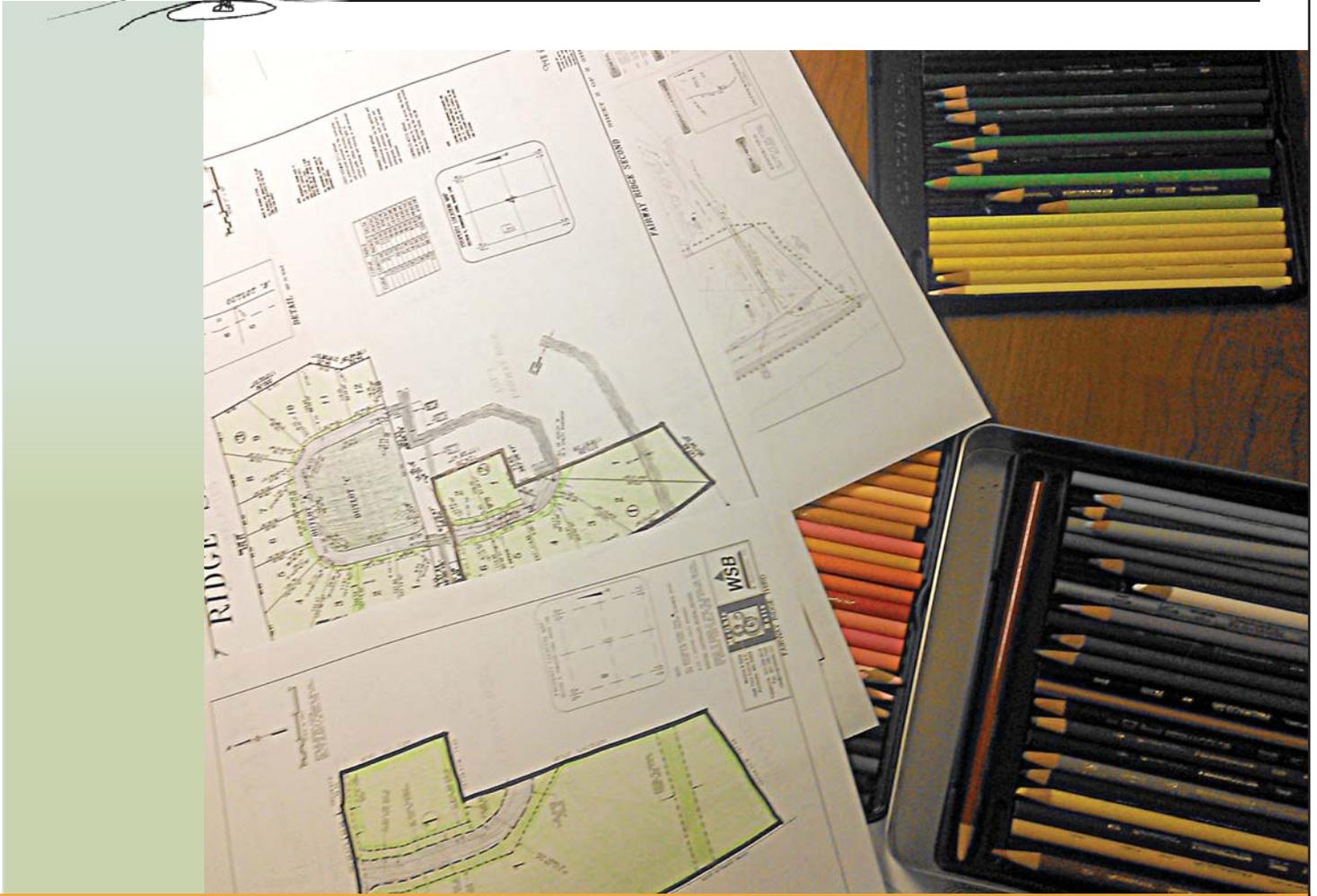




2015 Update to the :

Comprehensive Plan





ACKNOWLEDGEMENTS

We would like to thank everyone who participated in the visioning and creation of this Comprehensive Plan. Your comments, insights, and local knowledge of the community are invaluable assets in the planning process.

A special thanks to:

The Honorable Mayor and Clearwater City Council

Clearwater Planning Commission

Clearwater Economic Development Authority

Clearwater Parks Commission

Completed in coordination with:



WSB & Associates, Inc.



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I. INTRODUCTION

In 2006, the City of Clearwater completed an amendment to its Comprehensive Plan. That plan anticipated rapid growth over the next 20 years, and laid out many policies and plans to accommodate that growth. Since the inception of that plan, many changes have taken place in Clearwater. The city added capacity at the wastewater treatment facility and made plans for infrastructure expansions and annexation areas. Also, a ½ cent sales tax was enacted in order to capture revenue from passers-through to be spent on parks, trails, and recreation opportunities. Plans for the expansion of the TH 24 bridge are underway. The Orderly Annexation Agreement was amended between the City of Clearwater and Clearwater Township. The residential housing market collapsed nationwide, and has only now started to re-bound. These changes necessitate an update to the Comprehensive Plan.

WHAT IS THE PURPOSE OF A COMPREHENSIVE PLAN?

A comprehensive plan should be a tool for cities to clearly convey their values, priorities, and direction to existing and future residents, employers, and the development community for the next 20 to 25 years. It should also facilitate economic and housing development in an orderly fashion. It includes historical information regarding the past growth pattern, an analysis of what exists today, goals for the future of the jurisdiction, and most importantly, steps for accomplishing those goals. A comprehensive plan addresses land use, housing, transportation systems, sewer and water facilities, natural resources, and future public buildings and parks/open spaces.

It is the intent of this update to create a document that is used daily by staff, monthly by appointed and elected officials, and is frequently downloaded by residents and business owners from the city's website.



II. COMMUNITY CONTEXT

The city of Clearwater is located in central Minnesota nestled between the Mississippi River and Interstate 94 approximately 15 miles south of St. Cloud. It was established in 1855 as a river town with a strong milling and railroad industry. The city limits include a total of 1.29 square miles of area, most of which is generally flat.

ENVIRONMENT

Located primarily in the Clearwater River Watershed District, the City has several surface water bodies, including the Mississippi River, Clearwater River, and many smaller wetlands. The Mississippi River is one of the city's greatest assets, and is currently protected by the Wild and Scenic Recreational River District regulations, which provide standards for the development of land near the River.

The existence of state-protected waterbodies are important to consider when analyzing the future growth of the community. Wetlands are protected by the Minnesota Wetland Conservation Act. Wright County Soil and Water Conservation District currently serves as Local Government Unit (LGU) responsible for the implementation of Conservation Act in Clearwater. **FIGURE 2** indicates areas documents by the National Wetland Inventory.

A portion of the city is also located in the floodplain, as designated by FEMA Flood Insurance Rate Maps. Special regulations apply to these areas in order to protect sensitive areas and limit construction in potentially floodable areas. **FIGURE 1** outlines the floodplain areas within the city.

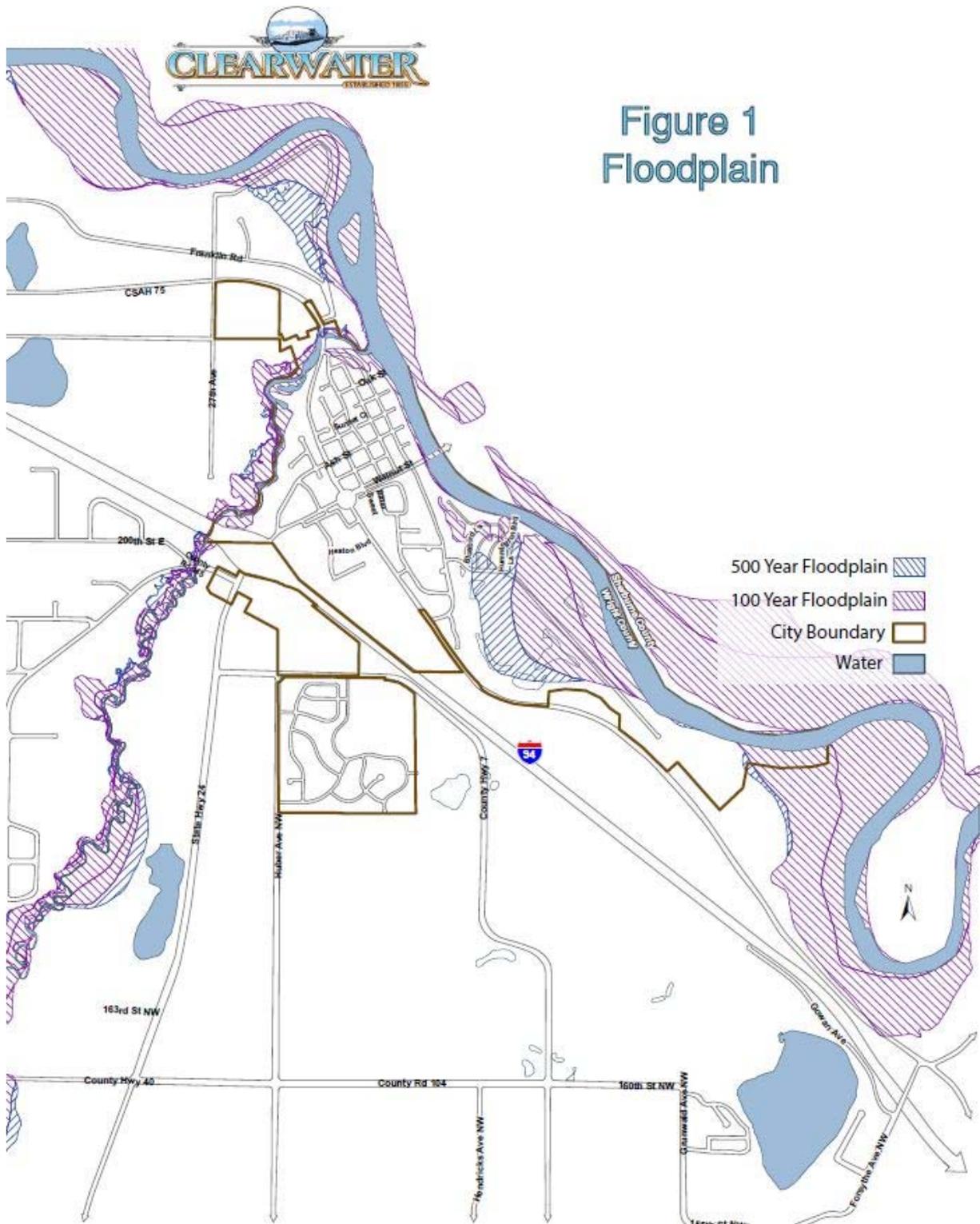


Figure 1
Floodplain





What implications do Clearwater's natural resources have for comprehensive planning?

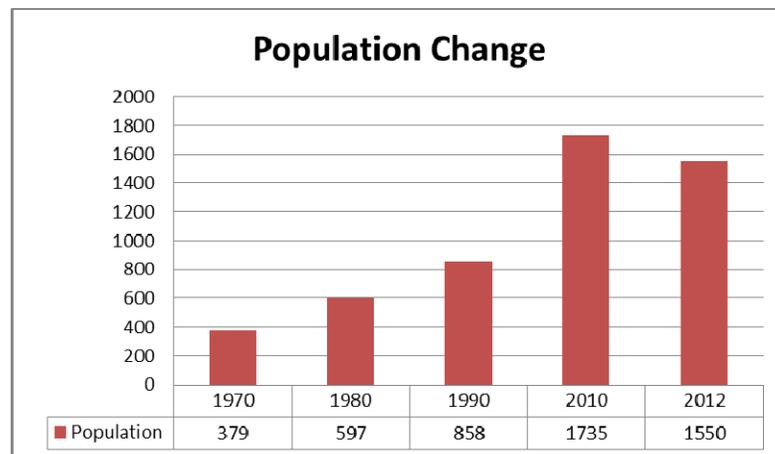
The River should be a key asset when planning for future development

Areas in the floodplain or large wetland complexes should be avoided where possible, due to the challenge with developing these areas and the impact to the natural systems

POPULATION

Over the past several decades, Clearwater has grown from 282 residents in the 1970 Census to over 1,500 residents in 2012 (American Community Survey). Rapid growth in the first half of the last decade (2000 to 2005) led to many changes and improvements in the city's infrastructure planning, especially with regard to water and wastewater services. This growth has slowed to a halt over the past eight years and the 2012 population estimates are roughly equivalent to 2005 estimates. **TABLE 1** highlights the change in population numbers since 1970.

TABLE 1



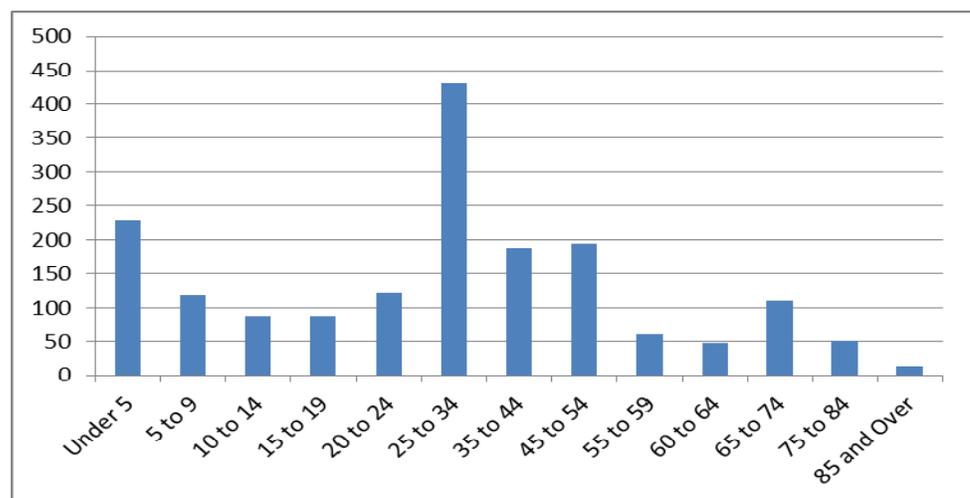
According to current estimates, the population of Clearwater decreased from 2010 Census to 2012 estimates due to high occupancy rates and a decreasing household size. It is anticipated though, that Clearwater will resume a moderate growth rate into the future.

The demographic make-up of the city has remained relatively stable over time. However, household size has decreased from 2000 to 2010, which is attributed to a smaller share of family households (69 percent of all households in 2000 to 65 percent in 2012), which tend to have more people.

The share of senior households has remained stable from 2000 to the 2012 American Community Survey, at around 17 percent of all households, and 10 percent of city residents.

Clearwater’s families are still primarily young families with young children. The median age has decreased from 31.3 years of age to 29.5 years. Clearwater has a higher percentage of children under five than the surrounding Wright County. **TABLE 2** highlights the age make-up of the population in Clearwater, and illustrates this finding

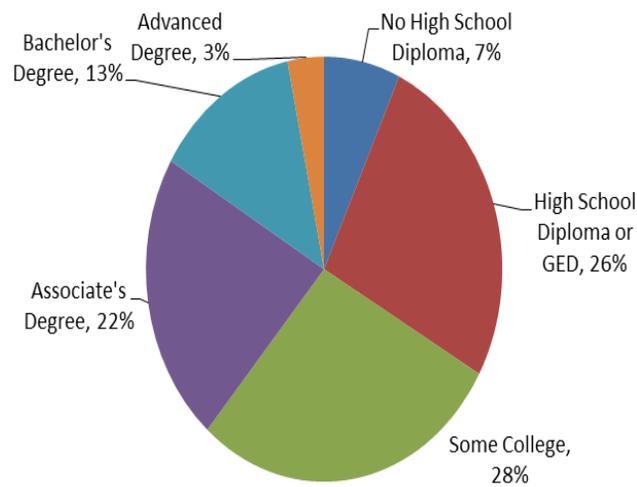
TABLE 2





Household income has also increased over time, although not fast enough to keep up with inflation. Median family income in 2000 was \$46,771, compared with \$56,528 (according to the 2012 American Community Survey). Overall median household income for Clearwater was \$53,100. With regard to race, the City of Clearwater is 96 percent white, which has remained relatively the same over time. Since 2000, educational attainment has increased. 93 percent of residents obtained their high school diploma, and 17% have obtained a bachelor's degree or higher, compared with less than 12 percent in 2000.

CHART 1





What implications do demographics have for comprehensive planning?

The demographic shifts from 2000 to 2012, should they continue, suggest that housing for young families and young people not in families should be accommodated. The majority of this housing should be affordable to renters and owners, as defined by being in the range of \$200,000 for owner-occupied housing and less than \$800 per month for renters.

Since the mix of owners to renters has stayed relatively stable, around a 70/30 mix, it would be reasonable to plan for 30 percent of the new housing in Clearwater to be multi-family residential.



III. THE COMMUNITY'S VISION

The City of Clearwater is a place where people want to live and visit. It embraces its proximity to the River and has strong public park and trail connections. There are adequate, good paying jobs, commercial opportunities, and housing for all ages.

In 2006, the city completed a comprehensive, mailed community survey to residents and business owners in the city, in which 150 responses were received. This survey focused on the community's strengths, challenges, and major improvements needed. The results of that survey, while somewhat obsolete, are still important in contributing to the overall vision for the city. The respondents' listed small town feel as the city's largest asset. Other strengths identified included its location, the friendly people, its convenience, and the availability of services. When asked about challenges, growth, traffic, taxes, job creation and the development of spots for children to play were listed as the top concerns. When asked about the top improvement the city should make, responses included more businesses, the addition of a community center, and city beautification as top priorities.

In 2013, the city completed an online survey of residents, non-residents, and business owners in which 127 people responded. This survey included questions related to current city services and how to allocate and prioritize current and future capital improvements. Respondents to the 2013 survey also stated the parks and trails improvements and helping existing businesses were important priorities. Reducing traffic congestion and lowering utility rates were a larger concern in 2013 than 2006.

In March of 2014, a community visioning session was completed to garner a large amount of input in a small amount of time to inform the Comprehensive Plan. A full summary of the session is included in the Appendix. Clearwater's proximity to 94 and the Mississippi River were



the top two stated strengths of the community, while lack of civic engagement and business were listed as the top two weaknesses.

Overwhelmingly, attendees of the visioning session expressed an interest in capitalizing on the Mississippi River as an asset in the community, and to provide connections to the River as part of the parks and trails system. Enhancing the park system was also another top priority of the attendees. People generally like and want to enhance the historical downtown with a good mix of services.

With regard to new housing and business development, people acknowledged that growth would occur, but stated that city needs a good growth management strategy that allows for ample commercial land guidance and considers primary transportation corridor upgrades. Preserving and increasing the business presence is critical to the success of the community. Also, many people thought land should be dedicated and guided for indoor and/or outdoor play areas for children.



IV. LAND USE AND HOUSING

GOALS AND ASPIRATIONS

1. Clearwater retains and improves its small town character and sense of place
2. Clearwater has a well-balanced, diversified tax base
3. Clearwater offers choices in housing location, types, and levels of affordability
4. Clearwater re-coups its investment in infrastructure
5. Clearwater provides good paying jobs
6. Clearwater offers a variety of park and recreational opportunities, including trails that connect people from where they live to where they want to go.
7. Clearwater plans for ample growth in an orderly and systematic fashion
8. Clearwater develops, while at the same time preserving its valuable natural resources, especially the Mississippi River.



EXISTING LAND USES

The City of Clearwater consists of approximately 866 acres of developed property (including parks and public facilities). The City of Clearwater and Clearwater Township have entered into an orderly annexation agreement, governed by a Joint Planning Board, for the eventual annexation of another approximately 1,500 acres, subject to the terms and conditions of the agreement.

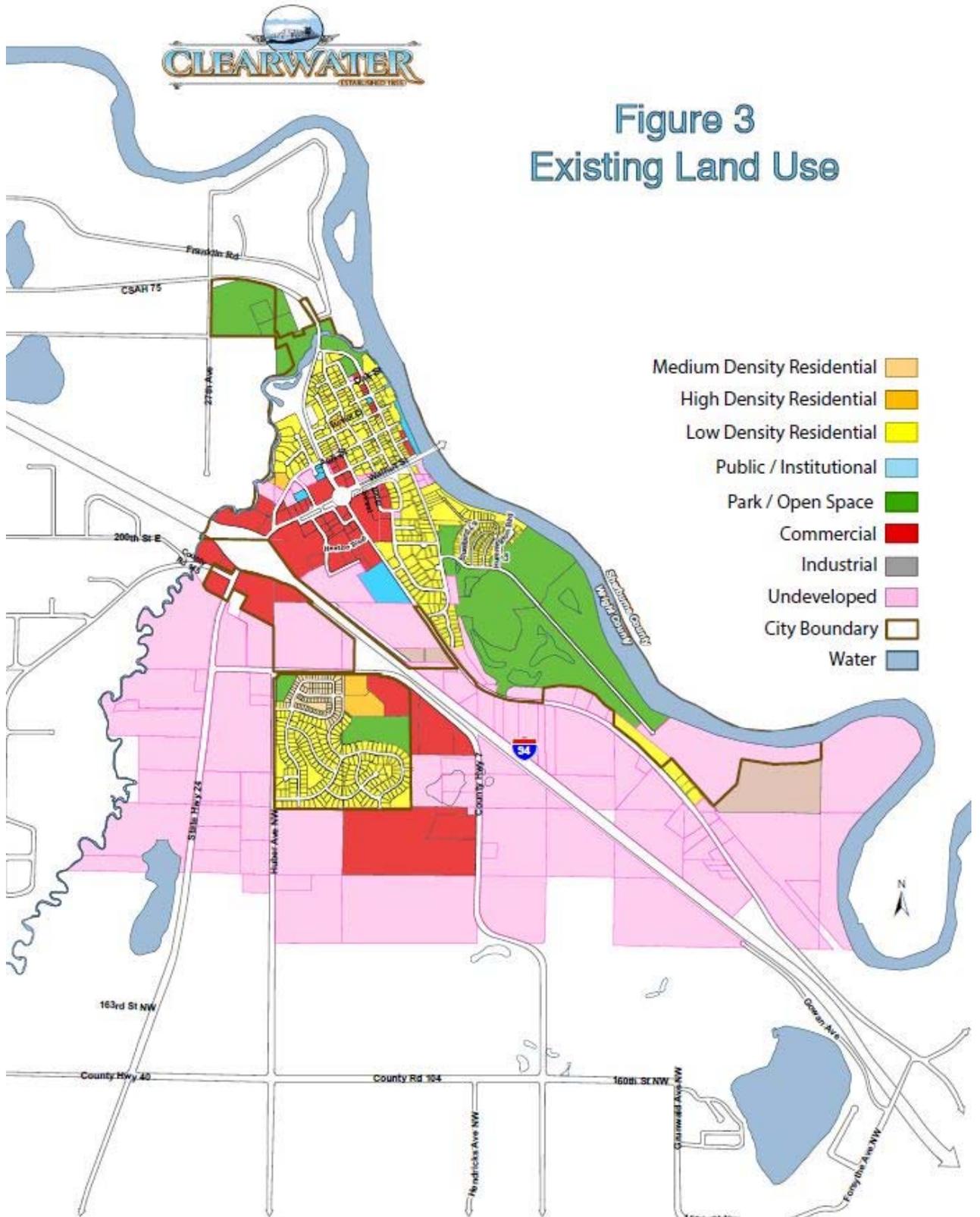
FIGURE 3 is a map of the existing land uses in the City of Clearwater and the future annexation area.

Including the future annexation areas, there are 2,145 acres under land use planning analysis in this plan. Over 64% of that land is currently vacant or agricultural. Of the 866 acres of developed land, 37% of the developed land is developed as parks, open space, or institutional use. 31% of the land is single-family residential, 24% of the land is developed for commercial, with the remaining 8% dedicated to all other uses (medium and high density housing and industrial uses).

TABLE 3 is a summary of the types of land use.

TABLE 3

<i>Existing Land Use (acres)</i>	
Commercial	204
Industrial	44
Low Density Res	269
Med Density Res	15
High Density Res	15
Public/Institutional	16
Parks/Open Space	303
Vacant	1549
Total	2415





EXISTING HOUSING CHARACTERISTICS

A complete analysis of Clearwater's housing supply and demand can be found in the Clearwater Housing Market Report, completed in 2013. Below is a summary of the key aspects of this study as they relate to land use planning.

HOUSING COSTS AND AFFORDABILITY

Clearwater's housing stock has also remained relatively consistent over time, although the number of units has increased substantially. In 2000, there were 328 total units of housing, and 73 percent was owner-occupied. In 2012, of the 748 total housing units, 71 percent were owner-occupied. Approximately 65 percent of the housing is single-family residential and the majority of remaining units are located in medium-sized apartment buildings. Seventy percent of the housing stock was built since 1990, which coincides with the strong growth during the 1990s and 2000s.

Regarding value, the American Community Survey of 2012 reports that 85 percent of the owner-occupied housing is valued at less than \$200,000. Median rent in the city was \$763 in 2012. **TABLE 4** summarizes the housing values in Clearwater.



TABLE 4

<i>Owner Occupied Housing Units</i>		
Less than \$50,000	6	1%
\$50,000 to \$99,999	43	10%
\$100,000 to \$149,999	122	28%
\$150,000 to \$199,999	201	46%
\$200,000 to \$299,999	50	11%
\$300,000 to \$499,999	8	2%
\$500,000 to \$999,999	7	2%
\$1,000,000 or more	0	0%
Total Units	437	

data collected from the American Community Survey (2007 to 2011), the majority of Clearwater’s owner-occupied housing costs less than \$200,000. The median value in 2010 was \$166,900, compared with \$213,900 in Wright County, and \$201,400 statewide. Figure X is a summary of costs of owner-occupied housing.

Among owner-occupied households with a mortgage, 36% of households are cost-burdened (paying more than 35% of their income to housing costs, compared with 25% in Wright County and 25% statewide.



Average rents in Clearwater are higher on average than those in Wright County, at \$830 per month compared with \$807 (\$783 statewide). Among renters, 21% of Clearwater residents are cost-burdened, versus 37% in Wright County and 40% statewide. This indicates that the rental units in Clearwater are more affordable for the residents than in other parts of the county and state, despite having higher average rents.

HOUSING TYPE

The City of Clearwater currently has 735 housing units, according to the American Community Survey (2011). **TABLE 5** shows a breakdown of housing units, type from 2000 to 2011. During this period, the number of housing units doubled in Clearwater.

TABLE 5

<i>Housing Type</i>	<i>2000</i>	<i>2011</i>	<i>% Change</i>
Single-Family Detached	233	479	105%
Single-Family Attached	39	64	60%
Multi-Family	81	192	137%
Total Housing Units	353	735	108%

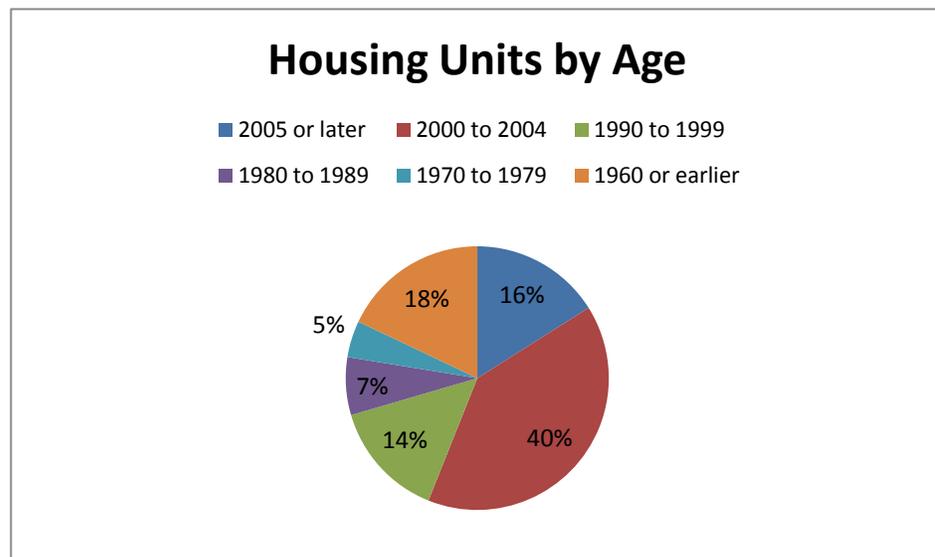
HOUSING TENURE

In 2010, 71% of Clearwater’s housing was owner-occupied, and 29% was rental. The percentage of rental is higher than Wright County overall (15%) and the state of Minnesota (26%).

AGE OF HOUSING

Clearwater’s housing stock is generally new, given that 56% of the homes were built since 2000. **CHART 2** indicates the age of housing in Clearwater .

CHART 2



What implications do existing commercial and housing land uses have for comprehensive planning?

Clearwater should plan for 25 to 30 new single-family residences per year for a total of 375 to 450 new lots, and an additional 100 new units of rental housing (high density housing) to meet the market demand until 2030, as determined by existing demographic and housing trends. This results in approximately 200 acres needed for single-family housing and 15 acres needed for medium or high density housing.



FUTURE LAND USE AND HOUSING NEEDS

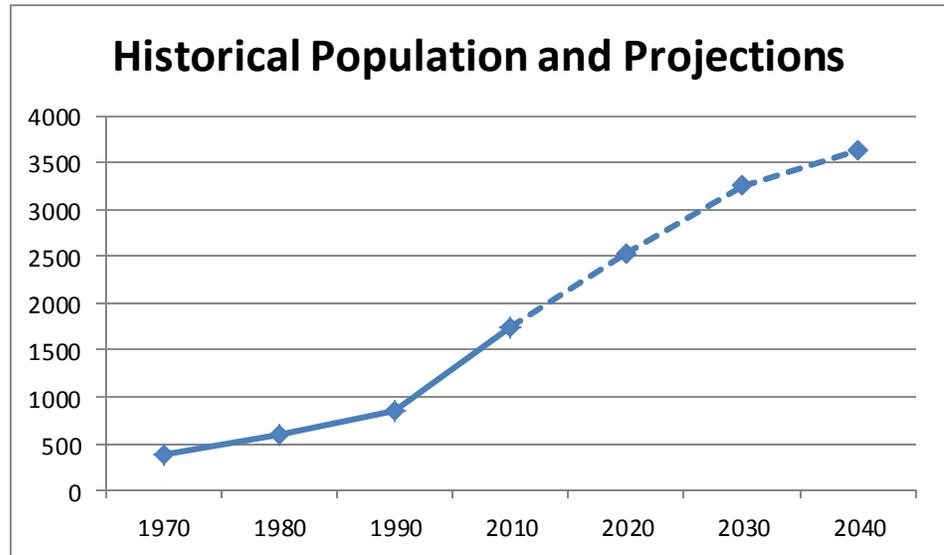
In 2013, the City completed a Housing Market Report that concluded that 304 new housing units were needed by 2020 to meet the housing demand. Of those units, it was estimated that at least 100 should be rental units. Therefore, it is important to provide enough land for this amount of medium or high density housing, which is more likely to be available for rental.

Furthermore, the analysis indicated that 25 to 30 new homes should be planned for per year, which is consistent with building permit trends from 2000 to 2010. As the economy recovers, Clearwater should be prepared to accommodate new homes by guiding enough land to plat and construct 25 to 30 new single-family homes per year. **TABLE 6** summarizes the population growth projections for Clearwater and Wright County from the State Demographer’s Office. **CHART 3** displays the past and projected population for the city of Clearwater.

TABLE 6

<i>STATE DEMOGRAPHIC CENTER</i>				
PLACE	2015	2020	2030	2040
CLEARWATER	2,152	2,528	3,259	3,632
CLEARWATER TOWNSHIP	1,716	1,854	2,114	2,244
WRIGHT COUNTY	143,740	155,175	172,983	190,736

CHART 3



In addition to the 200 acres of single-family housing and 15 acres of med/high density housing needed to meet market demand to 2030, an additional 503 people are projected to be added to the population between 2030 and 2040, resulting in an additional approximately 180 new housing units. At a ratio of 70/30 single-family to multi-family, this would result in a need for 126 new lots and 54 new units of multi-family housing. An additional 63 acres of low-density residential and an additional 8 acres of med/high density residential would be needed to meet the 2030 to 2040 demand for housing.

What implications do future population projections have on land use planning?

An additional 63 of low-density residential and 8 acres of medium/high density residential land uses are needed to meet the projected need from 2030 to 2040, in addition to the additional housing need from now until 2030.



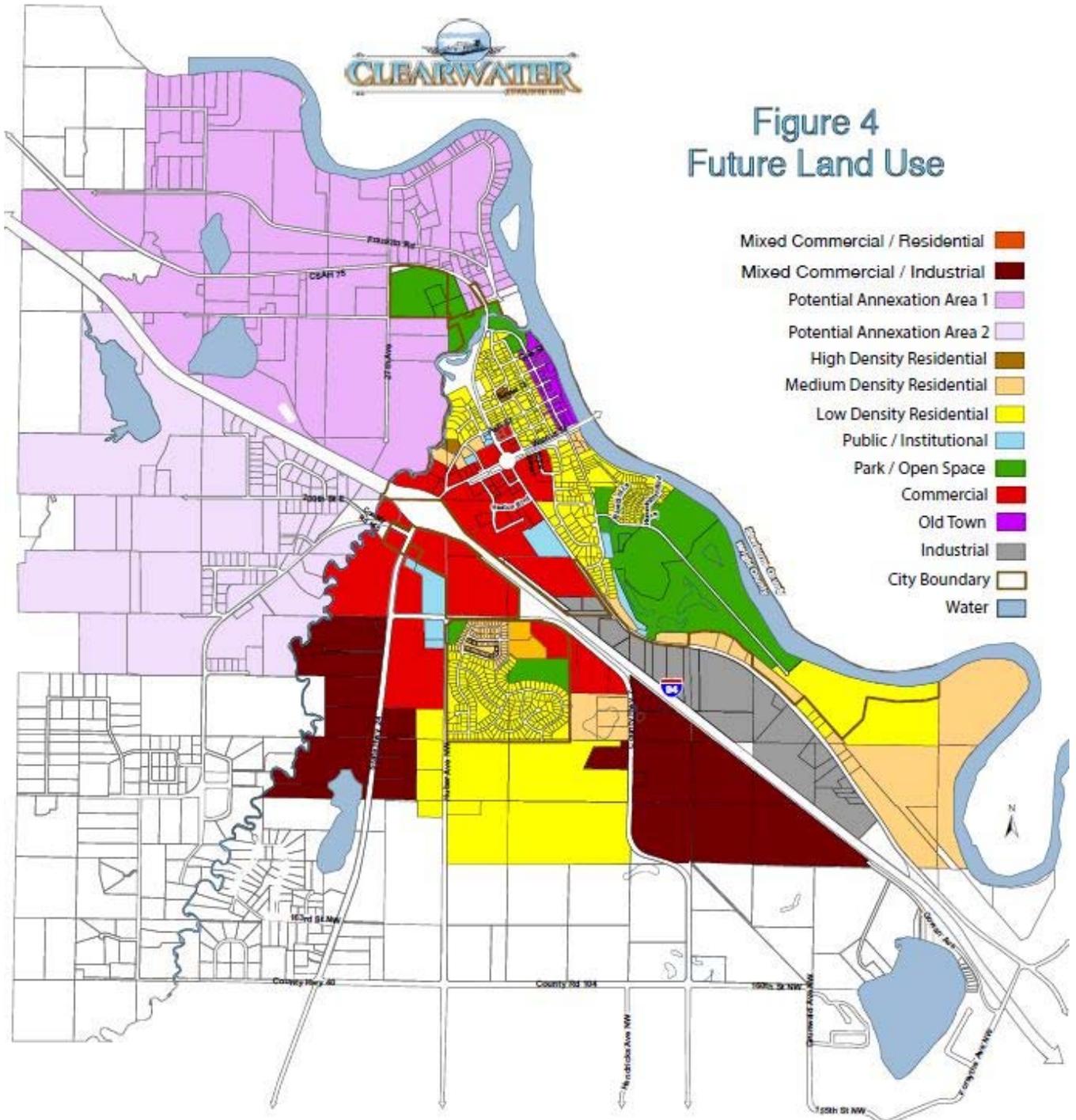
FUTURE LAND USES PROPOSED

Based on the demand analysis and population projections, based on the future land use map from the 2006 Comprehensive Plan, and based on a discussion with city officials, township officials, and the general public, this Comprehensive Plan update's future land use map is depicted in **FIGURE 4**. A breakdown of the guidance by category is depicted in **TABLE 7**. Overall, the amount of land located in the future annexation area, as governed by the Orderly Annexation Agreement with the Clearwater Township provides more than enough land for ample growth opportunities. Therefore, it is a policy of this plan to not seek additional orderly annexation areas within the 2040 planning timeframe. However, the city has identified potential annexation areas, as outlined in the 2006

Comprehensive plan, as areas to examine for potential annexation and begin discussions with the townships for post-2040. Should development opportunities present themselves outside of the existing Clearwater city boundaries or outside the Orderly Annexation Area, the city will work closely with Township Officials on determining the appropriate timing and applicability of providing services to them.

COMMERCIAL

Commercial development is an important tool in meeting the land use goals of the city. The city is guiding future commercial land located in close proximity to the interchange. As part of the community visioning process, the city identified its proximity to Interstate 94 as a strength and an opportunity. The future commercial land uses are primarily located along roads with high traffic volume and the interchange at State Highway 24 and Interstate 94. However, the city sees County Road 7 also being an opportunity area for additional commercial activity.





MIXED COMMERCIAL/INDUSTRIAL

The city of Clearwater values flexibility in planning for future land uses, especially given the desire to add more employment base and services within the city. Therefore, a new land use district is proposed called Mixed Commercial/Industrial, which serves as an area of the city where both types of land uses could be accommodated. A new zoning district (currently located in the future annexation area) would implement this land use, and could include both light industrial type uses (offices, clean manufacturing, warehousing/storage) and commercial uses (retail, restaurants, highway oriented businesses).

MIXED COMMERCIAL/RESIDENTIAL

This part of the future annexation area is located west of County Road 75 and east of Clearwater River. The land use plan contemplates a mix of residential and commercial uses in this area, given its proximity to the river as an amenity for the development of medium or higher density housing. However, given its close proximity to the interchange and County Road 75, this plan also would accommodate commercial uses, especially along County Road 75. The city sees this area as an important area to have flexibility to develop residential or commercial, or a combination thereof, on this land.

INDUSTRIAL

The future land use map also accommodates additional industrial land. The city envisions its industrial area to be located along west of County Road 75 south of County Road 24, as shown on **FIGURE 3**.

RESIDENTIAL

The future land use map (FIGURE 3) guides additional land for low density residential and medium density residential. This land will far exceed the amount of land that is needed for future residential development, which provides many options to potential future developers. However, it also opens the opportunity to the city to apply a growth management strategy, or look at phasing of development.

TABLE 7

<i>Existing & Future Land Use by Acre</i>		
	Existing Land Use	Future Land Use
Commercial	204	335
Industrial	44	333
Low Density Res	269	704
Med Density Res	15	281
High Density Res	15	15
Public/Institutional	16	32
Parks/Open Space	303	252
Mixed Comm/Resi	NA	141
Mixed Comm/Industr	NA	313
Old Town District	0	18
Vacant	1549	0



OLD TOWN DISTRICT

A desire was expressed at the visioning meeting to focus attention on the old downtown of Clearwater and the Mississippi Riverfront. This area is envisioned as a mixed use district where retail level commercial and a variety of different housing types are envisioned. A focus of re-development in this area is to turn toward the river, whether it is housing or commercial development, or a mix of both. The city would welcome proposals that accomplished the goal of utilizing the riverfront as an amenity to a housing development and/or a draw for tourism, or hospitality uses.

PUBLIC/INSTITUTIONAL AND PARKS/OPEN SPACE

These land use designations are reserved for public land (or private institutional land like places of worship, clubs, or private parks). The city has an abundance of existing parks and open space areas, and plans to invest in these existing resources over time.



IMPLEMENTATION STRATEGIES

In order to achieve the goals of this chapter, the following implementation tools are needed. This list is intended to provide a roadmap to city officials, planners, economic development officials, developers, citizens, and businesses in the realization of the land use and housing goals for the city.

1. Update Clearwater's zoning and subdivision ordinance to be compliant with this Comprehensive Plan, including lot development standards, economic development policies, and natural resource protection. This would include the establishment of an Old Town Zoning District, establishment of a Mixed Commercial/Industrial district, and establishment of a Mixed Commercial/Residential district.
2. Using the orderly annexation agreement, as amended on January 17, 2012, and as may be amended from time to time, bring property into the city limits on city services (sewer and water) for commercial, residential, and industrial development, limiting the amount of development in those areas without city services.
3. Encourage re-development in the Old Town area by conducting more detailed planning analysis for the Old Town District, which engages with existing landowners and creating marketing materials for the Old Town/River District of Clearwater to attract business and residential interest.
4. Consider the use of development financing tools such as tax increment financing, tax abatement, and/or acquisition of for-sale properties or tax-forfeited properties in re-development areas of the city.
5. Create a policy that requires connection to city services for any new development in city limits or adjacent to city limits.



6. Consider phasing plan that ties new development to the proximity to municipal services.
7. Consider a branding effort to characterize Clearwater as a destination rather than just a pass-through community.
8. Collaborate with the adjacent townships to encourage new development in close proximity to Clearwater city limits be compatible with land uses inside the city limits.
9. Plan for infrastructure improvements and maintenance through amendment of the Capital Improvement Program (CIP).
10. Continue close coordination between planning and economic development initiatives that provide ample opportunity for business and industry with good paying jobs to locate in Clearwater.
11. Consider the development of a more detailed Parks, Trails, and Open Space plan to guide the future dollars collected through the sales tax increase.
12. Pursue public/private partnerships with landowners or developers to assist in the removal of dilapidated buildings and infill of vacant lots within the city limits.
13. Consider a stronger program of code enforcement and monitoring of the condition of the existing housing stock.



V. ECONOMIC DEVELOPMENT

GOALS AND ASPIRATIONS

1. Clearwater grows its residential base in all housing categories to provide a greater employee base for potential new industrial businesses.
2. Clearwater provides jobs by maximizing its geographic location as an I-94 corridor community with a regional river crossing and major highway access to leverage development in commercial and industrial business sectors.
3. Clearwater provides new business opportunities by maximizing its riverfront location actively developing the Old Town riverfront into a mixed use neighborhood with businesses aimed at residents and visitors.
4. Clearwater invests in parks, open spaces, and community facilities that realize the best overall economic development impact.

BACKGROUND

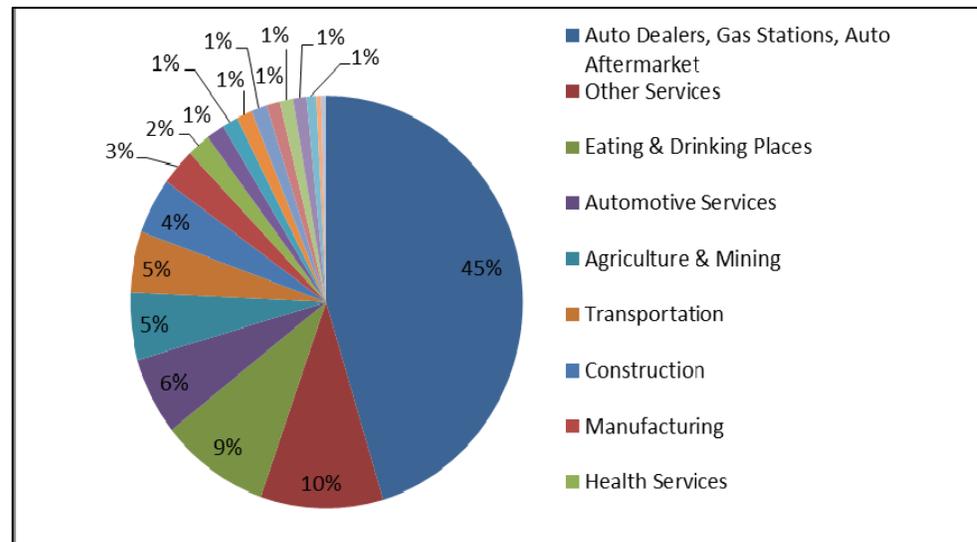
The Minnesota State Demographic Center, in a March 2014 report, projects Wright County will be the fastest growing county in Minnesota between 2015 and 2045 with a rate of 38.9%. Neighboring Sherburne County is projected to be the second fastest growing county in the same time period with a rate of 31.6%. This type of population growth in the region is not unprecedented. Between 2000 and 2010, Wright County grew at a rate of 38.5%. The City of Clearwater also experienced rapid population growth during the last decade. However, according to the U.S Census Bureau, the number of jobs in the City of Clearwater grew relatively modestly between 2002 and 2010, from 446 to 532; a net increase of 86 jobs. For perspective, the City's population grew by almost 900 people between 2000 and 2010. Of the 532 people employed in the City of Clearwater in 2010, 511 or 96% lived outside of the City.

In 2010, there were 556 employed people living in Clearwater, of which, 535 or 96% were employed outside of the City. Access to high paying jobs is part of the City’s overall vision for future economic growth.

EXISTING COMMERCIAL AND INDUSTRIAL CHARACTERISTICS

The city of Clearwater has a moderate amount of commercial business within its city limits. Most of this is located on high traffic state highways and county roads. the type of commercial activity is mostly retail and restaurants, much of it related to serving the traveling public. Almost half of those individuals employed within the City are employed by gas stations, auto dealers, or auto aftermarket jobs as illustrated in **CHART 3**.

CHART 3





The city's commercial businesses serve the local population as well as travelers on I-94. The high traffic counts on I-94 and Hwy 24 provide opportunities for commercial growth that would not necessarily exist in a city the size of Clearwater without access to the aforementioned transportation routes. In preparing for future residential growth, Clearwater aims to expand its commercial base and will actively pursue commercial firms in the retail and service sectors. The existing businesses primarily serving the traveling public can be used as a catalyst to the growth of other sectors. Currently, there is little to no presence of home improvement, apparel, or general merchandise type businesses. As housing within the community continues to grow, these types of business will see Clearwater as a viable market.

Currently, Clearwater has a small amount of industrial type uses. Representing 44 acres (less than 5% of the developed land), there is opportunity for additional industrial uses that bring job growth in the city. There is also a significant amount of land suitable for industrial development just outside the City limits and within the orderly annexation area.

What existing strengths can be turned into business opportunities?

The Mississippi River is a natural amenity that can be utilized by recreational and leisure type businesses. These include outfitters, hospitality, restaurants, and nature themed shops or experiences.

The existing transportation network provides for continued growth of travel service businesses. These can also be utilized in a "stay a little longer next time" campaign for Clearwater businesses.

Clearwater's great access to Interstate 94 presents opportunities for distribution centers, manufacturing, and trucking industries, creating jobs and other economic opportunities for the city of Clearwater.



IMPLEMENTATION STRATEGIES

In order to achieve the goals of this chapter, the following implementation tools are needed. This list is intended to provide a roadmap to city officials, planners, economic development officials, developers, citizens, and businesses in the realization of the economic development goals for the city.

1. Promote industrial development through the use of the Growth Incentive Program and meeting with the development community to assess the types of land sought after by the development community.
2. Respond to Request for Information solicitations through the Department of Employment and Economic Development and other sources.
3. Compile promotional materials highlighting the assets and attractive properties in the city, and disseminate these materials on the city's website and in meetings with the development community.
4. Actively pursue commercial development that would enhance the existing commercial businesses and provide a foundation for the creation of a regional destination.
5. Assist existing and potential new local businesses to capitalize on the river as an amenity by developing a mixed use (commercial/residential) district with river focused public amenities.
6. Explore opportunities for local business promotion efforts. Consider a campaign encouraging freeway travelers to "next time stay a little longer" (signage at gas stations, travel plaza, restaurants etc.)



VI. WATER, WASTEWATER, AND STORMWATER MANAGEMENT

GOALS AND ASPIRATIONS

1. Clearwater will provide cost effective utility services allowing growth to dictate timing and location of new facilities with new projects funding new infrastructure costs.
2. Clearwater will utilize the existing capacity of the water and wastewater systems as a tool for economic development and business attraction.
3. Clearwater will be known as a “green community” which utilizes the latest environmentally sound methods of drinking water conservation, stormwater and wastewater management.
4. Clearwater will manage its existing utility infrastructure efficiently, anticipating needs for repair and replacement and combining reconstruction projects where possible to minimize expenses over time.

BACKGROUND

Water and sewer service have been considered a basic service of municipalities for generations. This infrastructure plays a major role in providing for the health & welfare of citizens in the community. Stormwater facilities too, are often part of the utility infrastructure provided by a city. Over the past decade, the type of facilities in this area has changed greatly. Previously, stormwater systems consisted of open ditches or enclosed underground sewers that often led directly to a natural river or lake. With the recognition that these direct systems greatly contributed to the decline in water quality, communities began utilizing “pipe to pond” type systems which collected and held stormwater for longer infiltration periods. Now, more of this “grey infrastructure” is being replaced with “green” methods that seek to more naturally integrate stormwater management into individual sites in methods that mimic natural processes.



During the community engagement portion of this planning effort, the capacity of the wastewater system was identified as strength in the community. A high capacity sewer system will allow for growth and development of all sectors, including industrial which historically is a job producing sector.

Clearwater's sanitary sewer system was built in the mid 1970's.

FIGURE 5 indicates the location of the existing sanitary system. The cities of Clearwater and Clear Lake created a combined sewer authority at that time to develop this system. Included within this is two municipal wastewater collection systems, five lift stations, approximately 10,500 feet of force main, an aerated pond system, stilling pond, traveling bridge sand filters, disinfection by chlorination and de-chlorination, and a Membrane Bio Reactor (MBR) system. This is a Class A facility.

A sewer maintenance policy was developed in 2012 and is being implemented to take into consideration public safety, budgets, personnel, environmental concerns, and the cost of implementing the policy versus the benefit achieved. There is a Sewer Authority with representatives from each city who oversees this policy and the ongoing maintenance of the facilities. The treatment plan has a design capacity of 240,000 gallons per day (GPD).

No specific improvements are planned currently for the system; growth will drive improvements in the near future. However, as the system continues to age, it will be important to track dates of additions and replacement or major repairs to system. The Clearwater Capital Asset Policy identifies an anticipated life for water, sanitary sewer and storm sewer infrastructure to be 40 years. The year 2015 to 2016 marks the 40 year anniversary of the creation of the initial sanitary sewer system and thus repairs to the system should be anticipated.

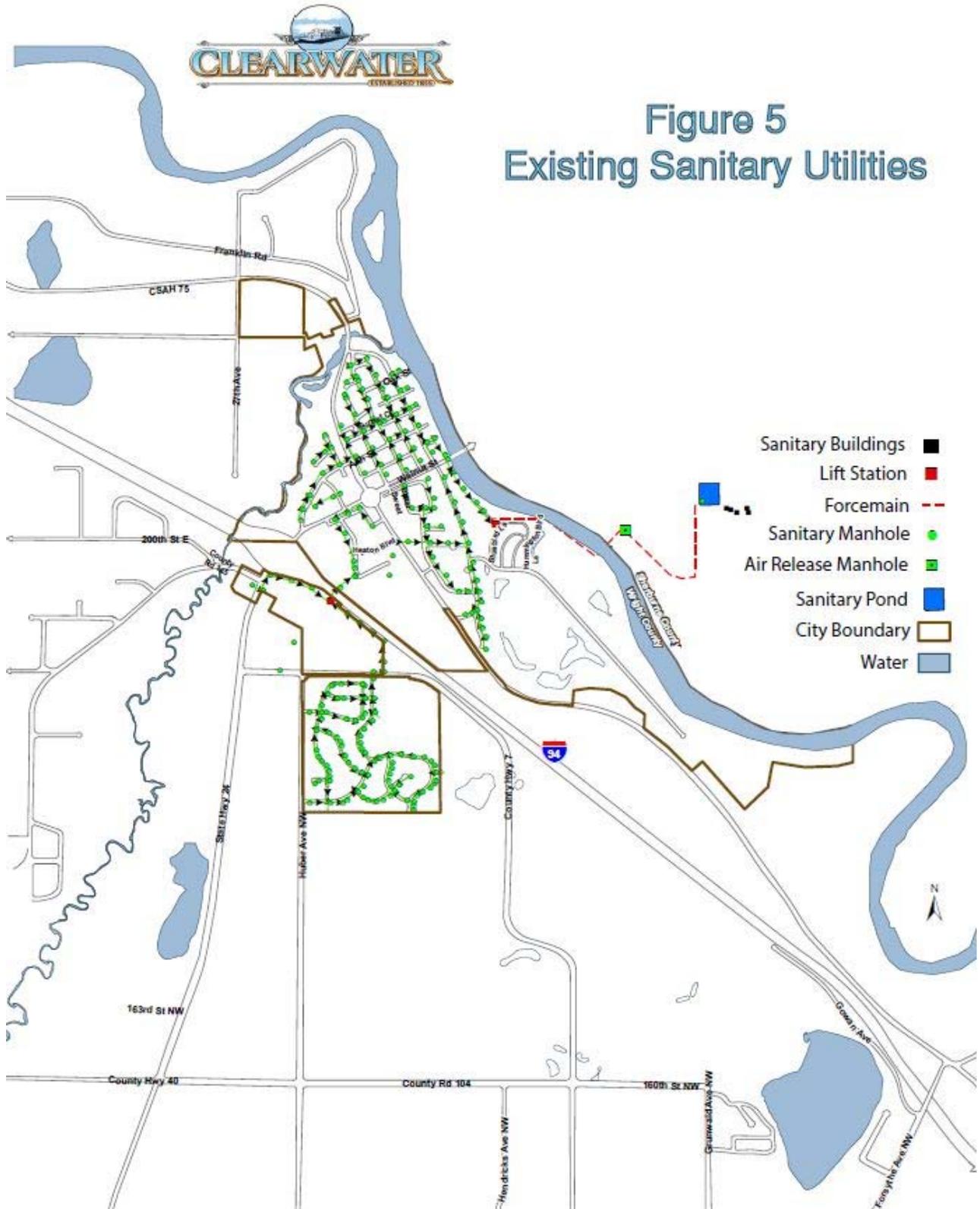


Figure 5
Existing Sanitary Utilities

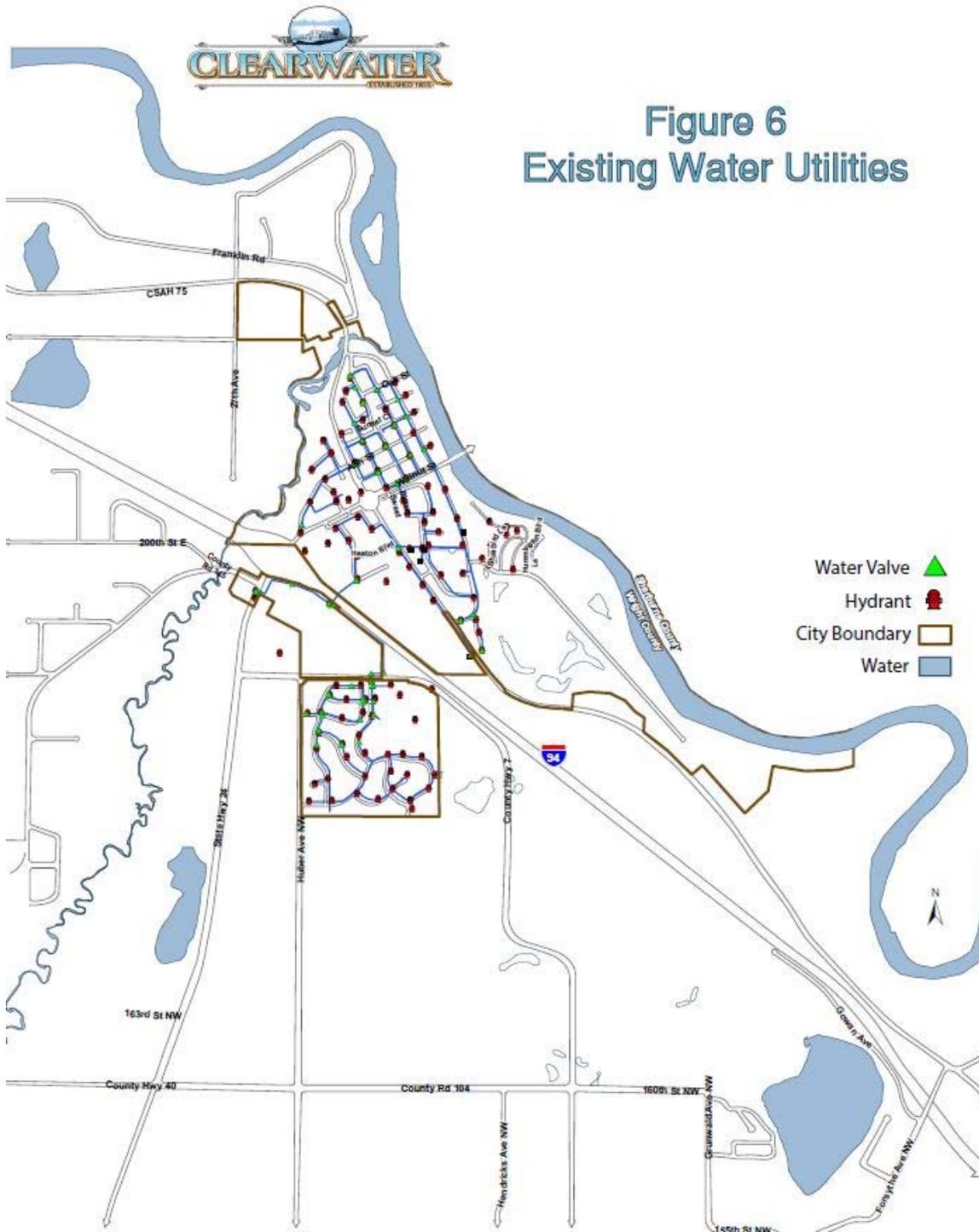


There are currently three wells in the City, well numbers two, three & four. Well number one was retired in 2004. The wells range from 94 to 98 feet deep and provide drinking water from the Quaternary Buried Unconfined and Quaternary Buried Artesian aquifers. **FIGURE 6** shows the existing water system.

The city has two elevated storage facilities. One was constructed in 1978 and has a storage capacity of 100,000 gallons. The second water tower, built in 2004, and has a storage capacity of 300,000 gallons. Figure X indicates the location of the existing water system.

As with the sanitary sewer system, the Capital Improvement Plan calls for upgrades to the water system as growth demands. It also calls for lines to be replaced as street projects occur.

Clearwater Estates was platted as a Common Interest Community (C.I.C.) in 1994 and includes over 80 parcels of both single-family attached duplexes and single-family detached residences. The gated community includes the homes located on Goldfinch Lane, Cardinal Lane, and Hummingbird Lane. The neighborhood is provided with City sewer and water services via their own privately owned collection and distribution systems. Roads are also privately owned and all infrastructure is managed and maintained by the Clearwater Estates Homeowners Association.





What can Clearwater Do to Market the Sewer and Water System as an Asset?

There is great capacity and access to municipal utilities in Clearwater. Properly and effectively marketing this capacity is key to the future success of Clearwater. Ways to do this include preparing site information sheets on specific developable properties with good access to utilities, working with the townships on exploring their interest in gaining access to the utilities, and working with the development community on determining effective financing mechanisms for payment of trunk costs over time.

IMPLEMENTATION STRATEGIES

1. Explore the construction of a regional infiltration basin by 2020.
2. Determine need for sanitary, water, and storm sewer replacement (televise to determine conditions) for the next 5 to 10 years.
3. Explore the feasibility and need of a new well #5 and new tower at Cedar South neighborhood.
4. Consider programs that can assist the development community with lessen the burden of trunk charges through financing agreements, the establishment of tax increment districts, or through possible tax relief programs.



VII. PARKS, TRAILS, OPEN SPACE

GOALS AND ASPIRATIONS

1. The Mississippi and Clearwater Rivers become accessible (both physically and visually) as recreational amenities for residents and visitors
2. Existing parkland within the City is utilized to its best potential
3. Public parks and trails and private recreational businesses provide a system of recreational opportunities for residents and visitors
4. A wide spectrum of recreational opportunities is available within Clearwater for all ages
5. City parks become an economic asset increasing property values and providing reasons to visit the city and bring a business to Clearwater
6. Park growth and redevelopment occurs in a fiscally responsible manner with new park development, redevelopment and maintenance all considered in annual budgets and capital improvement plans.



BACKGROUND

The City of Clearwater has over 55 acres of park land contained in five city owned parks. Additionally, there are several county and state owned facilities in and within 3 miles of the city that provide recreational space. Also, there are several private businesses that offer recreational opportunities for visitors and residents of Clearwater.

Public parks serve many purposes; however not all parks serve all purposes; many serve more than one. Some of the goals for parks can be in direct conflict with other goals. Two of the main purposes for public parks include to provide space and amenities for recreation and to preserve the environment. Conflict between these two goals is often seen in public lands where the very resource we are trying to protect becomes worn out or “over enjoyed” by visitors to the park. Also, some recreational facilities are designed for specific users or age groups. An example of this is a recreational skate boarder using park benches or other exterior furnishings for their skateboarding activity. While both are legitimate recreational needs and uses of park space (a place to relax or equipment on which to do a jump) these can be in direct conflict with one another.

Because of these factors along with the desire to maximize and conserve public resources, it is important to consider the purpose of each park property. Considering public parks of the community parts of a system which overall can help to achieve these broad community resource preservation and recreational goals is one way to balance these conflicts. Further, looking at partnerships between differing government entities and with the private sector businesses can provide collaborative opportunities to achieve community recreational and natural resource goals. Understanding the overall goals of the community, the different types of parks and the purpose they serve and where conflicts in achieving these varying goals is a major component to park planning.

TYPES OF PARKS

PLAYGROUNDS

Playgrounds or “tot-lots” are the areas specifically set aside with equipment for active play, most typically for children. Slides, swings, and monkey bars have long been favorites in playground equipment. In the later part of the 20th century (c. 1980’s), these facilities became more specifically designed for differing age groups separating toddlers from older children for safety and to achieve cognitive development goals for differing ages.

SPECIAL PURPOSE PARKS & FACILITIES

Special purpose parks include recreational and open space facilities that are designed to serve a specific purpose. Facilities that take up a large amount of space (and funds) often become the center focus of a park, such as ball fields, courts, and swimming pools. Some special purpose parks may be aimed at more passive recreation such as flower or botanical gardens. The larger of these special purpose facilities often attract outside visitors and some take on a strong business element hosting tournaments or rental fees for weddings or similar special events.

CONSERVANCY PARK

A conservancy park is an area that is managed primarily for its natural or cultural resource qualities, such as wildlife habitats, an archeology site or unique vegetation. State scientific & natural areas are one such example of this type of park. Sometimes recreational uses, often with limited facilities may be allowed within conservancy parks when designed to have a low (or even positive) impact on the resource being protected (managed hunting for example). Conservancy parks are usually not suitable for active recreation facilities such as playfields or athletic facilities and often are used as parks because of their unsuitable nature for development.



OPEN SPACE/NATURAL AREAS

Some spaces in a community park system are intended to be environmentally useful, but may not have any designed or programmed recreational component to them. These may include wetlands, floodplains or storm water infiltration areas to improve water quality or forested lands to improve air quality. While recreation facilities may not be located there, often these lands are considered part of the parks or open space system for the community. As open space they often provide scenic qualities and economic (property value) benefits to nearby properties similar to other types of parks.

LINEAR PARKS AND TRAILS

These parks typically follow a long narrow feature such as a trail, river or stream. The purpose for these is most often related to the feature and therefore these could be considered either conservancy or special use parks. The primary difference in these is the configurations of the space which can offer both unique opportunities and challenges. One such opportunity of this type of park is to use it as a link between other parks. Examples of this would be a trail system connecting other more typical parks. The linear park may be used to broaden and enhance the experience of the park users, for example a river connecting two park camp sites where boating may occur between the sites. An example of a linear park with a conservancy purpose would be an environmental corridor that contains a concentration of environmentally significant features such as wetlands, wildlife habitats, woodlands, and unique or endangered species sites.

EXISTING CITY PARKS

The following properties are owned by the City and considered part of the existing park system. **Figure 7** shows the location of these facilities.

1. Sportsman Park: is a city owned park located on the northern end of the City on County Road 75 north of the Clearwater River. It has two ball fields.
2. 34 Acres
3. Trail connection (along 75 across the road)
4. Softball Field (1)
5. Baseball Field (1)
6. Pavilion with kitchen & bathroom
7. Wooded area with disc golf
8. Riverside Park
9. Location of the old mill pond
10. 3 acres
11. Fishing area
12. Trail connection (along Co.Rd. 75) including pedestrian bridge
13. Parking area
14. Wooded area/river
15. Tot Lot (north side of river)
16. Swings (south side of river)
17. Individual table picnic shelters
18. Grills
19. Spring Street Park
20. .4 acres
21. Half-court basketball
22. Sledding hill
23. Tot-lot (2005)
24. Lighting (2006)
25. Lions/Lioness Park



26. 3 acres
27. City park
28. Tennis courts (2)
29. Full court basketball
30. Tot lot
31. Sand volleyball court?
32. Hockey rink (outdoors)/skateboard park
33. Lions Pavilion
34. Lions Pavilion has a space for 90 individuals and a meeting room (capacity of 60). The pavilion has overhead (garage) doors which open the sides to the outdoors. It is equipped with and a kitchen and restrooms
35. Eldorado/Cedar South Park
36. 15.7 acres
37. Sand volleyball courts (2)
38. Tot lot
39. Soccer field
40. Parking lot

OTHER EXISTING PUBLIC FACILITIES

A. Clearwater Wayside

This is a 6-acre site located on County Road 75 South of the Clearwater River under the ownership of Wright County. Features include red cedars and oaks. The park has parking, a picnic area and a seasonal restroom.



B. Warner Lake Park

This is a 241 acres property owned and managed as part of the Stearns County Parks system. It is open year round free of charge (except for reserved shelter or nature center rental). The park features a 30 acre (surface) Lake with swimming beach, picnic shelters, group camp, boat launch, trails (skiing/hiking) and fishing dock. The park also contains a nature center.

Distance from Clearwater to Warner Lake Park is approximately 2 ½ to 3 miles along County Road 143.

C. Clear Lake SNA (Scientific & Natural Area)

This 62 acre parcel is located across the Mississippi River from the City of Clearwater and is accessible from County Road 57 where a parking pull-off area is located. The land is state owned and part of the Wild and Scenic Rivers program of the MN DNR. The site consists of dense deciduous woodland, with a steep incline leading to river's edge. Several species of wildflowers and other native vegetation including the rare Hills Thistle can be found at the site. Recreational uses allowed include birding, boating (on the adjacent Mississippi River), hiking and snowshoeing however there are no maintained trails or other recreational facilities located there.

Distance from Clearwater to Clear Lake SNA is approximately 2 to 2½ miles.

D. Clearwater Mississippi River Boat Launch

A DNR maintained boat launch off county road 24 at river mile 913 is directly across the river from old town. The access has parking and paved ramp. Plans for a new highway 24 bridge, include improving access to this site with a left turn lane. A separated pedestrian trail on the new bridge will also make this site more accessible to pedestrians and bicyclists from the City of Clearwater.



OTHER EXISTING RECREATIONAL OPPORTUNITIES

There are businesses in and nearby the City that provide recreational opportunities to residents and visitors of Clearwater.

GOLF

Eagle Trace Golf and Event Center provides for several recreation opportunities within the City of Clearwater including golf and an outdoor swimming pool. The course and grounds also add to the inventory of open space in the City. There is also an event center used for banquets and meetings.

CAMPING

St. Cloud /Clearwater RV Park: located on County Road 75 adjacent to the City, the park provides a pool, mini-golf, other recreational games and camping.

OUTFITTERS

Clearwater Outfitters is located in the "old town" area of Clearwater on the Mississippi River. They provide rental kayaks, canoes, and SUP Boards along with shuttle service as well as complete package Mississippi River and Warner Lake experiences

What Do Parks Provide a City?

- *Places of recreation, both active and passive, for community residents and visitors*
- *Economic assets which increase the value of nearby property and provide a naturalized or enhanced setting for adjacent businesses*
- *Preserve natural resources such as unique plant or animal species and areas for natural stormwater infiltration/management*

COMMUNITY FACILITIES PROPOSED/IMPROVED

As part of the goal to expand recreational opportunities into a system, trails become an integral component of recreation in Clearwater. While individual parks are often an end point destination providing for space and equipment for recreational activity, the addition of trails allow individuals to more fully integrate recreation into their lifestyle. The parks continue to be destinations on their own, however the use of a trail for active transportation (biking, walking, canoeing) to parks and other locations, allows for a more complete recreational experience. Extending trails to all parks in the City and providing for “loop” routes so that people may use trails for both exercise and an alternative transportation method is proposed as a future recreational element. **FIGURE 7** shows the existing and proposed park and trail system.

Another proposed future park facility is a linear park along the Mississippi River in the old town area of the City. The City owns several parcels of land along a 5 block (approximately 2 mile) strip of land directly adjacent to the river. The width of this varies, but a paved trail with some wider areas having benches or similar amenities is possible. This also allows for the water’s edge to be accessible to the public in this part of the City including potential boat access. With this land being adjacent to properties on Main Street, potential redevelopment of the old town provides an opportunity not only as an additional recreational amenity in the city, but also as a component of an economic development initiative. **TABLE 8** summarizes a potential capital improvement program for park development.

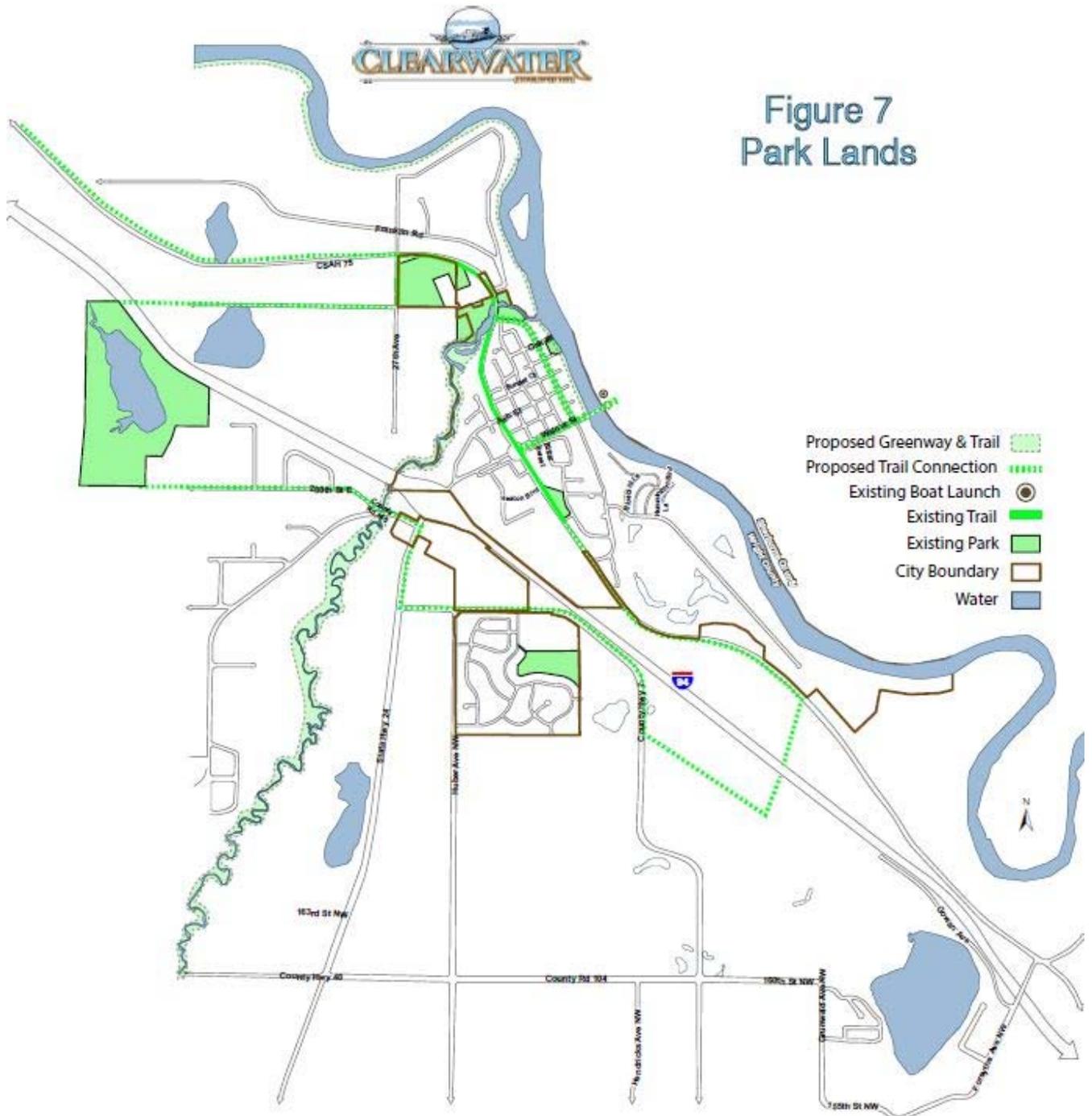




TABLE 8

Potential Capital Improvement Program

Year	Park	Improvement	Estimated Cost
2014	Eldorado	Master Plan	\$18,000
2014	Lions	Warming House – electricity	\$10-15,000
2014	Lions	Bathrooms/drinking fountain & Security	\$5,000
2014	Lions	Paint hockey rink	\$300
2014	Lions	Pave parking Lot	\$18,000
2014	Riverside	Tables	\$800 – 1,200
2014	Spring Street	Tables	\$800 – 1,200
2015	Eldorado	Phase 1	\$470,000
2015	Eldorado	Replace Rainbow Equipment	\$20,000
2015	Sportsman’s	Landscaping & moving bleachers	\$60,000 ?
2016	Lions	Complete	
2016	Lions	Replace Rainbow Equipment	\$21,000
2016	Eldorado	Phase 2	\$470,000
2017	Eldorado	Phase 3 (complete)	\$470,000
2017	Lions	Skate park plan	
2018		Community Center & Fieldhouse	
2018	Sportsman’s	Replace Rainbow Equipment	\$22,000
2019	Sportsman’s	Lights	
2019	Riverside	Replace Rainbow Equipment	\$23,000



IMPLEMENTATION STRATEGIES

1. Proposed new trail and riverfront park development should be further explored with general design options and budgets determined for infrastructure improvements.
2. The Park Board will identify natural and cultural resources to be preserved in each park where they are located.
3. A comprehensive list of facility needs (for upgrade or replacement) shall be identified for each park for infrastructure and equipment needs. Each item will be given a prioritization (going out 5 to 10 years).
4. Budget for parks improvement will consider the best overall economic development impact.
5. Park improvements shall be incorporated into a capital improvement plan (CIP) with projects costs determined on a 5 year cycle. Annual park maintenance costs shall be included in the annual City budget. **Table 8** provides an outline for parks improvements to be incorporated into an updated CIP.



VIII. TRANSPORTATION

GOALS AND ASPIRATIONS

1. Clearwater will have transportation connectivity within the community and with regional destinations via a multitude of transportation options both motorized and no-motorized, public and private.
2. Clearwater will allow growth to dictate timing and location of new local roads and manage its existing transportation infrastructure efficiently, anticipating needs for repair and replacement and combine with other construction projects to minimize expenses over time.
3. Clearwater will provide continuous pedestrian facilities along major streets and highways which interconnect with other modes of transportation to allow & encourage a wide variety of transportation mode options (e.g. public transit, private automobile, bicycle and pedestrian) throughout the entire City.

TRANSPORTATION MODES & NETWORKS

Broadly speaking modes of transportation include air, water and ground transport and also movement of goods and products via infrastructure such as pipelines. Historically, the Mississippi River played a role in transportation to and from the community. For the modern City of Clearwater, the focus is on ground transportation methods. This transport mode is critical to recognize in planning for community; it includes: motorized vehicles such as personal automobile, non-motorized methods such as bicycle & pedestrian (which includes wheelchairs and scooters) and different methods of public transportation (such as bussing and train).



Transportation networks include multiple methods of transportation at differing levels of mobility and access. Transport both within the City and to and from the community relies nearly exclusively on streets which in many cases includes roadways and sidewalks or trails. Roads have a functional hierarchy based on the role they play in the network. The higher the level of mobility the road has the lower amount of access between it and adjacent land. Most simply the three categories are Arterials, Collectors, and Local Street. Freeway type arterials have the highest level of mobility in the system but have the least level of access. Local streets allow the most access but the level of mobility on the road is the slowest in the system. The traffic system within and through the City of Clearwater includes all of the types of roads within the systems hierarchy.

Understanding the role each road plays in regards to mobility and accessibility is imperative when considering land use and economic development strategies for the community as well as budgeting for repair or restoration projects. While high volume roads such as I94 bringing potential customers through the City, the need for entrance/exit to the roadway is what gives the City the economic opportunity of customers. Where there is a large volume of traffic with inadequate lanes and access management (as has been the case with Highway 24) road congestion greatly impacts the community. It negatively affects the livability of the community for residents and lessens the attractiveness of patronizing businesses located there.

The use of automobiles for short trips within the city adds to traffic congestion. This along with a greater understanding of the impact that sedentary lifestyles has on individual's health has led to a growing use of non-motorized methods of transportation. The availability of an interconnected system of pedestrian and bicycle routes (including sidewalks and trails) provides healthy options for residents as well as opens the capacity that the transportation system overall can handle. With higher volumes of motorized traffic present on roads serving as arterials and collectors, the need for separated bicycle and pedestrian ways becomes most critical for providing safe efferent routes.

Public transportation options extend the geographical distance non-motorized travelers are able to cover. This further expands the capacity (per person) that the regional system as a whole is able to accommodate throughout. For those residents of Clearwater who depend on jobs, schooling, shopping and entertainment and other services outside of the City, availability of transit will allow for more varied personal options of transportation.

*Relationship between transportation, land use
and economic development*

- *A complete and integrated transportation network including roads, trails, sidewalks, and transit provides healthy options for transportation to be integrated into a variety personal lifestyles.*
- *A wide variety of transportation options available to individuals will expand the capacity the transportation system can adequately and safely handle.*
- *Integrating land use and transportation systems is essential for community*

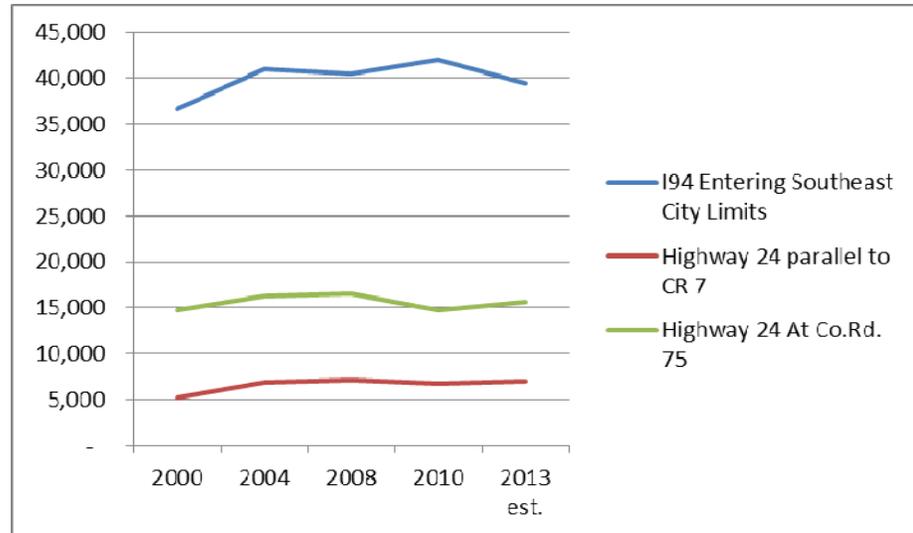
TRAFFIC VOLUMES

Traffic volumes within the City have varied over time. **TABLE 9** and Chart 4 illustrate these shifts along the higher volume roads in the Ci

TABLE 9

		<i>Year</i>					
Roadway	Location	2000	2004	2008	2010	2013 est.	
194	Entering Southeast City Limits	6,700	1,000	40,500	42,000	9,500	
	parallel to CR 7						
Highway 24	At Co.Rd. 7	5,200	6,900	7,100	6,700	7,000	
Highway 24	At Co.Rd. 75	14,700	16,300	16,500	4,800	15,600	

CHART 4



PUBLIC STREETS & ROADS

The road is the corridor used for vehicular traffic including motorized and sometimes non-motorized vehicles such as bicycles. The street includes sidewalks and off road trails which are often within the public right of way. The care of existing streets is provided by different governmental jurisdictions including State, County, and City organizations. Local category streets (those with lowest mobility and highest level of access) typically are constructed with new development projects, the care, upkeep, and any needed upgrades of them fall to the City with the exception of those under private ownership. In order to maintain the locally managed streets in a cost effective manner, long range capital improvement planning for upkeep is imperative. Coordination of projects where other street infrastructure improvements are needed will further the efficiency of projects. The City has a capital improvement plan, last updated in 2011, which is a tool to coordinate these efforts. This tool (the C.I.P.) should continue to be utilized and updated on an annual basis.



Due to its location on I94 and within the heavy growth corridor between the Twin Cities and St. Cloud, transportation issues play a major role in planning for Clearwater. Oversight of transportation falls to multiple jurisdictions including City, three counties (Stearns, Wright, and Sherburne), and the State of Minnesota (through MnDOT).

MnDOT's has a 20 year plan for the region (District 3) completed in 2009. It includes review of four strategic investment priorities which are: Traveler Safety, Mobility, Infrastructure Preservation, and Regional and Community Improvement Priorities. These priorities are used along with anticipated long term available funding and projects are then put into a projected timeline.

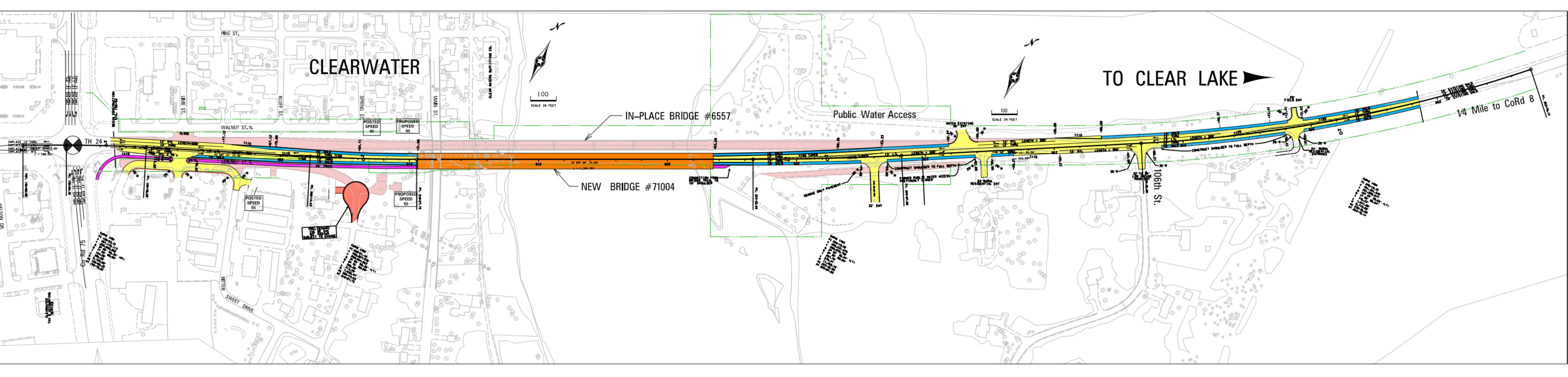
Projects cited in the plan include those indicated on **TABLE 10**. Some of these however are not within the fundable range indicated.

TABLE 10

<i>Timing</i>	<i>Segment</i>	<i>Elements</i>	<i>Purpose</i>
2015-2016	TH 24 Mississippi River bridge replacement	Addition of a separated pedestrian trail on the south side of the bridge	Infrastructure preservation
2009-2018	I-94 from Rogers to Clearwater	4- to 6- lane expansion	Improved mobility of statewide connections
2009-2018	TH 24 from Wright County Road 6 to I-94	Road enhancements and capacity improvements for corridor/intersection	improved traffic safety
Beyond 2028	I-94 to TH 10	New additional river crossing freeway type facility	Improved mobility of statewide connections

CLEARWATER

TO CLEAR LAKE

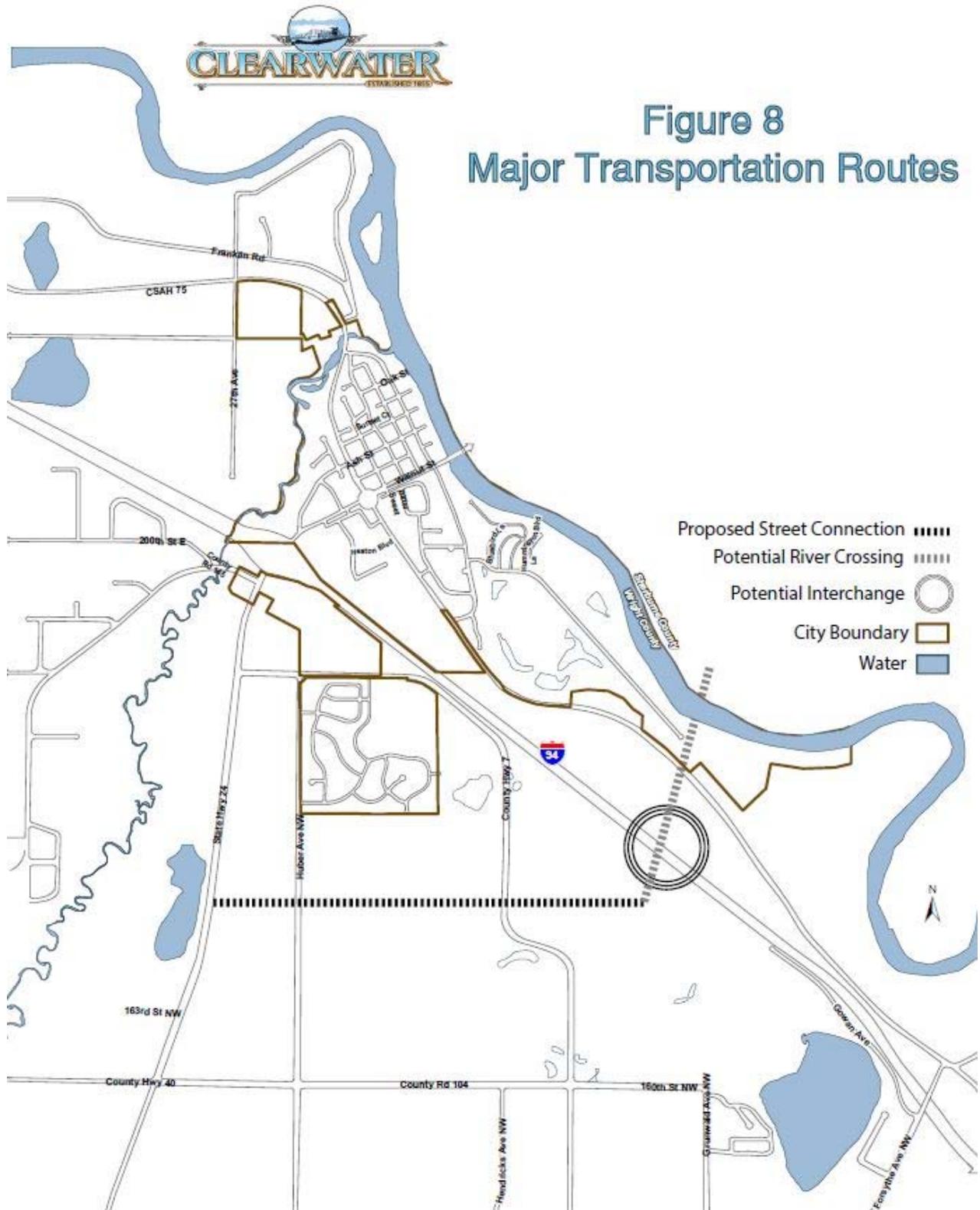




The replacement of the existing TH 24 river crossing bridge will accommodate average daily traffic volumes of 14,800 and forecasted volumes of more than 30,000 vehicles per day by 2040. The existing two-lane bridge was built in 1958 and is due for replacement.

The bridge shoulders are too narrow to provide adequate room for handicap accessible vehicles, and the sidewalks do not meet current design standards. The project will build a new two-lane bridge just east of the existing Hwy 24 bridge. The new structure will include wider shoulders and a pedestrian sidewalk/trail separated by a barrier for improved access. After the new bridge is opened to traffic, the old bridge will be closed and removed. (Source: MnDOT). The project also includes modifications to TH 24 in the City of Clearwater, removing all access on the northwest side of TH 24 (at Lime Street) between the river and Co. Rd. 75. On the Southeast side of TH 24, current access at Lime Street will remain and a cul-du-sac will be established at Spring Street removing access to the frontage road there. **FIGURE 8** illustrates the proposed work.

A major study was conducted in consideration of an additional river crossing, improving mobility of traffic traveling between TH 10 and I-94 with a freeway level roadway. The study considered three potential alignments and the state determined that a crossing south of the City of Clearwater was the best option. The City endorsed a different location (north of the City) in a resolution in 2004 however environmental impacts were a concern there. Implications of a crossing at this location along with a freeway level limited access would greatly impact traffic patterns (and the current economy) of the City. While there is the potential for this to occur at some point in the future, funding is currently not identified for the project. It is in the state transportation plan for beyond 2028.





PUBLIC TRANSIT

Currently public transit options, including dial-a-ride are not available for the City of Clearwater. There are growing public transit services within the central Minnesota region and Clearwater might try to bring these opportunities to the City.

The St. Cloud Metro Transit provides numerous bus routes within the City of St. Cloud as well as surrounding cities. They currently do not have a route serving Clearwater but do provide the bus link between St. Cloud and Becker with a stop in Clear Lake for the Northstar line (St. Cloud to Minneapolis). This link runs seven days a week between St. Cloud and Big Lake. Link buses are timed to meet Northstar trains at Big Lake Station providing access to the entire metro area via Metro Buses and light rail lines. Tricap (Tri-County Action Program) provides dial-a-ride services in Central Minnesota but also does not serve Clearwater. There is an opportunity for the City of Clearwater to work with these existing organizations to encourage future services in the City of Clearwater."



INFRASTRUCTURE MAINTENANCE & PRESERVATION

Roads under the city’s jurisdiction are local streets with a high level of access to adjacent uses including direct residential driveway connections. This portion of the transportation system primarily provides connectivity internally within the City (as opposed to providing transportation through or in and out of the City). Expansion of this part of the system will rely on future growth, in particular new neighborhood developments which will also fund the new construction. The care, maintenance and upgrades, when needed, fall to City to provide. The Capital Improvement Plan is a tool for the City to utilize along with a survey of street infrastructure conditions in order to prioritize and schedule projects.

Table 10 illustrates planned street projects for City streets for the next several years as indicated in the 2001 C.I.P.

TABLE 10

<i>Estimated total including 3% Infl.</i>		
2013	NE Area Phase 1	\$ 863,000.00
2014	NE Area Phase 2	\$ 877,000.00
2015	NE Area Phase 3	\$ 766,000.00
2016	SE Mill & Overlay	\$398,000.00
2017	SE Area Improvements	\$ 1,000,000.00
2018	Prairie Street & Maple Street Improvements	\$ 281,000.00
2019	West Area Mill & Overlay	\$ 411,000.00

IMPLEMENTATION STRATEGIES

1. Work with partners such as MnDOT and County Highway Departments to identify needed improvements, expansions and extensions of collector level streets as new areas of town are developed and as regional transportation elements are constructed including the potential for a new regional river crossing connecting I-94 and TH 10 as illustrated on **FIGURE 7** "Future Transportation Network".
2. Work with partners such as MnDOT and County Highway Departments for trails and bike lanes to provide connectivity in transportation as well as recreational opportunities. Share with these agencies the proposed future trail routes so that these may be incorporated into future construction projects for all jurisdictions where feasible.
3. Require pedestrian facilities to be constructed as land is developed based on standards for the street classification, adjacent land uses and design of neighborhoods being served.
4. Consider utilizing existing roads and streets for on road bike route segments (which allows less expensive signage or paint) as connectors while off the road trail system is constructed over time.
5. Provide trail 'loops' allowing safe ped/bike mode travel within entire City for transportation. Relate sidewalk design to the function and the anticipated amount of pedestrian traffic of the neighborhood. Locate sidewalks and trails to take advantage of views and other amenities when appropriate.



6. Address continued maintenance of City streets utilizing ongoing annual Capital Improvement Plan

7. Consider adopting extraterritorial Subdivision review within all or part (future annexation areas) of the statutorily allowed 2-mile radius of the City to play a more active role in determining where and how transportation routes are extended.

8. Continue to express interest in and play a role in long term planning and implementation of regional transportation efforts and improvements including the future Clear Lake North Star Station and potential freeway by pass (Regional River Crossing) between I94 (south of Clearwater) and Highway 10.

IX. CONCLUSION

Without a specific course of action, it is difficult to achieve the goals and aspirations of any plan. Previous chapters of this document provide the baseline information for understanding the community and the determined goals for the community's future. The goals explain what the community wants to accomplish, what the desired outcome is. This chapter outlines the process to work toward achieving those goals.

The following diagram illustrates the process of community assessment and planning (the top two boxes), followed by the ongoing process of establishing appropriate tasks, carrying these out and continual re-assessment and follow through of actions.





The Comprehensive Plan achieves the first three steps of this diagram, and the following four, iterative steps are the implementation of the plan and the responsibility of the City Council over the next ten years. The four iterative steps are subject to annual examination and revision so that the City can be flexible in *the* deployment of resources.

Often, the most challenging part of the Comprehensive Plan is implementation. It is easy to complete the document, and then watch it collect dust on a shelf. In order to increase the likelihood of its implementation, all the action items are summarized in the Appendix. This matrix can be used to complete an annual work plan and contribute to a capital improvement program. The implementation steps should be reviewed by the City periodically (annually or more often) to:

1. Establish priority work activities for city staff and volunteers (and for city partner organizations) on an annual basis
2. Establish priorities for annually city budget (and for city partner organization budgets)
3. Assist the City in establishing priorities for 5-year capital improvement expense plans (Capital Improvement Planning).

Appendix A: Summary of Community Engagement

Key Strategies

1. The City capitalized on River/re-vitalized Main Street
2. The city vacated River street to allow for economic development
3. There was a connected trail system along the River
4. The potential for the River was realized
5. The river was utilized for recreational purposes (wharf?)
6. The City took advantage of the River- Boardwalk, recreational sports, and fine dining

7. The city had a great vision to use the sales tax dollars
8. The City built up their parks
9. The City added a walking or bike bridge
10. The parks were kept up
11. The bike trail was extended to Monticello
12. A walking bridge was constructed over 24

13. The City designed better traffic flow on Hwy 24
14. The City added police protection
15. The City had a shopping center and industrial park
16. The City had a K through 12 school system
17. The City had more senior housing
18. There was more senior housing
19. The small town feel was retained

20. There was higher paying jobs
21. The sewer bills were lower
22. There was a casino
23. The City brought in great new industries in Industrial Park
24. The city was a destination attraction
25. New businesses got tax breaks
26. The city embraced their proximity to I-94
27. The City worked well with Clear Lake

Likes

History

Proximity to I-94

River

Has Basic Services

Close drive to big city

Increased awareness of businesses

Small town feel (3)

Low Crime

Quiet

Lack of diversity

Easy on/off

Businesses

Water

Open Enrollment for schools

Parks (3)

Lions pavilion

Access to other towns

Bike Trail (2)

Dislikes

Trash and Vandalism along River

Not as many sidewalks downtown

Some rundown housing

No gift shops

Traffic flow/traffic (4)

Retail choices

Traffic Lights

Need Growth

Lack of employment

Utility prices

Strengths

Businesses

Housing

People

Proximity to 94 (4)

Proximity to Mississippi River (5)

Current Government Vision

Amount of Parkland (2)

Access to main Roads

Affordable housing

Large young population in new development

Small town feel

Location

Schools

Wastewater capacity

Weaknesses

Not enough businesses to keep town flourishing

Lack of community involvement (3)

Need to annex more land for business

Do not utilize city buildings (lions building)

No activities for seniors or teens

Stagnant tax base

Aging population

High utility rates

Old coborn's floor store

Traffic

Growth/landlocked

Living costs

Opportunities

Employment

Building

Senior Housing

CW Outfitting

Parks and Trails

To make the park by river something to bring people to town

To make sportsmans park a ballfield with lights and host little league tournaments

Small business growth

Young families-first time homebuyers

Commercial development

High traffic volume for businesses

Industrial

Homes

Threats

Employment closings

Losing jobs

Decreased property values

Lack of vision with % of the population

I-94 bypass (2)

St. cloud moving closer to Clearwater

Not enough land to get more businesses

Bad government spending

i-94 too close

keeping businesses

bad spending

APPENDIX B: Summary of Implementation

Timing	STRATEGY	Goal	Participants
2015	Community Center Development – Phase I A. Determine market for center (who needs space, who will actually use the facility) B. Determine criteria for potential locations	Development of a Community Center	
2016	Community Center Development – Phase II A. Determine appropriate location B. Forge local partnerships to start raising funds and identify outside funding opportunities (grants and bonding options). C. Create a request for proposals (R.F.P.) for a design concept and a strategic plan to culminate in development. D. Establish a time frame goal for Community Center completion	Development of a Community Center	
2016	Update Clearwater’s zoning ordinance to be compliant with this Comprehensive Plan A. incorporate economic development policies, and natural resource protection B. Establishment of an Old Town Zoning District. C. 200 acres for single-family housing and 15 acres for medium or high density housing by 2030	<ul style="list-style-type: none"> • Development, while preserving valuable natural resources, • Enhance the historical downtown • Choices in housing location, types, and levels of affordability 	Planning
2017	Update Clearwater’s subdivision ordinance to be compliant with this Comprehensive Plan, including lot development standards	Growth in an orderly and systematic fashion	

2015	<p>Old Town Small Area Plan</p> <ul style="list-style-type: none"> A. Engage existing landowners B. Consider businesses and residential mix C. Create bicycle & pedestrian connections between river and remainder of community D. Further explore proposed new trail, and riverfront park development p with general design options and budgets determined for infrastructure improvements. E. create marketing materials to attract businesses and residential redevelopment 	Enhancement of the historical downtown	
2017	Consider a branding effort to characterize Clearwater as a destination rather than just a pass-through community.	Well-balanced, diversified tax base	
2017	<p>Community Center Development – Phase III</p> <ul style="list-style-type: none"> A. Complete Architectural & site plans designing the center with needs of users in mind B. Began devising operations plan (how will the center be maintained and operated) C. Continue fundraising 	Development of a Community Center	
2018-2020	Community Center Development – Phase IV Construction	Development of a Community Center	
	Local business promotion efforts. Consider a campaign encouraging freeway travelers to “next time stay a little longer	Capitalize on I94 and the river	
2015	Create a policy that requires connection to city services for any new development in city limits or adjacent to city limits.	re-coups City investment in infrastructure	
2015	Consider phasing plan that ties new development to the proximity to municipal services.	re-coups City investment in infrastructure	
2020	Explore the construction of a regional infiltration basin (per the Capital Improvement Program)	Development, while preserving valuable natural resources,	

2017	Create a road improvement plan for annual work based on road quality and priority and incorporate this into a new Capital Improvement Plan (CIP)	Manage existing infrastructure efficiently to minimize expenses over time.	
2018	Determine need for sanitary, water, and storm sewer replacement (televised to determine conditions) for the next 5 to 15 years and incorporate this into a new Capital Improvement Plan	Manage existing infrastructure efficiently to minimize expenses over time.	
2021	Explore the feasibility and need of a new well (#5) and new water tower at Cedar South neighborhood and incorporate decided actions into a new Capital Improvement Plan		
	Consider programs that can assist the development community and lessen the burden of trunk charges through financing agreements, the establishment of tax increment districts, or through possible tax relief programs.		
	The Park Board will identify natural and cultural resources to be preserved in each park where they are located.		
	Park improvements shall be incorporated into a capital improvement plan (CIP) with projects costs determined on a ___ (5?) year cycle. Annual park maintenance costs shall be included in the annual City budget.		