

Defining a multi-use trail along the Mississippi River in Red Wing and to the Mississippi River from nearby origins and destinations is a major emphasis of this Plan. Making connections between prominent civic buildings, parks and recreational facilities, residential neighborhoods, commercial office and retail uses, industrial uses, and other destinations creates alternative transportation routes, promotes healthy choices, and builds more livable communities.

Three distinct trails are identified in this Plan: the Cannon Valley Trail, the Prairie Island Trail, and the Riverfront Trail. In addition to these long, paved trails, smaller, more local paved and unpaved interpretive trails are recommended to be developed in Zone 2 in association with the Environmental Interpretive Center.

Cannon Valley Trail (highlighted in purple)

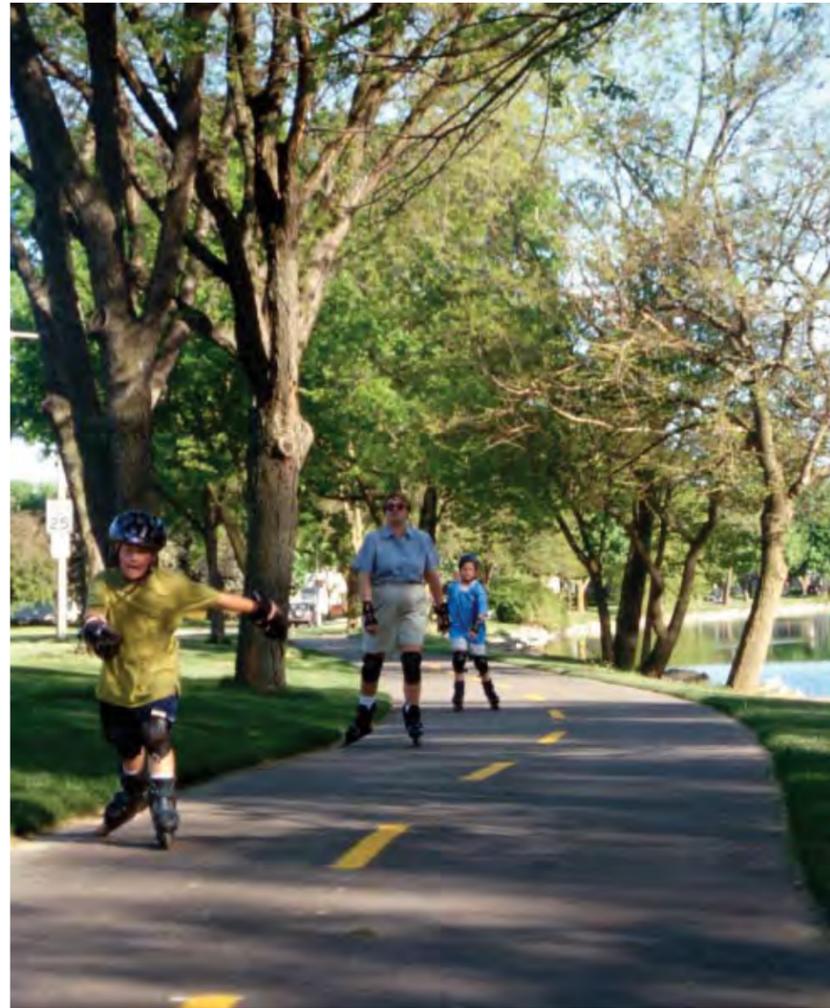
The current Cannon Valley Trail connects Red Wing to Cannon Falls and extends from the Cannon River to Zone 2. As part of the development of Zone 2, a new trailhead will be developed in conjunction with the proposed Environmental Interpretive Center. This trailhead would optimally include directional and interpretive signage, bicycle and vehicular parking, and restroom facilities.

Prairie Island Trail (highlighted in yellow)

Originating from the Cannon Valley Trail where it is near another abandoned railroad bed, and extending to Prairie Island Community, this trail would greatly enhance the area trail system's length, character, and connectivity with a major destination. By establishing this linkage, a stronger relationship could develop between the tribal land and downtown; both residents and visitors would have greater access to the various amenities of each business district. There are also other opportunities to extend the trail north to Dakota County to connect to the Twin Cities trail system.

Riverfront Trail (highlighted in red)

The Riverfront Trail currently exists in some locations; it is recommended that extensions and connections be built to form a continuous trail along the river that links numerous diverse destinations. In addition, several opportunities have been identified to create grade-separated crossings of the existing railroad tracks and greatly improve the connectivity between the upper and lower river terraces. The character of the Riverfront Trail will likely vary in character, materials and width in response to nearby land uses and user needs. For example, in Zone 5, the level of materials, refinement of detailing, and wider cross section will accommodate intense use by many people in a prominent, image-setting area.



REGIONAL TRAILS



Design Character Recommendations



Aerial Oblique Sketch

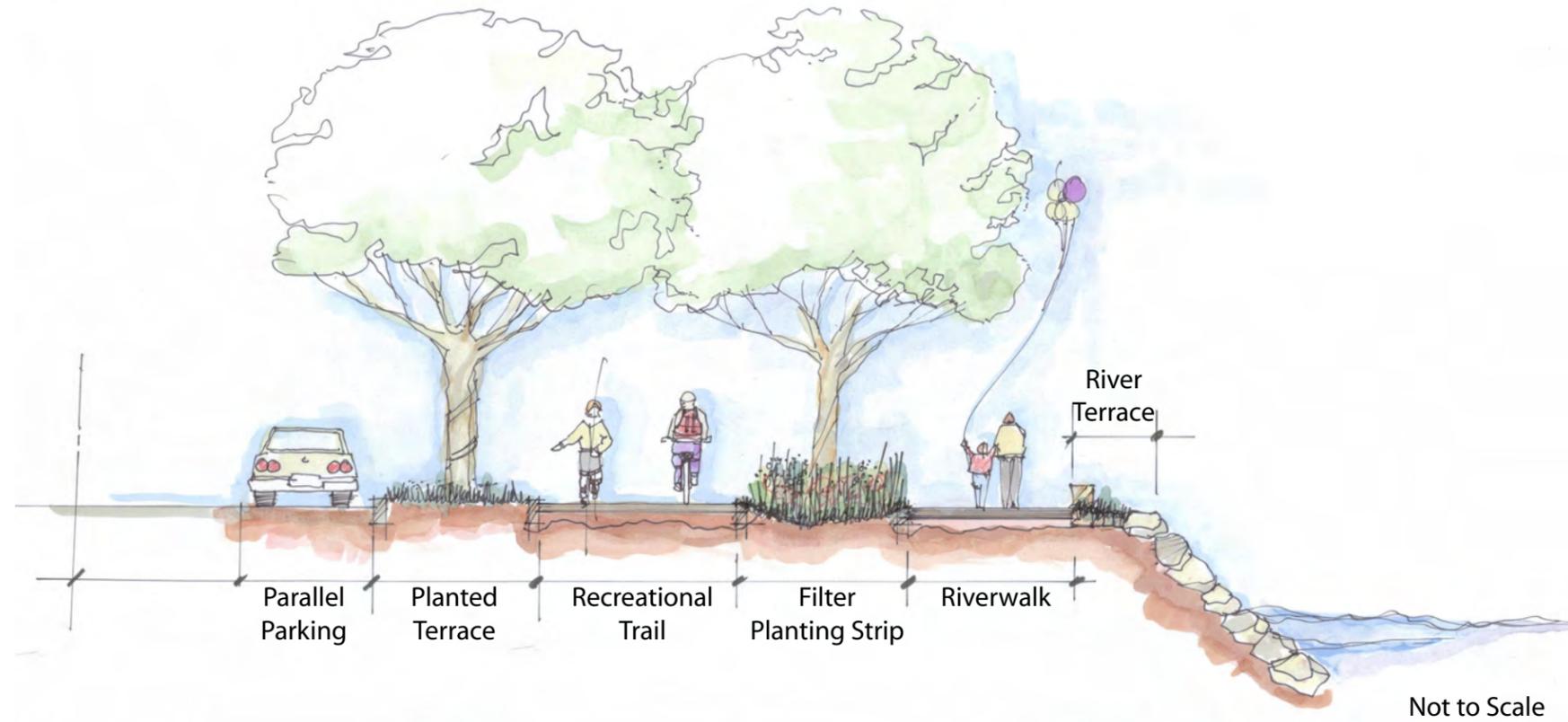
JJR



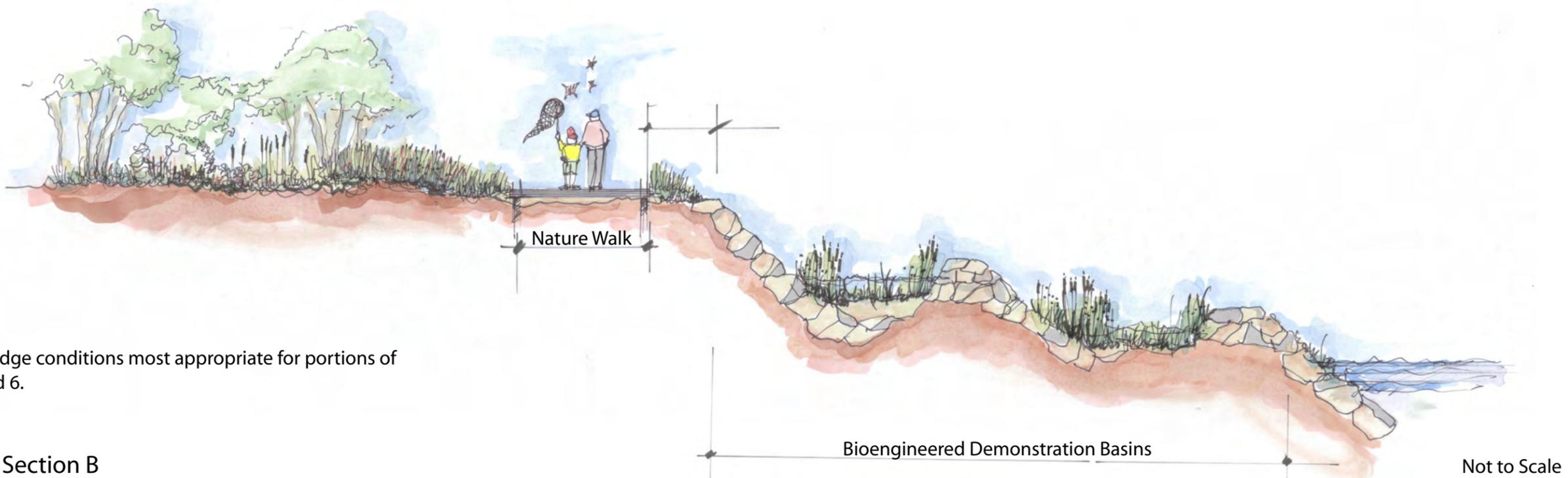
Design Character Recommendations

Guidelines for the character intended to be established in the Riverfront District are addressed using precedent images throughout the Redevelopment Plan section of this document. The accompanying aerial oblique sketch and cross sections that address the riverfront edge conditions further articulate graphically the patterns that will be established by adhering to the Riverfront Principles and process identified by this Plan.

Note:
Riverfront edge condition most appropriate for portions of Zones 2,4, and 6.



River Edge Section A



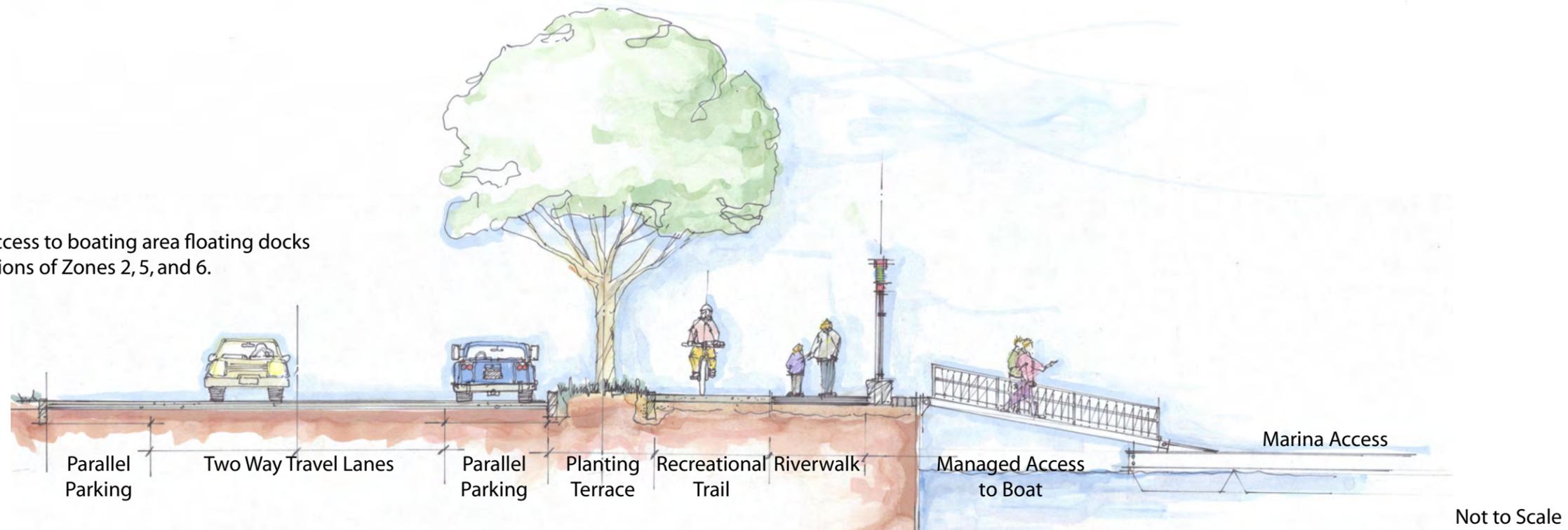
Note:
Naturalistic edge conditions most appropriate for portions of Zones 1,2, and 6.

River Edge Section B



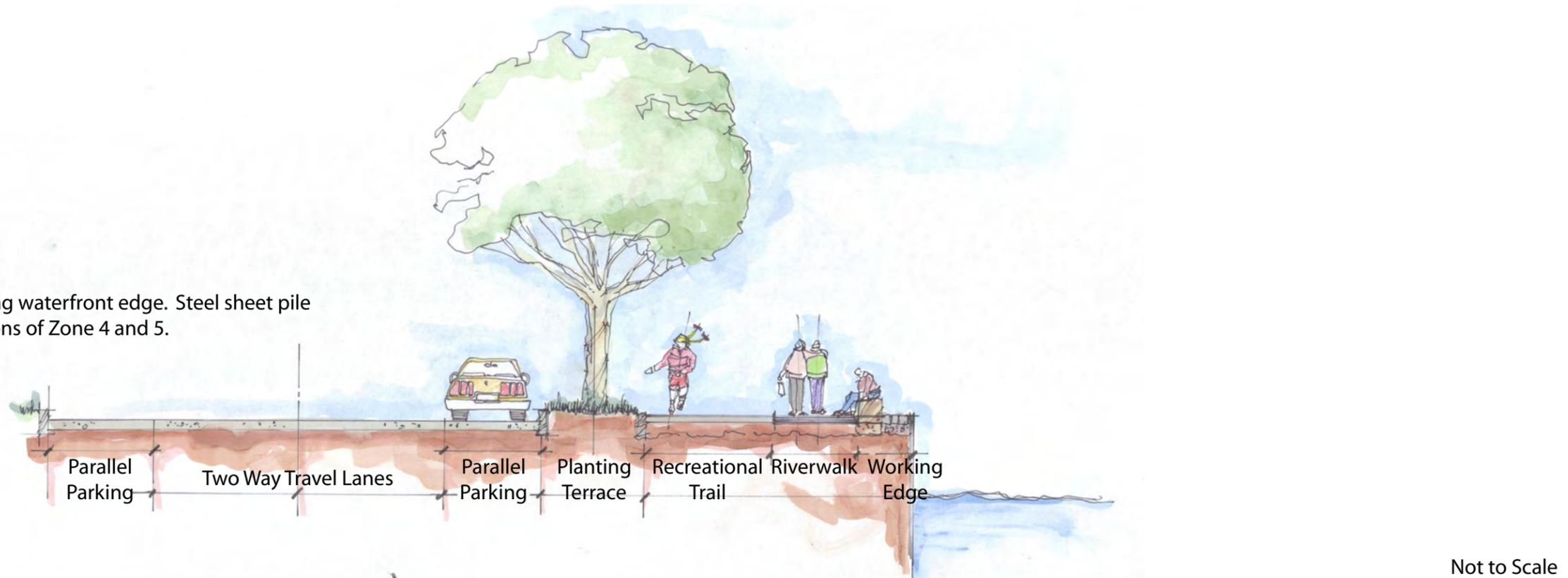


Note:
Parkway with managed access to boating area floating docks most appropriate for portions of Zones 2, 5, and 6.



River Edge Section C

Note:
Parkway adjacent to working waterfront edge. Steel sheet pile most appropriate for portions of Zone 4 and 5.



River Edge Section D



Action Plan

Zoning and Land Use Recommendations

The Red Wing Riverfront Redevelopment Plan has established a set of location-specific ideas and preferred land use for six zones along Red Wing's riverfront. One of the implementation tools for the Plan is to make some zoning changes in order to guide development in a manner consistent with the Riverfront Redevelopment Plan. In some cases, there is existing zoning that was based on historic uses that no longer represent the preferred land use; in other cases, there is a need to allow for a greater mix of uses than is currently allowed with the existing zoning.

Below is a set of zoning and land use recommendations for each of the six zones:

Zone 1: Northwest Riverfront

This area consists mostly of extremely sensitive floodplain wetlands, much of it owned by the Red Wing Wildlife League for conservation purposes. Much of the property is zoned Agriculture Conservation (AC) with a few small areas zoned Agricultural.

Recommendation: It is recommended that all of the agriculturally zoned districts in the floodplain/wetland area be rezoned to AC (Agriculture Conservation).

Zone 2: Upper Harbor

This is the general area on both sides of Levee Road from Jackson Street to Withers Harbor Drive. Bay Point Park is zoned AC (Agriculture Conservation); south of Levee Road from Jackson Street to the Pottery Pond is zoned B-2 (General Business District); and the balance of the property is zoned I-2 (General Industrial). According to the Riverfront Redevelopment Plan, the property south of Levee Road is to be used for expanded open space land uses including: programmable open space for both passive and active recreation as well as seasonal events; publicly-owned concessions; expansion of the Pottery Pond Park; the incorporation of an amphitheater; and trail development. This is not consistent with the current B-2 and I-2 zoning. The property north of Levee Road labeled the city yard and recycle center is slated to be transformed into an Environmental Interpretive Center with trail head, interpretive programs, and access to the Hay Creek wildlife area. These uses are also inconsistent with the current I-2 zoning.

Recommendations:

- 1) It is recommended that the City adopt a moratorium on new building permits in this area and the Planning Commission be directed to draft a new "Riverfront Development" zoning district that will encourage the public open space and concession uses listed in the Consensus Plan for this area.
- 2) The 9-acre parcel currently owned by the Red Wing Port Authority should be deeded to the City of Red Wing as soon as possible.
- 3) City should proceed to apply for a Brownfield Assessment Grant to evaluate the property in anticipation of completing a more detailed Master Site Plan for the area.

Zone 3: Old West Main Street/ Pottery District

The Plan calls for the encouragement of redevelopment of this area for mixed use housing, office, retail, restaurant and public space uses. In 2000 the City Zoning Code was updated and two new mixed use zoning districts were created specifically for this area. Property from Cedar Street to Jefferson Street was zoned MC (Mixed Use Industrial/Commercial District). Property west of Jefferson Street was zoned MCT (Mixed Use Commercial Tourism). The intent of these mixed use zoning districts was to encourage continued mixed use development in this area. There is a need to examine how well the current districts are working and there may be a need to modify the district requirements. In addition, consideration should be given to adding more form based guidelines in order to better control building design, the relationship of new buildings to the street and view lines to the river, and control height of buildings. This could be done with the inclusion of a form-based zoning overlay district.

Recommendations:

- 1) Direct the Planning Commission to review the current Mixed Use zoning district regulations in light of the Riverfront Redevelopment Plan and in consideration of how well the current guidelines are working.
- 2) Direct the Planning Commission to draft a form-based zoning overlay district that would apply to this area.

Zone 4: Cedar to Broad Street

The Consensus Plan states that there is a need to encourage mixed-use redevelopment of the area between Cedar and Broad Street north of Main Street for a combination of housing, office, retail,

restaurant, and public open space uses. Currently, the Red Wing Grain facility is zoned I-2 (General Industrial); property located north of the alley (such as the old Malting property) is zoned I-1 (Light Industrial); the block between the alley, Dakota Street, Main Street, and Broad Street is zoned B-2a (Mixed General and Central Business District) and the balance of the area between the alley, Main Street, Cedar and Dakota Streets is zoned B-2 (General Business). The Red Wing Grain business appears to be zoned appropriately to help maintain the current industrial working waterfront. Much of the balance of the current I-1 zoned property is not zoned consistent with the recommendation to encourage mixed-use development.

Recommendations:

- 1) Direct the Planning Commission to evaluate this area and recommend appropriate zoning to encourage mixed-use development. At a minimum, the I-1 zoning district areas should be considered for rezoning to expand the Central Business District zoning (B-3), rezoned as a Mixed Use District, or a new zoning classification created for this area.
- 2) Direct the Planning Commission to draft a form based zoning overlay district that would apply to this area.

Zone 5: Downtown Riverfront

Currently, ADM is zoned I-2 (General Industrial District) and the balance of the downtown riverfront zone is zoned B-3 (Central Business District). This appears to be the appropriate zoning for this area.

Recommendation: Maintain the current zoning.

Zone 6: East Riverfront

This long and narrow planning area from the Highway 63 bridge to Colvill Park and north of Highway 61 consists mostly of public properties such as Barn Bluff and Colvill Park. The area also includes some industrial uses such as the Xcel Energy RDF Plant; the Red Wing Port Authority Bulkhead Facility; and the City of Red Wing Sewerage Treatment Plant. It appears that there is a general need to update the zoning along this stretch to more closely match the existing land uses.

Recommendation: Direct the Planning Commission to evaluate the current zoning in this area and make recommendations based upon the existing land uses.



Implementation Matrix

It is important to consider implementation at every stage of the planning process. Realistically, the elements of the plan that have been described in conjunction with each Redevelopment Zone will take two decades or more to implement. The implementation Matrix outlines how various elements of the Riverfront Plan could be implemented given a long time horizon. This Riverfront Redevelopment Plan and the eventual Riverfront District Section of the Comprehensive Plan serve as the broad framework within which continuing community focus and efforts will occur; this concerted approach will facilitate achieving the intended Riverfront District improvements. Implementation strategies will need to be flexible and continually updated as Red Wing progresses and actions are implemented.

The following matrix is a list of major implementation steps generally grouped as follows:

- A. Approve the Draft Consensus Plan
- B. Adopt the Riverfront District Section of the Comprehensive Plan
- C. Determine an Organizational Structure for Implementation
- D. Communicate the Plan
- E. Prepare Master Site Plans
- F. Work on Catalytic Projects

The matrix provides a preliminary list of tasks to accomplish these six major actions; it suggests the entity likely to be responsible for the action; estimates a preliminary cost; identifies a broad list of potential funding sources; and contains some other comments related to timing, etc. The costs listed in the matrix are extremely preliminary and will need to be validated and/or modified when Master Site Plans are prepared. Phasing/sequencing will also be determined at that time.

Implementation Matrix						
Action	Tasks to Accomplish	Type	Responsibility	Cost	Potential Funding	Comments
A. Approve Draft Consensus Plan	1. Mayor's Steering Committee to review and make recommendations	Administrative	Mayor's Steering Committee	N/A	N/A	August 16, 2005
	2. Planning Commission to review and make recommendations	Administrative	Planning Commission	N/A	N/A	August 18, 2005
	3. Council review and approve Consensus Plan and Direct Planning Department to proceed with draft of Riverfront District Section of Comprehensive Plan	Administrative	City Council	N/A	N/A	August 22, 2005
B. Adopt Riverfront District Section of Comprehensive Plan	1. Draft Riverfront Plan and Design Character based on Approved Consensus Plan	Administrative	JJR and Planning Department	Current Contract	City GF	September 2005
	2. Steering Committee conduct public forum to review draft Riverfront District Section of Comprehensive Plan	Administrative	Mayor's Steering Committee	N/A	N/A	September/Oct . 2005
	3. Mayor's Steering Committee reviews and makes final recommendation concerning Riverfront District Section of Comprehensive Plan	Administrative	Mayor's Steering Committee	N/A	N/A	October 2005
	4. Planning Commission conducts statutory public hearing and reviews and makes final recommendation concerning Riverfront District Section of Comprehensive Plan	Administrative	Planning Commission	N/A	N/A	October 2005
	5. City Council reviews and adopts final Riverfront District Section of Comprehensive Plan	Administrative	City Council	N/A	N/A	November 2005



Action Plan

Action	Tasks to Accomplish	Type	Responsibility	Cost	Potential Funding	Comments
C. Determine Organizational Structure for implementation of the Riverfront Plan	1. Organize tour of other communities.	Administrative	Mayor and City Council	\$500 to \$5,000	Group of community partners	Fall 2005
	2. Assess Alternatives for organizational structure including: existing agencies; task force of multi-agency public and private non-profit composition; new authority or non-profit foundation or corporation; etc.	Administrative	Mayor and City Council	N/A	N/A	Fall 2005
	3. Establish recommendation for city council review and approval	Administrative	Mayor and City Council	N/A	N/A	Fall 2005
D. Communicate the Plan	1. Develop a public relations document that includes final riverfront plan, design character and outline of implementation strategies. Create poster plans and web site graphics	Promotional	Mayor and City Council	\$12,000	Council Contingency or 2006 budget	Fall 2005
	2. Create public television programming	Promotional	Mayor and City Council	Minimal	Communication Budget	Fall 2005
	3. Schedule series of public presentations	Promotional	Mayor and City Council	N/A	N/A	Fall 2005
E. Prepare Master Site Plans and Detailed Design Standards for each Riverfront Zones in the following priority order: <ul style="list-style-type: none"> • Upper Harbor • Pottery District/Old West Main Street • Main Street • Northwest Riverfront • East River Reach • Downtown Riverfront (Coordinate with Downtown Section of Comprehensive Plan) 	<ol style="list-style-type: none"> 1. Establish Master Plan Committees for each District Plan Area 2. Meet with stakeholders and public 3. Assess constraints and opportunities 4. Complete market analysis 5. Create public infrastructure plan 6. Evaluate funding sources 7. Establish Master Site Plans and Detailed Action Plans 	Planning and Design	Mayor and City Council	Each District Plan could range from approx. \$15,000 to \$75,000	Consortium of funding from City, County, public agencies, private foundations	Master Site Plans could be completed over a 3 to 5 year period Costs do not include market studies or brownfields environmental



Action	Tasks to Accomplish	Type	Responsibility	Cost	Potential Funding	Comments
<p>E. Pursue Catalytic Projects</p> <p>Zone 2a: Develop Environmental Interpretive Center and Program</p>	<ol style="list-style-type: none"> 1. Complete Brownfield Analysis of City property in Upper Harbor 2. Complete Master Site Plan for Upper Harbor District 3. Relocate City Storage Yard and Facilities 4. Establish infrastructure improvements plan for area to include: utilities; access; riverwalk; linkages; road improvements (Jackson, Withers, and Levee Road); parking; storm water management; habitat/environmental enhancements 5. Develop additional Cannon Valley Trail Head 6. Develop Interpretive Program, brochures, mapping, signage system 7. Establish Program and Design for Environmental Interpretive Center Building and Associated Facilities 8. Set Funding Plan 9. Construct Improvements 	Administration, Planning, Design, Engineering, Construction Management, Long term maintenance	Mayor and City Council	<p>All Zone 2</p> <p>\$8 to \$9 Million</p> <p>Assumes 10,000 sf Env. Bldg</p> <p>2 Ped. Overpass Connections</p> <p>Amphitheater</p> <p>Does not Include Brownfield Analysis and Clean-up</p> <p>Does not Include:</p> <ul style="list-style-type: none"> -Acquisition -Relocation of Boat Storage 	<p>Possible Funding Sources include: City CIP; Local Private Contributions; Federal Transportation Funding; State Bonding; DNR Trail Grants; City Sales Tax; City Bond Referendum; Regional and National Foundations that fund environmental enhancements; MPCA grants for Brownfield analysis and cleanup; LCMR Grants.</p>	<p>Various phases of project could be completed in 3 to 20 years</p>



Action Plan

Action	Tasks to Accomplish	Type	Responsibility	Cost	Potential Funding	Comments
E. Pursue Catalytic Projects Zone 2b: Expand Pottery Pond Park	<ol style="list-style-type: none"> 1. Complete Brownfield Analysis and Master Site Plan for the Upper Harbor 2. Complete Construction of Skate Park Improvement 3. Develop funding plan for second phase of Pottery Pond Improvement including access connection to Pottery/Old West Main Street District 4. Complete Design and Engineering for Phase 2 Improvements 5. Complete Phase 2 Improvements 	Administration Planning, Design, Engineering, Construction Management, Long term maintenance	Mayor and City Council	Phase 1 is Est. at \$143,000 Phase 2 is Est. at \$370,000	Possible Funding Sources include: City CIP; Private Contributions; Federal Transportation Funding; State Bonding; DNR Trail Grants; City Sales Tax; Pottery Collector's Fundraising	Project should be planned in conjunction with Pottery Collector's Society and with Redevelopment Project in Pottery/Old West Main District Project could be completed in 3 to 10 years
E. Pursue Catalytic Projects Zone 2c: Develop Riverfront Amphitheater/Marina Improvements	<ol style="list-style-type: none"> 1. Complete Brownfield Analysis and Master Site Plan for the Upper Harbor 2. Relocate Boat Storage Facility 3. Develop truck fleet management plan with grain business 4. Acquire available property 5. Complete Riverwalk Improvement 6. Design program for public concessions and public amphitheater 7. Develop Plan for additional transient boat dockage 8. Create Funding Plan 	Administration Planning, Design, Engineering, Construction Management, Long term maintenance	Mayor and City Council	2c is part of \$8 to \$9 zone 2 cost est.	Possible Funding Sources include: City CIP; Private Contributions; Federal Transportation Funding; State Bonding; DNR Trail Grants; City Sales Tax; Marina Improvements Supported by Revenues	Project could be completed in 3 to 10 years
E. Pursue Catalytic Projects Zone 3: Proceed with RFP Process for development after creation of a Redevelopment Plan Establishing Development Guidelines for the Pottery/Old West Main Street District and	<ol style="list-style-type: none"> 1. Meet with participating property owners to determine interest in development project. 2. Complete market analysis 3. Establish parameters for proposals including public funding limits; infrastructure schedule 4. Develop RFQ/RFP process to solicit developer participation 5. Solicit and select developer 6. Enter into development agreements Complete projects 	Administration Planning, Market Study, Design, Engineering, Construction Management	Mayor and City Council	\$12 to \$15 million assumes: 2 walkovers 1 parking structure Roadway and Utility Upper Trail	Project involves public/private partnership. Typically would involve public use of Tax Increment Financing for up to 15 years and some infrastructure improvements with substantial private investment in excess of 4:1 match	Various projects could be completed over next 3 to 20 years



Action	Tasks to Accomplish	Type	Responsibility	Cost	Potential Funding	Comments
<p>E. Pursue Catalytic Projects</p> <p>Zone 4:</p> <p>Proceed with RFP Process for development after creation of a Redevelopment Plan Establishing Development Guidelines for the Main Street District from Cedar to Broad Street</p>	<ol style="list-style-type: none"> 1. Meet with participating property owners to determine interest in development project. 2. Complete market analysis 3. Establish parameters for proposals including public funding limits; infrastructure schedule 4. Develop RFQ/RFP process to solicit developer participation 5. Solicit and select developer 6. Enter into development agreements 7. Complete projects 	Administration Planning, Market Study, Design, Engineering, Construction Management	Mayor and City Council	<p>\$3 to \$3.5 million</p> <p>Assumes:</p> <p>Streetscape</p> <p>Roadway and Utility</p> <p>Upper level Trail</p>	Project involves public/private partnership. Typically would involve public use of Tax Increment Financing for up to 15 years and some infrastructure improvements with substantial private investment	Various projects could be completed over next 3 to 20 years.
<p>E. Pursue Catalytic Projects</p> <p>Zone 4, 5 and 6:</p> <p>Complete Riverfront Trail Connection, Pedestrian Promenade, neighborhood trail connections</p>	<ol style="list-style-type: none"> 1. Complete Mississippi River Trail Alignment and Feasibility Study currently underway. 2. Obtain necessary trail easements from participating adjoining property owners 3. Complete financing plan and actively seek grants and contributions 4. Complete Design and Engineering for Project 5. Solicit construction bids or complete with field labor 6. Complete construction 	Administration Planning, Design, Engineering, Construction Management	Mayor and City Council	<p>\$3 to \$3.5 Million in Area 5</p> <p>Assumes walkover from parking facility</p> <p>Roadway and trail</p> <p>Sheet pile and dockage</p>	Possible Funding Sources include: City CIP; Private Contributions; Federal Transportation Funding; State Bonding; DNR Trail Grants; and City Sales Tax	Project could be completed in next 3 to 10 years



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