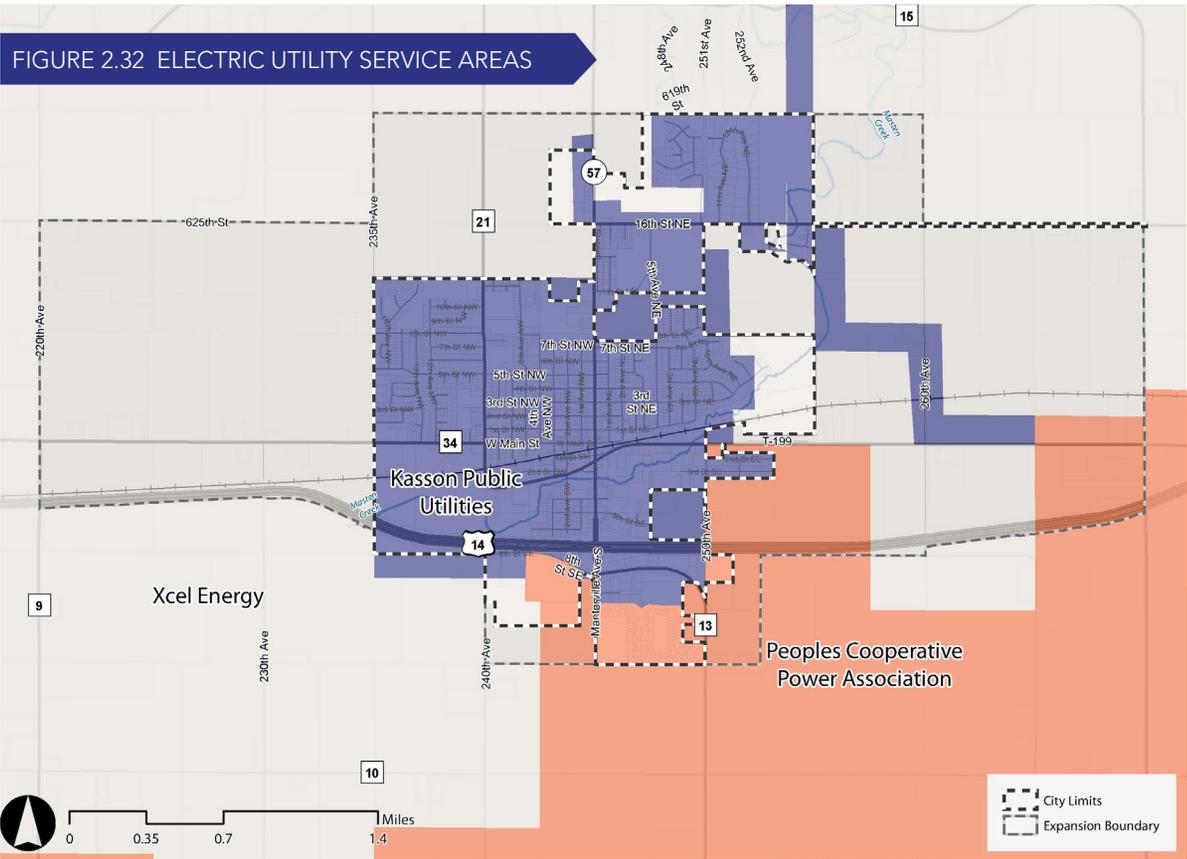
In growth areas, within the future city limits, the City is considering purchasing additional territory to continue to service all areas within the City.

PUBLIC FACILITIES

As the City of Kasson continues to grow and community services evolve, the City will need to continue to evaluate and plan this growth in key community facilities. Current key community facilities are listed below.

CITY HALL

City Hall was acquired and remodeled by the City in 1996. The facility provides space for administrative services, Council chambers, meeting room, and file storage. While the capacity of City Hall is limited, the facility is anticipated to continue to serve the community.



Source: 2015, Minnesota Geospatial Commons



Kasson Fire Department

FIRE DEPARTMENT

The Fire Department is located in the former Public Works building. The structure is in fair to poor condition and additional space is limited. Construction of a new facility has been previously planned.

POLICE DEPARTMENT

The Police Department is located in the former Fire Hall. The facility is anticipated to provide enough space to meet the growth and needs of the community.

PUBLIC LIBRARY

The library was newly constructed in 2015 and serves the needs of the community.

PUBLIC WORKS

The Public Works facility was built in 2009 and serves the electric, street, utility, and park departments. The facility is anticipated to serve and meet the community's Public Works needs.

MUNICIPAL LIQUOR STORE

The store is located at the south west intersection of Main Street and Highway 57. The interior of the facility was upgraded in 2001. The store property also includes a municipal parking lot which serves other downtown businesses. Improvements to the parking lot have been discussed but no improvements are currently planned.

AQUATIC CENTER

The aquatic center was constructed in 2013 and serves the needs of the community.

OLD ELEMENTARY SCHOOL

The City no longer owns the building which is currently privately owned by a group of citizens.

In general, as the community continues to grow and the delivery of community services evolves, the city will need to continue to evaluate and plan for growth in key community facilities.



Kasson Public Library



Kasson Municipal Liquor Store



Kasson Aquatic Center



Kasson City Hall

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03.

VISION & GUIDING PRINCIPLES

This chapter highlights the vision and guiding principles drafted as a part of the planning process. The vision and guiding principles are a direct reflection of ideas, values, and desires heard throughout the community engagement process. The vision and guiding principles establish a clear vision and help define the character, values, and priorities of Kasson as the community grows.

WHAT IS A VISION STATEMENT?

Establishing a clear vision for Kasson's future is a critical step in the comprehensive planning process. While rooted in the reality of the community's past and present, the vision is a living document that seeks to describe how the community will look, feel, and function over the next 20 years. It is an over-arching framework that permeates the plan and informs supporting policy and strategy decisions.

WHAT ARE GUIDING PRINCIPLES?

Supporting the vision, the guiding principles will help define the character, values, and priorities of the Kasson community by acting as an ongoing measurement tool for the appropriateness and effectiveness of future initiatives and results.

Guiding principles serve to:

- » Orient the community to the future
- » Require imagination, recognizing that the direction it sets for the community is ambitious and aspirational
- » Look to current conditions and community traditions to inform the appropriate future
- » Identify what the community desires for itself based on shared understandings
- » Act as a tool for evaluation of proposals, projects, ideas, and future directions
- » Provide an anchor during conflict; a way of finding common ground and shared values
- » Become a basis for coordination and cooperation
- » Offer a source of energy and enthusiasm for maintaining a commitment to the future of Kasson
- » Remain a living document, integral and vibrant to the community through intentional revisions that are accomplished with the same spirit of community involvement as this original



Credit: John Hazuka

VISION STATEMENT



In 2040, Kasson will be a welcoming community that builds upon and preserves its small town identity while looking towards the future: innovating, collaborating, revitalizing, growing responsibly, adapting to change, and building a vibrant community.

GUIDING PRINCIPLES



1. SMALL TOWN IDENTITY

One of the qualities of greatest importance to the Kasson community is its small town identity. Characteristics of a small town to be preserved and enhanced may include:

- » Ease of travel for all modes
- » Compact neighborhoods
- » Vibrant Main Street
- » Safety and family-friendliness
- » Abundance of small, local businesses
- » Connections to the outdoors
- » Common gathering spots
- » Civic engagement and collaboration



2. PROSPEROUS

Today, and into the future, Kasson's rich local history and culture, its proximity to regional employment centers, access to regional highways, and the surrounding fertile agricultural land will all contribute to future economic success. Strategically investing in and protecting its existing community assets, maintaining quality infrastructure to align with future growth, and allowing for a balanced mix of housing, businesses, and commercial resources will ensure that Kasson remains prosperous.



WHAT WE'VE HEARD:

"[The vision statement needs to be] easily memorized by council, committee, and board members."

WHAT WE'VE HEARD:

"The businesses and people that live in Kasson are what makes the town great"

WHAT WE'VE HEARD:

"[Kasson has a] small town feel in a town so close to Rochester, great school district in such a small-school area, [and] friendly people."



3. WELCOMING

Kasson's friendly and welcoming environment is strengthened through its public spaces, housing options, community groups, quality schools, and attractive streetscapes. Kasson's residents, civic leaders, businesses, and civic organizations share in the responsibility to promote the community's image through high quality service and hospitality. A welcoming community is also one that embraces the community of the future.



4. VIBRANT

Kasson is gifted with a distinct main street and historic structures, a beautiful natural landscape, quality schools, actively programmed parks, and a thriving business environment. As a vibrant community, Kasson will place special emphasis on creating unique places where people can gather, connect, socialize, conduct business, and entertainment and the arts.



Credit: John Hazuka



5. HEALTHY

Supported by a growing parks and trails system, high quality health and recreational facilities, and fitness related businesses, Kasson will provide its residents a place where they can live a healthy and active lifestyle.

A healthy community also practices environmental stewardship. As a GreenSteps City, Kasson will continue to protect its natural setting, water quality, and clean air into the future.



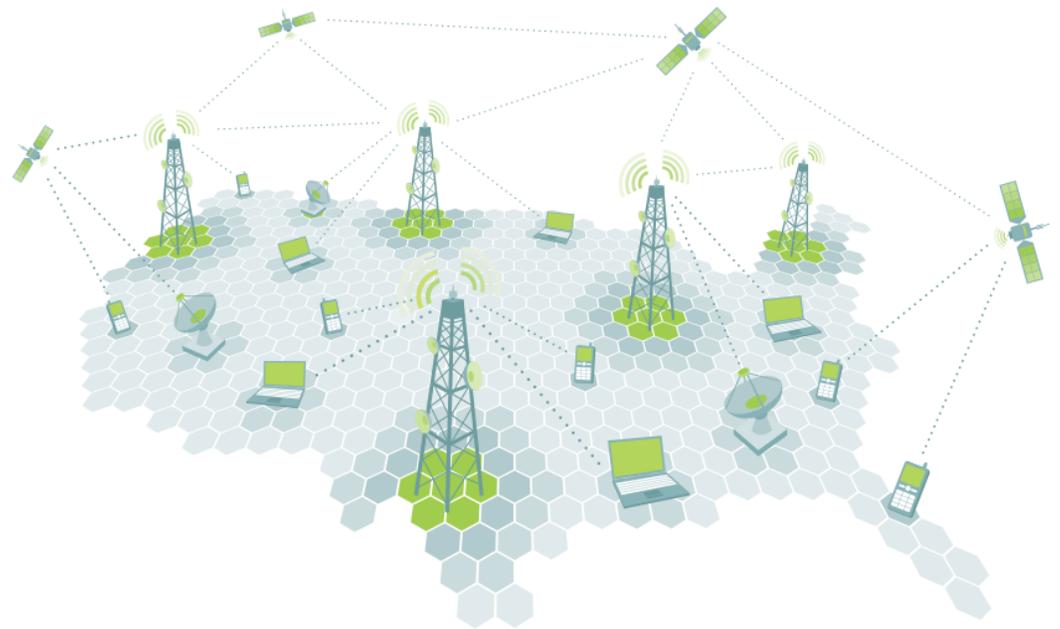
6. INNOVATIVE

Innovation comes from ideas, inspiration, and perseverance from inside the community. Kasson embraces innovation through the cultivation of new ideas, inspiration, perseverance, educational excellence, and community collaboration.



7. CONNECTED

Many choose to live, work, and play in Kasson because of the rich depth of connections provided by civic organizations, recreational opportunities, educational institutions, the Kasson Public Library, the roadway network, and telecommunications. Supporting and strengthening all of these connections will continue to make Kasson a great place to live, work, and play.



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CITY OF KASSON COMPREHENSIVE PLAN

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04.

LAND USE & COMMUNITY CHARACTER

This chapter seeks to identify the pattern, location, and characteristics of growth, development, and redevelopment so the community evolves in a manner that achieves the community's vision and guiding principles.

The land use plan provides guidance for the City's zoning and subdivision ordinances.





Source: John Hazuka

ISSUES AND OPPORTUNITIES

Kasson, originally built as a railroad town and founded in 1870, shares many of the same characteristics of towns founded in the late 19th Century including small, walkable blocks, a pedestrian friendly scaled and compact main street, and unique historical structures. Kasson’s rich local history and culture, its proximity to regional job centers and the Mayo Clinic, its proximity to other regional centers and access to regional highways, and the surrounding fertile agricultural land all contribute to Kasson’s community character.

EXISTING CONDITIONS TAKEAWAYS

A full overview of existing land use conditions can be found in Chapter 02 Community Context. Some key takeaways related to existing land use conditions are highlighted below.

Overall, 35% (684 Acres) of the land in Kasson is occupied by housing, making it the most predominate land use within the city. Just over 3%, only 64 acres is devoted to some type of commercial, retail, or mixed use. There is limited amount of commercial and retail land within the City of Kasson, Kasson residents have had to look elsewhere for non-consumable goods (clothes, cars, appliances, etc.) and entertainment and dining needs. Results from the community engagement process indicated 91% of Kasson residents go elsewhere for non-consumable goods and 54% go elsewhere to meet their entertainment and dining needs.

Public/Institutional, Parks & Open Space, and Other (Right-of-Way, Railroad, Utilities, Etc.) uses account for about 750 acres, over 38% of the Land in Kasson. Most, if not all, of these acres do not directly produce any property tax for the City of Kasson, though uses

adjacent to parks and open space tend to have a higher value and therefore produce more property tax.

TABLE 4.1 EXISTING LAND USE - KASSON CITY LIMITS

LAND USE	ACRES	%
Vacant	127	6.5%
Agricultural	289	14.8%
Single Family-Detached	618	31.6%
Single Family-Attached	17	0.9%
Manufactured Home Park	30	1.5%
Multi-Family	19	1.0%
Mixed-Use (CBD)	7	0.3%
Retail/Service Commercial	57	2.9%
Public/Institutional	247	12.6%
Industrial/Manufacturing	46	2.3%
Parks & Open Space	86	4.4%
Other (ROW, Railroad, Utilities, Etc.)	415	21.2%
Total	1,958	100.0%

Source: HKGi, Dodge County Assessor, Goodhue County GIS

Agricultural land is by far the dominate land use outside Kasson city limits. While some existing single family homes occasionally dot the landscape, mostly in the form of farmsteads.

WHAT WE’VE HEARD

During the community engagement process community stakeholders directly shared their opinions and feedback on future land use through hands-on activities, such as a Monopoly-like gameboard exercise and a growth allocation game exercise, and through online feedback tools, such as a future directions survey and online mapping tool. Indirectly, community members shared their thoughts on land use through their ideas and aspirations on topics having interrelated impacts on land use such as housing affordability and availability.

WHAT WE’VE HEARD:

“It seems good to determine where future housing will be since we are growing so fast.”

Community members were tasked with allocating future land uses on a map based on projected demands and known development barriers. Participants placed low, medium, and high density housing chips, commercial chips, institutional chips, and industrial chips in areas they would like to see that growth. Participants were made aware that placing certain land uses in one area may positively affect the stated guiding principles, while placing them in other areas may negatively affect the guiding principles.

The results from this exercise (see Figure 4.1) produced varying land use scenarios, but also had some general similarities. Most people felt that the Northeast area of Kasson was most suitable for residential development of varying densities. This assumption make sense due to the fact that existing recent residential growth is already being directed this way and locating future homes in this area would place them in close proximity to the Kasson-Mantorville School Campus. Most participants recognized the benefit of placing new industrial/manufacturing uses along Hwy. 14. Analyzing the overall mixture of low density, medium density, and high density housing units placed in Kasson in this exercise reveals that participants desired a mix of 35% low density units, 40% medium density units, and 25% high density housing units.

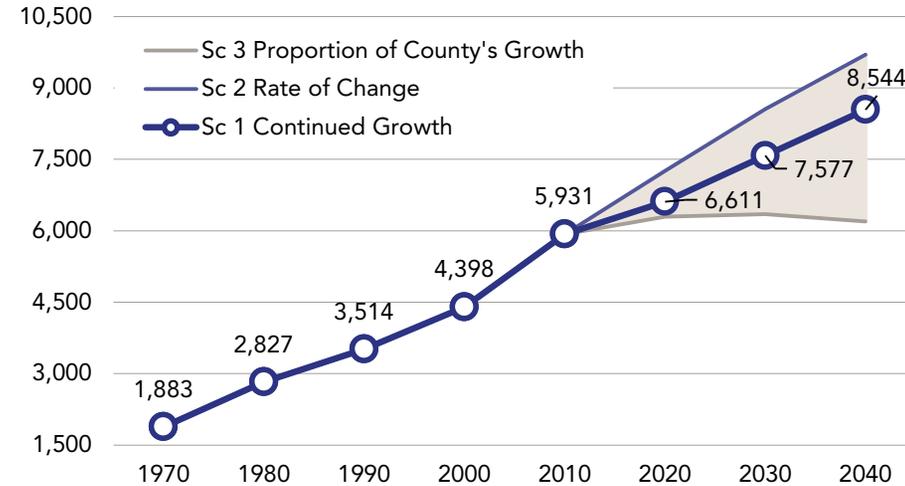
Throughout the engagement process a greater amount and diversity of retail, commercial, and entertainment and dining uses has been voiced as a need for Kasson residents. Desired locations for

these uses vary, but have mostly been identified as redevelopment and infill along Kasson’s Main Street, in North Kasson along Mantorville avenue/ Hwy. 57 near the K-M School Campus, and South of Hwy. 14.

PROJECTIONS AND LAND DEMAND

One purpose of a Comprehensive Plan is to allocate sufficient land to accommodate future growth. The amount of land needed is directly related to the quantity of growth that is expected to occur. In order to assess land demand needs, growth trends were examined over the history of the community. A long view of growth patterns is helpful in understanding potential growth forecasts.

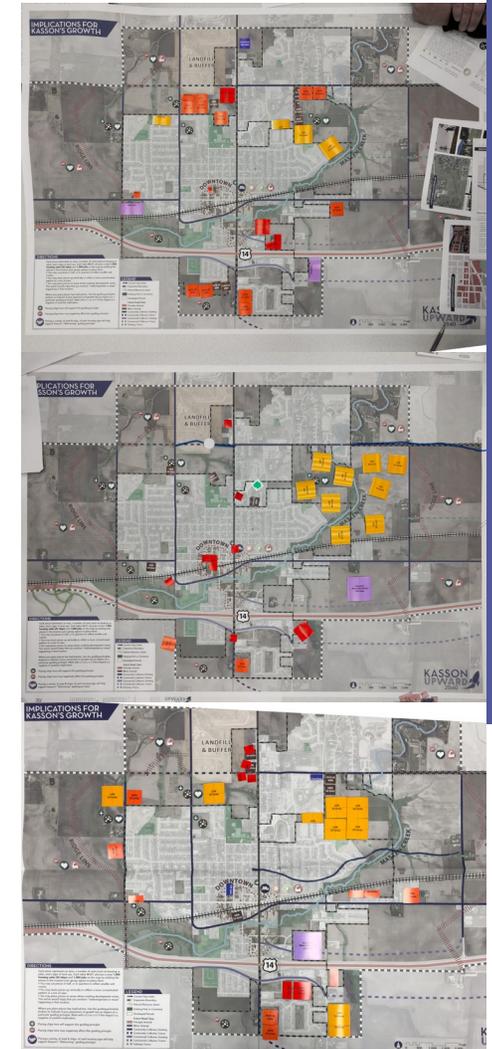
FIGURE 4.2 KASSON HISTORICAL GROWTH AND FUTURE PROJECTIONS



Source: HkGi, U.S. Census Bureau, Minnesota State Demographic Center

As seen in Figure 4.2, Kasson has seen steady growth over the last four decades. From 1970 to 1980 Kasson saw a 50% growth in population, 24% growth from 1980 to 1990, 25% growth from 1990 to 2000, and 35% growth from 2000 to 2010. Over this time period

FIGURE 4.1 FEEDBACK FROM GROWTH ALLOCATION GAME



Kasson, on average, saw a 34% growth from decade to decade.

This historical perspective establishes a basis for projecting into the future. Looking to year 2040 or an approximate 20 year planning horizon, it is reasonable to assume that growth in Kasson will remain steady. As Figure 4.2 shows, different projection methods produce different growth outlooks for Kasson. If it's assumed that Kasson will share the same amount of growth with Dodge County as it historically has (scenario 3), it's possible that Kasson could see a small amount growth until 2030, then a slight population loss from 2030 to 2040, but still a larger population than 2010. If it's assumed that the rate of population change continues as it historically has (scenario 2) then Kasson could see a significant population gain, soaring to approximately 10,000 people by 2040. The average rate of change decade to decade would be 18% in this scenario. Assuming Kasson's growth follows a more linear path (scenario 1) would put its anticipated growth in between the two previously highlighted forecasts. Using these linear growth assumptions, Kasson would grow by about 2,500 people reaching a total population of approximately 8,500 people. It is worth noting that more significant growth could occur depending on the growth of the Rochester Metropolitan Statistical Area and the ability of Kasson to capture a larger share of commuters who are seeking a small town experience.

The need for additional housing is largely driven by population growth. Assuming that Kasson maintains approximately 2.63 people per household, the community would need an additional 1,000 housing units by 2040, or an average of about 45 new housing units each year. This new home construction rate is similar to what is being built currently. Using a ratio of one job per housing unit, future land use will also

need to accommodate an additional 1,000 jobs as well.

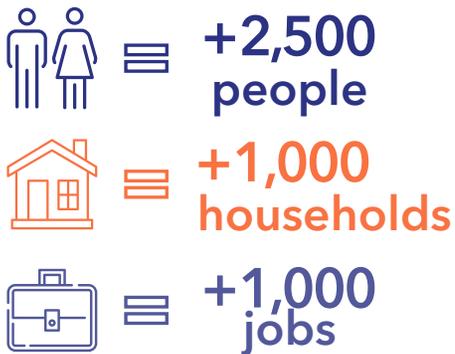
Based on these underlying projections of population, housing, and job growth, the Kasson Comprehensive Plan needs to identify at least 230 to 340 additional acres of land that is currently either not developed or that can be redeveloped to help meet the needs over the next 20 years. While redevelopment of deteriorated or obsolete properties can supply some of the required land, most of the growth will be accommodated by new development.

The existing land use inventory already identifies over 400 acres of vacant land or agricultural land within the current city limits. It is important to recognize that not all of this land is truly available for development. Some of the factors that affect land availability include:

- » Some sites are constrained by wetlands, utilities, and contamination issues that make development challenging.
- » Locational choices are often driven by factors such as road access, visibility, site amenities, etc.
- » Economics is a significant driver of land choices. Conversion of agricultural land to urban uses may be hampered due to land costs. In addition, infrastructure costs may influence land demand.
- » The state of the economy heavily influences growth rates and overall land demand. The ability to expand housing and businesses is influenced by current lending practices and the availability of financing.

The community already has sufficient land within its boundary to accommodate growth over the next 20 years, however, the future land use plan does identify growth areas in an effort to ensure future growth beyond the existing boundary occurs in an efficient

By 2040 Kasson will need to accommodate:



manner. In addition, growth outside the boundary may be appropriate to address existing market deficiencies, such as in the housing market.

FUTURE LAND USE

Kasson’s future land use plan is intended to guide future investment and development toward desired uses, development form, and character. The plan seeks to reinforce desirable land use patterns, build upon existing assets and community character, and identify new land for future growth.

Development and redevelopment of land, according to the adopted goals, policies, and land use designations will result in an appropriate balance of public facilities, housing, employment, services, and recreational uses.

EXPANSION BOUNDARY

Kasson and Mantorville Township have entered into an orderly annexation agreement. In this agreement the City and Township agree that preservation of prime farmland and natural amenities are important and desirable. The township prefers that any annexation occurs as a result of comprehensive development proposals rather than on a lot by lot basis. All the land within the expansion boundary, outside of the City of Kasson and North of Hwy. 14 is a part of this orderly annexation agreement. The extents of this orderly annexation agreement can be seen in Figure 4.3.

Areas outside of the City of Kasson, within the expansion boundary and South of Hwy. 14 are within Canisteo Township. These lands have been included in the expansion boundary because of their adjacency to existing development and their inclusion in Dodge County’s Urban Expansion District.

FLEXIBLE GROWTH AREAS

The future land use map includes two different flexible growth areas in Kasson. These are areas that are close to Kasson’s current city limits, have the potential to be efficiently and effectively served by Kasson public utilities, and have development marketability. Development of these areas is not as readily feasible because an orderly annexation agreement between Canisteo Township and the City of Kasson does not currently exist. Additionally, as highlighted in Chapter 8, servicing these areas with sanitary sewer services would require development north of Highway 14 to happen before/concurrently or the installation of temporary lift stations until future development happens.

FUTURE LAND USE CATEGORIES

Twelve major land use categories were created to represent the future land use character of Kasson. The boundaries of the future land use categories are defined based on existing land use patterns, location relative to existing City infrastructure, and suitability for future development (topography, soils, wetlands, roadway access, etc.).

TABLE 4.1 FUTURE LAND USE

LAND USE	ACRES	%
Low Density Residential	1,440	25.1%
Medium Density Residential	187	3.3%
High Density Residential	36	.6%
Downtown	53	.9%
Retail/Service Commercial	99	1.7%
Industrial/Manufacturing	396	6.9%
Public/Institutional	274	4.8%
Open Space	244	4.3%
Parks	124	2.2%
Other (ROW, Railroad, Utility, Etc.)	635	11.1%
Long Term Growth	2,243	39.1%
Total		100.0%

Source: HKGi

FUTURE LAND USE CATEGORIES

LOW DENSITY RESIDENTIAL



Consists of single family detached residential as the prevailing development type but may also consist of limited amounts of two unit buildings (twin home or duplexes). Density of development within the Low Density Residential areas falls within a range of 2 to 4 housing units per gross acre (lot sizes ranging from 8,000 to 20,000 square feet).

MEDIUM DENSITY RESIDENTIAL



Represents greater density residential development than Low Density Residential, consisting of more attached housing products. This land use pattern would include some single family detached housing, typically on small lots clustered together, as well as some more moderate density housing consisting of attached side-by-side products such as townhomes or condos. Density in this land use pattern would fall in the 4 to 12 units per gross acre.

HIGH DENSITY RESIDENTIAL



Includes stacked orientation of multi-family housing such as apartments and condos. Generally, this land use category would not include any single family detached housing product type but could include attached side by side townhome or condominium type structures. Density in this land use pattern would generally exceed 12 units per acre.

DOWNTOWN



Consists of a mix of uses, vertically or horizontally, and a pattern of development that supports the notion of a walkable community, providing destinations for residents and workers. Typical uses would be retail goods and services such as coffee, restaurant, dry cleaner, hair/beauty salon, real estate/finance/accounting, and dental office. Medium to high density housing and civic, institutional, and parks may also exist. When mix of uses is vertical, more active commercial uses are desired at the street level.

RETAIL/SERVICE COMMERCIAL



Reflects highway frontage along Highway 14, and small neighborhood nodes (5 to 10 acres in size). Uses require high visibility and good access to the arterial system. Uses in this category might be general retail and service commercial, specialty retail, small professional offices and support services.

INDUSTRIAL/MANUFACTURING/BUSINESS



Intended to provide a coordinated and planned environment for business uses including manufacturing, light industrial, research and design, or professional offices. This category is less focused on retail goods and services and more focused on jobs. This use should be characterized by strict development standards, which include well designed buildings, generous landscaping, and limited outdoor operations.

PUBLIC/INSTITUTIONAL



Represents uses such as churches, schools, and government facilities. Properly integrated into neighborhoods, public/institutional uses can be a strong anchor.

OPEN SPACE



Represents areas where the community intends to preserve and manage the valued natural resources. Open space is more passive in character. Recreational trails may be included in open space corridors where appropriate, but development is kept to a minimum.

PARKS



Represents both public and private parks. Park amenities vary from park to park and can serve different scales of areas such as neighborhood, community, and regional. Parks provide both active and passive recreation.

GREENWAYS/NATURAL AREAS

The importance of nature in the built environment cannot be overstated. Just look at Central Park in New York City or even the impact plants make along a street or around a house. While the integration of nature into our communities has not always been highly recognized, its absence is keenly felt, even at a subconscious level.

Throughout its history Kasson has placed a value on preserving parks and open spaces. This can be seen in the creation of Veteran’s and Lions parks. As the community expands it should look to using greenways as a foundation for the integration of nature into its development pattern, as well as the defining edge of future growth.

In contrast to individual parks and open spaces, greenways are intended to be a linked system that maintains ecological integrity, provides public access, and preserves scenic, small town character and views. Creating a connected system is important to the greenway’s overall value and functionality, similar to how a street is of no use to a property owner with a car if it does not connect to other streets.

Kasson has limited natural assets inside and just outside of its limits that are logical components of a greenway system. Figure 4.4 shows the elements considered in the identification of the greenway

system. These include creeks, drainageways, woods, wetlands, topographically interesting places, and environmentally sensitive areas. These primary greenway areas, as shown on Figure 4.4, are then connected by off-street or on-street trails. While the location of the trail features might shift due to more detailed development plans, it is critical that they are established to ensure a functioning system.

DESIGN CHARACTER AND FORM

A community’s development pattern is one of the most visible demonstrations of its evolution and heritage. While re-creating the historical pattern may not be not possible, nor always desirable given modern preferences and current technologies, it is important to preserve parts of Kasson’s past and ensure that future patterns create the rich hometown qualities that make Kasson a desirable place to live and work.

The design principles outlined below in the light orange boxes will provide direction to designers, developers, City staff, City commissions and decision makers regarding the City’s expectations for design excellence in Kasson. The guidelines provide review agencies with an implementation and planning tool that can be used to judge the merits of proposed

VIBRANT NEIGHBORHOODS



Walkable Scale & Design

Approximately 1/4 mile radius (or a 10-minute walking distance from end to end); accommodates multiple modes, including bikes and pedestrians.



Community Institutions

Anchored by key institutions (schools, religious, etc.) - may include services that support day-to-day needs (corner stores).



Parks/Open Space

Provides access to parks and recreational facilities that promote healthy, active living.



Identity/Character

Memorable character and interesting architectural and landscape design.



Public Spaces

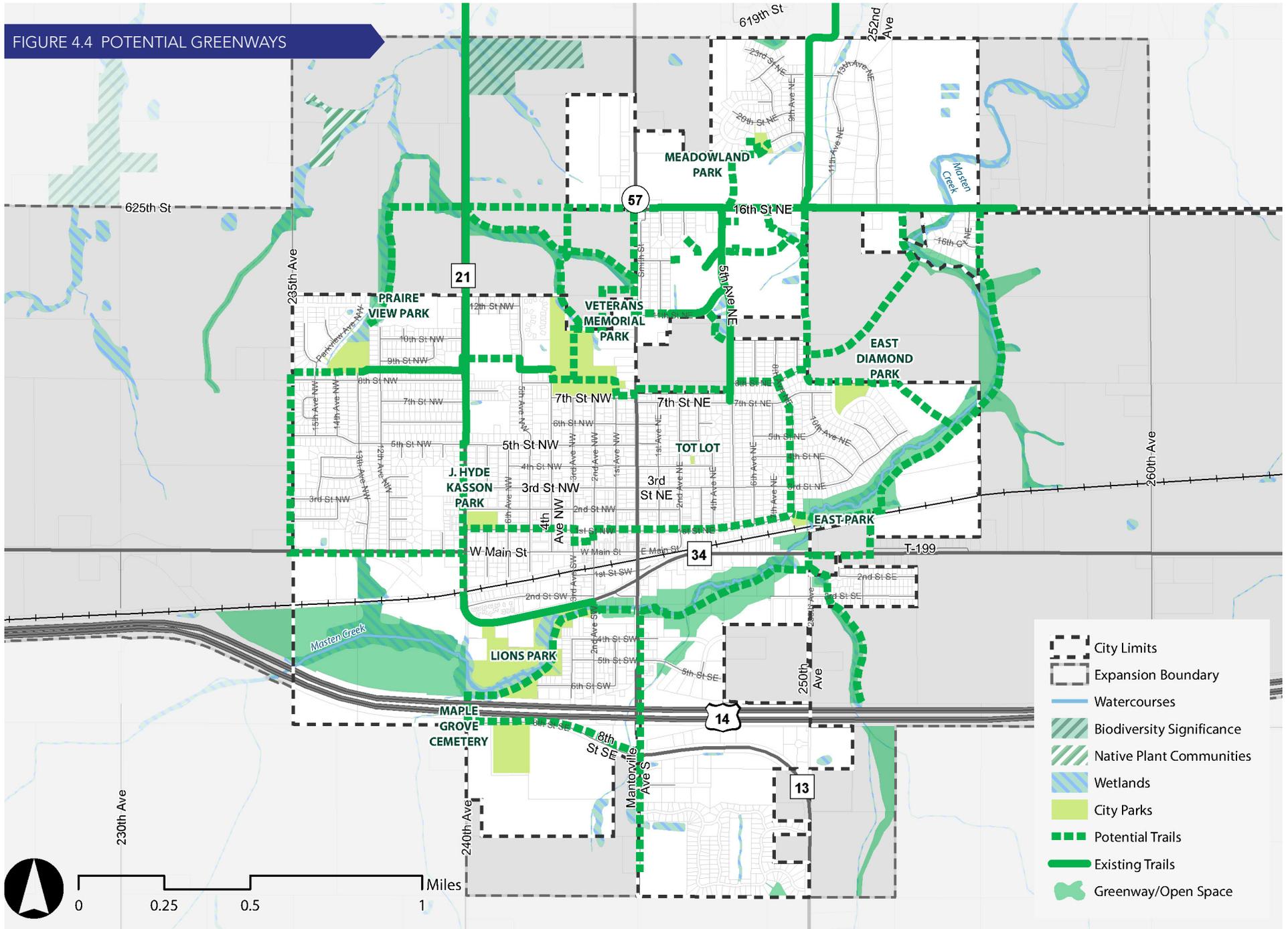
Design of public realm encourages human contact and social activities.



Neighborhood Cohesion

Activities and organizations that engage and connect residents and promote a safe, welcoming environment.

FIGURE 4.4 POTENTIAL GREENWAYS



projects, informing the design review and approval of individual development projects.

RESIDENTIAL NEIGHBORHOODS

Kasson's residential neighborhoods are a key contributor in its quality of life and small town atmosphere. The community is committed to expanding and maintaining a diverse range of housing options to meet the needs of a wide range of residents of various ages and socioeconomic situations. To support the development of the City's neighborhoods, it is important to focus on policies that maintain the character that community residents' value.

A neighborhood's design will more likely influence its perception of attractiveness and livability than its individual uses. It is therefore important that both old and new neighborhoods have the design characteristics that address the community's values.

One key feature of desirable neighborhoods is the sense of connection they offer residents to other neighborhoods and to the greater community. Kasson's existing grid pattern is an example of a neighborhood feature that contributes to connectivity. The well spaced network of collector streets disperse traffic, making for a safer and more enjoyable pedestrian and bicycling experience within residential neighborhoods. Connected street systems are also more efficient in providing services such as snow plowing, public safety, and street maintenance.

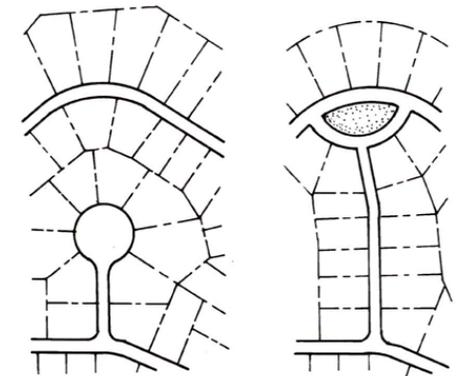
In addition to connected streets, neighborhoods should have trails or sidewalks so residents can safely and conveniently move throughout and between neighborhoods, as well as to other community destinations and the proposed greenway system.

NEIGHBORHOOD DESIGN PRINCIPLES:

- » Encourage the development of a variety of housing types and styles within a neighborhood.
- » Front residential streets with the primary entrances to residences, porches, stoops and windows rather than excessive garage doors.
- » Continue the establishment of well spaced collector streets to distribute traffic and minimize congestion.
- » Use alleys to manage access where appropriate.
- » Maximize connectivity between neighborhoods by minimizing the use of cul-de-sacs in favor of a connected street system using a grid or curvilinear pattern.
- » Support active living through the development of sidewalk or trails along both sides of all streets.
- » Ensure each resident is within a 5 to 10 minute walk of a park.
- » Encourage park and open space features to be designed with public street frontage rather than being hidden behind homes.
- » Design multi-family housing to minimize the perceived density, provide appropriate setbacks, and contribute to a safe, walkable public realm.
- » Encourage preservation and rehabilitation of historic homes, structures, and sites. Develop historic interpretation and signage to highlight "hidden" historic sites.
- » Provide for flexibility for home businesses and



Subdivisions designed primarily with cul-de-sac decrease walkability and concentrate traffic on a few streets and intersections.



If a continuation of grid pattern is not desired, looped or curvilinear streets can still provide connectivity.



Subdivisions should have sidewalks and homes with design features that minimize the presence of the garage along the street.

FIGURE 4.5 DOWNTOWN KASSON



Downtown Kasson includes the core commercial area along Main Street as well as the industrial uses along the railroad and parcels along Mantorville Ave. (Hwy. 57).



Cultivate new housing types in downtown such as live-work spaces and artist lofts.



Encourage active street frontages- and cultivate a diverse mix of uses that brings people and activity to downtown throughout the day.

live-work situations (including personal or professional office, studios, workshops, and small-batch production) provided that business use of the property does not negatively impact the residential character of the neighborhood.

- » Non-residential uses such as civic institutions (school and churches) and parks may be allowed with appropriate site design and form.

DOWNTOWN

Downtown Kasson continues to be the heart of the community. Downtown is such an important component in achieving the community's vision and guiding principles that it is addressed in its own section both within this chapter and in the next chapter, Community Building and Development. This chapter focuses on how to maintain and enhance the land use and character of downtown, while the next chapter explores the programs and activities that will strengthen downtown as an economic and quality of life generator.

While perhaps not every building is currently being fully utilized, nor the number or variety of commercial properties meeting community desires, this comprehensive plan recognizes that downtown Kasson has a good foundation. The most important recommendation for downtown is that the community carefully consider how a future project will enhance or detract from the character of downtown.

As in many communities, Kasson's downtown is distinctive in its character and pattern from the rest of the city. As the historic center, downtown has the entire range of land uses including residential, commercial, industrial, civic, institutional, and park. Downtown is a dense area of the community with

many buildings being built close to the street with sidewalks and predominantly on-street parking. Buildings generally range in height from one to three stories with many structures having more than one type of use.

In the comprehensive planning process the boundaries of downtown were set recognizing the important influence that uses on the edge of the traditional commercial downtown core have on its success. The boundary includes the core commercial area along Main Street as well as the industrial uses along the railroad, parcels of varying use along Mantorville Ave. (Hwy. 57), and a section of Masten Creek. The boundary was purposely extended south along Mantorville Avenue to Highway 14 to help build awareness of Downtown as a destination.

Downtown Kasson should continue to include the wide variety of uses within its downtown boundaries. Having a variety of land uses is important in creating an active, safe area both day and night. The mixing of uses also supports commercial uses in particular as industrial employees may eat and patronize retail establishments during the day and as they leave the community, while downtown residents support them in the evenings and on weekends.

As infill and redevelopment occurs in downtown, it is important that the historic character is sustained and built upon. New construction and renovations should evoke a similar character through site and building design features.

Expansion of parking in downtown should be carefully considered so as to not negatively impact the district's cohesiveness. While necessary for visitors and employees, surface parking lots generally detract from the pedestrian environment. As a result, parking should be located behind buildings rather than

between the front of a building and the street. Parking should be examined on a district basis whereby individual businesses do not have to have separate parking lots but contribute to a shared system. This is particularly useful for uses that have different peak hours, such as a theatre and an office. When additional parking is needed, structured parking should be considered to minimize the amount of buildings that must be removed in the downtown area.

DOWNTOWN DESIGN PRINCIPLES:

- » Encourage two to three-story buildings.
- » Buildings should possess components that offer protection to pedestrians, such as awnings and canopies.
- » Encourage the use of quality building materials that complement the existing historic architecture.
- » Encourage building orientation, height-to-width ratios and placement of door and window openings to be proportional to those of surrounding commercial buildings.
- » Maintain the existing downtown street grid so as to ensure the historic walkable character remains.
- » Avoid development of long stretches of blank, inactive building walls along streets by requiring active window spaces that allow views into and out of buildings.
- » Consider cultivating unique housing options in downtown such as live/work housing and artist lofts.
- » Concentrate the location of city-wide community uses and attractions, such as

civic buildings, museums, arts and cultural attractions, entertainment venues, community events, and gatherings in downtown.

- » Maintain an attractive, high quality streetscape that allows for safe and convenient traffic movements and efficient snow removal, and enhances pedestrian comfort and safety.
- » Integrate public art such as sculpture and murals, into the design of the public realm (parks, streets, storefronts, signage, etc.).
- » Maintain appropriate trail connections to the district for all users.
- » A clear wayfinding system within and connecting to downtown directs visitors to key destinations and public parking lots.

BUSINESS PARKS

Business parks are intended to provide a coordinated and planned environment for business uses including manufacturing, light industrial, research and design, or professional offices. They are broadly defined and are intended to cultivate economic growth through a job-rich and activity-rich development pattern.

The Comprehensive Plan envisions Kasson's industrial, manufacturing, and business climate to evolve over the next 20 years. Some of this change will come from new growth on raw land at the edge of the community. New growth will provide opportunities not otherwise available within the existing pattern. Infill development within existing business areas is important, not only from the efficient use of utilities and infrastructure, but also from a connectivity and district character perspective. Vacant lots are generally less attractive and are missing design elements such as sidewalks or landscaping that create



Murals and other forms of public art enliven the public realm in downtown.

WHAT WE'VE HEARD:

"Downtown needs a major revitalization in order to draw businesses. Some consistency with colors, store fronts, and expectations with renovations are needed in order to make sense for further expansions and growth."



Stormwater management should be thought of as an amenity and places for employees to walk should be considered.



Building facades should be designed to have a rhythm and pattern.



Entries should be marked by architectural features that emphasize their importance.



Buildings with large footprints and/or elevations should be articulated in such a way as to break up the apparent scale of the building.

a desirable business district.

Land uses in this type of district may generate noise, traffic, odors, and at times unsightly storage of product or supplies. Site design and building aesthetics in this district should aim to mitigate these effects, contributing to the view from public streets and conveying the quality and durable construction of spaces within. Such design considerations support the image of Kasson as an attractive community for visitors and prospective businesses.

BUSINESS PARK DESIGN PRINCIPLES:

- » Encourage outside storage and heavy equipment to be oriented on the site in a way to minimize impacts on adjacent uses that are not of a similar nature.
- » Encourage natural areas to be integrated seamlessly into the development.
- » Stormwater management should be thought of as an amenity to the site and not as simply a required improvement.
- » Recreation areas should be considered to enhance the physical environment for employees and provide places to take walks, host corporate events, or simply eat lunch.
- » Support the use of buffers and screening when adjacent to residential neighborhoods.
- » Orient buildings on the site to complement the natural topography and to take advantage of the site's microclimate, solar, daylighting, natural ventilation and energy flows.
- » Buildings with large footprints (15,000 sf and higher) and/or elevations (1,500sf or higher), should consider being articulated in such a

way as to break up the apparent scale of the building into smaller areas.

- » Encourage building mass that reinforces the definition and importance of the street or open space.
- » Encourage entries to be marked by architectural features that emphasize their importance. Features such as tall building features, a change in the building plane, projecting overhangs, special lighting, awnings and signage can signify the location and importance of an entry.
- » Building facades should consider being designed to have a rhythm and pattern measured according to human movement and scale.
- » As much as possible, give preference to locally (within 500 miles) harvested and manufactured materials to express dedication to the local economy.
- » Driveways should be aligned with existing or planned driveways on the opposite side of the street or oriented to existing or future street median breaks.
- » At least one sidewalk connection between the building and the perimeter street is encouraged. Consider sidewalk connections to the building entries or ground plaza areas from large parking areas.
- » Where opportunities exist for shared parking between users with staggering peak parking demands, owners and developers should make an effort to take advantage of this opportunity to reduce the total number of parking spaces

within each site or parcel.

- » Bicycle parking and/or carpool parking spaces should be provided at an amount equivalent to at least 10% of the total automobile parking.

BUSINESS PARK DISTRICTS

As mentioned earlier, business parks are intended to provide a coordinated and planned environment. Additionally, each area guided for industrial/manufacturing/business has its own unique context within the city, and therefore should reflect that. Each of the city's future districts are illustrated in Figure 4.6. The business park districts consist of an Eco/Tech District, Agricultural District, and Hwy. 14 District. Their particular character is detailed below.

Eco/TECH DISTRICT

Characteristics of the Eco/Tech District include:

- » Ecologically friendly and technology oriented businesses
- » Partnerships with K-M Schools, resource recovery specialists (landfill), energy based uses
- » Low/no heavy truck traffic because of proximity to school and distance from Hwy. 14

AGRICULTURAL DISTRICT

Characteristics of the Agricultural District include:

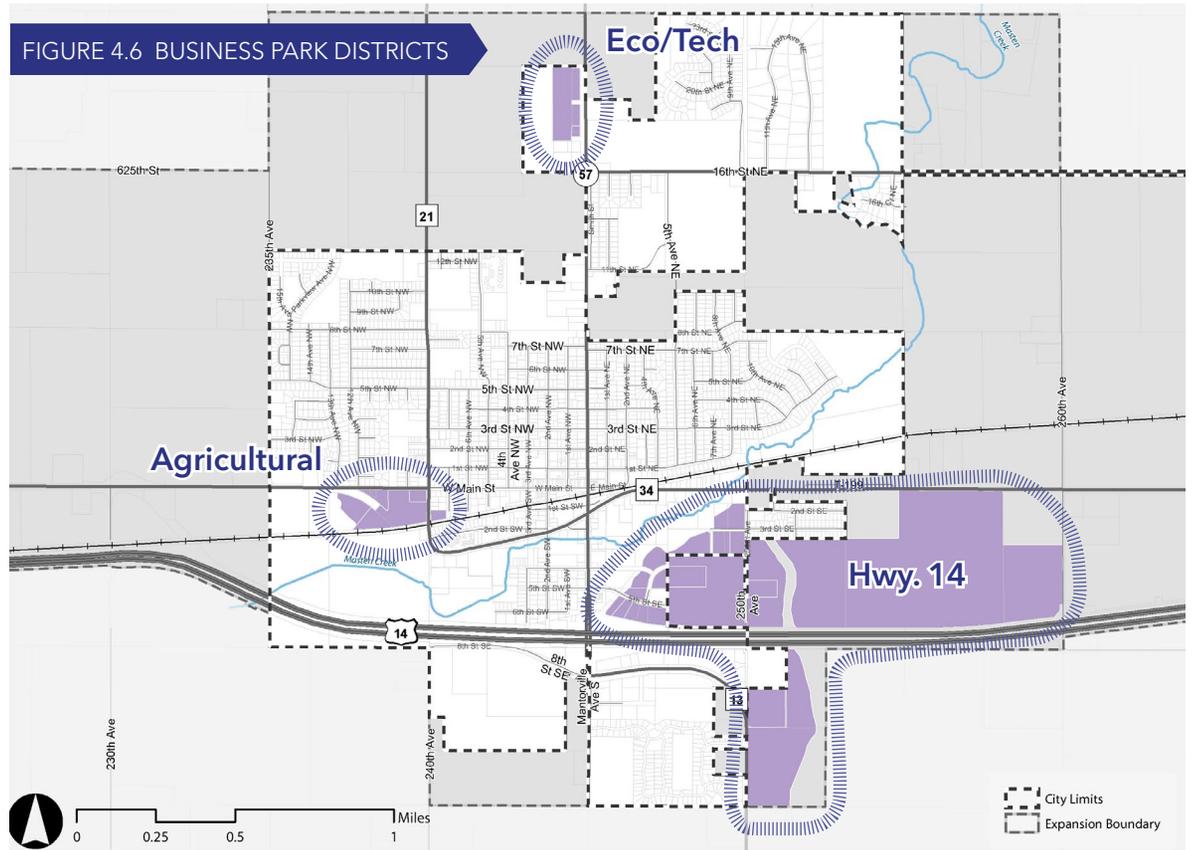
- » Agricultural, farm and implement, and grain and feed oriented businesses
- » Proximity to agricultural uses
- » Railroad spur access

HWY. 14 DISTRICT

Characteristics of the Hwy. 14 District include:

- » Large and regional employers and general industrial and manufacturing

FIGURE 4.6 BUSINESS PARK DISTRICTS



- » Easy access to Highway 14

Further exploration and master planning may be necessary to understand the potential for these district character concepts, their feasibility, infrastructure needs, and marketability.

GOALS, POLICIES, ACTION STEPS

LAND USE GOALS AND POLICIES

These goals and policies provide direction for future land use investment, development, redevelopment, and land use decision making within Kasson. They also provide direction to maintain the quality of life and working environment .



Winona and St. Peter Railroad Station in Kasson. The first station built in Kasson, 1865.



Chicago and Northwestern Railroad Station in Kasson. Built in 1885.

Oftentimes cities can look to their past for unique and exemplary design character and form. These former Kasson railroad stations are great examples of Kasson's past built form.

Source: Past and Present Minnesota Railroad Stations. <http://www.west2k.com/mn.htm>

GOAL 4.1



Maintain an adequate and balanced supply of land uses to accommodate 2040 forecasts for job and household growth.

Policy 4.1.1 Coordinate with land owners, developers, and builders to understand development potential and desires on a community wide basis.

Policy 4.1.2 Plan capital improvements (roads, infrastructure, utilities) consistent with phased growth areas.

Policy 4.1.3 Re-evaluate (and update if needed) the future land use plan every three to five years

GOAL 4.2



Grow first within our corporate limits where infrastructure currently exists. Expansion of our corporate limits should be driven by the ability to efficiently provide infrastructure without prematurely forcing development in skipped over areas.

Policy 4.2.1 Continue to coordinate with adjacent townships to ensure an orderly annexation process

Policy 4.2.2 Ensure infrastructure investments have a financial plan to fund both capital expenditures

and ongoing operating, maintenance, and replacement needs.

Policy 4.2.3 Minimize the fragmentation and development of agricultural lands and open spaces in and around the city.

GOAL 4.3



Support the redevelopment of dilapidated, underutilized, or economically obsolete land uses.

Policy 4.3.1 Monitor and track long term (6 month or more) building or land vacancies within the city and collaborate with owners to find compatible re-use.

Policy 4.3.2 Consider using available redevelopment tools available to the City to support redevelopment and reuse efforts where a greater public benefit can be realized.

Policy 4.3.3 Evaluate and support alternative zoning tools (approaches) that encourage the integration of land uses and placemaking strategies while not impeding or discouraging investment in the market place.

Policy 4.3.4 Design the Downtown public realm (street, sidewalk, public parking areas, plazas, parks) to encourage local businesses and retailers to bring their business outside during community events or high volume shopping days/times.

GOAL 4.4



Ensure future development occurs in a coordinated, connected, and compatible manner relative to existing development.

Policy 4.4.1 Require through the site planning and building plan adequate design considerations to transition new development to adjacent development in a way that minimizes negative

impacts (traffic, light, noise, air pollution, or storm water runoff).

Policy 4.4.2 Locate commercial and other high traffic generating land uses with direct access onto major streets (collectors).

Policy 4.4.3 Encourage and support land use patterns what provide adequate pedestrian connections to nearby neighborhoods and other community destinations.

Policy 4.4.4 Encourage and support a land use pattern, and subdivision design that makes walking and biking an attractive alternative to driving for short trips.

Policy 4.4.5 Minimize the fragmentation and development of agricultural lands and open spaces in and around the city.

Policy 4.4.6 Evaluate new developments against the design principles laid out in this plan.

Policy 4.4.7 Encourage development within the industrial/manufacturing/business land use category to match its district’s character. As laid out in the Comprehensive Plan.

GOAL 4.5



Protect and preserve natural and cultural resources.

Policy 4.5.1 Integrate natural resource areas/ greenways and cultural resources as part of the park and open space amenities within a development program.

Policy 4.5.2 Encourage the preservation of sensitive landscapes, native vegetation, or mature native trees through educational initiatives that target communications early in the design process.

Policy 4.5.3 Support and promote low impact design strategies through education and information dissemination.

Policy 4.5.4 Evaluate integration of key low impact design strategies into existing site planning and zoning ordinances.

Policy 4.5.5 Support local historical/cultural preservation organizations in efforts to identify historic or cultural sites.

Policy 4.5.6 Consider energy efficient construction and green/sustainable building and land use practices

Policy 4.5.7 Consider MN Tree Trust’s Best Practices.

Policy 4.5.8 Consider ordinances to promote native vegetation.

Policy 4.5.9 Consider a landscaping ordinance to allow for low water-use landscaping.

ACTION STEPS

ACTION STEP 4.1 Review and update the zoning code and map so that it is not in conflict with the Comprehensive Plan and it meets the goals set forth in the Comprehensive Plan.

ACTION STEP 4.2 Monitor and report land absorption and growth trends on an annual basis and maintain a three to five year lot inventory consistent with annual building permits.

ACTION STEP 4.3 Prepare a downtown master plan that addresses zoning, redevelopment, housing, parking, and transportation.

ACTION STEP 4.4 Prepare a master plan to understand the potential for the business park district character concepts, their feasibility, infrastructure needs, and marketability.

GUIDING PRINCIPLES

-  SMALL TOWN IDENTITY
-  PROSPEROUS
-  WELCOMING
-  VIBRANT
-  HEALTHY
-  INNOVATIVE
-  CONNECTED

Guiding Principles: see Chapter 03 Vision and Guiding Principles for more information.

The icons next to each goal indicate the Guiding Principles that are demonstrated within the stated goal. Guiding Principles that are most pertinent are shown in full color.



ACTION STEP 4.5 Explore and implement zoning and subdivision regulations that encourage the integration of natural resource areas/greenways into new development.

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05.

COMMUNITY BUILDING & DEVELOPMENT

This chapter of the Comprehensive Plan centers around two main areas for future action that play a critical role in enhancing the overall quality of life in the community: Housing and Economic Development. Recommendations included here ensure the quality and sustainability of core amenities- housing, jobs, shopping, and services- that will make Kasson a destination and community of choice for residents, visitors, and businesses.



ECONOMIC DEVELOPMENT

The work of business retention and attraction is critical to the local economy in Kasson, driving growth of the local tax base and expanding the employment opportunities, services, and amenities that residents depend on and desire. Kasson aspires to bring new opportunities, businesses, and economic vibrancy to the community in the next 20 years.

Kasson supports a wide range of businesses and industries. An established Economic Development Authority (EDA) works to retain existing businesses, assist existing businesses with expansion plans, and develop new businesses and industry within the city.

ISSUES AND OPPORTUNITIES

EXISTING CONDITIONS TAKEAWAYS

A full overview of existing economic conditions can be found in Chapter 02 Community Context. Some key takeaways related to existing economic conditions are highlighted below.

Connectivity, both transportation and telecommunication connectivity, to regional job centers has become increasingly important to economic growth in the City of Kasson. Much of the growth in Kasson can be accounted for from young families that are moving to find more affordable, quality housing, or seeking a small town environment with amenities such as a good education and a sense of community.

An increasing proportion of the population is commuting into Rochester. This has implications for the direction of development in Kasson in the future. Only 32% of the workforce population that lives in Kasson works in Kasson. While business development is still an important component of growth in the city, the City must also focus on developing amenities that

will serve existing residents and attract new ones.

One large retail center (400-800K sq. ft.) exists within a 25 minute drive time. This retail center is located in the northwest area of Rochester along Hwy. 52 and includes numerous big-box retailers ranging from home improvement, grocery stores, and electronics retail as well as chain restaurants on prototypical pad sites. Two other large retail centers exist just outside a 25 minute drive; near Rochester.

Businesses in Kasson aren't necessarily competing with each other, they are competing with other businesses in the region. The fact that so many people who live in Kasson work in the City of Rochester may influence where residents fulfill their shopping, dining, and entertainment needs.

Included within the Kasson 20 minute drive time trade area are many baby boomers sharing their homes with their teenage/young adult children, middle age couples with young children and active lifestyles, and young, middle-class families living active lifestyles. Understanding potential customers in a particular trade area will help the City to promote and match complementary retail businesses.

WHAT WE'VE HEARD

During the community engagement process community stakeholders directly shared their opinions and feedback on economic development through hands-on activities, such as a Monopoly-like gameboard exercise and a growth allocation game. The Kasson community also shared their thoughts through online feedback tools such as a community survey and an online mapping tool.

When asked what residents liked least about Kasson or what the most serious issue faces Kasson during the gameboard exercise and the online community

WHAT WE'VE HEARD:

"It's hard staffing a restaurant in Kasson because we are losing employees to more attractive jobs in Rochester."

survey, many respondents mentioned a lack of shopping, businesses, and restaurants and that they would like to see more of these things in downtown Kasson and elsewhere throughout the community.

FIGURE 5.8 SOCIAL PINPOINT FEEDBACK



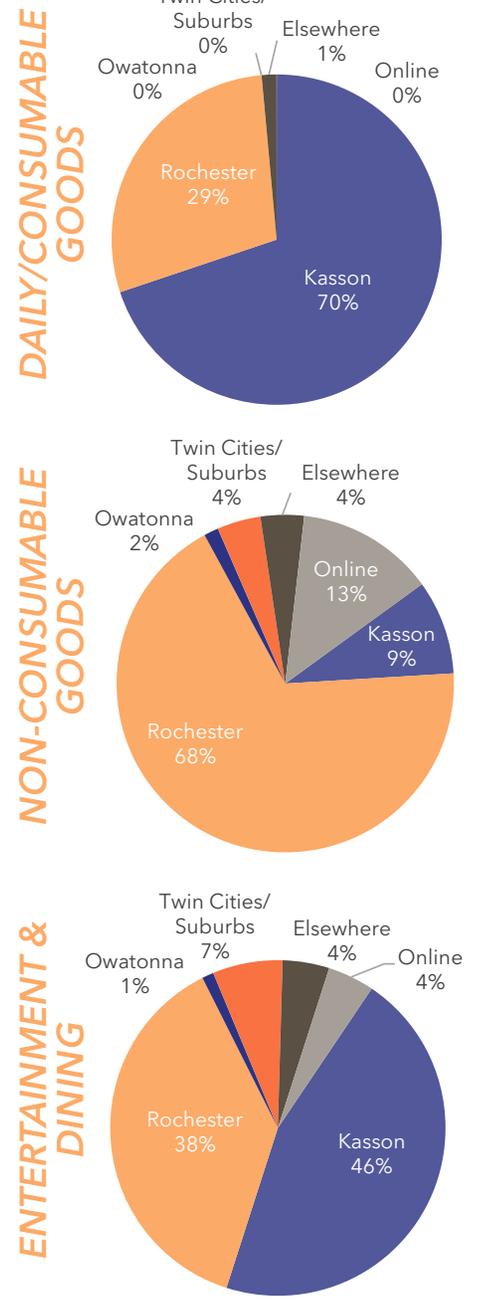
Through the online mapping tool (Social Pinpoint), community members were able to voice their ideas for new businesses and their locations, or even ideas to help attract new business and retain existing ones. Many business ideas were for new third places. Examples of third places would be social environments such as cafes, clubs, public libraries, or parks.

As highlighted in Figure 5.7, during the gameboard exercise at the first community workshop, participants were asked to mark where they bought their daily/consumable goods (food, gas, etc.), non-consumable goods (clothes, cars, appliances, etc.), and entertainment and dining (restaurants, bars, movies, etc.). The locations of these purchases varied widely by type of purchase. Just over two-thirds of daily/consumable goods are purchased within Kasson, the other third of these goods are purchased in Rochester (likely on the way home from work or other trips to Rochester). Online purchases for these types of goods is limited, most likely due to the fact that online same-day shipping for these goods isn't widely offered in Kasson.

Non-consumable goods are largely purchased outside of the City of Kasson. Only 10% of these purchases are made within the city (likely consisting of clothing purchases). Over two-thirds of non-consumable goods are purchased in Rochester. Purchases such as furniture, appliances, and automobile purchases tend to be dedicated trips. Kasson residents travel over 10 miles to Rochester, and over 50 miles to the Twin Cities/Suburbs to make these purchases. Due to ease, greater variety and even free shipping, a growing retail trend is online shopping. Online purchases account for 13% percent of non-consumable goods in Kasson and most likely will continue to rise.

Entertainment and dining purchases are split more evenly between Rochester and Kasson. Almost half of entertainment and dining purchases by respondents are made within Kasson, just over a third in Rochester. Convenience and proximity give Kasson an advantage in this category, but variety and quantity help Rochester. Online entertainment purchases, likely in the form of video streaming services, account for 4%

FIGURE 5.7 CONSUMER PREFERENCE RESULTS FROM GAMEBOARD EXERCISE



WHAT WE'VE HEARD:

69.15% of survey participants bring out-of-town guests to places outside of Kasson when they are visiting.

of purchases. Almost one-tenth of entertainment and dining purchases are made in the Twin Cities/Suburbs. The Twin Cities are rich with entertainment and dining options and offer many museums, theatrical arts, specialty dining options, sporting attractions, musical venues, and other unique experiences that draw people from around the entire state.

Through this planning process, community members expressed a strong desire for additional shopping and dining options in Kasson, pointing to a lack of diversity in local retail/food services, as well as high turnover of local businesses in the downtown area. One of the major challenges to the viability of local retail and restaurants is competition for both the employment pool and services offered. The region offers shoppers, dining guests, and employees a greater variety of stores, products, and higher wages.

BUSINESS ATTRACTION

A growing body of research into economic trends and economic development strategy suggests that the traditional models of business attraction may not be suitable, successful, and sustainable for many communities, particularly in a time of constrained public resources.

Going forward, the City of Kasson should consider financial incentives, tax breaks, and land subsidies for business attraction on a case by case basis. The primary engines for business attraction should be clear land use and development guidance that encourages diverse and desirable industrial and business uses and investment in public infrastructure improvements and amenities that will enhance the community's image and attractiveness to prospective businesses, entrepreneurs, and employees.

Locational preferences of recent college graduates show that increasingly, young people are choosing

where to live based on lifestyle and quality of life considerations, rather than job opportunities or pay. Similarly, businesses within the knowledge economy have fewer physical or resource requirements that dictate location within a particular city or region; rather, businesses are looking for places to locate that will provide a high quality of life for their employees and appealing work environment.

In this regard, the broader quality of life improvements recommended in this plan (such as investment in infrastructure, schools, parks, housing, retail, arts and culture, and recreational amenities) are critical to the City's business attraction efforts.

GROWING NEW JOBS AND BUSINESSES

Minnesota is a state known for its high concentration of Fortune 500 companies. Most of these Fortune 500 companies, such as United Health Group, Target Corporation, Best Buy, and 3M, have one thing in common, they were founded and grown in Minnesota. Most of these Fortune 500 companies didn't relocate to Minnesota because of gigantic and unsustainable tax breaks, they were cultivated and nurtured where they grew up.

The Comprehensive Plan recommends an "Economic Gardening" approach to growing jobs and businesses in Kasson to complement quality of life and regulatory recommendations. Economic gardening is an approach to economic development that seeks to grow the local economy from within by promoting local entrepreneurship and small and local business development. By promoting diversity of local industries and widespread prosperity, economic gardening can be a more cost-effective and sustainable strategy for economic development than providing incentives to attract large outside companies to the community.



An underlying principle of economic gardening is to work with what you have in the community to build new opportunities. To this end, the City should provide greater support for existing businesses and entrepreneurs, including home-based businesses and cottage industries: individuals who work from home as freelancers, consultants, or remote employees, and other individuals making or selling products from home.

In general, economic gardening strategies seek to connect existing businesses and entrepreneurs to resources that will help them grow and thrive; leverage the expertise of existing successful businesses in the community; encourage the development of essential infrastructure and facilities for business development; provide businesses with needed information and training; and reduce the barriers to starting and operating a business.

Benefits of Economic Gardening include:

- » Encourages a more resilient local economy by developing a diversity of local businesses.
- » Capitalizes on a growing segment of the national economy (i.e. small independent businesses, entrepreneurs, and self-employed individuals).
- » Expands opportunities for households to earn additional income through remote employment and home businesses; and potentially provides flexibility for families with children in managing childcare needs.
- » Attracts, retains, and cultivates a creative, educated workforce.
- » Supports home businesses that are natural business incubators; as home businesses grow, owners are likely to relocate and/or expand within their own community.

WORKFORCE DEVELOPMENT

The City should leverage the Kasson-Mantorville School District as a strategic partner to help create new educational pathways for Kasson residents and to foster new businesses, career opportunities, and entrepreneurship in the community. The City should work with educational institutions and economic development entities to address the “skills mismatch,” and ensure that local workers can obtain desirable jobs in high growth and high need employment sectors.

DOWNTOWN

The City should continue to promote downtown as a regional hub of economic and cultural activity within the city and a unique mixed use destination. Activating and beautifying the downtown streetscape and storefronts supports economic activity by creating an attractive environment for visitors, residents, and businesses. The City should support ongoing downtown revitalization efforts that encourage downtown redevelopment; expand housing options; promote downtown businesses and cultural and civic institutions; and activate and improve the quality and character of the public realm.



WHAT WE'VE HEARD:

“Keeping our community businesses thriving [is the most serious issue facing Kasson today]. We need to be a self-sufficient community as much as possible.”

WHAT WE'VE HEARD:

"We need more townhomes for single-parents with families! Byron has so many nice/luxury townhomes.."

HOUSING

The quality of housing options is often a decisive factor for residents, employees, and businesses in choosing whether to stay in or move to a particular community. To attract new residents and continue to sustain long-term residents in the community, Kasson will have to provide attractive, affordable, and high quality housing options that meet the needs of residents at all stages of life and at various income levels.

ISSUES AND OPPORTUNITIES

Even though Kasson was originally founded in 1870, it didn't see any significant population growth until the mid 20th century. Due to this population growth pattern, the majority of Kasson's housing structures were built after 1970. A trip around Kasson reveals that in older neighborhoods, new homes are mixed with old homes, and large homes are mixed with more modest sized homes. Generally, newer neighborhoods have been nicely built next to old neighborhoods. This integration has partially helped offset the monotony that can attributed to new neighborhoods that are fully built by one builder with one housing type.

To continue to be a welcoming community to new residents and accommodating to long-term residents, Kasson will need to ensure its housing stock diversity (age, price, style, etc.) is maintained.

EXISTING CONDITIONS TAKEAWAYS

A full overview of existing housing conditions can be found in Chapter 02 Community Context. Some key takeaways related to existing housing conditions are highlighted below.

Consisting of over three quarters of all housing structures, single family (1-unit) detached homes

dominate Kasson's housing stock. When accounting for mobile/manufactured homes, that share of housing is closer to 85%. Additionally, 81.3% of the occupied housing units in Kasson are owner-occupied. Those unable to afford their own home, reluctant to take on the tasks that come with home ownership, or those whose lifestyles are more mobile may not find housing options that fit their needs.

Overall, the age of Kasson's housing stock is young and fairly diverse. Over one-third of the current housing structures in Kasson were built in the last 20 years and three-quarters of it is less than 50 years old. Though, within the next 20 years one quarter of Kasson's current housing stock will age beyond 50 years old. As Kasson's housing stock passes this milestone, proper house maintenance and safety will need to be accounted for.

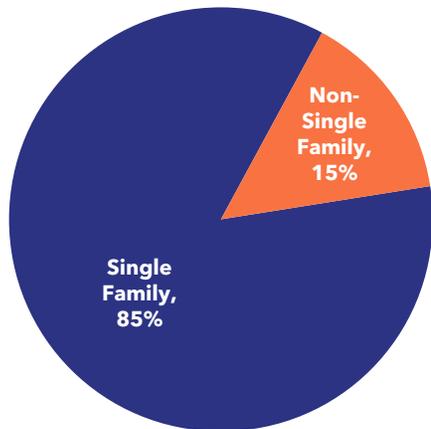
Housings costs in Kasson have historically been lower than many similar communities in the region, but due to a low vacancy rate and an increased demand for new housing units, potential Kasson homeowners and renters are having a harder time finding and affording housing in Kasson.

WHAT WE'VE HEARD

During the community engagement process community stakeholders directly shared their opinions and feedback on housing through hands-on activities, such as a Monopoly-like gameboard exercise and a growth allocation game. The Kasson community also shared their thoughts through online feedback tools such as a community survey and an online mapping tool.

During the growth allocation game participants were tasked with placing a mix of 1,000 housing units of varying densities. Each chip (20 total) placed on the board represented 50 housing units and the

FIGURE 5.1 HOUSING TYPES IN KASSON

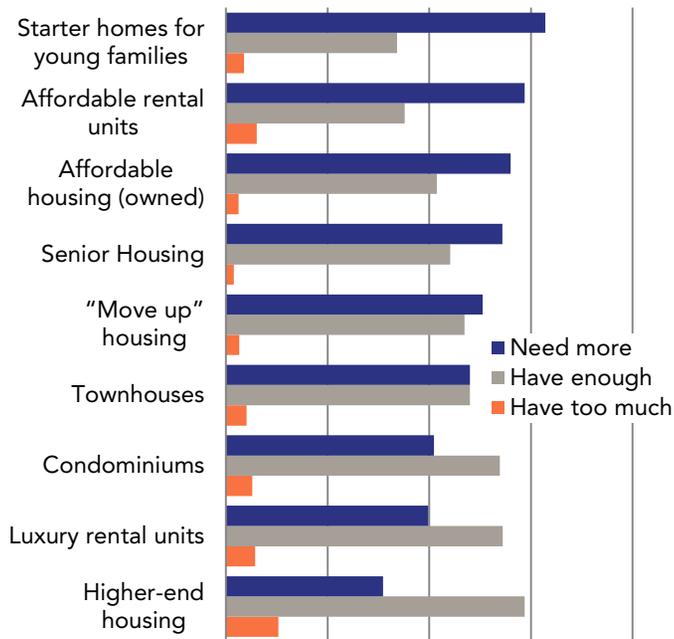


Source: 2011-2015 US Census ACS.

representative amount of land for low density (3 units/acre), medium density (6 units/acre), and high density housing (12 units/acre). To meet the “Welcoming” guiding principle, participants had to place a variety of housing chips on the board, at least five of each housing type. Analyzing the overall mixture of low density, medium density, and high density housing units placed in Kasson in this exercise reveals that participants desired a mix of 35% low density units, 40% medium density units, and 25% high density units.

During the gameboard exercise community members felt that when developing new housing it is very important to maintain quality of life in neighborhoods and provide a greater variety of housing choices.

FIGURE 5.2 COMMUNITY OPINION ON SUPPLY OF VARIOUS HOUSING TYPES IN KASSON



As part of the community survey in the initial phase of community engagement respondents were asked the share their opinions about the supply of various housing types in the City of Kasson. The results of the question can be seen in Figure 5.2. Two different observations can be made from this feedback. First, out of the nine different types of housing mentioned, six of them were stated as “need more”. This sentiment aligns with observations seen and heard throughout the engagement process that new housing hasn’t been able to keep up with demand. Second, housing types that tend to, but not necessarily always, be more affordable are stated as being more in need of in the City of Kasson. Starter homes for young families rank the highest on the list of “need more”.

Starter homes tend to be homes that are not new construction and have had at least one previous owner. They have a more modest footprint and tend to have two to three bedrooms. The biggest draw of starter homes is their price point. Homes for the typical first time home buyer usually don’t cost more than the low \$200Ks. Because starter homes tend to be previously owned homes, their availability can be dependent on the availability of other “move up” housing in the city.

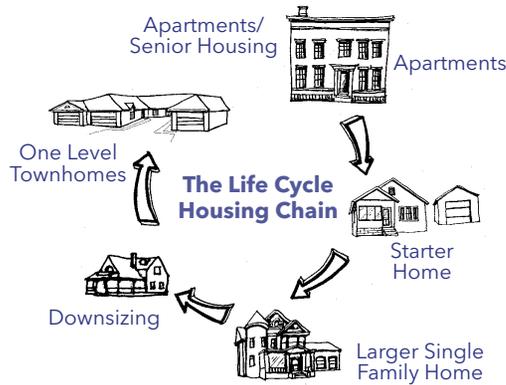
MAINTENANCE AND REHABILITATION

Rehabilitation and maintenance of the existing housing stock helps to maintain aesthetically pleasing neighborhoods and supports preservation of the fabric of Kasson’s older neighborhoods. However, individual homeowners may find such improvements to be costly and time consuming, and may lack the skills or ability to complete these projects on their own. City programs should seek to remove barriers to rehabilitation and maintenance by providing financial and technical support for homeowners who might want to pursue home and property improvements,

WHAT WE’VE HEARD:

“We need more housing options available for numerous people wanting to move to Kasson community.”

FIGURE 5.3 LIFE-CYCLE HOUSING CHAIN



Older Home in Kasson



Newer Home in Kasson

including historic preservation and restoration.

LIFE-CYCLE HOUSING

Life-cycle housing is based on the premise that as people go through life, their housing needs change. A young person getting out of school and just starting out usually can not afford a home, so often begins by renting. As a person grows older, they often establish a family and buy their first home, usually a townhouse or a small starter home. Then as a family’s household income grows and children enter the picture, they may move up to their largest home. Once the children leave and a family’s size decreases, parents often move back to a smaller home with fewer maintenance needs or into a home with an association that takes care of home and property maintenance. Eventually, as a person ages there is often a need for an assisted living or nursing home facility. This represents the life-cycle housing chain as illustrated in Figure 5.3.

Rental housing is another component of life-cycle housing that needs to be monitored over time. Rental housing is a critical component as it provides more housing options for both the beginning and end of the life-cycle chain. It also fulfills the needs of several segments of the population including commercial and retail service employees; single-income families and individuals; senior citizens living on fixed incomes; young people moving out of childhood homes and into the workforce; and economically disadvantaged households. The City may want to use rental housing maintenance regulations, licensing programs, and rehabilitation funding programs to ensure that the existing rental housing supply is maintained in good condition.

DOWNTOWN HOUSING

The City should play an active role in developing housing options in Downtown, facilitating both

the activation of existing vacant units through redevelopment and rehabilitation, as well as the development of new housing options unique to downtown such as live-work units, artist lofts, and higher density apartment buildings. New residential development promotes the image of downtown as a unique district where people come to live and work. Housing in downtown should serve the needs of diverse tenants, including students, young families, empty nesters, artists, and others seeking the convenience of downtown living; and should include rental and ownership options. Zoning and subdivision regulations should be revised as needed to encourage and enable the desired mix of housing types.

GOALS, POLICIES, AND ACTIONS

ECONOMIC GOALS AND POLICIES

GOAL 5.1



Promote Kasson as a great place for business, innovation, and commerce and as a community that provides diverse and sustainable economic opportunities for all.

Policy 5.1.1 Maintain an inventory of available commercial and industrial land and buildings on the City website.

Policy 5.1.2 Explore opportunities for financial assistance to promote updating and rehabilitation of existing commercial core.

Policy 5.1.3 Invest in quality of life amenities like housing, parks, trails and open spaces, as well as community programs and events that contribute to the attractiveness of the Kasson community to prospective businesses and residents.

GOAL 5.2



Provide an atmosphere that promotes business development and growth from within the community.

- Policy 5.2.1** Seek opportunities to enhance telecommunication infrastructure, through continued partnerships with the private sector.
- Policy 5.2.2** Establish and preserve partnerships and coordination with local, regional, and state organizations that support economic development activities.
- Policy 5.2.3** Promote green businesses that are recognized under a local, regional or national program.

GOAL 5.3



Continue to promote and develop a strong, balanced and sustainable local economy that meets the needs of current and future residents by providing reasonable opportunities to live, work at a living wage, play, and shop in Kasson.

- Policy 5.3.1** Understanding the proximity to the regional economic center of Rochester, promote and encourage commercial development that meets the needs of the large volume of residents that commute from Kasson.
- Policy 5.3.2** Collaborate with educational institutions, economic development entities, and local businesses to address industry workforce needs and create career and educational pathways for residents of all ages.

ECONOMIC ACTION STEPS

- ACTION STEP 5.1** Set up meetings with Chamber of Commerce and large employers to enhance communication and provide a forum to discuss retention and expansion opportunities.
- ACTION STEP 5.2** Improve community wayfinding signage to maximize exposure to the high volume of traffic on Highway 14 and Highway 57. This should include directional signage within the Community for places of interest.
- ACTION STEP 5.3** Conduct or participate in a buy local campaign for community members and local businesses.
- ACTION STEP 5.4** Provide a forum to align and connect community members strengths, skills, passions, and assets with the appropriate implementation strategy, project, or idea. The intent of this action step is to strengthen local entrepreneurship and connectedness within the community and region.
- ACTION STEP 5.5** A community 'brand' is a unifying idea or theme that represents the character and experience of a community. It helps distinguish a community from others, fosters a stronger sense of place and identity, and can serve as a connecting or unifying element within the business community. This action step is to evolve the vision and guiding principles into a unified community brand.
- ACTION STEP 5.6** Organizations such as [ISO Mitigation](#) develop programs that provide up-to-date information about municipal fire protection services. Information about the quality of public fire protection is developed to grade the community. Service providers can base

GUIDING PRINCIPLES

-  SMALL TOWN IDENTITY
-  PROSPEROUS
-  WELCOMING
-  VIBRANT
-  HEALTHY
-  INNOVATIVE
-  CONNECTED

Guiding Principles: see Chapter 03 Vision and Guiding Principles for more information.

The icons next to each goal indicate the Guiding Principles that are demonstrated within the stated goal. Guiding Principles that are most pertinent are shown in full color.



costs on a communities Grade. This action step includes tracking Kasson's grading and working to improve it for the benefit of existing businesses, but also as an economic development marketing strategy.

HOUSING GOALS AND POLICIES

GOAL 5.4

Develop a diverse and high quality housing stock that meets the needs of current and future residents at all stages of life and at various income levels.

Policy 5.4.1 Support programs and tools that enable current and future residents of all income levels to find homes to rent and own.

GOAL 5.5

Maintain a housing stock that includes older, rehabilitated houses that meet current building codes.

Policy 5.5.1 Support programs that promote long-term maintenance and rehabilitation of older housing stock in Kasson.

GOAL 5.6

Improve the energy efficiency of the overall housing stock, both old and new homes.

Policy 5.6.1 Promote and incentivize construction and development that is low-impact, resilient, sustainable, and energy efficient.

GOAL 5.7

Cultivate vibrant and cohesive residential neighborhoods that support the image of Kasson as a welcoming and connected community.

Policy 5.7.1 New residential developments should include land area for open green space, to be adequately maintained.

HOUSING ACTION STEPS

ACTION STEP 5.7 Integrate green building best practices information and assistance into the building permit process.

ACTION STEP 5.8 Create a green residential remodeling assistance/financing program to assist homeowners in adding space to their existing homes.

ACTION STEP 5.9 Create and implement a home improvement loan program to assist residents with emergency and non-emergency home repairs and improvements.

CITY OF KASSON COMPREHENSIVE PLAN

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06.

PARKS, RECREATION & ACTIVE LIVING

This chapter addresses the issues, opportunities and future of parks, recreation, and active living in Kasson. Today, there are well-loved community assets found in the parklands and recreational facilities in Kasson. This chapter identifies ways to increase access, enhance the quality, and promote healthy, active lifestyles for Kasson residents.



Playground equipment in Veterans Memorial Park



Bike Racks at Kasson Aquatic Center

The City of Kasson 2011 Comprehensive Plan addressed Parks and Recreation within the context of the Public Facilities. With the strong community responses to issues raised about parks and recreation, along with strong feedback regarding sidewalks and accessibility, a separate chapter has been created for this document, to address parks, recreation and also to address active living.

PARKS AND RECREATION

The Park and Recreation Department maintains a variety of parklands and recreation facilities throughout the city, primarily maintaining eight park areas, an aquatic center and a cemetery, along with operating the Dodge County Ice Arena (owned by Dodge County).

Within the city parklands, there are three baseball/softball fields, a football field, an outdoor ice rink, a soccer field, a horseshoe pits area, a sand volleyball court, a skateboard/bike area, two tennis courts, a disc golf course, picnic shelters, and a number of playgrounds.

EXISTING PARKS

- » Meadowland Park
- » Veterans Memorial Park
- » East Diamond Park
- » East Park
- » Tot Lot
- » Lions Park
- » Prairie View Park
- » J. Hyde Kasson Park

OTHER PARKLANDS/RECREATIONAL FACILITIES

- » Maple Grove Cemetery
- » Dodge County Ice Arena

- » Kasson Aquatic Center

EXISTING RECREATIONAL PROGRAMS

The City sponsors leagues for adult softball and men's basketball. The Parks and Recreation Department is supported through the General Fund of the City of Kasson (tax dollars) with supplemental support for programs through fees.

TRAILS AND BIKEWAYS

Trails and bikeways serve to provide transportation and scenic recreation for residents and visitors to Kasson. Trails are generally paved, with a width to accommodate pedestrians and bicyclists (8-10'). A number of local trails exist in Kasson, connecting to nearby Mantorville, as well as to park destinations.

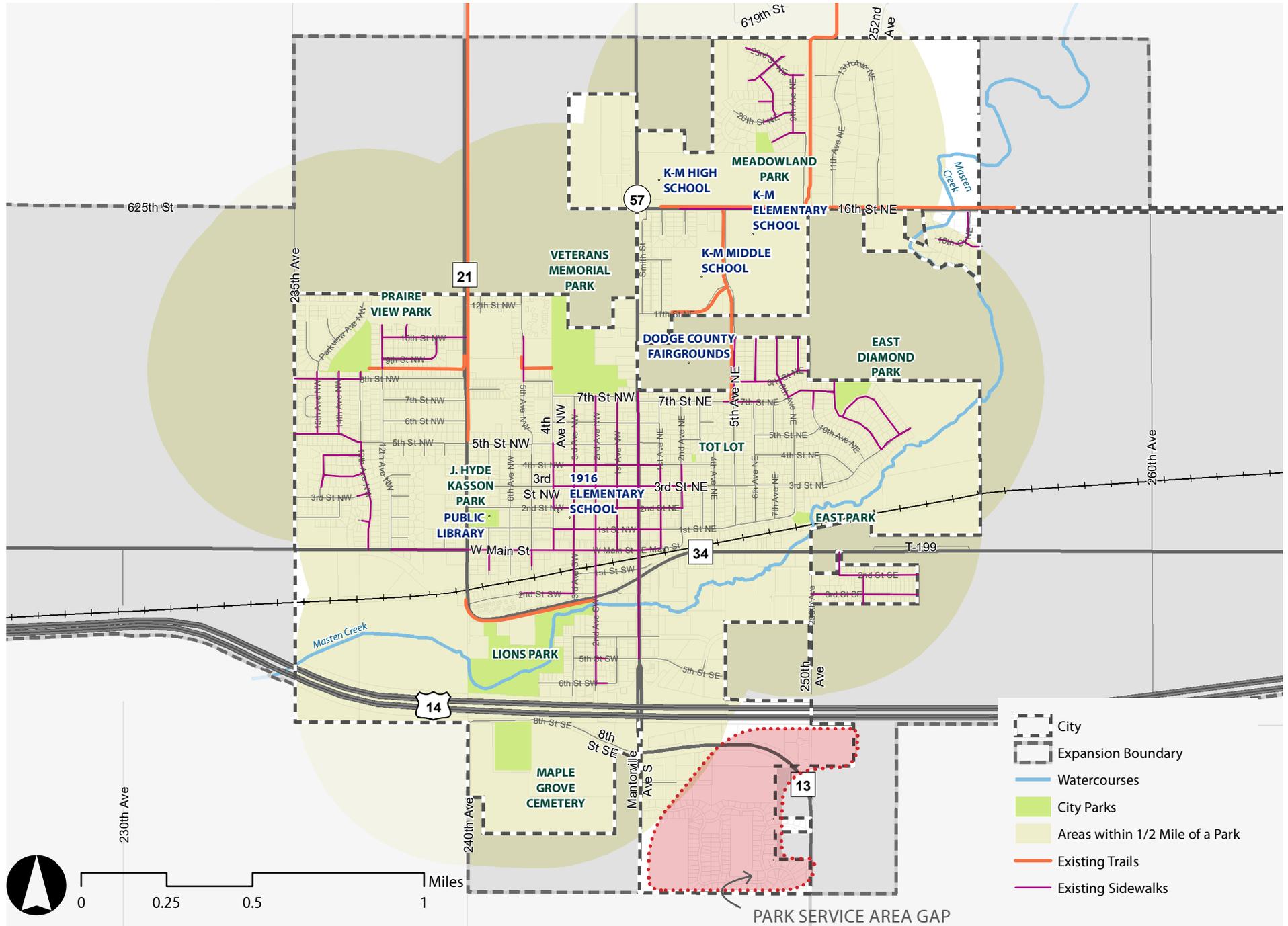
EXISTING TRAILS

- » Sunset Trail
 - Paved trail along Hwy 21, connecting Kasson to Mantorville
- » Sunrise Trail
 - Paved trail connecting K-M Elementary School to Mantorville via Hwy 57, 15, and off-road sections
- » 16th St NE Trail
 - Paved trail along the north side of 16th St NE beginning at K-M Senior High School and ending near the city limits
- » 5th Ave NE Trail
 - Paved trail along 5th Ave NE from 16th St. NE to residential area east of Dodge County Fairgrounds and connecting along K-M Middle School
- » Trail along Veterans Memorial Highway
 - Paved trail along Veterans Memorial Highway connecting 2nd Ave SW to Kasson Water Tower

WHAT WE'VE HEARD:

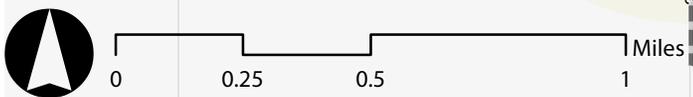
"Concentrate on "pedestrian" issues, especially with children and the elderly."

FIGURE 6.1 EXISTING PARKS, TRAILS AND SIDEWALKS



PARKS, RECREATION & ACTIVE LIVING

- City
- Expansion Boundary
- Watercourses
- City Parks
- Areas within 1/2 Mile of a Park
- Existing Trails
- Existing Sidewalks





ACTIVE LIVING IN KASSON

Active living is a way of life that integrates physical activity and healthy eating into daily routines. Depending on one's age or abilities, there are a variety of amounts of daily exercise recommended in order to lead a healthy lifestyle. There are many ways to engage in daily exercise, such as biking, walking or gardening. Daily physical exercise can be achieved without expensive gym memberships or rigorous workout routines designed for athletes. Active living can be achieved through small changes in people's lifestyles, and can contribute to increasing social interactions and connections to nature.

The ability to integrate active living into everybody's daily lives and into the city is heavily influenced by the following environmental factors:

- » A varied mix of land uses
 - Locating places where people live, work, study, shop, eat, and play near each other make walking and biking more convenient
- » Functional, inviting, and attractive parks
 - Providing places that are engaging and inviting encourages people to get outdoors and enjoy physical activity
- » Safe and comfortable access to parks and the outdoors
 - Providing places where people of all ages, abilities can safely and comfortably access parks is one of the most influential factors to Active Living in the community. This includes providing visible signage and safe road crossings for pedestrians.
- » Access to healthy foods



Biking, jogging, hiking, and gardening are all examples of Active Living principles in action

- Providing places where people can access healthy, fresh, and affordable food is a serious consideration for active living. There are a number of ways that parks can provide access to healthy foods, such as serving as a drop-off point for CSAs (Community Supported Agriculture), and providing community garden plots.

SIDEWALKS IN KASSON

One of the most impactful ways to promote and support active living in Kasson is to address sidewalk and pedestrian connectivity throughout the city.

The City of Kasson has sidewalks throughout residential and commercial areas to promote safe and enjoyable travel around town for pedestrians. However, to maintain the safety of this network, periodical updates and replacement of sidewalks are necessary. Previous attempts to implement a sidewalk program, requiring homeowners to contribute money to fund the cost of maintenance for sidewalks and trails have not been successful, as the funds have been limited or re-assigned. Other barriers to completing and maintaining the sidewalk network are related to steep slopes and narrow rights-of-way. Today, many of the city's sidewalks do not meet ADA requirements for width and slope.

Recently, the City of Kasson began requiring developers to provide sidewalks within new project areas. Previously, the cost and construction burden for new sidewalks was placed on homeowners, resulting in gaps in the sidewalk network as some parcels developed before others. The City of Kasson should continue to encourage and require developers to provide sidewalks in new developments.

To address sidewalk maintenance, as well as to identify future sidewalk connections to

neighborhoods, parks, and commercial areas for pedestrian routes, a priority project should include creating a city-wide pedestrian and bicycle plan. A pedestrian and bicycle plan will guide future projects, and ultimately will lead to a completed network of consistent walkways and bikeways. Creating a city-wide pedestrian and bicycle plan will require the combined efforts of multiple City departments and a robust engagement strategy with the community.

SAFE ROUTES TO SCHOOL

In the spring of 2016, the Kasson-Mantorville Public School District was awarded a MnDOT Safe Routes to School (SRTS) planning assistance grant to develop a SRTS Plan. The purpose of the plan was to identify barriers and challenges for kids to bike and walk to school on a daily basis, as well as identify program and infrastructure improvements that would support safe, easy, and enjoyable routes for walking and biking to schools. SRTS planning assistance through MnDOT was only available to elementary and middle schools for this year.

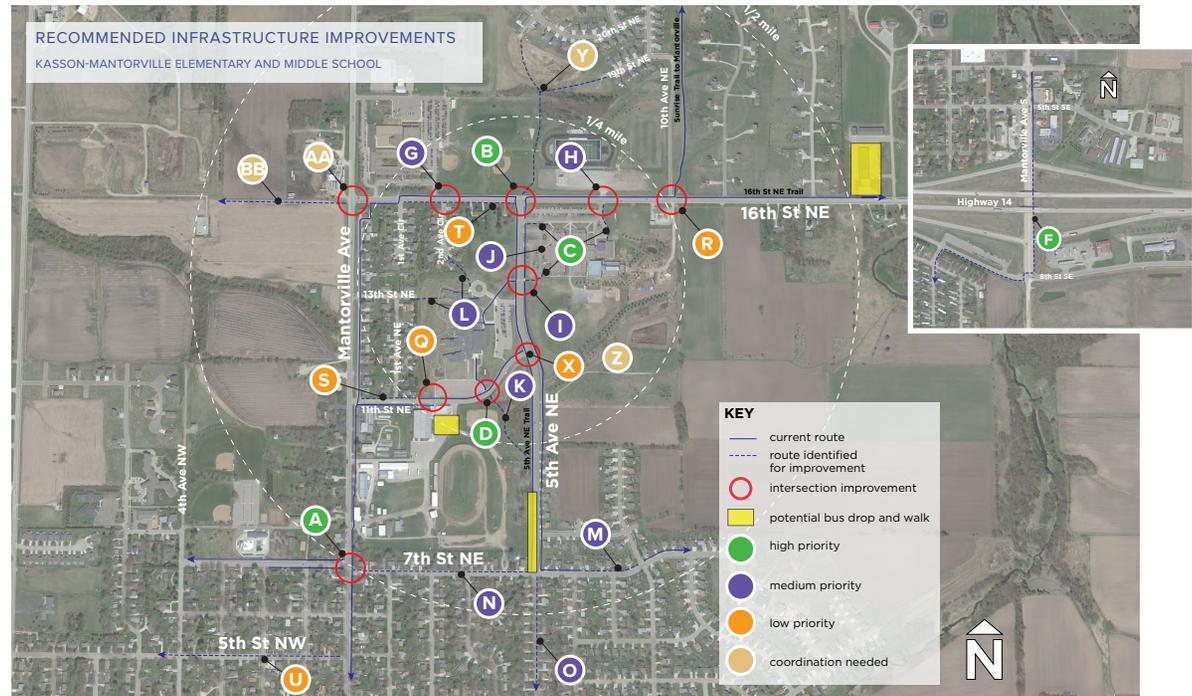
During this process, data was collected to understand baseline information on modeshare distribution today in Kasson. Generally, the majority of elementary students use school buses to get to school, followed by family vehicle. Only 7% of elementary students walk or bike to school regularly. As students in Kasson age into middle school, more report biking or walking (23.5%) as their usual mode. In general, students who live within a half mile of schools are more likely to bike or walk, while the rates decrease as the distances are further than one mile. As future neighborhoods are developed in the northeast area of Kasson, further attention to safe routes to school should be considered, as this area will fall within the half-mile walkshed of the schools.

A number of programs were identified to support and encourage increased biking and walking to school. Some of these include coordinating specific events through the school district, such as Walk/Bike to School Day, and Park and Walk Days. Other program recommendations include community-wide wayfinding and messaging efforts to educate students and parents on preferred walking routes, as well as increasing law enforcement of speeding near the schools.

The plan also identified infrastructure recommendations, which are proposed modifications to roadways and intersections to increase safety for pedestrians and bicyclists near schools. With the SRTS plan for Kasson completed, the school district and City can apply for MnDOT SRTS Infrastructure funding to implement these recommendations, as well as use the recommendations to guide future city investments.

WHAT WE'VE HEARD:

“Make more trails for biking, running and walking. Cities that invest into trails seem to attract more people to live-in and visit the community.”



Recommended Infrastructure Improvement Plan from the Kasson-Mantorville SRTS Plan, 2017



Pickleball is increasingly becoming a popular sport with seniors



Example of a nature-based play area

ISSUES AND OPPORTUNITIES

EXISTING CONDITIONS TAKEAWAYS

An overview of existing parks and recreation conditions can be found in Chapter 02 Community Context. Some key takeaways related to existing conditions are described below:

- » According to NRPA (National Recreation and Park Association), the City of Kasson exceeds metrics related to recreation and park amenities provided for cities of similar size (under 20,000 residents)
- » The existing parks are well-located throughout the City, but future development and expansion of residential areas may present a need for new park areas to meet the needs of residents.

WHAT WE'VE HEARD

Through the community engagement process, stakeholders in Kasson shared their thoughts on existing parks, trails, and recreation in Kasson, along with many ideas for the future. The following are some of the most popular themes gathered through the planning process:

- » High level of interest for creating more sidewalks and trails for walking, biking, jogging, and connecting people to the outdoors, as well as to other neighborhoods and commercial areas within Kasson.
 - *Additionally, there was a high level of interest in upgrading the existing sidewalk network and improving the conditions of existing sidewalks within Kasson*
 - *Figure 6.2 on page 6-7 shows existing and desired trail alignments, as identified by the community during the engagement process*
- » Community interest in creating more places to gather and socialize in Kasson. Many people feel

that there are not enough places for families and friends to gather.

- » Community interest to increase recreational and park facilities that are inclusive to people of all ages (not just children), as well as a strong focus on providing facilities and amenities that are completely accessible for people with disabilities
- » Community interest in nature-based and educational programming within the existing parks and trails, including natural playscapes
- » Restroom facilities, as well as shade structures and upgraded playground equipment, were identified by the community as future improvement projects in existing parks

FUTURE OPPORTUNITIES

FUTURE PARKS

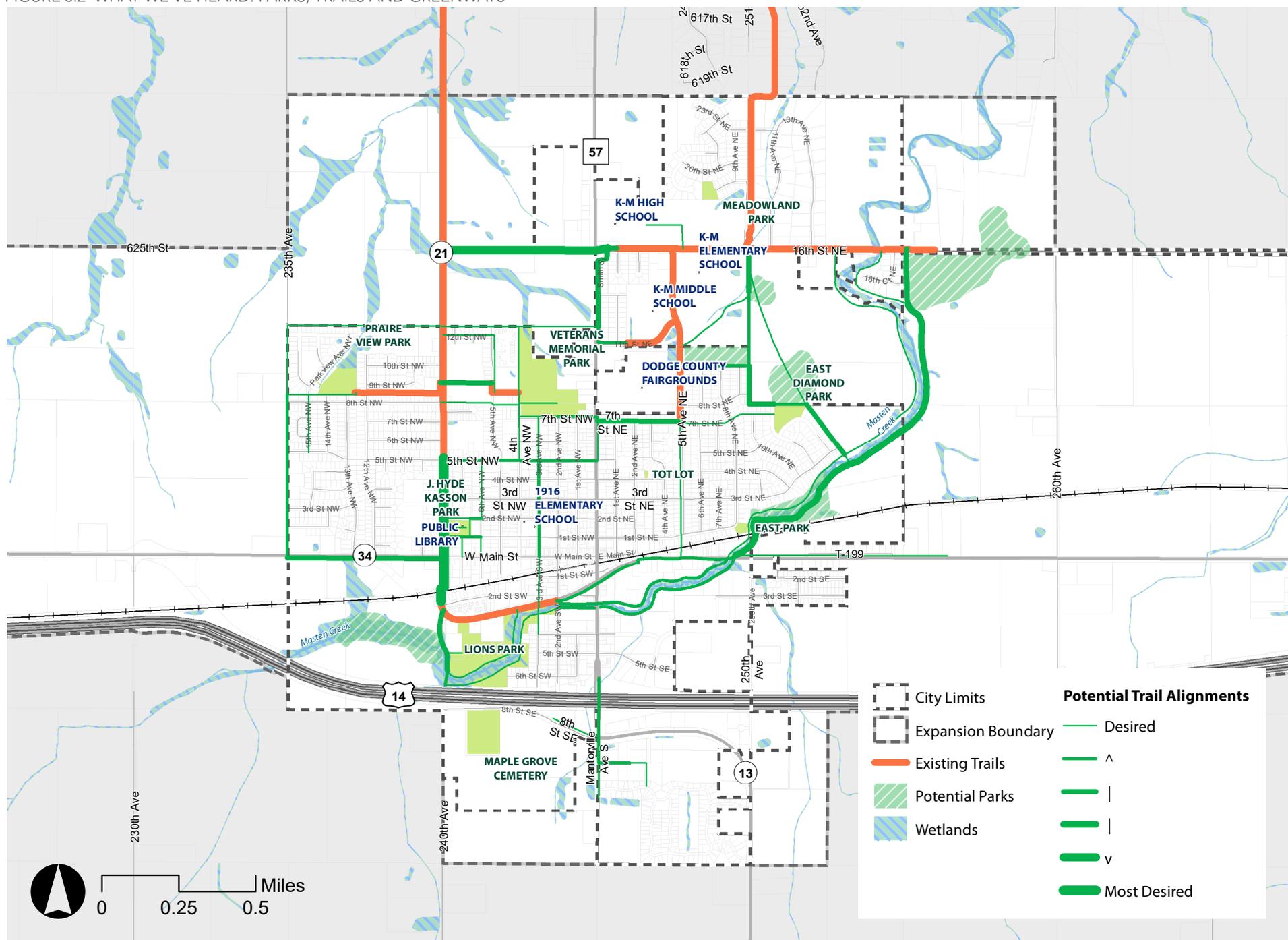
Figure 6.1 on page 6-3 identifies areas that are within 1/2 mile of parks in Kasson. Most of the city area is covered within the service areas. One residential neighborhood south of Hwy 14 and west of County Road 13 is more than 1/2 mile from a park. This is an area where potential future parkland could be considered. Additionally, future residential areas northeast of East Diamond Park will benefit from a potential neighborhood or community park, potentially aligned with a future Maston Creek Greenway.

Creation of a city-wide park system master plan will guide future development and growth, as well as address improvements and programming within existing parks, the aquatic center, and Dodge County Ice Arena.

WHAT WE'VE HEARD:

"Having a safe roads plan that works with a sidewalk plan to get sidewalks throughout the city to help get people off of the streets will be a huge win for the city."

FIGURE 6.2 WHAT WE'VE HEARD: PARKS, TRAILS AND GREENWAYS





Indoor facilities at the Lexington Senior Center, Kentucky



Example of an on-street bike lane in combination with a sidewalk for pedestrians

FUTURE COMMUNITY CENTER

Current and past evidence shows community interest for a new community center facility in Kasson. This center would be supported in part by annual fees and would be programmed for people of all ages and abilities. This center could fulfill community desires for increased places to gather, as well as indoor program space for a senior center. Other supported facilities to consider within a future community center would be an indoor walking track, open area for exercise equipment, meeting rooms and event space, offices for the Parks and Recreation Departments, and other indoor athletic facilities. The future community center could also be a site for a farmers market and/or community gardens.

A planning effort to locate and design a future community center is a recommended action step. The Dodge County Fairgrounds or the historic 1918 Elementary School could be potential locations for a future facility.

FUTURE TRAILS & GREENWAYS

Connectedness of all paths and trails through the city is a goal. Considerations for a comprehensive trail network (comprised of on-street and off-street segments) would require a cooperative effort on the part of multiple City departments, along with a robust community engagement strategy, especially with respect to acquisition of right-of-way along residential properties. Funding could be pursued through federal, state, and regional trail grants. An action step towards this goal will be to develop a city-wide bicycle and pedestrian plan.

Local trails within Kasson could exist as:

- » Paved trails separated from the roadway
- » On-street bikeways or bike lanes in combination with sidewalks for pedestrian use.

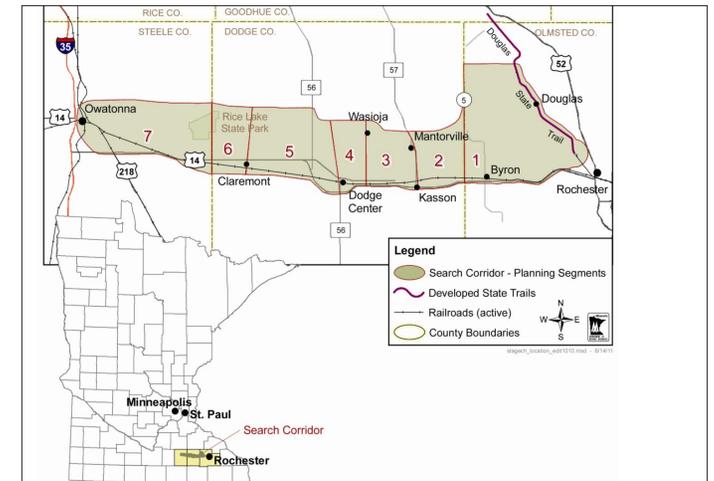
Local trails would serve to better connect residents to parks, schools, and other community destinations if created with a system-wide approach, such as providing a local trail every quarter-mile within the city.

Masten Creek Greenway is a potential future greenway that would provide scenic views and connections to the waterway that runs from the southwest to the northeast area of Kasson. This greenway should be considered with future residential development in the northeast area, as it could provide an amenity and structure to future neighborhood design, as well as connect to a potential new parkland in this area.

The Stagecoach State Trail is a legislatively authorized state trail which will connect the Douglas State Trail near Rochester to Wildflower State Trail near Owatonna. The new state trail will pass by or through Kasson, and is intended to be a multi-use trail. Future local trail or greenway connections in Kasson should connect to the future Stagecoach State Trail.

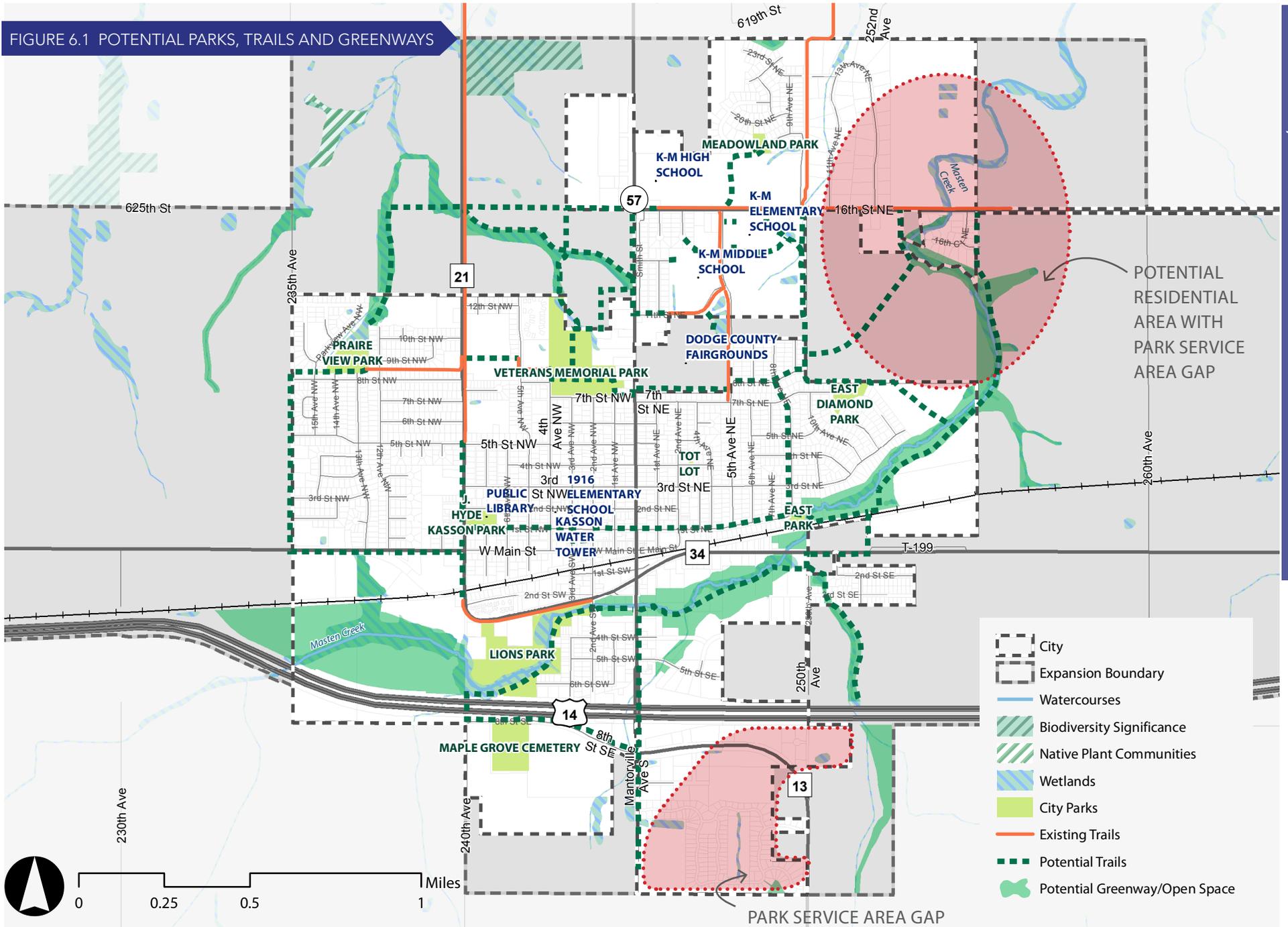
WHAT WE'VE HEARD:

"We need more indoor activity space for the winter"



Stagecoach State Trail Overview Map with Planning Segments, from the Stagecoach State Trail Master Plan, 2012

FIGURE 6.1 POTENTIAL PARKS, TRAILS AND GREENWAYS



GOALS, POLICIES & ACTION STEPS

The goals and policies listed below provide direction for future investment and decision-making to provide high-quality parks that meet the needs of the community. The action steps provide near-term direction to reach our goals.

GOALS & POLICIES

The icons next to each goal indicate the Guiding Principles that are demonstrated within the stated goal. Guiding principles that are most pertinent are shown in full color.

GOAL 6.1       

Improve pedestrian and bicycle connectivity throughout the city, to Mantorville and to regional trail connections.

Policy 6.1.1 Align future investment with SRTS recommendations.

Policy 6.1.2 Seek public input to identify priority routes and alignments.

Policy 6.1.3 Develop a Masten Creek Greenway master plan.

GOAL 6.2       

Increase the amount of ADA accessible sidewalks, trails, and recreational facilities throughout Kasson to better serve children, seniors, and people with disabilities.

Policy 6.2.1 Continue to require new developments within Kasson to include ADA sidewalk or trail connections within the project area and connect to existing or future adjacent developments.

Policy 6.2.2 Address network gaps through a system-wide approach (rather than placing the cost and implementation burden on individual homeowners).

GOAL 6.3       

Continue to provide and develop high quality park programming and facilities to meet the current needs of residents, including indoor, year-round and inclusive programs.

Policy 6.3.1 Consider Safe Routes to Schools, Safe Routes to Parks, ADA Accessibility and inclusive design strategies for future park and recreation investments.

Policy 6.3.2 Consider integrating sensory playground features into future park additions/improvements.

Policy 6.3.3 Encourage and support Active Living in Kasson through programs that address walking, biking, and healthy eating.

GOAL 6.4       

Preserve, enhance, and restore natural resources within parks and along trails.

Policy 6.4.1 Consider restoration, native plantings, and decreased mowed/turf areas to lower on-going maintenance and increase habitat diversity in City parks and trails.

Policy 6.4.2 Develop Best Management Practices (BMPs) for parks, trails and sidewalks to maintain stormwater, provide resilient facilities, and lower maintenance costs over the long-term.

Policy 6.4.3 Address EAB and other pest and invasive-species related issues within the city forests, parks and open spaces while increasing diversity, habitat, and scenic value, and addressing stormwater.

Policy 6.4.4 Develop programs to increase education and stewardship of natural resources within the City of Kasson.

GOAL 6.5  Provide a park within a 10-minute walk for all Kasson residents.

Policy 6.5.1 Encourage/Require/Incentivize new developments within Kasson to provide public, accessible park spaces within residential areas.

ACTION STEPS

ACTION STEP 6.1
Develop a master plan for a multi-use trail or greenway through Kasson with regional draw and potential connection to the Stagecoach Trail.

ACTION STEP 6.2
Develop a bicycle and pedestrian plan to address connectivity within the city; use this plan to apply for state/regional trail and sidewalk funding and to guide future investment and priorities.

ACTION STEP 6.3
Seek out state and regional grants to upgrade sidewalks and trails.

ACTION STEP 6.4
Follow-up with SRTS plan and apply for Implementation Grant funding for specific infrastructure recommendations.

ACTION STEP 6.5
Implement encouragement/educational recommendations found in SRTS plan; coordinate between the Parks Department and Kasson Schools to implement.

ACTION STEP 6.6
Seek out partnerships and explore opportunities

for farmers markets and community garden sites in Kasson.

ACTION STEP 6.7
Upgrade remaining playgrounds to have inclusive and ADA approved equipment.

ACTION STEP 6.8
Seek funding opportunities to ensure adequate and sustainable funding for park repairs.

ACTION STEP 6.9
Continue to replace trees per the City of Kasson tree replacement policy.

ACTION STEP 6.10
Develop a street-hockey program.

ACTION STEP 6.11
Develop a park system master plan to determine priorities for future parks investments.

ACTION STEP 6.12
Conduct a community center feasibility study to determine a site, potential program and funding opportunities.

ACTION STEP 6.13
Work with developers to explore future sites for a new park with neighborhood amenities in northeast Kasson.

GUIDING PRINCIPLES

-  SMALL TOWN IDENTITY
-  PROSPEROUS
-  WELCOMING
-  VIBRANT
-  HEALTHY
-  INNOVATIVE
-  CONNECTED

Guiding Principles: see Chapter 03 Vision and Guiding Principles for more information



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07. TRANSPORTATION

The growth and development of Kasson has been heavily shaped by regional transportation systems starting with the railroad corridor in the early stages of Kasson and ultimately Highways 14 and 57, which are the greatest influence on growth and land use patterns today.

The comprehensive plan recognizes the existing transportation system in place today and identifies key areas of attention relative to long term improvement.

ISSUES AND OPPORTUNITIES

Hwy. 57 at 16th St. NE



Hwy. 57 at CR 34



Hwy. 57 at Hwy. 14



During the engagement process, many indicated that various intersections along Hwy. 57 are unsafe.

Kasson became a city thanks in part to transportation investments. In 1865 the Winona & St. Peter Railroad was completed from the East (Winona) to Kasson. The railroad company built a freight house in December of 1866, which became the first building erected in Kasson.

Kasson has grown beyond a city dependent on the railroad and is now served by regional highways such as Highways 14 and 57. However, the regional systems are only one part of the community's transportation system. A variety of local streets ranging from Main St. to neighborhood streets are what serve the everyday transportation needs of the community. Kasson must continue to plan for our local system of streets and roadways to enhance mobility options and preserve quality of life.

EXISTING CONDITIONS TAKEAWAYS

The existing roadway network provides for one access point to Highway 14 (via Highway 57). By improving 16th Street NE, an additional access to Highway 14 will be provided (via Dodge County 15). This will help elevate traffic volumes along Highway 57 and provide an additional access point for emergency vehicles.

During times of high traffic volumes Highway 57/ Mantorville Avenue can become congested. Specifically, at the Highway 14 on/off ramps and the intersections of County 34, Main St and local streets north of Main St.

The intersection at Highway 57 and 16th Street is perceived to be unsafe, especially during school hours.

Main St. parking options can become limited during busy periods through-out the work day. The City municipal parking lot is well utilized.

Residential subdivisions have been developed adjacent to rural gravel township roadways. These gravel roadways are serving as collector streets for the city and are substandard.

The local trail system lacks connectivity and does not fully tie into the Dodge County regional trail system.

WHAT WE'VE HEARD

During the community engagement process community stakeholders had many things to say about Kasson's transportation network, particularly things that aren't working for their transportation needs. Most of the comments heard through the online mapping site were related to transportation. These comments touched on the subjects of traffic, traffic safety, and both vehicular and non-vehicular new connections. Some of the specific transportation issues pointed out by residents included:

- » A need for a secondary access point to Highway 14 (via 16th Street NE)
- » A desire to ease congestion on Highway 57, particularly during peak hours
- » Safer intersection at Highway 57 and 16th Street
- » Optimize parking on Main St.

FIGURE 7.1 SOCIAL PINPOINT FEEDBACK





This road should be blacktopped all the way out to next black top so that Kasson can be accessed more from Hwy 14.



Traffic is a nightmare in the morning and evenings. More ways to get in and out of Kasson would be great. 260th Ave and connect the NE side and expand 235th Ave to connect the NW side.

COMPLETE STREETS AND ACTIVE TRANSPORTATION

Streets comprise more than 80% of public space in cities, but they often fail to provide their surrounding communities with a space where people can safely walk, bicycle, drive, take transit, and socialize. It is becoming more widely accepted that streets aren't just for moving cars - they're for moving people. Furthermore, any lively and vibrant city understands that streets are also for people to enjoy and linger, not just move through.

Complete Streets are streets that are designed to be safe for people of all ages. This includes pedestrians, bicyclists, motorists, and transit riders.

Complete streets;

- » Are easy to cross and travel along,
- » Increase opportunities for physical activity,
- » Safely accommodate multiple modes of transportation,
- » Allow users to enjoy the public life around them, and
- » Result in increased walkability, a characteristic of a livable, desirable community.

Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling. Public transportation is often included as well due to its dependence on walking and/or biking at the beginning and end of trip.

Chapter 6 - Parks, Recreation, and Active Living mentions trails and bikeways as an approach to accomplishing daily physical exercise that can be achieved without expensive gym memberships or rigorous workout routines designed for athletes. Strong connectivity within a well-designed grid street system with ample trail and sidewalk connections helps encourage walking and biking not only for recreation purposes but for trip purposes too.

WAYFINDING

Wayfinding can be defined as spatial problem solving; it is knowing where you are in the environment, where your desired location is, and how to get there. A good wayfinding system is a critical component of all cities and towns. Principles of wayfinding include:

- » Using landmarks to provide orientation cues and memorable locations
- » Providing well-structured paths
- » Creating individual identities at each location
- » Limiting users choices in navigation



16th St. NE is currently only paved to the edge of the developed portion of Kasson.

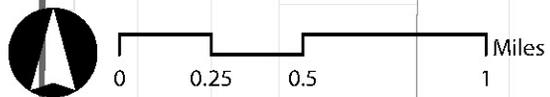
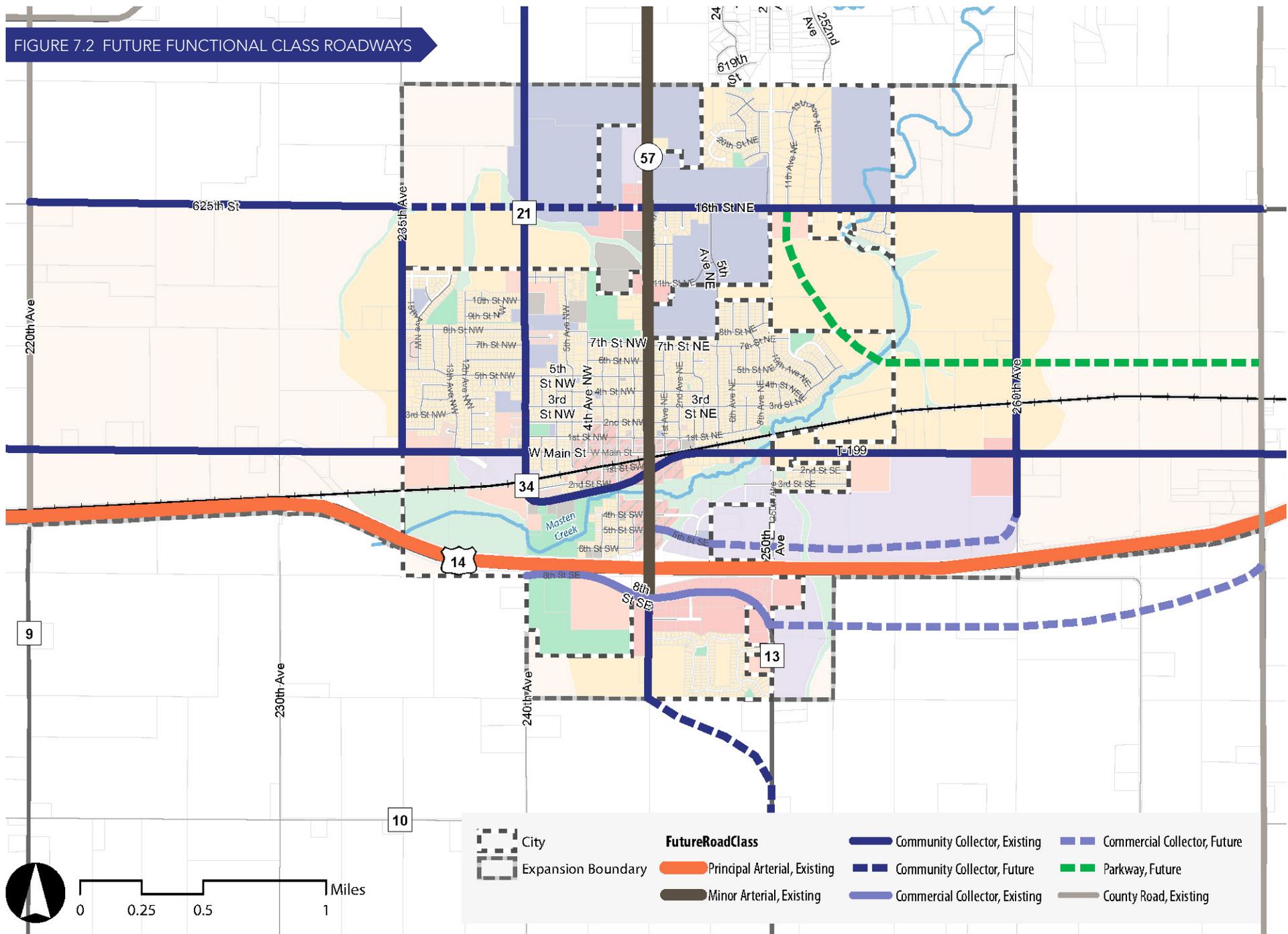


16th St. NE caters to a variety of roadway users.



Sidewalk riding is most common when bicyclists don't feel safe riding their bikes along the roadway. Sidewalks typically aren't built to handle safe and convenient bicycle movements.

FIGURE 7.2 FUTURE FUNCTIONAL CLASS ROADWAYS



- » Using survey views (give navigators a vista or map)
 - » Providing signs at decision points to help
- Wayfinding, when done properly, can also improve the safety of the transportation system. Heavy traffic can be directed towards the proper roadway corridors and roadway users can spend more time focusing on safely traveling along the street rather than looking for their destination.

Kasson currently lacks a comprehensive and effective wayfinding system to guide residents and visitors to community assets, including parks, trails, schools, downtown, historical assets, or businesses.

FUTURE ROADWAY SYSTEM

The plan includes a system of roadways that provide access to property and allow traffic to move through the community, connecting it to regional destinations. The plan is described through a roadway network system of principal arterials, minor arterials, community collectors, commercial collectors, parkways, and local streets.

FUNCTIONAL CLASSIFICATION

PRINCIPAL ARTERIALS

Principal Arterials are typically a 4 lane divided highway that serve a regional mobility function first and foremost, connecting Kasson to regional destinations such as to Rochester or Mankato. They will carry the highest traffic volume, are intended for longer trips and have the most strict access controls. Direct access is restricted to connections with other arterial and collector roadways. Highway 14 is the only principal arterial in Kasson.

MINOR ARTERIALS

Minor Arterials are typically 2-4 lane roadways that serve an inter-city mobility function, connecting

Kasson to nearby local destinations such as Mantorville and to principal arterials such as Highway 14 and Highway 52. These roads favor mobility over access. Unlike principal arterials, minor arterials can vary widely in configuration depending on the surrounding context such as rural vs developed. Highway 57/Mantorville Avenue is the only minor arterial in Kasson.

COLLECTORS

Collectors, both community and commercial, are typically a 2-3 lane roadways that may include a center turn lane or landscaped median that provide access from local nodes, commercial areas, and neighborhoods to minor arterials. These roads are generally county or state roads in Kasson but may sometimes be under the City's jurisdiction. These roads will carry a moderate level of traffic. Managing access on collector streets is an important objective due to the longer trip generating characteristics of these roads. 16th Street NE is an example of a collector in Kasson.

PARKWAYS

Parkways are a variation of a collector and serve the same travel purpose. These roadways feature a wide landscaped median as well as landscaped boulevards and walk/bike trails. They provide a greater focus on pedestrian and bicyclist comfort.

LOCAL

Local roadways provide access from private property to collector streets. These are Kasson's neighborhood streets.

ROADWAY JURISDICTION

Roadway jurisdiction identifies the responsible government agency. Roadways don't stop at corporate boundaries. They span the community



Wayfinding aimed at directing people to points of interest and various destinations via map.



An example of a parkway type roadway.



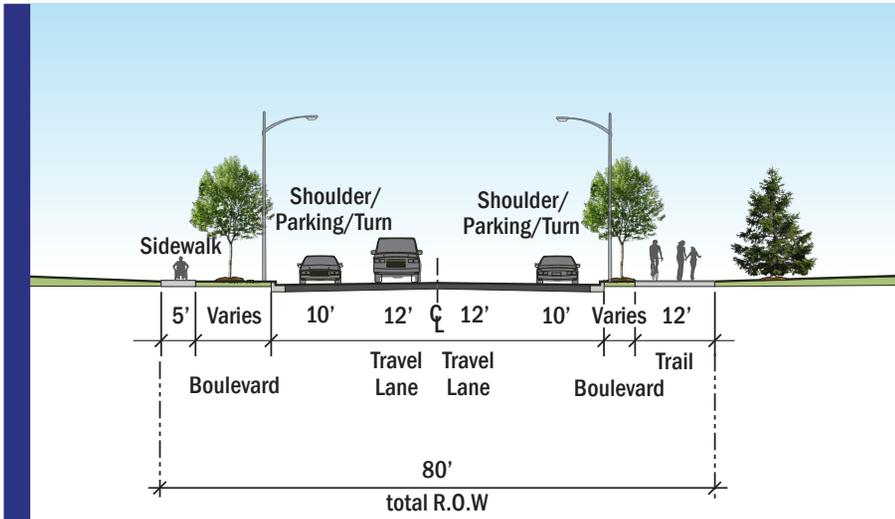
An example of a complete street with safety for all roadway users.

ROADWAY ELEVATIONS

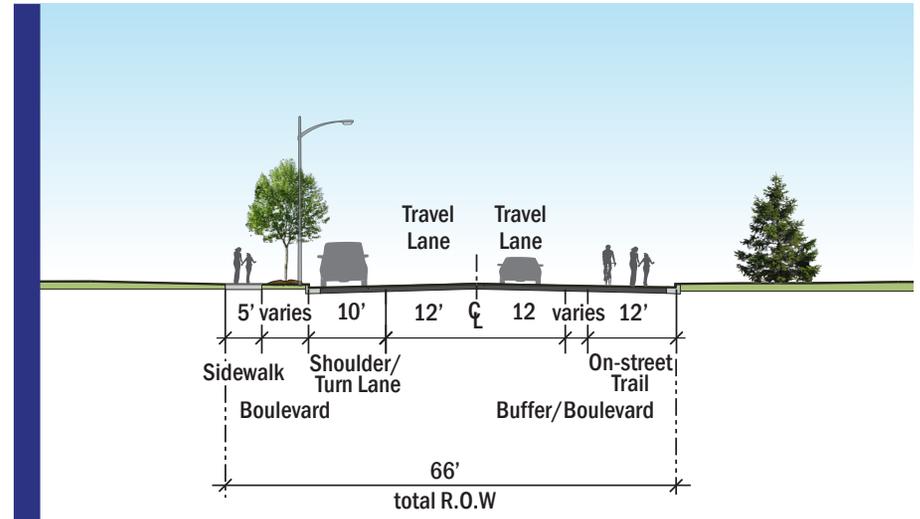
The following roadway elevations are conceptualized representations of potential roadway configurations that can be integrated into future road projects. These configurations improve the safety and mobility of all potential roadway users.

Multi-modal roadway best practices found in design manuals from National Association of City Transportation Officials (NACTO), the Federal Highway Administration (FHWA), and Minnesota Dept. of Transportation (MnDOT) should be considered in every roadway project.

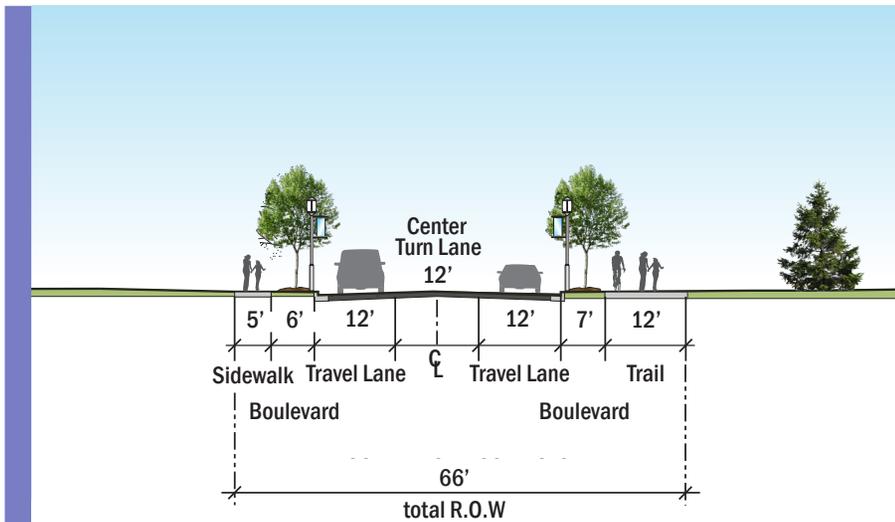
COMMUNITY COLLECTOR, TYPICAL



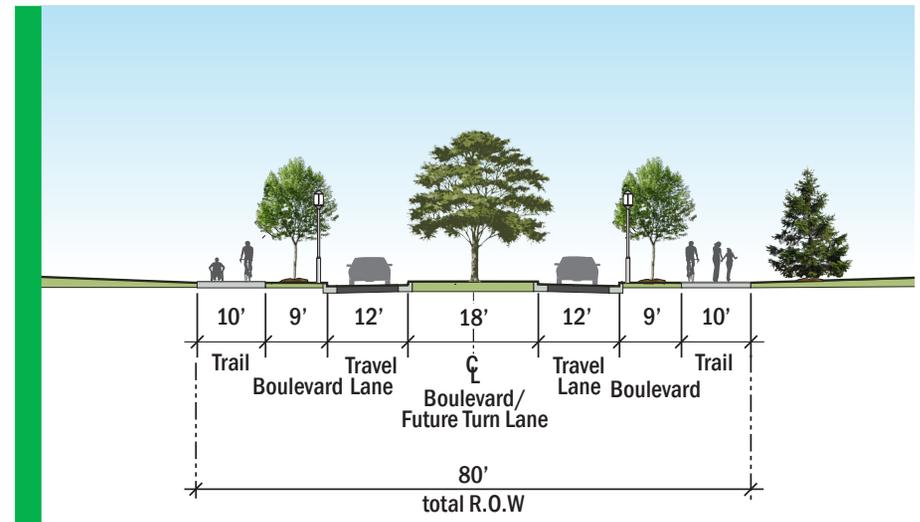
COMMUNITY COLLECTOR, CONSTRAINED



COMMERCIAL COLLECTOR



PARKWAY



extending into adjacent rural areas. They also serve more than local needs, providing access to the region and ultimately the nation. Jurisdictional classification determines what government entity is responsible for development, maintenance and access to the roadway. Jurisdiction includes City, Dodge County, State (MnDOT) and the Federal Highway Administration (FHWA).

LAND ACCESS

Access management is the planning, design, and implementation of land use and transportation strategies that maintain a safe flow of traffic while accommodating the access needs of adjacent development. Managing access points onto a road benefits the community in many ways. Consolidation of access at controlled intersections reduces delays. Fewer direct access points allow for less pavement and more landscaping or amenities and enhances the pedestrian experience. However, certain commercial land uses depend highly on convenient access to vehicular traffic.

Access and visibility is of great concern to businesses, but too many access points create conflict, accidents, congestion and visual clutter which is detriment to the success and vitality of a business and a community as a whole.

Figure 7.3 illustrates how access needs to roadways can vary depending on the functional classification of the roadway.

ROADWAY CONNECTIVITY

Connectivity refers to a system of roads that connect points of interest such as; neighborhoods to schools, business centers, or downtown; collector and local roads to arterial roads; and neighborhoods to other neighborhoods. Greater connectivity within the

transportation network enables a variety of travel choices along transportation corridors which move people through and within the community.

STORMWATER MANAGEMENT

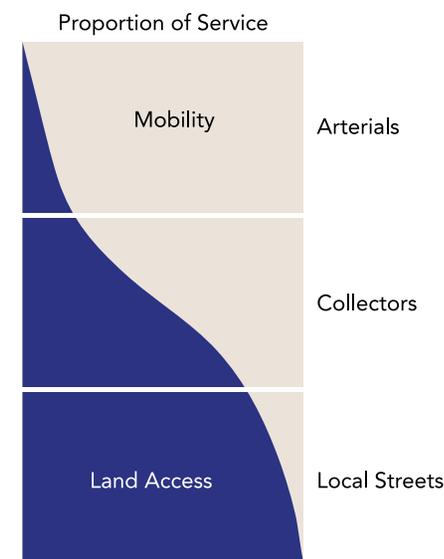
Stormwater management is an important aspect of street systems and street design. Streets are hard surfaces that generally increase stormwater volume and rates of run off. Integrating stormwater management strategies into the design and reconstruction of streets can help minimize flooding impacts, protect surface water resources, and beautify the public realm.

MAJOR MOVES

Kasson must continue to plan for its local system of streets and roadways to enhance mobility options and preserve quality of life. The following transportation improvements identified through the planning and engagement process have the potential to make impactful change within Kasson by both serving future transportation needs and spurring future community development.

- » Safe Routes To School implementation
- » TH 14 interchanges and improvements
- » 16th Street NE improvements
- » 16th Street NW Extension
- » TH 57 corridor and intersection improvements
- » Local, collector, and parkway roadway development.

FIGURE 7.3 MOBILITY AND LAND ACCESS RELATIONSHIP



Landscaped medians are some of the most effective means to regulate access and reduce crashes.

GOALS, POLICIES, ACTION STEPS



Streets like Main Street focus less on moving people around and more on getting people to stay and socialize and shop.



An example of a street with less focus on moving people around and more on getting people to stay and socialize and shop.

TRANSPORTATION GOALS AND POLICIES

Kasson seeks a transportation system that is sustainable which is defined through the following goals and policies.

GOAL 7.1

Offer a greater degree of connectivity for all roadway users in future developments.

Policy 7.1.1 Require new neighborhoods to have multiple ingress and egress points from local streets connecting to collector and arterial street systems.

Policy 7.1.2 Minimize the use of cul-de-sacs and dead end streets to places where such a street design protects or preserves significant natural resource elements or topographic features.

Policy 7.1.3 Explore new street/roadway improvements on a city wide basis that increase or enhance connectivity within the community as a solution to relieving traffic congestion on existing collector corridors.

Policy 7.1.4 Plan beyond a specific development projects boundaries. Roads and trails do not just end a particular project's edges. As development is proposed in new growth areas make sure that the circulation system considers how adjacent property might develop and how a circulation system works for the larger area and connects to the collector and arterial roadway system.

Policy 7.1.5 Work with the railroad companies to ensure adequate levels of railroad crossing are available to facilitate connectivity.

GOAL 7.2

Kasson's goal for mobility options is to offer a full range of travel modes as well as routes. This includes transit, walking, biking, and alternative vehicles that are energy efficient or that serve less mobile populations.

Policy 7.2.1 Encourage site design and building design that strengthens the connection between sidewalks and trails (both existing and planned) such that getting to a building from the public right-of-way is an easy and attractive route.

Policy 7.2.2 Incorporate parking areas for bicycles and other alternative vehicles in major public destination areas such as Downtown Kasson, major businesses, and local school campuses.

Policy 7.2.3 As roadway improvements are planned, incorporate off street multi-use trails and sidewalks along all major road corridors (collectors) that lead to key destinations such as downtown Kasson, schools, churches, or recreation destinations.

Policy 7.2.4 Require sidewalks to be built in new subdivisions on all roads and that provide connections between neighborhoods, to neighborhood or community parks, schools or other destinations. Sidewalks should be encouraged on both sides of the street. Support a policy of maintaining sidewalks that includes property owner responsibility for clearing sidewalks along local streets and city plowing along trail corridors, collector and arterial streets.

Policy 7.2.5 As local roadways get reconstructed or as roads are constructed in new growth areas evaluate design alternatives that include incorporating on-street accommodations for alternative vehicles that travel at lower speeds

than typical automobiles. This may include electric golf carts or vehicles, motorized scooters/wheel chairs, or other innovative technology.

Policy 7.2.6 As local roadways are re-striped or resurfaced consider low cost bikeway/pedestrian facility retrofits within the existing roadway through reduced travel-lane widths, reduced travel lanes, or partially removing private vehicle storage (parking).

Policy 7.2.7 Sidewalk design in Downtown Kasson should support the needs of downtown merchants to occasionally bring the business out to the street, while preserving the ability for safe and convenient movement of people with various mobility challenges.

GOAL 7.3 

Develop a safe roadway system that minimizes traffic collisions and minimizes property damage that results from unsafe roadway systems.

Policy 7.3.1 Work with State and County agencies in determining the optimal speed limits for major road corridors in conjunction with the stated function and desired design character of the roadway.

Policy 7.3.2 Support a way-finding system to clearly guide and direct travelers who are new to the community and are seeking a particular destination.

Policy 7.3.3 Ensure sign ordinances provide a balance between displaying appropriate business names and address information while minimizing distractions and clutter.

Policy 7.3.4 Monitor traffic patterns and incidents on a regular basis to be able to respond to changing travel behaviors and traffic

movements.

Policy 7.3.5 Support and enforce the policies related to access management, connectivity, mobility options, and traffic management as a means to enhance safety of the roadway system.

Policy 7.3.6 Continually work with major employers and the trucking industry to make sure that truck traffic is able to move through the community in a safe and efficient way.

GOAL 7.4 

In a cost effective manner, invest in the maintenance and reconstruction of the existing roadway infrastructure and ensure that new road corridors and intersections are planned for both short term and long term needs.

Policy 7.4.1 Support dedication of funds for street maintenance and reconstruction on an annual basis, consistent with a street reconstruction plan and consistent with needs for upgrading existing infrastructure systems that can be aligned with street improvements.

Policy 7.4.2 Collaborate with regional agencies to secure regional and federal funding for roadway projects that have a regional benefit.

Policy 7.4.3 Institute a funding mechanism with new developments to offset costs to construct higher classification roadways needed due to new developments.

GOAL 7.5 

Ensure the transportation system is consisted of attractive and memorable street corridors.

Policy 7.5.1 Establish a 'wayfinding' system that identifies key locations for unique signage that promotes community destinations (Downtown

GUIDING PRINCIPLES

-  SMALL TOWN IDENTITY
-  PROSPEROUS
-  WELCOMING
-  VIBRANT
-  HEALTHY
-  INNOVATIVE
-  CONNECTED

Guiding Principles: see Chapter 03 Vision and Guiding Principles for more information.

The icons next to each goal indicate the Guiding Principles that are demonstrated within the stated goal. Guiding Principles that are most pertinent are shown in full color.



Kasson–Schools –Regional Trail heads–historic land marks.)

Policy 7.5.2 Encourage commercial property along arterial and collector corridors to have an attractive and high amenity site design that address the corridor. This can be done through architectural enhancements and/or key site design amenities described in Chapter 4 - Land Use and Community Character.

Policy 7.5.3 Discourage vast blank parking areas between the street and the business. Where a parking configuration in the front of a structure is the most optimal site design pattern, require an orchard parking approach (heavily landscaped–parking area is broken up with tree islands).

Policy 7.5.4 Establish a landscape and streetscape palette for public and private streetscape/landscaping. Such a palette can offer flexibility while ensuring consistency between public and private streetscape/landscape enhancements.



Providing cross access to adjacent businesses reduces traffic and the potential for crashes on roadways.

to reduce individual direct access points.

Policy 7.6.5 Encourage consolidation of driveways along collector streets.

Policy 7.6.6 Restrict left turning movements and movements across the roadway, except at intersections.

Policy 7.6.7 Coordinate approvals of local development projects that have potential regional impacts in collaboration with appropriate Township, County and State road agencies.

Policy 7.6.8 Collaborate with Dodge County and MnDOT in establishing clear and concise access management standards, guidelines and policies that can be uniformly applied to major corridors that are within Kasson.

ACTION STEPS

ACTION STEP 7.1 Establish a Transportation Improvement District as a strategy to fund roadway projects.

ACTION STEP 7.2 Develop a wayfinding master plan that provides key guidance on the types of wayfinding, geographic location of signs, a preferred design theme, and funding resources.

ACTION STEP 7.3 Develop a bicycle and pedestrian plan to address connectivity within the city; use this plan to apply for state/regional trail and sidewalk funding and to guide future investment and priorities.

GOAL 7.6



Manage access to the existing and future roadway network.

Policy 7.6.1 Control and manage direct access to arterial and collector roadways in new growth areas.

Policy 7.6.2 Over time, correct access problems within existing developed areas as property intensifies in development, redevelops or as roadways are reconstructed.

Policy 7.6.3 Require individual properties to access the arterial roadway system via access to collector or local streets rather than direct access to arterial streets.

Policy 7.6.4 Support redevelopment of property along existing collector road corridors that seeks

WHAT WE'VE HEARD:

“Make more trails for biking, running and walking. Cities that invest into trails seem to attract more people to live-in and visit the community.”

CITY OF KASSON COMPREHENSIVE PLAN

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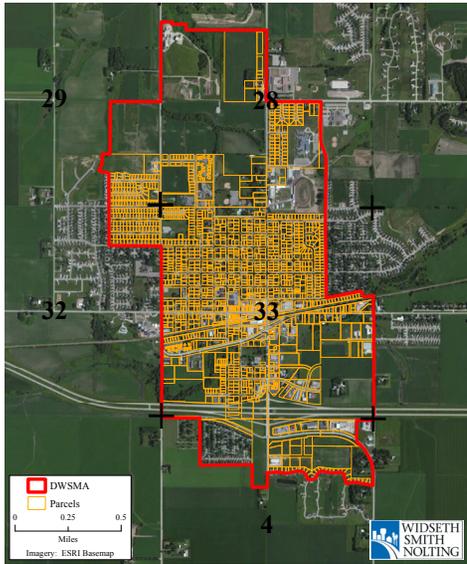
08.

PUBLIC FACILITIES & UTILITIES

The focus of this section is on public facilities and infrastructure systems that are critical to the health, function, and appearance of Kasson. Infrastructure systems provide the ability for Kasson to support development in a way that is fiscally and environmentally responsible and sustainable.

Achieving the Comprehensive Plan's vision and guiding principles can only occur if the City ensures that existing infrastructure is able to handle future growth.

FIGURE 8.1 WELLHEAD PROTECTION AREAS - DRINKING WATER SUPPLY MANAGEMENT AREA



INFRASTRUCTURE SYSTEMS

Infrastructure is a key element provided by cities to improve the safety, health, functioning, and quality of life for residents and businesses. These systems work best as interconnected networks, and because of this, the City (and in some cases, other public agencies or private companies) provides many of these services at a community-wide scale. It would be impractical for each home and business to have a well reaching down to the aquifer, or to require each home and business to be built on enough land to accommodate a septic system. City-provided services allow for development land patterns of businesses on Main Street and residential neighborhoods. It is the City's responsibility to provide these services efficiently and sustainably. Infrastructure must be maintained, and new investments in infrastructure must consider the impacts to the community's long term health and financial stability.

POTABLE WATER

Water is a necessity in many ways. Making sure there is adequate water for fire protection is a public safety need of the City's. A well functioning, safe water system is crucial to a City's ability to support residents. Pollution can be a significant threat to a City's ability to provide water. Implementation and enforcement of the wellhead protection program will protect aquifers from contamination. Distribution infrastructure will protect water from contaminants. These efforts minimize the water related health risks for residents.

Across the country, droughts and water shortages are taking a toll on cities and their capacity to grow and provide basic services. While Minnesota has plentiful water resources, limits on the aquifers are beginning to be seen as they are being drawn down faster

than they can replenish. By implementing strategies to conserve water, the City of Kasson can be more resilient and less affected by changes and unforeseen circumstances with regards to water.

The water system in Kasson consists of 34 miles of distribution including 2 towers, and 3 wells drawing from the Jordan aquifer. The wells currently provide a maximum capacity of 3.6 million gallons per day. A wellhead protection program went into effect in 2016 to protect groundwater around wells.

Planned improvements over the next five years include:

- » Replacement of the 100,000-gallon fair grounds water tower with a larger water tower to increase storage capacity to meet future growth.
- » Providing water meters to all unmetered service connections.
- » Locating and fixing water leaks within the distribution system.

Established wellhead protection areas are illustrated in Figure 8.1.

SANITARY SEWER

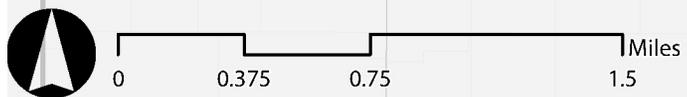
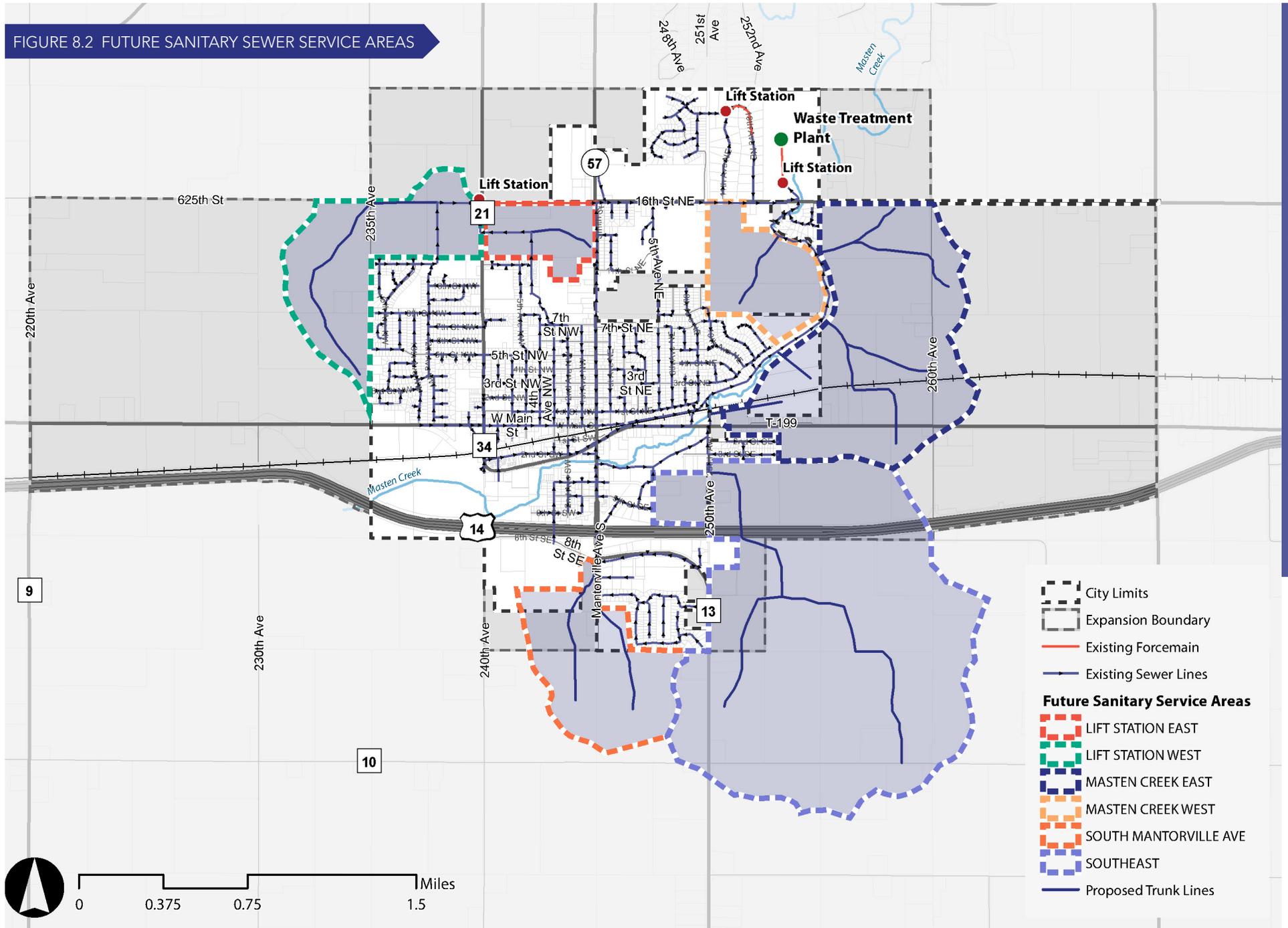
While perhaps not glamorous, sanitary sewer systems may be the most important thing a city does for the health of the community. Safely moving and treating waste keeps residents from being exposed to a long list of diseases.

Future growth in Kasson will largely be determined by how well growth areas can be served by an effective and cost-efficient sanitary sewer system. Figure 8.2 illustrates where future growth in Kasson can be served by cost-efficient sanitary sewer infrastructure investments. This system is largely gravity fed. Gravity sewer systems typically resemble natural runoff patterns with large trunk sewers in each valley



Kasson fairgrounds water tower

FIGURE 8.2 FUTURE SANITARY SEWER SERVICE AREAS



Benefits of a Public Power System

The City of Kasson, its residents, and businesses receive many benefits by being served by a public power system. One of the many benefits is the Kasson City Council has local control of the electric rates and the utility's policies and objectives. The benefits also include the donated street lighting and occasional other transfers to help support city services and projects that may otherwise not be funded. Other advantages of having a public power system in Kasson are local customer service and the ability to issue tax-exempt bonds when necessary for improvements, which is typically at a lower cost of financing. Lastly, shared billing services and equipment with other city utilities helps keep the total operating cost lower for all of these services.

receiving flow from smaller lateral sewers extending up hillsides. Gravity systems reduce the need for additional lift stations. Lift stations pump sewage from lower elevations to higher elevations and have upfront capital costs and, more importantly, long-term maintenance costs.

The current sanitary sewer system consists of the sewage treatment plant which currently accommodates Kasson with a capacity of 2.07 million gallons per day. The treatment plant was built in 1984 and was upgraded in 2001 and again in 2017. The plant began receiving wastewater from Mantorville in 2017. There are 33 miles worth of collection system and three lift stations that facilitate the movement of waste. After treatment, the cleaned waste water is discharged into the Zumbro River.

One issue in any sewer system, but especially pronounced in older systems, is inflow/infiltration. Inflow is the introduction of water to the sanitary sewer system from inappropriate sources such as sump pumps, roof drains, or cellar drains. Infiltration is the introduction of groundwater to the sanitary sewer system through defective or broken pipes and joints. In both cases, the water entering the system is still generally clean and adding it to the sanitary sewer costs the community money to clean water that does not need it.

Maintaining and repairing the existing system, improving efficiencies, and reducing non-sewage connections will help the sewage system last longer and accommodate additional growth or new users.

The feasibility of future sanitary sewer trunk line extensions, as shown in Figure 8.2, largely depends on contiguous and efficient development. "Leap-frog" development, where development skips over undeveloped land, provides a much lower return

on investment because of the extra pipe required to reach that development.

STORMWATER MANAGEMENT

The first objective of the City's stormwater system is to keep stormwater from causing damage or creating unsafe conditions. When water is concentrated in certain locations, the impacts can be severe. Flooding in low areas can cause significant damage and prevent many uses of the land. Likewise, water that is concentrated in rivulets, creeks, or rivers will cause the flows to rise and move faster, increasing erosion and undercutting banks.

Dealing with stormwater is typically done utilizing two techniques. The traditional method has been to get stormwater into pipes and move it away from areas where it can cause damage. This system is made up of the curbs, gutters, ditches, and storm drains that can be seen from the street. Below the street, a series of pipes carry water downhill to be released, in Kasson's case, into the Zumbro River system of tributaries. This technique also includes other conveyance methods such as drain tile and swales. The second technique is to capture stormwater locally and to allow it to slowly infiltrate into the ground, or in some cases settle before moving into the "pipes" portion of the stormwater system. This cleans the rainwater and helps minimize peak flows during rain events, and reduces erosion issues downstream. Holding stormwater on site may be done with rain gardens, retention ponds, and cisterns.

Both approaches are used in Kasson, and both are necessary components of the system to manage stormwater. The City of Kasson manages the 20-miles of stormwater piping portion of the system and requires new development to incorporate stormwater capture techniques. The Dodge County Soil and

Water Conservation District also assists with the implementation of best management practices (BMPs).

ENERGY

Kasson Public Utilities provides municipal electric service to the majority of the city. The electric department provides electrical transmission and support to its 2,000 customers. The electrical distribution system consists of 31 miles of underground power lines, 28 miles of overhead power lines and 440 street lights.

Xcel Energy and Peoples Cooperative Energy also provide electric service to a small portion of the city and future growth areas. The City has been pursuing securing the electric territory to these areas and the future growth areas.

ELECTRICITY SUPPLY

The City currently does not generate any of its power. A study was completed for development of an energy park. The energy park would add power generation to its electrical transmission.

The Electrical Utility has a Conservation Improvement Program (CIP) that provides rebates to customers that implement energy saving upgrades.

RENEWABLE ENERGY SOURCES

Within the last decade sustainability and climate change have become more relevant and emerging topics to planning. The need to conserve and manage energy costs, as well as public concern over climate change (even at the local level), are the primary drivers for this trend.

Renewable energy is energy generated from natural resources—such as sunlight, wind, rain, and geothermal heat—which are renewable (naturally replenished). Renewable energy technologies range

STORMWATER MANAGEMENT BEST PRACTICES

There are a variety of storm water management techniques that can manage stormwater volumes and flows. These tools help reduce flooding and preserve water quality by treating stormwater at its source. In addition, when sensitively designed, storm water systems can also be a development amenity that increases the overall attractiveness of the community. The following are examples of types of storm water management techniques that should be explored in Kasson. Clockwise from top left: a cistern that catches rooftop runoff and reuses storm water for irrigation - public art that functions as storm water management - stormwater treatment as part of a street boulevard - a street with no curb and drainage swale to treat stormwater - parking lot island - parking lot storm water treatment drain and garden - stormwater drain - rain garden outside multi-family housing.



from solar power, wind power, hydroelectricity/micro hydro, biomass and biofuels for transportation.

Wind power is one of the fastest growing energy sources worldwide, and it produces no carbon emissions or pollution. In Minnesota, wind turbines are an increasingly common part of the landscape. Biomass uses food processing and agricultural wastes to create electricity and solid fuel. Because it produces no waste and causes no carbon emissions, hydroelectric power is a sustainable form of energy. Solar panels are increasingly popular renewable energy sources. They can be isolated private installations serving single uses, or part of larger installations such as solar farms that send energy back on to the regional grid.

The Kasson Electric Utility Department has been providing the city with electric power. Solar panels were installed on the roof of City Hall through a federal grant program. A large scale solar farm is being considered at the City owned wastewater treatment plant property.

COMMUNICATIONS

Communications for residents are currently provided through private companies. All developed areas of Kasson have access to broadband internet and speeds above 3Mbps. There are surrounding areas in the Kasson-Mantorville school district that do not have high speed access.

RECYCLING AND REFUSE

The City permits private recycling and trash service for Kasson. In addition to typical recyclables handled by private providers, the City collects materials such as mercury vapor fluorescent lamps, spiral CFLs, dry cell batteries, and old electronic equipment at the Wastewater Facility .

GOALS, POLICIES, ACTION STEPS

GOALS AND POLICIES

Facility and utilities goals and policies ensure current and future residents and businesses receive essential services.

GOAL 8.1



In collaboration with respective agencies (i.e. MPCA, DNR, PUC), ensure Kasson's core infrastructure systems (sanitary sewer, storm sewer, potable water, electricity, and telecommunications) meet the needs of current residences and businesses, and facilitate future growth without compromising the quality of the natural environment.

Policy 8.1.1 Develop a asset management plan

Policy 8.1.2 Invest in the long term maintenance of the existing infrastructure systems by making scheduled improvements to replace worn or obsolete components.

Policy 8.1.3 Provide clean, safe drinking water to all residents by protecting groundwater aquifers from contamination, treating drinking water, and protecting treated drinking water during distribution in order to minimize individual and widespread health risks.

Policy 8.1.4 Ensure that water supply will meet current and projected water demand through efficient management activities.

Policy 8.1.5 Develop in areas that can be easily served with municipal utilities.

GOAL 8.2  Provide safe and clean drinking water to the City of Kasson.

Policy 8.2.1 Implement strategies in the new wellhead protection program to protect current well fields with compatible land uses such as parks, recreation, and open space.

Policy 8.2.2 Use city communications to create awareness of groundwater protection and contamination prevention.

Policy 8.2.3 Test and monitor the water distribution system to ensure the absence of contaminants

GOAL 8.3  Ensure reliable water supply to meet the demands of growth, the Fire Department, industry, and agriculture.

Policy 8.3.1 Provide upgrades to the water system as needed to ensure reliable water supply in compliance with fire protection standards.

Policy 8.3.2 Identify additional well locations to ensure a water source if needed to meet additional demand.

Policy 8.3.3 Manage demand by supporting water saving strategies for both residential and commercial users (watering policies, efficient fixtures, etc.)

Policy 8.3.4 Investigate opportunities for use and re-use of non-potable water (rainwater, graywater, etc.) for appropriate uses.

Policy 8.3.5 Support alternative landscaping options that require less water for parks and other city properties.

GOAL 8.4  Safely and responsibly treat and discharge

municipal sewage.

Policy 8.4.1 Treat and test sewage and discharged effluent to meet or exceed all regulations, including current permit requirements for National Pollutant Discharge Elimination System (NPDES).

Policy 8.4.2 Regulate the use of septic systems to minimize pollution and health risks.

GOAL 8.5  Ensure reliable wastewater collection and treatment to meet current and future demand.

Policy 8.5.1 Prohibit discharges of waters to the sanitary sewer system that do not require treatment. This may include stormwater runoff, cooling water, sump pumps, or other unpolluted sources.

Policy 8.5.2 Prohibit discharges and connections to the sanitary sewer system that are not recommended for treatment at the City's sewage plant. This may include industrial wastewater or other sources.

Policy 8.5.3 Encourage the use of waste water reduction strategies to manage demand on the sanitary sewage system.

GOAL 8.6  Prevent local erosion and flood damage.

Policy 8.6.1 Encourage the use of retention ponds, rainwater gardens, and other water storage methods to slow and/or reduce the discharge of water into creeks and rivers.

Policy 8.6.2 Require temporary and permanent erosion and sediment control best management practices (BMPs) for construction projects and development

GUIDING PRINCIPLES

-  SMALL TOWN IDENTITY
-  PROSPEROUS
-  WELCOMING
-  VIBRANT
-  HEALTHY
-  INNOVATIVE
-  CONNECTED

Guiding Principles: see Chapter 03 Vision and Guiding Principles for more information.

The icons next to each goal indicate the Guiding Principles that are demonstrated within the stated goal. Guiding Principles that are most pertinent are shown in full color.



Policy 8.6.3 Identify and address locations where flooding occurs. Plan compatible “floodable” uses for these areas.

GOAL 8.7



The City will work to improve surface water quality through reducing the impacts of runoff on water quality and damages to natural resources and the environment.

Policy 8.7.1 Encourage the use of retention ponds, vegetated swales, rainwater gardens, and other water storage methods to remove pollutants from stormwater.

Policy 8.7.2 Encourage the use of best practices for managing agricultural runoff including the use of buffers, scheduling fertilization and tilling to minimize runoff, and managing livestock waste.

Policy 8.7.3 Complete periodic street sweeping to help prevent the conveyance of debris and waste from streets into the stormwater system.

Policy 8.7.4 Coordinate with the Dodge County Soil and Water Conservation District to encourage and implement BMPs for water quality improvement.

Policy 8.7.5 Develop snow plowing and storage solutions that provide for efficient storage of snow, and the treatment and management of snowmelt.

GOAL 8.8



Increase waste prevention, reuse and recycling, moving to a more cyclical, biological approach to materials management.

Policy 8.8.1 Coordinate with City contractors to encourage recycling of household goods.

Policy 8.8.2 Improve city operations and procurement to prevent and reuse, recycle

and compost waste from all public facilities and minimize use of toxics and generation of hazardous waste.

Policy 8.8.3 Improve residential trash, recycling and organics collection by private operations and offer significant volume-based pricing on residential garbage and/or incentives for recycling.

GOAL 8.9



Safely collect and dispose of waste.

Policy 8.9.1 Coordinate with City contractors to ensure the provision of refuse collection services in Kasson.

GOAL 8.10



Provide safe, efficient municipal electric to the entire city to offset the rising costs of electricity and to minimize economic and environmental impacts.

Policy 8.10.1 Continue to pursue securing electrical territory for areas currently within the city limits that are not served by municipal electric.

Policy 8.10.2 Plan to purchase additional electrical territory in the planned growth areas before or as development occurs.

Policy 8.10.3 Continue to invest in the replacement of aging energy infrastructure.

Policy 8.10.4 Investigate opportunities for the integration of renewable energies and work with utilities for partnerships on associated infrastructure development.

GOAL 8.11



Expand internet access to underserved areas around the City of Kasson.

Policy 8.11.1 Support efforts to improve internet access to nearby areas without high speed internet.

Policy 8.11.2 Coordinate with utilities to collocate broadband infrastructure in City right-of-way.

GOAL 8.12



Reduce emissions and costs by increasing energy production through renewable energy sources and reducing energy consumptions.

Policy 8.12.1 Promote energy conservation and sustainability practices.

Policy 8.12.2 Continue offering rebates for technology upgrades, appliance upgrades, operations or other sustainability practices that result in more efficient energy usage and lower consumption.

Policy 8.12.3 Consider energy efficient vehicles as the City fleet is replaced.

Policy 8.12.4 Allow for smaller scale wind or solar energy installations that are designed to co-exist within the context of the surrounding neighborhood whether it is residential or commercial.

Policy 8.12.5 Consider strategies and techniques for retrofitting city-owned infrastructure or technology that improve energy efficiency. Pursue and participate in State and Federal incentive programs and research programs focused on energy efficiency building improvements.

Policy 8.12.6 Support and encourage landscape improvements that preserve water and reduce energy consumption.

Policy 8.12.7 Encourage electric vehicle quick (DC fast charging) charging stations at retail/restaurant locations near the Hwy 14/Hwy 57

interchange and AC Level 2 charging stations at all major employers, including public/institutional.

ACTION STEPS

ACTION STEP 8.1 Complete sanitary sewer system inspections and repairs to identify and fix sources of inflow and infiltration (I&I).

ACTION STEP 8.2 Develop and periodically review a crisis response plan for sewage operations to minimize impacts to the city in case of emergencies. Ensure employees are trained for emergency response.

ACTION STEP 8.3 Update and implement a capital improvement and maintenance plan for the stormwater system identifying annual maintenance needs as well as replacement costs.

ACTION STEP 8.4 Develop a stormwater master plan to identify regional stormwater facilities.

ACTION STEP 8.5 Develop a capital improvement plan for the municipal electrical utility that includes securing service territory currently within the city and in future growth areas.

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CITY OF KASSON COMPREHENSIVE PLAN

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09. IMPLEMENTATION

Kasson's Comprehensive Plan serves as the policy framework to guide the physical changes in the community over the next twenty years. The plan's effectiveness in helping guide decision-making and public investment decisions depends to a large extent on how well Implementation is defined up front. The Implementation Chapter identifies and describes the actions and initiatives necessary to implement the plan's vision, goals, and policies.

A number of action steps, both short-term and long-term have been identified in key chapters of the plan to address the community's vision and goals.



Credit: John Hazuka

Implementation of the Comprehensive Plan will occur in three ways:

- » As a guide for decision-making
- » As a marketing and funding tool
- » As a to do list

GUIDING DECISION MAKING

The plan should be used by City staff in their day-to-day operations. Staff should also reference plan goals and policies to support elected and appointed officials in carrying out their decision-making responsibilities. Land use requests and major development projects should be evaluated based on consistency with the plan. City Staff's copy of the plan should be easily recognized as being extensively used.

Elected and appointed officials should use the plan to justify hard decisions related to land use development, zoning requests, annexation, growth, redevelopment, and public infrastructure investment.

The plan should be used by major institutions such as the Kasson-Mantorville School District, Dodge County, SEMCAC, and others to ensure that community systems and infrastructure are in place to support the valuable functions provided by the institutions.

The plan should also be used by the development community to understand how particular projects fit within the community and how it might affect existing or planned growth. Developers, brokers, realtors, and investors should use the plan to help formulate strategies for new development projects or investing in existing development and to help with risk assessment.

MARKETING AND FUNDING TOOL

Implementation of the Comprehensive Plan will require a coordinate effort by the community. As an adopted policy plan developed through a participatory public process, the Comprehensive Plan can help solidify the support, commitment, and collaboration needed to mobilize the community. The plan should be referenced, celebrated, and promoted to the community and broader region seeking to invest and reinvest in the city. The plan should provide key policy directions that can be referenced when applying for grant funding from government and non-government entities. In essence, the plan becomes the document that is provided to prospective businesses, residents, grant agencies, and investors.

TO DO LIST

Almost everyone maintains a "to do list," sometimes the list is at home stuck on the fridge or at work stuck on the computer. Many have multiple to do lists spread across bulletin boards, sticky notes, and smart phones. The City of Kasson's to do list should be informed and regularly updated by the Comprehensive Plan. It serves as a resource for City departments, boards, commissions and the council as they establish annual goals and work programs. While this Implementation chapter is a starting point, regular review should also include the individual chapters for identification of any additional strategies that should be pursued. Successful implementation of the comprehensive plan results in checking off some of the projects on the list. As multiple items get checked off the list, it is an indicator that the plan be revisited and refreshed.

A DYNAMIC DOCUMENT

Comprehensive Plans are not static documents. Rather they are dynamic plans that inspire innovative thought and a desire for progress. They must be reviewed and updated on a regular basis.

Kasson should establish a “Future of the City Forum” or similar event to review the Comprehensive Plan on an annual or biennial basis and facilitate a community dialogue about what has worked well and what has not worked so well. This evaluation should lead to identifying a need for amendments or updating the “to do list” on an annual or every other year basis. This can occur through regular scheduled processes such as the Strategic Planning process or through an expanded process designed to “take the pulse of the community” and celebrate community accomplishments.

IMPLEMENTATION ACTION STEPS

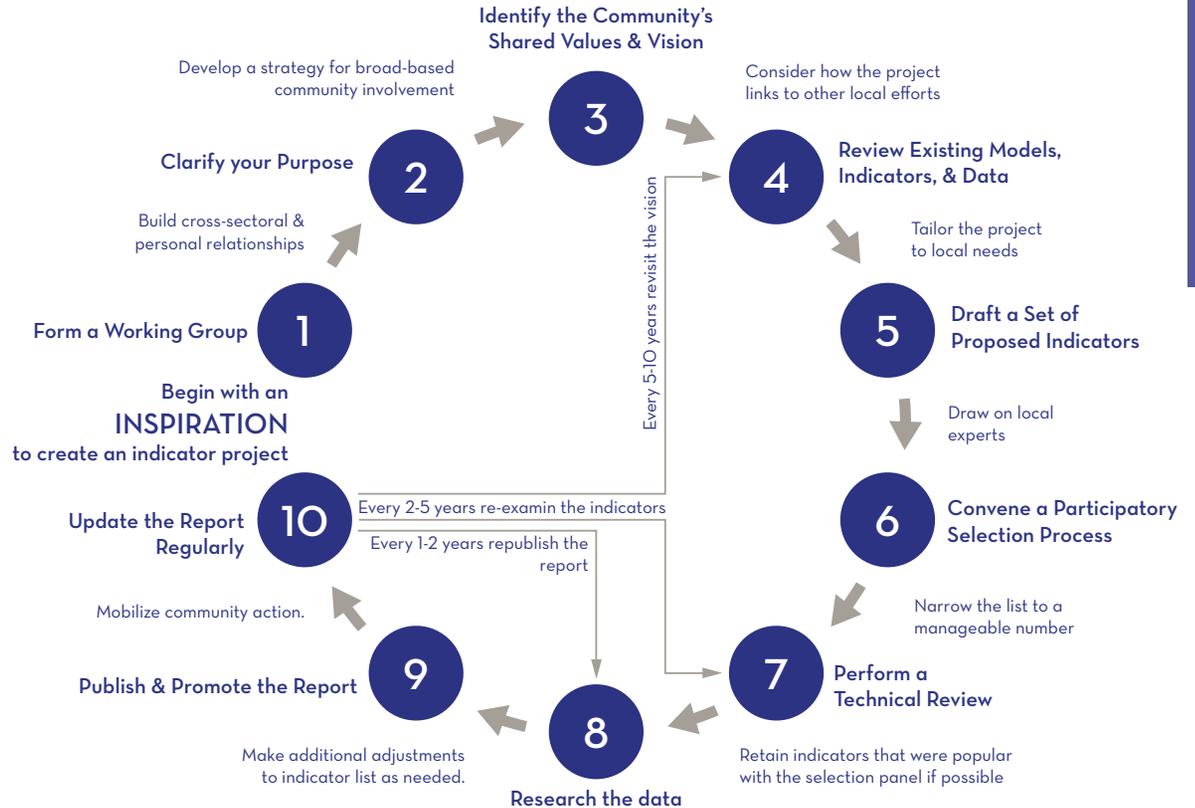
The action steps in the implementation matrix, Table 9.1, are concrete initiatives that are intended to carry out an idea, policy, or strategy identified through the planning process and memorialized in the adoption of the plan. The action steps directly correlate to the vision and guiding principles and the various goals and policies defined throughout the plan. The action steps will result in both tangible and intangible outcomes. Entities that would be most capable of addressing each action step have been highlighted. These entities will become champions of their respective action steps and provide the skill set needed to see through their completion.

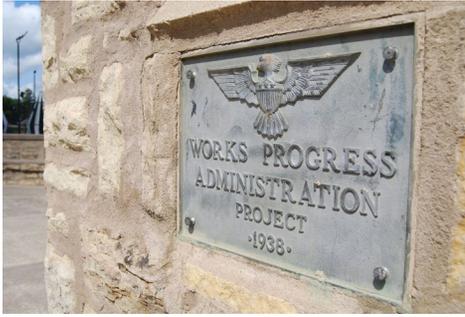
COMMUNITY INDICATORS TO MEASURE PROGRESS

Community indicators are an effective measurement tool to assess how Kasson is progressing towards its goals and objectives identified throughout the plan. “Indicators are measurements that reflect the interplay between social, environmental, and economic factors affecting a community’s well-being (American Planning Association).” The City of Kasson should establish a series of indicators to evaluate the progress and success of this plan.

Agreeing upon a series of community indicators will require a public process. Figure 9.1 depicts a process that was developed by the American Planning Association. The 10 step process provides a community with the tools necessary to formulate effective community indicators. This is a long term strategy that will provide the City of Kasson with a wealth of information to help guide future decision making.

FIGURE 9.1 A PROCESS FOR IDENTIFYING COMMUNITY INDICATORS. SOURCE: PLANNING ADVISORY SERVICES REPORT #517 AMERICAN PLANNING ASSOCIATION



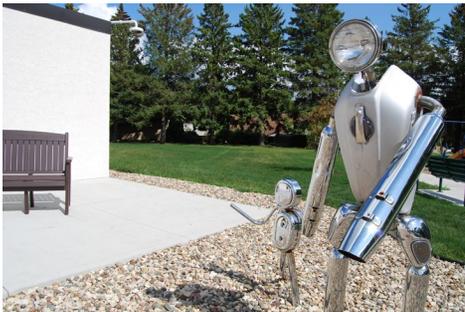


What gets measured and how it gets measured must be a product of a community dialogue. The implementation matrix in Table 9.1 lists some possible indicators relevant to Kasson as a starting point.

FUNDING SOURCES

Implementation of the Comprehensive Plan will require a combination of public and private actions. Public actions require a public investment and some private actions will require a partnering financial effort as well. When possible, public investments should seek to leverage private investments. While there is not a bottomless pot of money to tap into, there are a variety of financial resources available to undertake community development projects and action steps. However, the tools of today may become outdated and should be reviewed on a regular basis. City staff and decision makers will need to retain a current working knowledge of all of the tools that can be used to create specific implementation strategies and apply those resources to the appropriate strategy when advising decision makers.

A financial “toolbox” should be developed identifying available resources such as: state and federal grant and loan programs, foundation grant and loan programs, City operating budgets and capital improvement program funding, tax increment financing (TIF), tax abatement, philanthropic opportunities, special taxing districts, special service districts or business improvement districts, bonding or borrowing, local option sales tax, referendums, etc. Kasson should partner with state legislators to think beyond the box and create new tools to address the City’s unique challenges. The City should subscribe to newsletters and database organizations that match grant programs with community interests. Potential funding sources have been indicated in the implementation matrix.



IMPLEMENTATION MATRIX KEY

PRIORITY/TIMING:

Ongoing = Ongoing task, constant monitoring

Immediate = Immediate action

Near = Action to be completed in 0-5 years

Long = Action to be completed in 5+ years

COST:

\$ = Low cost, mostly staff effort

\$\$ = Medium cost, may require procuring consultant help

\$\$\$ = High cost, costs associated with first lower cost levels plus capital investment

TABLE 9.1 IMPLEMENTATION MATRIX

STEP NUMBER	ACTION STEP	RESPONSIBLE ENTITY	PRIORITY/TIMING	COST	FUNDING	INDICATOR
4.1	Review and update the zoning code and map so that it is not in conflict with the Comprehensive Plan and it meets the goals set forth in the Comprehensive Plan.	Planning & Zoning (P&Z)	Immediate	\$\$-\$	General Fund	N/A
4.2	Monitor and report land absorption and growth trends on an annual basis and maintain a three to five year lot inventory consistent with annual building permits.	City Administrator (Admin)	Ongoing	\$	N/A	Acres developed annually, lot inventory
4.3	Prepare a downtown master plan that addresses zoning, redevelopment, housing, parking, and transportation.	EDA, Chamber, P&Z, Local Businesses	Near	\$\$	Fed/State and Foundation Grant, General Fund	Completed Plan
4.4	Prepare a master plan to understand the potential for the business park district character concepts, their feasibility, infrastructure needs, and marketability.	EDA, Chamber, P&Z	Near	\$\$	Fed/State and Philanthropic Grant, General Fund	Completed Plan
4.5	Explore and implement zoning and subdivision regulations that encourage the integration of natural resource areas/greenways into new development.	P&Z, Parks, Public Works	Near	\$\$-\$	CIP, Fed/State Grant	Acres of preserved greenways
5.1	Set up meetings with Chamber of Commerce and large employers to enhance communication and provide a forum to discuss retention and expansion opportunities.	Economic Development Agency (EDA)	Immediate	\$	N/A	# of meetings/year, # of businesses in Chamber
5.2	Improve community wayfinding signage to maximize exposure to the high volume of traffic on Highway 14 and Highway 57. This should include directional signage within the Community for places of interest.	EDA, Parks	Near	\$\$-\$-\$-\$	State Grant, CIP, Foundation Grant, BID	Public sentiment, Growth in sales
5.3	Conduct or participate in a buy local campaign for community members and local businesses.	Chamber, EDA, Local Businesses	Near	\$	Foundation Grant	Growth in sales
5.4	Provide a forum to align and connect community members strengths, skills, passions, and assets with the appropriate implementation strategy, project, or idea.	EDA, Community Volunteers	Near	\$	N/A	Number of participants or number of start up businesses
5.5	Evolve from the community vision a community wide 'brand.'	Chamber, EDA, Volunteers	Near	\$\$-\$	General Fund, Philanthropy	N/A
5.6	Track Kasson's performance/grading and work to improve it for the benefit of existing businesses and as an economic development marketing strategy.	Chamber, EDA, Public Works	Ongoing	\$	N/A	Grades by organization/performance
5.7	Integrate green building best practices information and assistance into the building permit process.	Admin, Public Works	Near	\$	N/A	# of green building or energy efficiency standards
5.8	Create a green residential remodeling assistance/financing program to assist homeowners in adding space or making renovations to their existing homes.	EDA, Banks, Builders, Utility Companies	Near	\$	General Fund	# of home improvements financed
5.9	Create and implement a home improvement loan program to assist residents with emergency and non-emergency home repairs and improvements.	EDA, Banks, Builders	Near	\$	General Fund	# of loans

STEP NUMBER	ACTION STEP	RESPONSIBLE ENTITY	PRIORITY/TIMING	COST	FUNDING	INDICATOR
6.1	Develop a master plan for a multi-use trail or greenway through Kasson with regional draw and potential connection to the Stagecoach Trail.	Parks, Dodge County, State Agencies	Near	\$\$	CIP, Fed/State and Foundation Grant	Completed plan
6.2	Develop a bicycle and pedestrian plan to address connectivity within the City; use this plan to apply for state/regional trail and sidewalk funding and to guide future investment and priorities.	Public Works, Parks, School District	Near	\$\$	CIP, Fed/State and Foundation Grant	Completed Plan
6.3	Seek out state and regional grants to upgrade sidewalks and trails.	Public Works, Admin	Ongoing	\$	N/A	Secured grants
6.4	Follow-up with SRTS plan and apply for Implementation Grant funding for specific infrastructure recommendations.	Public Works, Admin	Ongoing	\$	N/A	Secured grants
6.5	Implement encouragement/educational recommendations found in SRTS plan; coordinate between the Parks Department and Kasson Schools to implement.	Parks, Schools, Admin	Ongoing	\$	N/A	# of events and programs
6.6	Seek out partnerships and explore opportunities for farmers markets and community garden sites in Kasson.	EDA, Chamber, Civic Volunteer Groups	Ongoing	\$	N/A	# of vendors, # of community gardens
6.7	Upgrade remaining playgrounds to have inclusive and ADA approved equipment.	Parks	Near - Long	\$\$\$-\$\$\$	CIP	# of parks with accessible equipment
6.8	Seek funding opportunities to ensure adequate and sustainable funding for park repairs.	Parks	Ongoing	\$	N/A	# of funding sources
6.9	Continue to replace trees per the City of Kasson tree replacement policy.	Parks	Ongoing		Foundation Grant	# of trees replaced
6.10	Develop a street-hockey program.	Parks	Near	\$\$\$-\$\$\$	N/A	Creation of program
6.11	Develop a park system master plan to determine priorities for future parks investments.	Parks	Near	\$\$	Fed/State and Foundation Grant, CIP	Completed plan
6.12	Conduct a community center feasibility study to determine a site, potential program and funding opportunities.	Parks, Admin	Long	\$\$	General Fund	Completed study
6.13	Work with developers to explore future sites for a new park with neighborhood amenities in northeast and southeast Kasson.	Parks, Developers	Ongoing	\$	N/A	Park site identified and secured
7.1	Establish a Transportation Improvement District as a strategy to fund roadway projects.	Public Works, Admin	Near	\$\$	General Fund	Establishment of district
7.2	Develop a wayfinding master plan that provides key guidance on the types of wayfinding, geographic location of signs, a preferred design theme, and funding resources.	EDA, Parks	Near	\$\$\$-\$\$\$	State Grant, CIP, Foundation Grant, BID	Public sentiment, Growth in sales
7.3	Develop a bicycle and pedestrian plan to address connectivity within the City; use this plan to apply for state/regional trail and sidewalk funding and to guide future investment and priorities.	Public Works, Parks, School District	Near	\$\$	CIP, Fed/State and Foundation Grant	Completed Plan
8.1	Complete sanitary sewer system inspections and repairs to identify and fix sources of inflow and infiltration (I&I).	Public Works	Ongoing	\$	N/A	Reduction rate of I&I

STEP NUMBER	ACTION STEP	RESPONSIBLE ENTITY	PRIORITY/TIMING	COST	FUNDING	INDICATOR
8.2	Develop and periodically review a crisis response plan for sewage operations to minimize impacts to the City in case of emergencies. Ensure employees are trained for emergency response.	Public Works	Ongoing	\$	N/A	Completed plan, public sentiment
8.3	Update and implement a capital improvement and maintenance plan for the stormwater system identifying annual maintenance needs as well as replacement costs.	Public Works, Admin	Immediate	\$\$-\$\$\$	CIP, Fed/State Grants	Miles of infrastructure, quality of surface water, reduced flooding
8.4	Develop a stormwater master plan to identify regional stormwater facilities.	Public Works, State, Regional Agencies	Near - Long	\$\$	CIP, Fed/State Grants	Completed plan
8.5	Develop a capital improvement plan for municipal electrical utility that includes securing service territory in future growth areas.	Admin	Immediate	\$	N/A	% of City served by municipal electric service

End of Document

KASSON

