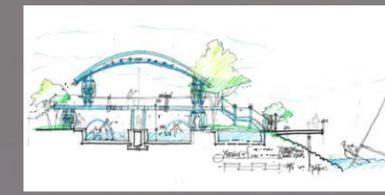
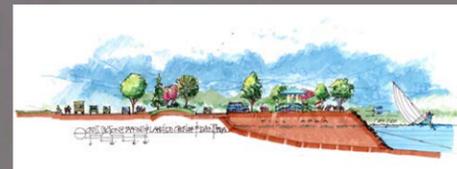
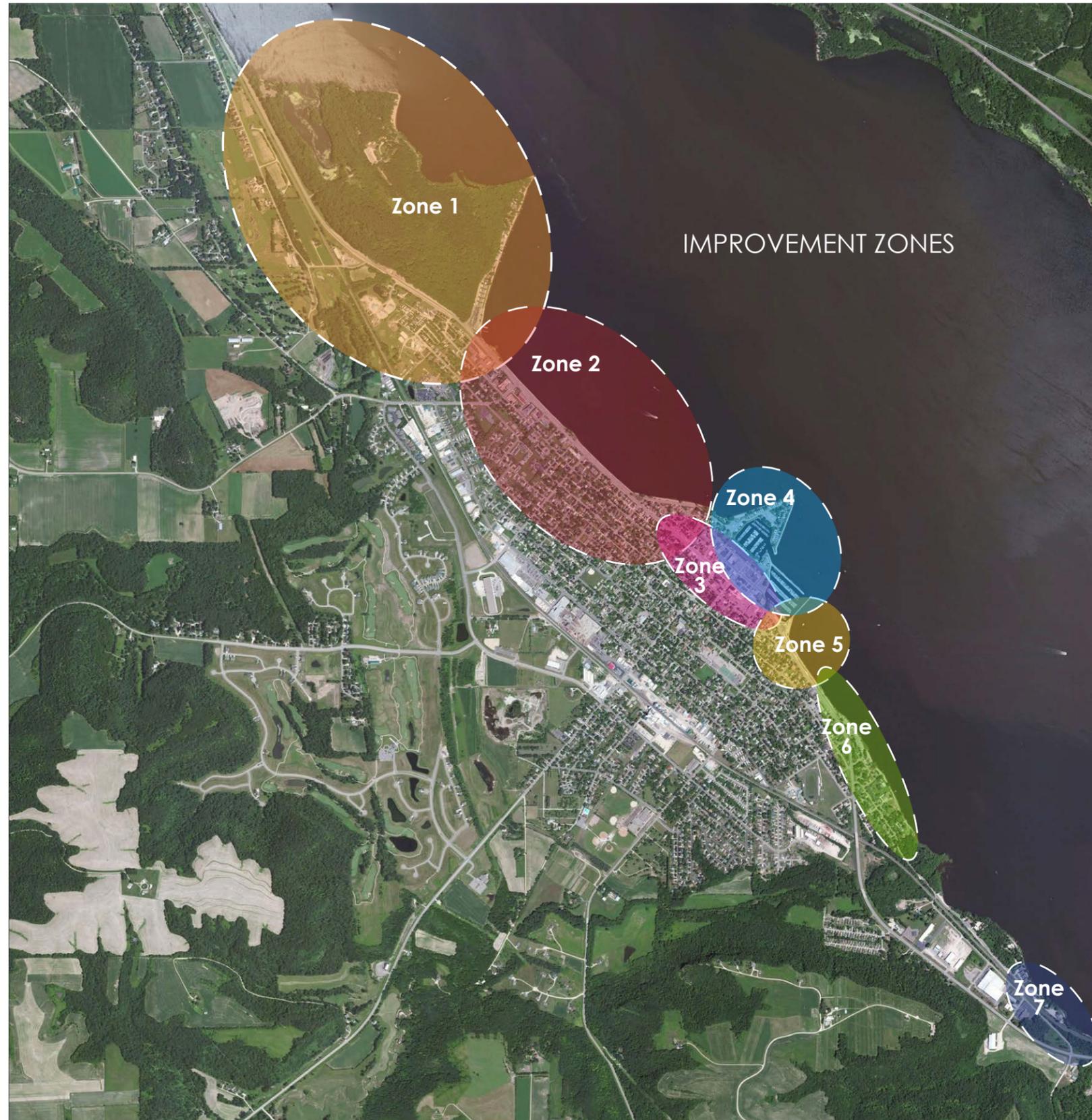


Lake City Waterfront & Downtown MASTER PLAN

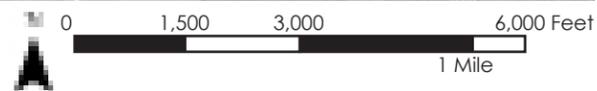
WITH
CONCEPTUAL VISION DESIGNS



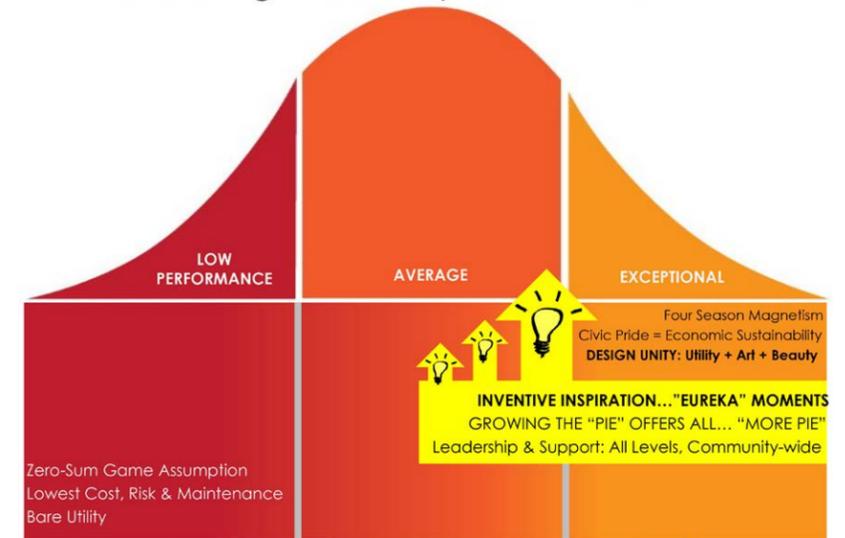
LAKE CITY ZONE WATERFRONT & DOWNTOWN MASTER PLAN



LAKE CITY ZONES 1 - 7



Enabling the Exceptional Vision



Guiding Goals

- 1) Strengthen tourism, business and manufacturing base
- 2) Retain and attract young adults
- 3) Grow Lake City's population
- 4) Capitalize on the beauty of Lake Pepin
- 5) Coordinate and promote branding for four season activity
- 6) Solidify community events
- 7) Increase wheeled/pedestrian traffic into downtown
- 8) Strengthen community links and connections
- 9) Amplify the small town, friendly, welcoming atmosphere
- 10) Visualize creative new ideas
- 11) Reveal what Lake City could be

For the 7 Improvement Zones:

- *Who does this zone serve today? How well does it serve the group? Are there others who could benefit from using the zone?*
- *How do people interact with each zone today?*
- *What are the activities that must be preserved?*
- *What are the activities that can change?*
- *What opportunities and potentials do you see in each location?*

TABLE OF CONTENTS

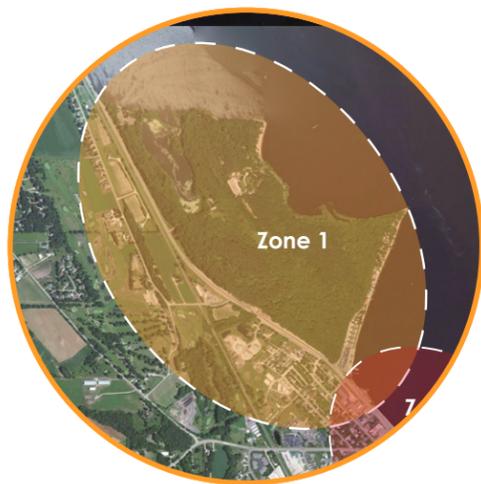
TIME SPAN OF THE MASTER PLAN & CONCEPTUAL VISION DESIGNS:
Page N-1 to N-2



ZONE THREE:
Downtown
Pages 3-a1 to 3-2



ZONE SIX:
Roschen Park
Pages 6-a1 to 6-2



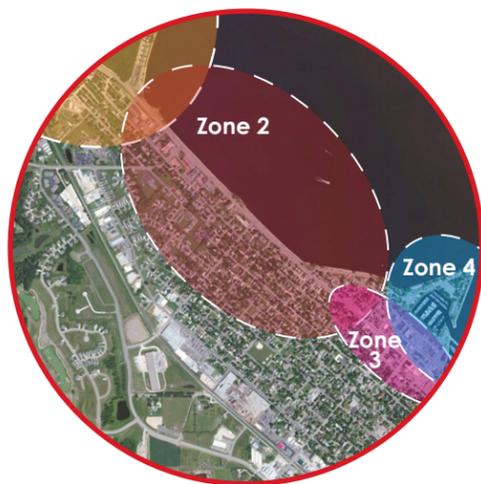
ZONE ONE:
Hok-Si-La Park
Pages 1-a1 to 1-3



ZONE FOUR:
Marina
Pages 4-a1 to 4-12



ZONE SEVEN:
Sportsman's Club
Pages 7-a1 to 7-2

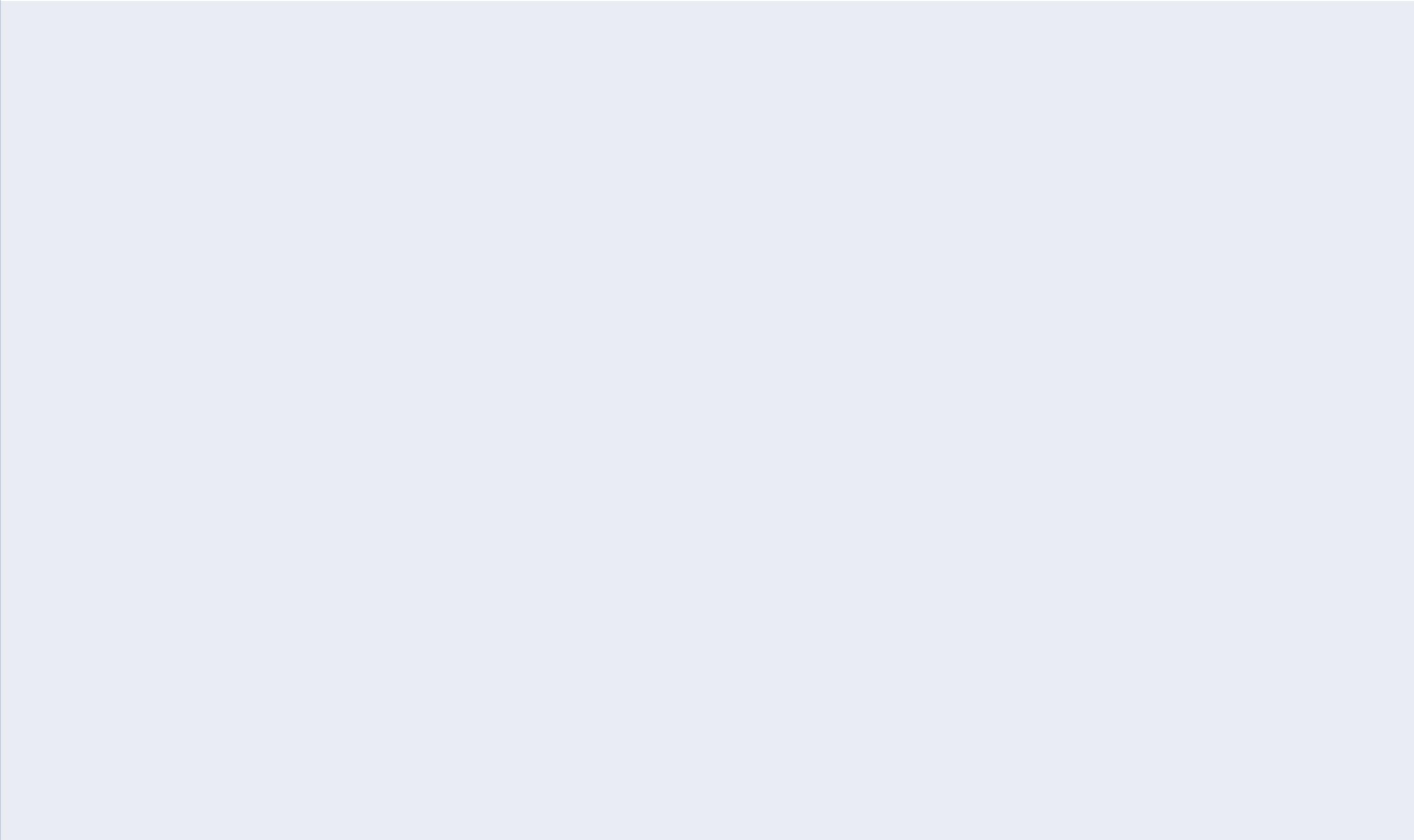


ZONE TWO:
North Shoreline
Pages 2-a1 to 2-2



ZONE FIVE:
South Shoreline
Pages 5-a1 to 5-5

TACTICS & TOPICS:
Pages T&T-1 to T&T-4



LAKE CITY WATERFRONT AND DOWNTOWN MASTER PLAN: NARRATIVES FOR THE CONCEPIONAL VISION DESIGNS

I. TIME SPAN OF THE MASTER PLAN & CONCEPTUAL VISION DESIGNS: Up To 3 Generations: It lies within each of us to react to change, as our ancestors reacted, to any movement or perceived challenge with vigilance in preparation for a threat. We either gather resolve for a fight, or prepare for flight.

The hope for all in Lake City, now and in the future, will view this Master Plan as spanning the short term, mid term and long term, extending as long a 3 generations... up to some 75 years. See it as something to be given a chance to survive and flourish. This, as opposed to something that must be killed, because it constitutes a threat. Judge it not by what cannot be afforded now, but what can become possible if many plan effectively to make the visions come true. This plan has been based on two long-employed questions, for enabling creative thinking, design & accomplishment:

- Question 1): What does Lake City want to be (by its diverse challenges and stunning assets)
- And, Question 2): How great can it become ?

II. A GUIDING TACTIC & 2 ACTION TOPICS, FOR ALL STUDY ZONES, FOR EARLY & LONGER TERM SUCCESSES: The Master Plan was organized in seven study-design zones. And, to serve the Goals set out by the Selection Committee, Planning Commission, Mayor, City Council and other organizations; a primary Place-Making tactic guided the Master Plan's conceptual design:

Guiding Tactic... The Power of 10+... To, over time, be able to offer "Ten Things To Do, In Ten Places, 365 days a year" (10/10/365).

Two Key Action Topics were applied to all seven Zones:

ACTION TOPIC A: Vehicle Circulation, Intersections, Parking and Pedestrian Connectivity: To balance vehicle levels of service with pedestrian and cyclists safety and overall Place-Making beauty & amenity.

ACTION TOPIC B: "Lake City, The Birthplace Of Waterskiing": To better memorialize the Historic 1922 Event, and for Lake City to: Make Waterskiing A Symbolic Theme, Action Destination and Economic Driver.

See the pages T&T-1 to T&T-4 for detail discussions of these Tactics and Topics.

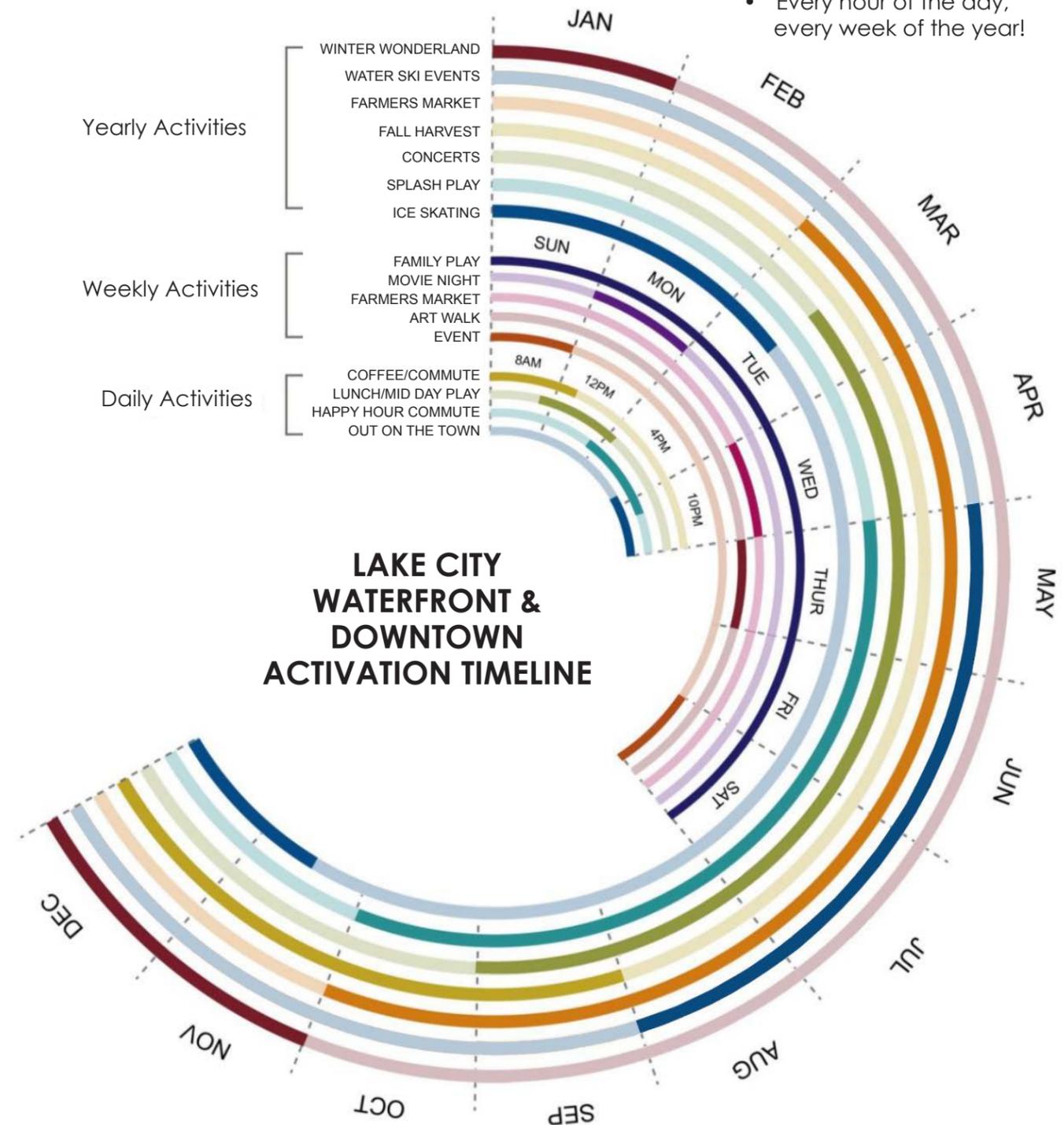
This Power of 10+... "10/10/365" Place-Making Tactic with "Water Skiing Theme", plus the "Balanced Vehicle & Pedestrian Connectivity" Topics guided all of the Vision Designs for each of the seven Master Planning Study & Vision Design Zones.

Successful Waterfront/Downtown Planning:

- With the largest marina,
- On the largest body of water,
- On the largest river in America, and to
- The world's birthplace of waterskiing...

The Power of 10+

- 10 Places to be
- 10 Things to do
- Every hour of the day, every week of the year!



III. MASTER PLAN VISION DESIGNS: The 10/10/365 tactic and the Topics of “Birthplace” and the Topic of Vehicle Circulation & Pedestrian Connectivity are woven thru all of the Seven Master Plan Zones. Below are partial explanations of the conceptual thought and problem solving that went into the Conceptual Vision Designs:

ZONE 1: HOKSILA PARK: Augmenting and amplifying the aesthetic, pedestrian and scenic viewing opportunities of the conversion to 3 lanes (and hopefully slower speeds), the effective gateway to Lake City from the north is at Hoksila. The master plan notes:

- 1. Identity Helps Calm Traffic Speeds:** The need for entry setting re-design, in theme with the “Birthplace....” Imagery.
- 2. More, But Less Visible Parking:** Added parking that could be provided on the west side of the highway, in “distributed” lots. This, instead of large “seas” of asphalt. Such parking can augment parking within HokSiLa, and help from added parking that would diminish the natural setting within the park.
- 3. Gateway Pedestrian Bridge:** A thematically designed Bridge for pedestrian, bicycle and slow moving electric means of transport. This bridge must also serve as a gateway to the city, via thematic branding design that recalls the symbolism of water skiing and sailing. (See pages 4-3 and 5-3 for cable stay, ski/sailing themed pedestrian bridge designexamples.)
- 4. The “Boadwalk” Trail Begins: :** The Master Plan envisions the eventual connection of all lakeshore frontage via a pedestrian-bike-Segway-slow moving vehicle “Boadwalk”. It begins at HokSiLa and ends at the south end of Zone 6. Providing parking at a trailhead, and creating a very scenic “Boardwalk”, will enable increased tourism, with distributed parking, via a very attractive route to downtown businesses and events.

LAKE CITY ZONE WATERFRONT & DOWNTOWN MASTER PLAN



- A Current Boat Launches**
- B Harbor**
- C New Sheltered Launches**
See images: 2 of pg.1-3
- D Chautauqua Tent/Event Ctr.**
See images: 4 of pg.1-2
- E Watercraft Rentals**
See images: 1 of pg.1-3
- F Dining Hall Upgrade**
- G Cabins on High Ground**
- H Camping**
See images: 6 of pg.1-3
- I Parking**
- J Improve Entry**
See images: 1 of pg.1-2
- K Gateway Pedestrian Bridge**
See images: 3, 5 of pg.1-2
- L Trail Heads**
- M Pedestrian Underpass**
- N Aerial Forest Zip Line Park**
See images: 5 of pg.1-3
- O Rentals**
• Bikes • Scooters • Golf Carts • Segues
- P Cabins**
Greater \$ Source for City
- Q Sky Cabins, Tree Houses**
- R Ropes Course**
- S Tiny Cabins of Character**
- T Trail Beside City. Road**
- U Bike Trail Loop**
See images: 2 of pg.1-2
- V Water Taxi/Trolley**
- W Gateway**
See images: 3a&b of pg.1-3
- X Potential Skyride**
See images: 4 of pg.1-3
- Z Wayfinding & Identity System**
See images: 7 of pg.1-3

Checklist of Design Criteria Satisfied: ■ Bold New Initiatives ■ Become Regional Destination ■ Phase-able & Immediately Actionable ■ Grow Marina Revenues ■ Grow Point Housing Revenues, Beauty & Quality ■ Grow Business & Resident Incomes & Opportunities ■ Grow City New Source Incomes ■ Welcome & Increase Visitors & Lodging ■ Aesthetic, Beautiful Place Making ■ Marina Entertainment Focal Point(s) ■ Collaborations & Partnerships ■ Parking: Connected, Balanced, Distributed ■ Pedestrian Friendly & Scenic ■ Connected Pedestrian, Bike & Cart Walks & Ways ■ Theme-Unified Branding: Waterskiing's Birthplace, Minnesota's South Shore, Small-City Charm.

LAKE CITY ZONE 1 - Conceptual Vision Design Elements

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Improved, Themed Entry
Photo: 1 of page 1-2
See location **J** on page 1-1:



Bike Trail Loop
Photo: 2 of page 1-2
See locations **U** on page 1-1:



Gateway Pedestrian Bridge
Photo: 3 of page 1-2
See location **K** on page 1-1:



Chautauqua Tent/Event Center
Photo: 4 of page 1-2
See location **D** on page 1-1:



Gateway Pedestrian Bridge
Photo: 5 of page 1-2
See location **K** on page 1-1:



LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Watercraft Rentals
 Photo: 1 of page 1-3
 See location **E** on page 1-1:



Boat Launches
 Photo: 2 of page 1-3
 See locations **A** **C** on page 1-1:



Gateway
 Photos: 3a&b of page 1-3
 See locations **W** on page 1-1



Skyride
 Photo: 4 of page 1-3
 See location **X** on page 1-1:



Aerial Forest Zipline Park
 Photo: 5 of page 1-3
 See location **N** on page 1-1:



Camping
 Photo: 6 of page 1-3
 See location **H** on page 1-1:



Wayfinding & Identity System
 Photo: 7 of page 1-3
 Located Throughout

LAKE CITY ZONE WATERFRONT & DOWNTOWN MASTER PLAN

ZONE 2: NORTH LAKESHORE: To draw attention to the lake views, and create multiple functions for the new highway and trail, the following are part of the Master Plan's vision designs:

1. Reason To Pause: Three "Bump-Outs" are shown along the new highway and trail. Again, seeking to augment the basic highway designs trail positioning, the added parallel parking and looped, pull-in parking seeks to give magnetic reasons for both drivers and "boardwalk" trail users to stop and enjoy the views. (See the trail routes shown on page 2-1 and the "best-practices" examples of themed, vista-creating shelters, shown on page 2-2.) It is best if at least one the three vista-sitting areas also includes bathrooms. Each of these areas could provide a unique experience and "tell the story" of Lake City.

2. Positioned To Bring Visual Focus: Each of these lake vista-creating "Bump-Out's" is strategically located opposite an existing T street. The effect of this is to have traffic, at these T intersections, take note of the "destination" sitting areas.

3. Treat Stormwater: The "sides" of the "Bump-Outs" provide storm water detention and infiltration ponding opportunities, in aesthetic ways that also employ "raingarden" techniques.

4. Splash Pad-Themed Fountains: Via phasing, it will be possible to add linear shallow "splash pad" fountains that emulate and convey the theme of water skiing and sailing. These fountains can employ sequential sprays, with aeration and lighting, to convey the path of a slalom water skier and the back and forth tacking of a sailboat. These can be integrated with the raingardens. (The conceptual site design for such a splash pad-water ski-themed fountain can be seen on page 4-12.)

5. Parallel Parking: The upper left inset at the upper right of this page shows parallel parking bays on the east side of the new highway in limited areas flanking the bump-out parking lot. The intent of the Master Plan, accomodating parallel parking, is to make access easier to the sitting area/bump outs. Such parking will also have the effect of helping further calm traffic speeds, thereby adding to the lakeshore ambiance and safety for all. Careful attention to cross walks, and cross walk midway islands, for pedestrian protection, is also essential.



LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



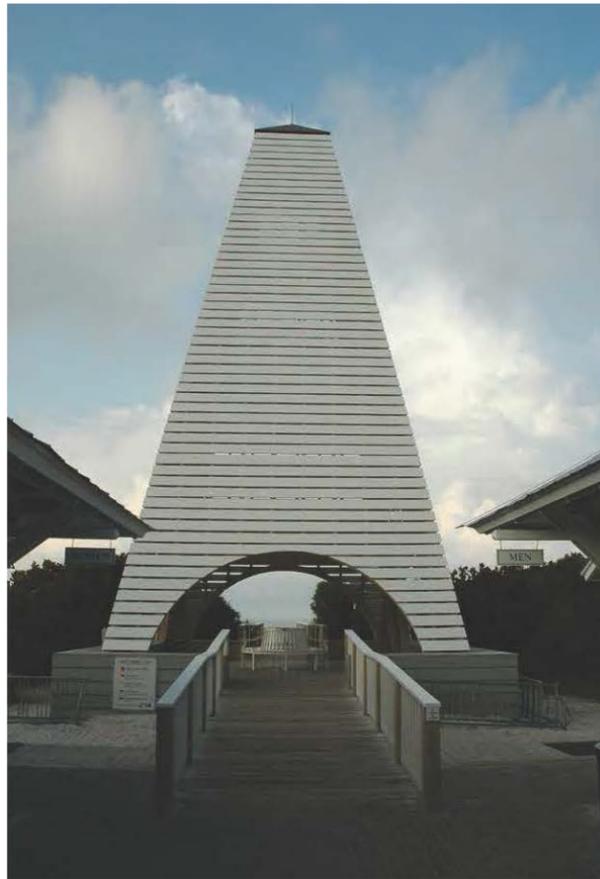
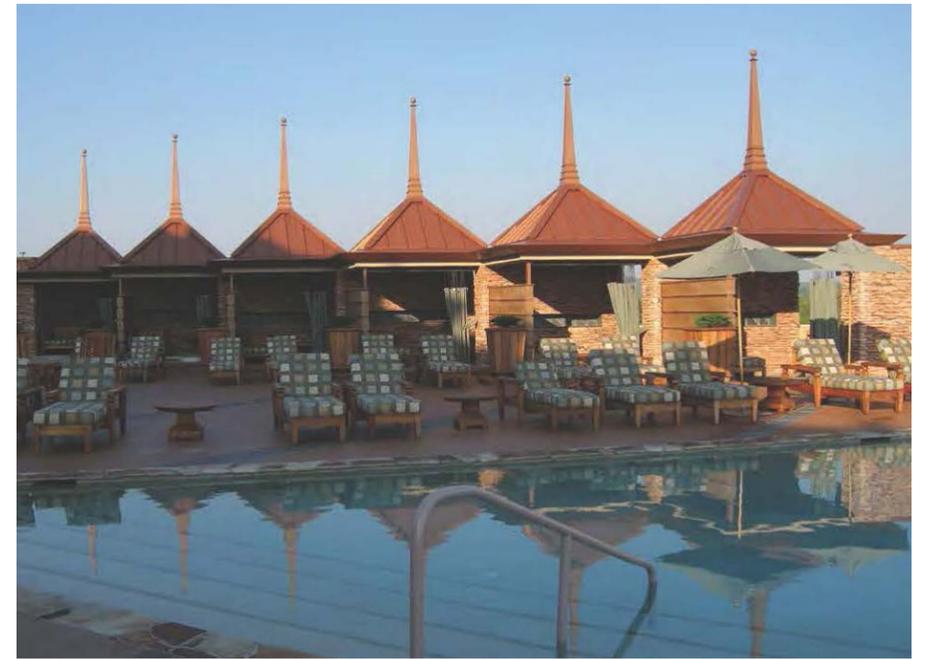
- (A) Connections: Lakeside Overlook & Event Areas**
See Images on pg. 2-2
- (B) Day-Stay Cabana Rentals**
See Images on pg. 2-2
- (C) Snacks & Refreshments**
- (D) Boardwalk**
- (G) Greenspace**
- (P) Parking**
- (Z) Wayfinding & Identity System**
Theme-driven & Theme Consistent Throughout

Checklist of Design Criteria Satisfied: ■ Bold New Initiatives ■ Become Regional Destination ■ Phase-able & Immediately Actionable ■ Grow Marina Revenues ■ Grow Point Housing Revenues, Beauty & Quality ■ Grow Business & Resident Incomes & Opportunities ■ Grow City New Source Incomes ■ Welcome & Increase Visitors & Lodging ■ Marina Entertainment Focal Point(s) ■ Collaborations & Partnerships ■ Parking: Connected, Balanced, Distributed ■ Pedestrian Friendly & Scenic ■ Connected Pedestrian, Bike & Cart Walks & Ways ■ Theme-Unified Branding: Waterskiing's Birthplace, Minnesota's South Shore, Small-City Charm ■ Aesthetic, Beautiful Place Making

LAKE CITY ZONE 2 - Conceptual Vision Design Elements

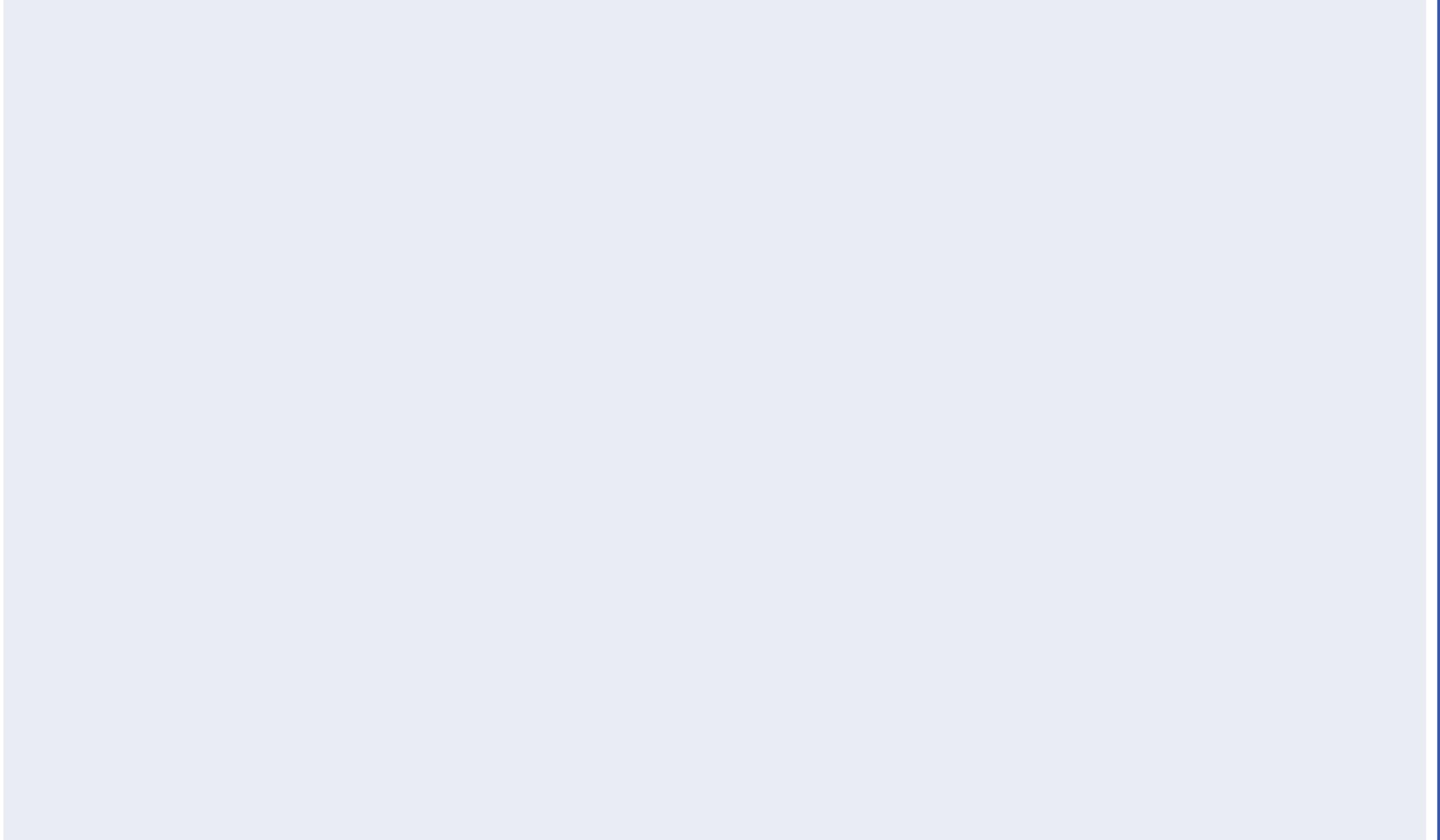


LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Connections: Lakeside Overlooks and Event Viewing Areas
Photos: All on page 2-2
See locations **A** **B** on page 2-1





ZONE 3: DOWNTOWN: The Guiding Goals, provided for the preparation of the Master Plan, called for the strengthening tourism and business. The Master Plan addresses parking, intersections, streetscapes, pedestrian connectivity and business stimulation in the following ways:

1. Downtown Parking: There is a significant number of parking spaces downtown. The challenge is to both communicate locations of spaces and lots to visitors and residents, and to provide means to get from these parking spaces to the various lakeshore and related destinations downtown.

2. Finding Parking: There is envisioned means to show visitors where the lots are and if spaces are available via way-finding signage, and mobile smartphone application.

3. Getting From Parking to Fun: Efficient use of existing parking, with provision of means to get from the spaces, (via jitney, trolley, rental bikes and Uber-like services), means that land, valuable for destination entertainment and attractions, can be so used, instead of being paved for parking.

4. Adding Mini Lots and Parking Ramps: Many small towns possessing extraordinary recreational beauty and attractions have successfully dealt with adding parking, but are avoiding degrading the small town charm of their streetscapes. Looking for opportunity to integrate at-grade parking lots designated for specific business is an efficient and economical way to enhance downtown parking. Photo 1 on page 3-2 is a “best practices” example of integrating a parking garage behind storefronts.

5. New Hotel & Ramp: The Master Plan portion shown on Page 3-1 identifies locations P, indicating potential parking ramp locations. Location W, a recommended hotel location, is connected to another potential parking ramp location above the existing food store’s surface parking lot. The connecting pedestrian walkway-skyway, from ramp to hotel, should also bear the theming design approach used for the pedestrian bridge at HokSiLa Park, using the cable-stayed structure concepts shown on pages 4-3 & 5-3, with the “Birthplace of Waterskiing” City-Wide Branding. (Note that this branding, if done creatively will evoke both imagery of water skiing, sailing, and “Minnesota’s South Shore”.)

6. Inviting Streetscapes: While a city’s level of aesthetics are often controlled (and limited) by those who bear the responsibility for operations and maintenance, successful commerce depends on attracting customers to interesting and “magnetic” streetscapes, sidewalks and storefronts. Such attraction depends on paving textures, street trees, flower baskets, thematic lighting, and other signage and environmental graphics. This, for branding, way finding, event announcements and just plain fun. The notation S on page 3-1 shows some of the store fronts and streetscapes that must be kept attractive and augmented by the elements mentioned above. Public grants to encourage and fund façade improvements, (that support design quality guidelines), have proven effective in other smaller cities.

7. Pedestrian Friendliness and Safety via Intersection Design: Most cities designed before the era of large trucks and “two cars minimum per family” have limited space for intersection designs that are inherently more safe than traffic signals and crosswalks for equivalent traffic loads.

a) Modern Mini-Roundabouts and the more standard sized Modern Roundabouts reduce fatalities and serious injury accidents by up to 90%.

b) The added benefit of such intersection designs is that their center island is intended to limit cross-intersection visibility. The reason for this design requirement, (and other design aspects), is to cause drivers to scrub speed as they approach and use this type of intersection.

c) Such a center island provides the ideal site for sculpture that carries the branding the exemplifies the history and/or the key theme(s) of the City.

d) Another key asset of the Modern Roundabout intersection is that it provides a safer crossing means for pedestrians.. and drivers. And this is good for business, and the business of fun.

e) An added benefit is, compared to signalized intersections, there are reduced electricity and maintenance costs, over time.

f) The City and citizens should become familiar with such intersection types, and their newer variations, and retain consultants skilled in their use and adaptation. Study as to how these intersection types could be applied will assist the city and other organizations: in visualization and with considerations into building acquisitions and potential demolitions.

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



ZONE 3 - DOWNTOWN

Checklist of Design Criteria Satisfied: ■ Bold New Initiatives ■ Become Regional Destination ■ Phase-able & Immediately Actionable ■ Grow Marina Revenues ■ Grow Point Housing Revenues, Beauty & Quality ■ Grow Business & Resident Incomes & Opportunities ■ Grow City New Source Incomes ■ Welcome & Increase Visitors & Lodging ■ Aesthetic, Beautiful Place Making ■ Marina Entertainment Focal Point(s) ■ Collaborations & Partnerships ■ Parking: Connected, Balanced, Distributed ■ Pedestrian Friendly & Scenic ■ Connected Pedestrian, Bike & Cart Walks & Ways ■ Theme-Unified Branding: Waterskiing's Birthplace, Minnesota's South Shore, Small-City Charm.

LAKE CITY ZONE 3 - Conceptual Vision Design Elements

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



◀ Hidden Parking Ramp Above Main Street Shopping
Photo: 1 of page 3-2
See locations **P** **S** on page 3-1



▶ Outdoor Fireplace/Patio
Photo: 2 of page 3-2
See location **U** on page 3-1



△ Plaza
Photo: 3 of page 3-2
See location **Q** on page 3-1



△ Food Trucks on Plaza
Photo: 4 of page 3-2
See location **T** on page 3-1



△ Wayfinding, Signage, Theme-Driven Landscape Architectural Elements & Identity System
Photo: 4a,b,c of page 3-2
Located Throughout

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN

ZONE 4: MARINA: Two key sources of Lake City's municipal financial stability, and tax level limiting, are the Marina dockage and the rental of lots for Mobile Homes on the Point.

PERSISTANCE; Improving Marina Appeal, Customer Base and Revenues: In recognition of these significant revenue sources, the Master Plan was prepared to elevate revenues and the level of amenity & quality, while providing a gradually growing array of interests and attractions... for both the short term, but also for the future. (The next steps are for detail design and execution beginning immediately with "the low hanging fruit", with funding and grants pursuits simultaneous. It could take a generation or more to bring all aspects of the Master Plan to fruition.

The Vision designs addressed; Marina Parking, Vehicular Circulation, Pedestrian Connectivity and goals of increasing tourism and revenues, via the following:

1. Boat Storage Parking; Making Room For Three Other Seasons of Resident & Visitor Attractions:

In pursuit of providing maximum parking counts, with minimum walk distances, (or trolley, or shuttle rides) for marina members, other important aspects of the goal of providing "10 things to do, in 10 places, 365 days a year" have been compromised. The aspects of clearer and safer circulation, space for other destination attractions and features, visibility of the interest & beauty of the Marina and Marina Building have each been diminished. In order to remove these present conditions that impose both clear and hidden "costs of lost opportunities", the Master Plan integrates several solutions:

a. Commit to off-season boat storage in other locations: freeing up the space for new water-related and destination features. It is calculated that the total area required for such winter storage is about 5 acres. There are several elements of this solution:

- Acquire a boat lift & movement device that enables efficient boat extraction and safe travel over longer, in-city distances.
- Put underground or reroute overhead wires that would prevent movement of sailboats with masts left in vertical positions, along the route or routes to be taken.
- Move marina boats in off season to one of these locations: At the new City's EMS and maintenance facility location. Another location, inspired by a citizen reviewing the draft Master Plan; he observed that if a new launch and retrieval facility was built at a Zone 7 location, there would be several benefits. 1.) That the crowded and less-safe circumstance at the present marina location would be eliminated. 2.) That while the Master Plan advocates for a new launch and retrieval facility at the north end of the present parking lot, the addition of another launch facility at the Zone 7 location would put it adjacent to a proximate off-season boat storage area of suitable 5 acre+ size. Some land acquisition by the City may be necessary.
- Such a change of location of the Spring & Fall power and sail boat launch and retrieval would remove from the marina area dangerous-to-cars-and-pedestrian actions, and space-consuming activity. There will be some maintenance inconvenience occasioned by such a move. However, the prime real estate at the Marina, and the improvements that will be enabled by separating the "industrial" first and last of season launches and retrievals will enable better and safer car and pedestrian circulation, and materially alter the appearance and the use-perception of the space around the Marina Building.
- In the future, with eventual update of the development pattern, parking, and housing on the Point, some off-season, smaller boat storage would be possible. This, due to extensive added parking spaces. The key difference with this boat storage, is that it would not

obstruct travel, views or recreate the perception that the area is "closed for the season".

b. Parking For Marina Members; Providing Balance: As with the large boat launch and retrieval activities, some reduction in marina member, user and guest operation convenience will enable inviting in a wider public audience and provide space for close-to-water features and attractions that will benefit the city overall, and the marina users as well. Parking in more distributed parking stalls, lots, (and parking ramps in the future), will occasion somewhat less convenient access to boats. However, drop off locations for boating party members carrying and rolling supplies will be present, and assisted by an expanded Boardwalk network.

2. Creating Added Lakeside and Marina-Adjacent "Destinations"; Welcoming More People to the Waterfront and Marina Area: In the spaces made available by the above launch facilities & parking solutions, and those shown on pages 3-1 and 4-1, Place-Making design will enable the creation of an array of new, "magnetic" public and private "Places" and year round appeal. Making room for a 4 season city by opening up space for winter programming and amenities will revitalize the city's economics during the long winter.

a. Ohuta Park's Added Features include:

- Breakwater for the small boat launch
- Dockage at this Breakwater for the excursion boat and kite sailing concessionaire
- A memorial band shell and earthform amphitheatre, with drop-off area and 65 added parking spaces.
- Expanded beach and bathrooms
- Splashpad-waterski themed linear fountain*(s). (Three potential Marina-wide locations*.)
- Adaption of tennis court and other areas into the multi-use space for event facilities.

b. Marina Clubhouse & Adjacent Features Expansions: The present marina building is focused primarily on serving the members and those who rent marina slips. The parking arrangement and vehicle movements, coupled with the lack of wayfinding and welcoming signage give both overt and subtle message to visitors that "the welcome mat for non-members is not out". The Master Plan addresses a cascade of design challenges to deliver an evolving, phase-able future of Marina "destination" improvements; each geared to fulfilling the Guiding Goals.

- **A splash pad & linear fountain* at the east frontage of the new hotel site:** This water feature is to carry the same water skiing-sail tacking theme as elsewhere. Depending upon the pace of hotel finance, design, approvals, plans and construction, a great candidate location for the first or added splash pad-themed water skiing-sailboat tacking emulation fountain would be on the east side of Washington Street. This, particularly with its designation as a Woonerf street, (with multiple shared uses, for cars, parking and pedestrian plaza event functions).
- **Skate Ribbon and integral combined Lazy River, with related support Viewing-Event platforms & Buildings:** (See pages 4-2 & 4-4.) The full-featured facility will create a regional destination for Lake City, for 4-season interest. The surrounding building & elevated platform-connections provide all equipment enclosures, bathrooms, sun shelter cabanas, ice skate rentals/lazy ribbon tube rentals, as well as connective overhead pedestrian routes for boardwalk and dock accesses.

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN

- **Addition to the Marina Building, incorporating the Lake Pepin Interpretive Center and restaurant;** all targeted to attract and provide year-round activities for all age groups.
 - **Continuous Boardwalk and Inner Harbor Channel Pedestrian Bridge:** (See page 4-1, location NN, and images on pages 4-3 & 4-5.). This pedestrian bridge enables the continuous boardwalk from north to south, of Lake City's entire public shoreline. The design of the vertical elevator and stair structures and via vertical elements, the cable-stayed walkway and arched braces evoke the themes of water ski, water skiing, and the rigging of sailboats and the arcs of sails filled with wind. Irrigated planting creates a "hanging garden" effect. At the observation deck level, the best view of Lake Pepin and the surrounding beauty will be had. In addition, close to the restaurant, food and drink can be had in the SkyDining area.
3. **"The Point" ...City Owned Lots, and Increasing Lot Revenues from Improved Waterfront Housing Choices;** The following describes the opportunities for phased transition to increased land use efficiency:
- a. Financial Stability:** The mobile homes, on leased lots on land owned by the City, are a source of significant yearly revenue. And, this housing provides seasonal residences for customers for both the marina, area businesses and service establishments.
 - b. Improved Resident Count, Parking, Setting & Revenues:** At the same time, planning and design improvements hold the multiple beneficial potentials of increasing the population of year round tenants, substantially increasing available parking, and increasing net revenues. These, while at the same time, phase by phase, transforming a dated mobile home park appearance and setting to a continued-affordable, City revenue-producing neighborhood that better conveys Lake City's evolving lakeside theme and sought-after quality neighborhood imagery.
 - c. Visioning Challenges & Answers:** From a Master Planning and Conceptual Vision Design standpoint, asking the right questions can give insights of how the future of positives, for the Point's rental "resort cottages", might appear.
 - What can be done to "phase in" improved revenues from the Point? Answer: **Add more rent-producing dwellings/cottages.**
 - How can added rental cottages be added if all the lots are taken up by mobile homes : Answer: **Go up, beside the existing mobile home. This will require more efficient storage by present mobile home practices.**
 - How can the timing of this be coordinated ? Answer: **As mobile homes come up for sale or groups of mobile homes' leases are renewed, revise lot use agreements to enable installation of elevated cottages.**
 - What about the present flooding issues? Answer: **These cottages can be built upon/ placed on flood proof column-structures able to withstand and be above flood-driven ice. And, these cottage-supporting column structures can be placed at elevations that, at some point, the general grade of the point could be raised above the flood level and utilities lowered below frost, enabling improved financing options, year-round use and rentals.**
- What about parking? Answer: **As compared to the existing limited number of spaces and necessity of on-street parking, 300 off-street parking spaces will be provided. (See the plans shown on pages 4-10, 4-11)... and via subsequent integral site-building design studies. This 6 times increase in off street parking space quantity can also provide room for winter parking for some of the marina clients' boats.**
 - Aren't the resident's views blocked by the boardwalk ? No. **Each cottage, by being angled to the water, would have greatly improved water views. Also, waterside patios and decks would also have improved, incredible water views. And, all would have access to the continuous boardwalk. But, because the continuous boardwalk is lowered, relative to patios and decks, privacy is protected, and views unobstructed by the conceptual vision design.** (See the inset cross section on page 4-10, for the relationship of cottage, to patio, to boardwalk.)
 - What could the number of cottages be? Answer: **The existing 72 mobile homes could be replaced by in the realm of 170 rental cottages.**
4. **The Continuous Waterside and Marina-side Boardwalk; A Paradise for Walkers, Joggers, Cyclists and "Slow Golf Cart's".** Over time, the completion of boardwalks, along the Marina area water frontages, will provide the continuation of the HokSiLa Trails, connecting to the North Shoreline Boardwalk, and extending around the Point and along all frontages within the Marina Harbors.
- a. Trials Along Waterways, Most Popular:** In most every survey taken, the most favored and used park and amenity facilities are looped, continuous and connective walking trails, paths, boardwalks and (well-amenitized) sidewalk streetscapes. And, in particular, walkways along water are prized.
 - b. Vision + Persistence:** Lake City can, year by year, phase by phase, eventually enable residents and visitors to walk or ride the entire lakeshore and marina frontage, from HokSiLa Park, to the south end of Roehen Park.
 - c. Magetism:** Such a "boardwalk" system will be able to rival the experience lake visitors enjoy via the "Grand Rounds" trails on the shores of Lake Calhoun and Lake Harriet in Minneapolis. And, safe and aesthetically attractive sidewalk and intersection crossings to Downtown/Zone 3 will cause small-town streetscape enjoyment, attraction and ... commerce to rise. The well known phrase; "a rising tide lifts all boats" will apply. Such a continuous trail-boardwalk system is a linear activity that contributes well to the goal of having 10 activities in (way more than) 10 places.
 - d. "Prominence Point":** In the Marina Area-Zone 4, this trail-boardwalk will come from the north and from the south, and extend to the far end of the Point; to the ultimate and ideal location to celebrate lake views, park setting and waterskiing's birthplace. This is the ideal location for the largest linear spray water fountain-splash pad... enabling fun for kids of all ages). (See page 4-12 for the conceptual site plan.)
 - e. Connection To Parking:** An added, integral benefit of this continuous Boardwalk-Trail is that the parking in distributed lots and parking spaces will be better-accessed by the connectivity of the Boardwalk system, making it easier for more "spread-out" parking, and to have better access to waterside and water view feature areas and attractions.

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



- A Existing Building**
- B Addition**
- C Pool Mechanical**
- D Boardwalk**
See Photos: 3 of pg. 4-5
- E Bathhouse**
- F Tubes**
- G Greenspace**
- H Viewing Above Bathhouse**
- I View & Entry**
- J Viewing Above Ice System**
- K Skate Trail/Lazy River**
See Photos: 1, 3 of 4-4
- L Elevator**
- M Optional Ramp**
- N Stage & Raised Picnic**
See Details on page: 4-3
- O Service Garage**
- P Parking/Parking Ramp**
- Q Zamboni Garage**
- R Power Lines Below Grade**
- V Skyway/Gateway**
- W Hotel**
- X Continue Boardwalk**
- Z Wayfinding & Identity System**
Theme-driven & Theme Consistent Throughout
- AA Multi-Use Court**
- BB Cottages on Point**
See Details on pages: 4-10
See Images: 1, 2, 3 of pg. 4-11
- CC Prominence Park**
See Details on pages: 4-12
See Images: 1, 2, 3, 4, 5 of pg. 4-12
- DD Two-Tier Pier/Widen Pier**
- FF Fishing**
See Photos: 3 of pg. 4-5
- GG Waterski Sculpture**
- HH Roundabout**
- II Food/Beer Patio**
See Photo: 2 of pg. 4-5
- JJ Memorial Bandshell & Amphitheatre**
See Details on pages: 4-6, 4-7
- KK Public Infinity Pool**
See Details on pages: 4-10, 4-11
- LL Roof Decks**
See Photos: 2 of page 4-9
- MM Outer Harbor Channel Pedestrian Bridge Observation Tower & Sky Dining**
See Details on pages: 4-10, 4-11
- NN Inner Harbor Channel Pedestrian Bridge Observation Tower & Sky Dining**
See Details on pages: 4-10, 4-11
See Photos: 1, 4, 5 of pg. 4-5
- OO Roundabouts: Candidate Locations**

Checklist of Design Criteria Satisfied: ■ Bold New Initiatives ■ Become Regional Destination ■ Phase-able & Immediately Actionable ■ Grow Marina Revenues ■ Grow Point Housing Revenues, Beauty & Quality ■ Grow Business & Resident Incomes & Opportunities ■ Grow City New Source Incomes ■ Welcome & Increase Visitors & Lodging ■ Aesthetic, Beautiful Place Making ■ Marina Entertainment Focal Point(s) ■ Collaborations & Partnerships ■ Parking: Connected, Balanced, Distributed ■ Pedestrian Friendly & Scenic ■ Connected Pedestrian, Bike & Cart Walks & Ways ■ Theme-Unified Branding: Waterskiing's Birthplace, Minnesota's South Shore, Small-City Charm.

LAKE CITY ZONE 4 - Conceptual Vision Design Elements

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Inner Harbor Channel
Pedestrian Bridge,
Observation Tower
& Sky Dining

Greenspace

Stage & Raised Picnic Area

Greenspace

Lazy River & Skate Ribbon

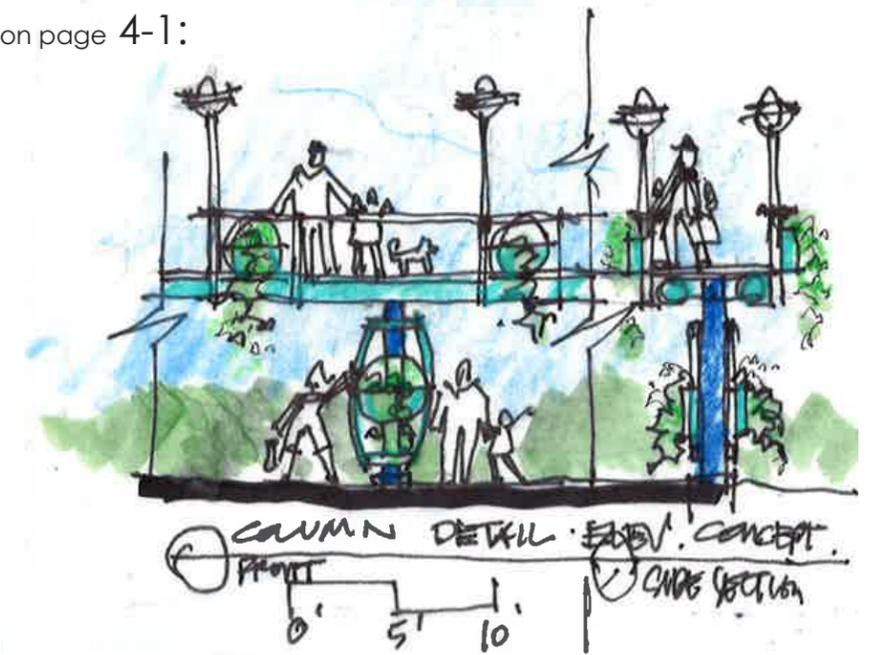
Franklin St

Marion St



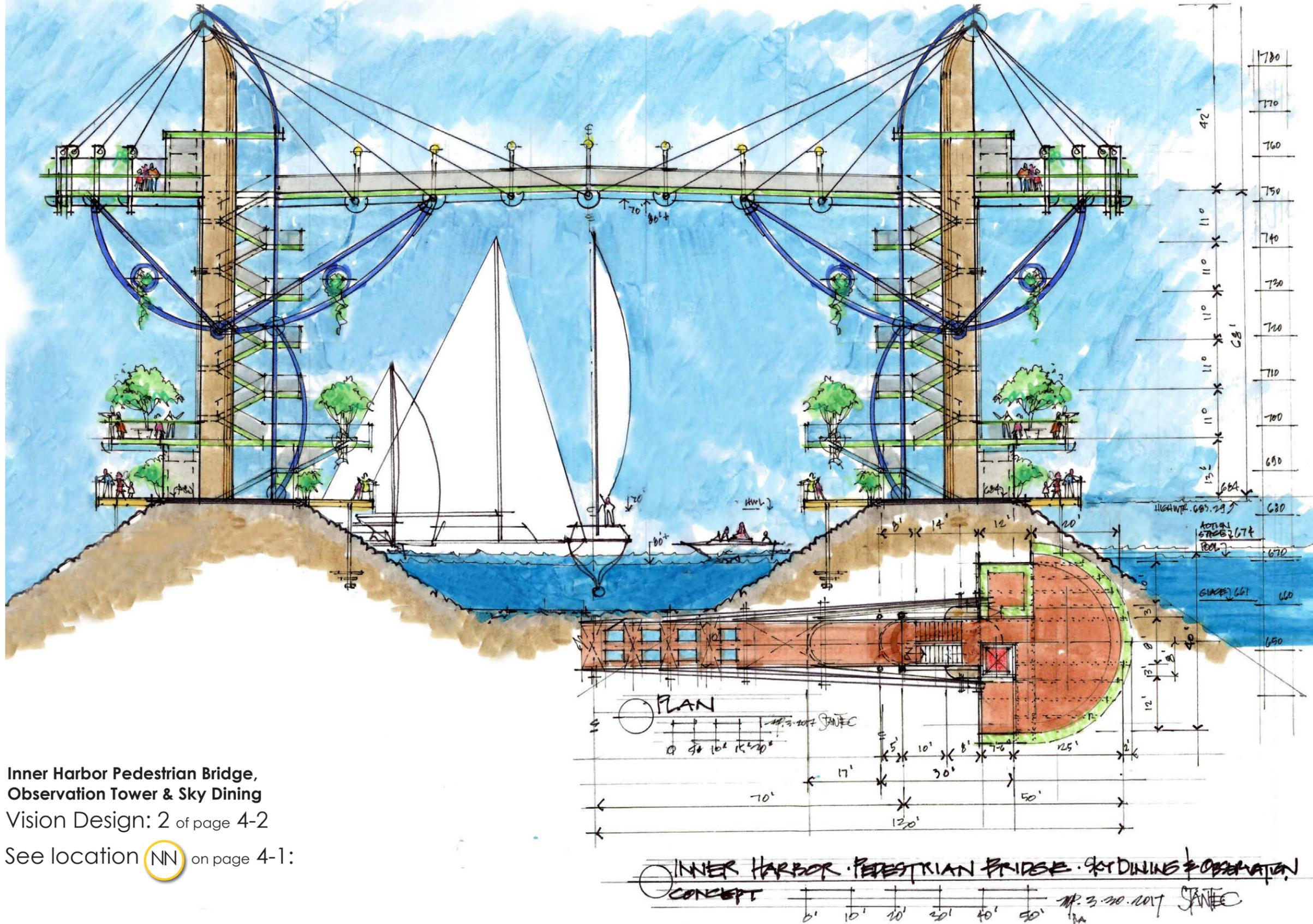
Cross Section at Lazy River/Ice Ribbon
Small Event & Picnic/Viewing Mezzanine
Vision Design: 1 of page 4-3

See location **K** on page 4-1:



Lake City Community Center
Vision Design: 1 of page 4-2

See location **MM** on page 4-1:



Inner Harbor Pedestrian Bridge,
Observation Tower & Sky Dining
Vision Design: 2 of page 4-2

See location **NN** on page 4-1:

INNER HARBOR PEDESTRIAN BRIDGE - SKY DINING & OBSERVATION
CONCEPT
APR. 3. 2017 STANTEC

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Skate Ribbon Surrounding Greenspace

Photo: 1 of page 4-4

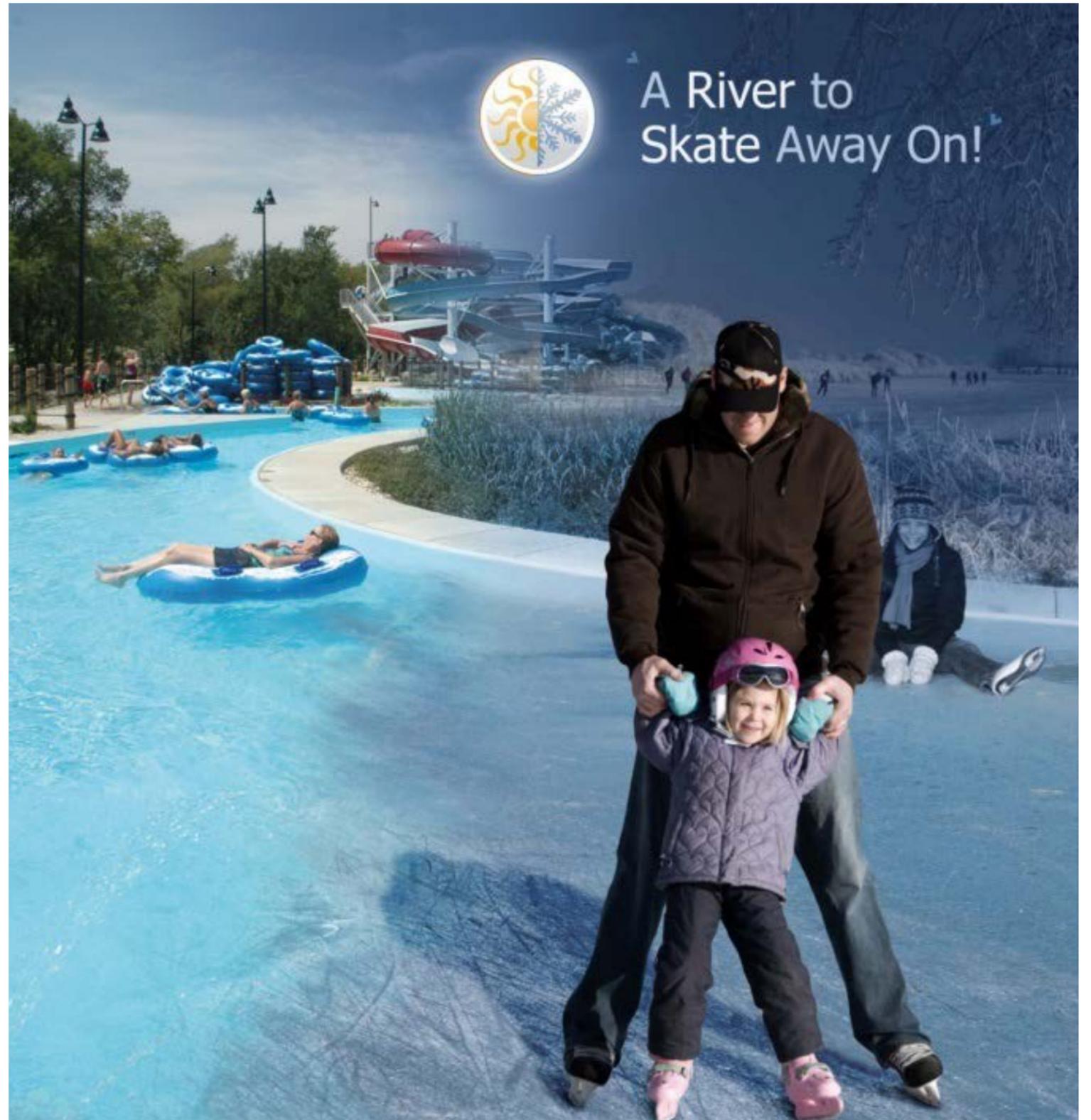
See location **K** on page 4-1:



Sheltered Picnic Area

Photo: 2 of page 4-4

See location **N** on page 4-1:



Lazy River & Skate Ribbon

Photo: 3 of page 4-4

See locations **K** on page 4-1:

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN

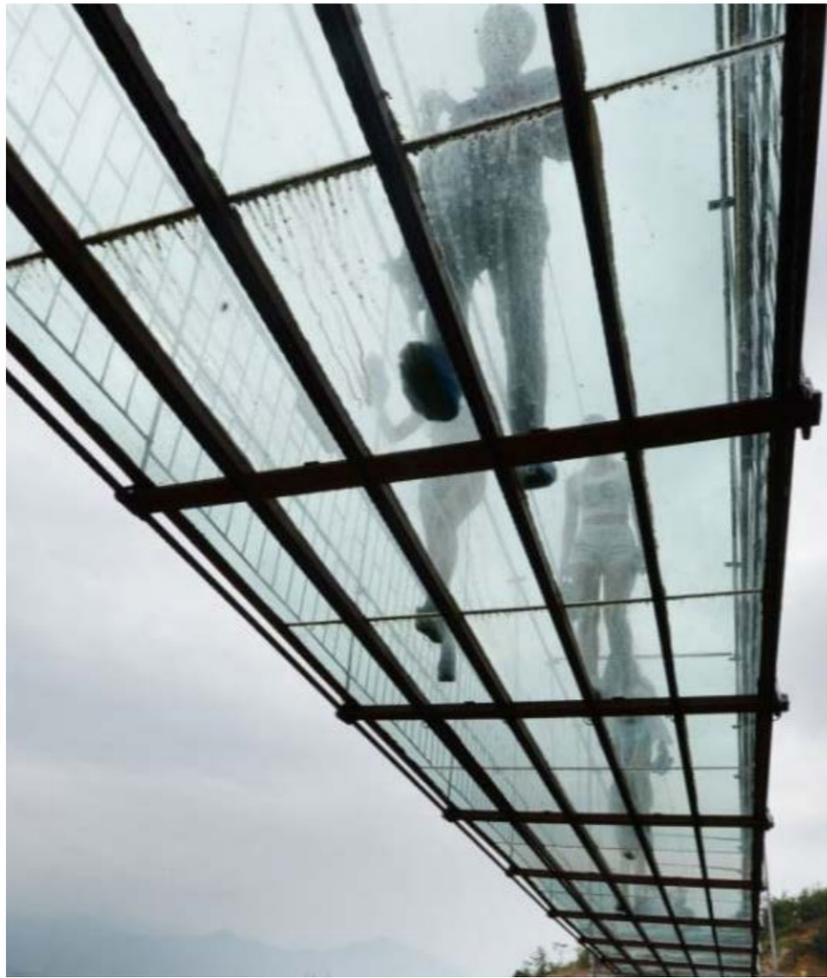
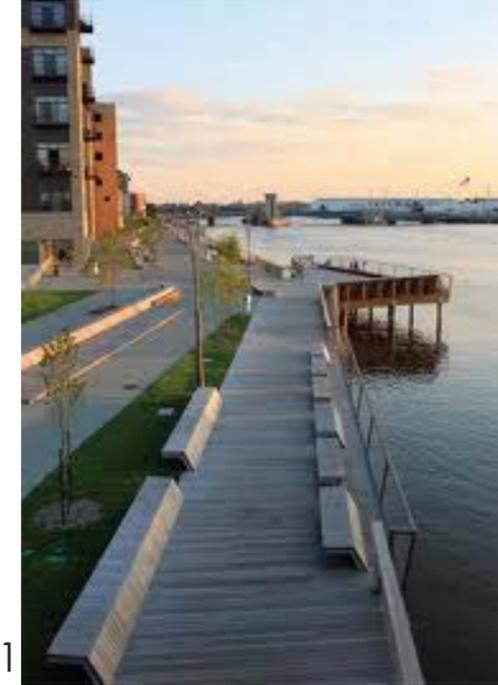


◇ **Suspended Pedestrian Bridge**
 Photo: 1 of page 4-5
 See location **NN** on page 4-1:



△ **Food & Beer Patio**
 Photo: 2 of page 4-5
 See location **II** on page 4-1

▷ **Boardwalk with Fishing**
 Photo: 3 of page 4-5
 See locations **D** **FF** on page 4-1



Sky Dinig
 Photo: 4 of page 4-5
 See location **NN** on page 4-1:



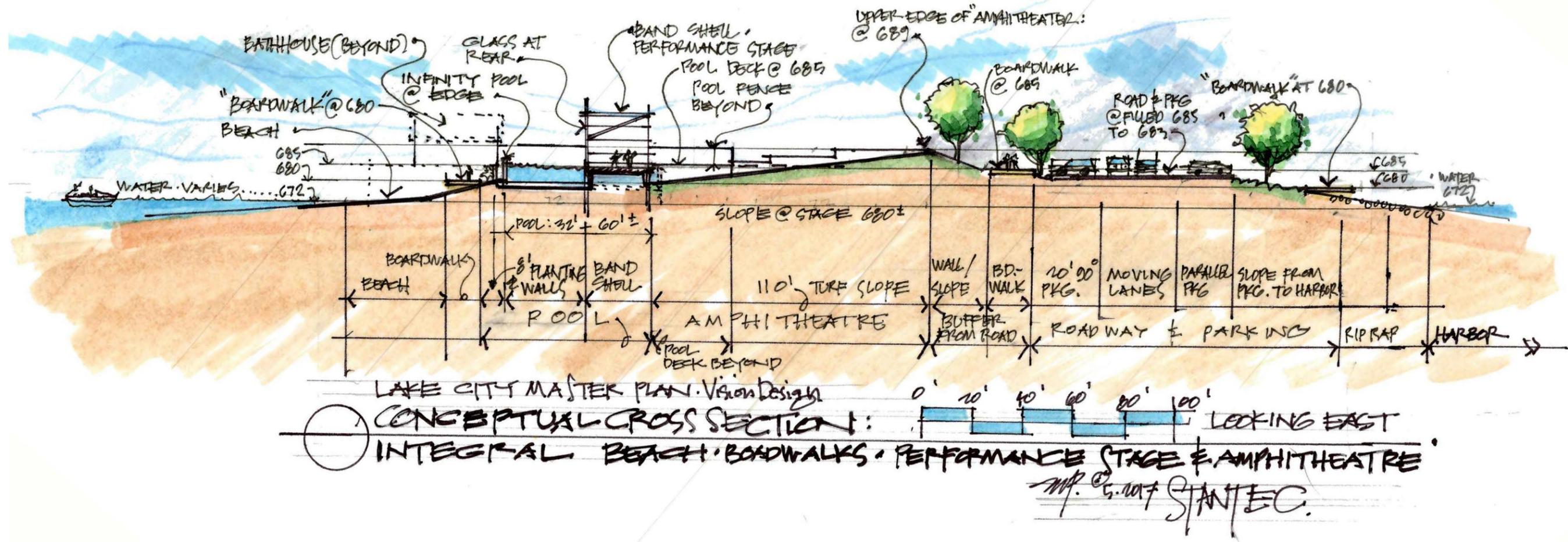
Observation Tower
 Photo: 5 of page 4-5
 See location **NN** on page 4-1:

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Lake City Marina
 Park/Amphitheatre
 Vision Design: 1 of page 4-6

See location **JJ** on page 4-1:



Park/Amphitheater
 Conceptual Cross Section:
 • Integral Beach • Boardwalks • Public Infinity Pool • Performance Stage & Amphitheater
 Vision Design: 1 of page 4-7
 See location JJ on page 4-1:

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



△ Memorial Bandshell & Amphitheatre
Photo: 1 of page 4-8
See location JJ on page 4-1 and 4-6



△ Infinity Pool
Photo: 2 of page 4-8
See location KK on page 4-1 and 4-6



△ Beach
Photo: 3 of page 4-8
See location PP on page 4-6



Small Boat Launch
Photo: 4 of page 4-8
See location YY on page 4-6



△ Small Pond for RC Boats
Photo: 5 of page 4-8
See location XX on page 4-6

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



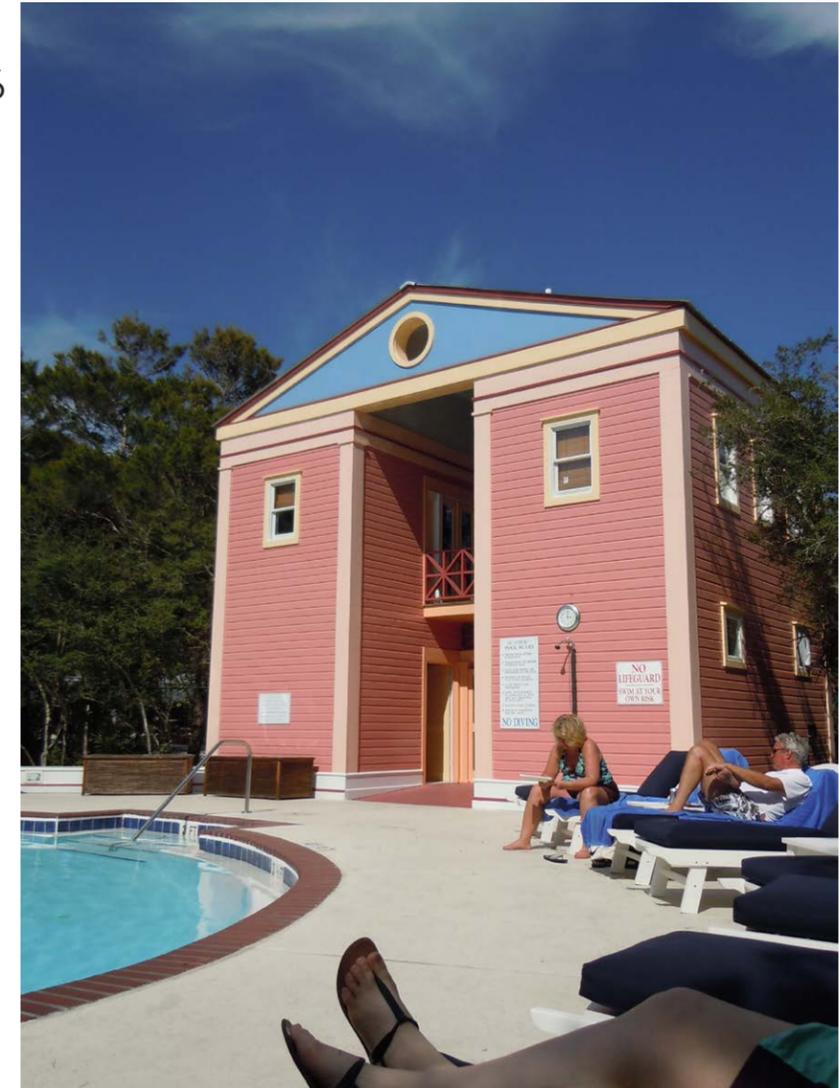
Boardwalk along Water's Edge
Photo: 1 of page 4-9
See location **D** on page 4-6



Rooftop Dining & Event Viewing
Photo: 2 of page 4-9
See locations **LL** on page 4-6

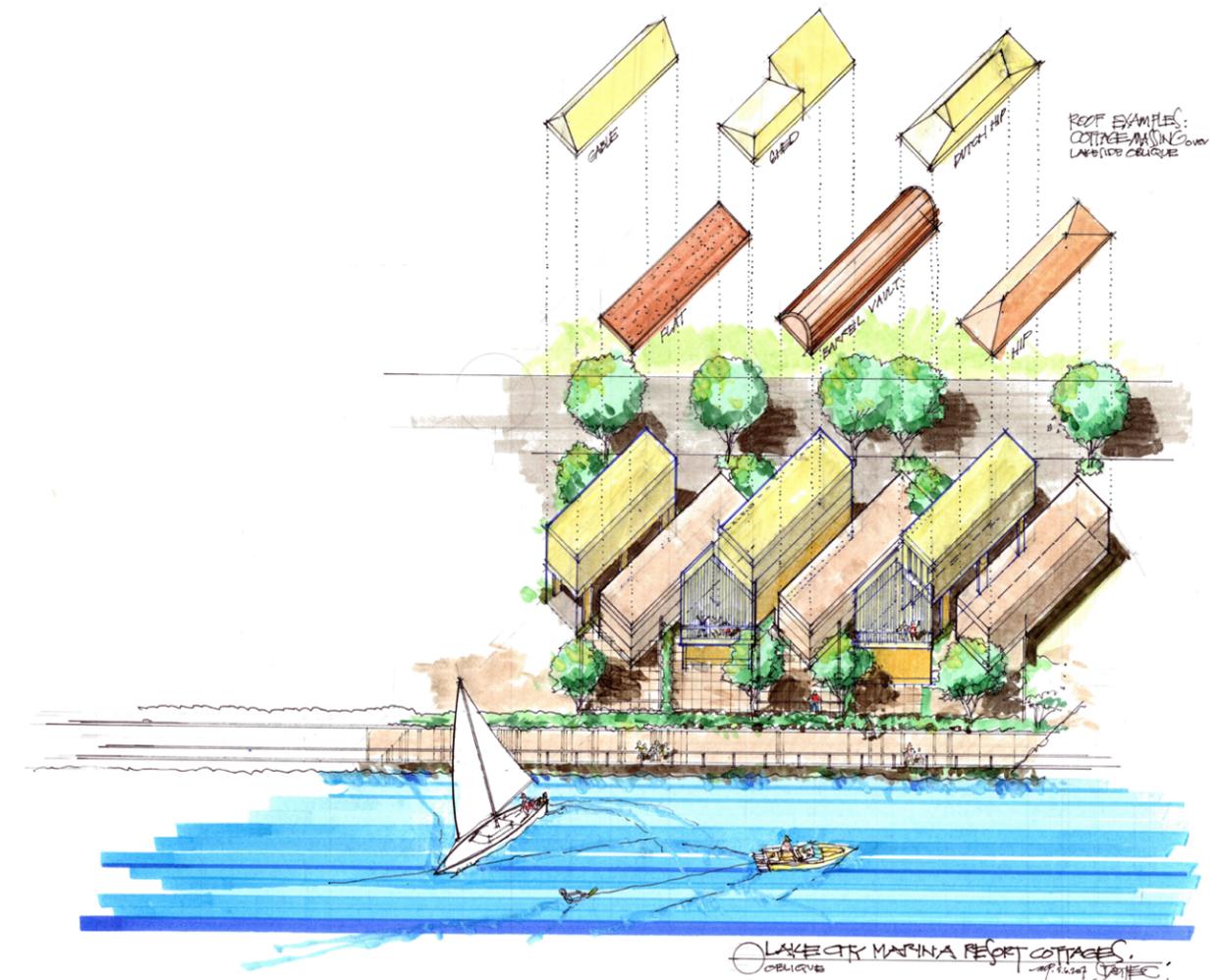


Excursion Boat Landing
Photo: 3 of page 4-9
See location **RR** on page 4-6



Bath House
Photo: 4 of page 4-9
See location **OO** on page 4-6

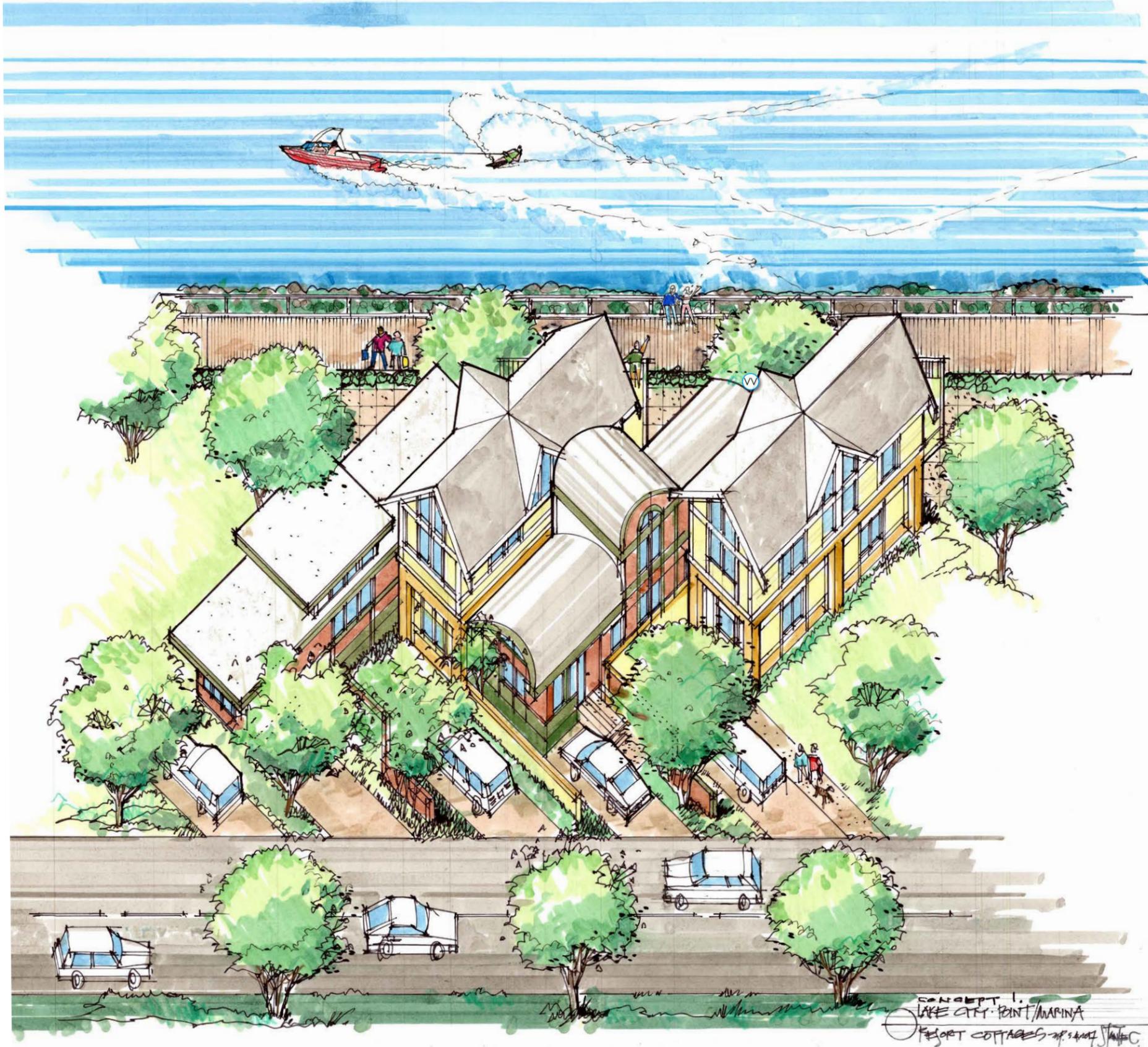
LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Marina Resort Cottages
 Vision Design: 1 of page 4-10
 See location **BB** on page 4-1:

Checklist of Design Criteria Satisfied: ■ Bold New Initiatives ■ Become Regional Destination ■ Phase-able & Immediately Actionable ■ Grow Marina Revenues ■ Grow Point Housing Revenues, Beauty & Quality ■ Grow Business & Resident Incomes & Opportunities ■ Grow City New Source Incomes ■ Welcome & Increase Visitors & Lodging ■ Aesthetic, Beautiful Place Making ■ Marina Entertainment Focal Point(s) ■ Collaborations & Partnerships ■ Parking: Connected, Balanced, Distributed ■ Pedestrian Friendly & Scenic ■ Connected Pedestrian, Bike & Cart Walks & Ways ■ Theme-Unified Branding: Waterskiing's Birthplace, Minnesota's South Shore, Small-City Charm.

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Resort Cottages

Photos: 1, 2, 3 of page 4-11

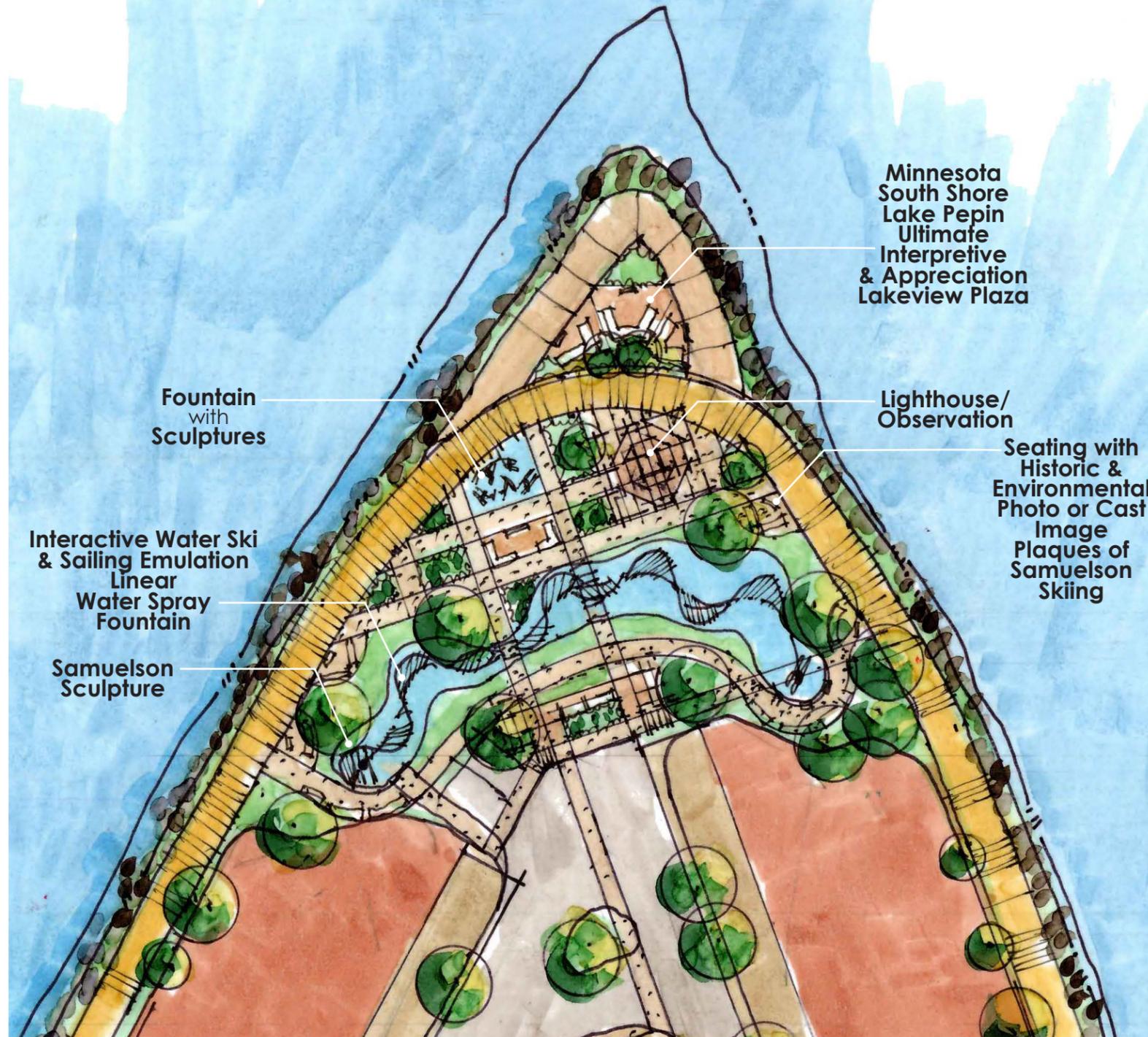
See location **BB** on page 4-1 and 4-10:

Marina Resort Cottages

Vision Design: 1 of page 4-11

See location **BB** on page 4-1:

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Linear Fountain/Splash Pad, Seating Plazas at Water's Edge

Photos: 1, 2, 3, 4, 5 of page 4-12

See location  on page 4-1:

Prominence Point Park
Vision Design Enlargement: 1 of page 4-12



See location  on page 4-1:

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN

ZONE 5: GOVERNMENT PIER & SOUTH SHORELINE: With the aging Government Pier, and with progress on the Master Plan, Lake City's increasing appeal and prosperity leads to Zone 5's improvements. The future anticipated increasing demand for boat slips for pontoons, etc., the following are shown on the Master Plan:

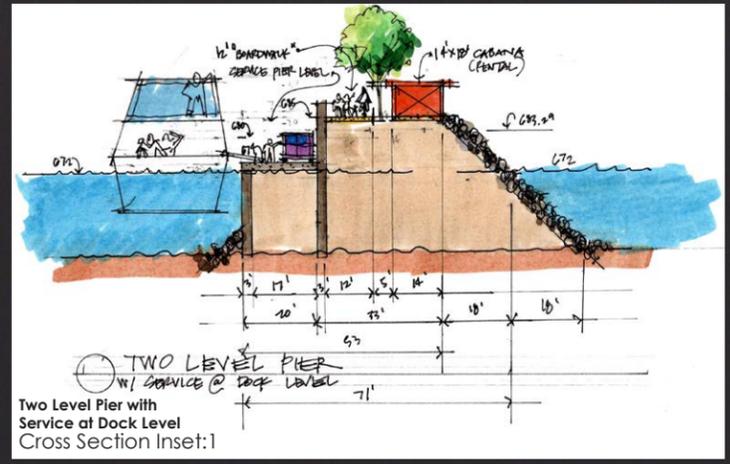
1. **Pier-Harbor:** A replacement for the existing pier and added marina breakwater is shown in the Master Plan. This is a Two-Tier Breakwater and pier: (See the inset cross section concept design on page 5-1, and photo 2 on pg. 5-4.). It accommodates:
 - a. Access for passengers and service vehicles for large paddle wheelers.
 - b. An upper level boardwalk extension for river/Lake Pepin viewing
 - c. Capability for rental cabanas off of the trail
 - d. Floating Homes
2. **Parking-Scenic & Boardwalk "bump-outs":** Building on the success of the existing parking bump out at the south of the outer harbor, three added parking bay-loops off of the highway are shown. Each provide Trail-Boardwalk connections, scenic sitting area and off-street parking.
3. **Harbor Channel Pedestrian Bridge:** Continuous Boardwalk and Inner Harbor Channel Pedestrian Bridge: (See pages 5-1, location MM, and images on pages 5-2 & 5-3.). This pedestrian bridge enables the continuation of the boardwalk from north to south, of Lake City's entire public shoreline. The design is similar to the pedestrian bridge in Zone 4, however this elevator location is interior to the staircase, that "wraps" the elevator. The vertical elements, the cable-stayed walkway, (with transparent floor areas), and arched braces also evoke the themes of water skis, water skiing, the rigging of sailboats and the arcs of sails filled with wind. Irrigated planting creates a "hanging garden" effect.

At the wind-shielded, observation deck level, the equally great, commanding views of Lake Pepin and the surrounding beauty will be exceptional. And, food and drink could be served in the SkyDining area.

Night lighting of the towers and cable-stayed foot bridge will announce Lake City's presence to all on the water and on highways both sides of Lake Pepin.

Connected to the continuous boardwalk along the water and the streets, day and night, is the unusually complete and continuous public access to such the stretch of water and marina frontage. This, in addition to connection to the Zone 6 water-calming-for-sports breakwaters.

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



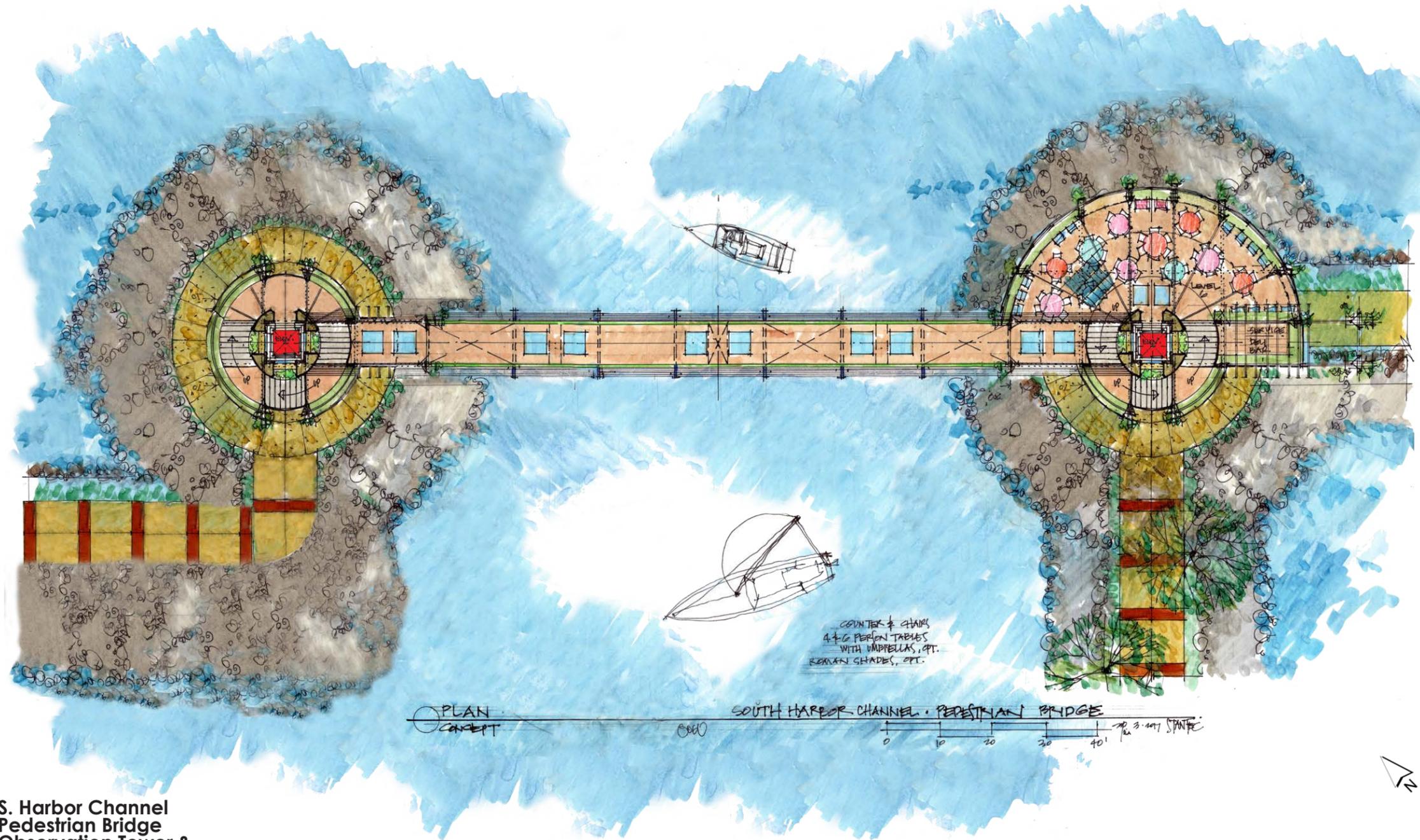
- CC Two-Tier Pier**
See images: 2, of 5-4
- DD Widen Pier**
- EE Paddle Wheeler**
See images: 3, of 5-4
- FF Fishing**
- MM S. Harbor Channel Pedestrian Bridge, Observation Tower & Sky Dining**
See pages: 5-2, 5-3 See Images: 1 of 5-4
- A Pier**
See images: 2, 6, 7 of 5-5
- B Rental Docks, Rental Boats**
See images: 5 of 5-5
- C Boardwalk**
See images: 4, of 5-4, 3, 7, of 5-5
- D Bump-out**
See images: 4 of 5-4, 3 of 5-5
- E Spiral Stair up to of Bump-out**
- F Sculpture**
- G Parking**
- H Extend Parking**
- I Ski Courses**
See images: 1 of 5-5
- J Breakwater**
See images: 2 of 5-4
- K Floating Wave Attenuation Storage System** See images: 2 of 5-4
- L Houses on Water**
- M Slips**
- N Floating Bridge Access**
- O Rental Cabanas**
- P Calm Water**
Created for Water Sports & Enjoyment
- Z Wayfinding & Identity System**
Theme-driven & Theme Consistent Throughout



Checklist of Design Criteria Satisfied: ■ Bold New Initiatives ■ Become Regional Destination ■ Phase-able & Immediately Actionable ■ Grow Marina Revenues ■ Grow Point Housing Revenues, Beauty & Quality ■ Grow Business & Resident Incomes & Opportunities ■ Grow City New Source Incomes ■ Welcome & Increase Visitors & Lodging ■ Aesthetic, Beautiful Place Making ■ Marina Entertainment Focal Point(s) ■ Collaborations & Partnerships ■ Parking: Connected, Balanced, Distributed ■ Pedestrian Friendly & Scenic ■ Connected Pedestrian, Bike & Cart Walks & Ways ■ Theme-Unified Branding: Waterskiing's Birthplace, Minnesota's South Shore, Small-City Charm.

LAKE CITY ZONE 5 - Conceptual Vision Design Elements

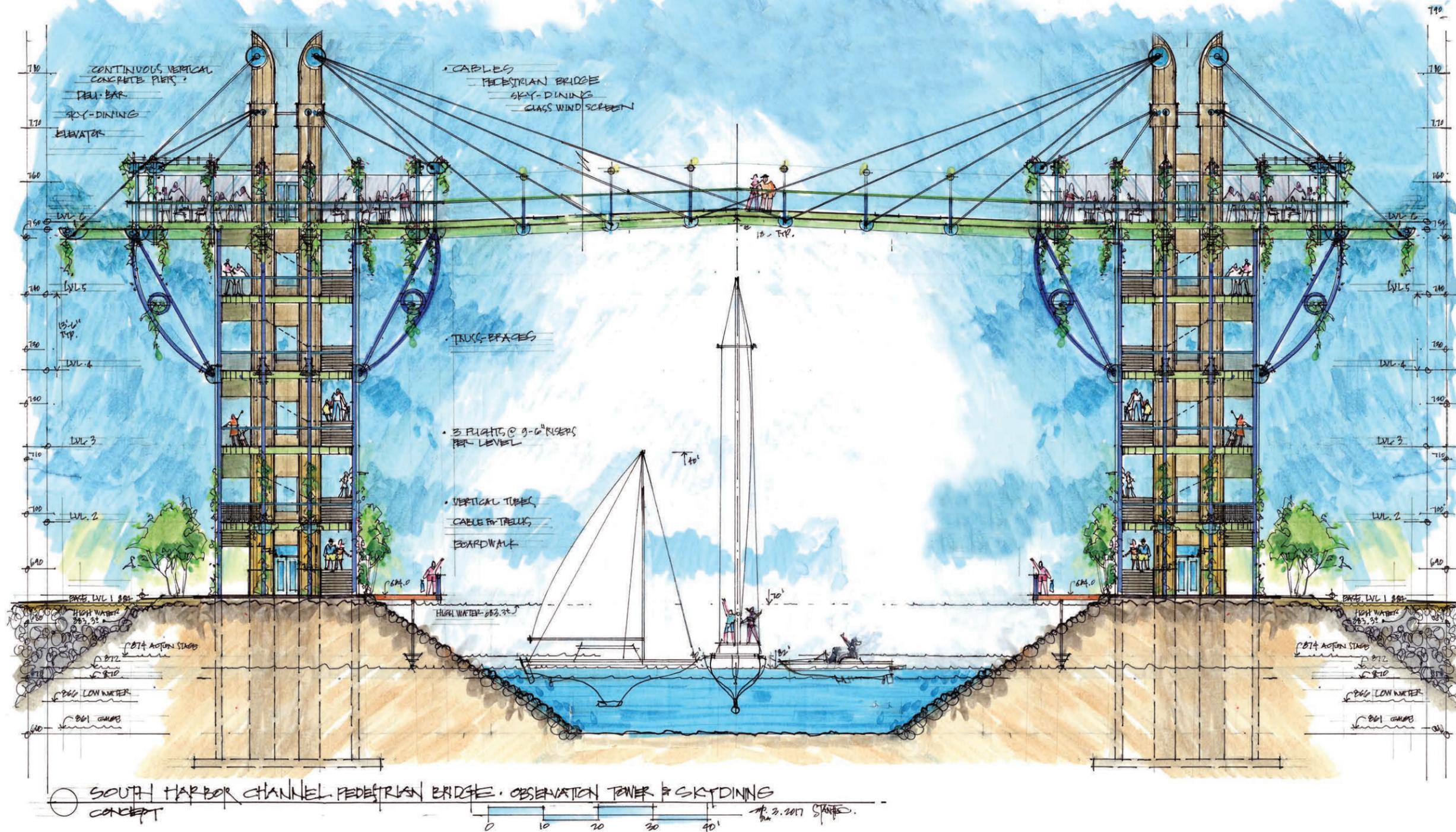
LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



S. Harbor Channel
Pedestrian Bridge
Observation Tower &
Sky Dining

Vision Design: 1 of page 5-2

See location **MM** on page 5-1:



S. Harbor Channel Pedestrian Bridge Observation Tower & Sky Dining
 Vision Design: 1 of page 5-3
 See location **MM** on page 5-1:

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Suspended Pedestrian Bridge and Observation Area

Photo: 1 of page 5-4

See location **MM** on page 5-1:



Two-Tier Pier

Photo: 2 of page 5-4

See location **CC** on page 5-1



Paddle Wheeler

Photo: 3 of page 5-4

See location **EE** on page 5-1:



Boardwalk with Bump-out

Photo: 4 of page 5-4

See locations **C** **D** on page 5-1:

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Rental Docks & Boats

Photo: 1 of page 5-5

See location **B** on page 5-1

Rental Waterside Cabanas

Photo: 2 of page 5-5

See location **B** on page 5-1



Pier

Photo: 3 of page 5-5

See location **A** on page 5-1



Observation Tower

Photo: 4 of page 5-5

See location **MM** on page 5-1:

Houses on Water

Photo: 5 of page 5-5

See location **L** on page 5-1



LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN

ZONE 6: ROSCHEN PARK & SOUTH LAKESHORE: Key improvements to Zone 6 are focused on Park, Parking and Waterskiing:

1. **Park:** The Park improvements on page 6-1 are shown adding parking, extension and connectivity to the boardwalk.

To cause the park to be more focused on the lake, a concept not yet illustrated but preferred is to “flip” the parking lots with the park open space. In addition, as is shown, the master plan shows added parking.

2. **In “The Birthplace...”, Calming Water for Serious, and Seriously Good Waterskiing:** The central element Zone 6 Master Plan asset is the provision of calm water for waterskiing, and for other water sports benefitting from predictable calmed wave conditions.

a. Celebration: And, if one sees the encouragement and welcoming of waterskiing, in practice, as bringing Lake City’s “Birthplace of Waterskiing” honor and title... to daily, physical reality, then the Master Plan’s combination of permanent breakwaters and floating, movable breakwaters... can demonstrate both the proper respect for Ralph Samuelson’s invention and an on-going celebration of Lake City’s title; “Birthplace of Waterskiing”.

b. Breakwater Positions: The spacing of the breakwaters off of the shore line, and their lengths are geared to the lengths of two, end-to-end slalom courses. (Note the centerlines, the 12 boat guide buoys, and the 6 turn buoys, with the islands at each end of these courses). These are also the approximate lengths of jump courses, wake board and barefoot courses. The intent is to provide suitable length and width for serious water ski practice and for competition venues.

(Note, such an allocation of lake area, with an emphasis on providing a venue for improvement of skills in waterskiing and for potential competitions, (via the breakwaters), should not be used as a justification for confining, limiting or banning water skiing anywhere else on Lake Pepin, nor limiting boat speeds. Such actions would be opposite of those laying out the welcome mat to water skiing.)

c. Multiple Venue Locations: A limiting factor for competition venues is that they must have room for multiple divisions or sport categories to be occurring simultaneously. Generally, there must be space for 3 events. The two inner areas, inside the breakwaters would need added competition space.

d. Floating Wave Attenuators: The Master Plan envisions the storage of floating, towable and anchor-able wave attenuation devices being stored on the east side, (lake/river-side) of the newly created breakwaters. For added practice, competition practice, show ski competitions and 3+ event competitions, these wave attenuators would be anchored of the outside of the breakwaters. This, for the added competition venue spaces.

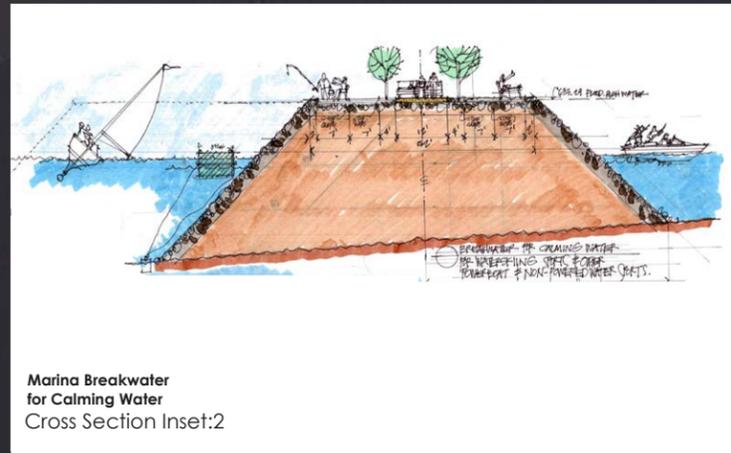
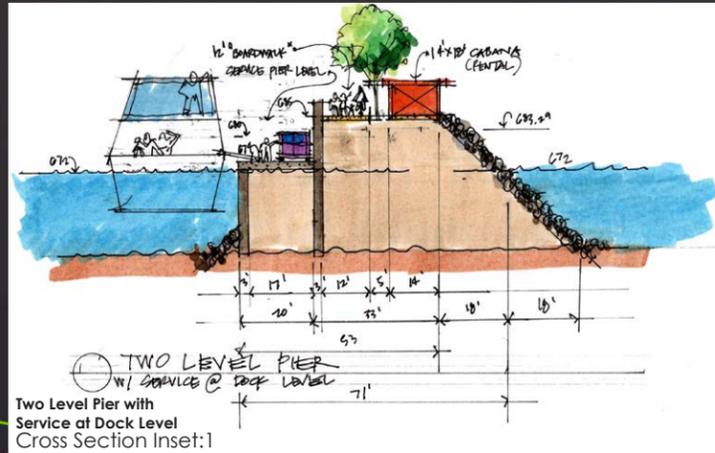
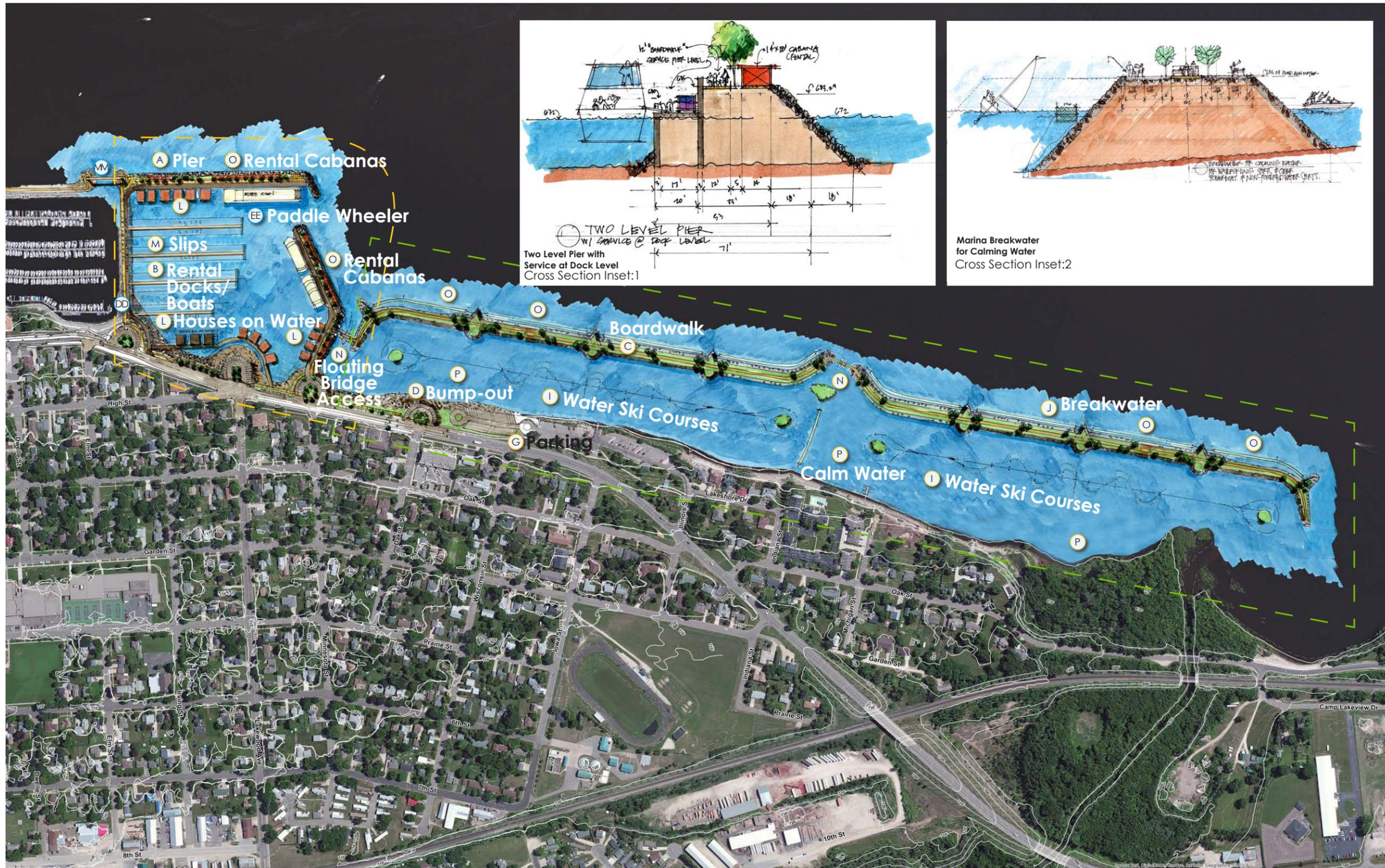
e. Temporary Calming at the Northshore Location: The alternate location for these wave attenuators would be for anchoring along the North Shoreline of Zone 2. Anchored closer to shore, water skiing venue space would be made available for added shoreline seating and viewing. And, such a location would have higher probability to having the most desirable calmed water.

f. Inviting Other Sports: The combined lengths of wave attenuators that would be stored at both the outer shore of the break waters in Zone 6, (and at the shoreline of Zone 2, as shown in the floating cabana plan view inset on page 2-1), could be combined to provide temporary break water for the larger bay. This bay is formed by HokSiLa Park and the Point. This distance is the length necessary for the Olympic length course for competitive rowing. And, for power boat racing opportunities, as well as Iron Man competitions, this north “bay” area, if calmed, provides more than enough width and length.

g. Permanent Breakwater Configurations: The two breakwaters shown on page 6-1 are lineal, with curved ends to help limit wave action from entering the lake area intended to be made more calm. They are linked by floating walkways that enable pedestrian access for: fisherman & women, sun bathers, cabana renters, strollers, walkers and joggers. See photo 3 on page 6-2 for an example of a fishing and seating promontory or “bump out”.

The cross section inset detail on page 6-1 shows a width of trail-boardwalk sufficiently wide for all of the above. Tree planting is also shown, for aesthetics and assistance with soil stability. The photo 5, on page 6-2 shows such tree use on a breakwater-pier. The elevation of the top of the breakwater would be set to avoid flood damage to the features left in place for off-season periods. In the preliminary and final design stages, hydraulic studies will enable means of sufficient flows of water to maintain water qualities as in the mass of Lake Pepin.

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



- CC Two-Tier Pier
- DD Widen Pier
- EE Paddle Wheeler
- FF Fishing
- MM S. Harbor Channel Pedestrian Bridge Observation Tower & Sky Dining
- A Pier
See images: 2, 6, of pg. 6-2
- B Rental Docks, Rental Boats
- C Boardwalk
See images: 3 of pg. 6-2
- D Bump-out
See images: 3 of pg. 6-2
- E Spiral Stair up to of Bump-out
- F Sculpture
- G Parking
- H Extend Parking
- I Water Ski Courses
See images: 1 of pg. 6-2
- J Breakwater
See images: 5 of pg. 6-2
- K Floating Wave Attenuation Stg.
See images: 4 of pg. 6-2
- L Houses on Water
- M Slips
- N Floating Bridge Access
- O Rental Cabanas
- P Calm Water
Created for Water Sports & Enjoyment
- Z Wayfinding & Identity System
Theme-driven & Theme Consistent Throughout



Checklist of Design Criteria Satisfied: **Bold New Initiatives** **Become Regional Destination** **Phase-able & Immediately Actionable** **Grow Marina Revenues** **Grow Point Housing Revenues, Beauty & Quality** **Grow Business & Resident Incomes & Opportunities** **Grow City New Source Incomes** **Welcome & Increase Visitors & Lodging** **Aesthetic, Beautiful Place Making**
Marina Entertainment Focal Point(s) **Collaborations & Partnerships** **Parking: Connected, Balanced, Distributed** **Pedestrian Friendly & Scenic** **Connected Pedestrian, Bike & Cart Walks & Ways** **Theme-Unified Branding: Waterskiing's Birthplace, Minnesota's South Shore, Small-City Charm.**

LAKE CITY ZONE 6 - Conceptual Vision Design Elements



LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Slalom Course in Action

Photo: 1 of page 6-2

See location **I** on page 6-1



Wave Attenuation

Photo: 4 of page 6-2

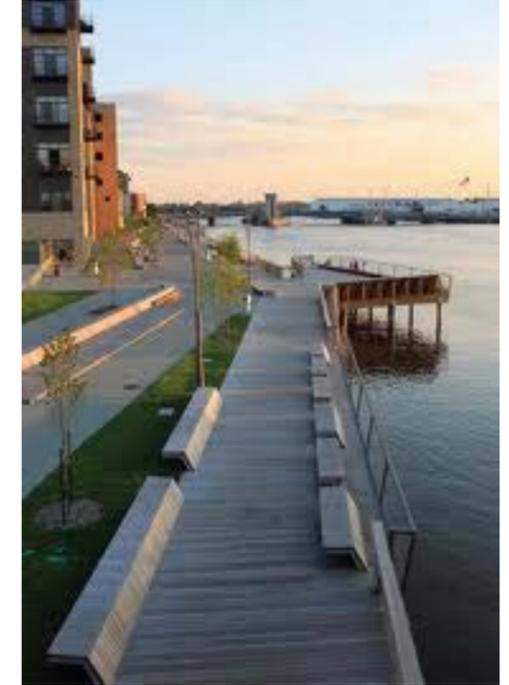
See location **K** on page 6-1



Pier

Photo: 2 of page 6-2

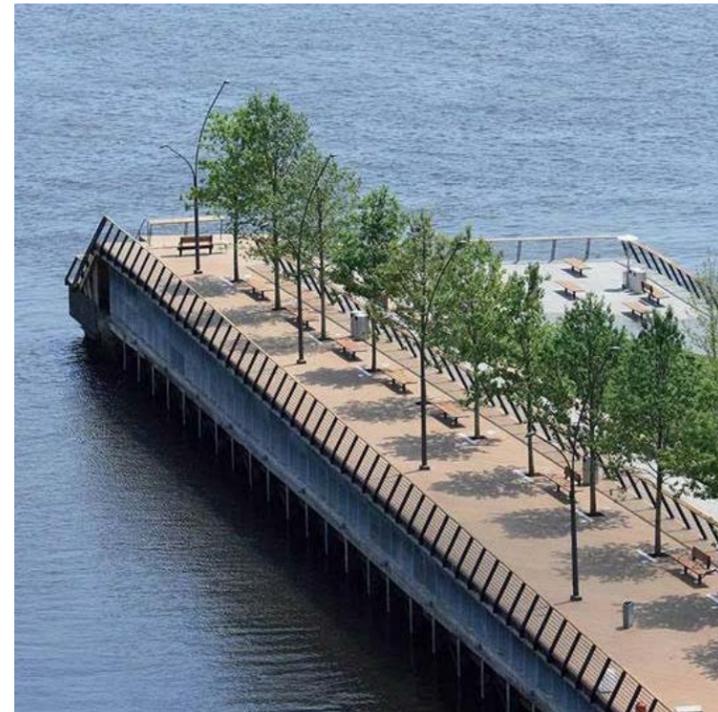
See location **A** on page 6-1



Boardwalk with Bump-out

Photo: 3 of page 6-2

See locations **C** **D** on page 6-1



Breakwater

Photo: 5 of page 6-2

See location **A** on page 5-1:

Pier

Photo: 6 of page 6-2

See location **A** on page 6-1:



LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN

ZONE 7: Key improvements to Zone 7. The Sportsman's Club are focused on:

- 1. Utility Extensions:** Presently, the Sportsman's club does not have City sewer or water. Extending basic utilities to the Club will improve reliability and maintenance cost to this popular community amenity.
- 2. Parking Improvements:** Enlarging and paving the existing parking lot would provide more efficient parking, and reduce maintenance.
- 3. Outdoor Wedding Venue:** Provide dock, overlook, seating and scenic landscaping to enhance the outdoor wedding experience and attract more couples & events to this beautiful setting.
- 4. Park Expansion:** The acquisition of the property and demolition of the existing state building will provide a logical expansion area of the Club.
- 5. Breakwater and Boat Launch:** This added boat launch would take pressure off the existing launches. And, it could generate revenue for the Sportsman's Club.
- 6. Large Boat Launch and Recovery Facilities:** This location could also be a potential addition or alternative to launch and recovery for the downtown Marina.
- 7. Marina Boat Storage:** An added location for winter boat storage could be acquired.

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



(A) Park
See Image: 2 of pg. 7-2

(B) Parking

(C) Pool

(D) Extend Sewer & Water

(E) Retaining

(F) Platforms

(G) Outdoor Seating for Weddings
See Image: 4 of pg. 7-2

(H) Community Events
See Image: 3 of pg. 7-2

(I) Breakwater
See Image: 1 of pg. 7-2

(J) Dock
See Image: 1 of pg. 7-2

(K) Boat Landing
See Image: 1 of pg. 7-2

(L) Water Taxi

(Z) Wayfinding & Identity System
Theme-driven & Theme Consistent Throughout

Checklist of Design Criteria Satisfied: ■ Bold New Initiatives ■ Become Regional Destination ■ Phase-able & Immediately Actionable ■ Grow Marina Revenues ■ Grow Point Housing Revenues, Beauty & Quality ■ Grow Business & Resident Incomes & Opportunities ■ Grow City New Source Incomes ■ Welcome & Increase Visitors & Lodging ■ Aesthetic, Beautiful Place Making ■ Marina Entertainment Focal Point(s) ■ Collaborations & Partnerships ■ Parking: Connected, Balanced, Distributed ■ Pedestrian Friendly & Scenic ■ Connected Pedestrian, Bike & Cart Walks & Ways ■ Theme-Unified Branding: Waterskiing's Birthplace, Minnesota's South Shore, Small-City Charm.

LAKE CITY WATERFRONT & DOWNTOWN MASTER PLAN



Breakwater, Dock & Boat Landing

Photo: 1 of page 7-2

See locations **I** **J** **K** on page 7-1:



Park

Photo: 2 of page 7-2

See locations **A** on page 7-1:



Community Events

Photo: 3 of page 7-2

See locations **H** on page 7-1:



Seating for Outdoor Weddings

Photo: 4 of page 7-2

See locations **G** on page 7-1:

(The following is expanded narrative from page N-1)

A GUIDING TACTIC & 2 ACTION TOPICS, FOR ALL STUDY ZONES, FOR EARLY & LONGER TERM

SUCSESSES: The Master Plan was organized in seven study-design zones. And, to serve the Goals set out by the Selection Committee, Planning Commission, Mayor, City Council and other organizations; a primary Place-Making tactic guided the Master Plan's conceptual design:

Guiding Tactic... The Power of 10+... To, over time, be able to offer "Ten Things To Do, In Ten Places, 365 days a year" (10/10/365).

Two Key Action Topics were applied to all seven Zones:

ACTION TOPIC A: Vehicle Circulation, Intersections, Parking and Pedestrian

Connectivity: To balance vehicle levels of service with pedestrian and cyclists safety and overall Place-Making beauty & amenity.

ACTION TOPIC B: "Lake City, The Birthplace Of Waterskiing": To better memorialize the Historic 1922 Event, and for Lake City to: Make Waterskiing A Symbolic Theme, Action Destination and Economic Driver.

This "10/10/365" Place-Making Tactic with "Water Skiing Theme", plus the "Balanced Vehicle & Pedestrian Connectivity" Topics guided all of the Vision Designs for each of the seven Master

TOPIC A: CARS; DESTINATION-QUALITY VEHICLE CIRCULATION, INTERSECTIONS, PARKING... and Those Moving More Slowly:

a. BALANCE: To maintain Lake City's small town charm, and yet improve circulation and parking, can be a tall order. The freedoms enabled by the private automobile are a part of American life that must be respected and protected. And, sufficient, accessible parking is essential for local businesses' prosperity, for the employment they provide, and the taxes that they pay. And, inviting more commerce, in the form of added tourism and visitors, is a challenge that requires creativity and persistence. Added automobiles, added boats and added people must not degrade the very reason why residents love Lake City, and why the seasonal or daily guests come in the first place.

In recent decades, architectural, planning, landscape architectural and engineering practitioners and their organizations have demonstrated the merits of introducing balance into town planning. This, with regard to bringing balance for ease and speed of vehicle maneuvering... with expanding multi-modal travel, as well as improved safety for pedestrian, cyclist and driver. An added aspect of streetscape design and research into creating "Complete Streets" is the recognition that the aesthetics of highways, avenues, loops, lanes and places, (when "designed-into" these streets), has been proven to have significant positive dollar value impact on the adjacent real estate, and the attractiveness and prosperity of the adjoining businesses.

b. COUNCIL POSITIVE STEPS: The research and positive leadership taken by the City Council, to replace the 4 lane highway thru the City, with the 3 lane choice, (that includes added widths for pedestrian trail and bicycle lane), is a significant and symbolic step. This new lakeside route is a key action toward re-balancing the impacts of vehicle movement, with the incredibly beautiful and attractive lakeshore setting of Lake City. All of this, toward furthering the potential of creating a more magnetic, inviting destination lakefront community, that retains it's pride in history, scale and small-town "feel".

TOPIC B: BIRTH PLACE OF WATERSKIING: MEANING, COMMITMENT & LAKE CITY ACTIONS:

Ralph Samuelson, in his home town of Lake City, gave birth to a significant recreation and sport that has grown into a world-wide economic driver.

Participation and Economics: In the USA, there are over 11 million water skiers, (with 4 million+ of them with elevated interest in the waterskiing as a sport), and 900 sanctioned US water skiing competitions every year. The impacts can be sizable. For example, in 2014, Janesville Wisconsin, and its water ski club/team, hosted the 2014 Show Skiing World Water Skiing Competition, with 13,500 audience in attendance and competitors from 5 countries.

The economic benefit to the local community for that weekend event was estimated to be \$4 million. Major, three event waterskiing competitions, (Slalom, Jump and Tricks) garner larger positive economic impacts. For more information, see: About USA Waterski at ... <http://www.sharelifeonthewater.com/about.html>

Does Lake City have to aspire Janesville Wisconsin's level of attraction ? No. Does the City have the opportunity to build on its singular "Birthplace Of Waterskiing" honor... (to gain added destination stature, added tourism and economic benefits)? Yes.

1.) Waterskiing's Part in the Progress of Lake City: As the factual and world-recognized Birthplace Of Waterskiing, Lake City has a unique potential for amplified recognition, and the collateral economic benefits that can accrue to a city that makes a commitment to public and private sustained actions. (For information on the scale of waterskiing in the USA: See: <http://www.usawaterski.org/MediaGuides/2017USAWSMediaGuide.pdf>)

2.) The Appeal of Waterskiing: Mids't the pursuit of the details of Master Planning and economic development goals, we can lose sight of why water skiing has been, and is so popular:

- a. It is one of the best all family activities. It provides each age group with varied challenges.
- b. It provides adrenalin to the active, it provides slow moving water sport and experience to the very young, and the laid back.
- c. It can require great skill, (in slalom and tricks, wakeboarding and jumping), or none at all, via inner tubing.
- d. It offers great physical effort and can provide conditioning, while it also enables and even necessitates passivity and rest within some of the most beautiful settings.
- e. Water skiing also expands the circle of fun and sport to like-minded folks who enjoy the sport, action, speed, fresh air, sun, and challenge.
- f. Clubs are formed with "fellow travelers" in water skiing, that seek elevated levels of practice, skill and commarderie.
- g. Skier's skills improve and they become involved in show skiing, or other competitions. These entertain others and provide attractions.
- h. Such waterski attractions create collateral benefit to surrounding businesses, not to mention boat sellers, equipment suppliers and marine repair shops.
- i. Physical conditioning is another collateral benefit that is even more important these days, with 2 of 3 in America overweight.
- j. All in all, waterskiing is one of the few summertime activities that a family can do together, that has something for each person.
- k. It combines sun, fun, solitary focus on sport, in the midst of people - watching and social activity.
- l. Waterskiing can challenge, teach and improve the condition and health of all age groups, or it is simply, a relaxing, beautiful day on the water... or both.

LAKE CITY WATERFRONT AND DOWNTOWN MASTER PLAN: NARRATIVES FOR THE CONCEPIONAL VISION DESIGNS

3.) Thoughts & Actions: Should the City make the commitment to water skiing, it will be evidenced when the city, and citizens ...

- Take personal and civic pride in the title "The Birthplace of Waterskiing",
- Having a welcoming and respectful approach to ski boaters, and skiers; in town, at the marina and on the water,
- Bringing political will,
- Bringing funding, (both private and public) finances,
- Bringing core, "physical plant" facilities: both movable and permanent improvements,
- Supporting the sport's participants and advocates in their practice and event competition settings,
- Encourage civic support organizations and
- Bring expanded and on-going event management support assistance.

4.) Weaving the Waterskiing Theme into Multiple "Place-Making" City Improvements:

The first opportunities* to thematically "weave" and apply Lake City's Birthplace Of Waterskiing are:

- *A new logo & typeface: hereinafter "Waterski Brand" or "WB".** (Note that ideally, this new symbolism conveys/evokes both water skiing, sailing and "Minnesota's South Shore".)
- *Application of the WB to the Entry Monument to the City at the North,**
- *Application of the WB to the first Splash Pad,** that is also the first opportunity to utilize water spray for the dual uses of fun, day and night amenity, and; to emulate the spray that comes of the slalom ski of an accomplished water skier.
- *Application of Waterski Imagery and symbolism to each of the Zone 2 North Shoreline "Bump-Outs",**
 - Linear Spray Fountains that emulate water skiing slalom turns, and the tacking movements of sail boats.**
 - Architectural/landscape architectural design styling, detailing, environmental graphics and signage for up to the 3 separate gateway-shade-bathroom structures.**
- Integrate Lake City's/Minnesota's South Shore and WB into the cabanas and their bases,** (being either a cantilevered, widened boardwalk, barge or floatation docks.
- *Signage and wayfinding graphics integral to the "Boardwalk" and Trail system,** beginning at HokSiLa and continuing, (over time, phase-by-phase), thru to the end of Zone 6.

5.) Conceptual Vision Designs Shown: The Lake City Waterfront & Downtown Master Plan recognizes that, within weather's constraints, the provision of calm water is the key to water skiing:

- Attracting & enabling quality, beginner thru high level recreational water skiing, in all its many forms,
- Water ski club formation & strong membership participation. This is essential to...
- Potential of regular, visitor revenues from, entertaining show skiing, show skiing competition practice and competitions,
- Local ski competitors' practice for Tournaments, and...
- Water ski tournament events; (slalom, tricks, jump, barefoot, wake board, knee board and handicap.

6.) Bringing High Visibility & Meaning to the "Birthplace Of Waterskiing" Title: A wide-ranging effort to provide more calm water will be the definitive way that the City demonstrates the commitment to bring active meaning, (and generate attraction, visitors, boaters and revenues) to and from waterskiing.

7.) Bringing Calm Water to Waterskiing at Lake City: There are four inter-related ways to "lay out the welcome mat to waterskiers":

a. BOATER COOPERATION: The first integral way for calmed water to be present for waterskiing, is dependent upon the courtesy of other boaters; to help keep the water as calm as possible when skiers are present. This is not always practical, given winds and/or heavy boat and barge traffic.

However, when skiers are just learning, or practicing slalom, show skiing, tricks, barefoot, barefoot jump, ski jumping, ski flying, or wakeboarding tricks and jumps; that other boaters, (be they recreational boaters, fishermen or sailors)... would be sensitive to the impacts of their wakes, avoiding making wakes or obstructing the path of the tow boat and skier(s) is an indication of respect for the sport and for waterskiing sport participants.

Such an elevated level of respect for the practitioners of the sport (and fun) of water skiing would be a "natural" expectation; in the waters of Lake City. And, an elevated respect shown to advanced practitioners and waterskiing competitions should be expected. This respect would be shown in the same way that visitors and recreational snow skiers show deference to snow ski racers and snow board competitors, at their respective sports and "venues".

b. PUBLIC & PRIVATE SECTOR ADVOCACY FOR WATERSKIERS:

- The second, related way to "keep the welcome mat out" for waterskiing and water skiers is for the city government to pass well thought out resolutions to raise the awareness of the courtesies described above, and provide expectations for respect to waterskiing, particularly during completion practice and competitions.
- Related to this, is to have both government, with private organizations and businesses post "welcome mat" policies regarding respect for water skiers, by other boaters.
- An offshoot of such government and private actions would be to sponsor start-up water skiing clubs. Such actions would also be a "natural" expectation of the Birthplace of the international sport or waterskiing
- A key aspect to improvement in helping the growth of waterskiing, and enhance the visibility of the sport, (beside calm water), is to help with, minimize or eliminate regulatory and permitting barriers to providing water skiing slalom courses, and ski jumps

It is typical that water ski slalom courses are anchored in place. These involve a minimum of 12 boat guide buoys and 6 turn buoys. A ski jump can either be anchored in place with boat guide and distance buoys. For safety or other purposes, there are slalom courses that can be submerged, when not in use. But, this adds cost, complexity and maintenance. The offset is that such a submergible system can help keep the slalom course, connective cables and below water equipment "out of harm's way".

A jump ramp is always lit for night safety and has lockable, highly visible barriers to prevent use by novices and others who should not use the equipment. The alternate is that a floating ski jump or ski flying jump is tied up at a dock, and is towed out into place, with anchors located with marker buoys for practice. It is typical that these types of equipment are attended to by local, serious water ski practitioners, usually affiliated with a local water ski club.

LAKE CITY WATERFRONT AND DOWNTOWN MASTER PLAN: NARRATIVES FOR THE CONCEPIONAL VISION DESIGNS

c. CREATING CALMER WATER: The third and fourth ways to obtain the maximum levels of calm water are by Floating Wave Attenuation Devices and Permanent Breakwaters.

i. Floating Wave Attenuation Devices: There are suppliers of floating, plastic systems that, when linked together via cables, are reasonably effective at reducing wave action from both wind and boat wakes. Some are actually substantial enough to be used for security purposes. And, some are able to be used, and then submerged. The benefit of these systems are that they are movable, and can be towed and positioned for events, and then returned to shoreline or beside breakwaters for storage until needed again. Of course, there is cost to initial purchase, maintenance, movement and proper anchoring.

The Reason for added Floating Wave Attenuation Devices: In order to be (eventually) considered a serious contender for a higher level tournament water skiing competition venue, the location must be able to handle 3 events, (Slalom, Trick and Jump), simultaneously. For Lake City to be able, sometime in the future, to be able to host "The Birthplace Of Waterskiing Regional and National Championships", then there must be means to provide this 3-Event setting. Ideally, a 4th area could add other water skiing competitions as well, such as Barefoot or Wakeboarding.

With close examination of the cross section inset drawings on pages 2-1 and 6-1, storage locations are shown for these linear wave attenuators. Prior to events, these could be towed out and anchored in place for the duration of the tournament practice and the tournament.

While permanent breakwaters provide the best approach to creating calm water, wave attenuators, can be positioned for tournaments, and then stored away. Given the expected delay in being able to install permanent break waters wave attenuators offer an earlier opportunity for calm water. And, such linear devices also will enable the creation of the separated areas for 3-Event and 4-Event competitions. (See photo 4, on page 6-2 for one example).

ii. Permanent Breakwaters: The lowest short and long term maintenance approach to obtain calm water, (both for a marina... or for higher levels of recreational waterski sports practitioners and for a competitive-suitable environment for water skiing), is to build break waters, similar to those that brought calm water to Lake City's Harbors.

Breakwaters are, of course, the more costly approach to providing calm water adjacent to a large body of water, such as Lake Pepin. However, they offer the lowest long term and repeating maintenance issues, as compared to floating attenuation. And, they offer the greatest durability in the variability of seasonal conditions, particularly ice flows during spring melt and flood.

In Zone 5, on page 6-1, two linear breakwaters are shown. They are positioned off shore far enough to accommodate a scenic and attractive width of water as viewed from the shore. And, this positioning is intended to allow sufficient water flow to maintain water qualities similar to the larger body of water; Lake Pepin. The process of final design will evaluate the hydraulic aspects of the breakwaters, regarding these flows and velocities.

The primary purpose of these more-less linear breakwaters is to provide calmed water for the lengths of two water ski slalom courses that conform to the international dimension standards for competition. Also included are small islands that enable the skier tow boats to turn around for return passes thru the slalom course, without sending their own boat wake back down the slalom course.

d. Explanation Of Water Skiing Competition Categories/Events: The water ski slalom course, with the ski jumping venue, are the most well-known events within competitive water skiing.

In slalom, the skier is towed thru a course that includes gates at each end and 6 buoys between, three on each side. The skier must enter the gate, and attempt to round all six buoys and then exit the far gate. If successful, the boat turns around and returns at higher speed, or if the maximum speed is reached for the division for the skier, the rope is incrementally shortened a specified amount after each successful pass thru the course. The winner of a slalom competition is the skier who has the most number of buoys around which he or she has successfully turned (and remained in a skiing position).

In ski jumping, the boat goes a specified speed, and the ski jumper who travels the farthest distance wins. Each course requires about 900 feet for the course and, with turnaround room, about 2600' total length per course.

LAKE CITY WATERFRONT AND DOWNTOWN MASTER PLAN: NARRATIVES FOR THE CONCEPIONAL VISION DESIGNS

e. BREAKWATERS SERVING THE “10/10/365” GOALS: The The Master Plan serves multiple goals. One goal is to bring meaning, action and financial benefits of reinforcing Lake City as The Birth Place Of Waterskiing. Another means to achieve the goals, (of Preserving The Small Town Charm of Lake City), while increasing the revenues that can result from Destination Quality... is seeking to provide “10 Things To Do, in 10 Places, Every Day Of The Year”.

Thus, there are destination amenities, activities and waterfront features “built into” the conceptual designs shown on the two Inset Drawings on Page 6-1. There are multiple uses of these breakwaters, as there are for the Zone 5 Master Plan-proposed future added marina breakwater enclosure (shown on Page 5-1). These include:

- Continuous Pedestrian Connection, via “Boardwalk”,
- Crossings at Pedestrian fixed bridges and/or floating bridges,
- Scenic “Mini-Point” Seating Locations for both Lake and Water skiing practice and competition viewing,
- Rental Cabanas,
- Fishing “Mini-Point” Locations
- Mooring Locations for Movable, Floating Wave Attenuation Systems

8.) Collateral Benefits; Other Sports Attracted: Providing calmed water will be the way that Lake City reasserts and becomes recognized again as bringing meaning and action to, world-wide, of being the birthplace of waterskiing. And, when sufficient lengths and widths of calmed water become available and known, other organizations, representing water sports, (that are dependent upon calm water), will take notice.

For example, rowing, (the Olympic sport), is also dependent upon calm water for practice and for competitions. (Their rowing course requires 6,562 LF; a distance available off the north shoreline.) Calm water also attracts Iron Man, (swimming, cycling and running) competitions, as well as various forms of power boat racing.

Once the City demonstrates that relatively small but important, close-to-shore stretches of the giant Lake Pepin can be temporarily calmed for sporting events, other sports enthusiasts and sponsors will be attracted. Then, Lake City’s watersports “birthright” will prove as attractive to these other sports as it has been, and is, to sailing, and fishing... And, all those years ago; to waterskiing.



Stantec: 2335 West Highway 36
651-636-3611

Jim Maland, Project Manager & Design: 612-819-6332
jim.maland@stantec.com

Marc Putman, Design Lead: 612-400-2400
marc.putman@stantec.com