



CHAPTER 4

LAND USE AND THE BUILT ENVIRONMENT

VISION STATEMENT:

We balance preservation of open space and historic landmarks with well-designed, sustainable development to maintain a unique and healthy community.

February 25, 2019

Introduction

Our community's land use pattern and built environment is largely defined by the ways in which we have chosen to settle over time in relationship to our natural landscape, major transportation routes, and the community's original area of settlement. The community's settlement patterns are most directly addressed in the *Red Wing 2040 Community Plan* by the land use plan which will guide the physical development of neighborhoods, activity centers, employment centers, rural agricultural areas, recreation areas, as well as conservation of sensitive natural areas. The Land Use and Built Environment chapter establishes our desired community land use and built environment patterns over the next twenty years through the year 2040.

Land use planning begins with future projections for the city's population, households, and employment. Based on these projections and an understanding of the city's changing demographics, the city has developed a plan illustrating the community's desired future land use patterns and built environment, as expressed by community members and residents at various points throughout this planning process. Red Wing's future form will involve strategic redevelopment, infill development within already developed areas, and some new development and community expansion.

In addition to providing a general guide to physical growth and development in the city of Red Wing, the Land Use and Built Environment chapter establishes goals and actions for the appropriate location and types of redevelopment and new development, as well as for the conservation of agricultural land and the natural environment. This chapter will be used to determine future public investments, make decisions

concerning private development proposals, and set priorities for future planning efforts.

The Land Use and Built Environment chapter also provides a high level guide for the legal regulation of land development, which is controlled by the city of Red Wing's Zoning Regulations and Zoning Map under the powers granted to it by the state of Minnesota. This maps found in this chapter will generally guide the location of future land use categories within the city. Since the plan is a general guide for the use and development of land in the city, the boundaries of the uses as shown in the various maps are approximate and subject to interpretation and adjustment as necessary to conform to actual field conditions.

Community Engagement

A summary of input collected from the community in 2017 is included on the following two pages.



LAND USE AND THE BUILT ENVIRONMENT

What would make Red Wing a better place to live?

1,126

responses across all 2017 community engagement events and surveys mentioned aspects of parks, recreation, and land use that would improve Red Wing. The top responses are shown to the right.



Improved Access to Affordable/ Healthy Food Options

2017 community engagement respondents indicated that Red Wing's grocery stores do not offer enough variety. Many mentioned wanting additional options like a co-op, Trader Joes, HyVee, or Kowalski's. The farmers market is very popular and respondents indicated expanded seasonal food offerings are desired. Access to fresh produce, local, and organic options are increasingly important to people. Since 2017, Red Wing has added an Aldi.



Better Community Planning

Many respondents to the 2017 Community Survey indicated that more focus on community planning and zoning would make Red Wing a better place to live. Decisions about land use and zoning have major impacts on the way the city grows and functions.



Balance Housing Supply and Demand

Participants in both the 2017 Community Survey and community engagement events said housing supply and demand is not ideal. Those not satisfied with available housing options reported desiring affordable housing first and foremost (26%), followed by senior housing (11%), starter homes (11%), mid-range homes (11%), bigger lots (11%), rental homes (11%), high-end housing (5%), and apartments (5%).



Suggested Businesses

585 comments from both the 2017 Community Survey and community engagement events suggested bringing additional business to Red Wing. Many respondents are disappointed in empty storefronts downtown, and hope for a greater variety of restaurants, more outdoor dining, restaurants along the river, businesses that stay open into the evening, and additional retail options. There is some call for additional big box retail like Kohl's or Super Target, but most comments focused on revitalizing businesses downtown.



Living Wage Jobs and Workforce Readiness

Red Wing needs to encourage businesses and industry to come to Red Wing, adding employment opportunities and providing living wage jobs for residents, according to participants in both the 2017 Community Survey and community engagement events. Apprenticeship, training opportunities, and post-secondary education were also mentioned as keys to workforce success.



Study Parks and Open Space Needs

The desire for additional parks and open spaces was expressed in both the 2017 Community Survey and community engagement events. Several people from the North Service Drive/ Prairie Island area want a neighborhood park. An "indoor park" space for families to use in the winter was also mentioned. A few respondents to the 2017 Community Survey believe there are "too many" parks in Red Wing; however 97% of the survey's respondents support the city's efforts to preserve open space.



Address Population Growth

Population growth was listed as the "most serious issue facing Red Wing today" by 14% of respondents to the 2017 Community Survey. However, 21% believe population growth has been too slow between 2000 and 2015. Regardless of people's perceptions, even Red Wing's modest growth over that time period merits a review of how well the community is prepared to accommodate a changing population.

Red Wing 2017 Report Card

Population

Our slow, steady population growth has leveled since 2010.

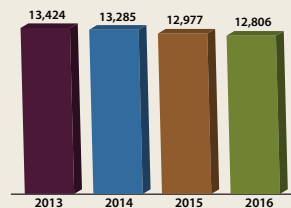
16,445 people in 2015

Source: Decennial Census, American Community Survey

Jobs

The number of jobs has remained relatively steady with only a slight decline since 2013.

Number of RW Jobs

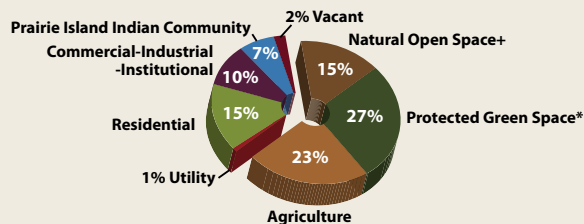


Source: Minnesota Department of Employment and Economic Development (DEED) and the Bureau of Labor Statistics Quarterly Census of Employment and Wages

How Our Land is Used

Rivers, bluffs, and marshes limit new land development and require us to think innovatively about revitalizing what we already have.

Division of RW Land Use



Source: City of Red Wing Community Development Department, 2017

Housing Shortage

Did You Know?

A 2014 study found less than 1% of apartments were available in RW buildings with 8 or more units.

Source: Red Wing HRA Housing Needs Analysis, 2014

Cost Burden of Housing

Red Wing mimics the county and nation in the number of residents who pay a large percent of their income on housing.

RW Residents Paying More than 30% of Income on Housing



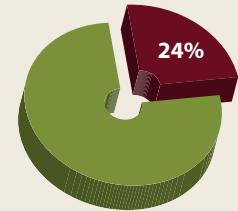
Source: U.S. Census Bureau American Community Survey 5-Year Estimates 2011-2015

Cost of Getting Places

As residents, transportation is one of our largest household expenses. In Red Wing, median-income families spend an average 24 percent of personal income going to and from places.

Goodhue County's average is 26 percent; Minnesota's average is 23 percent.

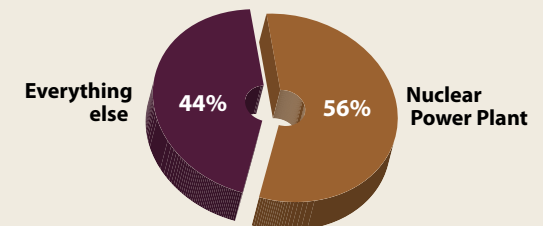
Source: U.S. Dept. of Housing and Urban Development's Location Affordability Index, and U.S. Census Bureau American Community Survey-2013



Our Market Value Future

Red Wing has a strong tax base that depends strongly on Xcel Energy's Prairie Island Nuclear Generating Plant for those benefits.

Power Plant's Impact on Local Tax Base



Source: City of Red Wing, 2017

The power plant's market value doubled between 2012 and 2017, an increase about twice as much as all other commercial/industrial properties combined.

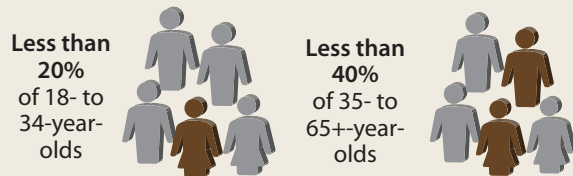
Red Wing 2017 Report Card

Physical Activity

Young adults are moving less than older adults. Will this become a trend?

Moderate Physical Activity By Age*

Those who get 30 minutes or more of moderate physical activity 5 days a week

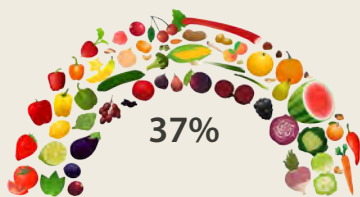


Source: Goodhue County Community Health Needs Assessment Survey, 2015

Healthy Eating

How can we create surroundings where it's easy for our children and teens to eat healthy so they build good habits and live longer?

Recommended Fruits and Vegetables*



Only 37% of us aged 18 to 65+ eat 5 servings of fruits and vegetables per day



Did You Know?

Two community gardens and a growing daily Farmers' Market offer healthy foods and the chance to connect with each other.

Existing Land Uses

While the City of Red Wing is a small city in terms of population, it is large in terms of physical size. With the consolidation of Burnside Township and the city in 1971, Red Wing's size increased fivefold, from approximately 8 square miles to more than 40 square miles. The community originally developed around the major bend in the Mississippi River and grew outward from there, with most of the early growth occurring to the south and west, which now comprise Red Wing's historic downtown and neighborhoods. Subsequent development, primarily residential, expanded the city southward into the valleys and up the bluffs. Outside of these areas, most development is located relatively close to Highway 61, which stretches from east to west through the city.

The Prairie Island Indian Community (PIIC), which encompasses approximately 1,670 acres, is located in the northwest corner of the city. This community is a separate jurisdiction and has an estimated population of 170. The Xcel Energy Prairie Island Nuclear Power Plant is also located in this area.

The city's existing land use map is shown in Figure 4.1 and the city's distribution of existing land uses is summarized in Table 4.1. As a regional center, Red Wing has a balanced mix of residential, commercial, and industrial land uses. Agricultural and rural residential uses represent a significant portion of the city's overall land use, while open space by far comprises the largest proportion of existing land use in the city.

Due to a relatively low amount of urban development in the large area that once comprised Burnside Township, the city's overall distribution of existing land uses is weighted toward agriculture

and open space, with more than 5,000 acres of land identified as agricultural located both north and south of Highway 61. The city's wealth of natural open spaces also includes river, creek, bluff and prairie landscapes. Waterways within or adjacent to the city include the Mississippi River, Cannon River, Vermilion River, Spring Creek, and Hay Creek.

The prevalence of environmentally sensitive rivers, floodplains, wetlands, bluffs/steep slopes, and prairies in the community limits the amount of new land that can be developed in an environmentally and fiscally responsible way. Combined with the city's relatively low population and employment growth projections over the next 20 years, our community has a responsibility to consider innovative strategies for how and where to reuse, revitalize, and redevelop within existing developed areas.

54.1 percent of Red Wing's total market value comes from commercial and industrial properties, compared to an average of 23.2 percent for all Greater Minnesota cities. Prairie Island Nuclear Generating Station contributes significantly to that high percent.

Source: Red Wing Port Authority 2017

TABLE 4.1 RED WING'S EXISTING LAND USE, 2018

Land Uses	Existing Acres 2018	Percentage
Low Density Residential	1,011.8	4.4%
Medium Density Residential	790.4	3.5%
High Density Residential	81.6	0.4%
Rural Residential	1,625.8	7.3%
Community Commercial	219.9	1.0%
Regional Commercial	106.5	0.5%
Mixed Use Commercial	25.1	0.1%
Downtown	34.6	0.2%
Industrial	272.8	1.2%
Institutional	1,186.7	45.2%
Park (active)	318.2	1.4%
Open Space	9,348.9	41.0%
Agriculture	5,188.8	22.8%
Utility	639.1	2.8%
Vacant	538.4	2.4%
Total Land Under City Jurisdiction	21,415.6	94.0%
Prairie Island Indian Community (City does not have land use jurisdiction)	1,358.8	6.0%
Total Land Within City Boundary	22,774.4	100.0%

The Existing Land Use is a snapshot of how land is used today. It was developed from the Storm Water Utility land use data created to establish fees. This data and table is not to be compared to the future planned land use Table 4.2 as the categories differ.

FIGURE 4.1 BREAKDOWN OF LAND WITHIN CITY JURISDICTION

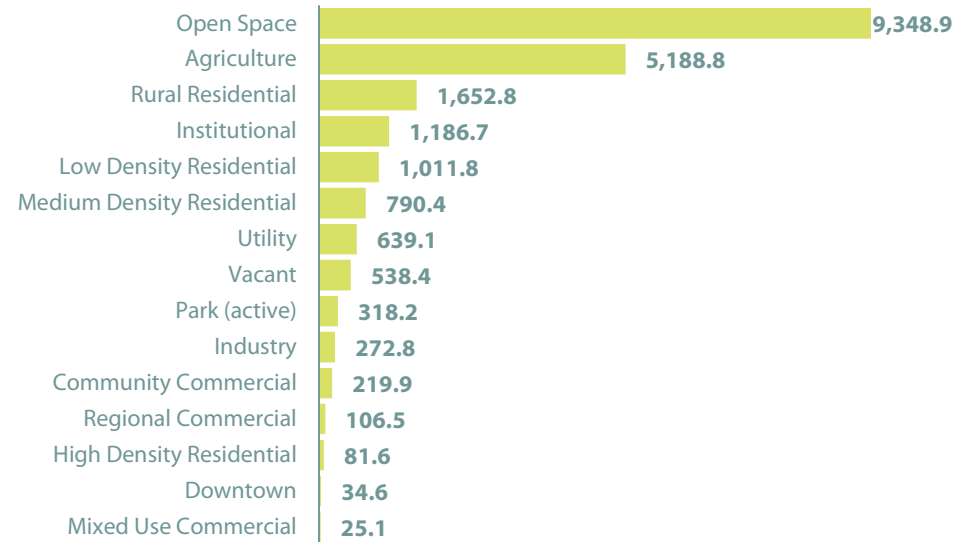
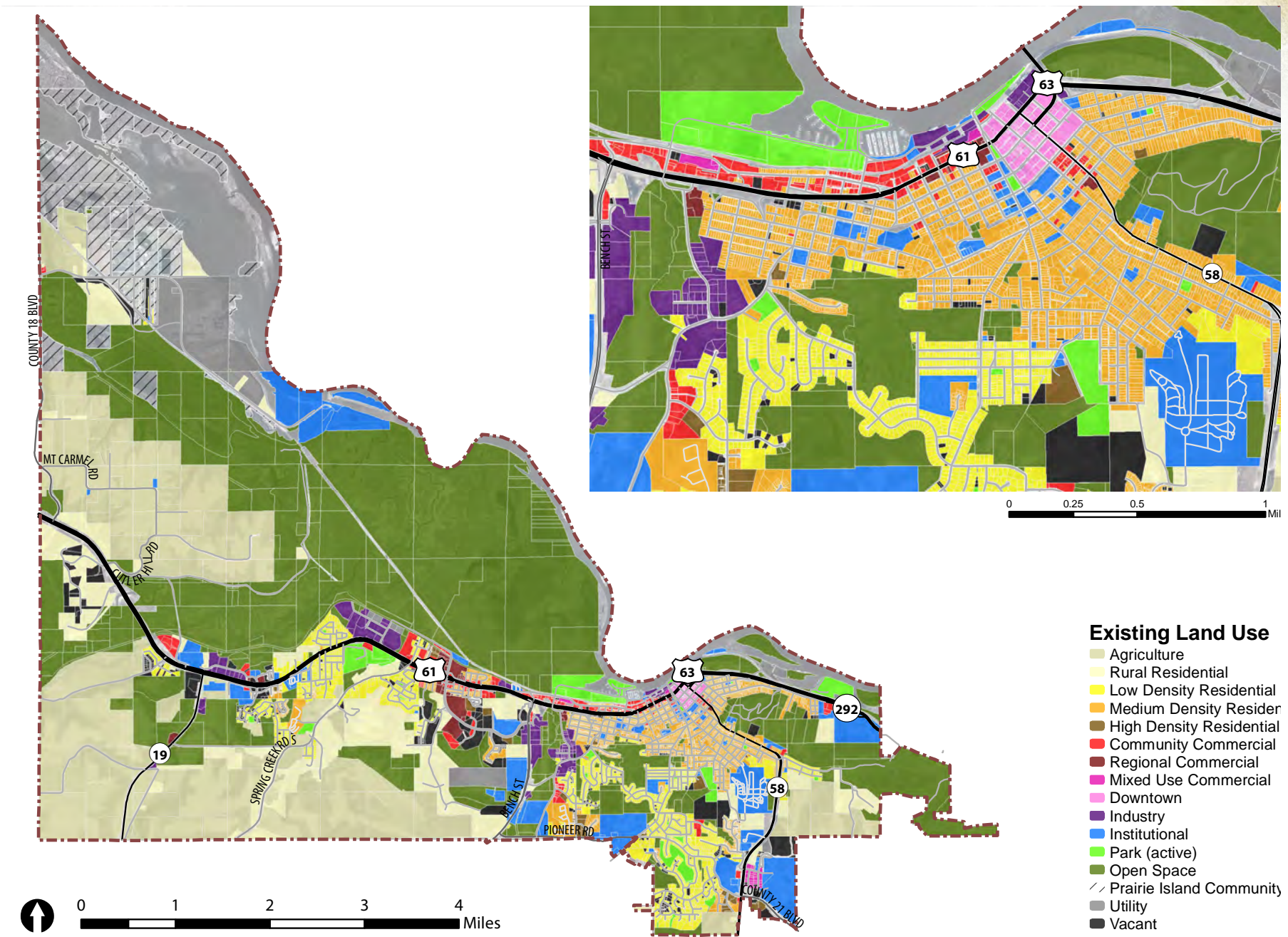


FIGURE 4.2 EXISTING LAND USE



Community Planning Areas, Neighborhoods, and Activity Centers

Community Planning Areas

Red Wing's land use and development is founded on its roots as a small, rural, river town with a traditional downtown that once served as the commercial center. Over its history, our city has grown and expanded its boundaries to the south and west. In particular, the annexation of Burnside Township in its entirety into the city in 1971 increased the city's size fivefold. Growth of the city across time means that land use and development patterns differ greatly within the city. Four "community planning areas" have been identified to assist with understanding the city's differing areas:

- » Downtown and Historic Neighborhoods Area – includes historic downtown, historic neighborhoods, riverfront, Old West Main, and industrial area east of Bench Street
- » South Red Wing Area – primarily lower density residential neighborhoods south of the original town, school campuses (high school and community/technical college), and bluff open space areas
- » Lower Burnside Area (West Red Wing) – the area to the west between Bench Street and Spring Creek Road, consisting of the city's largest commercial center outside of downtown, a hospital, growth area for residential and business park development, agricultural land, and rural residential areas
- » Upper Burnside Area (West Red Wing) – the area further west and northwest, which is dominated by agricultural uses, two business parks, lower

density residential neighborhoods, the Prairie Island Indian Community, the nuclear plant, and significant conservation areas adjacent to the Mississippi and Cannon Rivers

Neighborhoods

Red Wing takes pride in the quality of its residential neighborhoods, both new neighborhoods developing on raw land at the edge of the community and existing neighborhoods that are key to the historical identity of Red Wing. These neighborhoods are filled with a variety of housing types, providing options that meet the needs of a wide range of residents of various ages and socio-economic situations. To ensure that our existing and new neighborhoods continue to offer quality housing opportunities, it is important to focus on upkeep of existing housing and the creation of new housing that complements Red Wing's neighborhood character.

The intent of this community plan is to influence the design of emerging neighborhoods as they develop and to influence improvements to existing neighborhoods over time as opportunity presents itself, either through private reinvestments, redevelopment, or public improvement projects. A key goal of this plan is to provide a vision and community support for revitalization and reinvestment in existing older Red Wing neighborhoods currently served by water, sewer, electric, and other utilities to facilitate their full development and occupancy and slow the need for new, expensive infrastructure for new subdivisions on the edge of the city. New residential development at the edge of Red Wing entails higher construction costs due to topographic challenges in the area and the increased cost of maintaining infrastructure

over greater geographic distances. Focusing on older neighborhoods and fully utilizing existing infrastructure systems first is ultimately a more affordable public investment and strategy.

Residential neighborhoods, both older and newer, should support a mix of housing types that overall provide a range of densities, with a higher average housing density closer to the core activity centers (8 or more housing units per acre) and a lower average housing density in other areas (3 – 8 units per acre). Higher density developments should orient closer to transportation corridors, trails and sidewalks, parks and open spaces and neighborhood commercial nodes. Overall, the city should strive to achieve a balance of housing options.

Mixed Use Activity Centers

Activity centers are located in places where the community's residents, employees and visitors are drawn together. Activity centers host a variety of activities with an emphasis mostly on commercial retail and service uses, institutions, and higher density residential. They are intended to provide a mix of uses that serve as great places to do business, learn, play, shop or simply enjoy a unique cultural experience. These centers typically will occur along key transportation corridors and at key crossroads. In Red Wing, they are largely clustered along Highway 61, with one in Prairie Island and another south on Highway 58.

Increasing access by connecting activity centers with adjacent residential neighborhoods and parks is important to enhancing Red Wing as a livable community. While activity centers provide opportunities for residents to gather and interact by focusing primarily on providing commercial uses, they may also include secondary and higher

FIGURE 4.3 COMMUNITY PLANNING AREAS

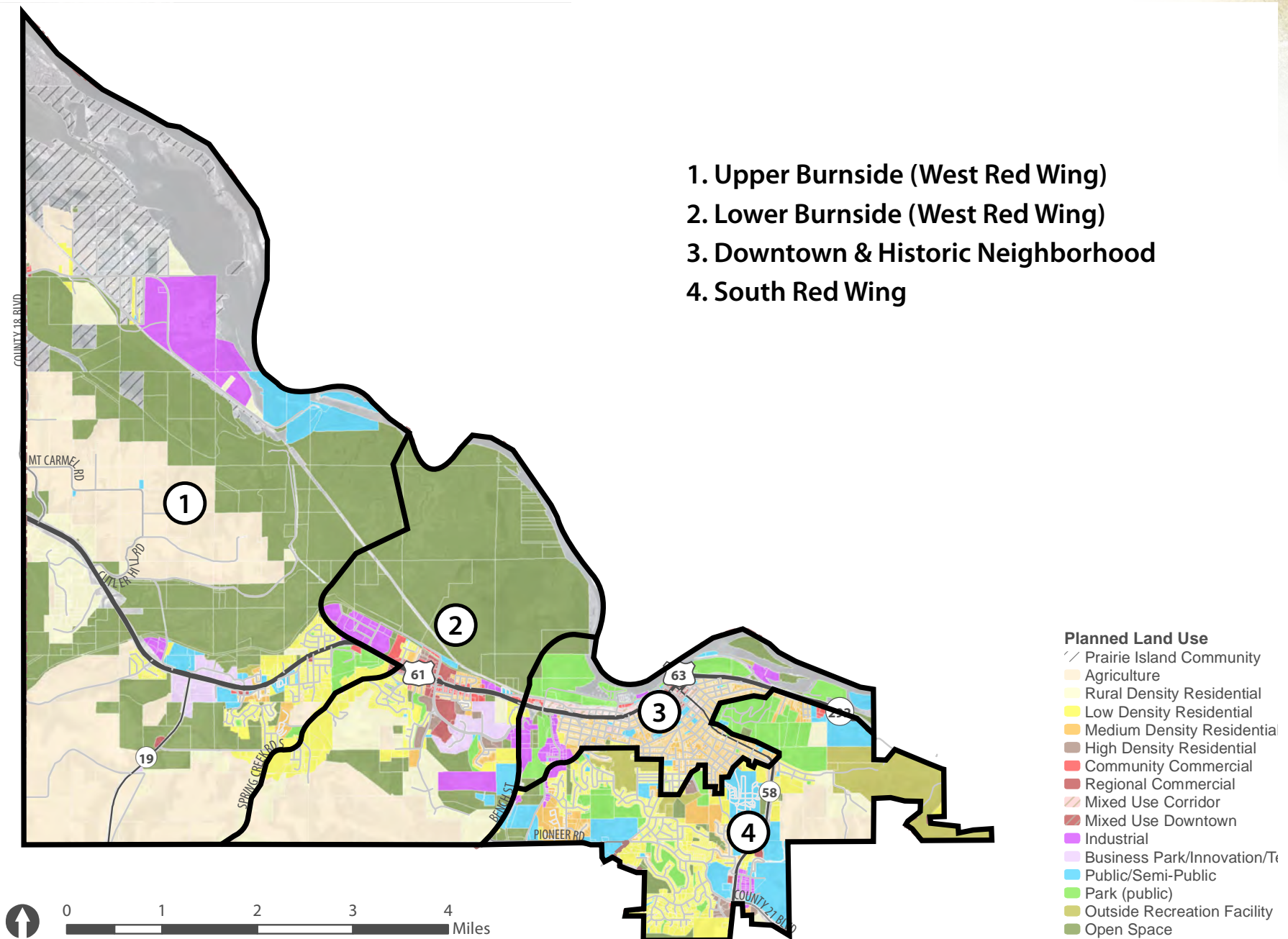
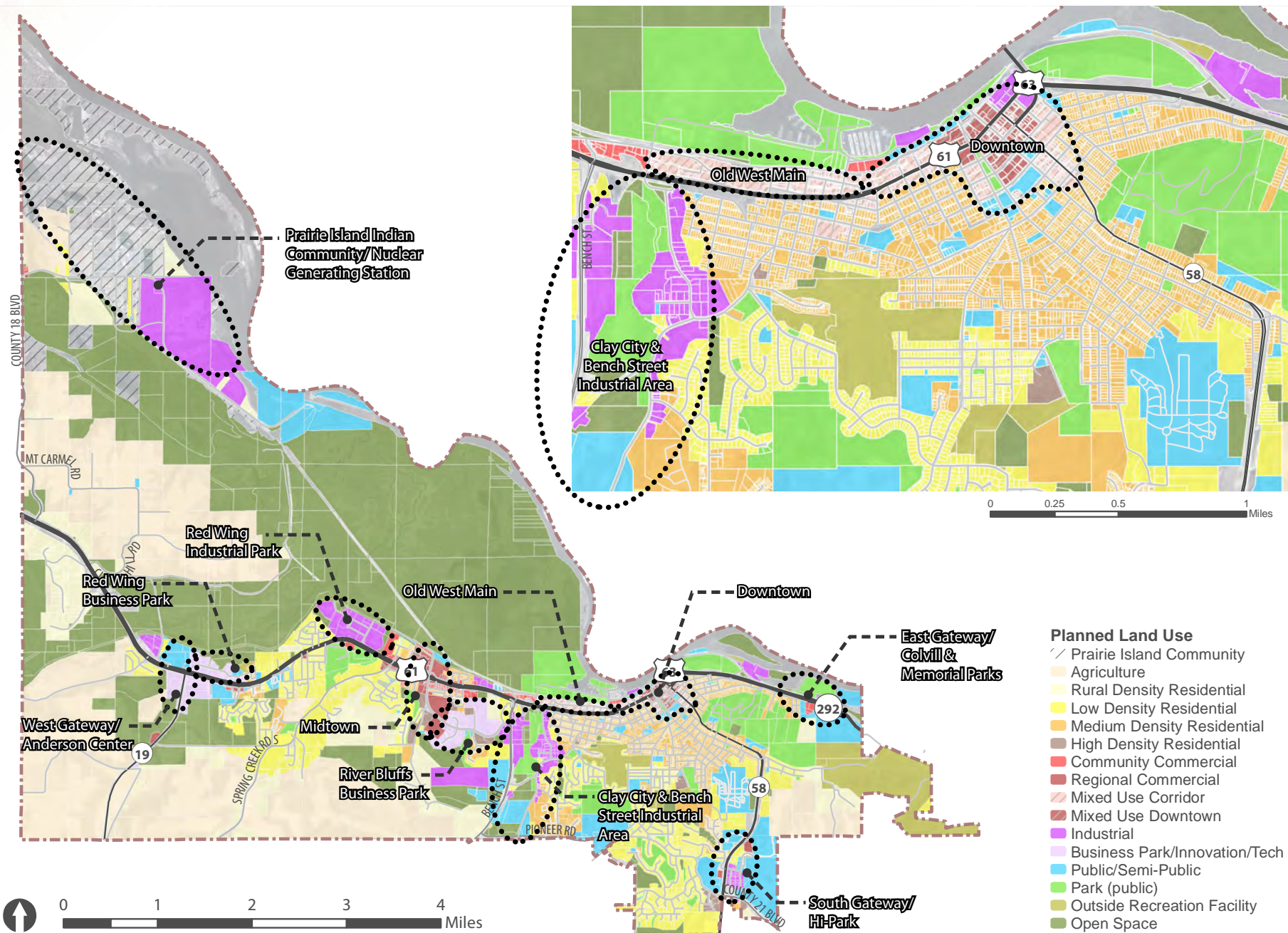


FIGURE 4.4 MIXED USE ACTIVITY CENTERS



educational institutions such as high schools, middle schools or colleges which also provide residents with reasons and purposes for gathering and interacting. Providing each activity center with its own sense of place will further attract residents to visit; therefore, each activity center should project its own distinctive character created by streetscape, landscape, and urban design features that are unique to the district's identity.

Redevelopment within activity centers should be a priority with the community focusing on infill or redevelopment within its existing centers to maximize the use of existing infrastructure systems. Old West Main is a primary example of an activity center whose land use pattern has aged and now aspires to be something different. The Midtown area and the more modern "big box" pattern of development should also be a focus of the community's attention. As communities have evolved, building practices have become less sustainable. For instance, many commercial buildings built in the 1970s and 1980s, many of which now house chain stores, have a life expectancy of 20 to 25 years and have become tired. The low intensity of use common to many of these structures, oftentimes as a result of expansive parking lots, creates the economic opportunity for redevelopment.

Conversely, the design and character of downtown buildings are more enduring than many newer developments within activity centers. Recent trends, however, suggest that the tide is beginning to turn. Builders, investors and developers are beginning to see greater economic benefits through more sustainable building and site design practices. These trends are influencing newer edge development and is not just focused on historic downtowns.

Although focused more on creating non-residential uses, activity centers can also include unique housing opportunities such as live/work, studio, or loft housing. Integration of residential uses into activity centers should focus on providing higher density housing near services, jobs and transportation corridors that serve pedestrians, bicyclists and vehicle drivers. Residential density should lessen further away from the core of the activity center.

The city's activity centers consist of the following:

Downtown

Downtown Red Wing is, and always will be, the heart of our city, and in fact, could be considered the heart of the region. As the historic foundation of the city, downtown is a diverse activity center, hosting a large variety of civic uses and services, retail shops and services, restaurants, and many of the city's main cultural and entertainment attractions. Downtown also houses many of the city's major employers, including Red Wing Shoe Company, St. James Hotel, Goodhue County, and the city of Red Wing. Stretching south into the bluffs, the surrounding residential streets host block after block of historic homes dating from the mid-19th century. Downtown has a significant resident population with its mix of historic homes, apartments, and senior housing. The highest density of mixed use development should occur in downtown.

The city has benefited greatly from more than three decades of public-private partnerships that have resulted in an active and vibrant downtown civic and business district. Downtown has a number of anchor destinations, such as the St. James Hotel, Riverfront Centre, Red Wing YMCA, Sheldon Theatre of Performing Arts, City Hall, Red Wing Public Library, Depot Gallery, and Red Wing Shoe

Museum. These anchor destinations need to be continually supported and new uses encouraged to develop in vacant downtown spaces. In addition, a strong business organization representing the downtown interests will be an extremely important ingredient in the success of downtown Red Wing.

Another important asset is downtown's connection to the Mississippi River at Levee Park. Improvement of this connection at Broad Street should be a continued focus for the benefit of downtown and the historic neighborhoods. There is also a growing trend to provide housing opportunities in the upper floors of downtown commercial buildings and in areas immediately next to the downtown core. An increased residential population within walking distance of downtown destinations can strengthen the market base for downtown businesses.

In that spirit, Downtown Red Wing would also benefit greatly by improved connections between downtown and the surrounding neighborhoods, particularly to the east end residential neighborhood and to the Old West Main activity center. The east end neighborhood is psychologically and physically cut off from the downtown core by the highway system and land uses that include large expanses of surface parking lots. The redevelopment of these properties with smaller scale housing and mixed use developments would help knit the neighborhood back together with the Downtown area.

Efforts to restore the historic character of many of its buildings has helped the downtown reemerge as an attractive and vibrant historic district that can provide a desirable and comfortable environment for pedestrian and street activity. The continued success of Downtown Red Wing will depend on further enhancing it as a pedestrian-oriented district with attractive streetscapes, historic restoration,

and business revitalization. Highway 61 and a rail line act as dividers between downtown and the riverfront, but future changes in land uses, street connections, parks, and urban design can facilitate better connections between downtown, residents, visitors and the riverfront. The success of Downtown Red Wing is closely linked to the overall success of the community; therefore, redevelopment efforts in Red Wing should continue to focus on downtown's ongoing evolution.

The [Downtown Red Wing Action Plan](#), which was completed and adopted by the city in 2009, provides a downtown issues and opportunities analysis, defines downtown as seven interwoven districts, and identifies 35 actions for moving forward. The foundation of this plan is its vision and guiding principles for downtown's future. The Downtown Vision is to:

Establish downtown Red Wing as a premier historic river town by creating

- » **Vibrant gathering places**
- » **Attractive housing options**
- » **Thriving commerce**
- » **Strong connections**

that

- » **Celebrate the experience**
- » **Foster sustainability.**

The Guiding Principles address a variety of community development issues and are intended to guide community leaders, residents, and stakeholders through the decision-making process. With its 15-20 year timeframe, the vision and principles established in the Downtown Action Plan will continue to be important for guiding downtown changes and reinvestment

initiatives. More detailed information is available by reviewing the [Downtown Red Wing Action Plan](#).

Old West Main

Old West Main comprises a series of activity centers strung together and stretches from Highway 61 to the Pottery District. The area has been studied a number of times over the last twenty years and contains a significant amount of historical identity, historical structures, historical businesses, and most significantly, overlooks one of the greatest views in the region. The number of studies conducted for this area indicates its importance and significance as a gateway into Downtown Red Wing. This planning process has reinforced a number of ideas explored in the past and has unearthed a number of new ideas and principles:

- » As redevelopment occurs, develop a public pedestrian walkway along the terrace connecting the Red Wing Depot to the Pottery District.
- » Seek opportunities for a grade-separated crossing of the railroad tracks.
- » Establish other public spaces at key locations along the pedestrian connection on the terrace.
- » Mixed use development in this area should be a maximum of three to four stories so that views from the neighborhoods to the south are not blocked.
- » Underground and centralized parking should be utilized as much as possible.
- » Live/work concepts and incubator space for entrepreneurial startups should be emphasized.
- » Old West Main Street from Jackson Street to Withers Harbor Drive should be maintained on the current alignment with

the potential to use the right-of-way with a different street configuration (narrow street and handle parking differently).

- » Redevelopment should reflect the historic grid pattern of downtown and nearby neighborhoods.

Midtown

Midtown is the primary retail and employment center outside of downtown. The activity center is centered around the Tyler Road and Highway 61 area and represents the center of larger scale regional commercial uses in the city. This activity center is therefore characterized by a wide variety of retail and restaurants, including big box retail. Development of new light industrial uses and the Mayo Clinic within the activity center modifies this center's character as a retail center by accommodating more diverse businesses and jobs. The larger scale of the properties and buildings in this activity center distinguishes it from downtown; however, encouraging similar design approaches to those used in the downtown area can cause highway commercial areas to evolve in a manner more in keeping with Red Wing's overall vision.

South Gateway/Hi-Park

The South Gateway activity center sits in the southeast part of the city, bisected by Highway 58. This activity center is identified largely by its institutional uses (high school and community/technical college); however, this activity center could expand as a retail convenience center for neighborhoods south of downtown and generally east of Twin Bluff Road. Commercial uses in this area are distinguished from other areas of the community in the sense that they may be more service-oriented. The form of development in the South Gateway

should be characterized by smaller footprints, generally less than 5,000 square feet, or small stores in centers that total generally less than 50,000 square feet. Highway-oriented retail and service commercial may also be supported in this activity center.

The Hi-Park area is included within the South Gateway activity center and the *Hi-Park Village Master Plan* calls for a range of housing densities. As a possible new neighborhood, the opportunity exists to establish a design character in Hi-Park that will complement the South Gateway activity center.

West Gateway/Anderson Center

The anchor of this activity center in western Red Wing is the Anderson Center, which establishes this area's character as focused on the arts, cultural attractions, educational institutions, and jobs. Although it is not located at Red Wing's physical municipal limits, this nevertheless node serves as a "gateway" to the city. As such, the design of buildings and the orientation to Highway 61 should emphasize the character that is unique to Red Wing while promoting the cultural theme of the Anderson Center. Gateway features might include historic signage or public art features, natural landscape patterns, street lighting and banners along Highway 61, or a specific design theme development for architecture within the district.

East Gateway/Colvill Park & Memorial Park

This activity center sits isolated on the east side of Sorin's Bluff at the east edge of Red Wing, the character of which is largely influenced by the functioning and historic correctional facility. The area is also sandwiched between two significant community parks: Colvill Park and Memorial Park. Some limited retail and service commercial uses

exist today and are appropriate for future uses. This center serves as the eastern gateway into the city and should be a focus for public enhancements through signage or landscaping features.

Employment Activity Centers

Red Wing's business/industrial parks have an established character that is focused on offering prime locations for businesses and jobs in the community. While the core emphasis is on employment centers, provision of retail services convenient to employment concentrations is necessary to support a more livable work environment. Such an environment helps reduce unnecessary work day errand trips, saving employees time, money, and stress and reduces traffic congestion on local roads.

Clay City Industrial Park (Bench Street, Tile Drive)

This older industrial park is located just west of downtown and accessed from either Featherstone Road or Tile Street off of Highway 61.

Red Wing Industrial Park (Cannon River Avenue)

This business park is in a prime location just west of the Midtown activity center.

Red Wing Business Park (Moundview Drive)

This business park is located at the western gateway to the city near the intersection of Highway 61 and Highway 19.

River Bluffs Business Park (Midtown)

This business park is located on the bluff overlooking downtown and the Mississippi River

Valley and includes substantial land suitable for office or light industrial development. Existing developments in River Bluffs include Mayo Clinic Health Services, Menards, Wal-Mart, small service-oriented businesses, and housing units.

Prairie Island

Prairie Island is the home of the Prairie Island Indian Community. The Mdewakanton Dakota Indians, or "those who were born of the waters," have lived on Prairie Island for many generations. The tribal lands are governed by the Tribal Council, which is a sovereign nation and has its own land use authority. The Prairie Island Indian Community operates the Treasure Island Resort and Casino, a very large mixed-use entertainment center that generates several million visitors per year. It is Red Wing's and Goodhue County's largest employer. The community also has tribal government operations and a large community center located within their jurisdiction.

Adjacent to the Prairie Island Indian Community are two other significant land uses: Prairie Island Nuclear Generating Station (owned and operated by Xcel Energy) and Lock and Dam #3 (operated by the U.S. Army Corps of Engineers). In addition, there are scattered rural residential homes in the vicinity. Public safety issues are of utmost importance in this area and it is incumbent on the city to build a strong and respectful relationship with the Prairie Island Indian Community as these issues are addressed.

Airport

The Red Wing Airport is located across the river in Wisconsin. Uses within the Airport activity center principally support the airport and conservation areas around the airport help minimize or avoid potential land use conflicts. Other uses around

the airport could include commercial and industrial facilities that are supportive of or are supported by air travel. A subsequent airport master plan will provide additional analysis and an action plan to guide future airport investment and adjacent development.

Planned Land Use Categories

The *2040 Community Plan* establishes a set of planned land use categories that reflect both the city's current land use patterns as well as desired development patterns over the next twenty years. These land use categories encompass residential, commercial, business, mixed use, public/semi-public, and open space. The specific land use categories are listed in the right hand column. Detailed explanations of each category are listed below.

Low Density Residential

Land guided for predominantly single-family detached dwellings, but also allowing single-family attached dwellings, small multiple-family dwellings, and accessory dwelling units, connected to urban services with a density range of one to four units per net acre.

Medium Density Residential

Land guided for predominantly two-family dwellings, but also allowing single-family detached and attached dwellings and moderate density apartments/condos, connected to urban services with a density range of four to eight units per net acre.

High Density Residential

Land guided for predominantly multiple-family dwellings, but also allowing single-family attached

dwellings, connected to urban services with a density range of eight to twenty-four units per net acre.

Rural Residential

Land guided for large lot single-family detached dwellings that is not connected to urban services and has a minimum density of five acres per dwelling unit.

Community Commercial

Land guided for commercial business areas providing small-scale retail sales of goods and services, food and beverage, entertainment, offices, and institutions. Buildings should be scaled appropriately to the surrounding neighborhood. Appropriate buffers and pedestrian connections should be provided between Community Commercial areas and adjacent residential neighborhoods.

Regional Commercial

Land guided for large-scale commercial business areas that provide goods and services for a regional trade area, including uses such as regional-scale malls, shopping centers of various sizes, freestanding large-format stores, freestanding smaller businesses, multi-story office buildings, automobile dealerships, and large institutions. Regional Commercial areas are located in places with visibility and access from the regional highway system.

Mixed Use Downtown

Downtown land guided for the integration of more than one land use either vertically (e.g. multi-story buildings with residential, office, and/or hospitality uses above and commercial uses at street level) or horizontally as a planned development designed to integrate complementary

2040 Comprehensive Plan Land Use Categories

- » Low Density Residential
- » Medium Density Residential
- » High Density Residential
- » Rural Residential
- » Community Commercial
- » Regional Commercial
- » Mixed Use Downtown
- » Mixed Use Corridor
- » Business Park
- » Industrial
- » Public/Semi-Public
- » Park
- » Open Space
- » Outdoor Recreation
- » Agriculture
- » Infrastructure

land uses. Land uses allowed are commercial, office, high density residential, park, and institution. Development should generally achieve a floor area ratio (FAR) greater than 1.0 and a minimum residential density of sixteen units per acre.

Mixed Use Corridor

Land along major corridors guided for the integration of more than one land use either vertically (e.g. multi story buildings with residential, office, and/or hospitality uses above and commercial uses at street level) or horizontally as a planned development designed to integrate complementary land uses. Land uses allowed are commercial, office, medium/high density residential, park, and institution. Development should generally achieve a floor area ratio (FAR) in the 0.5 to 1.0 range and a minimum residential density of eight units per acre.

Business Park

Land guided for integration of commercial and industrial land uses which are compatible with each other, including office, light industrial, and retail/service uses. The intent of this land use category is to provide additional flexibility that supports the creation of significant employment centers, generally characterized by a broader diversity of jobs, higher development densities and jobs per acre, higher quality site and architectural design, and increased tax revenues.

Industrial

Land guided primarily for manufacturing, assembly, processing, packaging, warehousing, storage, distribution, or research and development of products, in order to provide employment opportunities and increase the city's tax base.

Institution

Land guided for public, semi-public, and private government, educational, religious, social, and healthcare facilities.

Park

Land guided for public parks (local, county, regional, state, and federal), playgrounds and playfields.

Open Space

Land, both publicly and privately owned, preserved for open space uses and recognition of vital environmental resources including waterways, steep slopes, wetlands, and floodplains.

Outdoor Recreation

Land guided for active recreational facilities such as golf courses, ski areas, marinas, archery ranges, gun clubs, and similar areas.

Agriculture

Land preserved primarily for agricultural uses that is currently not planned for urban services and not intended for development of scattered non-agricultural uses.

Infrastructure

Land preserved for public and semi-public infrastructure such as road right-of-way, railroad right-of-way, energy plants, sanitary sewer facilities, water utilities, and similar uses.

Between 2016 and 2017, Red Wing's total property market value increased 7.6 percent, primarily due to the increase in value of the nuclear power plant.

Source: League of Minnesota's 2017 Annual Evaluation

FIGURE 4.5 2040 PLANNED LAND USE

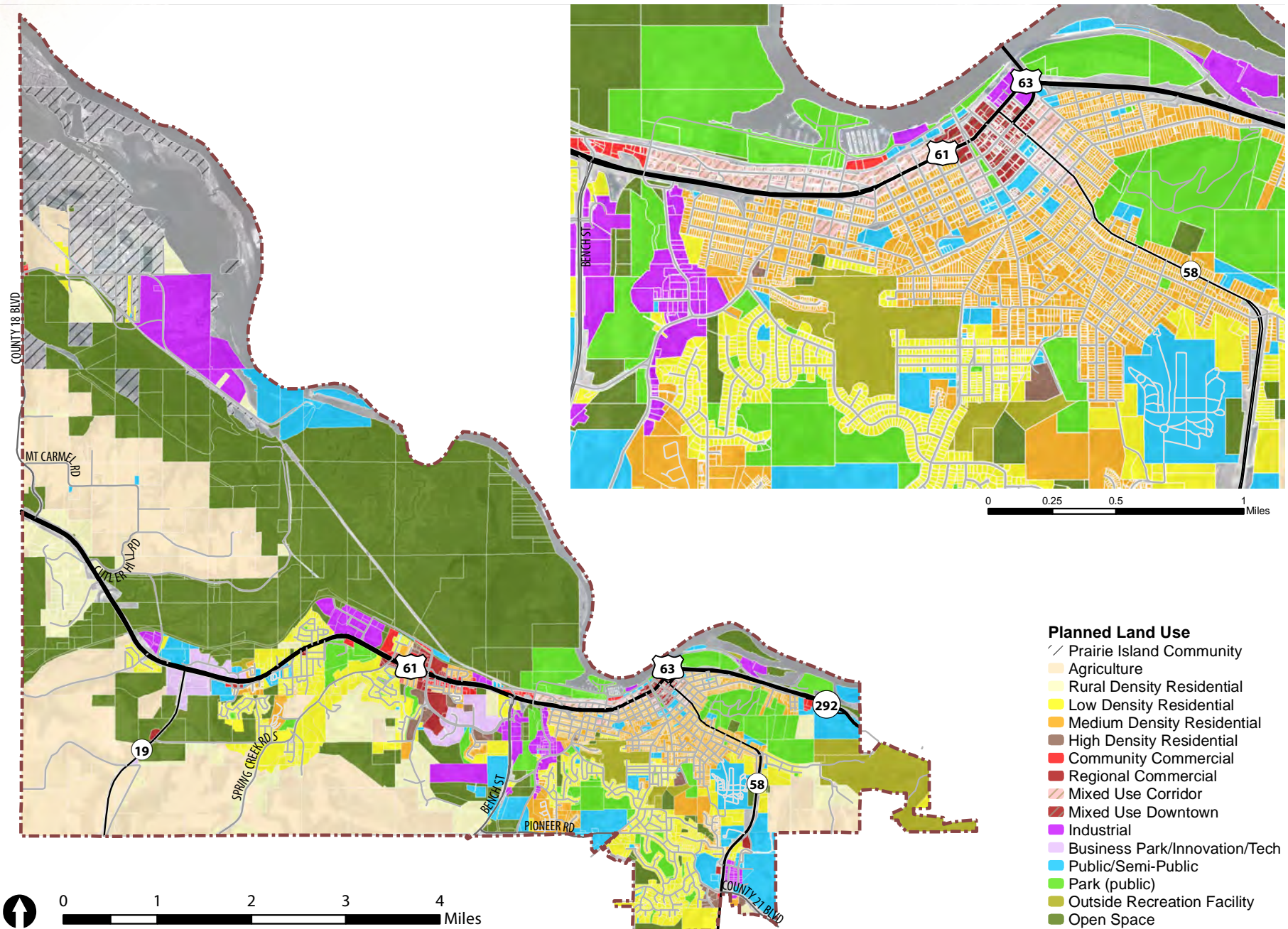
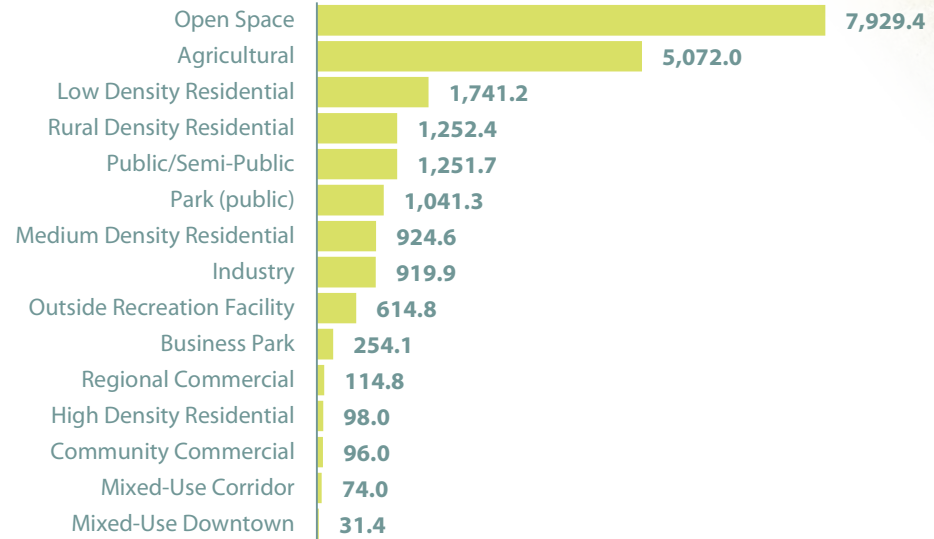


TABLE 4.2 2040 PLANNED LAND USE

Land Uses	Planned Acres 2040	Percentage
Low Density Residential	1,741.2	7.6%
Medium Density Residential	924.6	4.1%
High Density Residential	98.0	0.4%
Rural Residential	1,252.4	5.5%
Community Commercial	96.0	0.4%
Regional Commercial	114.8	0.5%
Mixed Use Downtown	31.4	0.1%
Mixed Use Corridor	74.0	0.3%
Business Park	254.1	1.1%
Industrial	919.9	14.0%
Public/Semi-Public	1,128.0	5.0%
Park	1,041.3	4.6%
Open Space	7,929.4	34.8%
Outdoor Recreation	614.8	2.7%
Agriculture	5,072.0	22.3%
Total Land Under City Jurisdiction	21,415.6	94.0%
Prairie Island Indian Community (City does not have land use jurisdiction)	1,358.8	6.0%
Total Land Within City Boundary	22,774.4	100.0%

FIGURE 4.6 BREAKDOWN OF PLANNED LAND USE WITHIN CITY JURISDICTION



Planning for Development Change and Growth

Infill Development

The city estimates that there is approximately 298 acres of vacant land for infill development. This land consists of land that is platted for development purposes but has not been developed with any buildings. It also includes unplatted land that is generally surrounded by existing developed land.

Redevelopment and Revitalization

The city has identified approximately 29 acres of land potentially ripe for redevelopment. Many other sites could also be identified for potential redevelopment in the future.

Edge Growth Development

The city has planned for some expansion of development to the west and south of the community's current developed area. This encompasses approximately 227 acres.

TABLE 4.3 DEVELOPMENT POTENTIAL - INFILL

Land Use	Net Acres	Housing Units		Non-Residential Sq. Ft.	
		Min	Max	Min	Max
Low Density Residential	108.9	327	872	0	0
Medium Density Residential	46.1	369	737	0	0
High Density Residential	37.8	604	906	0	0
Community Commercial	0.2	0	0	749	2,997
Regional Commercial	9.3	0	0	40,620	171,197
Mixed-Use Corridor	1.1	8	33	6,125	13,729
Industrial	15.2	0	0	132,164	330,409
Business Park	79.6	0	0	1,040,296	2,080,591
Public/Semi-Public	0.1	0	0	592	1,775
TOTAL	298.3	1,306	2,545	1,220,545	2,590,502

TABLE 4.4 DEVELOPMENT POTENTIAL - REDEVELOPMENT AND REVITALIZATION

Land Use	Net Acres	Housing Units		Non-Residential Sq. Ft.	
		Min	Max	Min	Max
Medium Density Residential	5.1	41	82	0	0
Regional Commercial	1.8	0	0	7,628	30,511
Mixed-Use Corridor	12.0	72	316	65,602	131,203
Mixed-Use Downtown	6.8	73	227	97,432	194,864
Public/Semi-Public	2.9	0	0	12,606	37,819
TOTAL	28.6	186	625	186,338	394,397

TABLE 4.5 DEVELOPMENT POTENTIAL - EDGE GROWTH DEVELOPMENT

Land Use	Net Acres	Housing Units		Non-Residential Sq. Ft.	
		Min	Max	Min	Max
Rural Density Residential	71.1	0	14	0	0
Low Density Residential	86.4	259	691	0	0
Medium Density Residential	13.6	109	218	0	0
Business Park	23.9	0	0	312,653	625,306
Public/Semi-Public	31.9	0	0	139,104	417,312
TOTAL	227.0	368	924	451,757	1,042,618

FIGURE 4.7 DEVELOPMENT POTENTIAL

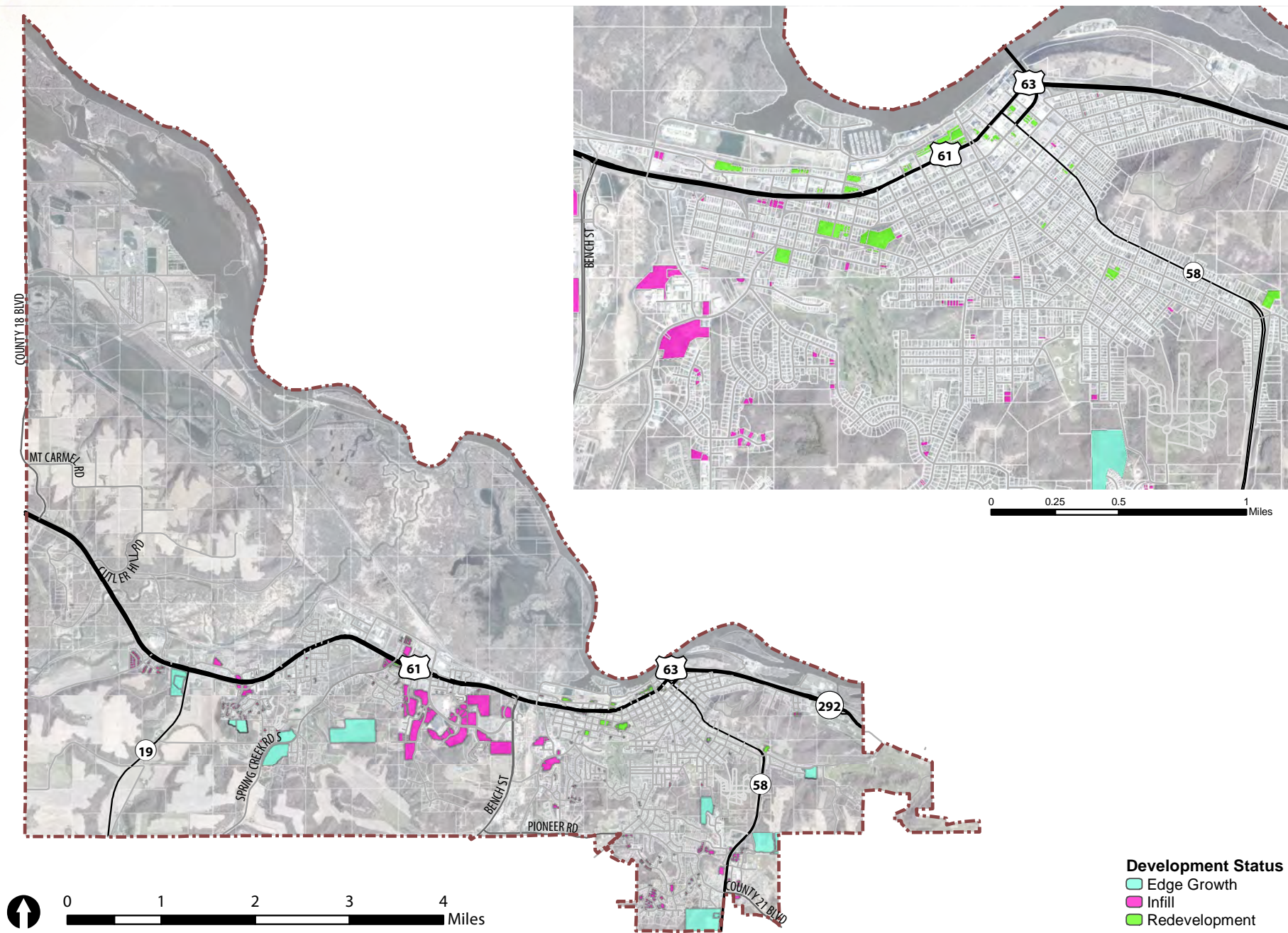
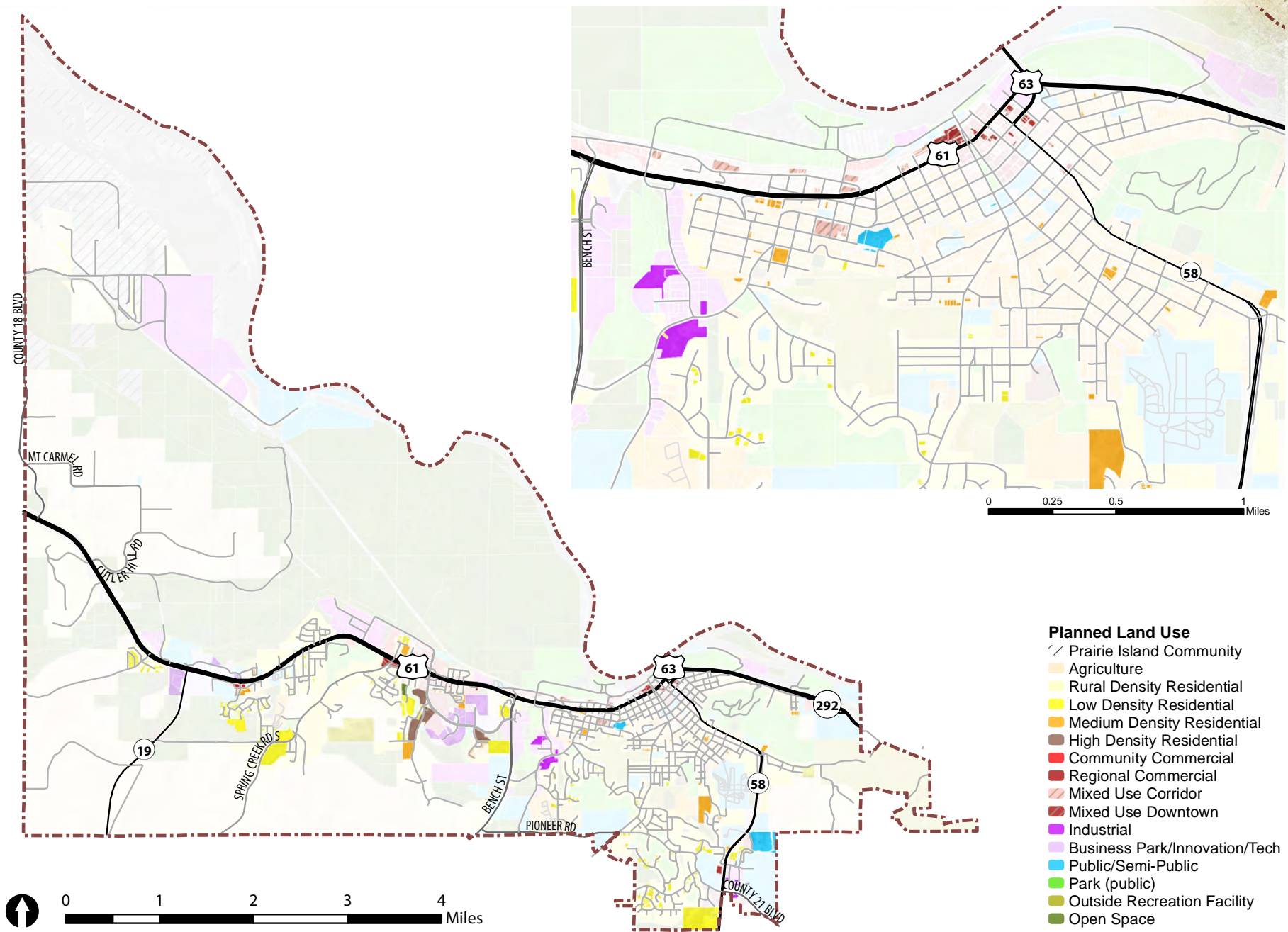


FIGURE 4.8 2040 PLANNED LAND USE - FUTURE INFILL DEVELOPMENT/REDEVELOPMENT/EDGE GROWTH DEVELOPMENT



Redevelopment and Infill Development Focus Areas

The planning team studies several redevelopment areas during this planning process and created redevelopment concepts for each of the areas listed below.

- » Downtown Riverfront
- » Old West Main
- » Old St. John's Hospital
- » Jefferson School
- » College Hill/History Museum
- » Old Hancock School/St. Joseph's School
- » Spring Creek Road

Concepts for these areas were developed and evaluated for their feasibility, impact on the surrounding neighborhoods, and appropriateness for the current context at each area. These concepts were explored and evaluated at several planning team meetings, and the public reviewed the concepts and provided input on them at an open house and through online engagement.

Community input and feedback provided by the advisory committee, key stakeholders, city staff, and leadership was used to create a preferred concept for each redevelopment area. For some areas multiple concepts were identified as preferred. Redevelopment concepts for each area are discussed in detail below and on the following pages.

Downtown Riverfront

This area consists of a mix of infill and redevelopment sites on the north side of Highway 61 between Broad Street and Franklin Street. The area is guided for the Mixed Use Corridor land use category. Broad Street is a critical connection point to the Mississippi River for Red Wing's historic downtown, historic civic mall district, and nearby neighborhoods. The abutting blocks to the west of Broad Street provide opportunities for redevelopment and to enhance those connections to the river.

Site Redevelopment Guiding Principles:

- » Strengthen gateway into downtown at Broad Street (architecture, landscape, wayfinding, etc.)
- » Streetscape enhancement to Broad Street (paving, plantings, wayfinding, safe pedestrian crossings, furnishings, banners, and save median)
- » Provide creative placemaking elements at north end of Broad Street at Levee Park (sculpture, special paving seating, banners, etc.)
- » Small harbor for boat docking
- » Redevelop sites west of Broad Street along highway 61 with mixed-use buildings
- » Provide a permanent home for the farmers market north of redevelopment sites
- » Play off the working river/agriculture theme
- » Plaza/patio space between farmers market and redevelopment
- » Building on concepts from [Downtown Action Plan](#)
- » Parking at public parking ramp one block east
- » Alternative farmers market location at public parking ramp
- » River balcony/trail along back side of redevelopment sites
- » New park/plaza back side of Depot/

Caribou Coffee shop, views to riverfront

- » Amenity for downtown residents and businesses along river balcony
- » New streetscape along Dakota Street
- » Small plaza at north end of Dakota Street
- » If the southwest corner of Highway 61 & Broad Street were to redevelop, the types of uses, building design, and site design should be similar to the redevelopment concepts shown on the north side of Highway 61

FIGURE 4.9 DOWNTOWN RIVERFRONT PREFERRED REDEVELOPMENT CONCEPT



Precedent Photos demonstrating the potential character of redevelopment in the Downtown Riverfront area

Old West Main

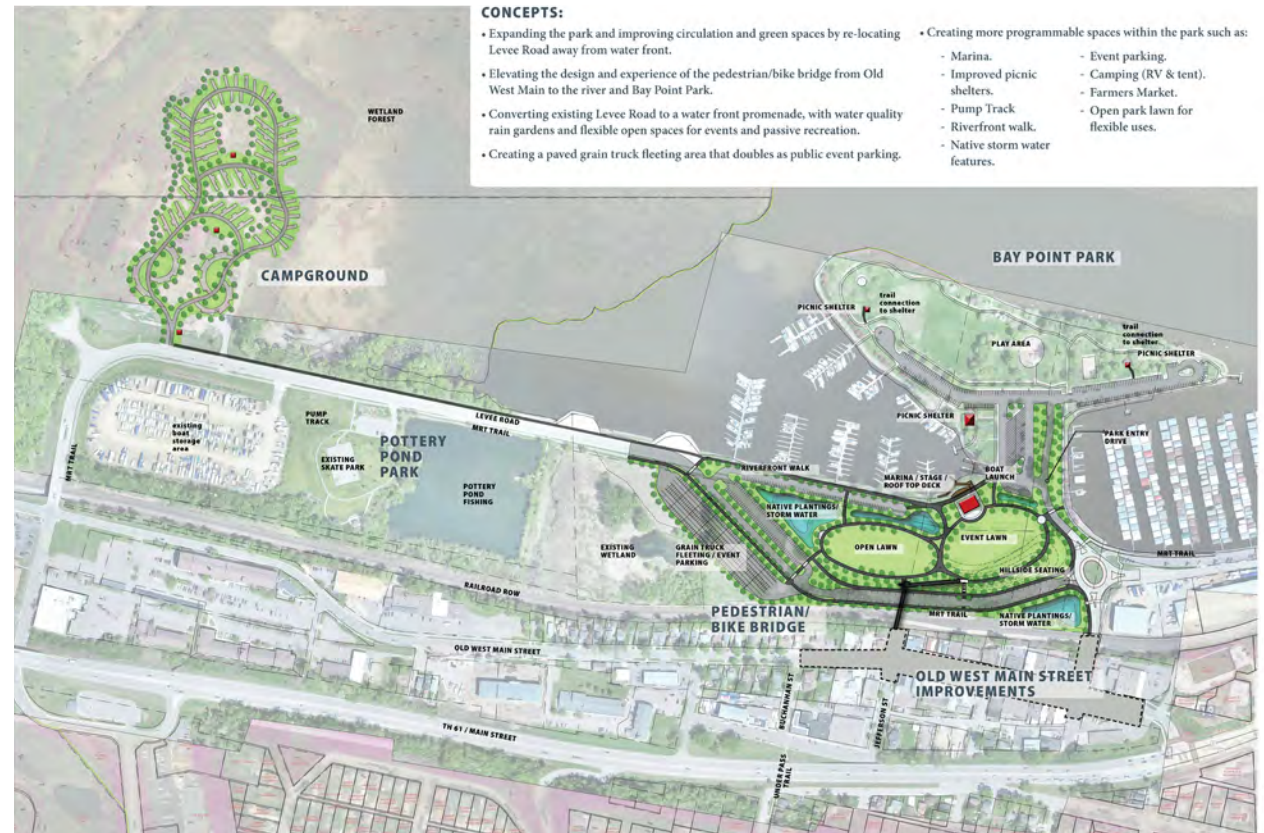
This area consists of a mix of infill and redevelopment sites along both sides of Old West Main Street. The area is guided for the Mixed Use Corridor land use category. The Old West Main area is currently being studied for streetscape improvements as well as options for a pedestrian/bicycle bridge connecting this area with Bay Point Park, which is on the northern side of the railroad right of way.

Bay Point Park and the nearby Upper Harbor area are targeted for redevelopment into parks and recreation amenities. Those areas are discussed in greater detail in the Parks and Recreation chapter.

In the streetscape improvement concepts currently being considered for Old West Main, potential options include the following:

- » Angled parking
- » Bike sharrow (bicyclists share drive lane)
- » Bumpouts at pedestrian crossings
- » Increased sidewalk & amenity zones

FIGURE 4.10 OLD WEST MAIN REDEVELOPMENT CONCEPT WITH BAY POINT PARK CONSERVANCY CONCEPT



Precedent imagery illustrating the potential character for the pedestrian/bicycle bridge at Old West Main.

Old St. John's Hospital

This two-block site along West 4th Street consists of the old St. John's Hospital on the western block and a surface parking lot on the eastern block. Three single-family residences on the same block as the surface parking lot are not included as part of the redevelopment concept. This site is guided for the Mixed Use Corridor land use category.

Site Redevelopment Guiding Principles

- » Guide property for high density or mixed use neighborhood uses
- » Preserve traditional block pattern
- » Placement and scale of new buildings should reflect the intensity of the site's role as a community institution
- » Incorporate underground parking
- » Explore reuse of portions of the hospital
- » Provide an attractive buffer between new and existing uses
- » Redevelop parking lot block first to enable tax increment financing



Existing Conditions

FIGURE 4.11 OLD ST. JOHN'S HOSPITAL REDEVELOPMENT CONCEPT 1



FIGURE 4.12 OLD ST. JOHN'S HOSPITAL REDEVELOPMENT CONCEPT 2



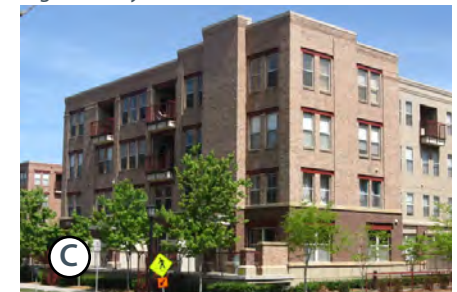
Hospital Reuse



Rowhouse Townhome



High Density Residential



High Density Residential

Jefferson School

This one-block site consists of the Jefferson School which is currently vacant. To help the school district consider new uses of the property, redevelopment concepts were illustrated in order to collect citizen feedback. This site is guided for the Medium Density Residential land use category.

Site Redevelopment Guiding Principles

- » Pursue preservation and reuse of the existing school building for neighborhood school or other uses
- » Create possibilities of both full and half block redevelopment
- » Guide redevelopment for medium/high density residential, institutional or office uses
- » Focus building fronts on 6th Street and Buchanan
- » Close portion of Buchanan Street in Concept 1
- » Preserve neighborhood park space on this site or at St. John's nearby
- » Placement of scale of new buildings should complement surrounding uses
- » Improve safety of five-corners intersection
- » Add neighborhood identity elements at five-corners

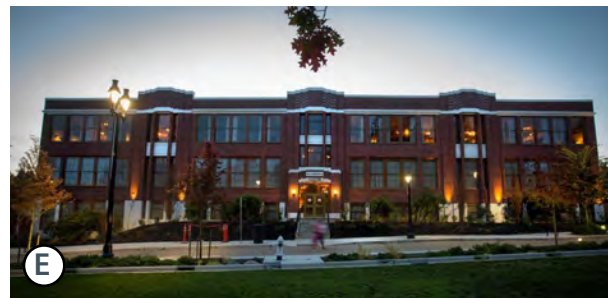


Existing Conditions

FIGURE 4.13 JEFFERSON SCHOOL SITE REDEVELOPMENT CONCEPT 1



- ① Preserve for school or nonprofit use or reuse school building for live/work residential + neighborhood park.



School Building Reuse



Residential Addition

FIGURE 4.14 JEFFERSON SCHOOL SITE REDEVELOPMENT CONCEPT 2



- ② Reuse of school building for residential + additional residential and smaller park.



Live/Work Units

College Hill/History Museum

This campus site consists of the Goodhue County History Museum, vacant Friedrich Building, and a vacant lot. This site is guided for the Public/Semi-Public land use category.

Site Redevelopment Guiding Principles:

- » Pursue preservation and reuse of the existing Friedrich Building for expanded museum or residential uses
- » Enhance and potentially expand the historical museum campus facilities, both indoor and outdoor
- » If Friedrich Building reuse is not feasible, focus on improvement and redesign of this one-of-a-kind bluff site park including enhanced views of the river, historic stairway preservation, and potential park pavilion or outdoor classroom
- » Expand parking facilities to support expanded museum, housing, or park needs
- » Improve configuration and safety of intersection of Oak Street, Williams Avenue, and museum/housing/park entrances



Existing Conditions

FIGURE 4.15 COLLEGE HILL/HISTORY MUSEUM REDEVELOPMENT CONCEPT 1



Concept 1 Highlights

- » Create expanded park space
- » Demolish main building
- » Add a new picnic pavilion or an outdoor classroom (at existing foundation of main building)
- » Expand park area and new neighborhood park space south of Oak Street
- » Add new parking spaces
 - West of pavilion/outdoor classroom (8 spaces)
- » Avoid disturbance to sensitive archaeological sites.

FIGURE 4.16 COLLEGE HILL/HISTORY MUSEUM REDEVELOPMENT CONCEPT 2



Concept 2 Highlights

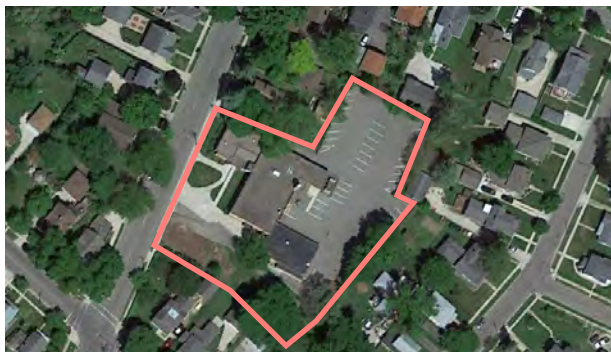
- » Renovate main building for museum use
- » Add new parking lot to west of main building (17 spaces) and stormwater
- » Create interpretation area on vacant residential lot
 - Outdoor classroom/gathering area
 - Outdoor exhibits
- » Re-align intersection of Williams Avenue and Oak Street to create a singular, marked entrance to museum campus
- » Explore additional trail connections
 - 5th Street trail connection
 - Drainage way natural surface trail (6th Street to 4th Street)
- » Explore option for neighborhood park space on eastern half of eastern block of St. John's Hospital site
- » Explore office or low density housing reuse of Friedrich Building

Old Hancock School/St. Joseph's School

This 1.42-acre site consists of the old Hancock School, which was more recently the St. Joseph's School. This site is guided for the Medium Density Residential land use category.

Site Redevelopment Guiding Principles:

- » Pursue preservation and reuse of the existing school building for other uses
- » Guide property redevelopment for medium density residential, institutional or office uses
- » Expand the quantity and variety of housing options in the neighborhood, such as detached and attached courtyard housing, townhomes, small lot homes, or a small scale apartment
- » Placement and scale of new buildings should complement character of surrounding single-family homes
- » Design the site's parking and circulation in an efficient manner to increase developable space and yard space
- » Provide an attractive buffer between new development and existing single-family homes



Existing Conditions

FIGURE 4.17 OLD HANCOCK SCHOOL/ST. JOSEPH'S SCHOOL REDEVELOPMENT CONCEPT 1



Concept Key Points

All Concepts:

- » Maintain shared drive way to parking for existing residence to the north and new residents

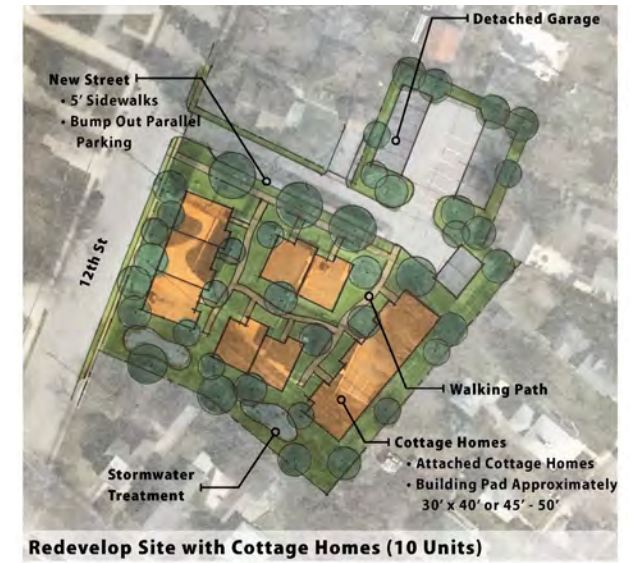
Concept #1:

- » Reuse school building for daycare/social services or housing development



Precedent photo of cottage homes

FIGURE 4.18 OLD HANCOCK SCHOOL/ST. JOSEPH'S SCHOOL REDEVELOPMENT CONCEPT 2



Concept Key Points

Concept #2:

- » Cottage homes



Concept sketch of cottage home development

Spring Creek Road

This area is located at the new Spring Creek Road interchange on Highway 61. Construction of the Spring Creek Road and Highway 61 intersection is currently underway. The new intersection will include a traffic light and added frontage roads to the east of Spring Creek Road. The new road configuration provides an opportunity to guide future land use redevelopment in the area.

Site Redevelopment Guiding Principles

- » Cluster regional commercial (and/or offices) along Highway 61
- » Hotel use could be appropriate on either site south of Highway 61
- » Residential, medium and/or high density north of North Service Drive
- » Develop an east-west street connection to the regional commercial center
- » Develop pedestrian/bike connections for residents, e.g. North Service Drive or Lake Street North
- » New commercial development should be designed to be compatible with and buffered from adjacent residential
- » Commercial buildings should front Highway 61, at least in part, to strengthen the identity of the commercial nodes



Key Site Considerations



Future Road Layout

FIGURE 4.19 SPRING CREEK ROAD REDEVELOPMENT CONCEPT 1



Concept 1 Summary

- » Site A - 13,500 sq. ft. shopping/professional services center
- » Site B - 17,000 sq. ft. hotel/hospitality center
- » Site C - 39 townhome lots

FIGURE 4.20 SPRING CREEK ROAD REDEVELOPMENT CONCEPT 2



Concept 2 Summary:

- » Site A - Three 4,500-5,000 sq. ft. office/retail pad sites
- » Site B - 3,500 sq. ft. fast food and 13,500 sq. ft. retail sites
- » Site C - 12 townhomes and 90 multi-family housing units



Retail/Professional Services



Hotel/Hospitality Center

Terminology

Goals:

Goals are broad statements that describe a desired outcome. They are often long-term and aspirational in scope.

Strategies:

Strategies are policies, projects, programs, and practices that support one or more of the plan's goals. They address the "who, what, when, where, and how" of reaching a goal and may involve multiple sub-strategies and actions. Strategies may be ongoing and may or may not have definitive start and completion dates.

Goals, Strategies, and Actions

Goal 4.A: Integrate and balance land uses to create healthy and convenient land use patterns throughout the community.

Strategy 4.A.1: Review and update the City zoning and subdivision controls.

- » Preserve a community-wide network of contiguous public open space identified as the green infrastructure network.
- » Prevent new development from encroaching into the green infrastructure network.
- » Prevent new development from occurring on steep slopes and avoid leaving open cuts on the bluff sides.

Strategy 4.A.2: Collaborate with partners to achieve desired development patterns and forms.

- » Promote a balance of sizes and types of new housing units with a mix of single family attached, detached, multi-unit, owner-occupied townhome and condominium owned, rental and other housing opportunities.
- » Neighborhood commercial nodes should be developed at key intersections to support and enable walking and biking from surrounding adjacent residential areas.

Goal 4.B: Boost revitalization and infill development in already-built areas to accommodate community growth and improve livability.

Strategy 4.B.1: Collaborate with partners to prioritize infill, redevelopment, and reuse.

- » Support infill on vacant parcels that is consistent with the historic character of the community.
- » Encourage further development of higher density housing as a component of infill projects.
- » Encourage and support the use of quality, enduring building materials that pay tribute to the long lasting construction of historic Red Wing.

Goal 4.C: Excel at creating a mix of commercial and housing redevelopment, including neighborhoods where people can live, work, shop, learn, and play.

Strategy 4.C.1: Promote redevelopment that provides efficient land use and new development types.

- » Encourage further development of higher density housing as a component of redevelopment projects.
- » Encourage vertical mixed-use projects with residential or office units above street level retail or cultural uses.
- » Encourage vertical development forms (underground or decked parking and multi-story development) that minimize the size of a building footprint and maximize the efficiency of land use in mixed use areas, where land values are at a premium and the land resources are fixed.

Strategy 4.C.2: Ensure that redevelopment fits the character of their development context.

- » Support redevelopment on underutilized parcels that is consistent with the historic character of the community.
- » Think of scenic views and vistas as part of the site design process for downtown and mixed use development. Views to consider include those from the new development as well as those impacted by the new development.

Goal 4.D: Accommodate residential and commercial growth in undeveloped areas when developing in developed areas is not feasible.

Strategy 4.D.1: With the exception of Prairie Island, residential development should be located south of the Canadian Pacific Railroad Corridor and prohibited north of the railroad tracks in order to ensure public safety and avoid residential development in the flood plain area.

Strategy 4.D.2: Design of new subdivisions should take advantage of existing mature landscape features by preserving them and making them a key feature in the subdivisions design—fence rows, ditches/ravines, woodlots, farmsteads, steep slopes/bluffs.

- » Promote site and building design that provides complementary transitions between commercial and residential uses.
- » Public viewsheds can be protected by arranging larger lots (10 acres) along the road occupying part of the desired green belt or green area that helps preserve ‘rural character’.

Goal 4.E: Honor, preserve, and reuse historic properties and cultural sites.

Strategy 4.E.1: Encourage reinvestment in historic and cultural properties.

- » Encourage rehabilitation/restoration of degraded historic properties.
- » Encourage reuse of older historic buildings as destination oriented uses such as arts and culture, entertainment, and restaurants.
- » Encourage historic design standards whenever city, state or federal funds are used in connection with a residential rehabilitation project.

Strategy 4.E.2: Where activity centers are adjacent to or encompass historically significant properties, buffers should be established to protect the historical integrity of the property.

Goal 4.F: Utilize top-quality environmental practices on new and renovated development projects.

Strategy 4.F.1: Reduce hard surface coverage of development to reduce stormwater runoff.

- » Buildings with upper story uses should be promoted as a more efficient and sustainable land use pattern that allows mixed uses and reinforces the notion of reducing runoff by reducing hard surface coverage.
- » Encourage higher floor area ratios (FAR) that promote a vertical building pattern and lessen the amount of hard surface coverage on a site. An FAR of 0.25 to 0.5 is encouraged.

Strategy 4.F.2: Protect sensitive natural resource areas from new development and redevelopment.

- » Where activity centers are adjacent to or encompass sensitive landscapes, conservation easements should be established in order to limit effects of urban development on ecologically valuable areas.
- » New development in greenfield areas should only take place on land where development will cause the minimum of disturbance to the natural ecology and should be designed in harmony with its natural surroundings.
- » Protect bluffs (topographic and vegetative change) from the toe of slope to top of bluff.

Online Library

You can see all of the foundational work of Red Wing 2040 on the City's website, <https://www.red-wing.org/red-wing-2040.html>

TABLE 4.6 STRATEGY MATRIX

Strategy	SHARE Principle(s)	Who can help achieve this?	Timing
Goal 4.A: Integrate and balance land uses to create healthy and convenient land use patterns throughout the community.			
» Strategy 4.A.1: Review and update the City zoning and subdivision controls.	Sustainability, Resilience, Health	City, Community Development, HRA, Planning Commission, Sustainability Commission	Short
» Strategy 4.A.2: Collaborate with partners to achieve desired development patterns and forms.	Sustainability, Resilience, Health	City, Community Development, HRA, School District, Development Community	Ongoing
Goal 4.B: Boost revitalization and infill development in already-built areas to accommodate community growth and improve livability.			
» Strategy 4.B.1: Collaborate with partners to prioritize infill, redevelopment, and reuse.	Sustainability, Resilience, Health	City, Community Development, HRA, School District, Development Community	Ongoing
Goal 4.C: Excel at creating a mix of commercial and housing redevelopment, including neighborhoods where people can live, work, shop, learn, and play.			
» Strategy 4.C.1: Promote redevelopment that provides efficient land use and new development types.	Sustainability, Resilience, Health, Accessible	City, Community Development, Port Authority, HRA	Ongoing
» Strategy 4.C.2: Ensure that redevelopment fits the character of their development context.	Sustainability, Resilience, Health, Accessible	City, Community Development, Port Authority, HRA	Ongoing
Goal 4.D: Accommodate residential and commercial growth in undeveloped areas when developing in developed areas is not feasible.			
» Strategy 4.D.1: With the exception of Prairie Island, residential development should be located south of the Canadian Pacific Railroad Corridor and prohibited north of the railroad tracks in order to ensure public safety and avoid residential development in the flood plain area.	Sustainability, Resilience, Health, Accessible	City, Community Development, Planning Commission	Ongoing
» Strategy 4.D.2: Design of new subdivisions should take advantage of existing mature landscape features by preserving them and making them a key feature in the subdivisions design—fence rows, ditches/ravines, woodlots, farmsteads, steep slopes/bluffs.	Sustainability, Resilience, Health, Accessible	City, Community Development, Planning Commission	Ongoing
Goal 4.E: Honor, preserve, and reuse historic properties and cultural sites.			
» Strategy 4.E.1: Encourage reinvestment in historic and cultural properties.	Sustainability, Resilience, Health, Accessible	City, Community Development, Planning Commission, HPC, Foundations, Port Authority, HRA	Ongoing

Strategy	SHARE Principle(s)	Who can help achieve this?	Timing
» Strategy 4.E.2: Where activity centers are adjacent to or encompass historically significant properties, buffers should be established to protect the historical integrity of the property.	Sustainability, Resilience, Health, Accessible	City, Community Development, Planning Commission, HPC, Foundations, Port Authority, HRA	Ongoing
Goal 4.F: Utilize top-quality environmental practices on new and renovated development projects.			
» Strategy 4.F.1: Reduce hard surface coverage of development to reduce stormwater runoff.	Sustainability, Resilience, Health, Accessible	City, Community Development, Planning Commission	Ongoing
» Strategy 4.F.2: Protect sensitive natural resource areas from new development and redevelopment.	Sustainability, Resilience, Health, Accessible	City, Community Development, Planning Commission	Ongoing