



2035

REDWOOD FALLS COMPREHENSIVE PLAN

SCENIC. HISTORIC. CONNECTED.

2035 COMPREHENSIVE PLAN

The City of Redwood Falls embarked on an exciting journey by creating a Comprehensive Plan that covers the years 2017-2035. With the last Plan dating back to 1995, this was an incredible opportunity to present a vision for the future that aligned with the City's historic roots and close-knit characteristics by defining long-range goals and objectives. The shared vision is to connect the community and surrounding region, and preserve the natural and historic beauty that has allowed the City to thrive. The Plan is intended to create a true destination within the State and renewed sense of place for Redwood Falls longstanding residents.

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01 INTRODUCTION



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ACKNOWLEDGMENTS

PLAN GUIDANCE AND SUPPORT

Creating a shared vision and long-term plan for the future with the assistance of a collaborative and committed team of dynamic professionals.

The City of Redwood Falls embarked on an exciting journey by creating a Comprehensive Plan that covers the years 2017-2035. With the last Plan dating back to 1995, this was an incredible opportunity to present a vision for the future that aligned with the City's historic roots and close-knit characteristics by defining long-range goals and objectives. The most important part of the process was having direct feedback from residents, community leaders, and other valued stakeholders, in addition to the oversight and expertise from the following acknowledged groups.

While professional services, provided by ISG and Tangible Consulting, were solicited, contributing committee members were chosen by the City due to their direct involvement and knowledge of the community. Committee members included key influencers as well as City experts that represented a broad spectrum of views to complement direct feedback from the community and stakeholders. With an emphasis on collaboration and engagement, the acknowledged teams ensured the Plan provides an unbiased, holistic approach to future City efforts.



COMPREHENSIVE PLAN COMMITTEE

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Redwood Industries

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Doug Prins
Planning Commission

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CITY STAFF

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Building Official/Zoning Administrator

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Water Superintendent

Chuck Heins
Electric Superintendent

CITY COUNCIL

Corey Theis
Mayor

Jim Sandgren
At-Large

John T. Buckley
At-Large

Paul DeBlieck
First Ward

Matt Smith
Second Ward

Larry Arentson
Third Ward

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TANGIBLE CONSULTING SERVICES STAFF

Julia Paulsen Mullin
Project Planner

Thomas Leighton
Project Planner

ADDITIONAL PLAN RESOURCES

Redwood Area Chamber and Tourism

DIVERSE.
STRATEGIC.
CONNECTED.

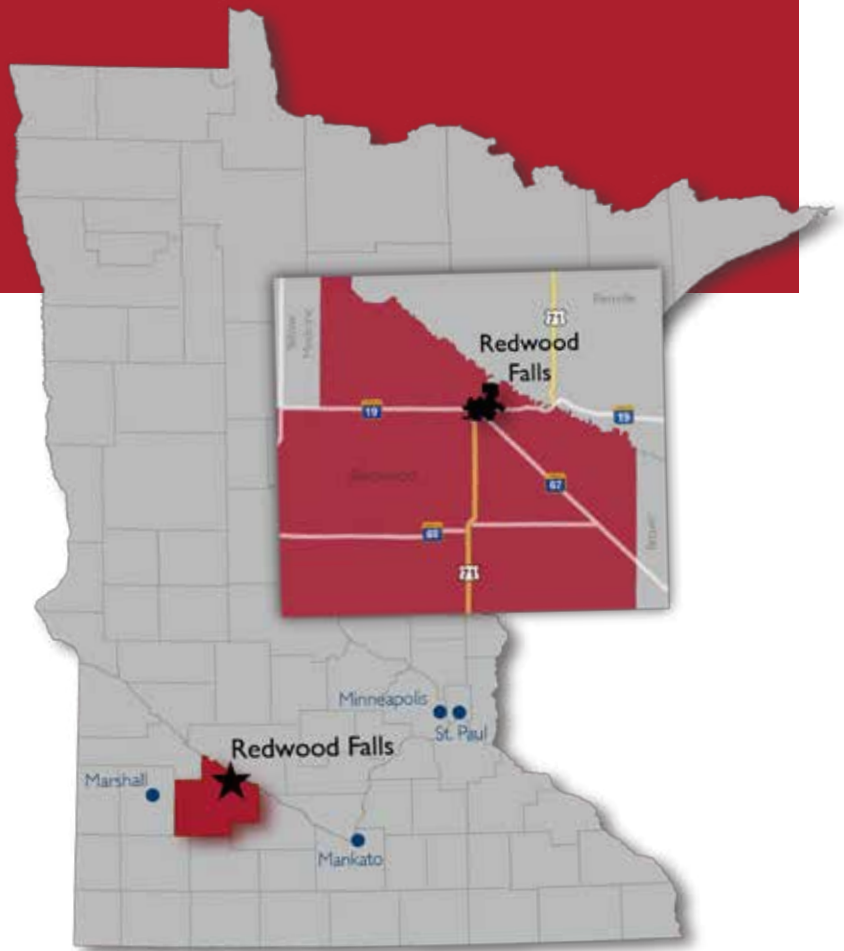
COMMUNITY OVERVIEW

SCENIC. HISTORIC. CONNECTED.

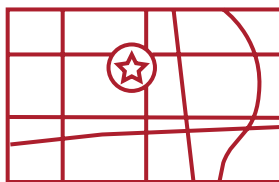
Located along the Redwood River near its confluence with the Minnesota River, Redwood Falls is a City with deep historical roots, scenic landscape, and a committed, strong community.

CITY OVERVIEW The City of Redwood Falls, Minnesota is nestled along the fertile and picturesque Minnesota River Valley in northern Redwood County. Although surrounded by prairie lands of wonderful fertility, Redwood Falls has an exceptional and rugged scenic beauty to it, with the Redwood River running through wooded cliffs and unique geologic formations. At the County seat of Redwood County, the City serves as a sub-regional economic hub for a market area of approximately 17,000 residents within Redwood and Renville Counties.

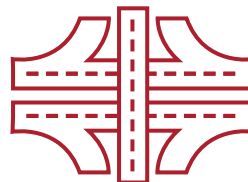
The City is defined by more than its beautiful scenery and history, as it is also home to loyal, committed, and deeply rooted residents that have helped shape the community over the years. Contributing to the City's connection with the land are major events such as Farmfest, the largest agricultural event in Minnesota, and many outdoor activities within Ramsey Park.



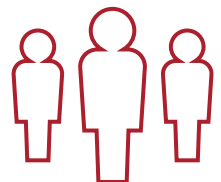
110 MILES FROM THE
TWIN CITIES AREA



65 MILES NORTHWEST
OF MANKATO



HOME TO HIGHWAYS
19, 67, AND 71



5,200+
RESIDENTS



The land that is Redwood Falls today was opened up to settlement in 1864, two years after the U.S.-Dakota War of 1862. Colonel Sam McPhail had first come to what is now Redwood Falls while leading troops during the War.

Colonel McPhail returned to Redwood Falls on May 2, 1864, with a small party and immediately began work on a cabin and stockade.

Prior to Redwood Falls, McPhail also founded the city of Caledonia. He began and operated the City's first newspaper, *The Redwood Falls Patriot*, from 1866-1869. McPhail was the first judge of probate, first road supervisor, and first County attorney. He also funded the County for its first two years of organization.



Richard W. Sears, the founder of the Sears and Roebuck Company, was the first depot agent for North Redwood.

The story of the birth of Sears and Roebuck begins with a Redwood Falls jeweler refusing an order of watches he claimed never to have ordered. Sears got permission to sell these watches to other agents and soon learned that the mail order business could be profitable.

He quit the railroad shortly thereafter and set up in Minneapolis as a watch business. In 1887 he took watch repairman Alvah R. Roebuck on as a partner, moved the business to Chicago and put out a mail order catalog. Sears and Roebuck became a multi-million dollar business by the turn of the century, and a billion dollar business by the 1960s.

HISTORY Redwood Falls opened up to settlement in 1864, two years after the U.S.-Dakota War of 1862. The site was home to a government sawmill located at the falls of the Redwood River which was utilized to construct housing on the nearby reservation. Prior to the War, the Mdewakanton Dakota had been moved to this reservation along the Minnesota River, called the Lower Sioux Agency, just a few miles southeast of the City's present location. The City's name was derived from the Dakota name for the surrounding area: Cansayapi, or "where we paint the trees red."

A delay in the distribution of the treaty payments, along with abuses by the traders on the reservation, led to a revolt in August 1862 in which the Mdewakanton band joined other Dakota bands under the leadership of Chief Little Crow, resulting in hundreds of settlers and Dakota warriors being killed.

Colonel Sam McPhail had first come to what is now Redwood Falls while leading troops during the War. Other leaders and influencers such as Richard W. Sears, John St. George Honner, and A.C. Burmeister, to name a few, all had a hand in historical events and evolution of the City. Throughout the years, the City has evolved with strides constantly made to advance the community. The eight locations listed to the right are on the National Register of Historical Places list.

FRANCOIS HOTEL The Hotel Francois was the largest building ever constructed in downtown Redwood Falls. It was an opulent hotel located in the center of the expanding agricultural community. The hotel burned to the ground in a dramatic 1903 fire and the current building was reconstructed in the image of its former self.



A Bank of Redwood Falls
2nd Street



E Ramsey Park
Swayback Bridge
99 Oak Street



B Redwood Falls
Carnegie Library
334 South Jefferson
Street



F Scenic City
Cooperative Oil
Company
2nd and Mill Streets



C Chollar, Henry D
House
4th and Minnesota Streets



G Honner-Hosken
House
North and Main Streets

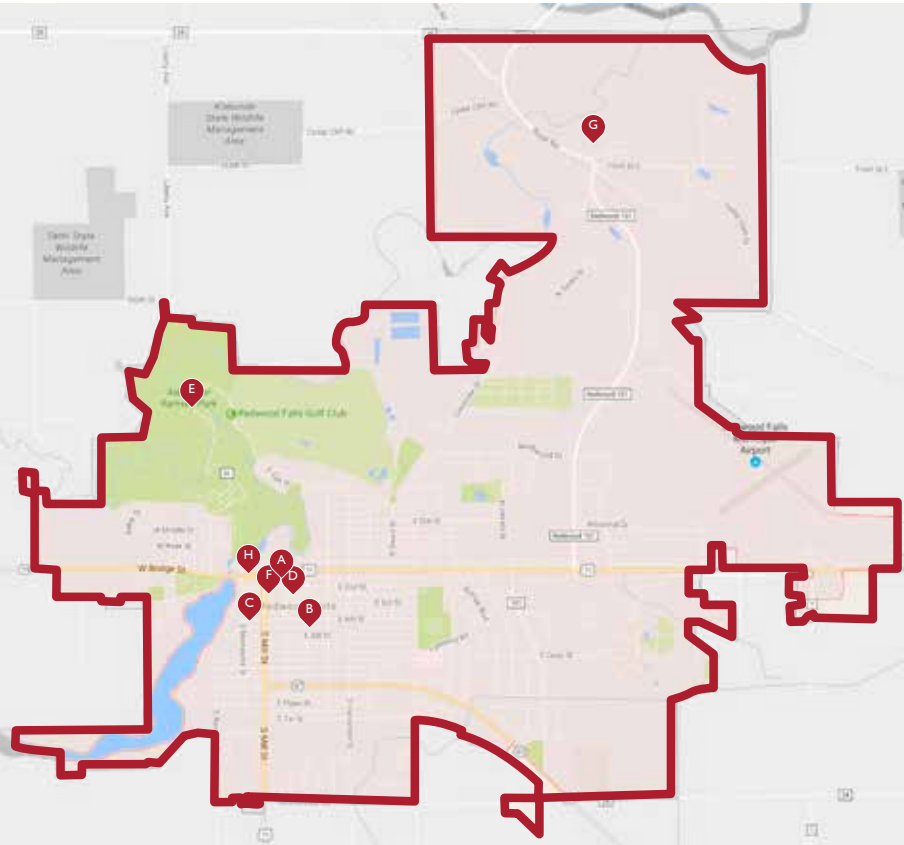


D Francois
Hotel
2nd and Washington
Streets



H Redwood Falls Y
Intersection Retaining
Wall Junction of MN 19
and US 71

NATIONALLY RECOGNIZED HISTORICAL LOCATIONS



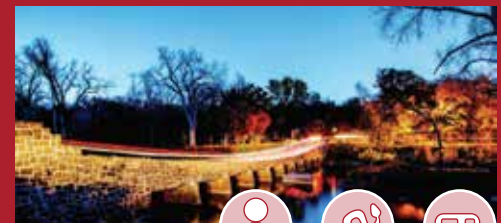
AREA ATTRACTIONS



FARMFEST



REDWOOD FALLS
AQUATIC CENTER



RAMSEY PARK



Golf Course



Zoo



Campgrounds



Playgrounds



Swayback
Bridge



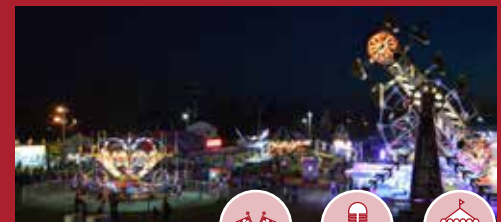
Walking +
Bike Paths



Shelters
+ Events



Winter Sports



REDWOOD COUNTY
FAIRGROUNDS



Speedway



Events +
Entertainment



County Fair



REDWOOD
COUNTY
MUSEUM

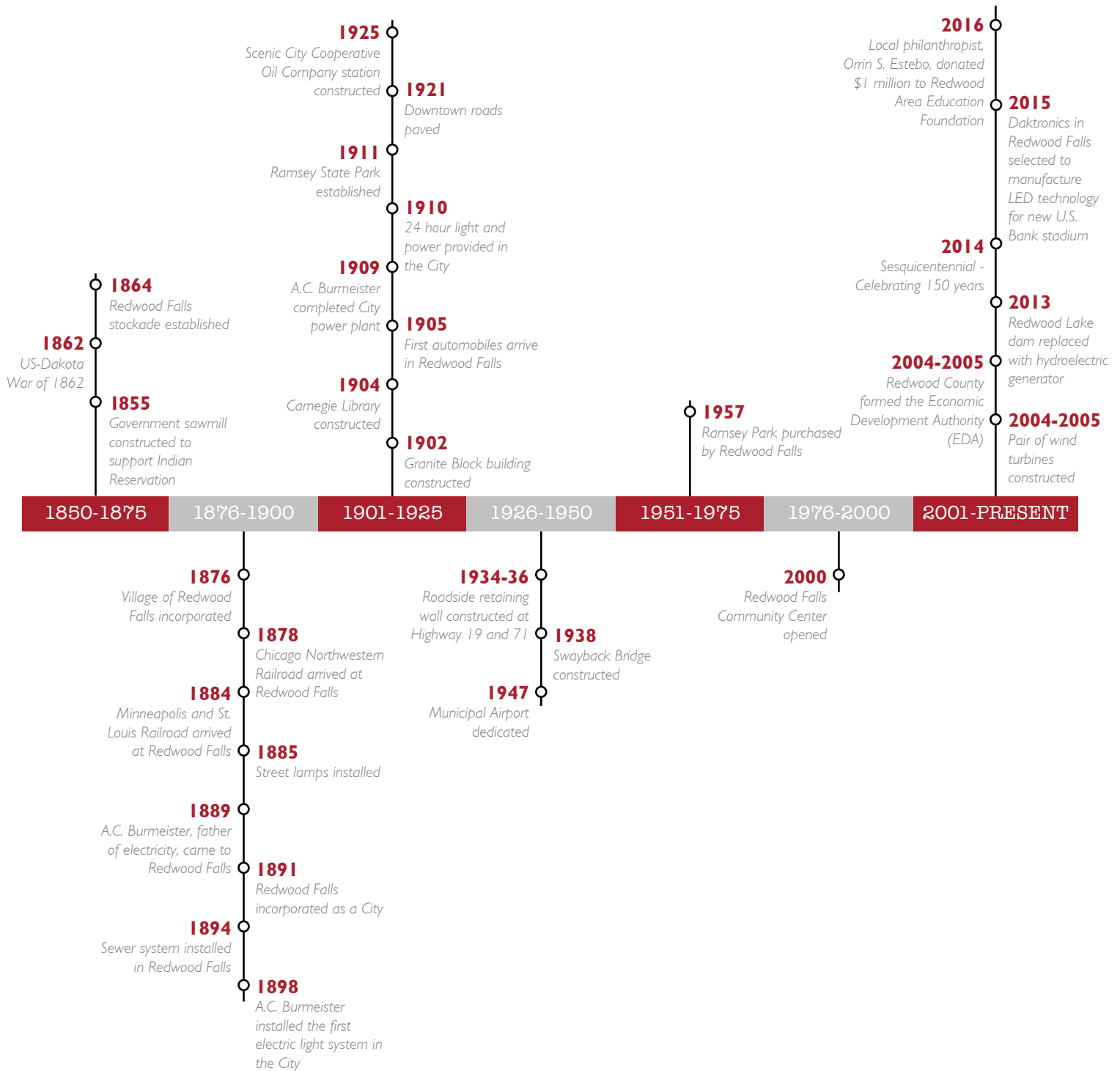


REDWOOD
AREA
COMMUNITY
CENTER



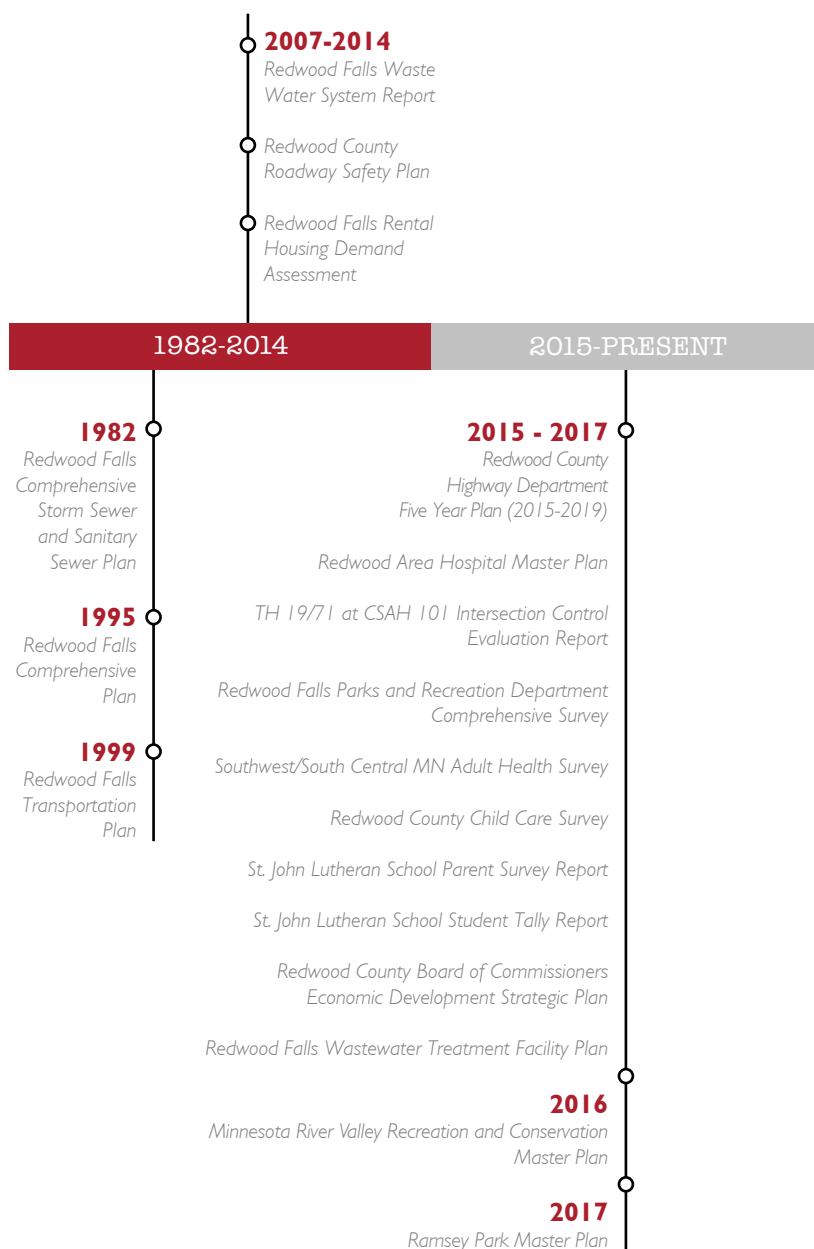
REDWOOD
FALLS
SPORTSMEN'S
CLUB

REDWOOD FALLS AREA HISTORY



SURVEY AND PLANNING HISTORY

The City of Redwood Falls and Redwood County have worked diligently to stay connected with the community and future needs. Below is an outline of past reports, surveys, and plans that have made an impact on the City to date, and were referenced when compiling the 2035 Comprehensive Plan.





DID YOU KNOW?

John St. George Honner took land north of Redwood Falls near the Redwood River in the Minnesota River Valley in 1865. Honner ran a leading Redwood County business called the North Redwood Granite Works. This was the first quarry in the County, which in the early years meant mainly paving blocks for city streets both within Redwood County and the region.

INDUSTRIES AND OPPORTUNITY Being located next to neighboring relative communities such as Granite Falls, Marshall, Montevideo, and Windom, and within two hours from larger communities of 40,000+, the City of Redwood Falls is home to a diverse and skilled workforce, with over 60% of its labor supporting private companies. Followed by Government, Federal, not-for-profit, and self-employment positions, various industries support the economic development of the community. Services and support provided by the City's hospital and education systems have been noted as top notch, surpassing capabilities and expertise offered in comparable communities. With its scenic and attractive outdoor landscape, park related recreation opportunities rank as some of the top in the State; backed by a service driven workforce in complementary roles that support the everyday activities of City residents.

TOP SIX INDUSTRIES IN REDWOOD FALLS

Below is a breakdown of the top six City industries noted by share and based upon a 5-year estimate and 2010 Census Data.



Healthcare +
Social Assistance
21.7%



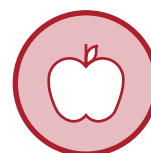
Manufacturing
1.3%



Retail Trade
1.3%



Arts,
Entertainment,
and Recreation
6.6%



Education
6.5%



Accommodation
+ Food Services
6.4%

OTHER INDUSTRIES IN REDWOOD FALLS

Transportation and Warehousing; Information; Agriculture, Forestry, Fishing, and Hunting; Administration, Support, and Waste Management; Professional, Scientific, and Tech Services; Public Administration; Wholesale Trade; Finance; and Utilities.

HEALTHCARE AND SOCIAL ASSISTANCE

This sector includes occupations such as home health aides, licensed nurses, doctors, and health service managers. With healthcare service options available for both short and long-term care, including senior living, residents have access to services generally sought outside of the City limits for comparable sized communities. The Redwood Area Hospital provides critical access care, while North Memorial Health provides ambulance and helicopter care.

MANUFACTURING This sector comprises of establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products. Positions can include occupations such as production workers, inspectors, testers, machinists, and purchasing agents. With noted opportunities to bring in additional industrial partners to the community by creating attractive land use and economic development models, this sector can make a positive impact on the city.

RETAIL TRADE This sector comprises of establishments engaged in retailing merchandise, with positions including cashiers, customer service representatives, supervisors, salespersons, and store clerks. With the majority of residents supporting local establishments within the City limits, whether privately owned or public, retail is a critical sector within the City. There is a defined need to add retail shops to the downtown district, and complement the Accommodation and Food Services sector advancements, making retail opportunities critical to the City's future.

ARTS, ENTERTAINMENT, AND RECREATION

This sector includes a wide range of establishments that operate facilities or provide services to meet varied cultural, entertainment, and recreational interests. Through mainstay recreation services offered through Ramsey Park, and positive advancements such as the addition of the outdoor Aquatic Center and Redwood Area Community Center, this sector is at the core of the City's livelihood.

EDUCATION This sector includes occupations such as teachers, administrators, and teacher assistants at what has been noted as a leading educational system for local K-12 schooling needs. While higher level education that can accommodate more than 2,000 students is outside of Redwood Falls, the public and private elementary, middle, and high school (public only) has positively served the community with local support from the Lower Sioux tribe and other connected donors, supporters, and community leaders.

ACCOMMODATION AND FOOD SERVICES

This sector is comprised of establishments providing customers with lodging and/or preparing meals, snacks, and beverages with occupations such as cooks, wait-staff, desk clerks, preparation workers, and managers. With the need to bridge the gap between the Millennial and Gen Y, and Baby Boomers and Gen X, accommodation and food services enhancements directly impact the livability and attractiveness to residents and visitors alike.

PURPOSE, VISION, AND ORGANIZATION

A comprehensive plan serves multiple purposes. At its core, it is a blueprint to guide public and private investment in the physical development of the City, defining and upholding its brand and character.

A VISION FOR THE FUTURE By creating a consolidated, comprehensive resource for the City, Redwood Falls can proactively address growth challenges that naturally occur over time, embrace current heritage and positive progression throughout the years, and respond to emerging trends and upcoming opportunities, among other items.

An important purpose of the "Redwood Vision 2035" Plan was to consolidate ideas from multiple sources into a single place so the City presented a unified, comprehensive vision and plan. This enables the City to take full responsibility and a leadership role in long-range planning efforts while recognizing the important contributions of other agencies and organizations.

Lastly, a Comprehensive Plan serves as a formal commitment to the positive development, evolution, and progression of the City. It will strengthen the City's core while providing meaningful, direct, and measurable recommendations that will carry Redwood Falls forward for the next 20 years.



CONNECT. PRESERVE. RENEW.

A red-tinted photograph of a person wearing a hat and a jacket, standing in a field. In the background, there are trees and utility poles. The overall scene is rural and natural.

VISION STATEMENT

To build upon the strong heritage and natural beauty of Redwood Falls while offering progressive opportunities that embrace and engage a diverse community that allows the City to thrive for generations to come.



PLAN PRINCIPLES AND GOALS

- ✓ Provide a collective community vision for the future
- ✓ Provide continuity across time
- ✓ Serve as a means to balance community and private interests
- ✓ Serve as a means to protect public investments and valued resources
- ✓ Guide community appearance
- ✓ Promote economic development
- ✓ Provide justifications for community decisions

COMPREHENSIVE PLAN CHAPTERS Each Chapter within Redwood Falls 2035 Comprehensive Plan focuses on a specific and vital area to the development of the City, and required extensive research to ensure the vision aligned with direct community needs.



LAND USE With deep agricultural roots and a regional park designation, the Land Use section of the Plan is intended to identify and describe an approach for directing growth to areas of the City, such as downtown and outlying industrial park, as well as developing a positive aesthetic and standards that properly represent the community. Topics such as repurposing and developing areas on the fringe of Redwood Falls are addressed while providing a base for other integral City Chapters such as Housing and Community Facilities and Downtown District. Land Use also includes policies designed to support the creation of jobs centers and attraction of outside employers.



INFRASTRUCTURE This Chapter is defined as water, sanitary, and stormwater. While all may not be top of mind or visible to community residents on a regular basis, they are integral to the safety and security of the City. This portion of the Plan focuses on maintaining the City's water supply and sewer system, as well as downstream and water quality impact to the State's important lakes and rivers. With mention of the need to potentially expand employers and add to the industrial sector, topics such as water supply, an upgrade to the City's water treatment facility, and cost-effective sanitary sewer practices are all key elements of this Chapter.



TRANSPORTATION Safety, accessibility, maintenance, and balance are all guiding principles in the Transportation Chapter. Taking into account the important Parks and Recreation portion of the Plan, Transportation focuses on the creation of a multi-modal transportation system, as well as the construction and maintenance of streets and major arteries within the City such as Highways 19, 67, and 71. Connectivity to businesses, neighborhoods, and attractions are all critical elements of each recommendation, as is leveraging the scenic byway designation and trail system. Through pavement management plan type initiatives and proper balance within the City, the Transportation Chapter will serve as a connection to all other Plan topics.



ECONOMIC DEVELOPMENT This Chapter focuses on policies and actions that improve the quality of life for the community of Redwood Falls, and economic well-being of its citizens. Economic resilience and quality of life are dependent on the businesses that are located in the City, as well as the individuals and environments that directly work and support such businesses. Elements of the Chapter include business retention and attraction as well as job creation. Specific services and attributes that support employees, such as daycare availability, housing, family resources, and general amenities that impact livability, are all incorporated into the assessment.



HOUSING With an evident need to improve the availability of housing, both rental and to own, as well as affordable options, the Housing section of the Plan will play a vital role in the economic development of the City. This portion of the Plan will also focus on preserving and promoting established neighborhoods while seeking to strengthen the structure within the housing system.



COMMUNITY FACILITIES AND DOWNTOWN DISTRICT With a top notch K-12 education system and reputable, full-service hospital, the Community Facilities and Downtown District portion of the Plan will focus on promoting positive facilities and organizations that impact the City while also providing insight on improvements that align with growth objectives. From dining and shopping to community activities and sports, this section of the Plan can have a tremendous impact on the longevity of the City's residents and attractiveness to outside visitors, working in sync with all other elements of the Plan. Enhancements to and development of the Downtown District will be central to this section of the Plan as well.



ENVIRONMENTAL RESOURCES The City of Redwood Falls has been fortunate to be the home to some of the region's most breathtaking and exceptional natural and environmental resources. Working in conjunction with the Parks and Recreation portion of the Plan, this chapter will directly focus on core needs that should be upheld to ensure an optimal, safe, and healthy environment.



PARKS AND RECREATION The Parks and Recreation Chapter focuses on creating additional opportunities for healthy activities and programs within the region's top, if not best, outdoor destination. With an emphasis on promoting the current parks and recreation amenities within the community, this portion of the Plan will also focus on ensuring park resources are protected, and positively respond to City changes over time. Connectivity within the City, promotion of an active, healthy lifestyle, and attractiveness to all age levels will collectively guide action items within this Chapter.

PUTTING THE PLAN INTO ACTION

Embracing the shared vision and utilizing the Redwood Falls Comprehensive Plan by executing the implementation strategies within will be vital to the City's growth. An overarching principle of this Plan is to proactively take into account economic, social, and environmental opportunities in a well thought-out, holistic manner. All topics are intimately connected and require a cohesive, integrated execution approach. To be successful, City Council, Boards and Commissions, City Staff, key influencers, and other direct stakeholders will need to work together to properly prioritize and aggressively address recommendations noted. This collaborative and balanced approach will ensure that the City of Redwood Falls makes the most of its planning efforts and leads with proper actions.



PLANNING PROCESS

STRATEGIC ENGAGEMENT

Capitalizing on connections and past research while working directly with the community, City leaders, and key stakeholders.

PLANNING FOR SUCCESS Over the course of nine months, Redwood Falls Comprehensive Plan's community engagement strategy focused on fully assessing past resources while aggressively and strategically connecting with those that live, work, and play in the City every day.

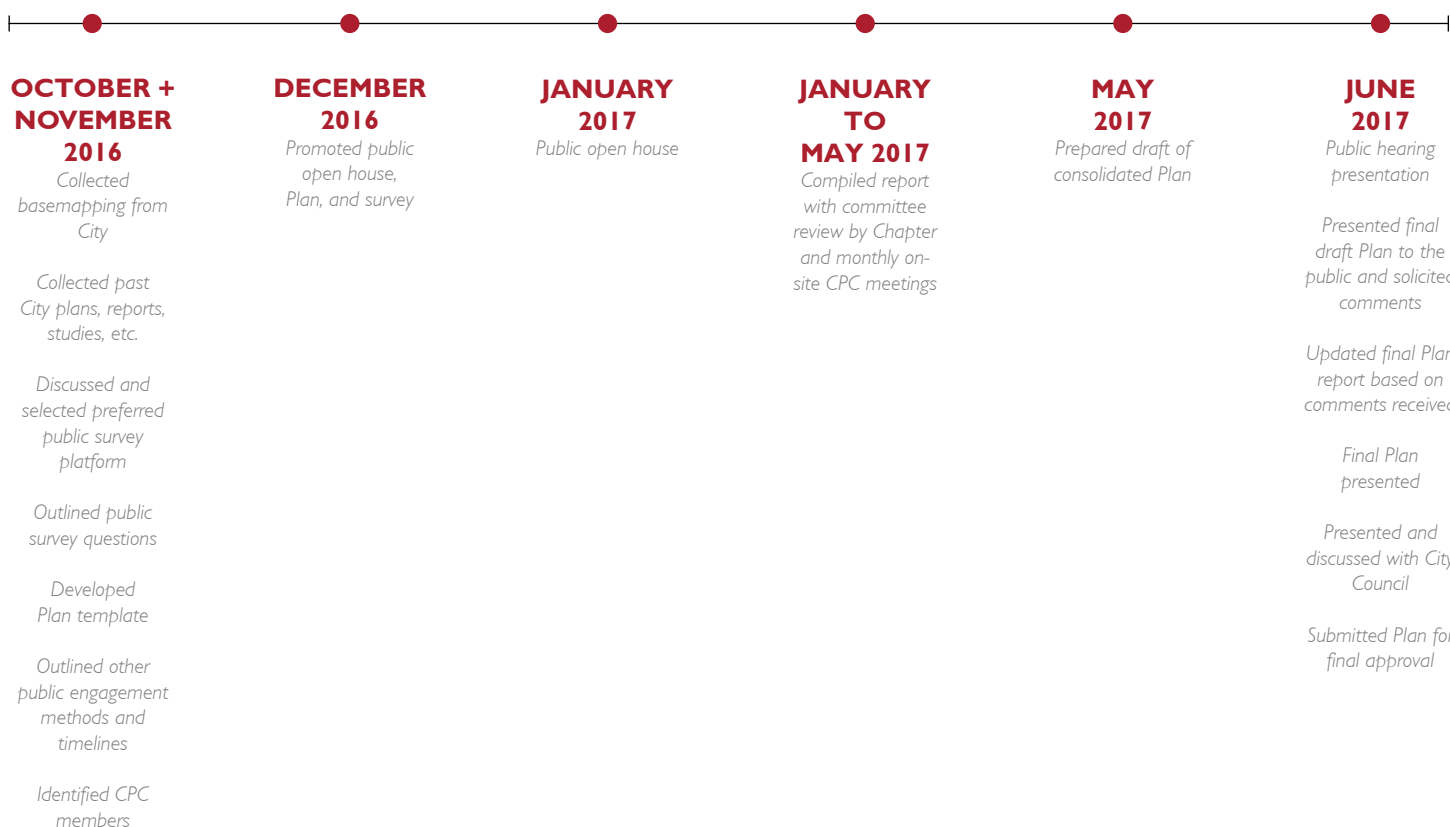
At the forefront of the Plan's engagement strategy was the need to sit down with key influencers, developers, partners, and the community to have one-on-one sessions regarding the shared vision for the City. While surveys can provide a basic statistical overview of feedback, direct engagement within the City guided the planning process.

Given the amount of surveys conducted within the City and potential fatigue that residents may have experienced, formal survey feedback was targeted to actively involve City advocates and representatives. ISG, Tangible Consulting, and the City of Redwood Falls worked together to identify contributing parties and an engagement schedule that coincided with the overall public process. It was critical to identify advocates in the community at all levels and ages so feedback was consistently provided throughout the process. Research focused on going to where the feedback was, whether that be events, City gatherings, or groups.





PLAN SCHEDULE Through an aggressive yet strategic Comprehensive Plan schedule, ISG and the City, along with other stakeholders and contributors previously mentioned, worked to compile, assess, review, and finalize applicable Plan details through formal compilation of the City's visioning document. Below is a consolidated overview of the Plan's schedule and timeline.



PUBLIC ENGAGEMENT Through co-promotion efforts between the City and ISG, a public meeting was held in late January 2017 to directly inform the public of the planning process, engage with the community, and obtain additional insight into hot topics and key opportunities for Redwood Falls. The two-hour open house at the City's local Redwood Area Community Center included stations with informational boards and Chapter content where attendees could comment on a variety of topics both in person and through a sticker designation option. Hard copy and electronic survey stations were strategically set up around the room to add to the 100+ responses received prior to that time.

The informal input session was then followed by a brief presentation of the Plan and general process, presented by ISG with support from Tangible Consulting and City Plan leaders. Side meetings and networking opportunities throughout the day helped further define community needs.

SURVEY + **COMMUNITY AND PUBLIC GATHERINGS** = **COMMUNITY INPUT**
Online + Public Forum



SUPPORT Awareness activities for the Plan focused on providing a holistic approach with varying tactics to ensure that the City's 5,000+ residents all received information and an opportunity to provide input in a way that positively aligned with their personal resource preferences. Similar to direct engagement initiatives, such as the Plan public meeting, was an emphasis on exposure through dynamic outreach efforts tailored to the City. Consistent messaging and communication through noted mediums were also proactively handled by ISG and the City, as well as supporting Plan parties within the community.



COMPREHENSIVE PLAN AWARENESS + ENGAGEMENT STRATEGY

DIGITAL



Main
Website



PPT Video



Facebook
Featured Ads



Event Pages -
Facebook



Hashtag and General
Impact Statement
#RedwoodVision2035

PRINT + PHYSICAL



Boards and Local Displays



Posters and Tool
Box for Promoters
(including City)



Postcards



One Page Handout



Coffee Talk Promo



REDWOOD FALLS 2035 SURVEY

During the engagement period, a survey was sent to over 2,000 residents from the City and Ramsey Park harvested opt-in lists. The survey was also made available to the entire City, both in hard copy and electronic format, at local businesses, City offices, and online via the City website and Plan Facebook page. With custom questions aimed at providing insight into areas within the Plan, over 120 responses were received.

Below is a breakdown of response highlights that aided in Plan development. A full copy of the survey is provided as an appendix to the Plan.

HIGHEST PRIORITY FOR FUTURE GROWTH

#1

Business and Job Growth
57.02%

#2

Retail Growth
27.27%

#3

Parks and Open Space Growth
9.92%

#4

Residential Growth
5.79%



78.51%

of Respondents Live in Redwood Falls



66.12%

of Respondents Work in Redwood Falls



18.18%

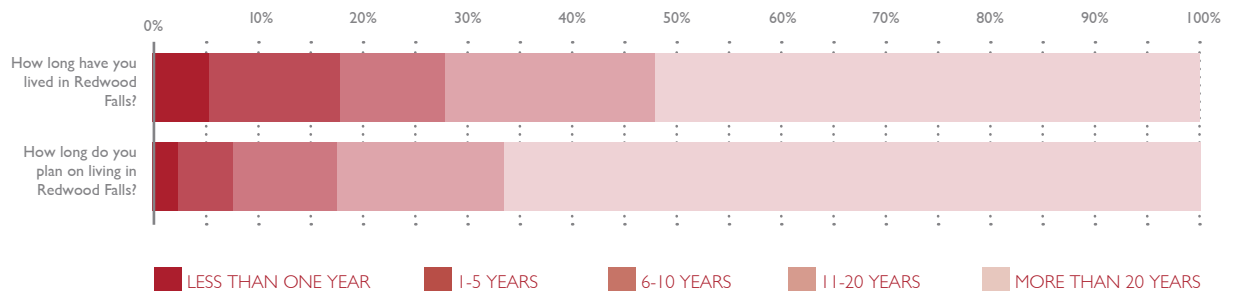
of Respondents Own a Business in Redwood Falls



76.03%

of Respondents Shop in Redwood Falls

RESIDING IN REDWOOD FALLS



HOW MANY PEOPLE LIVE IN YOUR HOUSEHOLD?



1-2 PEOPLE



3-4 PEOPLE



5+ PEOPLE

ARE THERE CHILDREN IN YOUR HOUSEHOLD?

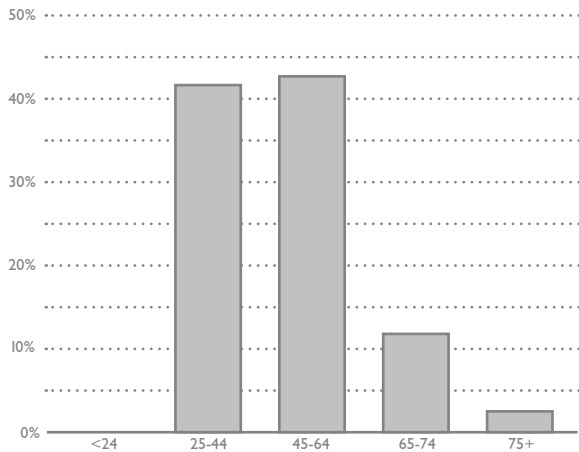


56.20%

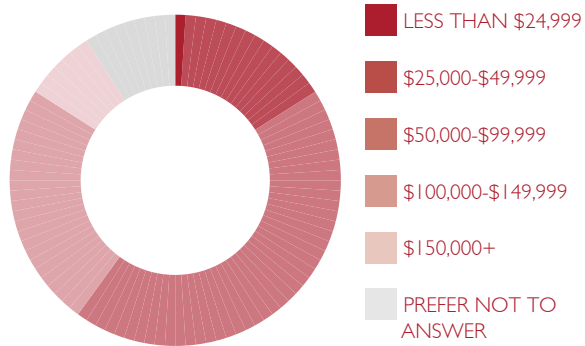


43.90%

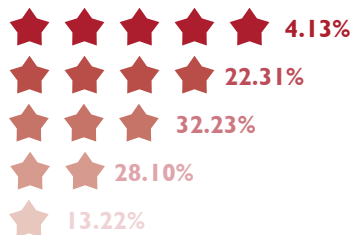
AGE BREAKDOWN OF RESPONDENTS



ANNUAL HOUSEHOLD INCOME



OVERALL SATISFACTION WITH REDWOOD FALLS



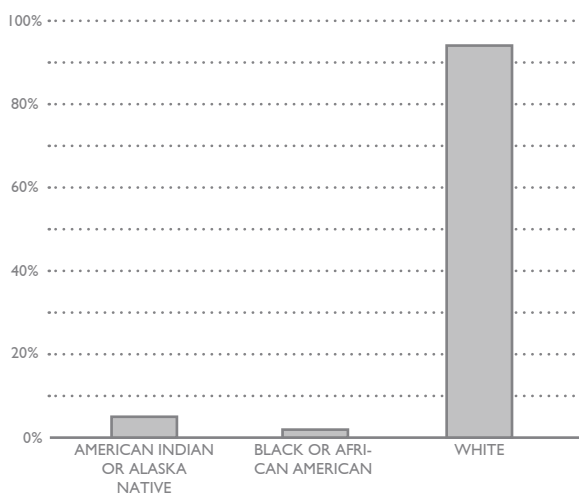
42.98%

of Respondents
were Male

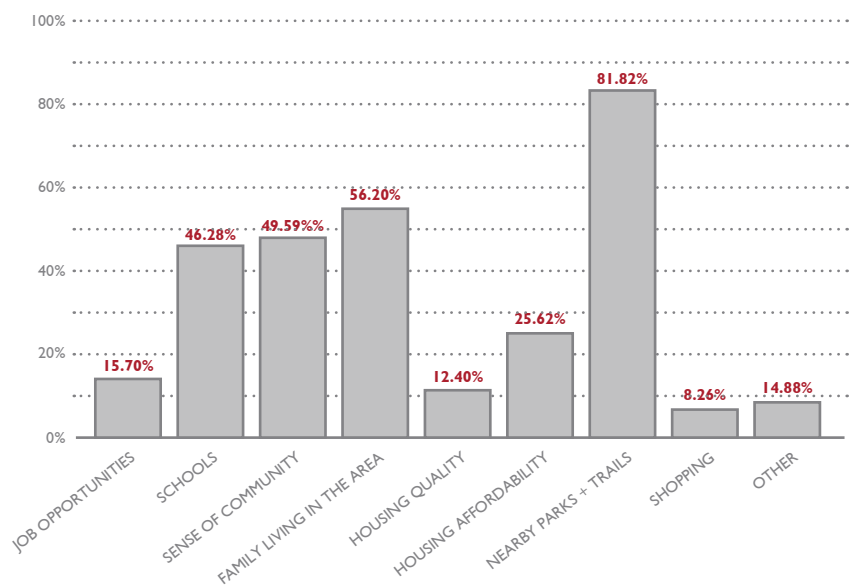
57.02%

of Respondents
were Female

ETHNICITY OF RESPONDENTS



WHAT DO YOU LIKE ABOUT LIVING IN REDWOOD FALLS?





02 DEMOGRAPHICS





02

Population Profile	28
Economic Profile	32
Socioeconomic Profile	34
Health Profile	38

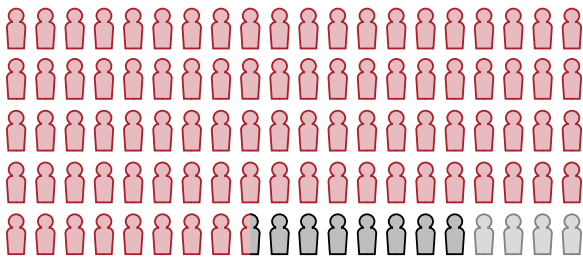
POPULATION PROFILE

COMMUNITY SNAPSHOT

Redwood Falls is made up of over 5,000 residents who are actively engaged in a variety of organizations, churches, schools, and local events. Known for its lake, wooded areas, rolling prairies, and recreational trails, it is also home to Minnesota's largest municipal park - Ramsey Park.

Through the custom 2016-2017 survey, Tapestry segmentation, general City information, and Census Data, a demographic analysis was conducted to further explore the residents within the Redwood Falls community. The information gathered and presented within this Chapter explores characteristics of the existing population base, and served as a guide in identifying and aligning recommendations of Plan goals within each identified focus area.

RACE BREAKDOWN



87.4% CAUCASIAN 7.5% NATIVE AMERICAN

REMAINDER MIX OF 2% OR LESS

1.5% AFRICAN AMERICAN | .75% ASIAN

1.25% HISPANIC OR LATINO | .75% MIX OF 2 OR MORE

*The City is 5 miles from a reservation impacting County and general population breakdown

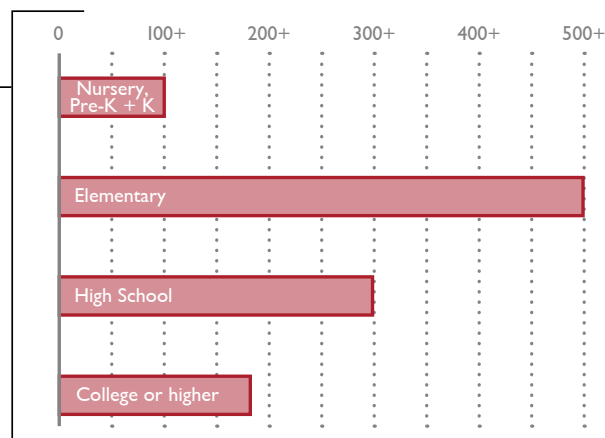
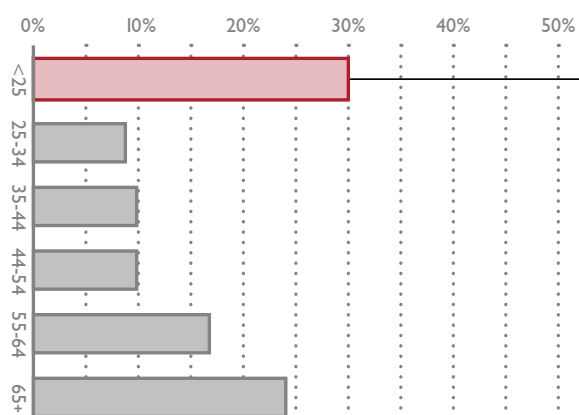


5,000+Residents with a Population
Density of 961.98 per square mile**46**Median Age
(U.S. and MN median is 37)**3.02**Average Family Size
(MN Average is 3.13)**5.38**Square Miles
within City

Declining population compared to state average (-5.22%). Large gap between aging population 55+ and younger generation filling void that will be left.

AGE BREAKDOWN

SCHOOL ENROLLMENT

Neighbor
Comparison

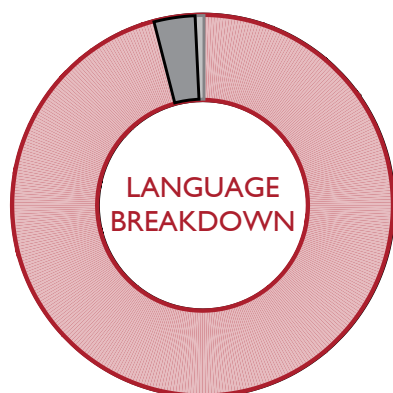
Granite Falls
Population - 2,796
Square Miles - 3.45

Mankato
Population - 40,411
Square Miles - 15.2

Marshall
Population - 13,641
Square Miles - 8.29

Montevideo
Population - 5,221
Square Miles - 4.49

Windom
Population - 4,583
Square Miles - 3.55



96%
English

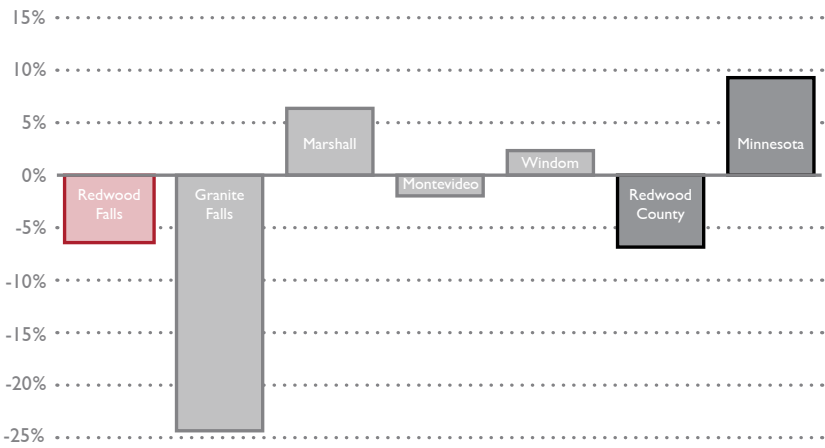


3.5%
Spanish

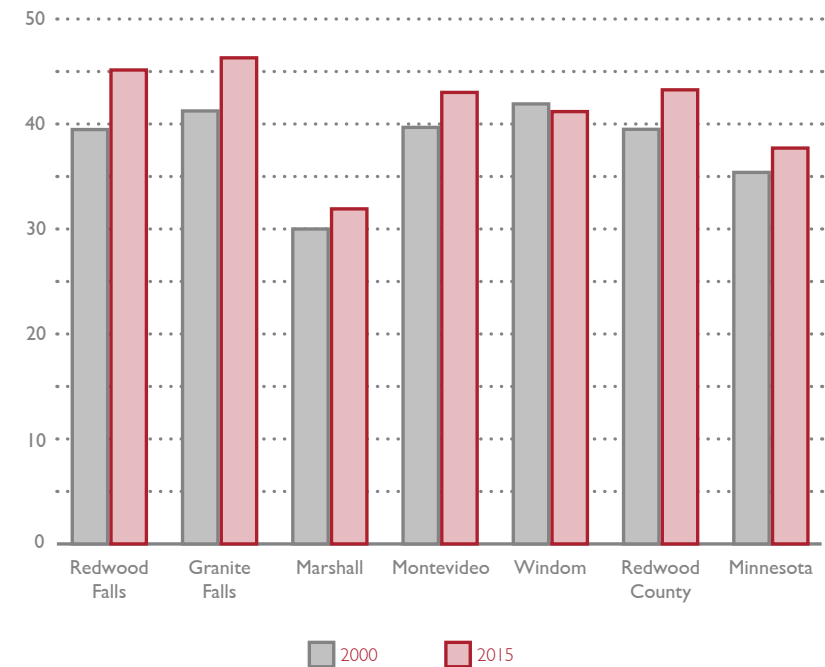


.5%
Other

POPULATION CHANGE (2000 to 2015)



MEDIAN AGE



HOUSING TRENDS



Median Home Value

Redwood Falls
\$96,000

Granite Falls
\$99,500

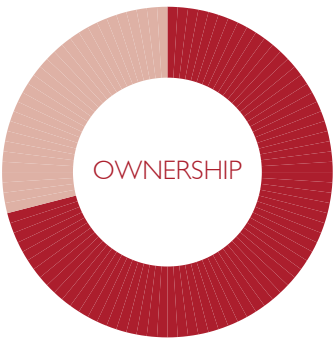
Marshall
\$142,000

Montevideo
\$82,000

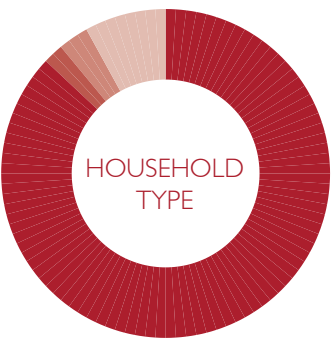
Windom
\$97,000

Redwood County
\$95,000

Minnesota
\$188,000



OWN RENT



SINGLE FAMILY
TOWNHOME
LARGE TOWNHOMES +
CONDOMINIUMS
MOBILE + OTHER

Median Rent

Redwood Falls
\$610

Redwood County
\$580

Minnesota
\$850



EVOLUTION OPPORTUNITY

ECONOMIC PROFILE

SUSTAINABLE PROSPERITY

Economic resilience and quality of life are dependent on the businesses that are located within the City and make up Redwood Falls' economic profile.

Using past City information and Census Data, an analysis was conducted to further define the economic well being of Redwood Falls with both direct and comparative data to neighboring communities, the County, and State. With a focus on statistics that connect the community to key topics, such as job retention and attraction, sustainability measures, and other critical data points, findings provided additional insight into the hard working Redwood Falls community. The information gathered and presented within this Chapter served as a guide in identifying and aligning recommendations of Plan goals within each identified focus area.



4%

City Unemployment Rate

Neighbor Comparison

Granite Falls - 2%

Marshall - 6.3%

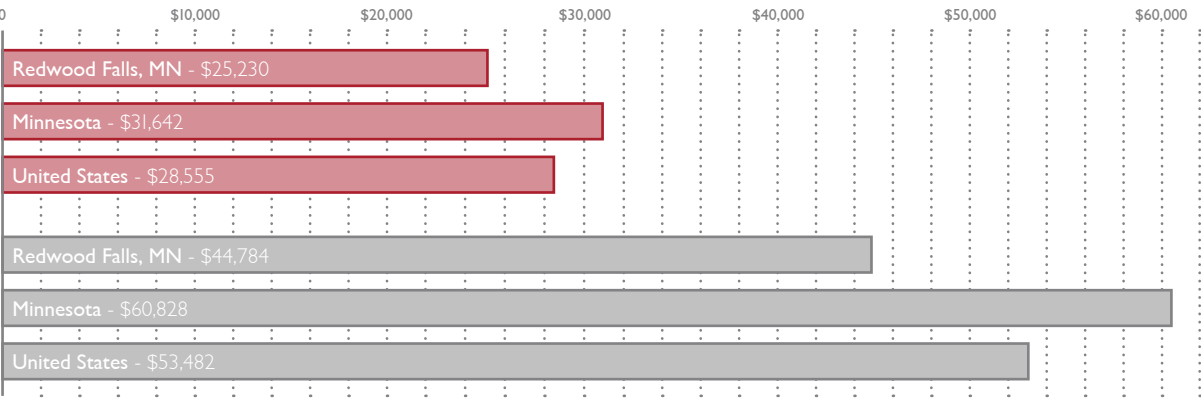
Montevideo - 2.8%

Windom - 5.5%

Redwood County - 4%

Minnesota - 5.6%

PER CAPITA INCOME + MEDIAN HOUSEHOLD INCOME





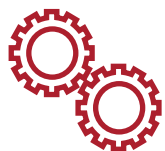
2,575

Redwood Falls City
Workers Employed 16
Years and Over



28.3%

Educational Services,
Health Care, and Social
Assistance - Largest City
Industry



13.1%

Manufacturing - Second
Largest City Industry

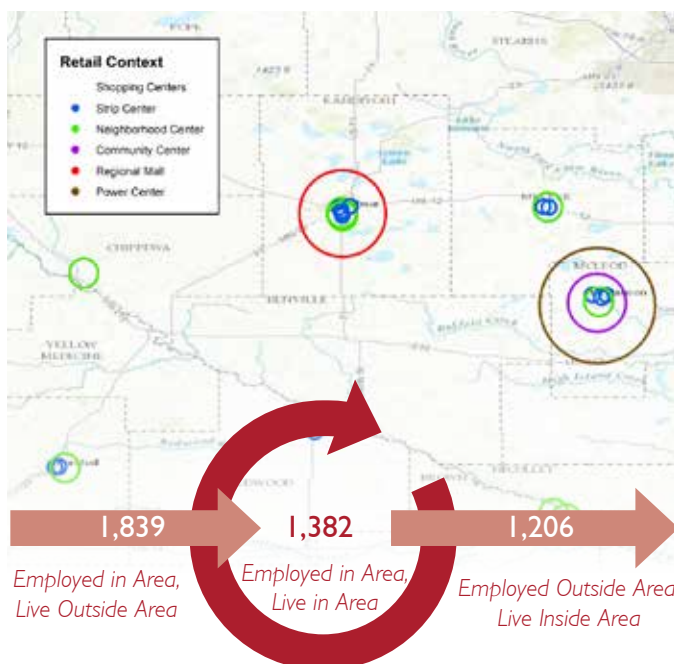


13.0%

Retail Trade - Third
Largest City Industry

INDUSTRIES OVERVIEW

	REDWOOD FALLS	MINNESOTA	UNITED STATES
Agriculture, Forestry, Hunting, Mining	2.5%	2.4%	2.0%
Construction	3.2%	5.4%	6.2%
Manufacturing	13.1%	13.6%	10.4%
Wholesale Trade	3.9%	2.9%	2.8%
Retail Trade	13.0%	11.4%	11.6%
Transportation, Warehousing, Utilities	1.8%	4.6%	4.9%
Information Technology	1.1%	1.9%	2.1%
Finance, Insurance, Real Estate, Rental, Leasing	3.3%	7.1%	6.6%
Professional, Scientific, Management, Administrative, Waste Management Services	4.0%	9.7%	10.9%
Educational Services, Health Care, Social Assistance	28.3%	24.8%	23.2%
Arts, Entertainment, Recreation, Accommodation, Food Services	12.2%	8.3%	9.49%
Public Administration	5.4%	3.5%	4.9%
Other Services, Except Public Administration	8.2%	4.4%	4.9%



SOCIOECONOMIC PROFILE

CATEGORICAL INSIGHT

Using Tapestry Segmentation, which provides information on America's neighborhoods by dividing U.S. residential areas into segments based on their socioeconomic and demographic composition - then further classifying them into LifeMode Groups, the following three Groups are assigned to the City of Redwood Falls.

Affluent Estates

Upscale Avenues

Uptown Individuals

Family Landscapes

GENXURBAN

COZY COUNTRY LIVING

Ethnic Enclaves

Middle Ground

Senior Styles

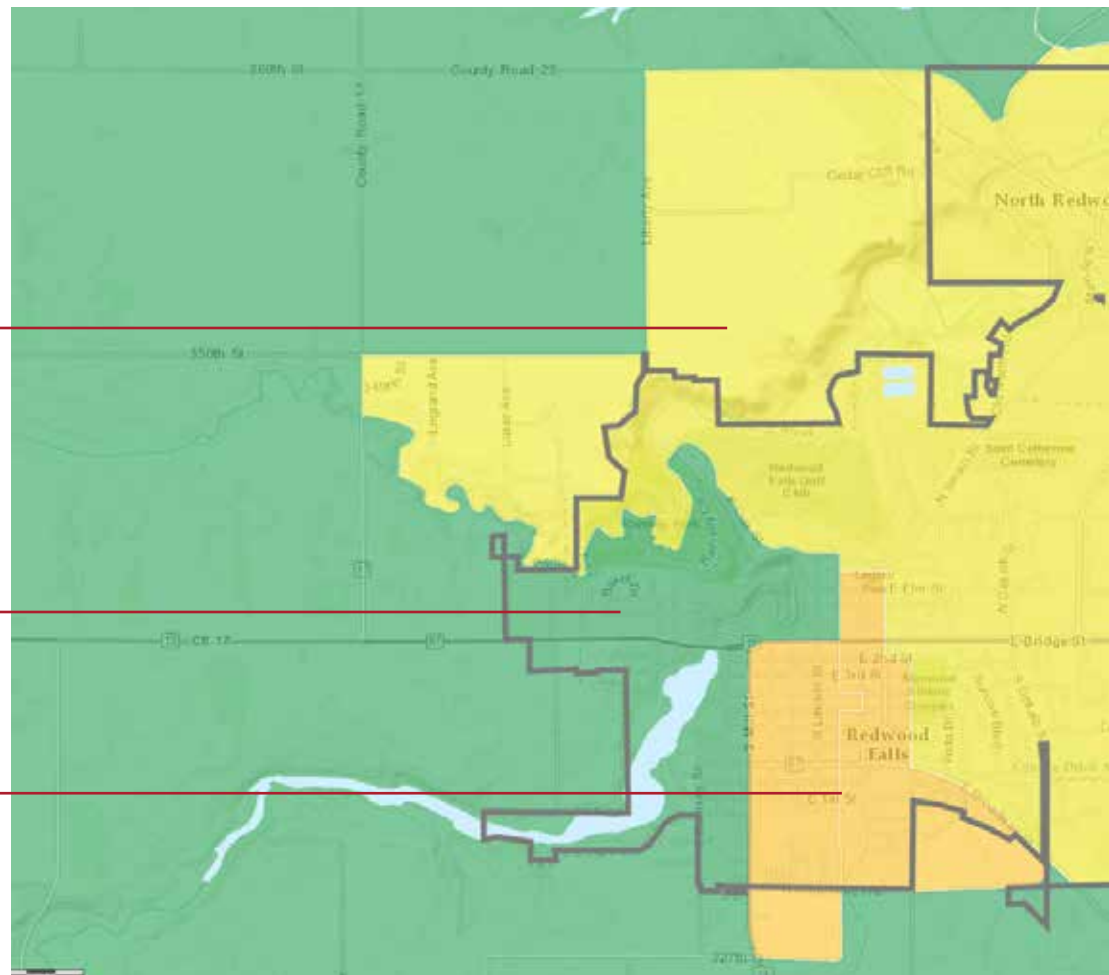
Rustic Outposts

Midtown Singles

HOMETOWN

Next Wave

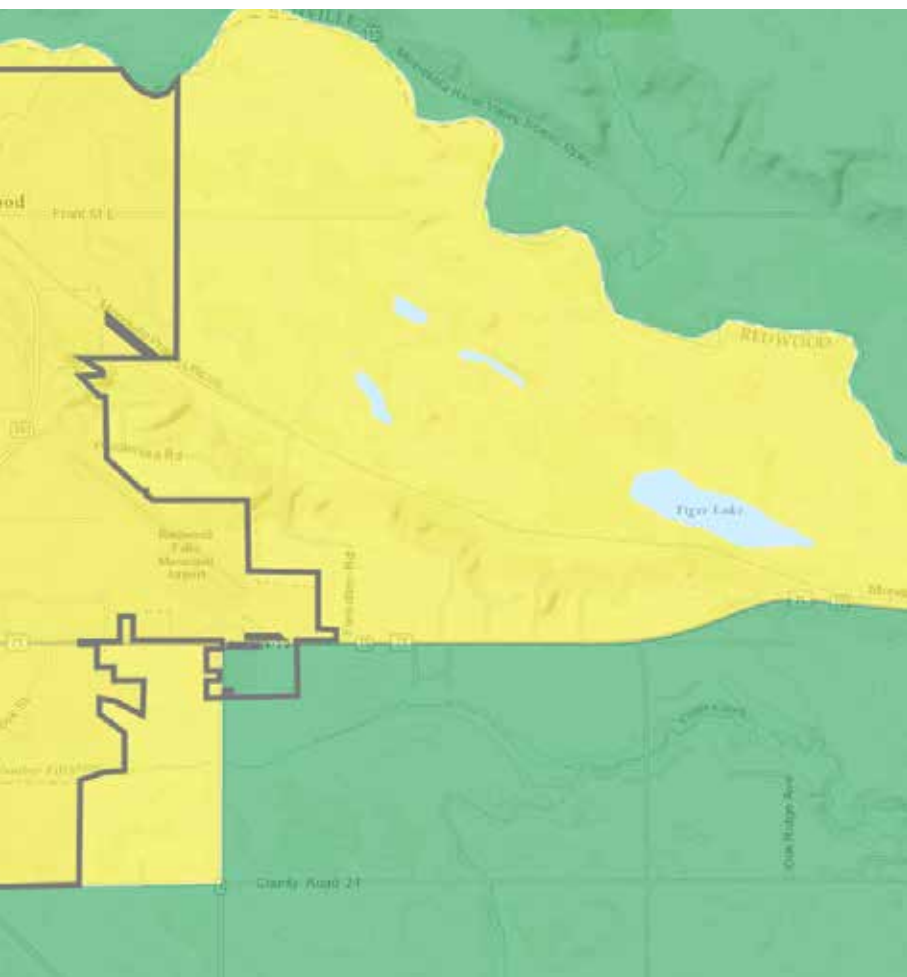
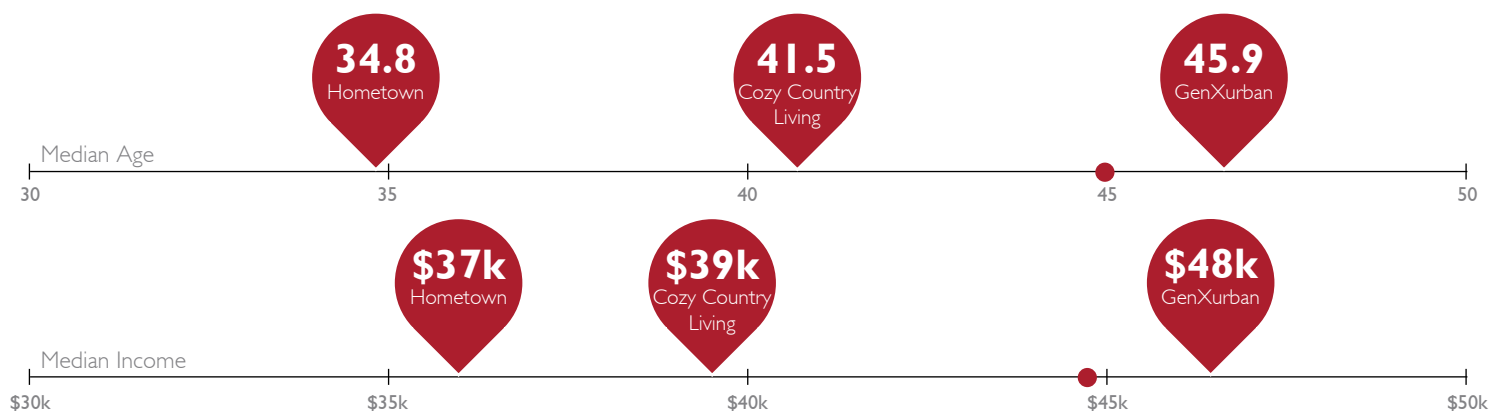
Scholars and Patriots



Note: The Tapestry Segmentation information presented does not fully represent all 67 distinct segments or LifeMode Groups, but rather those specifically assigned to the City of Redwood Falls. For further information on Tapestry Segmentation, please visit: [ArcGIS](#) and [Esri Demographics](#).

REDWOOD FALLS LIFEMODE GROUP SNAPSHOT

● Denotes Redwood Falls Average



GENXURBAN Midlife Constants



Married Couples with No Kids



Single Family Housing

SOCIOECONOMIC TRAITS

64% have a high school diploma or some college.

Almost 42% of households are receiving Social Security compared to 32% of US households (28% also receive retirement income).

Traditional; opt for convenience.

Attentive to price, but not at the expense of quality. Prefer to buy American and natural products.

MARKET PROFILE

Prefer practical vehicles like SUVs and trucks (domestic).

Sociable, church-going residents belonging to fraternal orders, veterans' clubs, and charitable organizations, and are active volunteers.

Contribute to arts/cultural, educational, political, and social services organizations.

DIY members that spend time on home improvement and gardening.

Media preferences: Country or Christian channels.

Leisure activities include scrapbooking, movies at home, reading, fishing, and golf.

COZY COUNTRY LIVING

Heartland Communities



Married Couples



Single Family Housing

SOCIOECONOMIC TRAITS

More workers are **white collar** than blue collar.

Rural economy of this market provides employment in the manufacturing, construction, and agriculture industries.

Budget savvy consumers; stick to brands they grew up with and know the price of goods they purchase. Buying American is important.

Mostly trust TV and newspapers more than any other media.

MARKET PROFILE

Most have high-speed Internet access at home or on their cell phone, but aren't ready to go paperless.

Sociable, church-going residents belonging to fraternal orders, veterans' clubs, and charitable organizations, and are active volunteers.

Many have paid off their home mortgages but still hold auto and/or student loans.

Support local community by participating in public activities.

Motorcycling, hunting, and fishing are popular; walking is the main form of exercise.

Prefer to travel in the U.S. and favor the convenience of packaged deals.

HOMETOWN

Traditional Living



Married Couples, Families, and Singles



Single Family Housing

SOCIOECONOMIC TRAITS

70% have completed high school or some college.

Cost-conscious consumers that are comfortable with brand loyalty, unless the price is too high.

Connected and comfortable with the Internet.

TV is generally seen as the most trusted media resource.

MARKET PROFILE

Shop for groceries at discount stores such as Walmart.

Convenience stores are commonly used for fuel or picking up incidentals.

Tend to carry credit card balances, have student loans, and/or pay bills in person.

Half of households have abandoned landlines for cell phones only.

Watch channels such as QVC, CMT, and Game Show Network.

Enjoy outdoor activities such as camping and taking trips to the zoo/park.



A photograph of a house and a bridge over a river, heavily tinted with a dark red color. The house is a two-story structure with a gabled roof, situated on a hillside. A bridge with a decorative railing spans the river in the foreground. The text "UNIQUE BALANCE" is overlaid in white, serif font at the bottom.

UNIQUE BALANCE

HEALTH PROFILE

LIVABILITY AND WELL-BEING

Incorporating health driven data and supporting initiatives into objectives and recommendations throughout the Plan to promote active and healthy lifestyles for the Redwood Falls community and surrounding areas.

COMMUTING TO WORK

	REDWOOD FALLS, MN	MINNESOTA	UNITED STATES
Car, Truck, or Van - Drove Alone	81.06%	78.05%	76.41%
Car, Truck, or Van - Carpooled	10.53%	8.82%	9.59%
Public Transportation	1.08%	3.48%	5.06%
Walked	3.47%	2.83%	2.78%
Other Means	0.92%	1.64%	1.79%
Worked at Home	2.95%	5.18%	4.37%

2,575

City Workers Employed
16 Years and Over

12.4

Mean Travel Time to Work -
Redwood Falls, MN (minutes)

22.8

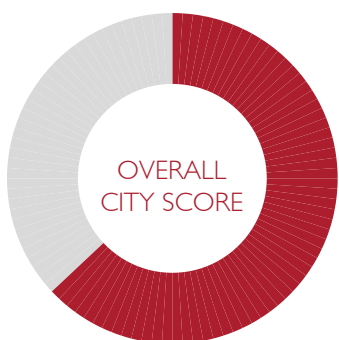
Mean Travel Time to Work -
Minnesota Average (minutes)

25.7

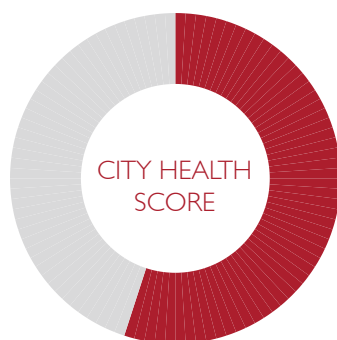
Mean travel Time to Work -
United States Average (minutes)



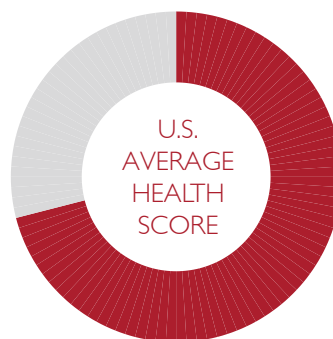
AARP LIVABILITY INDEX One way to examine the adequacy of public health in communities is to more closely examine their levels of livability through AARP's Livability Index. While livability is defined on the Index by seven major categories including housing, neighborhood, transportation, environment, health, engagement, and opportunity, Redwood Falls' score on health specifically, is 55 with an overall Index score of 62. This score is based on a variety of factors impacting public health. The satisfaction rating relative to Healthcare is also very insightful and coincides with previous feedback on Redwood Falls' outstanding Hospital.



62/100



55/100



55/100

HEALTH
SURVEY FAST
FACTS

Out of Redwood County's population of 15,744, 1,200 addresses were sampled.

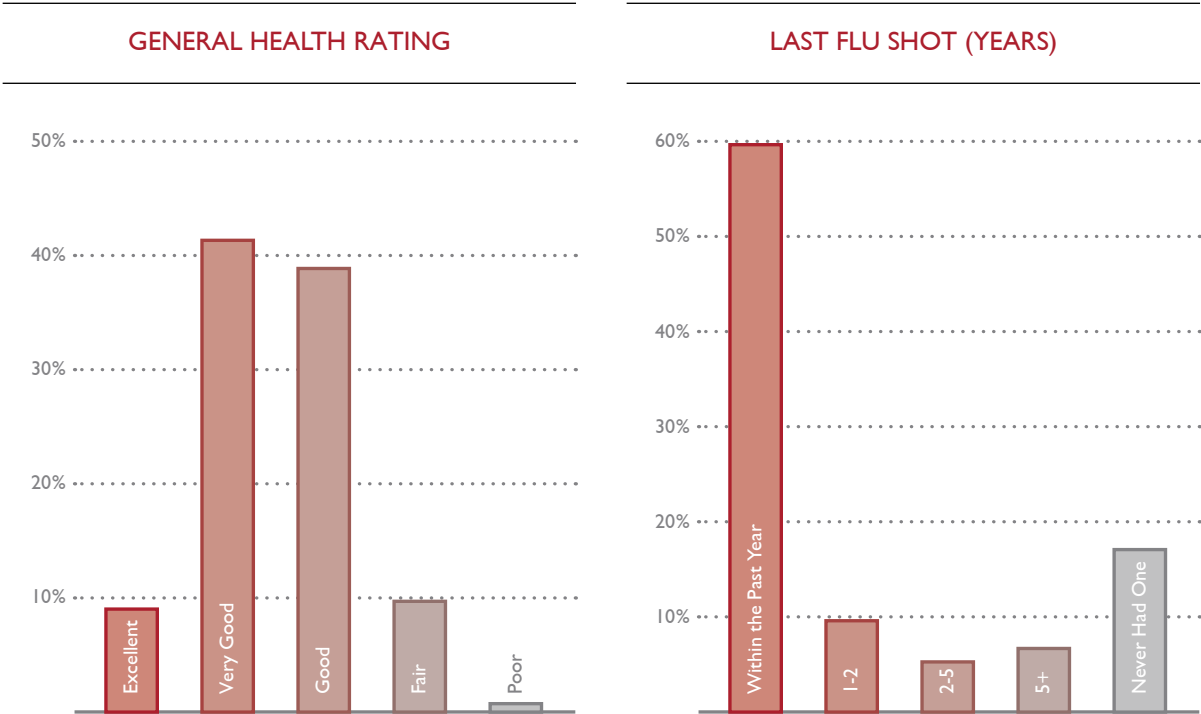
361 completed surveys were received for a response rate of 30.7%

Margin of error was 6.9%

2015 SOUTHWEST/SOUTH CENTRAL MINNESOTA ADULT HEALTH SURVEY

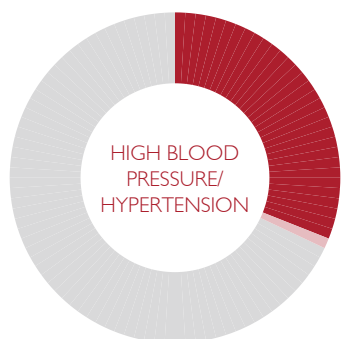
Through a collaborative effort from public health agencies representing Big Stone, Chippewa, Cottonwood, Jackson, Kandiyohi, Lac qui Parle, Lincoln, Lyon, Murray, Nobles, Pipestone, Redwood, Renville, Rock, Swift, and Yellow Medicine Counties, a survey instrument was developed and administered with technical assistance from the Minnesota Department of Health Center for Health Statistics. Elements from the Behavior Risk Factor Surveillance System (BRFSS) survey, and other recent surveys in Minnesota, were used to create the insightful final report, which was made public in 2015.

Excerpts from the 200+ page survey findings represent Redwood County as a whole and not specifically the City of Redwood Falls.

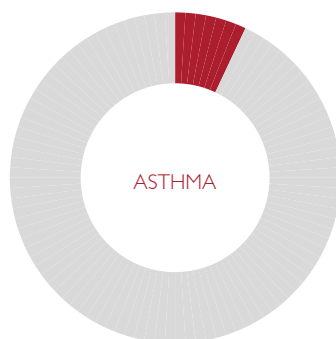


HEALTH CONDITIONS

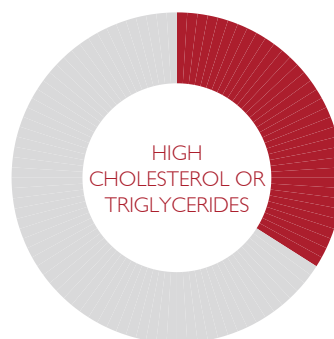
Have you ever been told by a doctor or other health care professional that you had/were:



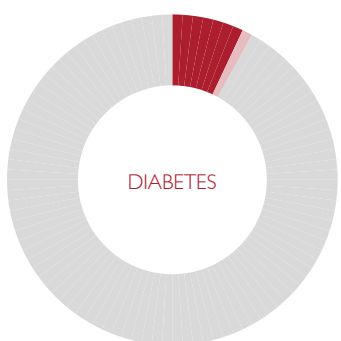
■ YES
■ YES only during pregnancy
■ NO



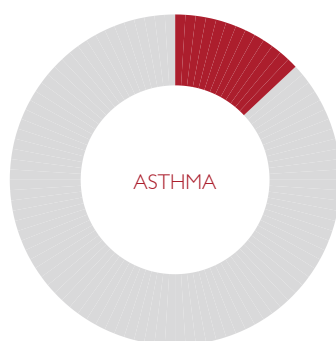
■ YES
■ NO



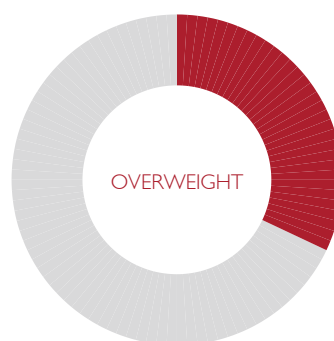
■ YES
■ NO



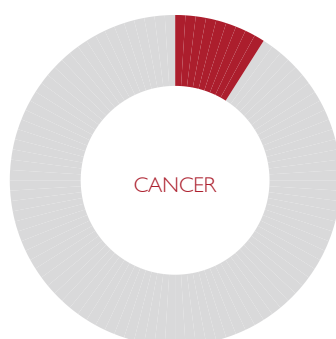
■ YES
■ YES only during pregnancy
■ NO



■ YES
■ NO



■ YES
■ NO



■ YES
■ NO



03 LAND USE



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Inventory and Analysis	45
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Key Trends Facing Redwood Falls	61
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Goals and Strategies	63
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INTRODUCTION TO LAND USE

The Land Use Plan is a complex mechanism for creating a city that is economically strong, environmentally responsible, vibrant, and attractive. Its focus is on fundamental issues of where Redwood Falls community members live and work. The Land Use Plan also provides a framework for pursuing revitalization opportunities and responding to challenges facing the City.

FUTURE DEVELOPMENT This Chapter is intended to help guide City staff, Planning Commission, City Council, property owners, developers, and other interested parties in decisions relating to the type, location, and density of future development in the community, as well as offer guidance on key initiatives for the community, consistent with the City’s vision and goals.

Implementation of the Land Use Plan produces several important implications:

USES	RELATIONSHIPS
Every parcel is placed into a specific land use category. Each category includes a description of the type of land use intended for that category. This description should match with the types and forms of development currently found in Redwood Falls and desire for the future.	Much like a puzzle, the true picture comes from how each piece fits together into a whole. The Land Use Plan guides how elements of the built and natural environment come together in Redwood Falls. These relationships will characterize the look, function, and feel of the City.
ACTIONS	
The Land Use Plan sets the framework for public actions and investments. Utilities, streets, parks, and facilities are all influenced by the form and pace of development.	

INVENTORY AND EXISTING ANALYSIS

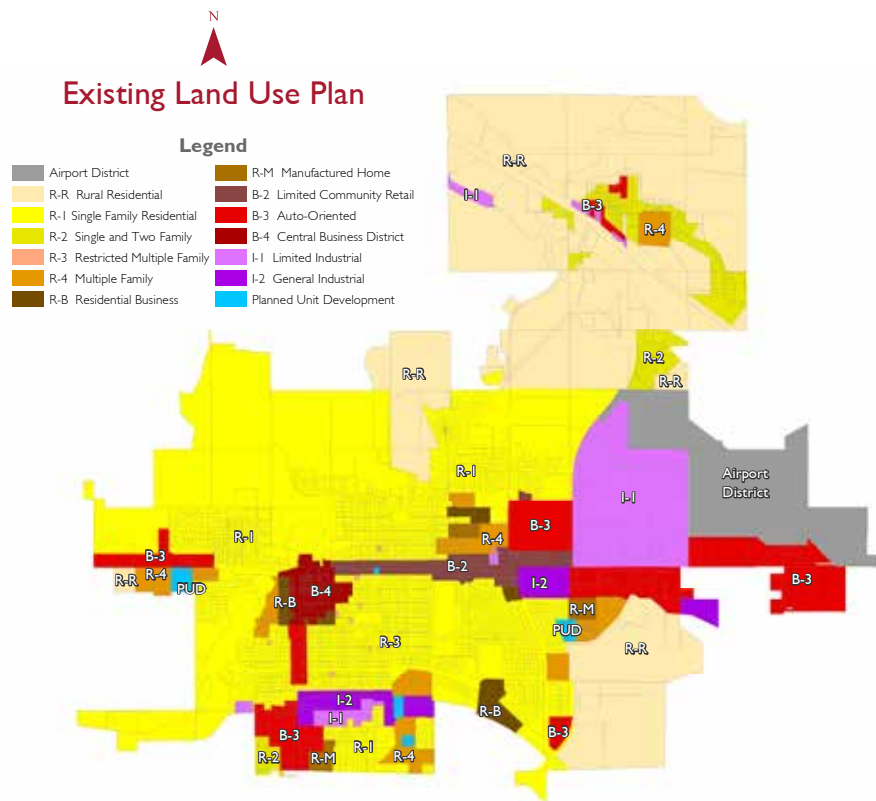
Redwood Falls' land use zones are residential, business, industrial, planned unit development, and airport. Residential takes up the most land use with 2,605 acres (76% of the City).

CURRENT INVENTORY AND USE

The Existing Land Use Plan to the right shows the location, amount, and types of existing land uses in the City of Redwood Falls as of 2017. The table below summarizes the amount and type of existing land uses in Redwood Falls.

SUMMARY OF EXISTING LAND USE

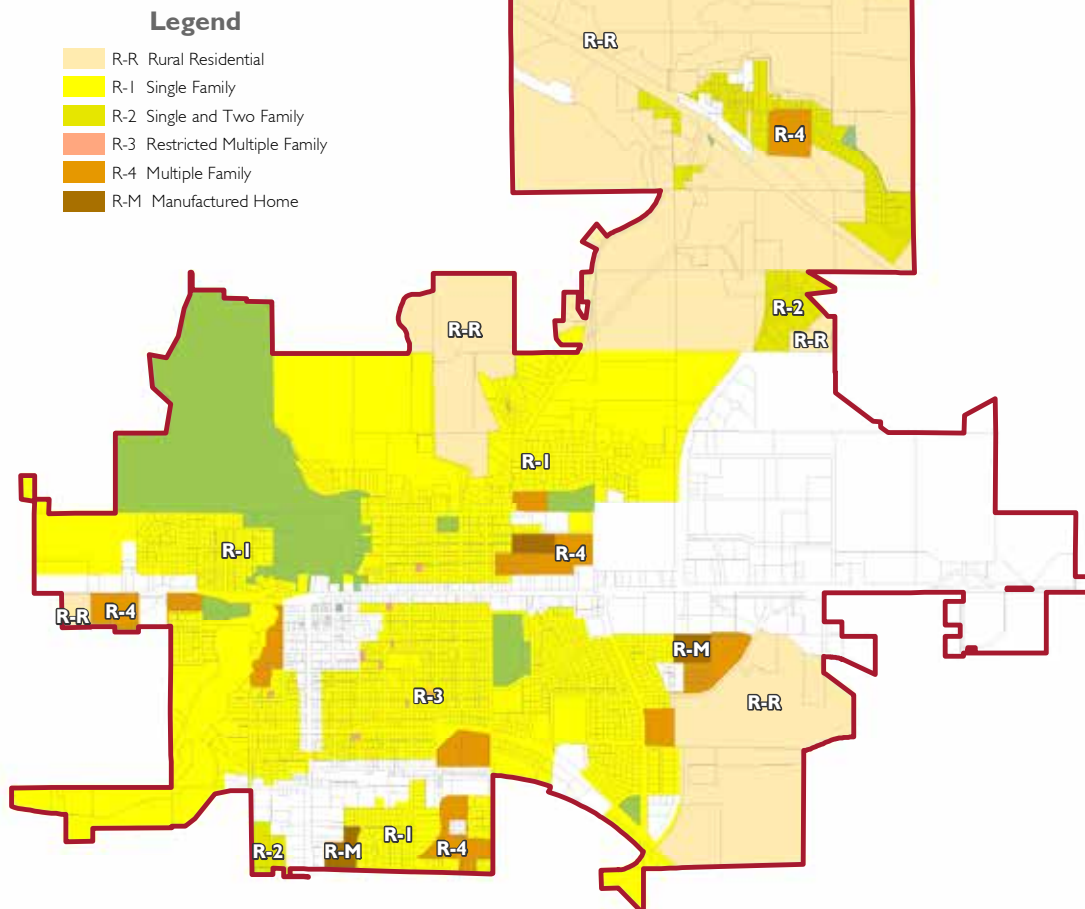
EXISTING LAND USE	AREA (ACRES)
Residential	2605
Commercial	328
Industrial	256
Planned Unit Development	14
Airport	218
TOTAL	3,421



RESIDENTIAL The 2,605 acres of Residential area, seen below, comprise 76% of the City. Parks (268 acres) are currently included in a residential district and zoned Rural Residential, the most of any of the land use categories. Single-family homes make up the bulk of the residential development in the City. Housing styles are mixed, reflecting the era in which they were built. While much of the housing is in decent shape, there are a number of homes that are in need of maintenance or rehabilitation. A small number of multi-family homes are scattered throughout the City. They are not concentrated in any one area of the City and include both double units and single family conversions.

Very little residentially-zoned vacant land remains in the City. Beyond a few scattered infill lots found throughout the City, the only large parcels of vacant residential land are located north of Northwood Drive, but the land within this area has development restrictions due to the airport overlay district.

Existing Residential Land Use



R-R RURAL RESIDENTIAL

Open space and/or agricultural uses, as well as large-lot, low-density single-family detached residential units

R-I SINGLE FAMILY

A detached dwelling unit designed exclusively for occupancy by one family, including site-built and manufactured homes

R-2 SINGLE AND TWO FAMILY

A dwelling designed exclusively for occupancy by two families living independently of each other

R-3 RESTRICTED MULTIPLE FAMILY

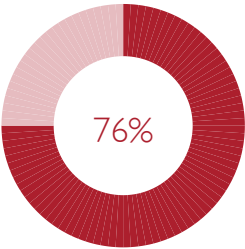
Medium density housing in multiple-family structures of not more than eight dwelling units

R-4 MULTIPLE FAMILY

A building designed with three or more dwelling units exclusively for occupancy by three or more families living independently of each other, but sharing hallways and main entrances and exits

R-M MANUFACTURED HOME

A structure, not affixed to or part of real estate, and transportable in one or more sections



Percentage of City is Residential Area

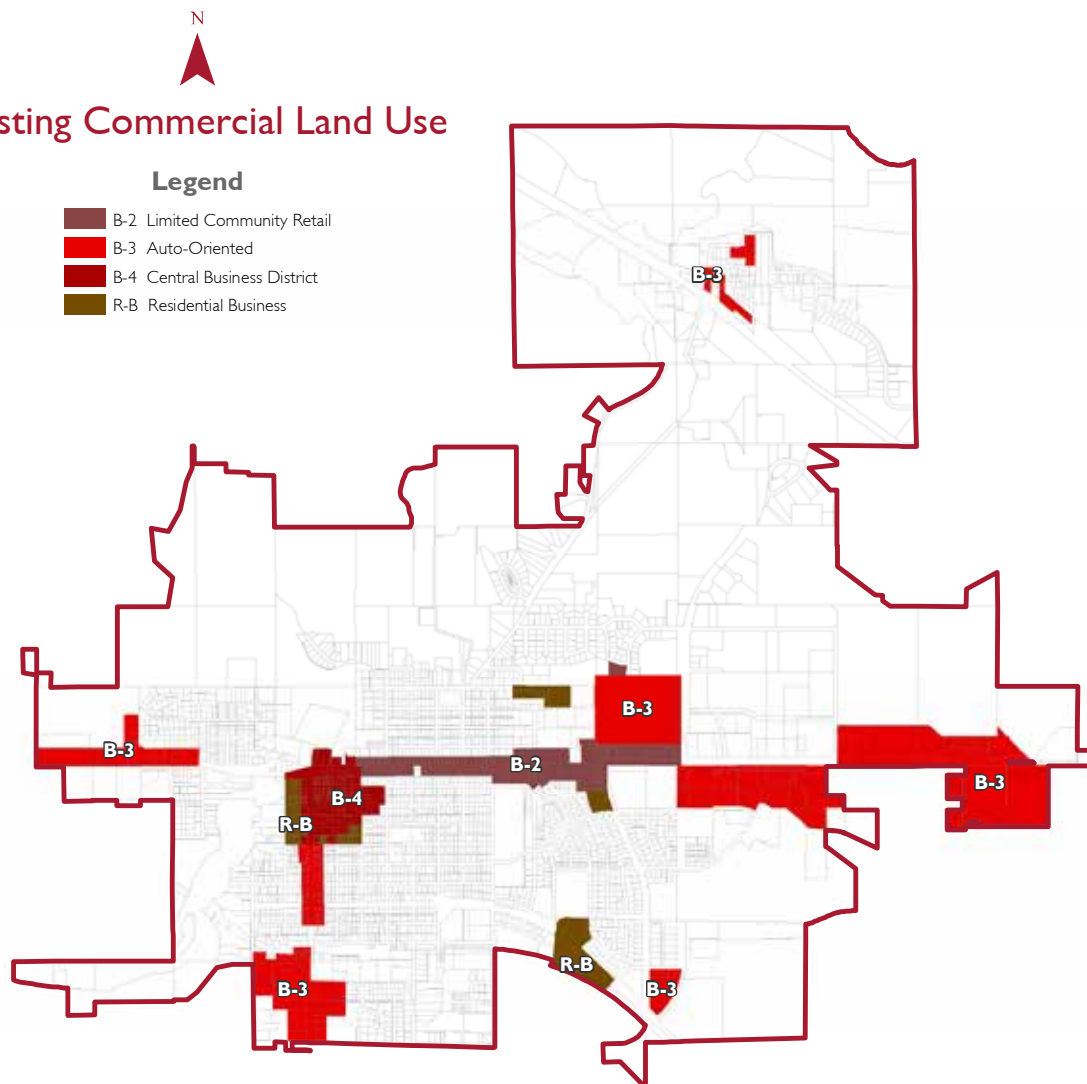
2,605

Acres in the Residential Area of Redwood Falls



COMMERCIAL Commercial areas, shown below, make up a moderate amount of the City, totaling 328 acres, which comprises 9.6% of the City. Historically most of the City's commercial areas were small-scale commercial businesses, but since the development of the 1995 Comprehensive Plan, several large-scale commercial establishments have developed along the Highway 19 corridor. Today's commercial uses are concentrated in two areas of the City; in the Central Business District and along the Highway 19/71 corridors. Examples of commercial uses might include department stores, restaurants, offices, health care services, coffee shops, drug stores, banks, and similar types of uses.

Very little commercially-zoned vacant land remains in the City. There are only a few parcels left that front upon Highways 19/71. A few vacant buildings in the downtown area also could be used for commercial purposes, most of which are in need of rehabilitation, but do present development potential.



B-1 LIMITED NEIGHBORHOOD BUSINESS

Local centers for convenience, limited office, retail, or service outlets. These centers are located in close proximity to residences and are to be arranged and designed to be a functional and harmonious part of a residential neighborhood, reasonably serviced with public sidewalks or other pedestrian access. The district is not intended to draw customers from the entire community, but to be limited in size and number of uses to assure continued compatibility with surrounding residential uses.

B-2 LIMITED COMMUNITY RETAIL

Low intensity, retail or serviced outlets which deal directly with the customer for whom the goods or services are furnished. The uses allowed in this district are to provide goods and services on a limited community market scale, and located in areas which are well served by the collector or arterial street facilities at the edge of the residential districts.

B-3 AUTO-ORIENTED

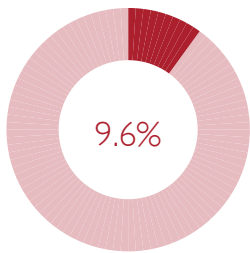
Motor vehicle oriented or dependent commercial and service activities.

B-4 CENTRAL BUSINESS DISTRICT

Established downtown core, including a mix of retail, financial, office, service, and entertainment uses. Additionally, residential units are allowed as an accessory use, when located above a first-story commercial use.

R-B RESIDENTIAL BUSINESS

Includes hospitals, medical offices and clinics, dental offices and clinics, professional offices and commercial (leased) offices (limited to appraisers, architects, attorneys, certified public accountants, clergymen, dentists, engineers, manufacturers, representatives, physicians, real estate agents, and other similar uses which have no storage of merchandise and are service oriented with no retail sale of goods on the premises), funeral homes, mortuaries, adult day care centers, and supervised living facilities.



Percentage of City

328

Acres in the Commercial Area of Redwood Falls

INDUSTRIAL The industrial districts are established to provide locations for industrial land uses engaged in the production, processing, assembly, manufacturing, packaging, wholesaling, warehousing, or distribution of goods and materials. Regulations are established to accommodate industrial development while maintaining compatibility with surrounding areas.

Industrial has remained a relatively small component of the City's land use. The 256 acres of industrial land comprise 7.5% of the City. Virtually all of the industrial land use is located in the industrial park on the east end of the City. The City's industrial base is typically "clean," producing little noise or odor.

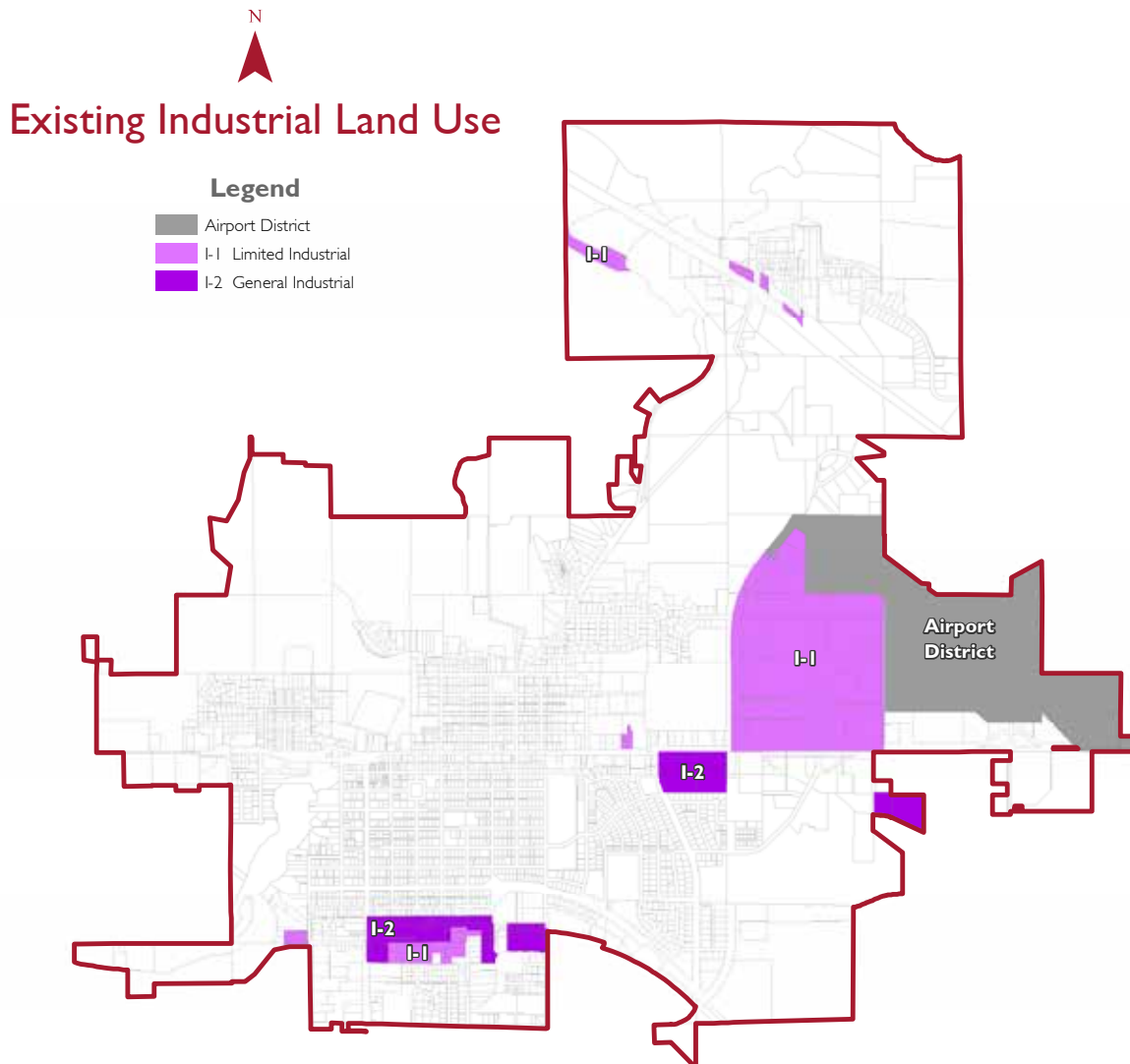
While the industrial park has a significant amount of vacant land, it is currently not able to be developed due to the lack of utility services, airport overlay district restrictions, and wetlands. The City may want to examine the possibility of zoning more land for industrial uses and installing utilities in order to serve the continued growth of the City's industrial base. Potential areas for future development include along County Road 1, which is a designated truck route and a primary link between Highways 19 and 67.

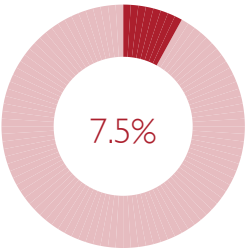
I-1 - LIMITED INDUSTRIAL

Bulk commercial activities, service warehousing, light industrial development, and the further processing or refining of materials first handled by heavy industry located with access to a major arterial roadway or abutting another industrial or business district and separated from residential uses through natural or manmade barriers.

I-2 - GENERAL INDUSTRIAL

Heavy industrial and manufacturing development and uses and located with access to a major arterial roadway and separated from all other districts, except light industrial, through natural or manmade barriers.





Percentage of City

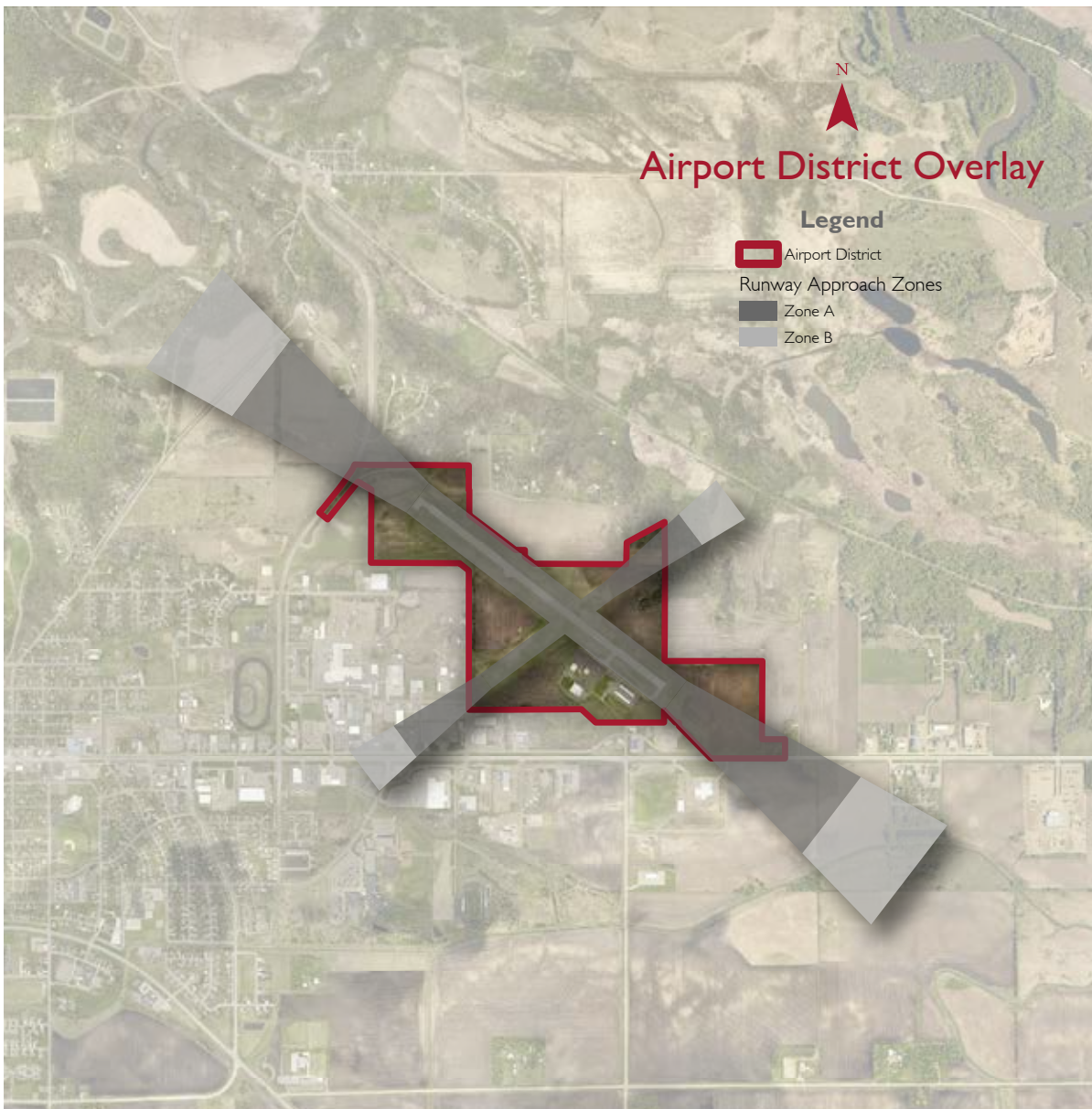
256

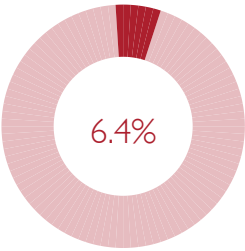
Acres in the Industrial Area of Redwood Falls



AIRPORT The Airport land use classification is relatively new, formerly designated as industrial, and was established after the airport expanded in 1974. Located on the east side of the City and north of Highway 19, the airport is 218 acres and comprises 6.4% of the City. The airport consists of two runways; runway 12/30 is a 4,000-foot paved surface runway, and runway 05/23 is a crosswind, grass surfaced runway. There is an arrival/departure maintenance hangar, 16-foot hangars available for rent, and fuel dispensing facilities. Construction of a seven-bay hangar will begin in 2018, and includes five 45'x45' hangars and two 65'x65' hangars. The anticipated project completion date is May, 2019, and it is expected that the hangar will be open for tenants June of 2019.

The airport continues to serve regional industries as well as Jackpot Junction, which is located five miles east of the airport, and is managed by the City of Redwood Falls.





Percentage of City

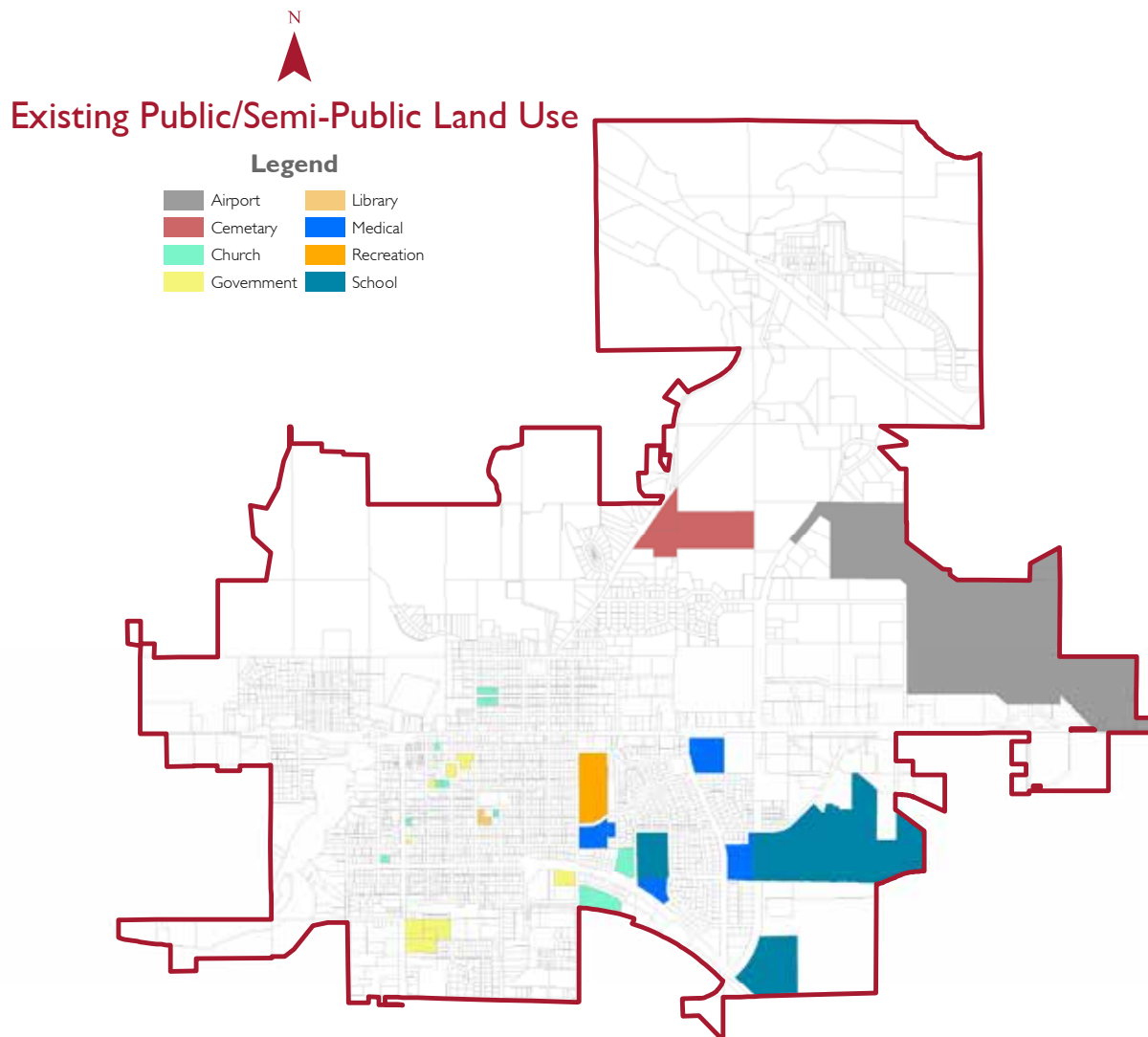
218

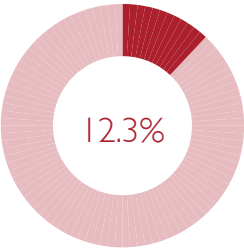
Acres in the Airport Area of Redwood Falls



PUBLIC/SEMI-PUBLIC Public/Semi-Public land uses include government buildings such as the airport, city hall, library, County offices, medical buildings, schools, and churches. Together, these land uses account for 421 acres or 12.3% of the total City. The airport accounts for most of the land in this category, although the Wastewater Treatment facility and Redwood County Historical Museum grounds also comprise a relatively large amount of acreage. Many of the government uses are clustered together in the central part of the downtown district. They are within a two-block radius of the County Courthouse and include the City Hall, Human Services Building, Law Enforcement Center, Public Health Building, Library, and Post Office. These facilities create a civic center environment that is a short walking distance from the main commercial area and nearby residential neighborhoods.

The school properties also comprise a large amount of land as well. The 107 acres of land comprises 3.1% of the City and 26.4% of the Public/Semi-Public lands.





Percentage of City

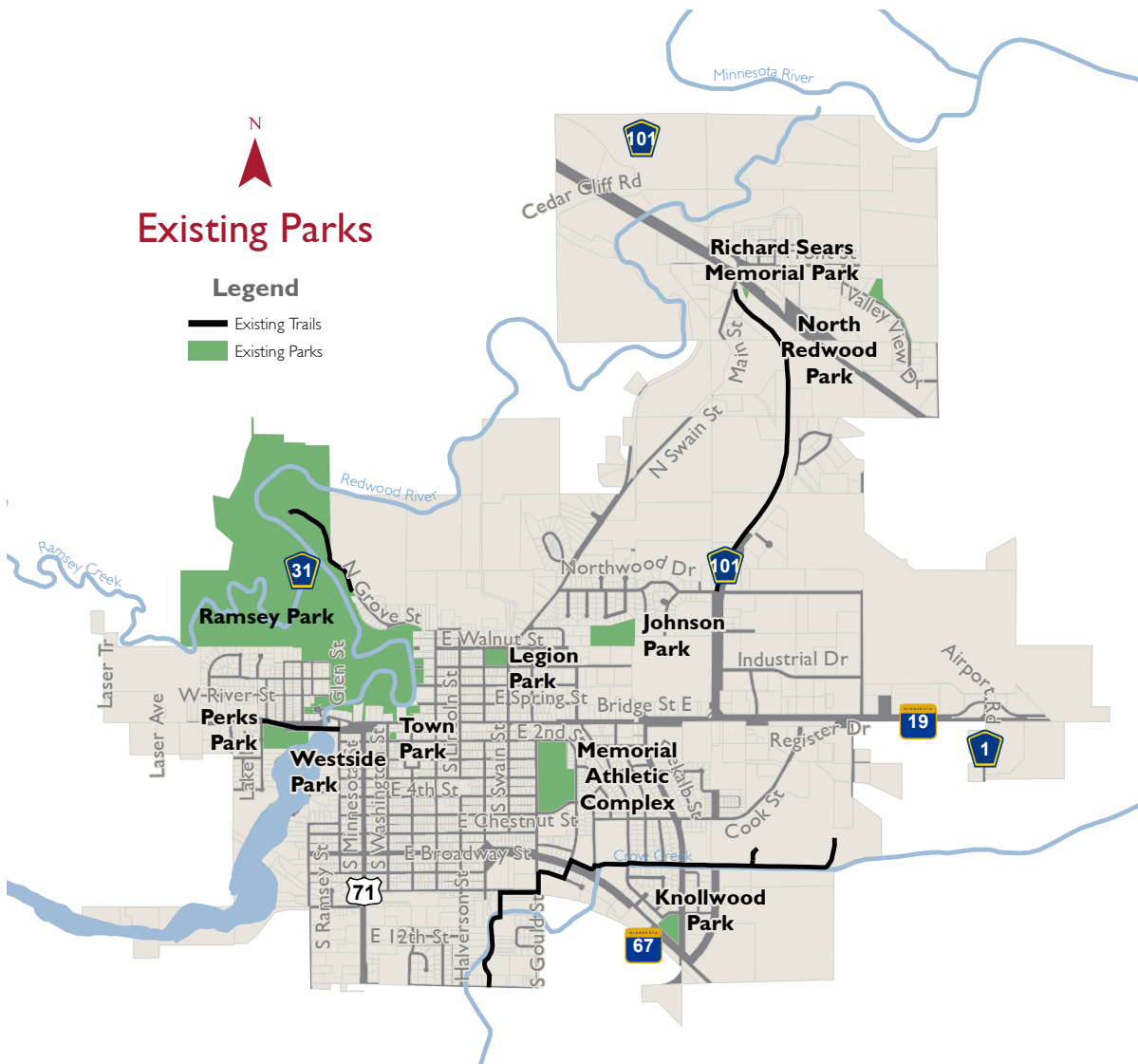
421

Acres in the Public/Semi-Public Area of Redwood Falls



PARKS Parks comprise 268 acres or 7.8% of the total City. The City has a renowned park system including seven neighborhood parks, one regional park, and an athletic complex. The flagship park of the City's park system is Ramsey Park and is the largest municipal park in the State of Minnesota.

The City is also fortunate to be located along the Redwood and Minnesota Rivers, which serve local residents as well as provide a recreation destination for regional and statewide visitors, having a positive economic impact on the local community.



EXISTING PARKS

Knollwood Park

North Redwood Park

Johnson Park

Legion Park

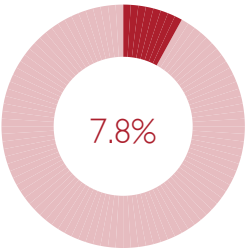
Perks – Westside Park

Ramsey Park

Memorial Athletic Complex

Richard Sears Memorial Park

Town Park



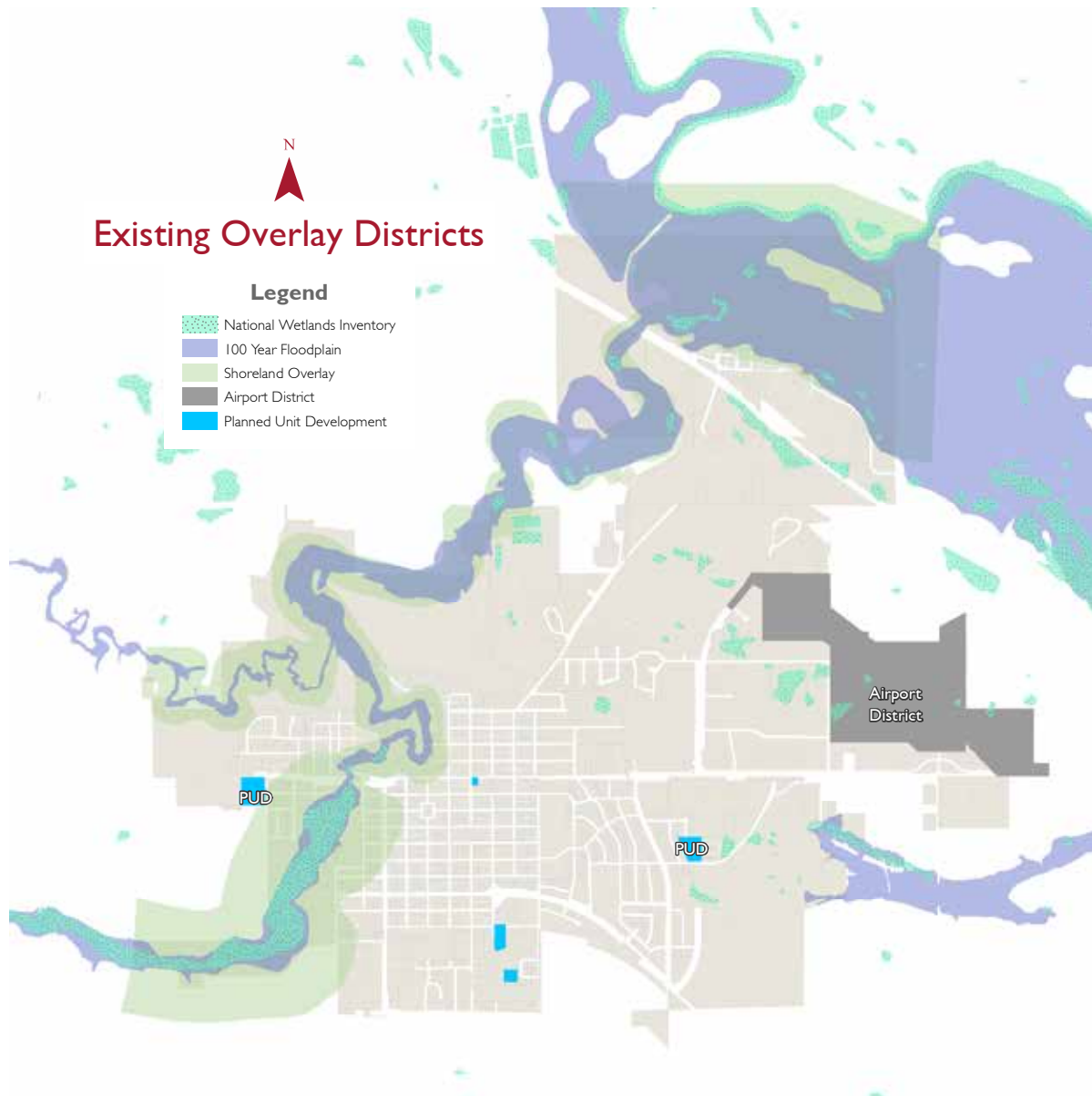
Percentage of City

268

Acres in the Parks Area of Redwood Falls



OVERLAY DISTRICTS Overlay districts are established in recognition of the unique characteristics of land and land use within certain parts of the City, including those properties within flood-prone areas, shoreland areas, and within and adjacent to, the City's airport facilities. Overlay districts are further intended to protect the public health, safety, and welfare by preserving the unique character of existing areas for future use and development.



PLANNED UNIT DEVELOPMENT (PUD)

PUD, as a regulatory process, is a means of land regulation which promotes large scale, unified land development by means of mid-range, realistic programs in chase of physically curable, social, and economic deficiencies in land and cityscapes. Where appropriate, this development control promotes a mixture of both land uses and dwelling types with at least one of the land uses being regional in nature. The clustering of residential land uses providing public and common open space increases administrative discretion to a local professional planning staff, while setting aside present land use regulations, and rigid plat approval processes. The enhancement of the bargaining process between the developer and government municipalities strengthens the municipality's site plan review and control over development for potentially increased profits due to land efficiency, multiple land uses, and increased residential densities.

WETLAND DISTRICT

Lands within the City that include water courses, natural drainage system, water body or a wetland, that may be subject to periodic flooding, overflow, or seasonally high water tables.

SHORELAND DISTRICT

Land located within the following distances from public water: 1,000 feet from the ordinary high water level of a lake, pond or flowage; and 300 feet from a river or landward extent of a flood plain designated by Ordinance on a river, whichever is greater.

FLOODPLAIN DISTRICT

Lands located within the boundaries of the Floodway, Flood Fringe, or General Flood Plain Districts.

AIRPORT DISTRICT

Lands that fall within the following zones:

Primary Zone

Land which lies directly under an imaginary surface longitudinally centered on a runway and extending 200 feet beyond each end of a runway.

Horizontal Zone

Land which lies directly under an imaginary horizontal surface with its height 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway, and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is 6,000 feet for all runways.

Conical Zone

All that land which lies directly under an imaginary conical surface extending upward and outward from the periphery of the horizontal surface at a slope of 20 to one (20:1) for a horizontal distance of 4,000 feet as measured radially outward from the periphery of the horizontal surface.

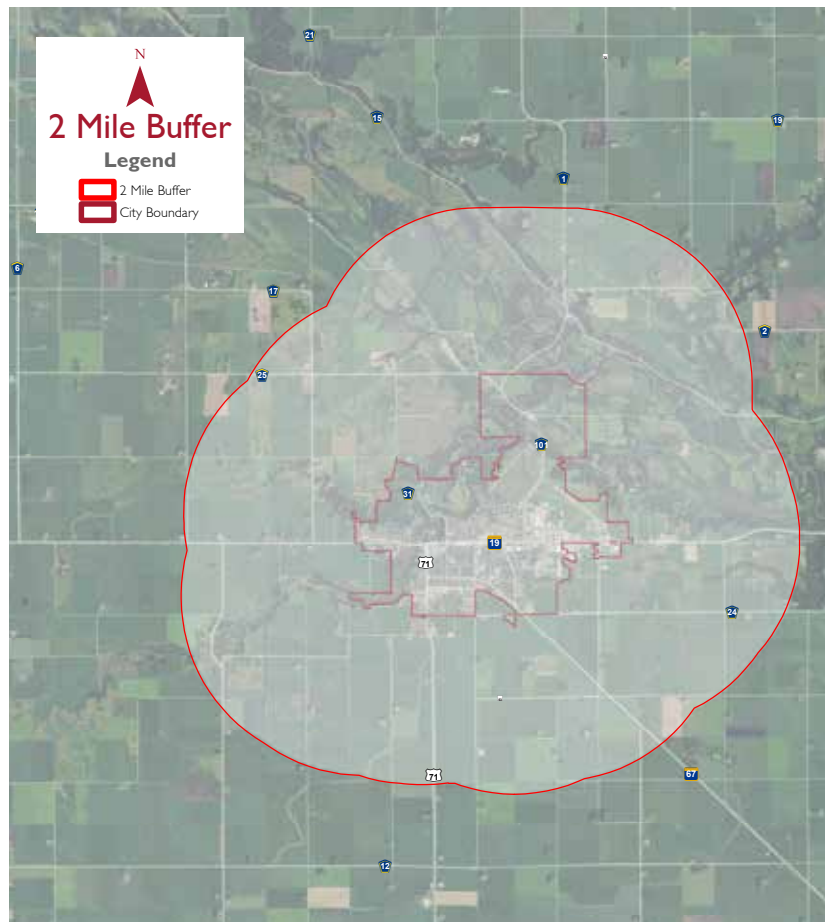
Approach Zone

All that land which lies directly under an imaginary surface longitudinally centered on the extended centerline at each end of a runway. The inner edge of the approach surface is at the same width and elevation as, and coincides with, the end of the primary surface. The approach surface inclines upward and outward at a slope of 40 to one (40:1) for a horizontal distance of 10,000 feet. The approach surface expands uniformly to a width of 2,500 feet (10:1 flare ratio).

TOWNSHIP DEVELOPMENT

Urban growth in Redwood Falls poses land use challenges as it punctuates the strain between the agricultural character of the surrounding townships and demands of an urban community.

TOWNSHIP DEVELOPMENT As residential, industrial, and commercial development continues to expand, there will be increased pressure on the City to closely review potential land for development. Environmental preservation and annexation dynamics will also become increasingly important. As “fringe” development occurs in the surrounding Townships, their need for services may require annexation. For developed properties in the Township, the City exercises building code requirements and enforces subdivision regulations within a two-mile radius of the City. See the figure to the right for the City Two-Mile Radius.



KEY TRENDS FACING REDWOOD FALLS

As the Redwood Falls population demographics change, the City must adjust housing and amenities to reflect the new demographics, which include more childless couples, empty-nesters, and singles of all age groups. These new demographics look for affordable housing, job opportunities, and a vibrant downtown.

CHANGING DEMOGRAPHICS AND HOUSING CHOICES

The composition of households is changing markedly. While there are many large, traditional families who desire sizable single-family houses, there are fewer two-parent households with children. Also, there are more couples without children, more singles of all age groups, and more empty-nesters. These relative shifts in population are having profound impacts on the types and cost of housing that must be developed in the coming decade and beyond.

INCREASING NEED FOR AN EDUCATED AND SKILLED

WORKFORCE Labor markets are changing in ways that will result in a shortage of specialized workers. Some residents, particularly new immigrants, lack the educational training and skills needed to fill the jobs that are competitive in the changing local economy. In addition, the cost of an education, particularly college education, is beyond the reach of many people who need it to secure employment. Others need and desire more education and newer skills, particularly people who have been laid off or who are attempting a career change.

EVOLVING DOWNTOWN Downtown Redwood Falls has historically been an economic and

government hub for the community, but over the past decade, retail and office activity has shifted to the Highway 19/71 strip. However, over the past few years, there has been an increasing desire to redevelop downtown as a government, community, retail, and housing hub, especially by the younger generations and empty-nesters. Highway access and proximity to Lake Redwood and Ramsey Park are huge drives, and should be enhanced and marketed when enticing developers into the downtown core.

RIISING ENERGY COSTS AND CHANGING CLIMATE

The rising costs of energy is significantly altering choices in housing location, housing type, transportation modes, and travel behavior. This will impact development patterns, affecting the use of transportation facilities and the type of density of development.

DECREASING FUNDS FOR CITY SERVICES

The City needs to increase its tax base to pay for and maintain its infrastructure, including parks and recreation, snow removal, police and fire protection, utilities, and street maintenance. The City must find ways to expand its tax base so it has the ability to provide infrastructure and development incentives when opportunities arise.

BASIC PLANNING PROVISIONS

It is the intent of this Comprehensive Plan that Redwood Falls be a well-planned community with a variety of housing types, adequate parks and community facilities, an efficient transportation system, good jobs, and ample retail opportunities for residents and visitors alike. In addition to the recommendations given for each of the elements described in this Plan, there are a number of basic recommendations that are appropriate to all of the elements.

Basic planning recommendations are listed below:

- ☒ Build upon the established land use pattern
- ☒ Identify areas for residential, industrial, commercial, and public land uses, including a strong focus on redevelopment and infill opportunities
- ☒ Describe interrelationships between areas and types of projects and improvements desirable within each area
- ☒ Re-establish Downtown as a professional/service/public area, while still providing retail service
- ☒ Maintain Ramsey Park, the Redwood River, Ramsey Creek, and Lake Redwood, as prominent natural amenities
- ☒ Align positive family environment with diverse amenities
- ☒ Focus on business and job growth

GOALS AND STRATEGIES

FOR FUTURE LAND USE

The following goals and strategies will help set the framework for future land use public actions and investments, while strengthening the bond between natural and built elements in Redwood Falls to help enhance the community's identity.

GOAL #1

Support the compact and orderly growth of all urban development, including residential, commercial, and industrial areas.

- ☒ Based on market and demand, continue to work with property owners and development community on redevelopment proposals to ensure consistency with the Plan and overall community vision.
- ☒ Ensure the availability of sufficient quantities of land suitable for existing and new employment centers.
- ☒ Promote the redevelopment of outmoded and non-productive sites and buildings so they can sustain existing industries and attract emerging industries to Redwood Falls. Focus on issues that include, but are not limited to, energy efficiency, water conservation, and broadband capability.
- ☒ Focus the growth of employment centers in downtown, highway corridors, and larger tracts of land where there is infrastructure capacity and redevelopment as employment centers, or as mixed-use development that includes employment centers, could occur.
- ☒ Require transitions between adjacent land uses that are incompatible.
- ☒ Tighten the business districts, and identify and promote infill opportunities.
- ☒ Continue to guide residential growth in an orderly and compact form so that new development can be effectively served by public facilities, and the character and quality of the City's existing neighborhoods can be maintained and enhanced.
- ☒ Provide connections for bicycles and pedestrians to community facilities (e.g., parks, recreation centers, libraries, etc.) and to activities that support the residential population, and to adjacent areas of the City (see bicycle and pedestrian policies in the Transportation Plan and the Parks and Recreation Plan).

- ✓ Continue to work with overlapping jurisdictions to address issues of mutual interest that, if not addressed, may constrain future economic development in Redwood Falls and/or overlapping jurisdictions.
- ✓ Encourage the location of commercial and industrial development in areas that avoid through truck traffic in residential areas.
- ✓ Encourage mixed-use development within the downtown district.
- ✓ Design to achieve a pedestrian-scaled urban environment. As the City evolves, an attractive and vital urban form becomes increasingly important to attract young professionals and advance objectives of pedestrian-scaled environment.
- ✓ Work with County and State transportation departments to ensure adequate collector street access to all existing and new development in the City and planned growth areas. Require that new developments provide easements for those collectors.
- ✓ Use density to achieve targeted growth, tax base, and attract millennials and retain baby boomers.

HIGHER DENSITY DEVELOPMENT Higher density means that new residential, commercial, and industrial development will be at densities greater than currently found in the community (e.g., townhouses and medium-scale flats in neighborhoods now developed with duplexes or small apartment buildings, larger scale multi-family apartments, and condominiums where there is now small scale housing, etc.).

Higher density development is not an objective to be sought solely for itself. Higher density development achieves several objectives that contribute to the goal of creating a vibrant, economically strong community that is environmentally sustainable. These benefits accrue when higher density is used to create a community that is unique when compared to others in the same city or in other cities.



POTENTIAL BENEFITS OF HIGHER DENSITY DEVELOPMENT Underlying the targeted growth strategy is the assumption that higher density development, well-designed and integrated into an existing community, will produce tangible benefits for residents, employers and employees, and the municipality in which it is located. This concept, while not a policy in the Land Use Plan, can be used by the City as it considers implementing policies in this plan.

The Urban Land Institute, in *Higher Density Development: Myth and Fact*, describes the benefits of higher density development:

- Multi-family housing is attractive for demographic groups that comprise an increasingly larger part of the Redwood Falls population — married couples without children, single people, and other types of households. They are more likely to want to live in an urban community, close to shopping and community amenities, and to their workplaces.
- Higher density development, with more residents and more business owners, broadens the City's tax base.
- Infrastructure and public services are used more efficiently. The costs of both are lower because they are spread over more properties.
- Higher density, multi-modal development often means less traffic congestion because residents make fewer and shorter non-commuting automobile trips, as shopping and amenities are close to their homes.
- Higher density development supports and facilitates economic development because it attracts residents likely to work in emerging labor markets of the knowledge-based economy.

GOAL #2

Strengthen the distinction between Urban and Rural Areas.

- ☒ Endorse agricultural/livestock operation restrictions within a two-mile radius of the City to provide protection to the quality of life of the citizens in the community.
- ☒ Require transitions between different land uses.
- ☒ Identify prime agricultural areas and encourage their preservation and viability.
- ☒ Require that properties served by public utilities be located within the City.
- ☒ Work with the County to maintain very low residential densities and commercial/industrial in areas of the County outside of the City's growth area.
- ☒ Enforce the City's subdivision regulations and building code requirements within a two-mile area outside the City limits as provided by State Law.
- ☒ Enforce and maintain the City's well head protection area south on TH 71.
- ☒ Identify and highlight major access points into the community/city limits.
- ☒ Infill vacant or opportunistic parcels with shopping, dining, and mixed-use developments.

GOAL #3

Recognize the importance of agriculture to the region, and promote its continued viability.

- ☒ Identify prime agricultural areas, and encourage their preservation and viability.
- ☒ Look to develop other types of agriculture-related facilities in the area that would be beneficial to the area's agricultural background.
- ☒ Investigate opportunities pertaining to the development of agricultural research facilities (i.e. experimentation station) in the area on either a private or public scale.

GOAL #4

Maintain adequate active and passive open space to meet the needs of the community.

- ☒ Maximize the recreational and cultural opportunities of Lake Redwood and Ramsey Park.
- ☒ Recognize and promote the expansion and development of park facilities, including multi-use trails.
- ☒ Ensure that there are adequate neighborhood park facilities to meet the needs of the residential neighborhoods, particularly in growth areas.
- ☒ Promote a greenway corridor along the Redwood River to the Minnesota River as well as pedestrian connection from the downtown district to the Redwood River.
- ☒ Preserve and support parks and open space as part of the natural eco-system and as critical elements in the public realm.
- ☒ Integrate City plans and developments with the state Department of Natural Resources (DNR), where applicable, to protect, restore, and manage natural areas connected by ecological corridors in the region.
- ☒ Encourage the financing and construction of private unstructured open spaces, particularly open play areas, in new multi-family developments.
- ☒ Where appropriate, coordinate with landowners and others to encourage the preservation of existing privately owned natural areas.
- ☒ Focus development and redevelopment in areas that are already urbanized. Minimize further encroachments into natural areas where feasible.
- ☒ Understand and recognize the significance that Redwood Falls' natural resources had/have in the development of the City. Continue to use ordinances and other tools to ensure reasonable protection and enhancement of natural resources.

GOAL #5

Enhance the community's character and identity.

- ☒ Control, properly manage, and encourage development of the commercial and business center along Highways 19/71.
- ☒ Ensure that new developments are well planned and connected to existing development through the efficient use of streets, utilities, and infrastructure.
- ☒ Develop and encourage architectural, site planning, and subdivision standards.
- ☒ Work with the Minnesota Department of Transportation to repair and maintain the stone and iron work at the Y-intersection in the Downtown area.
- ☒ Promote and leverage the National Scenic Byway Designation for Highway 19.
- ☒ Encourage the coordination of business signs to achieve greater consistency among business signs and signs of community interest, and to reduce visual clutter.
- ☒ Preserve significant public views through standards that regulate such impacts as height, bulk, scale, and view corridor.
- ☒ Where appropriate, encourage the continued use or adaptive reuse of existing buildings with historic value, rather than the demolition of the buildings.
- ☒ Support the development of guidelines to incorporate public art in City-financed capital projects and larger redevelopment efforts to imbue these projects with a distinct sense of place, and provide for their maintenance.
- ☒ Facilitate collaboration between artists and the community to identify opportunities for public art and to discuss civic issues that may inform the artists' work.
- ☒ Enhance the City's physical and aesthetic environment by preventing the indiscriminate removal or destruction of trees, where practicable, and by protecting large trees and exceptional trees that are historic, ecological, or aesthetic.

AESTHETIC ELEMENTS The aesthetic elements of a development are as important as others, including density, height, and scale. The following policies should be considered:

- Work with developers during site plan review to utilize sections of the Redwood Falls Zoning Code that make development compatible with the existing and planned character of a neighborhood or other area of the City.
- The site and buildings should be appropriately designed to protect water resources and emphasize natural features such as water bodies.

PROPOSED LAND USE PLAN

The land use component of the Comprehensive Plan provides a guide for future land development within the City and its surrounding area. It identifies which lands should be used for residential, industrial, commercial, and public activities, and describes the interrelationships between these areas and the types of projects and improvements within each area.

FUTURE LAND USE The land use map shows Future Land Use for the City. It is not a Zoning map and it is not an Existing Land Use Map. In many cases, what is shown on the Future Land Use map corresponds with Zoning and existing Land Use. However, there are areas that differ.

The map shows land uses that should remain the same as they are today in a solid color, and new or proposed land uses in a cross hatch color. In addition, the maps show land use for the areas immediately outside of the City.

The Planning Commission and City Council should follow this map when proposed land use changes come before them. City staff should work with the City Council and City Boards and Commissions on continuous review and modifications to the Plan, as needed.

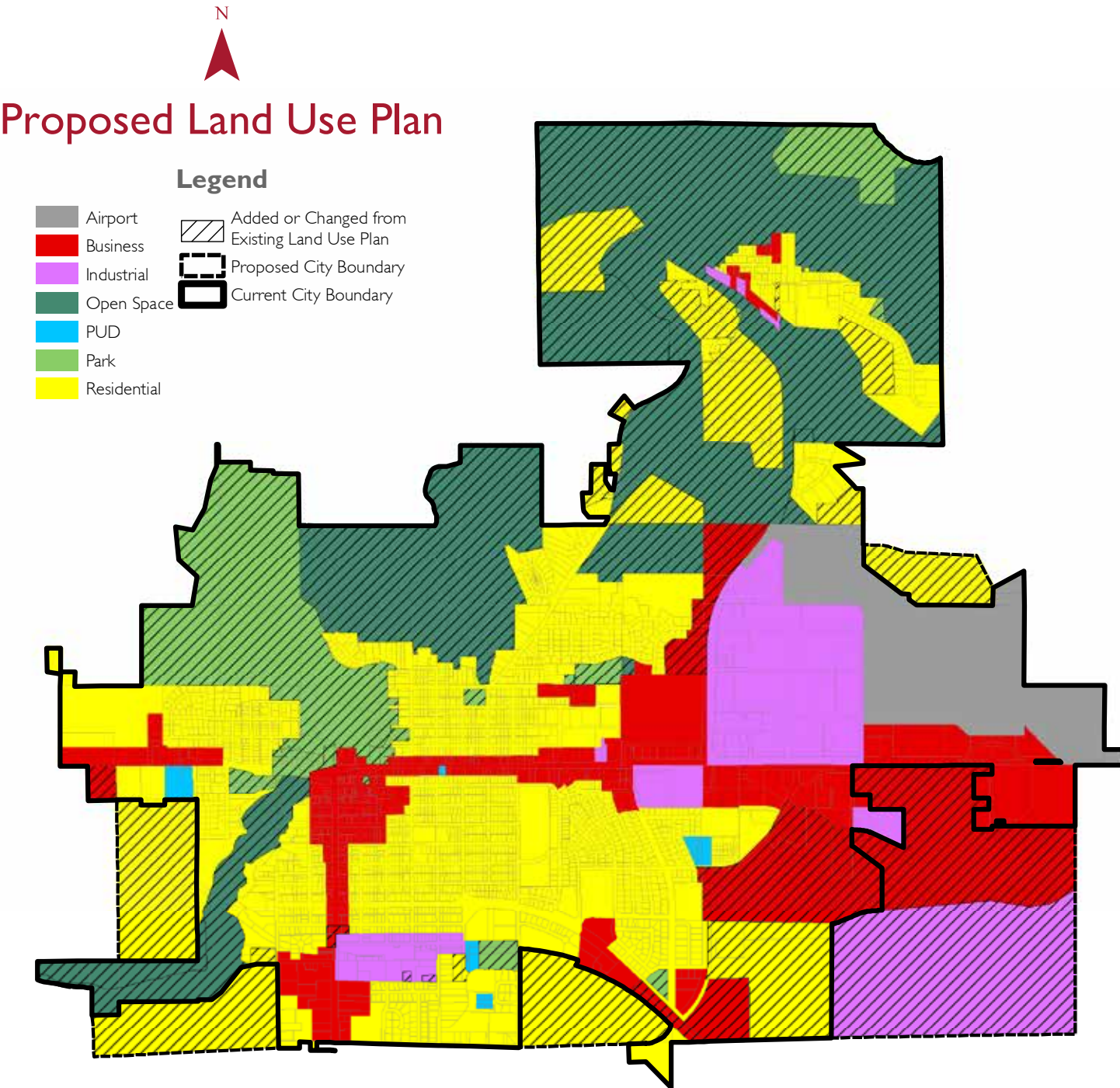
Due to the fact that land within the City of Redwood Falls is almost completely developed, there are areas, primarily along Highways 19 and 71, where future land use differs from existing land use. To illustrate this, existing land use is shown in a solid color and future land use in a cross hatch color overlay. For those areas that have an overlay, the existing land use is acceptable for now. In the future if there is a need for redevelopment, relocation, or a change in market conditions, the overlay

land use should be what guides any new development on that parcel.

What follows is a description of the major elements of this Plan, including recommendations that allow the City to meet the described outcome of each element. These elements are also illustrated in the following figures in this chapter: Redwood Falls Land Use Plan and Proposed Land Use Acreage Breakdown.

SUMMARY OF PROPOSED LAND USE

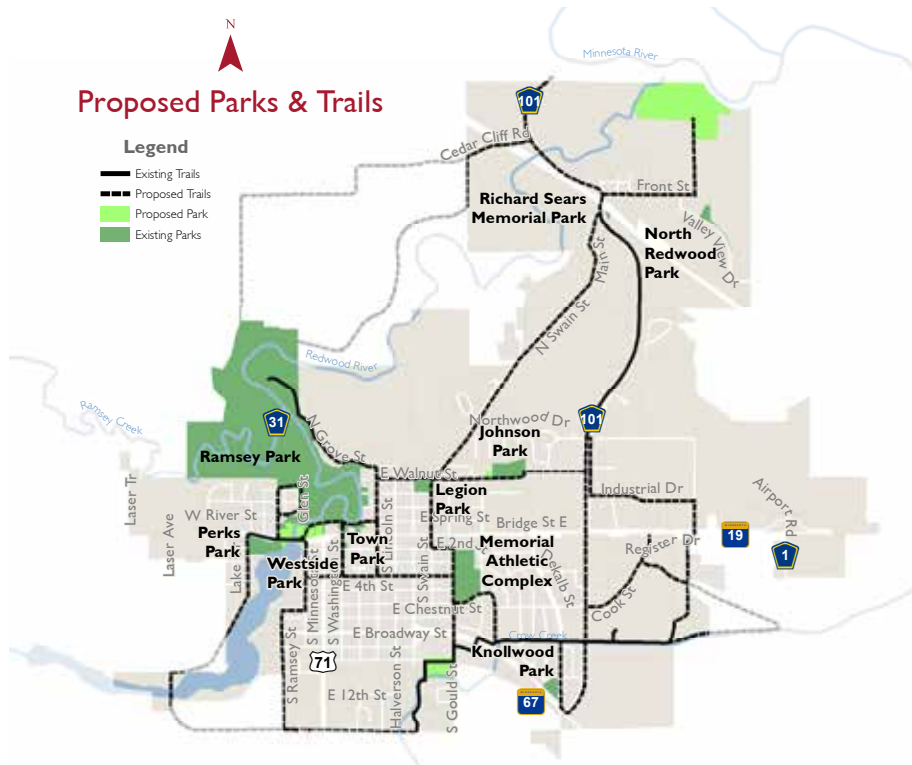
PROPOSED LAND USE	AREA (ACRES)
Residential	1,463
Business	656
Industrial	437
Open Space	899
Park	315
Planned Unit Development	14
Airport	218
TOTAL	4,002



OPEN SPACE The open space category contains the public park and recreation and open space system. In the future, land will be added to this category as new public parks are identified, developed, or as open space land is dedicated pursuant to the parks element of the Comprehensive Plan.

Currently, most of the parks within the City fall within the residential zoning designation and most of the open spaces within the rural residential zoning designation. Parks and open spaces offer many benefits to communities, and well-maintained spaces can improve the quality of the immediate and regional environment, health of visitors who frequent the spaces, and local economy by raising the value of nearby properties. Redwood Falls has extensive park resources, including the picturesque Ramsey Park, paddling opportunities on Redwood River, and an abundance of trails. Having distinct areas of parks and open space works to protect the valuable natural amenities that give Redwood Falls its unique identity, and contributes to active lifestyles within the community. Recognizing these areas as protected from development also ensures the preservation of environmentally fragile spaces.

RESIDENTIAL The purpose of Rural Residential areas was to preserve the rural character and amenities of those lands best utilized for low density residential development. As part of the proposed changes and new land use plan, rural residential areas are to be rezoned parks, open space, or residential per the land use and parks and open space plan.



SINGLE FAMILY

Redwood Falls has traditionally been a low density (4 to 6 units per acre) residential community in which single family residential development predominates. The housing stock has not changed significantly over the past decade. Most of the new housing construction has popped up between South Gould Street and South Dekalb Street, south of Highway 19. Existing neighborhoods make up the backbone of the community and should be preserved and maintained, and infill development encouraged to replace aging homes and increase density. This Comprehensive Plan intends to strengthen and reinforce existing residential neighborhoods. The following recommendations are proposed:

- Provide appropriate zoning for these areas in R-1 and R-2.
- Continue to enforce building code and other housing code requirements, especially in manufactured housing parks.
- Establish and maintain adequate park facilities for all residential districts.
- Expand multi-modal network for safe travel between neighborhoods and parks, schools, and business centers.

The City anticipates additional residential growth, and this Plan promotes quality new residential development that becomes part of the overall community fabric. These residential neighborhoods are located (a) south and east of the Redwood Valley School developing at the densities (3 to 4 units per acre) found within the existing residential neighborhoods and (b) south of Lake Redwood with large lots ranging from 1 to 2 acres.

South and East of Redwood Valley School:

- Negotiate an annexation agreement with Paxton Township, Redwood County and affected property owners to annex the area south and east of the Redwood Valley School into the City. Appropriate zoning would be R-1 and R-2.
- Establish a suggested preliminary plat for proper street and collector access to the area.

South of Lake Redwood:

- Negotiate an annexation agreement with Redwood Township, Redwood County, and affected property owners to annex the area south of Lake Redwood into the City.
- Designate this with R-1 zoning that establishes lot sizes of 1/2 to 1 acre for the area.
- Recruit and work with developers to create an area of high residential amenity.
- Promote and enforce shoreline protection and stormwater best management practices.





MULTI-FAMILY / MANUFACTURED HOUSING DEVELOPMENT

There are few multi-family units located within the City. They are scattered throughout the City in complexes of 20 units or less, and are typically located on collector or arterial streets. Most of the multi-family units found in the City have been built since 1970.

There are also a number of manufactured home courts in the City, the largest located near Redwood Valley School. Two other small courts are also located in the City. Continued vigilance will be important to ensure that the homes in these courts are well maintained.

The City anticipates further demand for multifamily development, and this Plan promotes quality, new multi-family residential development that augments and becomes part of the overall City fabric. In addition, existing multi-family and manufactured housing units should be maintained in the appropriate areas of the City.

This Plan recommends that in addition to the existing areas of multi-family residential development, new areas be designated as appropriate for multi-family development. These areas include the parcels northwest of the Redwood Valley High School on Cook Street, which would be appropriate for townhomes or other medium density residences. The vacant area west of the current County Fairgrounds site would be appropriate for a new apartment complex as well. The three manufactured home parks have an overlay on them that indicates that if these parks ever change land use, they should revert to multi-family residential use.

The following recommendations are proposed:

- Provide appropriate zoning for areas R-3, R-4, and R-M.
- Establish and enforce strict design controls to regulate multi-family development, specifically building design, scale, parking, landscaping, and massing.
- Create upgraded site development standards for manufactured housing parks.
- Encourage developers to provide multi-family residential units in the areas indicated on the land use map.
- Explore ways that new or expanded industrial employers can assist in ensuring adequate and affordable housing for their employees.
- Establish and maintain adequate park facilities for all residential districts.
- Expand multi-modal network for safe travel between neighborhoods and parks, schools, and business centers.

COMMERCIAL Redwood Falls has traditionally been an agricultural center with most of the commercial establishments located in the Downtown area. With the increased use of automobiles and decline of agricultural economy, the Highway 19/71 corridor has increasingly seen more commercial activity with few parcels remaining for development. Commercial activity along Highway 19/71 is typical of most highway strip-type development: national chains selling fast food, auto-related businesses, and large retailers such as Wal-

Mart. Other areas of commercial activity include the area in the southern portion of the City along the abandoned rail lines. The businesses in this area tend to be older, serve nearby industries, and provide agricultural services. Closer to the Downtown, the establishments tend to be smaller, in older buildings, and with access directly to Highway 19/71 and 67. There are a number of small office buildings in this area as well.

For Redwood Falls to have a strong economy and thrive, it must have businesses with living-wage jobs. This Plan focuses on providing land for employment centers that capitalize on Redwood Falls's historic strengths and emerging labor markets. This Plan also intends to strengthen and reinforce existing commercial areas. Building maintenance codes should be established and strictly enforced in commercial areas. Strict site development criteria to ensure compatibility with adjacent single-family neighborhoods will also be important. Buildings in need of major redevelopment and rehabilitation should be identified and either demolished or improved. Plan recommendations include:

- Provide appropriate zoning for areas B-1, B-2, and B-3.
- Work with the Port Authority, RADC, and other economic development agencies to assist existing businesses with expansion and remodeling loans.
- Identify buildings in need of redevelopment, rehabilitation, or demolition.
- Use economic development funds to purchase land and for rehabilitation.
- Establish and enforce design and landscaping standards for all commercial structures.
- Work with local communities, Jackpot Junction Casino, and others, to encourage tourism in the Redwood Falls area.
- Negotiate an annexation agreement with the Townships and affected property owners to annex existing commercial development along Highway 19/71 into the City.
- Maintain and enforce building standards.
- Prepare an inventory of properties zoned for commercial uses that have the potential for redevelopment as employment centers.

An inventory of vacant and underutilized buildings and land currently zoned for commercial use will provide the City and its development partners with baseline information necessary to pursue a program to develop employment centers.

- Promote development of commercial uses along County Road 1 and County Road 24 to support the residential growth southeast of Redwood Valley School.

The City anticipates additional commercial growth, and this Plan promotes quality new commercial development that serves the needs of the Redwood Falls area. Highway commercial establishments that serve the retail needs of the community would be appropriate along the infill area of Highway 19/71. In addition, a commercial overlay has been created along Highway 19/71 through town and along Mill Street south of the Downtown. These areas, which are predominately single-family residential, should convert to commercial at such time as the property owner requests a land use change. Small neighborhood retail centers should be established at or near major collector





intersections in the growth areas of the community, i.e. the Highway 101/67. Other commercial areas, including just east of Redwood Valley School and south of the Downtown Core along Mill Street, should provide a continuous commercial corridor to the City boundary.

Strict site development criteria prohibiting traffic onto residential streets and ensuring compatibility with adjacent residential areas should be established. These commercial areas should also provide pedestrian connections to their residential neighbors. Plan recommendations for new growth areas include:

- Provide appropriate zoning for areas B-1, B-2, and B-3.
- Work with the RADDC, the Port Authority, and other economic development agencies to recruit businesses to locate or expand in designated areas of Redwood Falls.
- Establish and enforce commercial design and landscaping standards, including standards for pedestrian access and mobility.
- Establish and enforce subdivision standards requiring access to commercial establishments through the use of frontage roads and shared driveways.

INDUSTRIAL Industrial development in Redwood Falls has not played a big role in the City's past. This is changing as the decline of the agricultural economy is forcing cities like Redwood Falls to seek more industry opportunities. Companies are looking for communities with inexpensive land, good access, and skilled workers to expand or locate their industrial businesses. Further, with the increased use of telecommunications, industries no longer need to be located in or near the central cities. Due to these factors, Redwood Falls may be in a good position to capture more industrial development.

Industrial development in the City is light in nature and not associated with noxious fumes, noise, etc. The industry sector is primarily located in the industrial park with a few scattered sites along Highway 19/71 and the abandoned railroad line. There is vacant land in the industrial park, some of which is considered wetland.

The City's industrial development should continue to be focused in the industrial park and in the eastern part of the City. Buildings in need of major redevelopment and rehabilitation should be identified and either be demolished or improved. Site design, landscaping, and screening standards should be reviewed to adequately deal with current industrial practices and ensure adequate transition between uses.

Plan recommendations include:

- Provide appropriate zoning for areas I-1, and I-2.
- Work with the RADDC, Port Authority, and other economic development agencies to assist existing industrial businesses with expansion and remodeling loans.
- Utilize appropriate financial tools to assemble parcels to be redeveloped for industrial and intense commercial uses.
- Identify buildings in need of redevelopment and rehabilitation.

- Use economic development funds for purchase, land acquisition, and rehabilitation.
- Establish and enforce design standards for all industrial properties.
- Negotiate an annexation agreement with Honner and Paxton Township, Redwood County, and affected property owners to annex existing industrial development along Highway 19/71 into the City.
- Provide an inventory of vacant and underutilized buildings and land currently zoned for industrial to provide the City and its development partners a baseline of information necessary to pursue a program to develop employment centers.

As mentioned above, the City anticipates additional industrial growth and this Plan recommends that new industrial areas be established in the City. These areas include north of the current industrial park and east and south of the City limits. New industrial establishments should have strict site development criteria prohibiting traffic onto residential streets and ensuring compatibility with adjacent residential areas. Plan recommendations include:

- Provide appropriate zoning for areas I-1 and I-2.
- Work with the RADC, Port Authority, and other economic development organizations to actively promote appropriate areas for industrial development.
- Establish and enforce site design and landscape standards for industrial areas.
- Work to expand industrial land uses into the area surrounding the current airport and south along County Road 1, including identifying annexation opportunities.
- Attract industries that use best management practices regarding environmental issues (e.g., air and water quality, soil contamination, solid waste, sustainable construction practices, etc.) in their site development and operations.

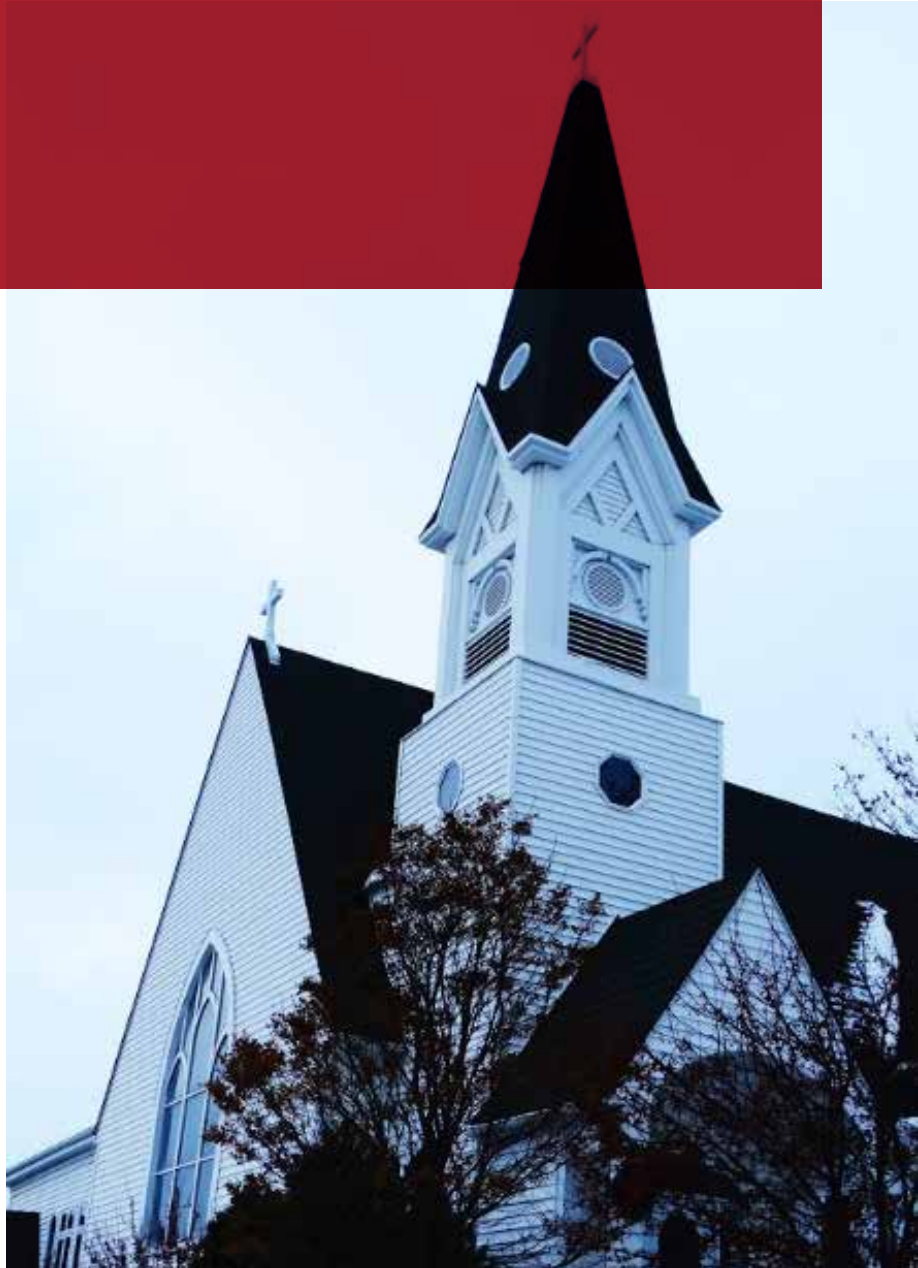


IMPLEMENTATION AND FUNDING

The City must update its Zoning Ordinance to address inconsistencies and conflicts that may exist. This process should start shortly after the adoption of the Comprehensive Plan.

IMPLEMENTATION The City must also revise the Zoning Map to be consistent with the Comprehensive Plan. Although most of the Zoning Map will remain unchanged, there are some areas that will need to be rezoned. The process of updating the Zoning Map should start shortly after the adoption of this Comprehensive Plan.

Refer to Chapter 11 for additional implementation and funding considerations.





04 INFRASTRUCTURE





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INFRASTRUCTURE INTRODUCTION

With goals to expand employers and add to the industrial sector, the City must focus on water supply, an upgrade to the City's wastewater and water treatment facility, and cost-effective sanitary sewer practices.

The City of Redwood Falls Public Works Department operates and maintains infrastructure that provides vital services to the residents, businesses, and visitors of Redwood Falls. This infrastructure includes three systems:



Wastewater System



Water System

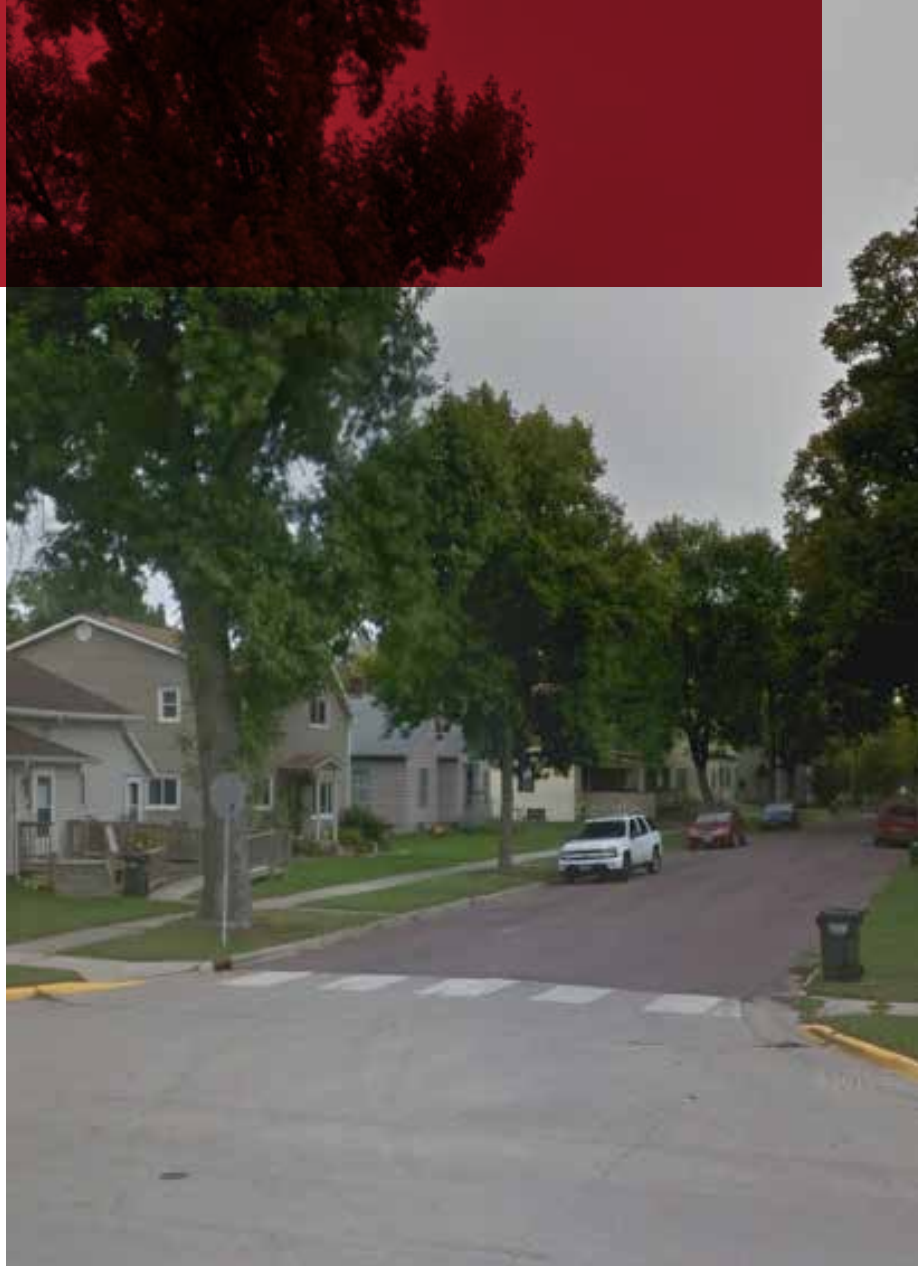


Stormwater System

While not always visible or top of mind, these systems have a daily effect on the safety and security of City residents.

This Chapter evaluates the existing condition and capacities of such systems, and explores measures that can be taken by the City to maintain or improve existing levels of service as well as facilitate growth of the City. Infrastructure needs are based on the planned Land Uses discussed in Chapter 3.

Given that the City has been active with infrastructure improvement projects over the past 25 years, this Chapter will reinforce existing plans and perhaps provide additional strategies for the scope and sequencing of future projects.



WASTEWATER

SAFETY AND CAPACITY

The City completed a Facility Plan in 2016 for needed improvements to the treatment systems. To a lesser degree, it also discussed the collection system in terms of I&I experienced. The report concluded that, in relation to MPCA parameters, the City's infiltration rate is considered excessive while the inflow rate is not – although it is approaching the upper limits of the acceptable amounts.



WASTEWATER The City collects wastewater from nearly all properties within the corporate limits with the exception of those properties on Burr Oak Drive, which have individual sewage treatment systems (ISTS), such as septic systems. The collection system consists of over 33 miles of mainline piping and nearly 700 manholes. There are six lift stations within the system that pump wastewater from the upstream sewershed into the gravity piping of the downstream sewershed. In some cases, wastewater is pumped by more than one lift station in series. Ultimately, the wastewater is conveyed to the Redwood Falls Treatment Center, where it is treated. The wastewater is then conveyed to the Regional Treatment Center where it is further treated and blended with pre-treated wastewater from the Central Bi-Products Pre-treatment facility prior to discharge to the Minnesota River. Central Bi-Products is the City's only industrial user (SIU).

FAST FACTS

33

*Miles of
Mainline Piping*

700

Manholes

6

Liftstations

INFLOW AND INFILTRATION (I&I)

Inflow and Infiltration (I&I), which is the introduction of clear storm or groundwater into the sanitary system, is a chronic problem within many wastewater collection systems, as it surcharges the system and can result in sewage back-ups and/or illicit discharges of untreated wastewater associated with bypass pumping needed to alleviate pressure on the surcharged system. Infiltration generally consists of groundwater that enters the system through leaky underground infrastructure. Inflow consists of more direct introductions of clear water through sump pump connections, cross-connections with the storm drain system, open or broken manholes, or cleanouts at the ground surface.

The infiltration is most likely attributed to aging infrastructure. The City does allow for sump pump connections to the sanitary sewer on a seasonal basis or when discharge to the ground would cause a nuisance or hazard. These sump pump connections contribute to the inflow.

In June of 2014, the City received over 15 inches of precipitation, which resulted in flooding throughout the City and a spike in I&I. While this Chapter and the Facility Plan consider that event a statistical anomaly, the changing climate does make it more difficult to plan for extreme weather events.

Pursuing I&I within the public portions of the system is important, but sources are often found on private property. The City should enforce existing ordinances that prohibit clear water discharge into the sanitary sewer system. Sump pump inspections are the lowest-hanging fruit. The City could make it a policy to have sump pump inspections triggered by such things as transfer of property ownership, water meter replacement, building or zoning permit approval, seasonal discharge permit issuance, and an adjacent public improvement project.

In addition to sump pumps, leaking service lines or footing tile connections are also private-property sources of I&I, but they are not usually visible simply by entering the basement. During routine televising of the mainlines, lateral-launch equipment could be used to televise services at the same time or as part of the data collection phase of a utility improvement project. Services could also be televised from the basement toward the main.

When feasible, improvement projects should include subdrain service stubs to each property such that property owners can make a permanent buried connection to the street's underdrain system that ultimately drains to the storm sewer network.

While still challenging, identifying and issuing notice to non-compliant properties is often simpler than implementing the correction. The City should explore the creation of a fund that assists in the financing of these private improvements that benefit the City as a whole. The I&I action items outlined in this section are broken out into concise bullet points to the right.

CAPACITY AND DEPTHS OF THE COLLECTION SYSTEM

A cursory review of the capacity and depths of the collection system was conducted for this Chapter. This was done by building a digital model of the system and routing wastewater flows into it. The flows were based on typical flows generated by each land use. It was determined that no real capacity issues are experienced by the system, aside from the June 2014 events. Furthermore, the projected 2035 flows were added to the model to determine capacity or depth needs within the system to facilitate growth according to the Land Use Chapter.

While the actual growth will not likely be concentrated to one area, the sanitary model conservatively looked at three different scenarios in which the projected flows would enter the system from the east, southeast, or west portions of the City. In all cases, conveyance piping has adequate capacity to convey these flows. While the lift station on East Meadow Lane, near Dekalb Street, may need storage and pumping capacity upgrades to accommodate future flows, the need for upgrades is not immediate.

There appears to be adequate depth in the existing system to serve all anticipated areas of growth with gravity sewer, without the need for lift stations. There also appears to be potential to eliminate the lift station at East Meadow Lane. The downstream trunk sanitary sewer follows a somewhat circuitous route. As this sewer is reconstructed, it can be lowered and the trunk sewer could take a more efficient route, which would preserve grade and potentially eliminate the need for the East Meadow Lane lift station in the long term.

ACTION LIST

- ✓ Enforce existing ordinances that prohibit clear water discharge into the sanitary sewer system.
- ✓ Use lateral-launch equipment to televise services at the same time or as part of the data collection phase.
- ✓ Provide subdrain service stubs to each property so property owners can make a permanent buried connection to the street's underdrain system that drains to the storm sewer network.
- ✓ Explore the creation of a fund that assists in financing of these private improvements that benefit the City as a whole.





A relative unknown would be the City's ability to accommodate a wet industry, or an industry that uses a significant amount of water as part of its process. Wet industries will need to be evaluated on a case-by-case basis. Existing economics can often incentivize industries to implement a water reuse program for its processes, which could mitigate the quantity of wastewater discharged to the City's collection system. Temporary on-site retention of the wastewater may also relieve pressure on the collection system if the flows from the industry were discharged during times of low-flow within the rest of the collection system. Additionally, pretreatment of the industry's wastewater may be required.

PHOSPHOROUS LIMITS

As discussed previously, the City recently completed a Facility Plan for the wastewater treatment system. The impetus of the report was the reissuance of the City's NPDES permit for discharge of treated wastewater to the Minnesota River. The permit included a compliance schedule to meet a total phosphorus discharge limit of 1460 kg/yr, no later than June 1, 2020. While the City has elected to purchase phosphorus credits from the City of New Ulm, the Report did further investigate the improvements necessary in order to meet the requirements "in-house" as phosphorus limits may become more stringent and/or credit availability or cost may become prohibitive.

Several alternatives are proposed in the Facility Plan. The City should take steps toward implementing the right-sized alternative.

KEY TAKEAWAYS

No real capacity issues

Conveyance piping has adequate capacity to convey flows

Need for lift station upgrades is not immediate

Adequate depth in the existing system to serve all anticipated areas of growth

Unknown if City has ability to accommodate a wet industry, or an industry that uses a significant amount of water as part of its process

WATER SYSTEM

QUALITY AND SUPPLY

Approximately 1.75 million gallons of treated water storage serves City needs. The City has been reconstructing and replacing watermain over the last 25 years as part of infrastructure improvement plans, which has proven to be a positive forward-looking approach.

WATER SYSTEM Five groundwater wells pull water from sand and gravel outwash deposits sandwiched between glacial till layers and underlying granite bedrock, according to the City's Wellhead Protection Plan. The raw water is pumped to the City's water treatment plant, which was completed in 2011. Three storage facilities, including one elevated water tower, provide approximately 1.75 million gallons of treated water storage. Water is distributed to the users through approximately 260,000 feet of public watermains that are up to 12-inches in diameter. Private services tap off of these mains to bring water to homes and businesses.

Looping provides better flow-equalization which can improve fire flows and water quality. The system is generally well-looped, although some areas of the City are served by a relatively long dead-end line.

All developments should include their own internal looping as well as multiple well-spaced connections to the existing system whenever feasible.

LOOPING NEEDS

Areas served by dead-end lines:



Redwood Falls East of Quality Drive

As development progresses easterly, this main should be looped in with mains within the new development and other looped mains on the eastern portion of existing development. Incremental, lot-by-lot development may not facilitate this as well as a city-initiated infrastructure project.



Everything north of North Swain Street, including North Redwood

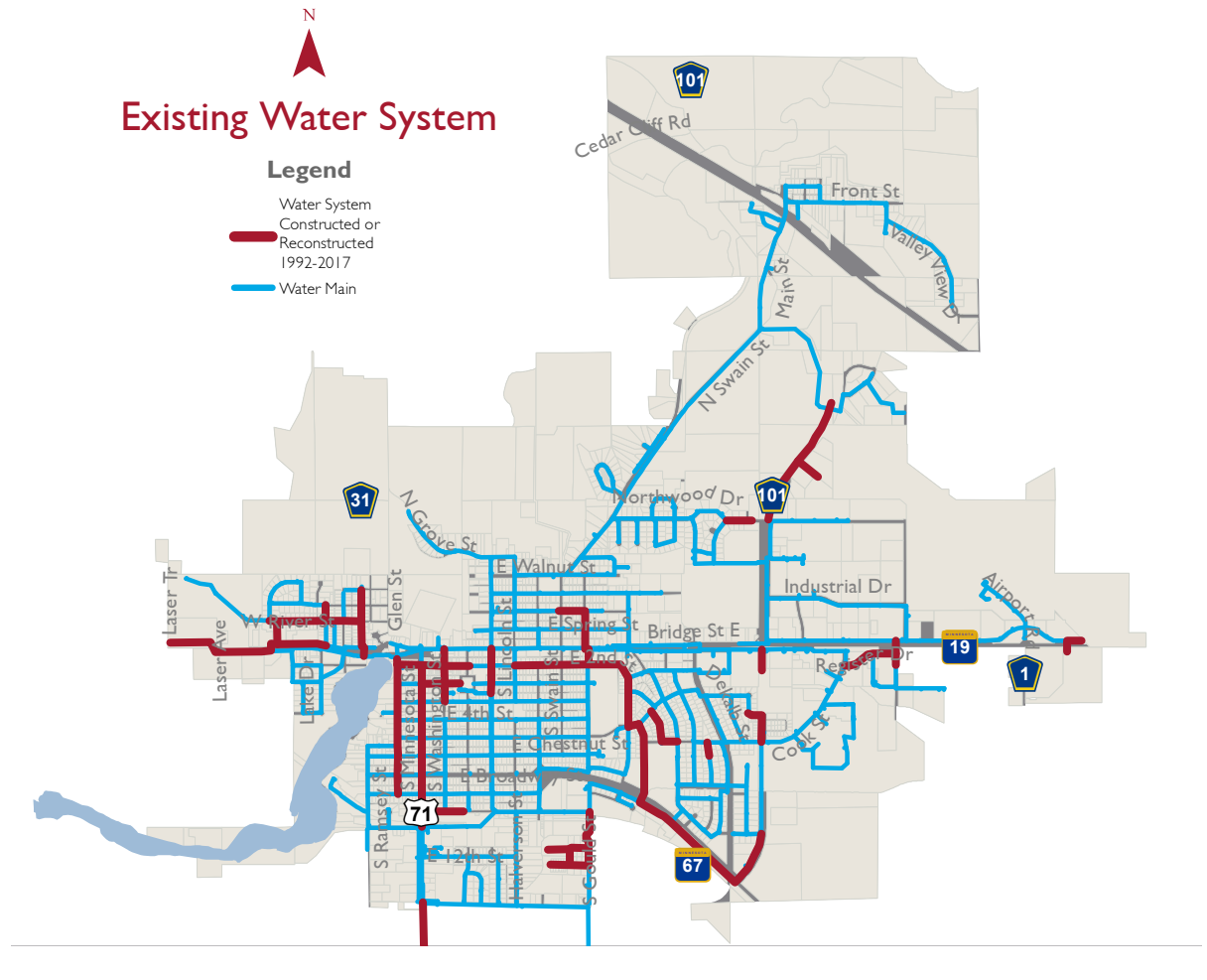
Looping of everything north of North Swain Street, including North Redwood, is more difficult due to the topographic barriers that limit developable land; a loop through undeveloped land typically means fewer new users created to participate in the costs of the loop. If fire protection and/or water quality needs to be addressed in this area, a booster station or additional storage may be an option.



North of Bridge Street

A loop connecting the main on Bridge Street and the near parallel line to the north should be constructed.

The map below illustrates new or reconstructed watermain within the last 25 years. As watermain is removed, it should be replaced with at least 6-inch diameter main, although 8-inch is more likely to be the appropriate size. A more detailed analysis of the distribution system will help the City plan for trunk line replacements and sizing. City policy should include provisions during improvement projects for, at the very least, notifying property owners if it is discovered their service contains lead. The City may even want to make it a policy to immediately replace the service as part of the improvement project and assess the property owner for the costs. Another alternative would be to establish a fund similar to the one previously discussed for the correction of private I&I sources.

**5**

Number of groundwater wells that pull water from sand and gravel outwash deposits

260,000

Approximate footage of public watermains that help distribute water to users

3

Number of water storage facilities, including one elevated water tower

1.75M

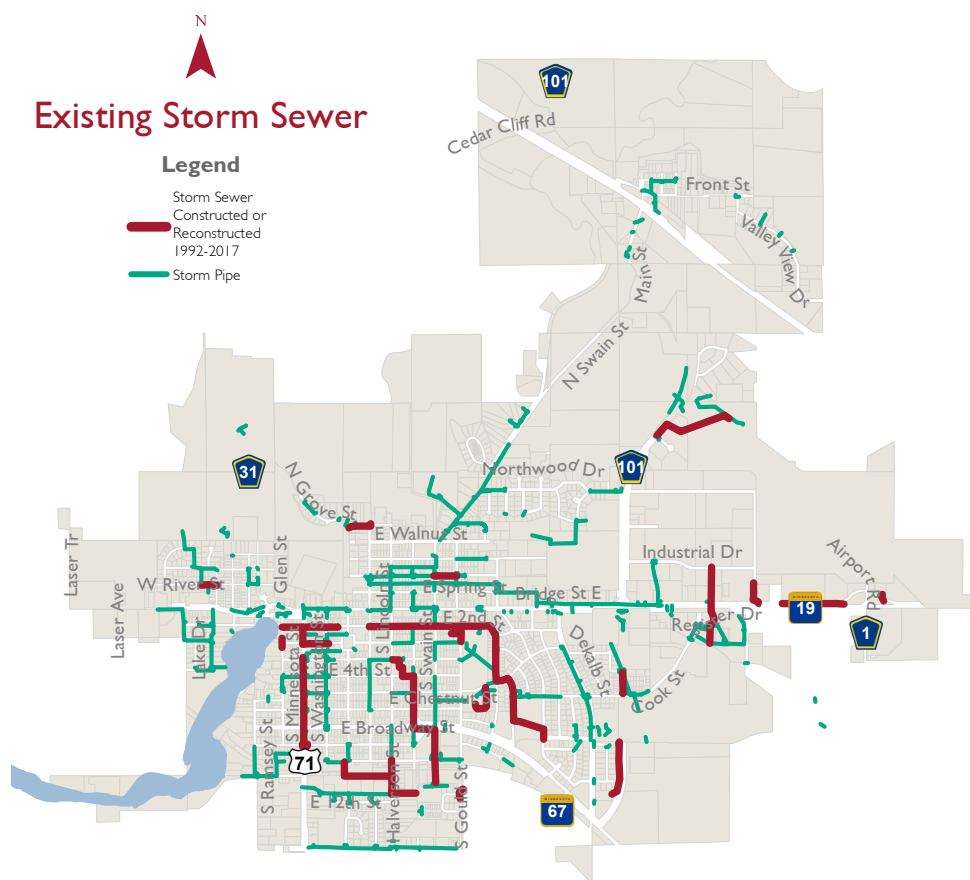
Amount (in gallons) of treated water that is stored in Redwood Falls

STORMWATER FLOODING PROTECTION

While flooding is not currently a major problem in the City, new developments should be required to include grading plans that prevent flooding.

STORMWATER The City of Redwood Falls is designated as a Municipal Separate Storm Sewer Systems, or MS4, community. As such, the City is required to obtain a permit to discharge stormwater. The requirements of the permit are largely environmental in nature and pertain to pollution prevention of the stormwater that leaves the City. This Chapter focuses on the conveyance and retention of stormwater to protect both upstream and downstream properties from flooding.

Based on testimony from City staff and CPC members, flooding is not a chronic problem within the City. Temporary flooding of street intersections and low-points is experienced during significant runoff events, but it is generally not prolonged and it does not cause property damage. Generally, the expectation of drainage systems is that emergency overflows are provided, such that peak ponding elevations do not reach critical elevations and cause property damage and that main thoroughfares are passable.





TAKING ACTION

- ✓ Measures to mitigate existing failures include collecting and piping all surface water to the bottom of the slope, armoring the slope, and/or stabilizing the slope through man-made improvements or vegetative stabilization.
- ✓ Require that all building plans include a grading plan that identifies critical elevations, including emergency overflows and finished floor elevations, and the intended building type to be constructed.
- ✓ Create City ordinances that include a minimum setback from bluff lines and prohibit stormwater discharge at the top of any bluff to prevent failure.
- ✓ Require that peak flows from all developments do not exceed existing peak flows for, at least, the 2-, 10-, and 100-year rainfall events.
- ✓ Allow for flexible policies with the intent of limiting peak outflows that can be enforced and take into account climate change.

Although not an apparent problem in Redwood Falls currently, some cities have experienced issues with the wrong type of home being constructed or the lot not being regraded properly after the home was built. The City's building permit and certificate of occupancy policies should include provisions for conformance to the development's grading plan.

Failure of some ravine slopes has been reported on private properties within the City. Depending on the location, this can be caused by one or any combination of surface drainage, underlying slope failures primarily due to the geology of the area, or scour caused by stream flow. Existing failures should be evaluated on a case-by-case basis. In many cases, a geotechnical engineer may be required to confirm if the issue is caused by the underlying geology.



INFRASTRUCTURE

GOALS AND STRATEGIES

The goals and policies below support ongoing efforts in the attraction and retention of businesses that offer good jobs, which is an area of significant existing strength in Redwood Falls. They identify the ongoing importance of workforce development initiatives, strengthening the City's assets and amenities, and marketing those attractive features as an intentional economic development strategy.

GOAL #1

Continue with program of regular infrastructure rehabilitation and reconstruction

- ☒ Complete and/or update evaluations of storm drainage, wastewater, water distribution, and pavement conditions to prioritize rehabilitation needs.
- ☒ Remain cognizant of increased capacity/depth needs to accommodate upstream growth.

GOAL #2

Continue moving toward a long-term solution for meeting proposed effluent limits from wastewater treatment facility

- ☒ Address the needs outlined in the 2016 Wastewater Facility Plan.

GOAL #3

Control I&I into sanitary system

- ☒ Provide sump pump services to each property as part of corresponding street/utility projects.
- ☒ Inspect and enforce City ordinance. Opportunities include:
 - Water meter replacement
 - Review and conduct building inspections
 - Transfer of ownership
 - Create seasonal permit process
 - Televis private services as part of planning for reconstruction projects
 - Lateral launch as part of routine mainline televising

GOAL #4

Protect properties from ravine erosion

- ☒ Implement measures to reduce peak flows to sensitive areas.
- ☒ Explore funding for correction of existing slope failures and mitigation of potential future slope failure areas.
- ☒ Ensure City ordinances do not allow for negative impacts to upstream and downstream properties.

IMPLEMENTATION AND FUNDING

In order to focus on water supply, upgrading the City's water treatment facility, and implementing sanitary sewer practices, Redwood Falls will need to allocate or secure infrastructure funding.

FUNDING The following Federal and State funding strategies can be considered for supplementing the local funding and private investment to achieve the goals of strengthening the City's infrastructure.

BONDING

The City has a few different options for funding the improvements to the facility through bonding. These include general obligation bonds, local improvement bonds, and revenue bonds. The bonds would need to be repaid either through levying additional taxes, assessing additional fees, or generating revenue through user charges.

ASSESSMENT

A portion of the capital costs of the project can be assessed to local property owners under Minnesota Statute 429. Using this method, a one-time assessment could be levied and repaid over a period of 10 to 20 years. This cost could help offset monthly increases in user fees and permit use of general obligation bonding.

STATE REVOLVING FUND LOAN

The Clean Water Revolving Fund (CWRF) and Drinking Water Revolving Fund (DWRF) loan programs were created to provide financial assistance for water pollution control projects. Minnesota's revolving loan program provides loans to municipalities for the planning, design, and construction of wastewater treatment projects. The loans are typically for a 20-year period at an interest rate of two to four percent. The loan monies are administered through the Public Facilities Authority (PFA).



Revenue for loan repayment is typically generated by user rates, availability, charges, or assessment. In recent years, interest rates have been approximately one percent, and this has proven to be an excellent funding source for this type of project.

RURAL DEVELOPMENT (RD) LOAN

The City may be eligible to secure a loan or grant through the USDA Office of Rural Development to help finance wastewater system improvements. Repayment could be through an increase in local property tax rates, user fees, or assessments. A portion of the project costs may be eligible for grant funding as part of this program depending on the economic status of the residents within the City.

In order to be considered for RD Monies, a Preliminary Engineering Report (PER) must be completed and submitted to the USDA Office of RD. This provides specific treatment and financial information for RD to consider.

RD uses an Equivalent Dwelling Unit (EDU) calculation for assisting in determining the amount and type of funding for which a community is eligible. Preliminary EDU calculations for the City of Redwood Falls indicate that the project may be eligible for grant financing, as well as loan financing. The PER would provide more specific information on the City's eligibility. RD financing is a 40-year term. While this term is favorable from an annual cost basis, typically, treatment facilities require a significant upgrade after 20 or 30 years. Since the life expectancy of the facilities is shorter than the loan term, it is generally not advisable to consider paying for treatment facilities with this method. Additionally, the interest rate on this type of loan has typically been higher when compared to the previously listed funding option (CWRF).

SMALL CITIES DEVELOPMENT PROGRAM

The Small Cities Development Program provides federal grants from the US Department of Housing and Urban Development (HUD) to local units of the government on a competitive basis for a variety of community development projects. Eligible applications include cities and townships with populations under

50,000 and counties with populations under 200,000.

The proposed project must meet one of the three national objectives:

- Benefit to low and moderate low-income persons
- Eliminate slum and blight conditions
- Eliminate urgent threat to public health or safety

In addition, the proposed activities must be eligible for funding, project needs must be documented, and the general public must be involved in the application preparation.

Under this program, Small Cities Development Public Facility grants are available for wastewater treatment projects, including collection systems and treatment plants; fresh water projects, including wells, water towers, and distribution systems; storm sewer projects; flood control projects; and occasionally street projects. The maximum grant award for a Public Facility project is \$600,000.

WASTEWATER INFRASTRUCTURE

FUNDING PROGRAM

Supplemental assistance to municipalities is currently available through the Wastewater Infrastructure (WIF) program. The PFA administers the WIF program to those communities that are applying for funding under the CWRF loan program or the United States Department of Agriculture Rural Economic and Community Development's (USDA/RECD) Water and Waste Disposal Loans and Grants Program.

Assistance is in the form of zero percent loans, which may be forgiven upon receipt of the notice form from MPCA that the project operational performance standards have been met.

This program is income based. The City of Redwood Falls' median household income (MHI) is \$44,784 (2014 estimation by American Community Survey). The project cost with O&M would need to exceed 1.4% of the MHI or approximately \$52.25 per month for the average household. The City will likely be eligible for this funding source.

ECONOMIC DEVELOPMENT ADMINISTRATION

The Economic Development Administration (EDA) has a grant program, which is used to help communities develop the infrastructure required to attract or maintain businesses or industries. Grant sizes vary depending upon the community's need and the impact the project would have on the community. If the City of Redwood Falls expects to acquire an additional industry that provides jobs to its residents and has wastewater treatment need, the City may be eligible for an EDA Grant. The City could also be eligible by leveraging existing industries.

POINT SOURCE IMPLEMENTATION GRANT

The Point Source Implementation Grant (PSIG) is a newly (2013) developed grant program to assist and encourage communities to make infrastructure improvements in order to comply with new stringent National Pollutant Discharge Elimination System (NPDES) permit limits, such as total maximum daily load requirements, phosphorus reduction requirements, and water quality based effluent limits. The program is funded through the Clean Water Legacy Program and is competitive based on scoring from the MPCA under the same criteria as the CWRF.

The grant program provides 50 percent funding on eligible portions of the project up to a maximum of three million dollars. As discussed throughout this Plan, the need for improvements to the Redwood Falls wastewater treatment system is driven by the City's compliance schedule to meet total phosphorus discharge limits in accordance with their NPDES permit. Therefore, it is anticipated that this project would qualify for grants through PSIG.






05 TRANSPORTATION





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INTRODUCTION TO TRANSPORTATION

One of the primary functions of a City is providing a transportation network to move goods and people to, from, through, and within the City. This Chapter discusses the existing network of vehicular, pedestrian and bicycle routes, as well as the municipal airport. To support growth, a City's transportation network must have the necessary capacity and efficiency. Additionally, a user-friendly transportation network can also more easily connect visitors of one regional amenity to other destinations within the City.



VEHICULAR ROUTES

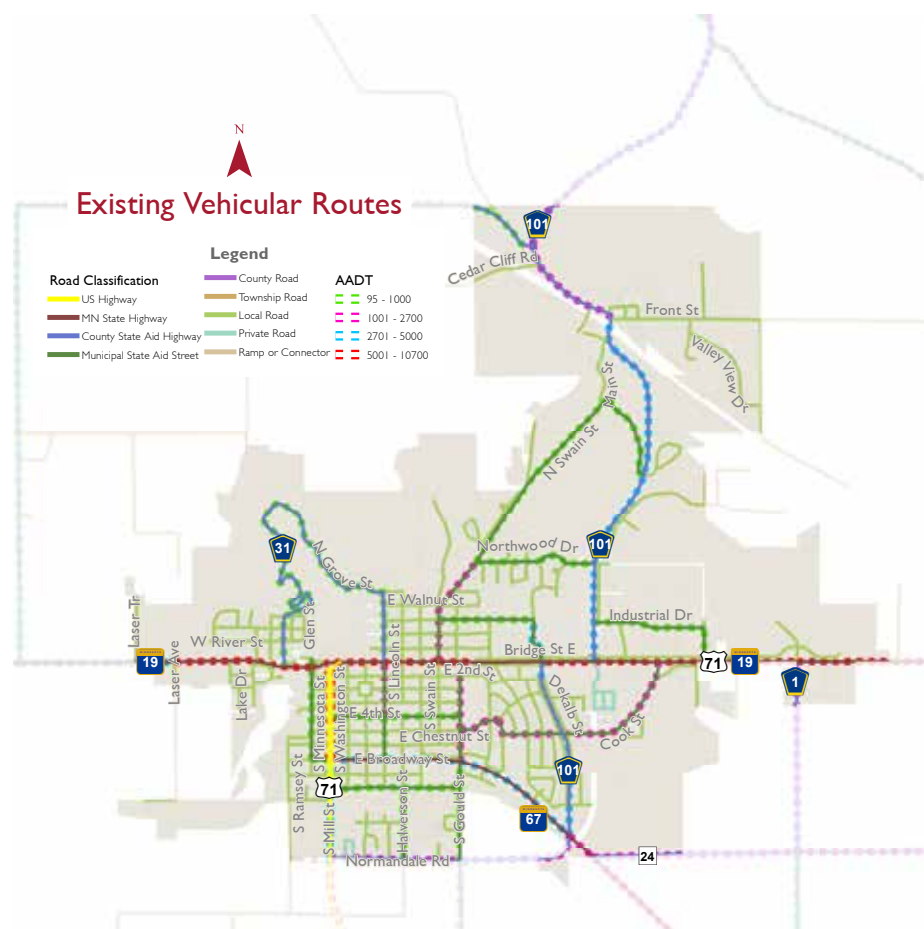
The City of Redwood Falls is somewhat of a hub for vehicular traffic within the area. State Highways 19 and 67 and US Highway 71 run through the City. Other County routes, some of which are State-Aid, also traverse through the City. Some routes are also designated as Municipal State Aid routes, which makes them eligible for partial DOT funding.

TRAFFIC AND MAJOR

ARTERIALS The Existing Vehicular Routes figure to the right illustrates the Average Annual Daily Traffic (2015) for various routes within the City of Redwood Falls.






Vehicular routes are often classified by function – those serving through-traffic and local traffic.

Major arterials primarily serve the purpose of efficiently moving traffic through an area and are less meant to provide access to adjacent property or other streets. Typically, only minor arterials, collectors, and other major arterials have access to major arterials. An exception in Redwood Falls would be those arterials running through commercial areas where the posted speed limit is relatively low. The 1995 Comprehensive Plan identified US 71 and TH 19 as major arterials within Redwood Falls. These classifications are still applicable today.



COLLECTOR STREETS

Collector streets further reduce mobility and increase access, relative to arterials. Collector streets connect local streets to minor and major arterials as well as other collectors and local streets. In urbanized areas such as Redwood Falls, collectors can access major arterials in some locations. The 1995 Plan identified the following collectors:

-  Chestnut/Fallwood from US 71 to Dekalb
-  Swain Street from northern City Limits to US 71/TH 19
-  Cook Street from Dekalb to US 71/TH 19
-  CSAH 101 south from TH 67 to US 71
-  Quality Drive/Industrial Drive from CSAH 101 north to US 71/TH 19

Additional collectors, extending from proposed or additional arterials, should be planned within new developments.

As the development increases within the City, according to the Land Use Chapter, the need for additional major arterials is not expected to be significant. As suggested in the 1999 Transportation Plan, development on the west side of the City can incrementally facilitate a connection to Bridge Street, west of the Redwood River and US 71 at CSAH 101 south. Ultimately, this route could serve as a south bypass and evolve into a major arterial. As the last link of the connection between US 71 and TH 67 approaches, jurisdiction of the corridor may be more appropriately assumed by either Redwood County or MnDOT as the route would provide more regional benefits. Access and geometrics of the route should be designed accordingly such that minimal modifications would be required by the new road authority prior to assuming jurisdiction.

Similarly, as development occurs on the east end of town, access to CSAH 1 should be controlled. This is likely to occur anyway as the roadway is already a County road. With reconfiguration of the Dekalb/Normandale and CR 24 intersections of TH 67, the south bypass ring road could be complete. This could relieve pressure on Bridge Street from through traffic.

Minor arterials serve the same function of major arterials except that the mobility is slightly decreased as direct access from adjacent land is slightly increased. In an urbanized area with lower speed limits, some local streets may access the roadway, but generally, access is limited to collectors, major and other minor arterials. The 1995 Comprehensive Plan identified TH 67 and Dekalb Street (CSAH 101 south), from TH 67 to US 71/TH 19, as minor arterials. Today, WEST Park Road (CSAH 101 north) could also be classified as a minor arterial.

The community outreach exercises identified congestion of Bridge Street during peak times as the primary issue with vehicular traffic within the City. At the time of this Plan, MnDOT is preparing for construction to improve traffic control at intersections along Bridge Street in 2018. The project will include the addition of continuous left turn lanes from Patten Street to Quality Drive, the replacement of the traffic signals at Dekalb and Swain Streets, a new traffic signal at CSAH 101, and several ADA improvements.

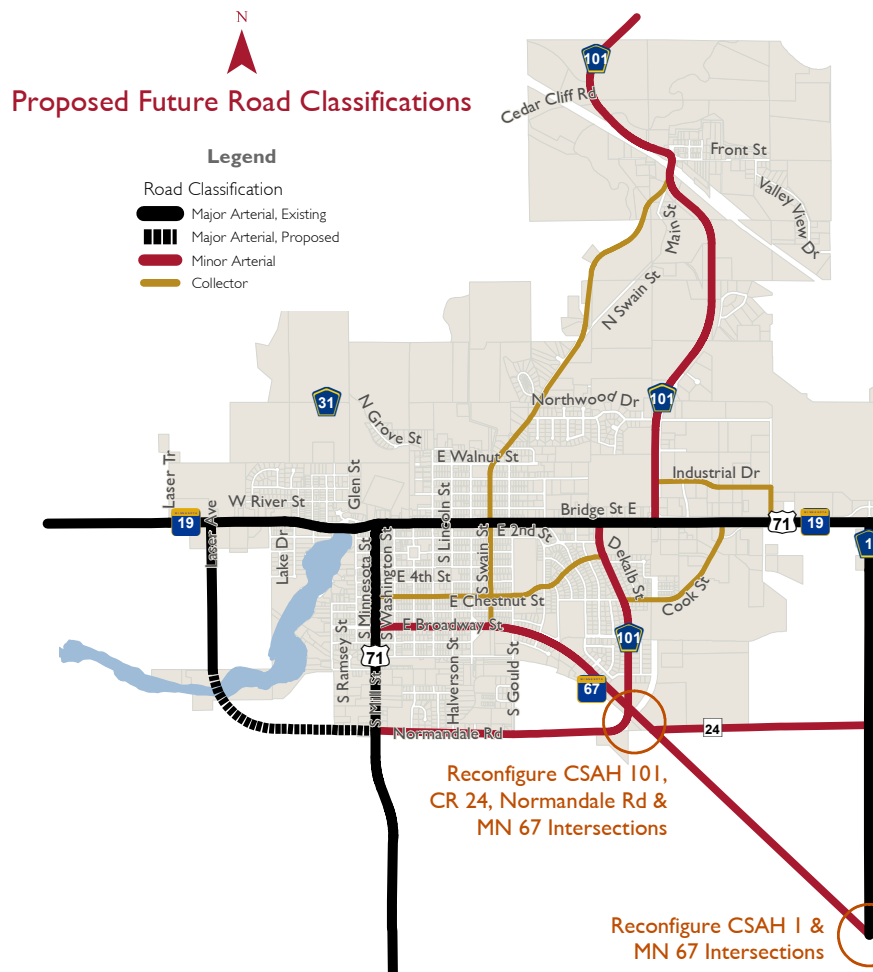
Each intersection or access point creates a potential point of conflict, which not only introduces additional accident potential, but also decreases the efficiency in which traffic can flow. Due to the proximity of existing development, access control can be very difficult to retrofit. As opportunity presents itself through redevelopment or reconstruction, access of land along Bridge Street should be encouraged, if not required in some cases, to relocate to side streets.

The map on the next page identifies all reported vehicular accidents within the area from 2006 to 2015. In total, there were 520 crashes. However, the most common cause of these accidents was human error. Even the "Y" intersection of US 71 and TH 19 had a relatively low accident rate. This was also the case at the time of the 1999 Transportation Plan; the presumption at that time was that most drivers were familiar with the "Y," and that is likely the case today as well. However, as the downtown and Lake Redwood areas are revitalized, the hope is that a greater share of the traffic will be visitors.

The "Y" is an awkward intersection with a significant grade differential. Eastbound-to-southbound traffic must climb approximately 40 feet in a relatively short

distance. This is difficult for trucks, particularly as they often try to conserve their momentum to carry them up the hill, which results in them traversing through the intersection at higher speeds. Compounding the issue is that the eastbound-to-southbound traffic must yield the right-of-way to westbound-to-southbound traffic. There is no traffic control for the conflict between northbound-to-westbound and westbound-to-southbound traffic. The alley north and parallel to 2nd Street also intersects at the divergence of the “Y.” Each leg of the alley has a stop sign at the intersection.

At the northern legs of the “Y,” the intersections with the east-west corridor are skewed, which decreases visibility. At the southern leg, the pedestrian crosswalk on the north side of the Mill Street/Second Street intersection is located at the crest of the hill. A median separates northbound and southbound traffic between intersections; the medians stop short of the crosswalks. Extension of the medians to provide a refuge for pedestrians should be explored, although interference with truck turning movements onto 2nd Street may prohibit this. The elimination of the north crosswalk would likely be the best alternative. Otherwise, as unfamiliar traffic increases, additional signage and striping may be warranted. Revising the hierarchy of the rights-of-way should be explored. The eastbound traffic, which enters on much steeper grade, would benefit from having the right-of-way, and westbound traffic could yield to eastbound.



REPORTED VEHICULAR ACCIDENTS



KEY TAKEAWAY OF INTERSECTIONS

Complete redesign and reconstruction of the intersection is not a viable option.

The accident rates do not likely warrant it.

The retaining wall and surrounding area within the triangular island created by the “Y” is listed on the National Register of Historic Places.

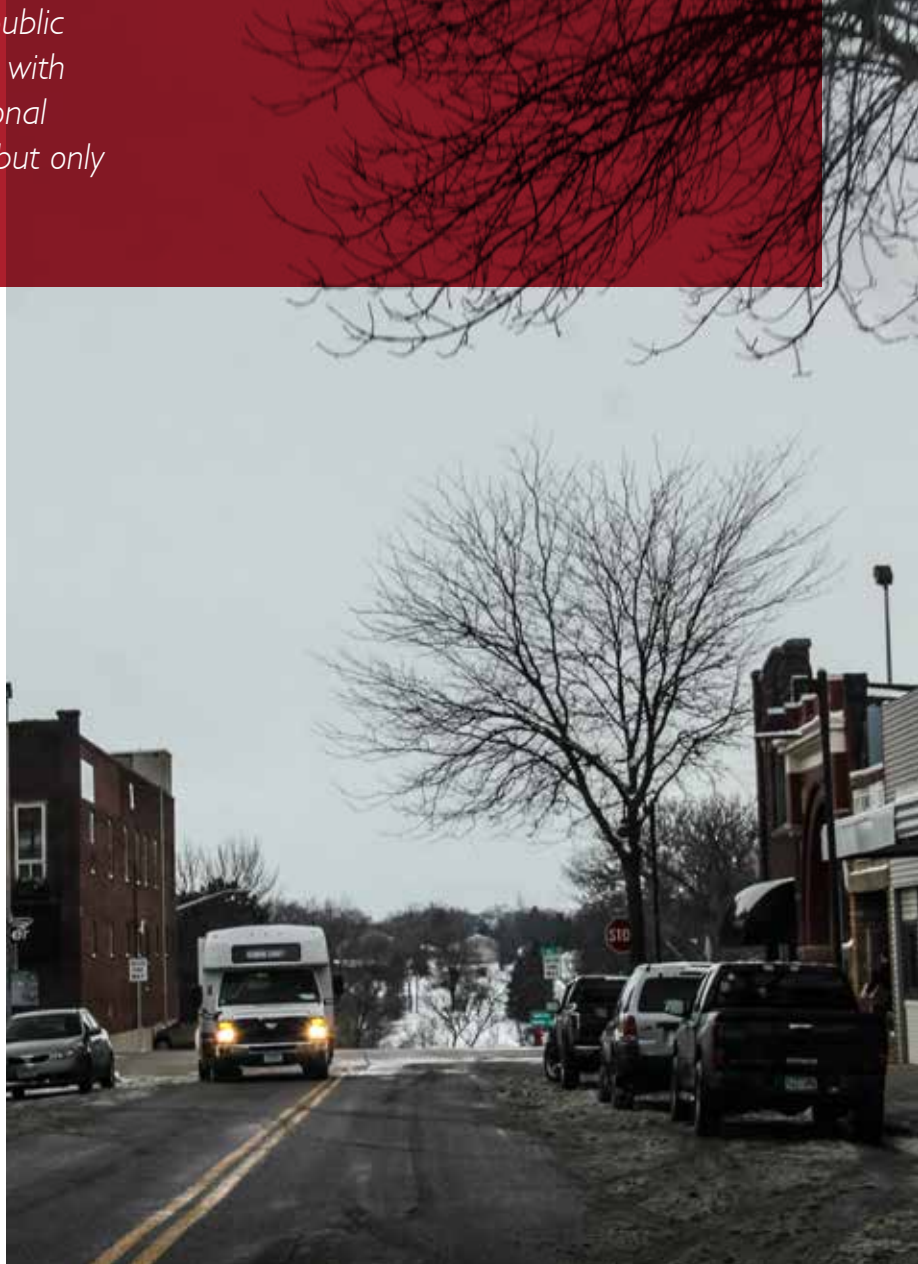
TRANSIT SYSTEMS

The City of Redwood Falls does not have a public transit system, nor is there a regional system with regular routes within the City. There are regional transit providers that service Redwood Falls, but only by appointment.

CURRENT TRANSIT

NEEDS United Community Action Partnership serves Cottonwood, Murray, Jackson, Lincoln, Lyon, Redwood, Pipestone, and Rock Counties. Redwood Falls is on the very northeastern edge of this service area. Central Community Transit serves Renville and Kandiyohi Counties; Redwood Falls lies just outside of the southern boundary of this services area.

The public input during the preparation of this Comprehensive Plan did not reveal a strong need for a robust public transit system. For minimal cost, however, the City could facilitate the existing regional public transit systems by adding bus stops at common destinations for the safe drop-off and pick-up of passengers.



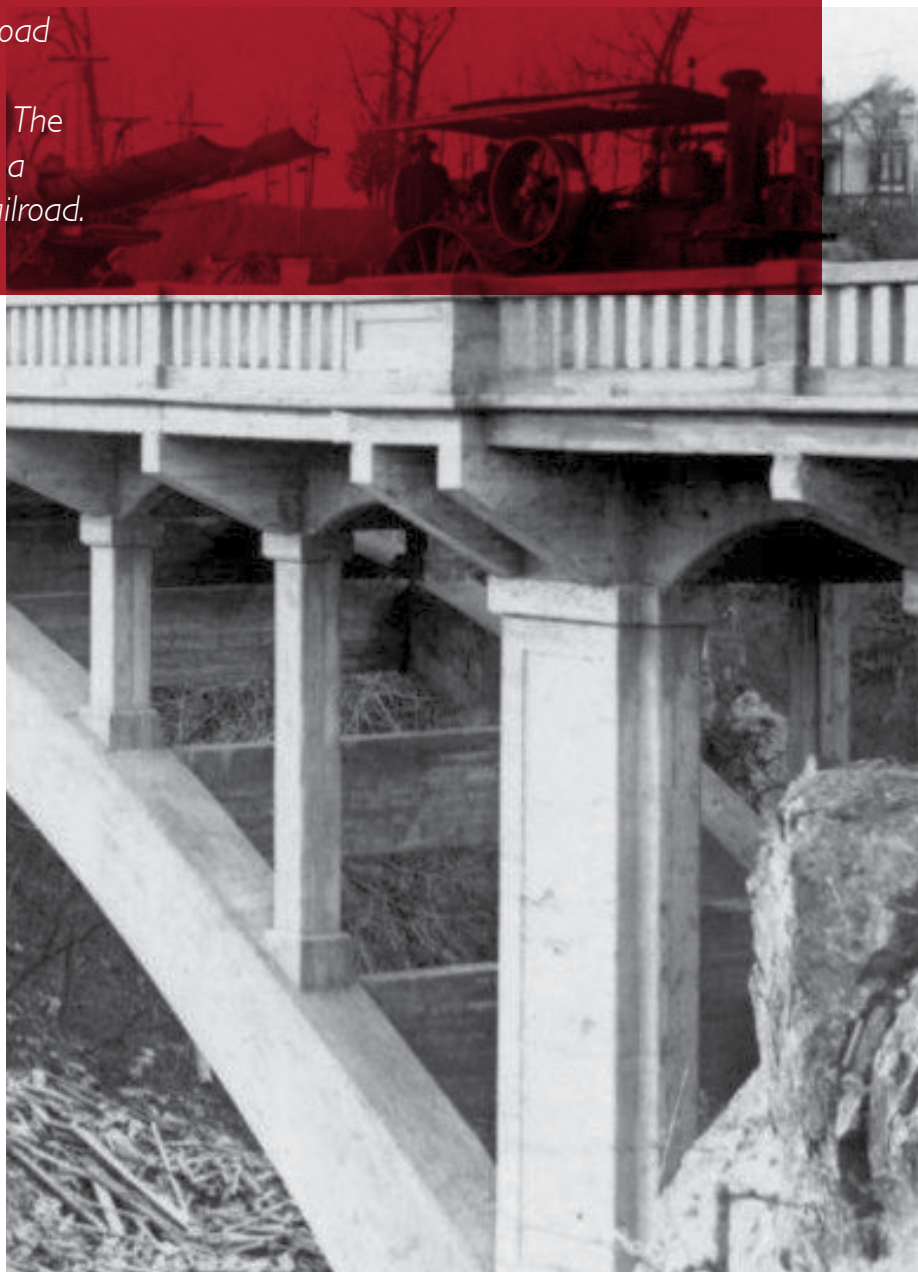
MINNESOTA VALLEY REGIONAL RAILROAD AUTHORITY

In 2002, the Minnesota Valley Regional Railroad Authority (MVRRA) obtained control of 94.5 miles of track from Norwood to Hanley Falls. The track is leased to the Minnesota Prairie Line, a subsidiary of the Twin Cities and Western Railroad.

RAIL AND FREIGHT The primary freight hauled on the line consists of agricultural commodities. The MVRRA is in the process of upgrading the line to FRA Class 2 standards, which would allow trains to carry more weight at faster speeds. The City should support the MVRRA's efforts to improve rail service in the region.

An aspiration of the MVRRA is to provide passenger rail service to connect the region with the Twin Cities. The service would not necessarily be geared toward regular commuter traffic, but instead toward recreational sight-seeing and/or dinner-theater tours.

The City should embrace these efforts and explore trail connections to a potential rail stop in North Redwood.



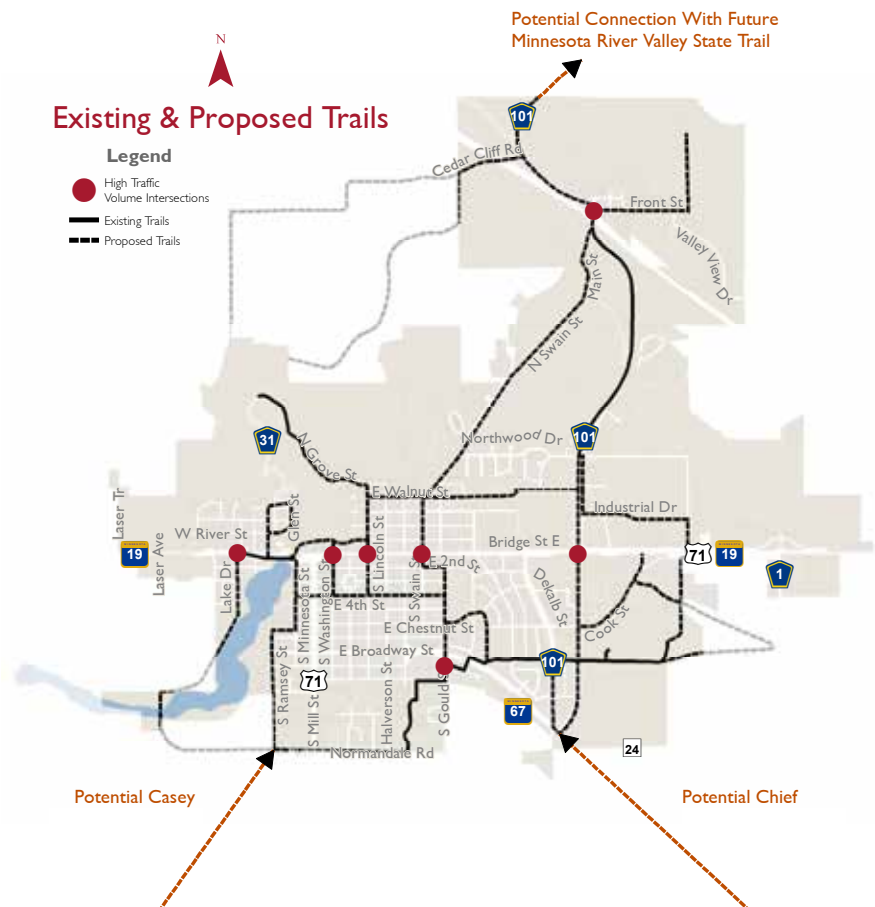
PEDESTRIAN AND BICYCLE ROUTES

Several regional trail plans identify Redwood Falls as a hub, but none of these trails have yet to come to fruition. This can be seen by the City as an opportunity to be in the driver's seat and dictate connection points and more specifics of the routes of these state trails through the City.

TRAILS AND ACCESSIBILITY The Casey Jones State Trail is planned to enter into the southwest corner of the City. The Sleepy Eye State Trail that parallels TH 67 would enter in the southeast portion of the City. Another state trail is conceptually planned to parallel the Minnesota River through the valley.

As illustrated in the map to the right, intra-City routes should be planned to connect key destinations within the City. A western loop would encompass Lake Redwood. It would run south along Lake Drive, starting at Bridge Street, and then follow the western shore of Lake Redwood through planned open space. It would cross the Redwood River, potentially concurrently with the future US 71 southern loop, and continue easterly until Ramsey Street where it would turn north until jogging at Chestnut Street to Minnesota Street where it would continue north to Bridge Street. The Casey Jones Trail would presumably connect somewhere along this western loop. An east-west trail along CSAH 101 would connect the western loop to the existing trail that follows County Ditch 52 through the southeastern portion of the City.

TH 19 and the Redwood River are currently significant pedestrian barriers. Coordination with MnDOT will be necessary to implement strategies to overcome these barriers. It appears that the bridge has adequate width to accommodate two lanes of vehicle traffic, a



wide elevated sidewalk/trail on each side, and the turn lane for westbound to northbound traffic onto North Grove Street. The trail should continue on both sides of TH 19 to at least Lake Drive. Two examples of treatments for on-bridge trails and sidewalks are shown in the photos to the right.

Designated pedestrian crossings of TH 19 should be provided at Grove Street, Washington Street, Lincoln Street, Swain Street, and Park Road. Pedestrian signalization should be incorporated into traffic signalization. At locations without traffic signalization, pedestrian-only signalization should be considered. To minimize the length of the pedestrian crossing, curb bumpouts should also be explored.

Similar crossings should be considered at the intersection of TH 67 and Gould Street and the junction of CSAH 101 and East Front Street in North Redwood. Safety features at the railroad crossing in North Redwood are also a must.

The main crossing of Mill Street should be located south of the “Y” at least to mid-block between 2nd and 3rd Streets. As discussed previously, pedestrian crossing of Mill Street at 2nd Street should be discouraged.



REDWOOD FALLS AIRPORT

The City of Redwood Falls owns and operates the Redwood Falls Municipal Airport, which is located in the north of the intersection of US 71 and CSAH 1. An Airport Master Plan and updated Airport Layout Plan was completed in 2011 and 2015, respectively.

AIRPORT NEEDS During the preparation of this Comprehensive Plan, an MnDOT Aeronautics/ Airport Sponsor Needs meeting was held to discuss a broad range of issues concerning the airport.

There has been a revival of activity at the airport within recent years.

For the first time in 30 years, reportedly, the hangars at the airport are fully leased. Construction for a new hanger is slated to begin September, 2018.

In order to remain eligible for State and Federal funding,

As one airport commissioner put it, aviation is viewed less and less as a high-end hobby, and more and more as something many people can participate in.

the City must maintain the airport to certain standards as well as adhere to airport zoning requirements. The City is currently following a 2004 airport zoning ordinance that was also approved by Redwood and Renville Counties. However, the FAA does not officially recognize this version for the City of Redwood Falls and still recognizes the 1970s version. The City should work toward getting the current zoning ordinance approved

by the Department of Transportation Commissioner's Order. While not required by MnDOT nor the FAA, the ordinance should also include restrictions for the approaches for the helipad at the hospital.

In recent years, the City has focused on clearing obstructions within the clear zones. The City should remain diligent in keeping obstructions out of the clear zones, including taller crops, such as corn.

Airport funding is partially dependent on the number of planes that register Redwood Falls as their home base. To maximize this number, the City should encourage area pilots that do not have their aircraft at the airport to claim Redwood Falls as their base.

Recently, in order to give the City Council an accurate projection of upcoming project costs, the Airport Commission has only included likely projects on its airport Capital Improvement Plan. While this is necessary for realistic local planning, the official airport Capital Improvement Plan should include all needs so that MnDOT Aeronautics can demonstrate the real needs to the legislature and potentially secure additional funding.

GOALS AND STRATEGIES FOR CITY ROUTES

The following goals and strategies will aid in the creation of a multi-modal transportation system while maintaining streets and major arteries within the City. Connecting businesses, neighborhoods, and attractions is the end result.

GOAL #1

Establish southern bypass connecting US 71 at CSAH 101 south of Bridge Street and west of the Redwood River

- ☒ Incrementally construct in conjunction with development.
- ☒ Coordinate with Redwood County and/or MnDOT to facilitate potential eventual transfer of jurisdiction.

GOAL #2

Establish CSAH 1 as a major arterial serving southeastern development

- ☒ Control access as development occurs.
- ☒ Reconfigure Dekalb/Normandale and County Road 24 intersections with TH 67 to complete ring road.

GOAL #3

Maintain a safe and efficient local street system for movement of people and goods

- ☒ Continue following the hierarchal functional classification system to appropriately prioritize access versus mobility within each development and redevelopment opportunity.
- ☒ As streets are in need of reconstruction, evaluate opportunities to modify corridor geometrics to meet actual parking and traffic needs.

GOAL #4

Continue to develop the Redwood Falls Municipal Airport to make the City a destination

- ☒ Encourage area farmers to register Redwood Falls as base to increase funding potential.
- ☒ Pursue Commissioner's Order approving airport ordinance.
- ☒ Include all airport needs on the official Capital Improvement Plan.

GOAL #5

Foster regional transportation options

- ☒ Facilitate regional transit providers by providing bus stops and signage.
- ☒ Support and promote recreational passenger rail service and plan for connectivity with a potential stop in North Redwood.

GOAL #6

Expand pedestrian and bicycle mobility

- ☒ Extend existing trail routes.
- ☒ Provide safe crossings at major barriers.
- ☒ Pursue cross-town connections.
- ☒ Connect to and promote more regional routes.

IMPLEMENTATION AND FUNDING

In order to make transportation enhancements needed to connect businesses, neighborhoods, and attractions, Redwood Falls will need to allocate and secure funding.

FUNDING The following grant, loan, and federal aid programs can be considered for supplementing the local funding and private investment to achieve the goals of strengthening the City's transportation system.

GRANT PROGRAMS

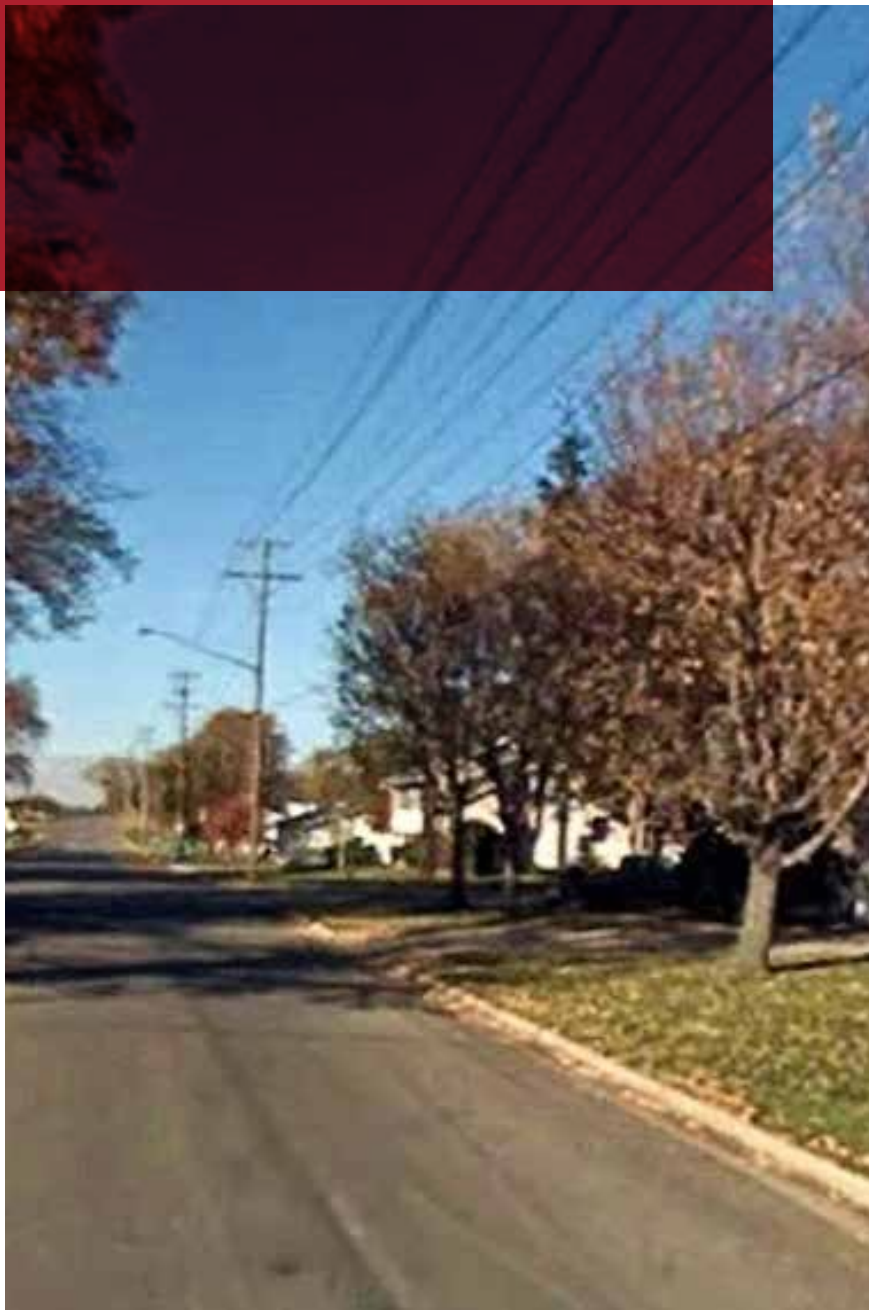
MNDOT ROADSIDE LANDSCAPING PARTNERSHIP PROGRAM

Communities may apply for reimbursement funding through the Minnesota Department of Transportation to fund projects that embody the goals of community improvement, roadside beautification, community engagement, and environmental stewardship. The maximum grant reimbursement is \$30,000, and projects must be roadside landscaping located on state truck highway rights of way.

LOAN PROGRAMS

STATE TRANSPORTATION IMPROVEMENT PROGRAM

This program administers a Transit Improvement Area Loan Program that provides funding for transportation projects in designated Transit Improvement Areas. Projects can be wide in scope and also include a residential component geared toward senior citizens, disabled persons, or low-income persons. The loan has a maximum amount of \$2,000,000 with a 2 percent annual interest rate over a ten-year term.



FEDERAL-AID-HIGHWAY PROGRAMS

SURFACE TRANSPORTATION PROGRAM (STP)

This Federal grant program is run through the Minnesota Department of Transportation, and the funding allocation is 50 percent based upon population, and 50 percent based upon a needs assessment calculation done by MnDOT. The regional metropolitan planning organizations (MPO) are in charge of determining grant recipients. Typical projects include preservation, reconstruction, or construction, bridge/tunnel, pedestrian/bicycle, and transit capital. MPOs make grant award selections based upon the projects' impact on improved safety, reduced congestion, preserved/extended pavement life, or connection between regional points of interest. All grant awards require a 20 percent local match.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

This funding is provided through the Federal Department of Transportation. Funding can be used for projects including those geared toward pedestrians and bicyclists, infrastructure improvement, community improvement, and environmental mitigation activities. Projects require a 26 percent state or local match.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP):

This aid program's purpose is to reduce fatalities and injuries caused by traffic. The program has three main components: Strategic Highway Safety Plan (SHSP), State Highway Programs, and Railway-Highway Crossing Program (RHCP). Local governments may apply for funding for safety projects through the MnDOT.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAMS

This flexible funding program provides grant funding to state and local governments for transportation projects and programs to meet the requirements of the Clean Air Act. Qualified projects must be identified in an MPO transportation plan or state-level plan, if applicable.



06 ECONOMIC DEVELOPMENT





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FIRE & ICE FESTIVAL

WOMAN

A VIBRANT COMMUNITY INTRODUCTION

To build and maintain a vibrant community, the City must focus on job creation and retention, tax base enhancements, and quality of life improvements.

ECONOMIC DEVELOPMENT With its rich history and close-knit community, the City must continue to pursue economic development to position itself as a vibrant, amenity-rich place not only to live and do business in, but an attractive and fun place to visit.

Quality of life and economic development depends on businesses that are supported by the City and its residents. Redwood Falls should focus on policies that support businesses and employees, such as daycare availability, housing, and general amenities that impact livability.

The City of Redwood Falls should build upon its existing elements that promote a robust economy, including having a variety of businesses, maintaining a low unemployment rate, and offering natural and recreational activities.

The challenges to economic development in Redwood Falls include declining population, fewer restaurant and retail offerings than residents would like, and the need for reinvestment in the City's older buildings. If the City can surmount those challenges, it will position itself as a vibrant and bustling community that attracts more residents and visitors.



COMMUNITY AND ECONOMIC DEVELOPMENT

To combat an aging population, Redwood Falls should work to retain a quality workforce that attracts younger people to job opportunities in the City. This includes increasing the number of jobs available and offering a more diverse mix of housing options, such as downtown living, rentals, and affordable housing.

PUBLIC INPUT During the Comprehensive Plan process, public input was gathered about economic development needs. The City carried out a community-wide survey and held a community open house to hear about citizens' issues, concerns, and priorities.

THE PUBLIC'S TOP PRIORITIES FOR ECONOMIC DEVELOPMENT

- ☒ Attracting businesses
- ☒ Recognizing the aging population
- ☒ Enticing young people who have grown up in Redwood Falls and left for college to come back to live, work, and raise their families
- ☒ Increasing the number of jobs
- ☒ Drawing people to Redwood Falls to live and work
- ☒ Improving the availability of child care services

COMMUNITY + ECONOMICS A declining and aging population points to the need to attract new people to live and work in Redwood Falls. It also implies the need for a more diverse mix of housing options, such as multifamily housing for empty-nesters, and services and amenities for seniors as well as new, younger families.

46 Median age in 2015

6 Increase in years of median age from 39 in 2000

The increase in median age indicates that the aging population is not being completely replaced by younger demographics.

POPULATION CHANGE

1970
4,774 Residents

1980
5,210 Residents
+9.1%

1990
4,859 Residents
-6.7%

2000
5,459 Residents
+12.3%

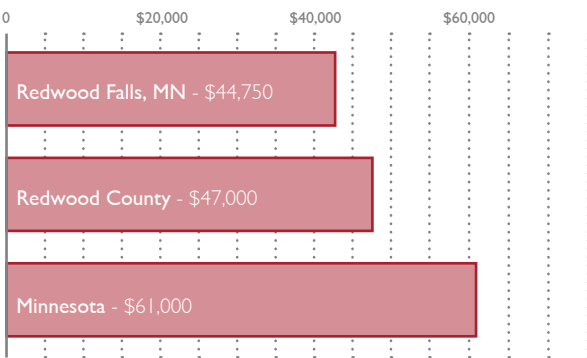
2010
5,254 Residents
-3.8%

RECENT SNAPSHOT
5,128 Residents
-2.4% in last 5 years

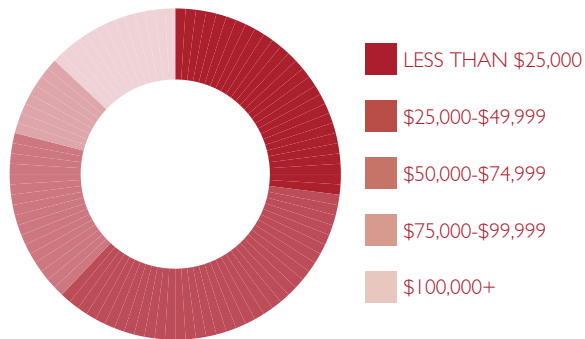
HOUSEHOLD INCOME

Redwood Falls' median income levels fall below those of the County and State. With 62% of households in the City having annual incomes less than \$50,000, Redwood Falls should focus efforts on affordable housing, job training, and bringing in high-wage jobs.

2015 MEDIAN INCOME

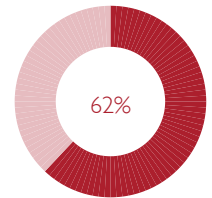


ANNUAL HOUSEHOLD INCOME



HOUSEHOLDS

in Redwood Falls that have incomes less than \$50,000



Household income levels have implications for new housing development and for supporting retail businesses in the community.



UNEMPLOYMENT

The Redwood Falls unemployment rate in 2015 was 4%, which is lower than the state of Minnesota as a whole. Low unemployment rates contribute to a healthy economy, and support the goal of attracting new people to live and work in the Redwood Falls.

Neighbor Comparison of Unemployment

Granite Falls - 2%

Marshall - 6.3%

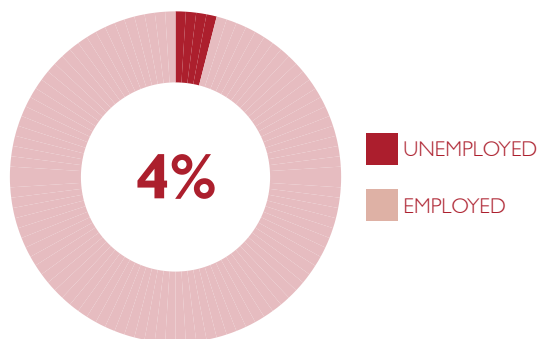
Montevideo - 2.8%

Windom - 5.5%

Redwood County - 4%

Minnesota - 5.6%

PERCENTAGE OF UNEMPLOYMENT



JOBS + BUSINESSES Redwood Falls offers a varied job base, with the top employment sectors (featured below) being Health Care and Social Assistance, Retail Trade, Educational Services, Other Services, Public Administration, Wholesale Trade, and Accommodation and Food Services. The City should continue to support job growth in those top sectors, which represent 80% of the jobs in Redwood Falls. The Manufacturing and Health Care sectors provide high-wage jobs, but other high-wage jobs aren't currently as well represented in the community. Such jobs would include professional, scientific, and technical services.

INDUSTRY OVERVIEW

SECTOR	# ESTABLISHMENTS	# EMPLOYEES	% TOTAL EMPLOYEES
Health Care and Social Assistance	40	907	23.10%
Retail Trade	44	582	14.80%
Educational Services	7	400	10.20%
Other Services (see note to the right)	57	341	8.70%
Public Administration	39	309	7.90%
Wholesale Trade	8	295	7.50%
Accommodation and Food Services	19	271	6.90%
Finance and Insurance	33	170	4.30%
Manufacturing	12	144	3.70%
Construction	22	108	2.80%
Professional, Scientific, Tech Services	23	74	1.90%
Information	8	63	1.60%
Transportation and Warehousing	7	55	1.40%

AREAS OF OPPORTUNITY



Technical Services

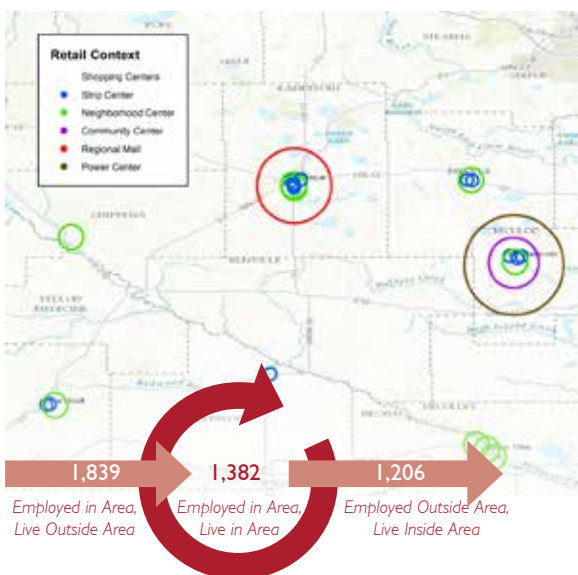


Scientific Services



Professional Services

Other Services include automotive, electronics repair, machinery repair, beauty salons, laundries and dry cleaners, civic organizations, etc.



Redwood Falls serves as an employment center to the region. The illustration to the left highlights the number of workers who come into Redwood Falls for work (1,839), the number of Redwood Falls residents who leave the City for work (1,206), and the number who both live and work in Redwood Falls (1,382). Those who commute to the City might be attracted to move to Redwood Falls given the right amenities and housing opportunities.

Industrial development provides an opportunity area for Redwood Falls

INDUSTRIAL Most of Redwood Falls' industrial activity resides on the east side of the City. The industrial park located north of Highway 71 and east of Highway 101 is full, and the nearby Ponderosa Business Park is actively being developed and marketed as available lots.

The City is served by US Highway 71 and State Highway 19, as well as a railroad line and a regional airport. Redwood County is home to a diverse manufacturing base, and industry clusters include wood manufacturing, housing construction, electronics, metal fabrication, renewable energy, medical appliances, furniture manufacturing, agricultural research, and production.

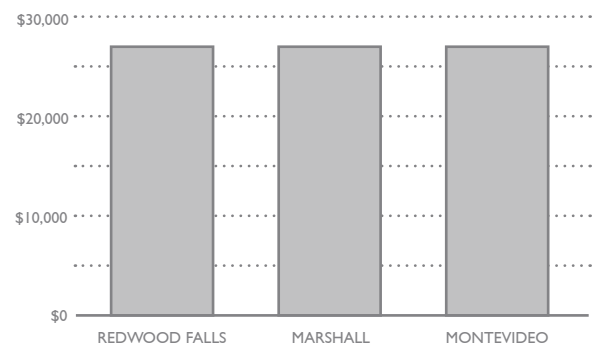
Since the industrial sector generally provides high-wage jobs and there is land available for development, it serves as an opportunity area for the City. Job development contributes to population stability and growth.



RETAIL The retail environment in Redwood Falls has shifted over the past 20 years. Retail and restaurant businesses have been increasingly located along the Highway 19/71 strip. This area provides auto-oriented shopping and big box retail and restaurant chain options for Redwood Falls residents. The high school relocation and opening of a Walmart has contributed to the growth along this route. Downtown Redwood Falls offers a different kind of retail and restaurant destination area – one that has unique and local shops and dining, while remaining walkable and amenable to multiple-stop shopping and outdoor dining.

As illustrated in the chart to the right, Redwood Falls retail businesses generate per capita sales that are similar to those of comparison cities such as Montevideo and Marshall.

GROSS RETAIL SALES PER CAPITA





ECONOMIC DEVELOPMENT

- ✓ Cultivate agriculture-related businesses and tourism
- ✓ Encourage entrepreneurship as a strategy for growing businesses and workforce
- ✓ Foster a welcoming and supportive culture by increasing amenities and building community identity and character
- ✓ Build community characteristics that are attractive to young individuals and families



DOWNTOWN REDWOOD FALLS Downtown Redwood Falls, located south of Highway 19/71 and north of 4th Street between Mill and Lincoln Streets, comprises a seven-block area of the City that maintains much of its historic character through the traditional storefront buildings lining the streets and the grid street pattern. In general, people are increasingly attracted to living in and visiting downtowns like Redwood Falls' because they often provide unique restaurants, pubs, and shops in a walkable area full of historic character that one would not experience in malls or strip retail shopping and dining centers.

Redwood Falls benefits from having a downtown that is largely intact and attractive. Downtown Redwood Falls' access and proximity to Lake Redwood and Ramsey Park should be showcased and reinforced.

Important government offices and public institutions, like the library and the post office, bring people downtown. On the other hand, conditions of some downtown buildings and storefronts need attention, and a number of storefronts are vacant. Revitalizing downtown in a way that celebrates its unique walkable and historic character can play a vital role in making Redwood Falls an attractive place to live, work, and play.

GOALS AND STRATEGIES FOR A STRONG ECONOMY

The goals and strategies below support ongoing efforts in the attraction and retention of businesses that offer good jobs, which is an area of significant existing strength in Redwood Falls. They identify the ongoing importance of workforce development initiatives and emphasize the importance of strengthening the City's assets and amenities while marketing those attractive features as an intentional economic development strategy.

GOAL #1

Develop a strong and diversified economy by retaining and attracting businesses

- ☒ Support the retention and expansion of existing businesses through relationship building, collaborative problem solving, and financial support.
 - Meet regularly with area businesses to understand their business needs and plans, and to represent a menu of available resources that could support them.
- ☒ Promote Redwood Falls for new business development, with an emphasis on businesses that provide household-supporting jobs.
 - Identify industry clusters in Redwood Falls area and target outreach to new businesses in these sectors.
 - Help businesses take advantage of local, state, and federal programs aimed at rural economic development.
- ☒ Work closely with the Lower Sioux Community to support Jackpot Junction Casino and create tourism synergies and shared economic development opportunities.
 - Identify marketing opportunities and create materials to promote the array of area amenities offered to Jackpot Junction Casino customers.
 - Partner with the Lower Sioux Community to understand and help meet their workforce needs.
- ☒ Identify a location and complete the development of a new industrial park.
- ☒ Support new industrial development through annexations and extensions of public infrastructure in appropriate locations.
- ☒ Recognize and support the economic development commitment and activities provided by area organizations, both public and private, such as the Redwood Area Development Corporation (RADDC), the Port Authority, Redwood Industries, and Redwood Area Chamber of Commerce.

GOAL #2

Work to retain a quality workforce and attract new people to job opportunities in the City

- ☒ Develop a more diverse housing stock, including rental, affordable, and downtown housing.
 - Conduct a housing needs analysis to identify the range of housing Redwood Falls requires to meet future workforce needs.
 - Utilize creative approaches to fostering new housing development that is targeted to attracting the workforce that area businesses need to succeed.
- ☒ Ensure the availability of excellent telecommunications infrastructure for City residents.
- ☒ Understand child care needs in the community, and lead an effort to ensure an adequate supply of child care.
 - Complete a survey of child care needs in the community.
 - Partner with Redwood County to offer training on licensing requirements for those interested in opening child care facilities.
 - Review City ordinances related to child care facilities and ensure they do not unnecessarily deter the establishment of new facilities.
- ☒ Participate in showcasing the Redwood Falls community for area employers who are trying to bring new hires to town.
 - Partner with Redwood Area Chamber and Tourism, Redwood Area School District, Redwood Falls Parks and Recreation, and Redwood Area Hospital to create promotional materials and community tours for businesses to offer to new hires.
- ☒ Continue to create and support entrepreneurship and skills-oriented curricula in area schools, and develop the network of local internships that are available to students.

ACHIEVING THESE GOALS WILL CREATE A VIBRANT, AMENITY-RICH COMMUNITY THAT PROVIDES RESIDENTS WITH A LIVELY PLACE TO LIVE, WORK, AND PLAY.

GOAL #3

Create a community known for its livability, beauty, and economic opportunity

- ☒ Work with area communities and agencies to promote tourism in and around Redwood Falls.
 - Coordinate with Jackpot Junction Casino to promote area amenities such as Lake Redwood, Ramsey Park, and downtown Redwood Falls to visitors.
- ☒ Build partnerships and increase investments focused on strengthening downtown Redwood Falls' character as a unique, walkable, vibrant, and attractive destination for residents and visitors.
 - Continue promoting and utilizing the Downtown Revolving Loan Fund for commercial building rehabilitation.
 - Conduct a retail vitality assessment of downtown to identify actions the City and business owners can take to create a more vibrant and attractive downtown retail district.
 - Work with property owners and real estate brokers on recruiting targeted retailers, which would improve the usefulness and attractiveness of the mix of restaurants and stores.
- ☒ Explore a community ownership approach to advancing the renovation and upgrade of downtown properties.
 - Create a community investment trust, or other community-based ownership entity.
 - Identify prominent properties downtown that could be pursued for acquisition, renovation, and tenancing with community-supported businesses.
- ☒ Continue to build an exceptional sidewalk, bike path, and trail system to encourage fitness and add to Redwood Falls' destination quality.
 - Connect downtown to Lake Redwood with walking and biking infrastructure.
 - Improve wayfinding from downtown to Ramsey Park.
 - Create a system of walking loops to encourage community fitness and attract people downtown.
- ☒ Support community events and connect them to amenities including Ramsey Park, downtown, community and aquatic centers, and the library.

IMPLEMENTATION AND FUNDING

Caring for Downtown and public areas, improving quality of housing, promoting healthy living, and prioritizing pedestrian and bike-friendliness will create a place that attracts businesses, workforce, and a young population.

IMPLEMENTATION Rural economic development should build on the distinctive features that are unique to each community

STRATEGIES FOR RURAL COMMUNITIES

In the case of Redwood Falls, these would include its historic downtown, connections and proximity to Redwood Lake and Ramsey Park, and its strong community-minded citizenry and organizations.

FUNDING Redwood Falls has an active economic development community and infrastructure. The Redwood Falls Port Authority, the economic development arm of the City of Redwood Falls, provides business assistance, commercial and industrial land marketing, and supports the Ponderosa Business Park. The Port Authority is currently marketing several available sites in the Park.

The Redwood Area Development Corporation (RADC) provides support to businesses and communities throughout Redwood County. Its work includes technical assistance to businesses and communities; new business recruitment and expansion; and marketing assistance for buildings and properties. It administers the following programs on the next page.



REDWOOD COUNTY REVOLVING LOAN FUND

provides gap financing to eligible businesses and leverages resources provided by financial institutions and investors. Small and emerging private business enterprises, defined as “any private business that will employ 50 or fewer new employees and has less than \$1M in projected gross revenues,” are eligible for the program, but the businesses must be located in a Redwood County community. Loan amounts are up to \$50,000 and interest is 1.75%. RCRLF loans can be used for the following:

- Acquisition and development of land, easements, and rights-of-way
- Construction, conversion, enlargement, repairs, or modernization of buildings (including façade repairs)
- Machinery or equipment
- Access streets and roads, parking areas, utilities, and pollution control and abatement facilities
- Loans for start-up operating cost and working capital

THE REDWOOD FALLS DOWNTOWN REVOLVING

LOAN FUND provides financial assistance to owners of commercial properties within a prescribed area downtown: from Bridge Street south to 5th Street, and from Hwy 71/S Mill Street east to Jefferson Street. The Fund works “to eliminate slum and blight conditions and prevent further deterioration of downtown commercial buildings” through:

- Eliminating conditions in the downtown area that are detrimental to the health, safety and welfare of the residents and users of downtown
- Restoring and preserving properties of special value for historical, architectural, or aesthetic reasons
- Providing a pleasing and aesthetically acceptable shopping district
- Conserving the existing building stock

Property owners in the target area are eligible to receive a matching loan of \$3,000 to \$10,000 per commercial building for permanent improvements. The Revolving Loan Fund will match each dollar invested by the building owner in his/her property.

REDWOOD FALLS PORT AUTHORITY REVOLVING LOAN FUND

provides financial assistance to the Redwood Falls industrial and manufacturing sector for equipment and working capital to expand or grow their business. Loan amounts are up to \$50,000, and guidelines are similar to those of the Redwood County Revolving Loan Fund. The RADF is the upfront partner for the City of Redwood Falls for accessing funding through the Port Authority.

RURAL BUSINESS DEVELOPMENT GRANT

This competitive grant provides funding for expanding small private businesses in rural areas that employ 50 people or fewer and have an annual revenue generation of less than \$1M. Grant awards range from \$10,000-\$500,000 and money can be used for training and technical assistance, pollution control and abatement, rural transportation improvement, and land acquisition and development. The local Rural Development branch will have additional information and can serve as a resource while applying for this funding.



07 HOUSING



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INTRODUCTION TO REDWOOD FALLS HOUSING

This chapter provides an assessment of the demand for housing in Redwood Falls. More specifically, the purpose of this Plan is to identify the goals and strategies developed from community open houses and planning committee.

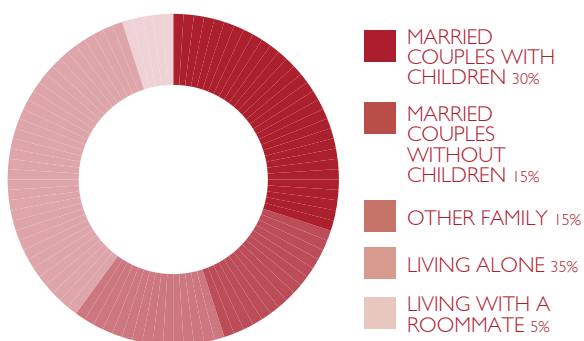
HOUSING ASSESSMENT Redwood Falls serves as an employment center for the region, with 1,839 people commuting to the City for work. Given the right housing opportunities, these people could be enticed to move to Redwood Falls, helping to grow the community and boost the economy. However, the City needs to address housing needs for current residents first, then build upon that to grow the population.

The current housing stock in Redwood Falls is 70% owner-occupied and 30% renter-occupied. A breakdown of owner-occupied housing types and occupancy types is outlined in the graphics below. The rental market has an occupancy rate of 96.7%, which indicates a high need for new rental properties. More rental housing options also may attract younger families to the area, and can help address the currently aging and declining population. To meet the needs of the aging rural population, the City should encourage and promote the development of senior housing, which could free up existing housing for young families.

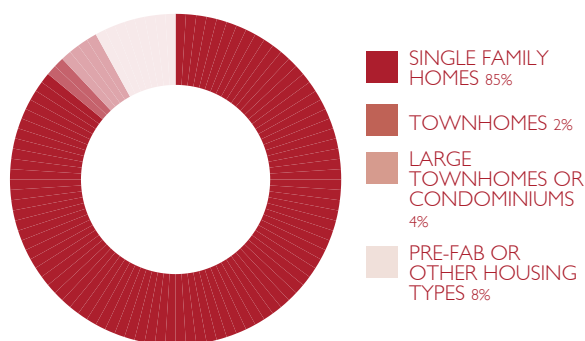
While addressing housing capacity, Redwood Falls should work to maintain the high-quality living environment in existing residential locations. By offering enough quality housing to meet the needs of a diverse population, the City can bolster its economy, making Redwood Falls an even better place to live, work, and play.

A rental housing demand study was completed in January 2014, but a full market feasibility study should be conducted at a later date. A full market feasibility study will examine in greater detail the demographic and economic factors, absorption estimates, and current conditions of housing stock.

OCCUPANCY TYPES



OWNER-OCCUPIED HOUSING



70%
Owner Occupied

30%
Renter Occupied



MARKET RATE PROPERTIES

The single family and rental market in Redwood Falls is performing very well. The overall occupancy of the competitive properties is approximately 96.7%. Transitional professional housing, which would serve new professionals moving into the community for the first time, is a current gap.

SENIOR HOUSING PROPERTIES

Senior housing falls into three categories of housing stock: congregate housing, subsidized, and single family empty-nester housing. Approximately 50% of the housing occupancies are in this household type.

PRE-FAB HOUSING PROPERTIES

Pre-fab housing offers an affordable housing alternative to single family ownership. With 8% of the housing stock falling within this sector, special attention needs to be given to this occupancy type.

AFFORDABLE PROPERTIES

Redwood Falls consists of two HUD-housing developments: Parkside Townhomes and Country Village, and two subsidized properties: West Falls Townhomes and River Ridge. There was a third subsidized property — Lakeside Manor — but it experienced a major fire in 2013, and has yet to be rehabilitated.

Parkside Townhomes is located on two separate properties with a total of 30 units. The units are two-story townhomes with attached garages. Despite being restricted to households earning 60% or less of median household income, the monthly rents are higher than most of the older market-rate properties.



West Falls Townhomes is a Section 8 property. To be eligible to live there, households must have a dependent. Despite only 40 units, it is estimated that there are over 70 children living at West Falls. To qualify, families must earn less than 30% of the annual median income. Residents pay 30% of their adjusted gross income for rent plus utilities.

Country Village is a 60-unit property that contains a mix of 13 market-rate units, 27 affordable units through the Low Income Housing Tax Credit program, and 20 subsidized units.

River Ridge is a four-story building financed through the Rural Development Section 515 program. Rental Assistance is available in 16 of the 24 units enabling income-qualified residents (50% of annual median income) to pay 30% of their adjusted gross income for rent.

RENTAL HOUSING DEVELOPMENT PIPELINE

According to planning staff at the City of Redwood Falls, there are no pending rental developments in the community, thus the competitive supply is not anticipated to increase beyond what already exists in Redwood Falls.



RENTAL HOUSING DEMAND The three primary sources of rental demand in the Redwood Falls are household growth, pent-up demand, and turnover of existing renter households.

Reviewing household income data reveals that approximately 25% to 30% of the renter households in the Primary Market Area (PMA) would be income-qualified for affordable rental housing. These are households with incomes between approximately \$20,000 and \$35,000. For market rate rental housing, approximately 35% to 45% of the renter households in the PMA would be income-qualified. We note that there would be some market overlap between affordable and market rate housing since, for example, some people who would income-qualify for affordable housing may also be able to afford market rents and vice versa. Applying these percentages to total demand results in an immediate need for affordable housing.

HOUSEHOLD GROWTH

Projected household growth is not anticipated to be the primary driver of rental demand in Redwood Falls. However, Redwood Falls has the potential to exceed its growth projections by drawing people who otherwise would live or work just outside the PMA by adding quality housing.

PENT-UP DEMAND

The current low rental vacancy rates point to pent-up demand. Rental units in Redwood Falls have an occupancy rate of nearly 97%, while the industry standard is 95%.

TURNOVER DEMAND

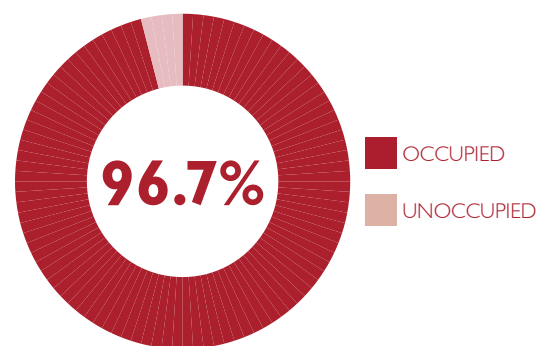
Based on Census Data, an estimated 63% of the units occupied by renter households will turn over during the next five years. Given the age of the existing rental housing stock, it is estimated that 15% of turnovers would prefer new product over the older. This equates to demand from turnover of existing households.



OCCUPANCY OF COMPETITIVE PROPERTIES

MARKET RATE PROPERTIES

The rental market in Redwood Falls is performing very well.



PRIMARY MARKET AREA IN REDWOOD FALLS

Proximity to employment is a key factor when choosing where to live. Redwood Falls has a sizable employment base, with major employers such as Daktronics, Redwood Area School District, County of Redwood, and Redwood Area Hospital. Redwood Falls is surrounded by rural farmland and the largest community within an approximate 35 to 40-mile radius.

PRIMARY MARKET AREA DEFINITION

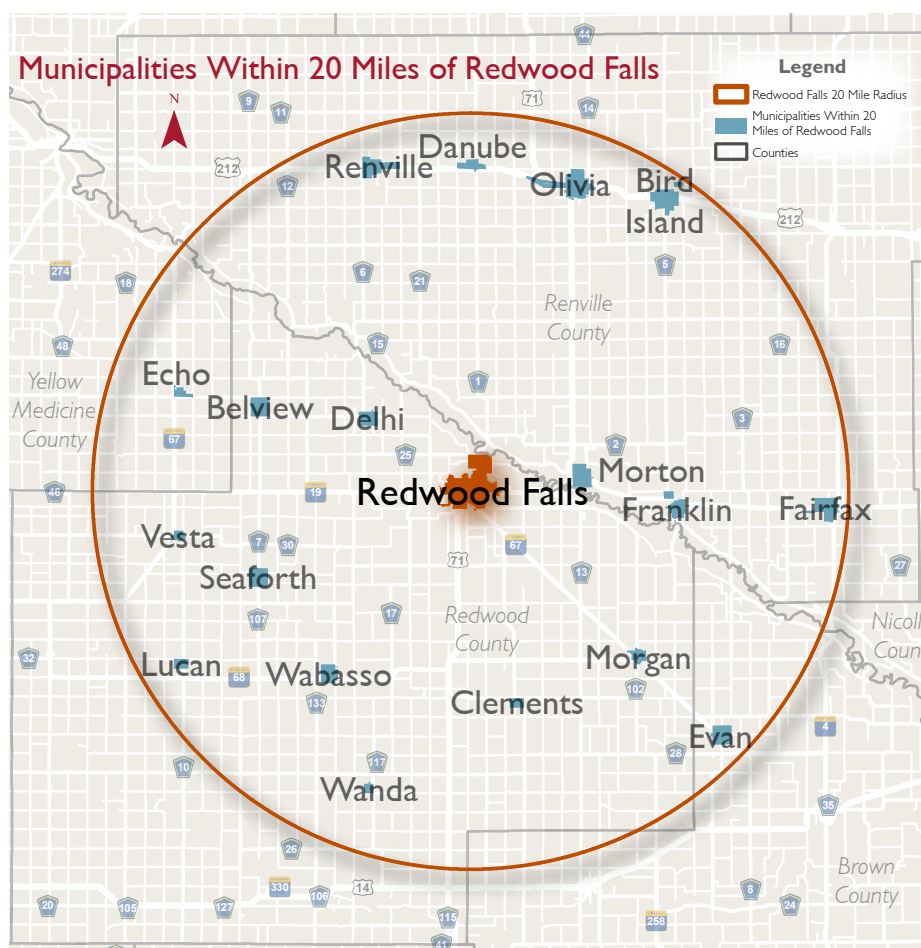
Employees in Redwood Falls are the primary drivers of rental demand. Other communities in the surrounding area with sizable employment bases include New Ulm, Marshall, and Willmar. However, these communities are located farther than most people are willing to commute for employment. For this reason, most of the demand for rental housing will be generated by employment growth in Redwood Falls.

The defined draw area (Primary Market Area, or PMA) for rental housing is within an approximately 20-mile radius of Redwood Falls. Based on commuting pattern data, many people living in smaller communities within the PMA travel to work in Redwood Falls. It is assumed that a portion of these workers would live in Redwood Falls if the right housing was available.

MAJOR REDWOOD FALLS EMPLOYERS



Daktronics

Redwood Area
School DistrictRedwood
CountyRedwood Area
Hospital

DEMOGRAPHIC ANALYSIS

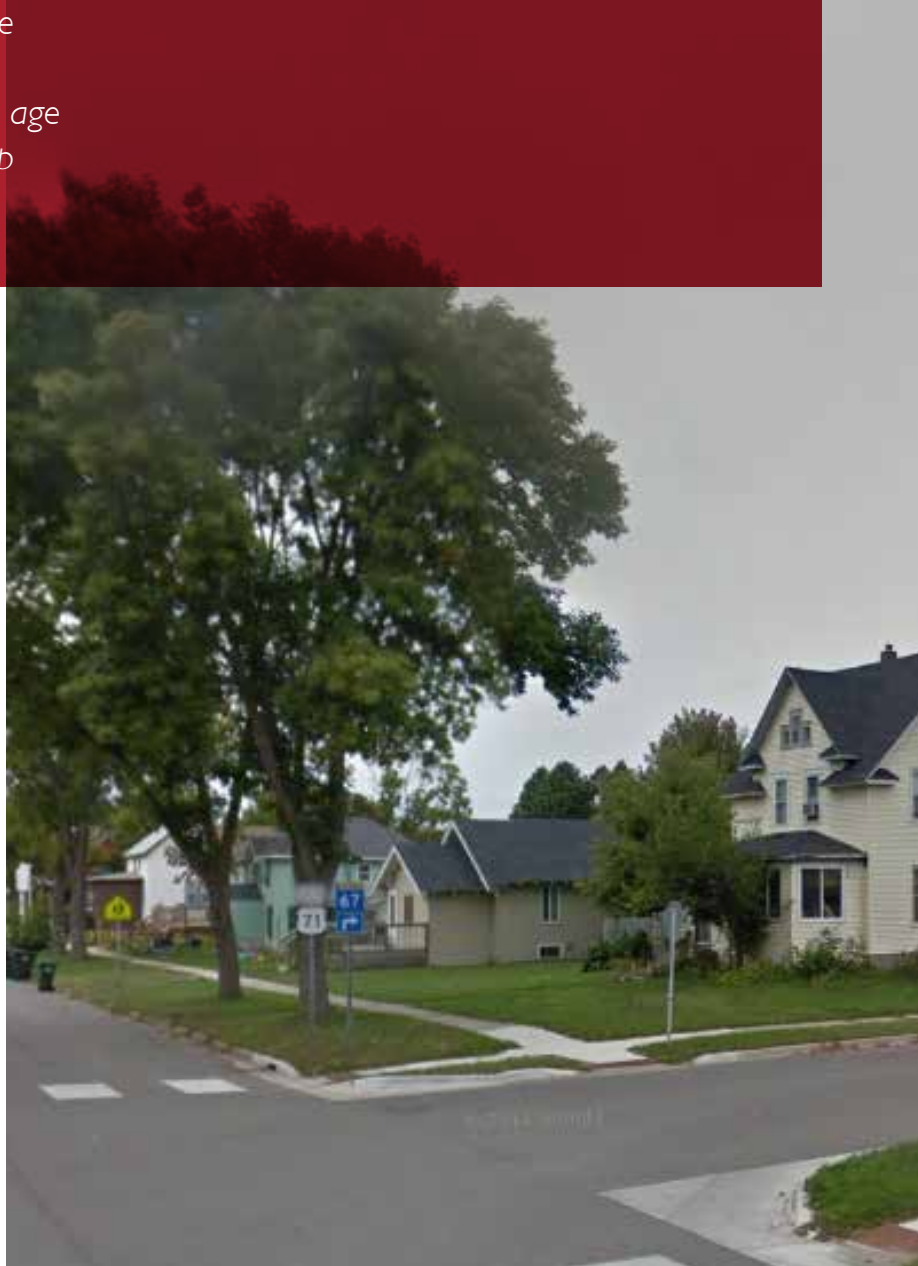
The key demographic variables relating to the demand for rental housing in the PMA are population and household growth, household age distribution and incomes, and homeownership and rental rates.

POPULATION AND HOUSEHOLD GROWTH TRENDS

Redwood Falls population of 5,000+ accounts for approximately 23.3% of the PMA's population. Redwood Falls is projected to remain steady or grow slightly through 2020 while the remainder of the PMA declines slightly. Thus, by 2020, Redwood Falls may contain 23.9% of the PMA's population. Despite population loss last decade, Redwood Falls' current household base is remaining stable. Housing development will need to accelerate if the current housing shortage is addressed.

Redwood Falls' population loss last decade was largely attributed to a decline in the average household size from 2.32 people per household in 2010 to 2.2 in 2016.

The decline in household sizes was largely attributed to the aging population as there is a growing proportion of empty-nesters and single seniors. Redwood Falls' population decline last decade is projected to cease, and begin growing again due to anticipated housing development needed for employees of growing businesses.



EMPLOYMENT GROWTH TRENDS

Employment is a key driver of rental demand. Redwood County has a balanced mix of jobs, with Government being the largest, followed by Manufacturing, Retail Trade, and Health Services and Social Assistance.

Wages in Redwood County are modest in comparison to the State, thus a good portion of the workforce will need modestly priced housing. The largest employment sectors with modest wages are Retail Trade and Leisure and Hospitality. Larger percentages of people employed in the Professional and Business Services, Financial Activities, Wholesale Trade, Manufacturing, Education and Health Services, and Government sectors will be able to afford market rate housing.

The majority of the people who commute to Redwood Falls for work are employed in the Manufacturing and Service sectors. Many of the people commuting to jobs in Redwood Falls are under age 30 and are an excellent target market for rental housing.

Over 40% of Redwood Falls' jobs are filled by people living in other communities. The most commuters come from communities such as Morgan, Wabasso, Renville, Belview, and Fairfax — all within a 20 mile radius of Redwood Falls. If Redwood Falls could entice even a small portion of these commuters into housing in the community, it could increase its population and overall development opportunities.



GOALS AND STRATEGIES TO MEET HOUSING DEMANDS

Redwood Falls needs to continue to retain and attract residents, which can not be done without offering a variety of housing options to fit the needs of a diverse population. Focusing on the following goals will help achieve this.

GOAL #1

Promote a variety of housing types in Redwood Falls for all its citizens

- ✓ Develop and follow through on a study to evaluate goals, needs, and resources necessary to promote a variety of housing types.
- ✓ Work closely with FmHA, FHA, MHFA, and other important organizations that can help the City achieve its housing goals.
- ✓ Encourage the development of a variety of housing types to meet the needs of all citizens including conventional housing, low to moderate income, pre-fabricated construction, congregate living, single family and multifamily housing, transitional professional housing, and renovation of existing housing stock.
- ✓ Encourage the dispersion of all housing types throughout the City, ensuring it is consistent with appropriate zoning and compatible with adjacent land uses.
- ✓ Support and sustain the continued operation of nursing homes and medical facilities to meet the needs of an aging population.

GOAL #2

Continue and maintain high quality of living environment in all residential neighborhoods and encourage such when the quality of the living environment needs improvement

- ✓ Adopt, enforce, and evaluate the necessary codes and inspection procedures to ensure the continued maintenance of the housing stock.
- ✓ Develop neighborhood or community parks to provide a safe environment for families. Control costs by encouraging maintenance of these parks by community residents.
- ✓ Develop a renovation program or collaborate with Habitat for Humanity like groups to select and upgrade dilapidated housing and improve the community.

GOAL #3

Create and encourage the development of viable senior housing to meet the broad-based needs of an aging rural population

- ☒ Encourage the use of Federal, State, local, and other financial resources that will maintain Lakeside (MHFA) and River Ridge (FmHA) as low to moderate income housing.
- ☒ Seek additional funding to update and modify such facilities to current housing standards (i.e. small size of units at Lakeside Manor).
- ☒ Encourage the development of a market rate project for moderate to high income levels, catering specifically to seniors in the immediate area, thereby eliminating the exodus to larger cities providing this type of facility.
- ☒ Encourage and promote the development of senior housing to make existing housing available for young families in the community.

GOAL #4

Develop new subdivisions in the area for new housing (i.e., southeast of new High School and southwest of City near Lake Redwood)

- ☒ Seek Federal, State, and City assistance for funding of projects of this nature.
- ☒ Encourage and promote the availability of affordable housing in the City.
- ☒ Encourage the rehabilitation or redevelopment of substandard housing.
- ☒ Encourage in-fill housing where appropriate.

IMPLEMENTATION AND FUNDING

Funding options must be considered in order to achieve the goals of diversifying the housing stock in Redwood Falls, encouraging a healthy living environment, introducing a senior housing development, and developing a new subdivision.

FUNDING The City should offer incentives for mobile home parks to replace aging trailers, and install minimum streetscape standards in return. The following Federal and State funding strategies can be considered for supplementing the local funding and private investment.

LOW-INCOME HOUSING TAX CREDIT

This program is funded through the federal government and is administered by the Minnesota Housing Finance Agency. The dollar-for-dollar tax credit serves as a subsidy to encourage the private sector to create and maintain affordable housing. Developers and investors may qualify for the tax credit if a certain percentage of the units are rent restricted and occupied by individuals with income a certain percentage below the area median income. This percentage must be maintained for a minimum of 15 years in order to receive the full tax credit.

WORKFORCE HOUSING DEVELOPMENT PROGRAM

This grant program is offered through the Employment and Economic Development Department through the Minnesota State government. It is geared toward communities where a lack of appropriate rental housing may make it difficult for businesses to bring in the necessary workers. The local government, nonprofits, or a benefiting business must match \$1 for every \$2

received in grant funding. The grant funding can cover up to 25% of a market rate rental housing development.

MINNESOTA HOUSING TRUST FUND

The Housing Trust Fund provides loans to finance multi-family housing aimed at extremely low income households. It is a deferred loan without interest to be used for the development, acquisition, preservation, or rehabilitation of either rental or owner occupied housing. At least 75% of the development must be rented or sold to households at a certain percentage of the area median income. Some projects may qualify for loan forgiveness if the development meets the income requirements.




08 COMMUNITY FACILITIES AND DOWNTOWN DISTRICT



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INTRODUCTION TO DOWNTOWN DISTRICT

Downtown Redwood Falls is a seven-block area originally platted in 1864. Until recently, the Downtown area served as the economic focal point for the City and surrounding community.

DOWNTOWN REVITALIZATION

Over the past few years, retail and office activity has shifted to the Highway 19 corridor. In addition, much of the Downtown infrastructure is old and in need of replacement. Many of the brick structures are in substandard condition or lie vacant due to establishments relocating to the highway.

Traditionally, the Downtown area played an important social and economic function in the development of the community. The Downtown area was the center of activity, as retail stores, restaurants, and movie theaters were located there. Serving a predominately agricultural community, the Downtown area was the only source of entertainment and location for needed goods and services.

Although it may not play the role that it did in the past, Downtown Redwood Falls is still an important part of the community. The County Courthouse, City Hall, post office, a number of churches, and the Redwood Area Development Corporation (RADC) are located here. In cities like Redwood Falls that are the County Seat, the County Courthouse provides a focus of activity as people from all over the County come to

register deeds, obtain a marriage license, or pay taxes. Professional, service, and financial establishments also make up a large part of the Downtown business district.

To maintain a healthy retail mix, the Downtown should keep and enhance its food and beverage establishments, specialty shops, and professional services. If possible, historic and architecturally significant structures should be identified and preserved. Public and community facilities should be located in or near the Downtown area to take advantage of these existing Downtown establishments. Buildings in substandard condition should be redeveloped or rehabilitated to serve such uses as community facilities, public open space, and housing. Residential units and office space should be encouraged above storefronts when possible to create multipurpose, mixed-use spaces. Public open space and walkability should be improved and pedestrian links established that connect the Downtown to the entire community. The establishment of an enhanced streetscape program will also help define the walkability and wayfinding in the downtown.

Downtown should be a vibrant area for specialty retail, food and beverage establishments, offices spaces, and public open space.

THE FUTURE OF DOWNTOWN REDWOOD FALLS

Many downtown buildings need major renovation, but downtown continues to be an important area that should be restored and redeveloped.

A VIBRANT DOWNTOWN With the Courthouse and related government buildings located in the Downtown area, and a center of activity, Downtown Redwood Falls will continue to be a focal point. The City should create a downtown development plan and determine which areas could be renovated and which areas need to be redeveloped. The City should also work to focus activity around the Courthouse area of the Downtown, encouraging public facilities and professional/service establishments to relocate. Other ideas include creating a public open space plaza around the Courthouse area and linking it with open space to Lake Redwood, or creating a festival space that is either permanent or flexible to hold all the community festivals or Farmers Markets in a new, vibrant Downtown.

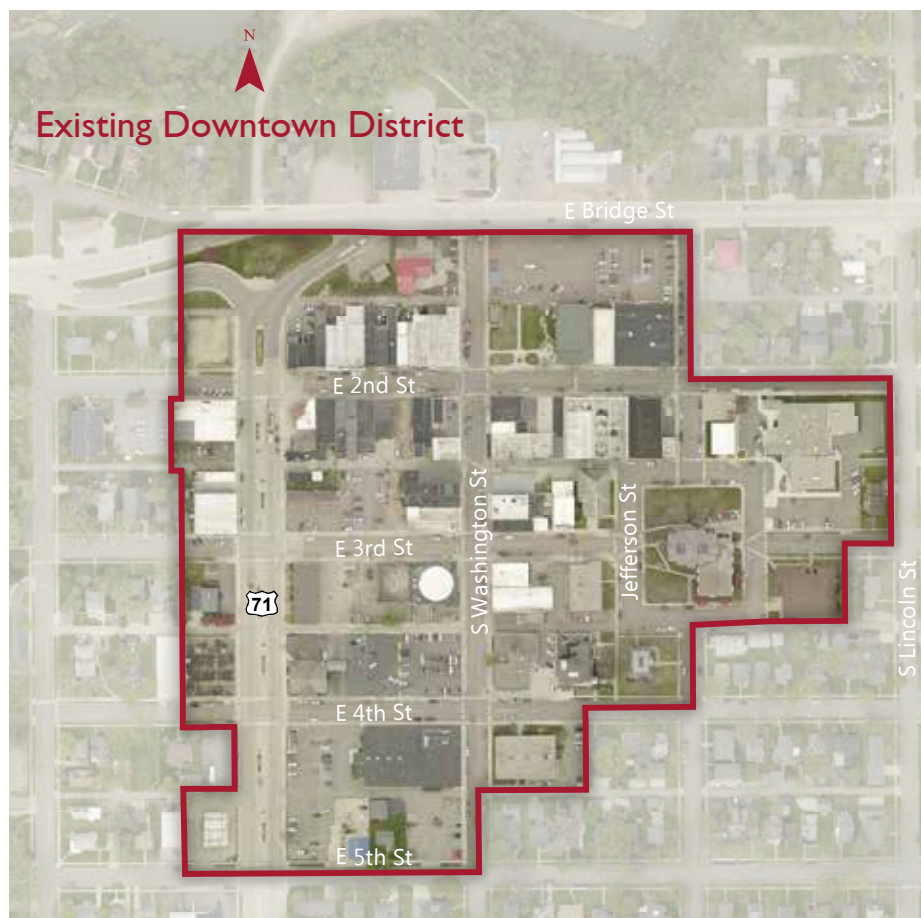


COMMUNITY AND DOWNTOWN ASSETS

Downtown includes many historic buildings, including some listed on the National Register of Historic Places. The Downtown building conditions, parking capacity, and design are all areas of focus and opportunity.

BUILDING CONDITIONS One of the most pressing issues facing the Downtown area is the condition of select buildings. As previously mentioned, Downtown Redwood Falls was platted in the 1860s and many of the existing buildings were constructed between 1890 and 1930. A recent survey prepared by the City showed that there were a number of buildings either rated as having Substantial Building Deterioration or Significant Building Deterioration. Many of the buildings rated as having Substantial Building Deterioration were vacant and the City should consider whether they have outlived their economic life. Redwood Falls may want to examine the possibility of recreating the Downtown development district and/or an Historic Preservation Committee to determine which buildings should be redeveloped, refurbished, or designated as historic.

PARKING As with most downtown areas, parking is seen as a necessity of which there is never enough. The Downtown area includes three sources for parking: on-street parking, public parking, and private parking. All of the streets in the Downtown area provide some on-street parking. These spaces are typically used for short-term (2 hours or less) parking. Public parking includes lots owned by the City.





All of these lots are surface lots and scattered throughout Downtown, serving the bulk of the long term or all day parking needs of the Downtown community. Lots include: County/City lot, M&L lot, 3rd Street lot, 2nd Street lot, and ELCA lot.

Private parking includes those lots on private property for use of the employees and clientele of businesses. These lots typically provide both long-term parking for employees as well as short-term parking for visitors to the business.

The number of parking spaces Downtown appear adequate. However, this assessment does not imply that parking problems were not present. Developing new parking may not be as high a priority as managing the existing parking spaces more effectively. Parking management techniques such as posted time limits for on-street stalls in areas in need of short-term parking, and programs that discourage downtown employees from taking the most desirable parking spaces, often work well in smaller downtown areas. The City may also want to adopt a policy that requires development that occurs on an existing surface parking lot replace at least as many spaces as were taken away. This would ensure that future Downtown development doesn't add to any current parking problems.

An adequate and convenient supply of parking must be provided to serve Downtown. On-street parking should remain, and opportunities for improving Downtown parking should be further explored. This could include:

- New lots in selected locations
- Consolidation and redesign of existing lots
- Joint use of parking with other uses, or parking reconfigurations with current City streets and on-street parking



INTERSECTION IMPACT

Highway 19, an east-west arterial, and Highway 71, a north-south arterial, share the same roadway for a three-mile stretch through Redwood Falls. They split near the downtown area as Highway 71 continues to the south. This split is made more difficult by the fact that Highway 71 going south is at a much higher grade than Highway 19. In order to go south on Highway 71 from west on Highway 19/71 a traveler must slow down in order to make the curve, and then ascend a steep hill. MnDot is developing alternative designs for this intersection improvement, but a recommended design is years away. Any design should take into consideration the impact on the adjacent downtown area and its access from Highway 71.



ACCESS Redwood Falls is situated in an interesting position in that major Highways 19 and 71 do not intersect or pass through the Downtown. Instead, they actually form the Downtown's north and west boundary. This comes with both advantages and disadvantages for the Downtown area. The advantages include the fact that there is excellent access to the Downtown area, as it is served by these two major highways. Second, because these roadways do not actually pass through the Downtown area, the streets are not clogged with through truck traffic. Downtown streets are therefore more of a pedestrian scale and lend to a friendlier atmosphere. This traffic pattern does offer a unique opportunity to create a "gateway" entrance into Downtown.

The major disadvantage is that travelers can pass through Redwood Falls without actually seeing or being in the Downtown area, and such establishments may lose business due to a lack of highway visibility.

CHARACTER AND DESIGN Many elements make up the character and design of the Downtown area. Many of the buildings constructed in the era Redwood Falls was platted are two-story or three-story, red brick structures. Numerous building fronts have been altered with false fronts, and the original window openings have been closed off for energy conservation considerations. Although there are some buildings in substandard condition, many are in good shape and have many years of use left in them. For these, a consistent theme for exterior façade improvements should be developed.

A number of Downtown buildings are listed on the National Register of Historic Places. They include:

- Bank of Redwood Falls at 2nd and Washington
- Redwood Falls Carnegie Library at 3rd and Jefferson
- Scenic City Cooperative Oil Company at 2nd and Mill Streets

Downtown also includes a number of buildings with interesting architecture, including the Courthouse, that add to the character of the area.

A square creates a public area around the Courthouse and works to slow traffic. Other public buildings such as churches, library, City Hall, Post Office, and other County offices have located on the perimeter of this square, resulting in a centrally-located community/government area. This area could be further improved with common signage, plantings, and other unifying design elements.

COMMUNITY FACILITIES The facilities owned and maintained by the City of Redwood Falls and the other public buildings owned by other government agencies vary greatly in size, age, and condition, as well as function. Due to the extent and nature of the services that these public facilities must provide to the residents of Redwood Falls, sound and functional structures are a necessity.

This inventory identifies each building or facility, gives its location, describes its condition, and notes the facility's function and planned or needed improvements.

CITY HALL

Location: 333 South Washington Street, P.O. Box 526

The building was built in 1955 as a fire station and remodeled in 1982 with a new addition to become City Hall. This 8,000-square-foot building is constructed of brick. City Hall is home to municipal offices, including City Administrator, Engineer, the Building Inspector, Financial Services, Public Utilities, Recreation Coordinator, and various support staff. The Council Chambers are also located in the building. The City has addressed the needs for additional staff space, privacy, and noise concerns by establishing a one-window/counter reception area.

FIRE STATION

Location: 900 South Gould Street

The Redwood Falls Fire Department is located in the city's one station at 900 South Gould Street and is staffed by volunteer firefighters. The Department is led by officers elected by the firefighters. Fire-fighting vehicles includes two, front-line pumpers, one back-up reserve pumper, one aerial ladder truck, one rescue vehicle, one grass rig, and one tanker truck. The Department also has one watercraft for water rescue and a 1916 antique Cadillac fire truck.

The Department hosts a wide variety of fire safety educational programs including a Fire Hall Open House, week-long activities for Fire Prevention Week, and special educational activities for children. Fire safety and inspections are coordinated by the City's Building Official who also serves as the Fire Marshal. He is charged with investigating and reporting the cause of fires.

REDWOOD FALLS PUBLIC LIBRARY

Location: 509 South Lincoln St

In 1904 with a \$10,000 Andrew Carnegie Grant, a public library was built on the corner of Fourth and Jefferson. That building served Redwood Falls for 91 years. Following the construction of the new library at Chestnut and Lincoln, the old building was sold to a law firm.

In 1989 the library commission authorized a community needs study and initiated the planning processes. In 1994

the community accepted a donor's challenge to match a \$500,000 donation. The recognition wall records the community response and the accomplishment of building a 1.8 million-dollar 14,150-square-foot library without tax dollars. The building was completed in December 1995. Library services in the new facility began on January 23, 1996.

U.S. POST OFFICE

Location: 204 East 4th Street

This brick structure was built in 1958. The public spaces are handicapped accessible. Provides postal services to the community and the surrounding area.

COUNTY COURTHOUSE

Location: 250 South Jefferson Street

This district court has original jurisdiction in all civil, family, probate, juvenile, criminal, and traffic cases filed in Redwood County.

There are no current space constraint. However, there is no room for expansion in the future. The County is also remodeling the original exterior limestone walls and correcting a deteriorating foundation. The elevators need to be brought up to ADA requirements. There is also a need for a garage to store County-owned vehicles. Space is currently being leased for this purpose, but the County would like to own their own garage near the Courthouse.

AIRPORT

Location: 500 Airport Road

The Redwood Falls Municipal Airport is located east on Highway 71/19 and County Road 1. Categorized as a general aviation airport, the facility has main paved runway of 4,000 feet by 100 feet wide, and a crosswind grass runway. The facility has a terminal building, maintenance hangar, 15 t-hangars available for rent, and fuel dispensing facilities. The Federal Aviation Administration, National Weather Service operates a weather station, and the airport also has an automated weather instrument system. The Airport is managed by the City of Redwood Falls.

REDWOOD AREA HOSPITAL

Location: 100 Fallwood Road

Redwood Area Hospital provides high quality healthcare for the community. With leading technology and a highly skilled and caring staff, a wide variety of inpatient and outpatient services help Redwood Area Hospital make the community a stronger, healthier place to live. There are plans to expand the hospital so it can become a bigger player in the local economy.

POLICE DEPARTMENT

Location: 303 East Third Street

The Redwood Falls Police Department provides 24-hour law enforcement protection to the City of Redwood Falls. The department is made up of a chief

of police, assistant chief of police, two patrol sergeants, one school resource officer, six patrol officers, and two administrative assistants. On average, the Redwood Falls Police Department typically generates 6,000 Incident Complaint Reports (ICR) per year. ICRs are used to document all calls for service or other police activity such as directed patrol or school presentations.

The Redwood Falls Police Department is housed in the Redwood County Law Enforcement Center (LEC). The LEC is also the home of the Redwood County Sheriff's Office, Redwood County Jail/Dispatch Center, the Redwood County Emergency Manager, and the Minnesota State Patrol. A renovation to the LEC was completed in 2014. The previous LEC had been built in 1983 as an add-on to the original Redwood County Sheriff's Office, which had been built in the late 1800s.

ACMC-REDWOOD FALLS

Location: 1100 East Broadway Street

ACMC-Redwood Falls maintains a group of five family medicine physicians, one optometrist and six advanced practice providers. The physicians serve the 25-bed Redwood Area Hospital and multiple area nursing homes. On site specialty services include a retail optical department. ACMC-Redwood Falls is accessible by wheelchair. The entrance ramp is located at the main entrance to the clinic, with a patient drop-off area also located in the front.

CITY OF REDWOOD FALLS

PARKS & RECREATION CENTER

Location: 901 Cook Street

The Park and Recreation Department offers recreational and leisure programming opportunities for youth and adults of all ages all year long. Currently, approximately 40 programs and 15 leagues meet the need of over 3,000 annual registrations for virtually every activity. The Park and Recreation Department has working partnerships with numerous athletic associations who provide their own independent programming for specific activities. All recreation programming takes place at the Redwood Area Community Center (RACC), any of the city parks, and the Redwood Valley Schools. RACC is a joint project between the City of Redwood Falls and Redwood Area Public Schools. The community center is adjacent to the Redwood Valley Middle/High School. The facility includes a multi-purpose gymnasium, civic arena, and a conference center.

AQUATIC CENTER

Location: 501 Gould Street

Located in Memorial Park, the Redwood Falls Aquatic Center consists of a zero-depth entry play area, 1-meter diving area, 12-foot aqua climbing wall, plunge area, 25-yard swimming pool, and lily pad area.

SOUTHWEST HEALTH AND HUMAN SERVICES REDWOOD COUNTY OFFICE

Location: 266 East Bridge Street

Southwest Health and Human Service (SWHHS) is a multi-county agency committed to strengthening individuals, families and communities by providing quality services in a respectful, caring and cost-effective manner.

REDWOOD COUNTY GOVERNMENT CENTER

Location: 403 South Mill Street + PO Box 130

The Redwood County Government Center houses offices for the Assessor, Auditor/Treasurer, County Administrator, Environmental Department, License Center, Recorder, Veterans' Services, and technology.

GOALS AND STRATEGIES

IMPROVING COMMUNITY ASSETS

Revitalizing and restoring Downtown will help create a bustling center in town. In addition, Redwood Falls needs to consider child care and spaces for teens.

COMMUNITY FACILITIES

GOAL #1

Continue to enhance existing community facilities to keep them updated and current

- ☒ Update the aquatic center with a lazy river, splash pad, or zipline.
- ☒ Add more court space.
- ☒ Keep City Hall in Downtown. Study an expansion that could be a vertical expansion at the current location, or an expansion into an existing building in downtown.

GOAL #2

Collaborate more regularly with the hospital

- ☒ Utilize the hospital resources as a tool for community wellness at the community facilities.

DOWNTOWN DISTRICT

GOAL
#1

Recreate the Downtown Planning Task Force to act as an advisory group responsible for orchestrating the redevelopment of the Downtown area

- ☒ Create a Downtown Association as an economic development entity to the city of Redwood Falls.
- ☒ Create year-round events including festivals and Farmers Markets in downtown.

GOAL
#2

Work with appropriate agencies and businesses to rehabilitate the existing CBD buildings and infrastructure

- ☒ Provide adequate infrastructure, including sewer, water, storm sewer, and sidewalks to the existing buildings or new buildings for new redevelopment in the Downtown area.
- ☒ Assist businesses with help in receiving aid to rehabilitate structures and infrastructure from appropriate agencies.
- ☒ Identify buildings in substandard condition and use economic development funds to assist in their redevelopment.
- ☒ Maintain and improve storefronts (Old Main Street look).
- ☒ Examine the use of common storefronts, awnings, signs, and other streetscape elements.
- ☒ Appropriate fix-up actions include maintenance, improvement, and renovation. and redevelopment agreements.

GOAL
#3

Create an HPC (Historic Preservation Commission)

- ☒ Identify historic and architecturally-significant buildings.
- ☒ Work with the RADDC, Port Authority, and other agencies to preserve and improve these buildings.

GOAL #4

Continue to provide adequate and convenient parking in the Downtown District

- ☒ Implement a parking management strategy that encourages Downtown workers to park in areas not used by visitors in the Downtown area.
- ☒ Parking should be located behind buildings, away from view on street while maintaining hard edge facing the street.
- ☒ Study on-street parking in a more efficient method.

GOAL #5

Allow higher densities to promote residential use in the Downtown District

- ☒ Develop densely with zero setbacks.
- ☒ Allow the rehab of residential units in the upper floors of buildings in the Downtown area.
- ☒ Make available financial assistance for Downtown businesses that want to provide apartments on the second floors of their buildings.

GOAL #6

Create a new brand for the Downtown District

- ☒ Change the name of the Downtown District.
- ☒ Create a style or pattern book for the renovation of buildings.
- ☒ Beautify Downtown through the use of landscaping, common signage, entry markers, and other streetscape elements. A recommendation is to locate Gateway signage identifying downtown at the Blossom Town site and the M&L lot on Washington Street.
- ☒ Link the Downtown and Lake Redwood with parks and trails along 3rd Street.

GOAL #7

Examine developing new social spaces for all

- ☒ Work with all possible involved parties in developing centers such as:
 - A “WOW” zone concept in Redwood Falls that includes bowling, social spaces, and a movie theater.
 - Provide social space for teens that are not YMCA members.
 - Provide first-class childcare within the community.
 - Work with the business partners as a recruitment tool to help fund child care.

IMPLEMENTATION AND FUNDING

Redwood Falls needs to secure funding in order to breathe life into the downtown District, creating a new brand and encouraging new residential development Downtown.

FUNDING The following Federal funding sources and local mechanisms can be considered for supplementing local funding and private investment to work toward rehabilitating and strengthening the downtown District of Redwood Falls.

SPECIAL ASSESSMENT DOWNTOWN DISTRICT

A special assessment district refers to a specific taxing district within a community. These taxing districts can include public library districts, park districts, economic development authorities, historic districts, and any other district that can be determined by the Department of Revenue. Chapter 275 in the Minnesota code refers to these as Special Taxing Districts. Special Taxing Districts add an additional property tax levy on a defined geographic area. For example, Redwood Falls could define the Downtown district as a special taxing district and levy an additional property tax on this area. The revenue generated from this district could then go to fund improvements to the Downtown district.

BLOCK DEVELOPMENT GRANT PROGRAM

The main block development grant program is the Community Development Block Grant run through the Department of Housing and Urban Development. Grant awardees must develop a plan that encourages citizen participation, and 70 percent of the grant funding received must be used for projects that benefit low and moderate-low income persons. The application process

is competitive, and funding is allocated on a per capita basis. Funds may be used for public infrastructure, housing, public services, economic development, and property acquisition.

COMMUNITY FACILITIES DIRECT

LOAN AND GRANT PROGRAM

The funding through this grant program is competitive, and communities with populations of 20,000 or fewer are eligible to apply. Funds may be used to develop essential community facilities. These facilities provide critical services to rural communities and can include healthcare facilities, public facilities, community support facilities, public safety facilities, education service facilities, and local food system projects. Funding is available in the form of low interest direct loans, grants, or a combination of the two. The local Rural Development branch will have additional information and can serve as a resource while applying for this funding.



09 ENVIRONMENTAL RESOURCES



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09

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INTRODUCTION TO ENVIRONMENTAL RESOURCES

Acknowledging, appreciating, and conserving Redwood Falls' natural resources is the ideal approach to planning and designing for the future.

LARGEST LAND COVER TYPES IN REDWOOD FALLS

DEVELOPED, LOW INTENSITY

661 Acres
19.3%

DEVELOPED, OPEN SPACE

532 Acres
15.5%

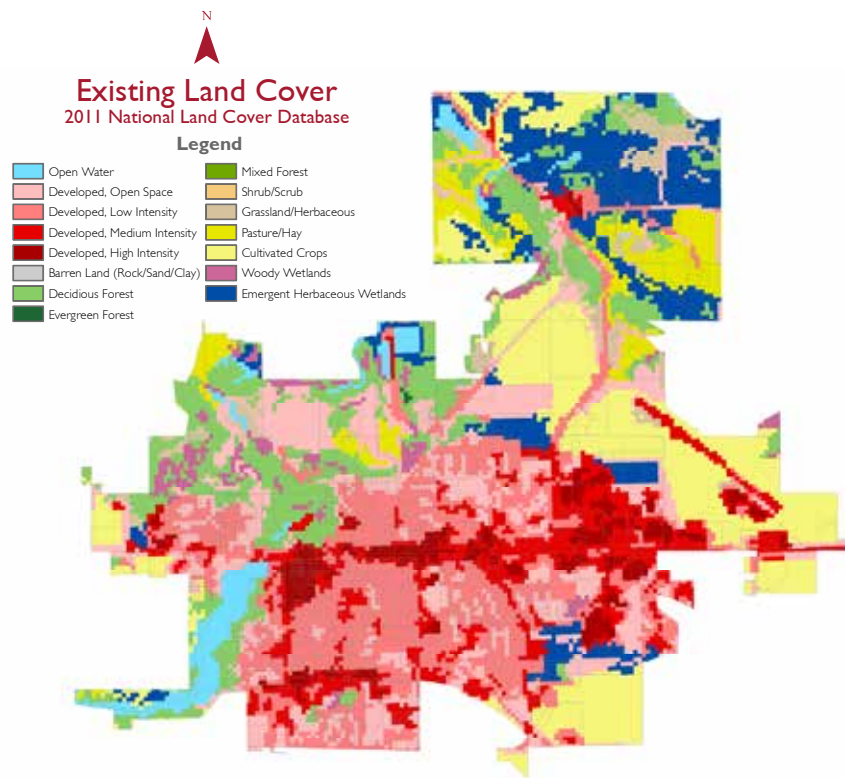
CULTIVATED CROPS

520 Acres
15.2%

AREAS OF ENVIRONMENTAL VALUE

Redwood Falls is fortunate to have an abundance of natural areas for residents and wildlife alike to enjoy. By identifying these areas of importance or concern, the City can address future plans for development, restoration, recreation, or preservation. This Chapter explores the ecological background, local climate, surface water resources, groundwater resources, and other existing natural resources within the City of Redwood Falls.

LAND COVER The existing land cover was mapped using the National Land Cover Database (NLCD). This standardized method is used by state agencies to classify land cover and identify native plant communities.



ECOLOGICAL BACKGROUND

The Ecological Classification System (ECS) is a hierarchical system developed to manage natural resources on a sustainable basis. The Minnesota Department of Natural Resources has developed a comprehensive analysis of the ECS throughout the State. There are six levels of ECS units in the State of Minnesota: Providences, Sections, Subsections, Land Type Associations, Land Types, and Land Type Phases. The following ECS information is from the Minnesota DNR.

ECOLOGY OF REDWOOD FALLS The City of Redwood Falls lies in the Prairie Parkland Province, North Central Glaciated Plains Section, and Minnesota River Prairie Subsection. The boundaries of this subsection coincide with large till plains flanking the Minnesota River. The unit is bounded to the southwest by the Prairie Coteau. A series of end moraines define the eastern boundary, starting with the Alexandria Moraine to the northeast and ending with end moraines associated with the Des Moines lobe in the southeast.

This subsection consists of a gently rolling ground moraine about 60 miles wide. The Minnesota River occupies a broad valley that splits the subsection in half. The valley was created by Glacial River Warren, which drained Glacial Lake Agassiz.

Most of this subsection is covered by 100 to 400 feet of glacial drift over bedrock. Well- to moderately well-drained loamy soils formed in these areas. Some soils are clayey and sandy. Gravelly soils are present locally, but these account for only a small percentage of soils in the subsection. Most of the subsection includes Udolls and Aquolls soils on relatively level topography, generally with 15 feet or less of local relief.

This subsection is drained by the Minnesota River through smaller rivers and streams. Wetlands were very common before settlement, however most have been drained for cropland. The presettlement vegetation was primarily tallgrass prairie with many islands of wet prairie.

LOCAL CLIMATE The climate near Redwood Falls and surrounding region is characterized by warm, humid summers with severe local storms and occasional tornadoes. The winter seasons are generally cold and relatively dry.

The annual average precipitation for the years 1891 to 2016 for Redwood Falls was 26.02 inches based on data from the State Climatology Office – Minnesota Department of Natural Resources (DNR). Nearly two-thirds of Minnesota's annual precipitation falls during the growing season of May through September. During late December, January, and early February, temperatures frequently remain below freezing. Frost in Minnesota takes place as early as September and ends as late as May. Soil freeze occurs in Minnesota during the late fall and early winter months. According to the US Department of Agriculture's Plant Hardiness Zone Map, Redwood Falls is within Zone 4b, which represents an area of winter hardiness for the plants of agriculture and our natural landscape. This indicates the average annual minimum temperature range is between -25° to -20° Fahrenheit (-31.7° to -28.9° Celsius).

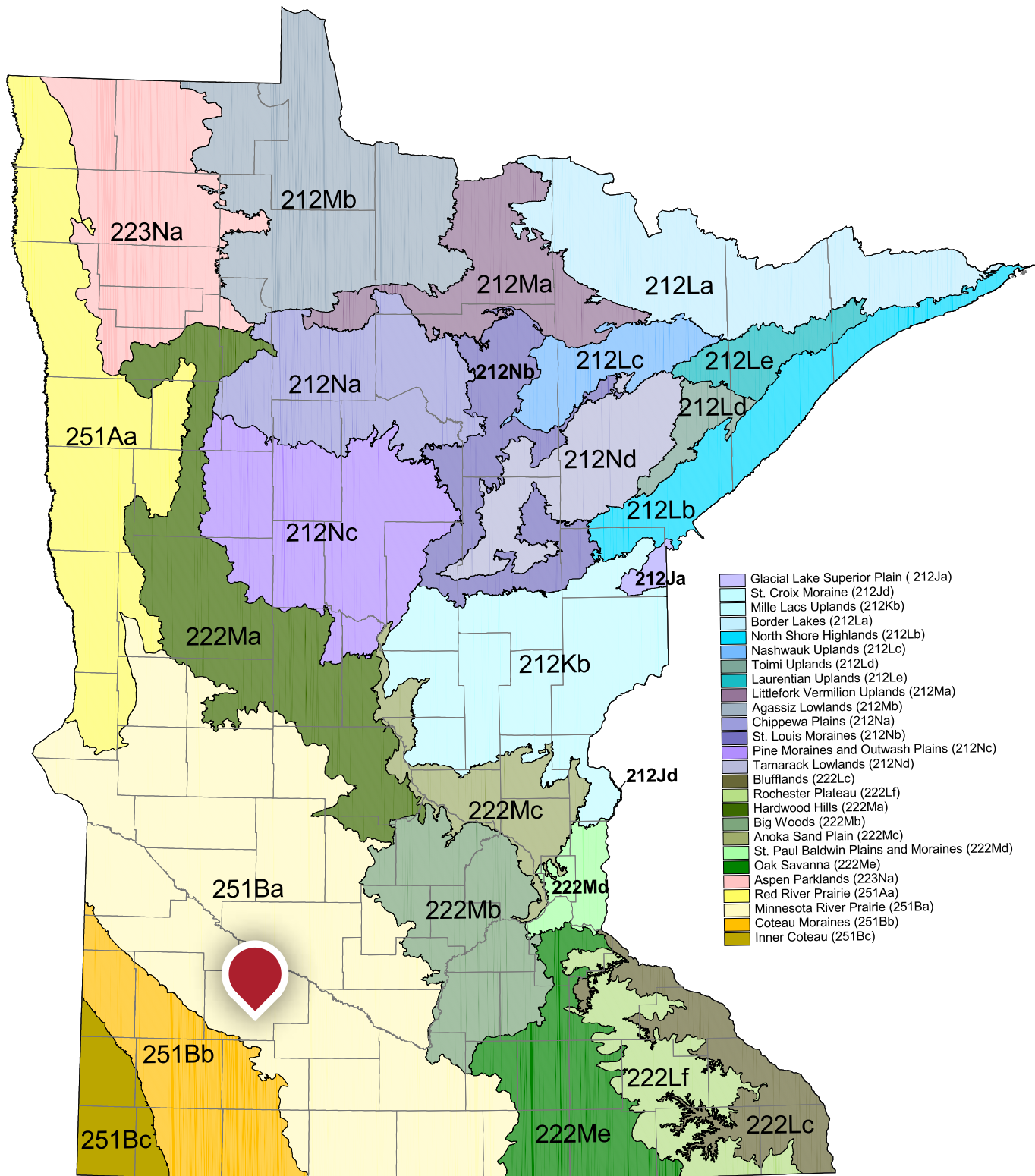
26.02

Average precipitation for the years 1891-2016

**-25°
TO
-20°**

Average annual minimum temperature range

Agriculture is the dominant land use and is the heart of the Minnesota Cornbelt.



SURFACE WATER RESOURCES

WATERSHEDS

Three major watersheds intersect the City of Redwood Falls; the Minnesota River-Yellow Medicine River (25), Minnesota River-Mankato (27), and Redwood River (28), which are all part of the Minnesota River Basin.

RIVERS AND STREAMS

Four major watercourses run through portions of the City limits as they ultimately drain north into the Minnesota River. Ramsey Creek is tributary to the Redwood River entering in the west of Redwood Falls. This creek is managed for brown trout by the Minnesota DNR. Trout streams are identified in state statutes as bodies of water that are to be kept clean and at cold temperatures for trout propagation and public fishing. DNR efforts are often best spent improving land management practices in watersheds surrounding trout streams. This is particularly true in cases where natural trout reproduction has been impeded by excessive watershed erosion and sedimentation.

The Redwood River forms much of the City's northern border. As of 2016, it is identified as impaired for mercury in fish tissue, fecal coliform, and turbidity downstream of Ramsey Creek and upstream of Redwood Lake. The western portion of the City drains into the Redwood River, and a short segment of the river downstream of County Road 67 (Bridge Street) is impaired for mercury in fish tissue.

County Ditch 52/Crow Creek runs west to east through the southeast portion of the City. This ditch conveys City stormwater runoff approximately 3 miles east before discharging into the Minnesota River.

The Minnesota River is also impaired for mercury and PCB in fish tissue, although this river reach is a designated Scenic or Recreational River Segment by the Minnesota DNR.

LAKES

Lake Redwood is the largest surface water resource in the City. The lake is an impoundment of the Redwood River, and is impaired for mercury in fish tissue and nutrient/eutrophication biological indicators. Lake Redwood cascades back into the Redwood River at County Bridge 67 (Bridge Street) and flows north into the Minnesota River.



Increased nutrient loading is a threat to Lake Redwood, creating an increase in algae bloom, overtaking vegetation, reducing water quality, and starving out fish. This comes from sewage discharge leaching from septic tanks, feedlot runoff, excessive application of nitrogen and phosphorous to crops, erosion of nutrient-rich soil, improper manure disposal, and overfertilization of residential lawns. The impacts are seen in drinking water, lakes, rivers, and streams, affecting human health and the natural environment. Erosion is another problem facing lakes and streams. Sediment filling from erosion causes an increase in turbidity and algae growth, reducing plant growth, and ultimately aquatic life.

AT A GLANCE

WATERSHEDS

*Minnesota River-Yellow
Medicine River*

*Minnesota River-
Mankato*

Redwood River

RIVERS + STREAMS

Ramsey Creek

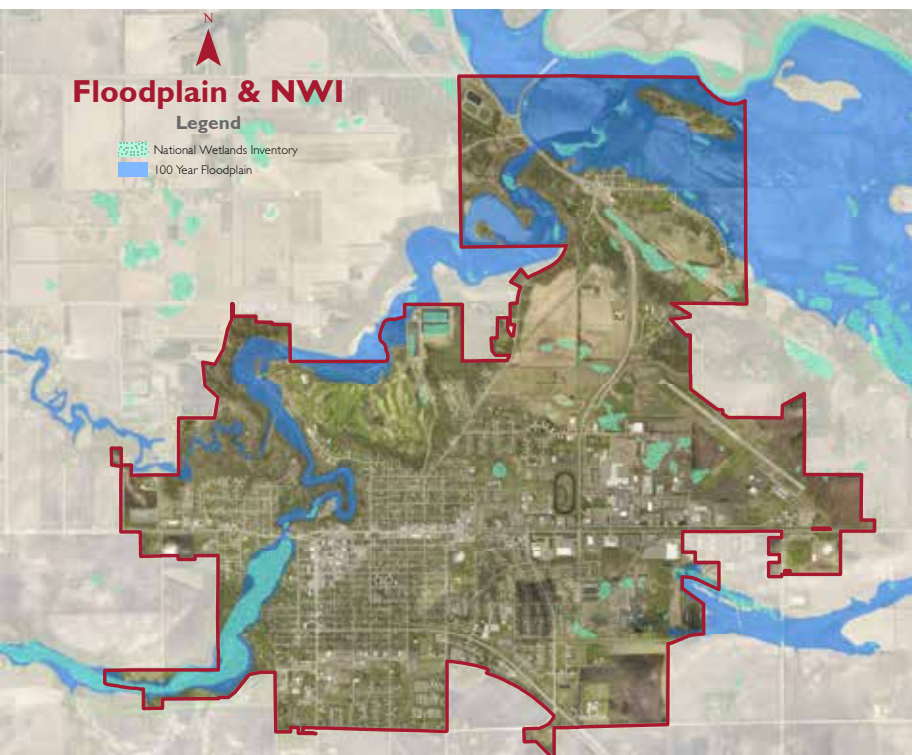
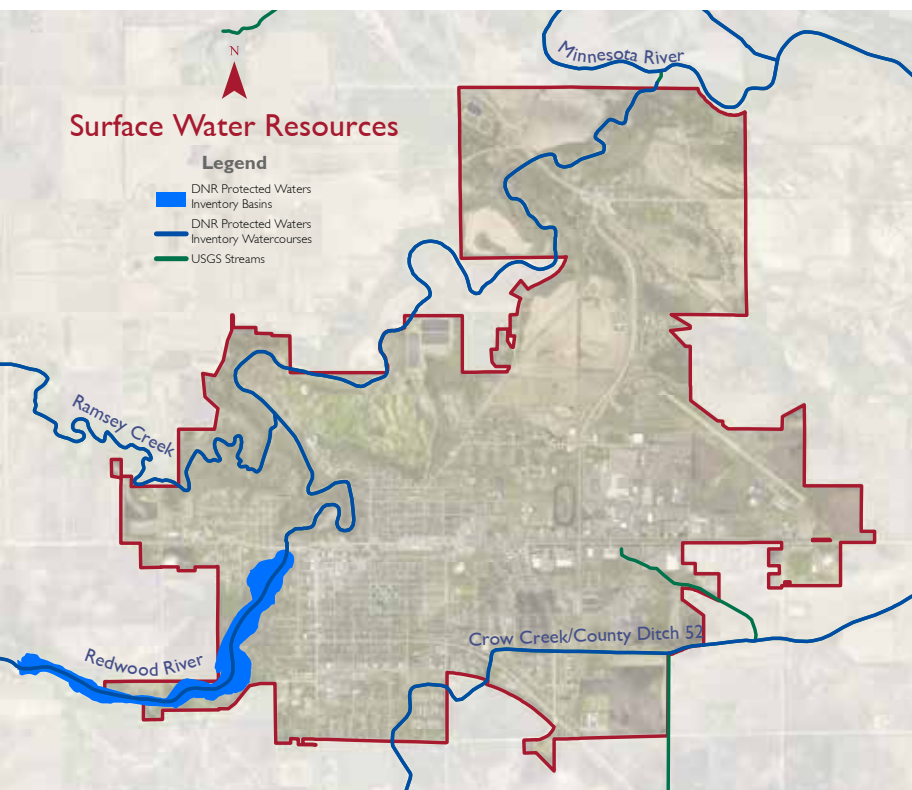
Redwood River

Minnesota River

*County Ditch 52/Crow
Creek*

LAKES

Lake Redwood



WETLANDS

Wetlands have historically been regarded as obstacles to development and farming practices rather than as areas of intrinsic value. However, wetlands are a vital part of the environment and are essential for storing and stabilizing surface waters, filtration, minimizing the impact of floods on infrastructure, and providing an important wildlife habitat. Wetlands are also the primary method of recharging aquifers and ensuring a continued water supply. Wetlands cleanse and purify surface water by removing nutrients and other contaminants from stormwater runoff. In some areas in and around Redwood Falls, wetlands have been drained and cultivated as drained wet soils and are often very productive. Controlling water via drainage tiles and ditches is extensive throughout the County. It is important for Redwood Falls to balance goals for managing growth, preserving agricultural and farming operations, and protecting the physical/natural environment, especially as it pertains to the remaining naturally-functioning wetlands.

There are very few wetlands in the City limits, although several are scattered in the northern and eastern portions of the City, and adjacent to the Redwood and Minnesota Rivers. The wetland types are typically emergent and shrub/forested plant communities.

The Army Corps of Engineers and the Minnesota DNR are ultimately responsible for the overall protection of wetlands. However, the Redwood County Soil and Water Conservation District is the local governmental unit responsible for implementing wetland protection measures, and administers the Wetland Conservation Act (WCA) on behalf of the City of Redwood Falls.

FLOODPLAINS

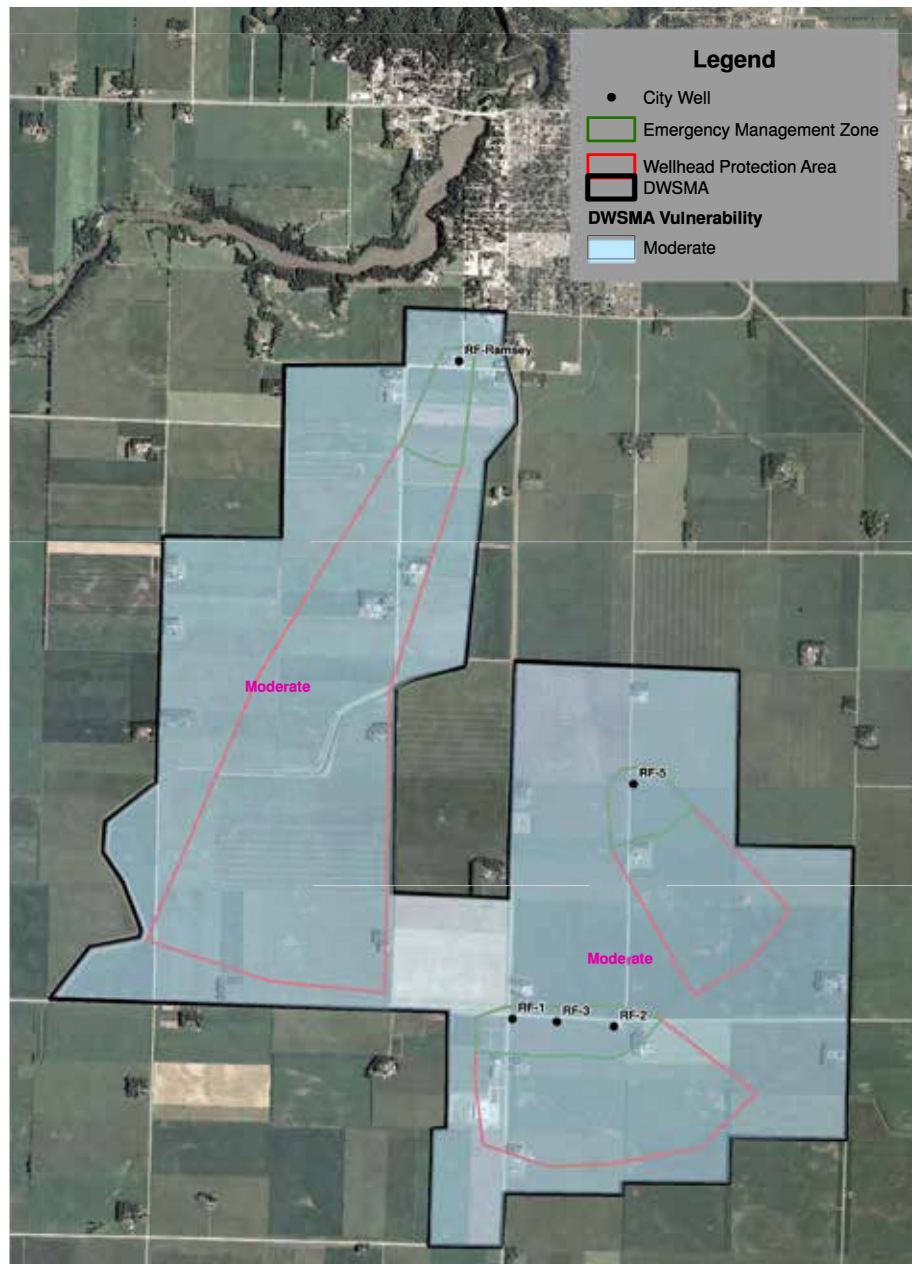
Areas within the City of Redwood Falls have been assessed for potential flooding and Flood Insurance Rate Maps (FIRM) by the National Flood Insurance Program through the Federal Emergency Management Agency (FEMA). Flood zones are geographic areas that FEMA has defined according to varying levels of flood risk. These zones are then depicted on a community's FIRM or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area and can help identify areas of potential flood damage risk. Areas within the City of Redwood Falls have been assessed for potential flooding and FIRM by the National Flood Insurance Program through FEMA.

GROUNDWATER RESOURCES

Subsurface geology and groundwater are important considerations for the City of Redwood Falls as they are the source of potable (drinkable) water. The majority of the City of Redwood Falls is not located within the Wellhead Protection Area and the Drinking Water Supply Management Area for the potable drinking water resource for the City. These two protection programs are part of the Minnesota Department of Health's Source Water Protection Program. The purpose of the Source Water Protection Program is to help prevent contaminants from entering public drinking water sources. The Wellhead Protection Area is designed to protect Redwood Falls' five public water supply wells. The Drinking Water Supply Management Area (DWSMA) vulnerability is an assessment of the likelihood for a potential contaminant source within the DWSMA to contaminate a public water supply well.

Hydrogeologic conditions/materials also determine how sensitive groundwater may be to contamination by chemicals and pollutants introduced at ground level. Sensitivity to pollution is described in terms of the length of time it takes for a drop of water to cycle from absorption into the ground to discharge (removal) from an aquifer. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel: shorter cycle times may indicate a higher sensitivity, longer cycle times may represent a greater travel time and increased geologic protection. The groundwater sensitivity to contamination is considered 'Moderate' by the MPCA in the vicinity of Redwood Falls.

MINNESOTA DEPARTMENT OF HEALTH SOURCE WATER PROTECTION



There are four pollution sensitivity categories for groundwater resources: Very High, High, Moderate, and Low.



NATURAL FEATURES

NATURAL CORRIDORS

The natural environment within the City is most preserved along river, stream, and lake corridors, and woodlots. The surface waters along the river and wetlands provide critical habitats and food sources for wildlife. Protecting them, along with the interconnected woodlots and open spaces, is of great importance to maintaining the ecosystems in place. Finding the right balance between preserving the natural features within corridors and the encroaching built environments should be considered for sustaining the long-term viability of these corridors.

GEOLOGY

The City has a plateau type of terrain coupled with a relatively steep drop to the Redwood River. The elevation of the plateau region typically varies no more than 20 feet. However, there is a 70-foot drop to Lake Redwood and a 190-foot drop to part of Redwood Falls.

The soil structure consists of a variable section of a glacial drift overlying a thin or non-existent layer of Cretaceous shales and sandstones that rest on Pre-Cambrian granite. The granite typically lies within 100 feet of the surface. The drift material consists generally of clays containing interwoven deposits of sand and gravel. These clays are quite impervious and allow little runoff to permeate into the soil. Sand and gravel deposits at different depths in the glacial drift are the most widely used aquifers in the area. In areas where glacial drift is thick, it contains lenses of sand and gravel that produce an adequate supply of water for all ordinary purposes.

Kaolin, an aluminum-silicate clay used in paper, plastics, rubber, paints, and other products, can be found in the clay deposits of the Minnesota River Valley, including the Redwood Falls area. To the east, the Morton area is known for its prized architectural stone called "Rainbow Rock," or Morton Gneiss, which is pictured to the left. This stone is shipped throughout the world, and it is one of the oldest known rocks in the world.

3.5 BILLION YEARS

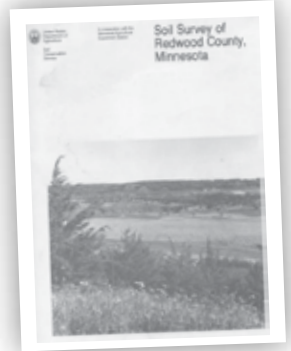
The age of rainbow rock

SOILS

Soils can help determine land use patterns in the Redwood Falls area. Therefore, the characteristics of the soils should be examined in order to make proper decisions on the use of the land and to protect the natural environment. Certain soil conditions have been beneficial to the Redwood Falls area and have been chiefly responsible for the area's relatively high agricultural production. On the other hand, soils can be the root of land use problems and controversy, such as cases of poorly sited urban development with severe erosion and drainage problems. Due to these different soil types, it is essential to incorporate soil data into all planning activities and decisions.

The soils in the Redwood Falls area have been placed in three soil associations. These associations are named for the major soils in them, but other soils may be present in any of the associations. Refer to the Redwood County Soil Survey (a web address is listed on the right side of this page) for specific information concerning the soils described in this Chapter. Before selecting a specific site for any type of development, proper borings or geotechnical tests documenting the specific characteristics of the soils should be conducted. Below is a description of the soil associations found in the Redwood Falls area.

REDWOOD COUNTY SOIL SURVEY



<http://bit.ly/2qZAuhc>

TERRIL-SWANLAKE-STORDEN ASSOCIATION

This soil association generally follows the Redwood River and Ramsey Creek and can be found in the southwestern to western part of the City. The main concern with this association is erosion.

- Well-drained and moderately well-drained.
- Steep and very steep soils that formed in glacial till and in local alluvium derived from glacial till; on river bluffs and foot slopes.

ESTERVILLE-MAYER ASSOCIATION

These soils are typically found in the northwestern and eastern parts of the City. The poor filtering capacity of these soils can result in groundwater contamination.

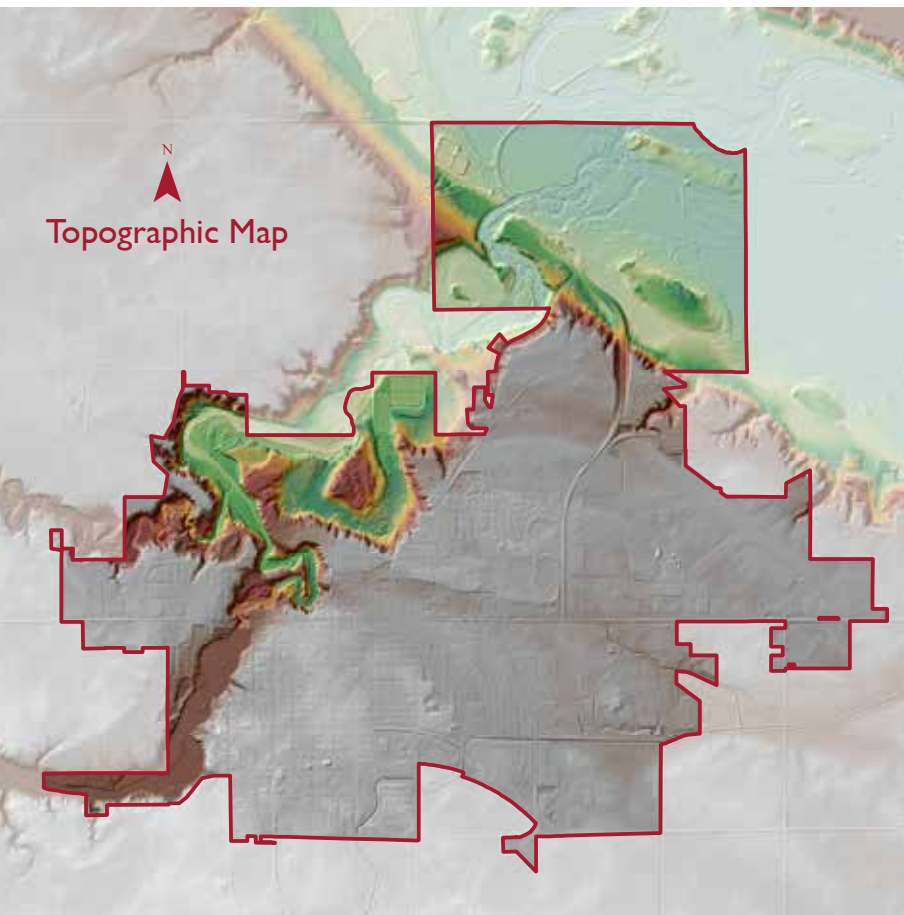
- Well-drained and poorly-drained.
- Nearly level to moderately steep slopes that formed in glacial outwash; on outwash plains, terraces, and moraines.

WADENA VARIANT-ROCK OUTCROP-COPASTON ASSOCIATION

This association is generally found north of the City. These soils are subject to drought and have a shallow depth to bedrock.

- Rock outcrop and well-drained and moderately well drained.
- Nearly level to very steep slopes that formed in glacial drift and alluvium, and on terraces.





Topographic Map

This map also illustrates soils with slopes of 6-12% and greater.

TOPOGRAPHY

The topographic map to the left illustrates the topography within and surrounding the City of Redwood Falls. Area topography features mild fluctuations in elevation with greater fluctuations noted adjacent to the Redwood River and Lake Redwood.

Elevations range from

870-1040 FEET

above sea level



VEGETATION

The original vegetation of the Redwood Falls area was tall and medium prairie grasses. At one time, large populations of grazing animals such as bison, elk, antelope, and deer ranged in these grasses. Urbanized areas are now found within the City, while agricultural and pasture land are the predominate land types found outside the City limits. Today, natural forest and prairie grasses are found in areas that are not well suited for either agriculture or urban development, such as wetlands, steep slopes, poor soils, and river corridors.

The Prairie Bush Clover (*Lespedeza leptostachya*) is a Federally-listed threatened species, which may be present in native plant communities that inhabit Redwood County.

WILDLIFE

Local wildlife includes:

- | | | |
|-------------------------------------|----------------|---|
| • Waterfowl | • Weasels | • Coyotes |
| • Songbirds | • Raccoons | • Prairie Skinks |
| • Eastern Wild Turkeys | • River Otters | • Snakes |
| • Raptors (Hawks, Eagles, and Owls) | • Minks | • Salamanders, Toads, and Frog |
| • Opossum | • Badgers | • Northern Long-Eared Bat (A Federally-Listed Threatened Species) |
| • Shrews | • Foxes | |
| • Moles | • Squirrels | |
| • Rabbits | • Skunks | |
| | • Deer | |
| | • Turtles | |

GOALS AND STRATEGIES FOR ENVIRONMENTAL VALUE

The main goal is to recognize the significance that Redwood Falls' natural resources had and continue to have in the development of the City. Redwood Falls should continue to use ordinances and other tools to ensure reasonable protection and enhancement of natural resources.

GOAL #1

Protect, conserve, and enhance natural resources and environmentally sensitive areas within and adjacent to the City for the community's long-term environmental benefit

- ☒ Continue to enforce all zoning standards related to environmental protection, woodlands, wetlands, floodplain, shorelands, bluffs, steep slopes, and erosion.
- ☒ Require all areas of urban development to be served by public facilities.
- ☒ Promote Low Impact Development practices to City leaders and private development projects.
- ☒ Encourage the reforestation of areas cleared by past land disturbances.
- ☒ Evaluate project opportunities to establish or improve desirable habitat for State and Federally-listed special concern, threatened, and endangered species.
- ☒ Collaborate with local, State, and Federal agencies to monitor and manage the presence of invasive species.
- ☒ Encourage public and private recycling programs to serve the community and surrounding area.
- ☒ Require mitigation measures from potential environmental impacts from visual, noise, erosion, and fugitive dust sources caused from non-metallic mining operations.

GOAL #2

Work with appropriate County, State, and Federal agencies to improve water quality of Lake Redwood, Ramsey Creek, and the Redwood and Minnesota Rivers

- ☒ Support public and private organizations currently working on cleaning up the Redwood River/Lake area.
- ☒ Pursue funding mechanisms to improve the water quality, fish and wildlife community, and recreational use of Lake Redwood. Secure dedicated funding to dredge Lake Redwood.
- ☒ Work with State and County officials to identify and mitigate all failing on-site septic systems and polluted wells within the adjacent Townships.
- ☒ Regulate the development of contributing subwatersheds and potential water quality Best Management Practices to implement within agricultural land uses.
- ☒ Identify and implement Best Management Practices to protect Wellhead Protection Areas from surface and groundwater pollution, in association with the objectives of the Part II Wellhead Protection Plan and Redwood County Water Plan.
- ☒ Investigate opportunities to implement pollutant reduction Best Management Strategies in conjunction with the City's Municipal Separate Storm Sewer System (MS4) permit obligations.
- ☒ Investigate the feasibility of an area for wetland mitigation banking, allowing the industrial park to expand in areas where the airport overlay district does not have development impacts.
- ☒ Collaborate with local, State, and Federal agencies to monitor and manage the presence of invasive species.

GOAL #3

Promote the development of alternative energy resources through the use of wind, solar, and other renewable sources, and provide incentives for conservation of natural resources

- ☒ Evaluate the use of City financial and/or regulatory program incentives to encourage project proposers to implement long-term sustainability design components.

GOAL #4

Maintain wildlife populations to suitable levels based on current carrying capacity. Promote habitat establishment projects to encourage recolonization of State and Federally-listed special concern, threatened, and endangered species

- ☒ Annually evaluate and implement the need for deer management.
- ☒ Evaluate specific project opportunities to establish desirable habitat for specific State and Federally-listed special concern, threatened, and endangered species.

GOAL #5

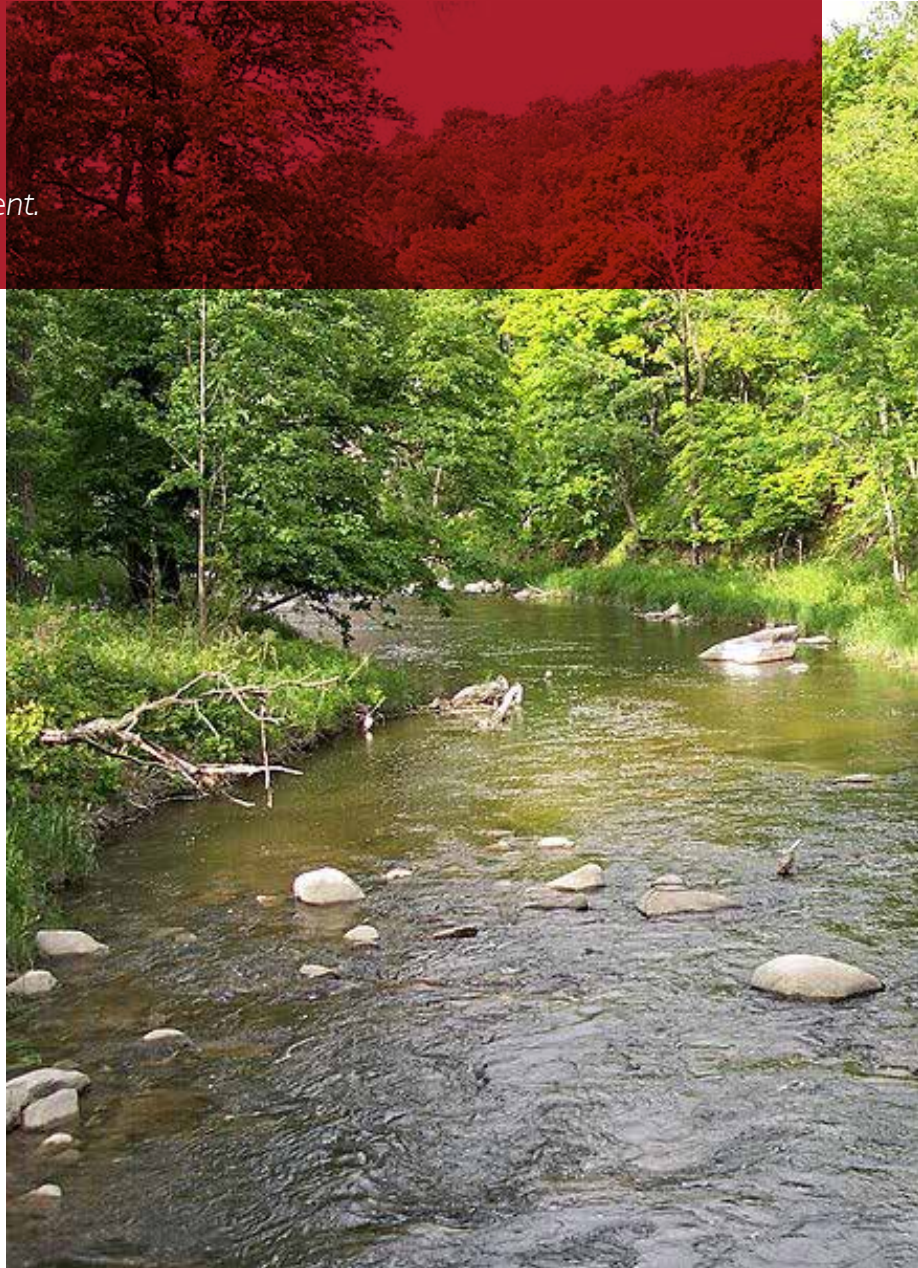
Maintain active and passive open spaces to meet the needs of the community, promoting and preserving self-sustaining greenway corridors

- ☒ Maximize the recreational and cultural opportunities of Lake Redwood and Ramsey Park.
- ☒ Recognize and promote the expansion and development of park facilities, including multi-use trails.
- ☒ Ensure that there are adequate neighborhood park facilities to meet the needs of the residential neighborhoods, particularly in growth areas.
- ☒ Implement native vegetation and stormwater best management practices, where prudent and feasible.
- ☒ Promote a greenway corridor along the Redwood River to the Minnesota River as well as pedestrian connection from the Downtown district to Lake Redwood.
- ☒ Preserve and support parks and open space as part of the natural ecosystem and as critical elements in the public realm.
- ☒ Integrate City plans and developments with the Minnesota DNR to protect, restore, and manage natural areas connected by ecological corridors in the region.
- ☒ Encourage the financing and construction of private unstructured open spaces, particularly open play areas, in new multi-family developments.
- ☒ Where appropriate, coordinate with landowners and others to encourage the preservation of existing privately-owned natural areas.
- ☒ Focus development and redevelopment in areas that are already urbanized. Minimize further encroachments into natural areas where feasible.
- ☒ Utilize natural areas, open space, and greenway corridors as potential locations to implement water quality Best Management Practices.

DEVELOPMENT CONSIDERATIONS

The presence of natural features has been reviewed in this Chapter so as to provide background reference information for the community, which can be consulted when making decisions regarding future development.

POSSIBLE CONSTRAINTS Several of the natural features identified in this Chapter, including wetland areas identified on the National Wetland Inventory, areas of steep slopes (6-12% or greater based on Redwood County Soil Survey), and Hydrologic Soil Classifications (based on Redwood County Soil Survey), were compiled and are shown potential development constraints. However, additional fieldwork must be completed prior to development. The information provided in this Chapter was created for reference purposes only, and is intended to provide a general overview of areas with possible development constraints. Important information to consider that was not available include delineated wetland areas, important farmland areas, areas of known regulated waste (including storage tanks), significant unknown local natural resource features, and areas of historic significance.



IMPLEMENTATION AND FUNDING

Redwood Falls will need to secure funding in order to conserve natural resources, improve water quality, promote open spaces and greenway corridors, encourage the development of alternative energy sources, and conserve wildlife populations and habitat.

The following State funding strategies can be considered for supplementing local funding and private investment to achieve the goals identified in this Chapter.

FUNDING

CLEAN WATER PARTNERSHIP

This funding program was authorized by the Minnesota legislature and is administered through the Minnesota Pollution Control Agency. The goal of the program is to control nonpoint pollution sources by managing watersheds and to improve the surface and groundwater throughout the state of Minnesota. Local units of governments may request loan funding to partially fund projects aimed at gathering data, developing diagnostic studies, implementing clean water plans, and using best management practices (BMPs). There is currently \$11M available in loan money. Currently no grant opportunities are planned for the upcoming fiscal years.

CLEAN WATER FUND

The primary grant through the Clean Water Fund is the Surface Water Assessment Grant (SWAG). This grant is administered through the Minnesota Pollution Control Agency. Grant funds can be used for implementing and maintaining both restoration and protection efforts. The larger Clean Water Fund is used state-wide for protecting and restoring wildlife habitats and wetlands, supporting parks and trails, protecting and improving drinking water sources, and restoring water resources.

FOREST MANAGEMENT GRANT

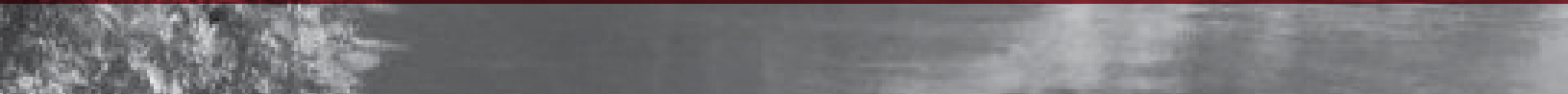
The main Forest Management Grant is called the Improving Forests through Citizen Engagement Grant. The funding is provided by the Minnesota Environment and Natural Resources Trust Fund. Grant funding is contingent upon a 25% local match that may be met over a period of three years. Cities may use the funding to inventory and develop management plans focused around maintaining and diversifying their own community forests. Citizens must also be engaged in the planning and implementation process. Additionally, Redwood Falls can also engage the citizenship in the removal of other invasive species in the community outside of forest management.

RECYCLING ASSOCIATION OF MINNESOTA

This non-profit organization's mission statement states that they are "committed to increasing recycling in Minnesota to improve the social and economic health of our citizens, businesses, institutions, and future generations." The non-profit offers one grant program called the Message in a Bottle program. Organizations or businesses may apply and get recycling bins for their community to encourage community-based recycling.



10 PARKS AND RECREATION





10

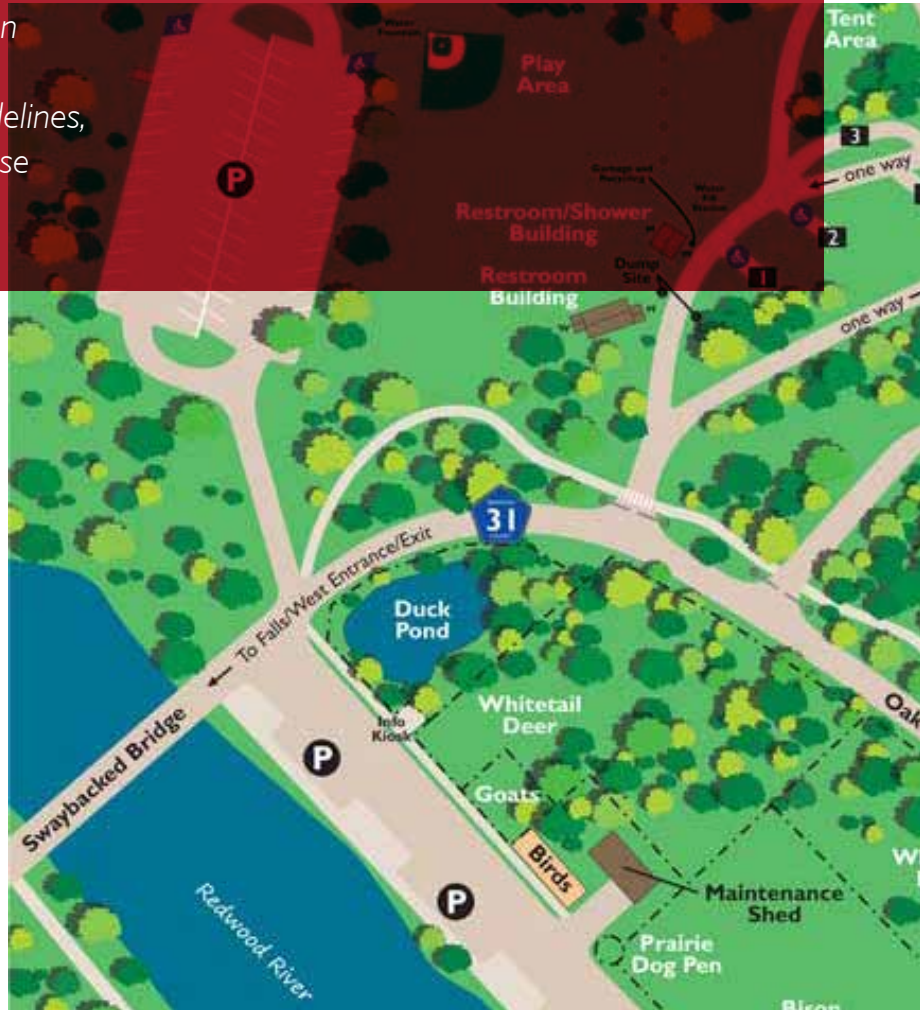
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INTRODUCTION TO PARKS AND RECREATION

The comprehensive parks and recreation plan is the first planning document devoted to establishing park and recreation criteria, guidelines, and standards for future development of these amenities within the City of Redwood Falls.

EXISTING PARK SYSTEM Redwood Falls' current park system is already fairly developed, with a strong emphasis placed on youth recreation opportunities. Ramsey Park and the Minnesota and Redwood Rivers play a significant role in attracting tourism and enhancing community quality of life. The City has a good working relationship with not only the local schools, but also the many organizations and groups which utilize parks and recreation facilities. Enhancement of those partnerships and expansion of other partnerships will help provide the best and most efficient system and program offerings.

The purpose of this Chapter is to address the community's desire to create year-round recreation programming and facilities, leverage the existing natural resources and amenities to promote tourism and attract businesses and residents, guide the City in acquiring land for new parks and recreation corridors while making improvements to the existing, and support the Parks and Recreation Department Mission Statement (below).



“The mission of the Redwood Falls Parks and Recreation Department is to provide quality facilities and programs for all. Quality Parks and Recreation Programming enhances economic development, community crime prevention, and adds to the quality of life for ALL residents and visitors of the community.”

PARK CLASSIFICATION AND CRITERIA

The park system plan consists of a variety of parks and open spaces defined under various classifications. Each classification serves a particular purpose in meeting local park and recreation needs. Although some flexibility is warranted, classifying parks is necessary to ensure a well-balanced system in which all recreational needs are effectively and efficiently met.

PARK TYPES The classifications applied to Redwood Falls are based on guidelines recommended in the National Parks, Recreation, Open Space and Greenways Guidelines, and Planning and Urban Design Standards, albeit expanded or modified to address circumstances unique to the city. The table on the following page provides an overview of each classification used in Redwood Falls.



PARK CLASSIFICATIONS

	GUIDELINES	APPLICATION TO REDWOOD FALLS	SITES
Neighborhood Park	Neighborhood parks are the basic units of the park system and serve a recreational and social purpose focused on informal active and passive recreation. Neighborhood parks are typically 2-5 acres, with 5 acres or more preferred for new parks. Service area is 1/4-mile radius for mini parks and up to a 1/2-mile for a typical neighborhood park, if uninterrupted by major roads and other physical barriers.	Neighborhood parks remain a basic unit of the park system in Redwood Falls and a service area of 1/4- to 1/2-mile radius remains appropriate. When new parks are connected with greenway-based trails, service areas can be expanded to a 1/2-mile radius, or slightly more, since trails and open space become part of the park experience.	Knollwood Park North Redwood Park
Community Park	Community parks serve a broader purpose than neighborhood parks. The focus is on meeting community-based recreational needs. Size varies depending on function, with 5 acres minimum preferred. Service area can be community-wide, several neighborhoods in a given area of the city, or a larger regional area if the parks are used for programmed recreation.	The community has a long tradition of setting aside land for Community Parks with destination type amenities and programs. This tradition should be continued as additional land develops.	Johnson Park Legion Park Perks – Westside Park
Regional Park	Regional parks are open spaces with a natural resource and larger acreage focus. A key objective is protecting ecological resources and providing wildlife habitat. Passive uses such as hiking, canoeing, and nature viewing are the most common forms of activity. In Redwood Falls, these parks also provide active recreational areas, picnic facilities, and occasionally historic features or landscapes.	Redwood Falls has one park of regional significance that is officially designated by the Greater Minnesota Regional Park and Trail Commission, making it eligible for state funding through the Legacy Amendment.	Ramsey Park
Athletic Complex	An athletic complex consolidates programmed adult and youth athletic fields and associated facilities to strategically located sites within the community. They can also provide neighborhood-use functions. Tournament level facilities are appropriate. Size varies, with 15 acres or more desirable. These complexes serve both the community as well as a regional area.	This classification has application to Redwood Falls to meet local and regional needs for athletic facilities (in concert with school sites).	Memorial Athletic Complex
Special Use	Special use parks cover a broad range of parks and recreation facilities oriented toward single-purpose use, such as nature centers, historic sites, and plazas.	The use of this classification will be limited in Redwood Falls, and will relate primarily to historical sites and plaza areas in the Downtown district.	Richard Sears Memorial Park Town Park
Greenway	Greenways are lands set aside for preserving natural resources, remnant landscapes, and open space, and providing visual aesthetics/buffering. Their focus is on protecting ecological resources and providing wildlife and trail corridors. The secondary use is for trails, assuming that they can be integrated without compromising the integrity of the natural systems.	Within the City proper, there is significant opportunity for establishing greenways and preserving open space, particularly north of Highway 19. In areas where greenway establishment is more challenging, it will be important for the City to work closely with landowners and developers in growth areas to set aside land for greenways and interconnected trails systems.	Along Lake Redwood Along the Redwood River Along County Ditch 52/Crow Creek
School Site	School sites are used in concert with or in lieu of City parks to meet community recreation needs. School sites often contribute significantly to indoor recreational opportunities within a community. Size varies, depending on specific site opportunities.	Continuing the established relationship between the School District and the City is vital to successfully meeting the long-term demand for athletic facilities in a cost-effective manner.	Redwood Valley Elementary, Middle, and High Schools

INVENTORY AND ANALYSIS

Redwood Falls' park system currently includes two neighborhood parks, three community parks, one regional park, one athletic complex, one special use park, and school sites at the District's elementary, middle, and high school. Future parks should be strategically located to ensure appropriate park distribution and access for all residents.

PARK FACILITIES Parks comprise 268 acres or just under eight percent of the total City. Ramsey Park and the associated golf course (privately-owned and currently zoned Single Family Residential) are by far the largest park and recreation land uses in the City. Memorial Athletic Complex also includes significant acreage for park, recreation, and open space use. The following provides an overview of each park and recreation facility within Redwood Falls.

OPEN SPACE WITHIN RESIDENTIAL DEVELOPMENTS Two small open space areas that are left over from residential development exist within the community. When developed, the parcels were divided up in a manner that left small, awkwardly-shaped areas in the middle of spaces where backyards converged. The spaces are too small to develop or add park amenities. They are not available to anyone other than the adjacent residents, and cannot be divided so all homeowners are given an equal portion. Given these circumstances, it is recommended the City develop an agreement to transfer maintenance to the adjacent homeowners or naturalize the area with trees and native grasses. The City should update its development ordinance to ensure all areas of a development are efficiently and effectively used, in which any space that is to be designated as parks or open space shall meet or complement the park criteria outlined in the park classifications previously listed.



8%

of Redwood Falls is comprised of parks

PARK AND RECREATION FACILITY AMENITIES

	PICNIC SHELTER	PLAYGROUND	BASKETBALL COURT	SOFTBALL FIELD	BASEBALL FIELD	DISC GOLF COURSE	SAND VOLLEYBALL COURT	TENNIS COURT	DRIVING RANGE	FOOTBALL FIELD	TRACK	MULTI-PURPOSE COURT	PICNIC AREA	TRAILS	RESTROOMS	FISHING PIER	PEDESTRIAN BRIDGE	SHOWER FACILITY	CAMPGROUND	RV WASTE DISPOSAL	FISHING RAMP	OBSERVATION/OVERLOOK	SITE MARKERS	TRAILHEAD/KIOSK/NATURE CENTER	ZOO	CONCESSIONS	AQUATIC CENTER	SKATE PARK	GAZEBO/SEATING AREA	LAWN SPACE
Knollwood Park	•	•																												
North Redwood Park		•	•										•																	
Johnson Park		•		•		•							•	•																
Legion Park	•	•	•				•								•															
Perks - Westside Park	•	•		•												•														
Ramsey Park	•	•											•	•	•		•	•	•	•	•	•	•	•	•	•				
Memorial Athletic Complex				•			•																			•	•	•		
Richard Sears Memorial Park	•																						•							
Town Park																													•	
Redwood Area School District Elementary School		•										•		•																•
Redwood Area School District Middle and High School				•	•			•	•	•	•			•											•		•			•



CUMULATIVE PARK SYSTEM ACREAGE STANDARDS The current national guidelines for acreage standards defer to each community to evaluate and determine its own park and open space needs and desired level of service through local public process, and compare that evaluation against similar situations within the region if necessary. Redwood Falls' park system falls within standard practices and compares favorably to other communities with similar populations in terms of public land area and park distribution.

PARK ACREAGE AND SERVICE AREAS

General guidelines for parks and open spaces suggest there are at least 7 acres of municipal park land per 1,000 residents and that 90% or more of residents are within one-half mile of a park or protected green space.

Nuances with Redwood Falls' system include the opportunity for an extensive greenway corridor system linking the downtown area to the Minnesota River. This is a unique opportunity that sets Redwood Falls apart from many communities of similar size. However, due to the consistent annual flooding issues along the river, it is recognized that challenges exist when attempting to create recreational opportunities along these corridors.

Redwood Falls currently provides 53 acres of parks per 1,000 residents.

RECREATION PROGRAMMING The Park and Recreation Department offers recreational and leisure programming opportunities for youth and adults of all ages year-long.

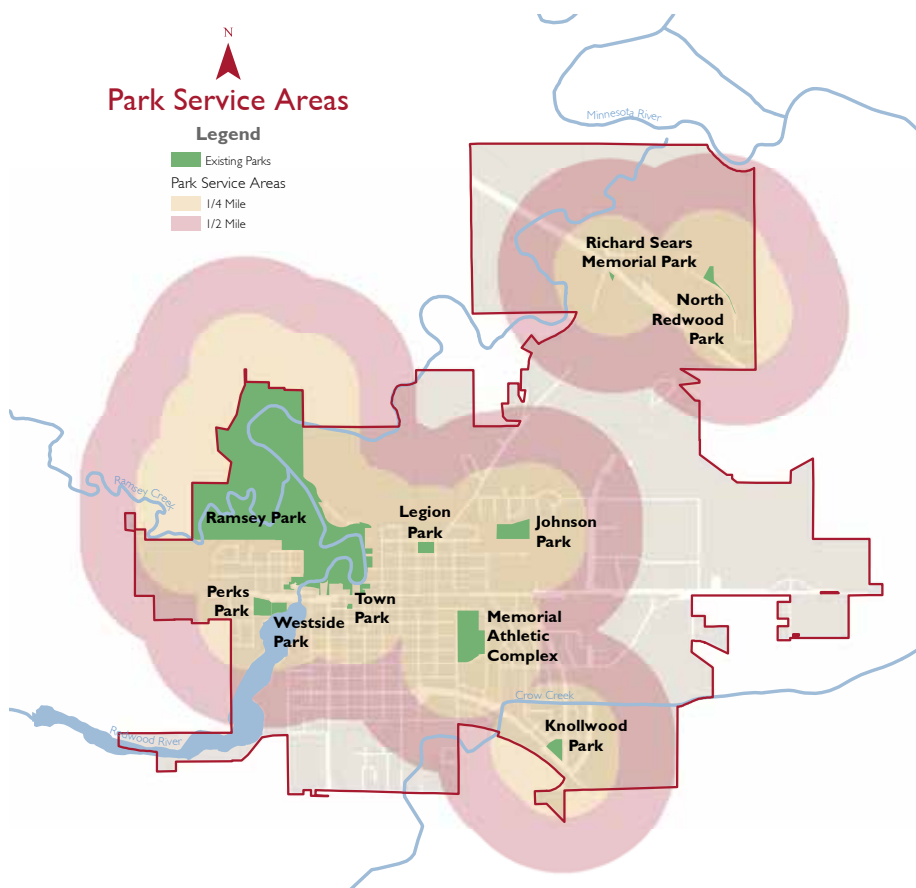
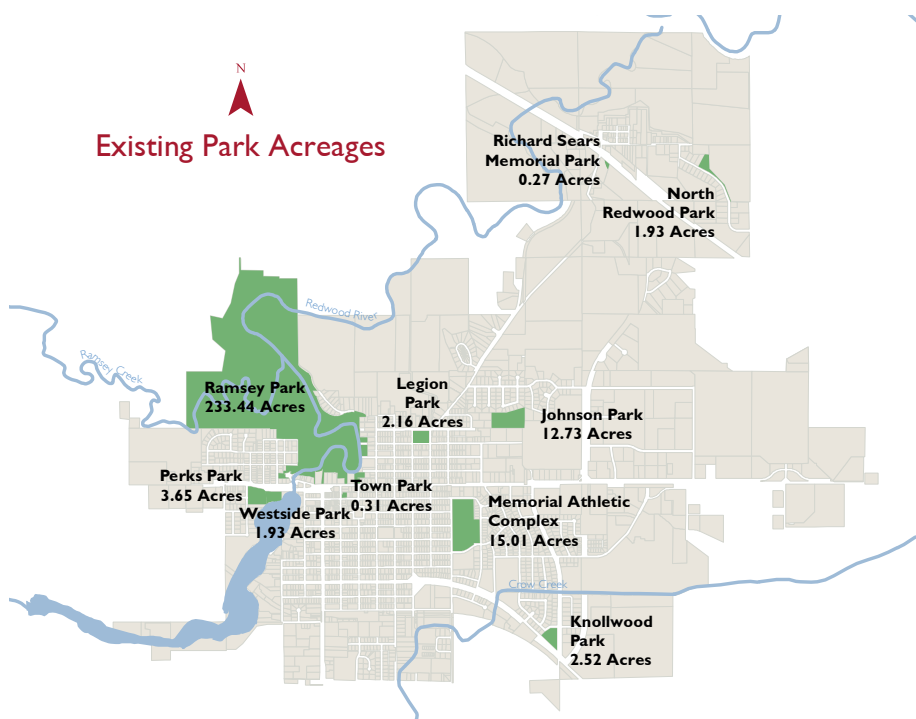
The Parks and Recreation Department has working partnerships with numerous athletic associations who provide their own independent programming for specific activities.

All recreation programming takes place at the Redwood Area Community Center, the City parks, and the Redwood Area School District Facilities.

The Park and Recreation Department also has several partnerships with local park and recreation advocates. They provide a variety of benefits to the City by helping to maintain and improve current facilities, offering programming opportunities, and hosting events. The City should continue to foster these positive relationships and seek additional opportunities.

CURRENT ASSOCIATIONS IN REDWOOD FALLS

Redwood Area Basketball Association
Redwood Area Hockey Association
Redwood Area Youth Baseball Association
Redwood Falls Softball Association
Redwood Area Juniors



FUTURE PARKS

The existing parks are fairly well distributed across the community, except for one area in the southwest portion of the City that lacks park space. The proposed parks plan indicates locations for future parks, greenways, and trail connections to ensure an appropriate distribution and access for all residents.

KEY TRENDS The Park and Recreation Department plays a central role in helping Redwood Falls community members live healthy lifestyles. Facilities should adjust offerings to focus on recreational activity trends, such as walking, running, and hiking.



LINKING TRAILS BETWEEN PARKS AND NATURAL FEATURES

Walking, running, and hiking have been ranked as the top recreational activities no matter where you live in the United States for over a decade now. Due to this, the pressure to provide and develop safe, accessible, and pleasing environments to support these activities has been increasing. The City has a few sections of well-defined and developed trails, but lacks critical connections. If a complete looped system were in place, it would provide a tremendous marketing opportunity for the City, especially since nearby communities of similar size do not have such systems in place nor the unique natural resources present to Redwood Falls.

INCREASED DEMAND The Aquatic Center, Ramsey Park, and the Redwood Area Community Center serve more than just the city; many of the system's parks and recreation facilities are regional draws that attract visitors from the region and state. This places unique pressures on the parks and recreational facilities due to their large constituencies. With more voices calling for additional facilities and programming, as well as new kinds of parks and recreation opportunities to meet emerging trends, the City will be challenged to continue to provide high-quality facilities and programming that meet the needs of the community and enhance neighborhood quality of life.

GOING GREEN The increased emphasis on "living green" in all aspects of our lives will impact the parks system. From natural stormwater management to protection and restoration of native habitats, the link between open space and the city's natural resources will become more important in defining Redwood Falls' quality of life. Parks will have to do as much as possible to help the City become more environmentally sustainable by preserving natural resources, building and operating more efficiently, and educating the public on the importance of the human connection to the natural realm.

INCREASED FOCUS ON HEALTHY LIFESTYLES

Parks and Recreation has a central role in helping people live more active, healthy lives. Parks and Recreation assumes a responsibility to respond to the growing obesity epidemic, as well as other health challenges that are facing the community by promoting and providing opportunities for adults and youth to make healthy choices.

Redwood Falls Park and Recreation facilities and programming are increasingly seen as a fundamental part of a more active, healthy lifestyle, which provides an opportunity for the City and Parks and Recreation Department to serve as the authoritative voice and information source for residents who want to increase their physical activity level and live more healthy lives.



GOALS AND STRATEGIES

The following goals will help Redwood Falls position itself as a destination for nearby community residents looking for outdoor activities, while also offering excellent parks, trail systems, and recreational opportunities for Redwood Falls residents.

GOAL #1

Plan for a sustainable park system and ensure proper maintenance and vibrancy of park and recreation facilities

- ✓ Develop a City Park and Recreation System Plan that addresses existing facilities, park needs, resources, and future park opportunities. This should include capital improvements, new facilities, and recreational programming.
- ✓ Plan and design parks in a way that ensures their long-term viability.
 - All park properties that are set aside (and/or are proposed in the future) must take into account the long-term commitments required to develop, operate, and maintain across their lifecycles.
 - Balance maintained turf areas with natural areas to add aesthetic appeal, control maintenance costs, infiltrate stormwater, provide wildlife habitat, and reduce carbon emissions.
 - Dedicate land that is reasonably suitable for its intended use, and convenient to the people served.
- ✓ Enhance and diversify sources of funding to support capital operating and program needs.
- ✓ Continue to promote programming within the parks while collaborating with other agencies and partners to encourage users.
- ✓ Establish design standards for signage, including wayfinding, regulatory, and interpretive, site furnishings, and site features and materials.

GOAL #2

Create a greenway system that provides recreational opportunities, protects and enhances natural resources, is valued by the community, and can be maintained long-term by the City

- ☒ Complete an action plan that further defines the limits and opportunities of the greenway corridors and includes strategies, timelines, and costs for implementing the system.
- ☒ Develop an operations and maintenance strategy to assure the public that the City has the capacity to meet these responsibilities.
- ☒ Clearly define how improvements will be funded, and the potential costs to the average homeowner in the city, to avoid any uncertainties in this regard.
- ☒ Make strategic prioritized investments toward the greenway system, which will continue to expand its role as a defining element in the City's infrastructure and enhance the region's economic prospects by attracting new residents and supporting robust levels of tourism.
- ☒ Consider and plan for the development of the proposed Minnesota River and Casey Jones State Trails and how they will connect to and navigate through the community and proposed greenway system.

GOAL #3

Connect neighborhood parks and trails to retail centers and public facilities

- ☒ Ensure walking or cycling are viable options to reach public facilities.
- ☒ Ensure that all trails and trailheads have clear signage to guide users to connection trails and major destinations.

GOAL #4

Create improved access to the City's waterfronts and to the Minnesota River

- ☒ Consider zoning changes along waterfronts to increase recreational access.
- ☒ Create pedestrian-friendly streetscapes to connect adjacent neighborhoods and Downtown to Lake Redwood and Redwood River.

GOAL #5

Promote a healthy and active lifestyle and provide resources and amenities for residents to remain active

- ☒ Ensure convenient and equitable access to parks and recreation facilities.
- ☒ Complete a Trail and Bicycle System Plan in concert with the Greenway System Plan.
- ☒ Provide programming and education on biking and walking.
- ☒ Demonstrate and encourage healthy choices for Redwood Falls. Parks and Recreation should lead by example in encouraging healthy choices for Redwood Falls by offering nutritious foods and beverages at concession facilities and at events, continuing to restrict smoking and tobacco use in parks, and providing facilities such as bike racks, restrooms, and changing rooms.
- ☒ Evaluate the importance of food and explore the use of public/private partnerships for enhanced food experiences as a means to enliven parks and reinforce them as places of community gathering.
- ☒ Utilize special events as opportunities to encourage biking instead of driving.
- ☒ Explore partnerships and improve communications with the Redwood Area Hospital and other health partners who are committed to helping residents lead more active, healthy lives.
 - Pursue opportunities to promote Redwood Falls' parks and recreation facilities as a health asset to residents through partnerships with healthcare providers.
- ☒ Emphasize collaborative programs with Redwood Area Schools, potentially including participating in summer lunch programs.

GOAL #6

Offer quality and affordable programs suitable for all residents

- ☒ Provide a broad range of activities for not only the traditional sports athlete, but also the outdoor and fitness enthusiast.
- ☒ Offer programs in well-maintained facilities, while always keeping the participant in mind.
- ☒ Monitor recreation trends and use patterns, and respond with appropriate programs and facilities.
 - Continue to work with other program providers such as the local school district associations and other government agencies to address this need.

IMPLEMENTATION AND FUNDING

Creating a master parks plan requires community input and involvement. Once a plan is created, the City must secure funding to see the plan come to fruition. This section outlines funding options the City can pursue.

IMPLEMENTATION The following tactics can be used to help achieve the goals outlined in this Chapter.

COMMUNITY INVOLVEMENT

As the City moves forward with making improvements to the existing park system or planning for a future greenway system, it will be critical to involve all constituents (residents, park users, interest groups) in setting balanced priorities for planning, development, programming, maintenance, use of facilities, physical enhancement, development of facilities and/or open spaces, and other park-related matters. Involving citizens in these decisions gives them a sense of ownership, responsibility, and control. Residents and volunteers play an important role in helping staff identify park and recreation needs specific to their neighborhood.

ANNUAL MASTER PLAN

The Parks and Recreation Department should continue to prepare an annual master plan indicating improvements, priorities, budget, and maintenance considerations. This effort and product provides the City with a strategic and realistic work plan that focuses the work of the Parks and Recreation Department. The plan should be presented to the Parks and Recreation Commission for review and approval, and relayed to the City Council.

COMMUNITY SURVEYS

The City should continue to solicit feedback from the community utilizing online or mailed surveys. Accurate and timely information will help the City prioritize investments, evaluate programming, gauge support, and anticipate future needs. In order to continue to make decisions that benefit parks and recreation users, the City will need to gather information regularly and use the data to inform appropriate choices.

PARK AND OPEN SPACE DESIGNATION

As noted in the Land Use section, the City must update its Zoning Ordinance and Map to address inconsistencies and conflicts that may exist with the proposed changes.

FUNDING

The following should be considered to ensure developers provide sufficient park facilities or appropriate monetary compensation for the success of the park system.

Dedicated land should be reasonably suitable for its intended use, and located conveniently for the people to be served. Factors to be considered in evaluating dedicated land include size, shape, topography, geology, hydrology, tree cover, access, and location. Land with dead trees, trash, pollutants, and unwanted structures is not acceptable, unless the developer first removes the unacceptable material. The parkland dedication ordinance should be updated to define acceptable condition standards.

Cash donations received by the City to be applied to park and recreation improvements should be reviewed and updated annually within the City's ordinance to reflect current market land values, zoning type and respective population densities, and to ensure the amount is sufficient to help support the needs of the overall park system.

FUNDING

The following State funding strategies can be considered for supplementing local funding and private investment to achieve the goals outlined in this Chapter, strengthening the Redwood Falls Parks system and making Redwood Falls a destination for nearby communities.

STATE OUTDOOR RECREATION GRANTS

The State of Minnesota annually allocates funds for park acquisition and development projects which meet recreational needs identified by the State Comprehensive Outdoor Recreation Plan. In recent years, Legacy Amendment Fund has emerged as a legitimate potential funding source for projects of regional or state-wide significance. Whatever the program, the grants are competitive and awarded according to project merits.

LAND AND WATER CONSERVATION FUND

The federal government allocates monies each year to states for public acquisition and development projects. The State of Minnesota administers these grants through the DNR.

Funding availability through this program has been limited in recent years.

FEDERAL TRANSPORTATION FUNDS

The Federal government allocates monies each year for alternative forms of transportation, which includes bicycle trails that focus on transportation.

Funding availability through this program has been significant in past years. The potential for receiving funding for local trails is relatively good.

FEES/ENTERPRISE FUNDS

Minnesota statute allows cities to prescribe and provide for the collection of fees for the use of any City park or other unit of the City park system, or any facilities, accommodations, or services provided for public use therein.

This is becoming a much more relied upon funding source, especially for singular use facilities ranging from ballfields to hockey arenas.

PARTNERSHIPS

Partnerships include those with adjacent cities, the County, and school districts to develop, maintain, and operate parks and recreational facilities on a joint-use basis.

Although limited public funding availability is an issue at all levels, forming partnerships to spread the cost of providing a specific type of service or facility still has merit whenever there is an opportunity.

PARK DEDICATION FEES

The park dedication fund provides funding for parks as long as community development continues to occur. Any controls imposed on the extent (total number of units) or rate of development (number of units per year) allowed within the City will limit the revenue generated under this fund. The City will need to ensure the fees imposed are consistent with current State statutes.

Even with periodic adjustments, park dedication fees alone will not be adequate to fund the system plan to an optimal level.

DONATIONS

Donations include cash donations, gifts, volunteerism, and professional services donated to the park for planning, acquisition, or development purposes.

Donations provide limited potential from a cash perspective, but remain important with respect to the use of volunteers to offset programming costs.

LOCAL SALES TAX INCREASE

A local sales tax is a special-purpose tax implemented and levied at the city level. A local option sales tax is often used as a means of raising funds for specific local or area projects, such as improving parks and trail within the community.

As much as the sales tax approach offers a high degree of merit, it must be noted that enacting it requires approval by the State Legislature following requirements established by State statute. In an ever-shifting political environment, getting this approval is not always certain.

PARK AND RECREATION BOND REFERENDUM

A bond referendum, or a way to borrow money to fund capital projects, normally requires voter approval. Collection of the money is carried out by taxing local property owners.

Although many communities have been successful at passing bond referendums to fund park, trail, and recreation improvements in recent years, they have done so by having a detailed park and trail system plan, completing community surveys to understand priorities, and carrying out a marketing campaign that educates citizens on the monetary impacts and value added to the City.



II IMPLEMENTATION





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PLAN PRIORITIES

Each element of this comprehensive plan detailed goals and recommendations that the City can implement and encourage to reach the desired vision for 2035. Since the plan is large in scope, it is best to prioritize the recommendations found in each element of the plan. This ensures the City is set up for successfully completing its goals by establishing a strong foundation. The CPC determined these priorities for each element of the plan at a meeting in May 2017. They are detailed below.

LAND USE Support the compact and orderly growth of all urban development, including residential, commercial, and industrial areas.

INFRASTRUCTURE Continue with program of regular infrastructure rehabilitation and reconstruction.

TRANSPORTATION Establish CSAH 1 as a major arterial serving development in the southeastern portion of the community.

ECONOMIC DEVELOPMENT Develop a strong and diversified economy by retaining and attracting businesses.

HOUSING Continue and maintain a high quality of living environment in all residential neighborhoods and encourage the improvement of residential units when necessary to improve the quality of life of residents.

COMMUNITY FACILITIES Examine developing new social spaces for all.

DOWNTOWN DISTRICT Recreate the Downtown Planning Task Force to act as an advisory group responsible for orchestrating the redevelopment of the Downtown area.

ENVIRONMENTAL RESOURCES Maintain active and passive open spaces to meet the needs of the community and promote and preserve self-sustaining greenway corridors.

PARKS AND RECREATION Plan for a sustainable park system and ensure proper maintenance and vibrancy of park and recreation facilities.



POLICY AND OVERARCHING CHANGES

Formal adoption of the Comprehensive Plan establishes the policy direction for the community. However, the Plan must remain a living document that is continually updated by the City.

ANNEXATION AND GROWTH AREAS

The City should work with the County and adjacent Townships to ensure that residential, commercial, and industrial growth is compatible with the City's policies and can eventually become part of the City that is served by a full range of City Services.

UPDATING ZONING ORDINANCE

Some of the recommendations included in this Comprehensive Plan, specifically in the Land Use and Parks and Recreation chapters, will require Redwood Falls to update their zoning ordinance. This is done through City Council approval, and should be done with public input. Additionally, the City's land use map will need to be updated to reflect the future goals and updated zoning ordinance.



FUNDING

OPTIONS FOR THE CITY

The programs and resources discussed in this section represent the financing tools available for a variety of projects that reach multiple chapters in this Comprehensive Plan. This is not intended to be an inclusive compilation of every funding source available, but rather to highlight sources which are most applicable to the issues developed as part of this report.

FUNDING RESOURCES Due to the changing nature of loan and grant programs and their eligibility factors, the City should research each potential project in order to consider the specifics of the project in relation to the possible funding sources. The funding options in this Chapter involve many planning elements. Funding sources that are specific to the individual planning elements are identified in the implementation sections of their corresponding chapters.

MUNICIPAL MECHANISMS

GENERAL PURPOSE REVENUES

Communities have a number of standard sources of revenue that can be applied to any corporate purpose. The largest of these revenues is normally the general purpose property tax. Others may include State income tax rebates, public utility taxes, retailer occupation tax, plus various fees, fines and other receipts. These can be of key benefit to the City as development and redevelopment tools.

MUNICIPAL BONDS

In many cases, communities are not able to generate sufficient revenues locally to finance needed improvements in a given year. Many municipalities sell bonds to finance major improvement projects. Bonds allow costs to be spread over a period of years and help ensure that no single group of residents will pay

the complete cost for improvements that will be used by other in the future.

GENERAL OBLIGATION BONDS

General Obligation Bonds are secured by the general tax resources of the issuing municipality, with an unconditional pledge by the unit of government to repay the obligation. The municipality agrees to take such steps as may be necessary to raise money for debt service, which in normal practice means levying additional property taxes.

REVENUE BONDS

Revenue Bonds are obligations payable from revenues derived from tolls, charges, user fees, or rents paid by those who use the particular services or facilities. Rates or charges are imposed upon the user in order to recover the costs of financing construction. Interest costs and marketability will vary widely.

SPECIAL ASSESSMENT DISTRICT

This is a taxing mechanism that can be used by municipalities to finance special services, facilities, or improvements for certain geographic parts of jurisdictions. The technique involves the levying of a tax on only a particular area within a municipality (the special district) so that improvements and/or services can be provided. In special districts all real estate is taxed at the same rate. The rate is based upon the equalized assessed value.

TAX INCREMENT FINANCE BONDS (TIF)

Tax Increment Financing (TIF) is a technique that permits cities to finance public front end capital costs in a redevelopment project by pledging the anticipated increase in tax revenues resulting from the new development in that project. Here is a hypothetical case: A blighted area in a community is paying \$100,000 per year in property taxes. The community, after determining that it must invest \$2,000,000 in public funds to revitalize the area, sells tax increment bonds to obtain the necessary working capital. The community invests the \$2,000,000 in land acquisition, demolition, and public improvements. The area is redeveloped and now pays \$400,000 per year in property taxes, generating an increase, or increment of \$300,000. The annual increment of \$300,000 provides monies that may be used to pay off the tax increment bonds; if the annual debt retirement obligation is not more than \$300,000, then there is sufficient increment to cover the issues.

PUBLIC-PRIVATE PARTNERSHIPS

Public-Private Partnerships (P3s) between a local government and private-sector company can be used to finance, build, and operate projects. Financing through a P3 agreement can allow a project to be completed quicker, share the expense between parties, and also share the risk of a project between parties. There are many different types of public-private partnerships, and terms for agreements can depend based upon the type and cost of the project. Partnerships can range from transportation infrastructure, municipal infrastructure, and public facilities or service locations.

FEDERAL PROGRAMS**COMMUNITY DEVELOPMENT****BLOCK GRANTS (CDBG)**

This Federal grant program is administered by the Department of Housing and Urban Development and can be used for projects in many categories. Local governments have a large amount of discretion in selecting the projects. Projects fall in the main categories of public infrastructure, housing, public services, and economic development. Funding is distributed to State and local governments on a formula basis. Units of local government may contract with other local agencies, non-profit organizations, or special districts having proper authority to carry out part or all of their programs. Communities may provide assistance to

profit motivated businesses, when appropriate, to carry out economic development activities. Projects must either benefit low and moderate income persons, aid in the prevention or elimination of slum and blight, or meet other needs of a particular urgency because the existing conditions pose a serious and immediate threat to human health or welfare.

RURAL ECONOMIC**DEVELOPMENT LOAN PROGRAM**

This program is geared toward rural development/job creation. If infrastructure is shown to be a direct linkage or is an integral part of an economic development undertaking, it can be considered for eligibility. Normally, the Rural Economic Development Loan Program cannot be the sole source of funding for a project.

LAND AND WATER CONSERVATION**FUND (LAWCON)**

This program is designed to assist communities in acquiring and developing land and open space for recreational facilities. Eligible applicants include Cities, Counties, Townships and Tribal governments. The Outdoor Recreation Program is funded through the National Parks Service and administered by the State.

STATE PROGRAMS**MINNESOTA HISTORICAL SOCIETY****(MINNESOTA LEGACY GRANTS)**

The Minnesota Historical Society administers Minnesota Cultural Heritage grants that fund history and historic preservation projects. The intent behind the grant program is to preserve and enhance access to the cultural resources in the state and support projects of historical value. Projects must be 12 to 18 months in duration, and grant funding must be used as a supplemental funding source. Small grants are available for projects requiring less than \$10,000, and large grants are available for projects requiring more than \$10,000.

STATEWIDE HEALTH**IMPROVEMENT PROGRAM (SHIP)**

This statewide initiative through the Minnesota Department of Health works with local partners to expand opportunities for active living, healthy eating, healthy food access, and tobacco-free living. Communities choose strategies that are best suited for them and work with local partners to implement them. Some examples include increasing access to fresh and local produce, improving pedestrian and bicycle conditions in towns and cities, and working to make multi-family housing units smoke free.

BLUE CROSS AND BLUE SHIELD OF MINNESOTA FOUNDATION

The Foundation's grant funding strives to address health inequities and change systems to create healthy and sustainable communities. The Healthy Communities grant program funds projects that address the various social and economic determinants of health including community safety, education, employment, family and social support, and income. The maximum grant amount is \$100,000 each year for up to two years. Grants may not be awarded directly to governmental bodies, but governments can act as a partner to an eligible non-profit organization.

THE MCKNIGHT FOUNDATION

This Minnesota-based family foundation offers grant funding for the arts and regional development. Requirements and appropriate projects or programs vary for each of the grant programs offered through the foundation.

NATIONAL PROGRAMS**SURDNA FOUNDATION**

This foundation run out of New York fosters prosperous and culturally enriching sustainable communities. Their grant funding falls into the three categories of sustainable environments, strong local economies, and thriving cultures. Projects that are given funding address the following: regional food supply, urban water management, business development and acceleration, equitable economic development, job quality and career pathways, community engaged design, and arts and economic development.

SPECIAL SERVICE AREA FINANCING

This is a taxing mechanism that can be used by municipalities to finance special services, facilities, or improvements for certain geographic parts of jurisdictions. The technique involves the levying of a tax on only a particular area within a municipality (the special district) so that improvements and/or services can be provided. In special districts all real estate is taxed at the same rate. The rate is based upon the equalized assessed value.

According to Minnesota Statute Chapter 428A, a Special Service District may be established after a public hearing is held on an ordinance defining the specific geographic area and the services or improvements that are planned for that area. Landowners may file written objections against the establishment of a special service area and associated additional fees. Chapter 8 of this Plan recommends the City establish the Downtown District as a special service area in order to fund development efforts.

TAX ABATEMENTS Chapter 469 of Minnesota Code allows municipalities to grant property tax abatements to promote economic development. Abatements may either permanently forgive or temporarily defer or lessen the burden of tax owed. Abatements can serve in a similar function as Tax Increment Financing (TIF). The governing body grants abatements by a resolution, and a public hearing is not required. The term of the abatement cannot last longer than 15 years, but may be extended up to 20 years under certain conditions. This tool could be used as a financial incentive to encourage development in the Downtown District of Redwood Falls.



12 REFERENCES





GIS Data and Chapter Sources 192



GIS DATA SOURCES

City Boundary

Modified by ISG, 2017 (Originally Received from City of Redwood Falls)

Aerial Imagery

Redwood County, 2016

Airport Approach Zones

*City of Redwood Falls, 2016

Existing Land Use

Modified by ISG, 2017 (Originally Received from City of Redwood Falls)

Proposed Land Use

ISG, 2017

Existing Parks

Modified by ISG, 2017 (Originally Received from City of Redwood Falls)

Proposed Parks

ISG, 2017

Proposed City Boundary

ISG, 2017

National Wetlands Inventory

*City of Redwood Falls, 2016

100 Year Floodplain

*City of Redwood Falls, 2016

*All data sources labeled with "City of Redwood Falls, 2016" are in reference to the data that was distributed to ISG from the City of Redwood Falls. Actual dates of reference for those particular datasets from the City were not documented with proper metadata.

Shoreland Overlay

*City of Redwood Falls, 2016

Public/Semi-Public Landuse

ISG, 2017

Utilities – Water, Storm, Wastewater

*City of Redwood Falls, 2016

Existing/Proposed Trails

ISG, 2017

Road Classifications

ISG, 2017

Downtown District

ISG, 2017

Existing Land Cover

NLCD, Various Federal Agencies, 2011

PWI Watercourses/Lakes

*City of Redwood Falls, 2016

Contours

MnDNR, 2010

Park Service Areas

ISG, 2017

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2010 United States Census**2011 National Land Cover Database**

Ecological Classification System (Minnesota Department of Natural Resources)

State Climatology Office (Minnesota Department of Natural Resources)

Plant Hardiness Zone Map (U.S. Department of Agriculture)

Protected Waters Inventory (Minnesota Department of Natural Resources)

Flood Insurance Rate Maps (National Flood Insurance Program- Federal Emergency Management Agency)

Source Water Protection Program (Minnesota Department of Health)

Redwood County Soil Survey (Soil Conservation Service, U.S. Department of Agriculture)

2016 Wastewater Treatment Plant Facilities Plan prepared by Bolton & Menk, Inc.

City of Redwood Falls

Airport Layout Plan prepared by Bolton & Menk, Inc.

National Parks, Recreation, Open Space and Greenways Guidelines (National Recreation and Parks Association, 1996) and Planning and Urban Design Standards (American Planning Association, 2006)

*Additional references were used throughout the Chapters within this Comprehensive Plan. Please contact ISG for specific reference information, sources, or supporting data.

LOCAL COMP PLAN COMMITTEE MEMBERS

Keith Muetzel

City Administrator

Jim Doering

Public Works Project Coordinator

Jackie Edwards

Park Superintendent

Tim Hanna

Building Official/
Zoning Administrator

Tom Stough

Water
Superintendent

Chuck Heins

Electric
Superintendent

Bob LeSage

Redwood Industries

Ernie Fiala

Planning Commission

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Planning Commission

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Corey Theis

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City Council

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PARTNERS



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