



**Planning Commission Work Session
Monday, August 19, 2024 at 6:00 PM
Council Chambers**

AGENDA

- 1. Call to Order**
- 2. Items for Discussion**
 - A. JNJ Properties of Faribault LLC/Rodriguez - Comprehensive Plan Amendment/Zoning Map Amendment
 - B. Trunk Highway 60 Master Plan
- 3. Routine Business**
- 4. Future Discussion**
- 5. Adjournment**

Please contact the Departments of Community & Economic Development at 507-334-0100 if you need special accommodations to participate in this meeting.

Para pedir este documento en otro idioma, envíe un correo electrónico y adjunte el documento a accessibility@faribault.org.

Si aad u codsato dukumeentigan oo ku qoran luqad kale, fadlan e-mail u soo dir oo ku soo lifaaq dukumiintiga accessibility@faribault.org.



Planning Commission Work Session Memorandum

TO: Planning Commission
THROUGH: David Wanberg, CED Director
FROM: Harry Davis, City Planner
MEETING DATE: August 19, 2024
SUBJECT: JNJ Properties of Faribault LLC/Rodriguez - Comprehensive Plan Amendment/Zoning Map Amendment

Background:

Yojan Rodriguez of JNJ Properties (the Applicant) requests a comprehensive plan and zoning map amendment combo for property identified by PID #18.19.3.77.014 on the north side of 20th St NW between the intersections of Fairgrounds Dr and 4th Ave NW.

The comprehensive plan amendment proposes shifting the land use map designation for the subject property from industrial to residential. The zoning map amendment proposes changing the property from I-2, Heavy Industrial to R-2, Low Density Residential.

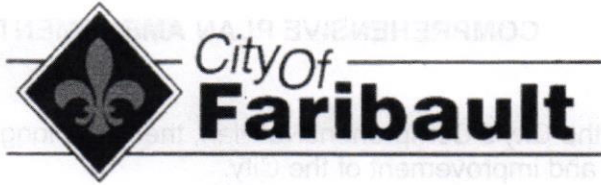
The DRC reviewed the request on August 6 with mixed reviews. Reasons to deny the request are based on concerns around shifting future land uses and zoning for one property (or a collection of adjoining residential properties in this block west of 4th Ave NW) would be a barrier for future industrial development north and northwest of the subject property. This is part of the reason why the current comprehensive plan (and previous comprehensive plans) suggests a shifting of land uses over time in this area and identifies properties nearby that are used for residential as future industrial land. Additionally, changing the zoning in an area that is primarily industrial in use or zoned as such may raise "spot zoning" concerns with any nearby or future industrial uses in the area. 20th St NW is also Highway 3, which carries a lot of industrial traffic and this property only has access to said street. Reasons to approve the request are stronger if the request includes adjacent residential properties along 20th St NW. Changing only the subject property doesn't make sense, but if you change the comprehensive plan and zoning map for all the existing residential properties nearby, those properties would have residential zoning, which may remove any existing nonconformities caused by the I-2 zoning. I-2 zoning does not allow any standalone residential uses by-right, so a zoning district like R-2 zoning would alleviate many difficulties in getting insurance, buying and selling homes, or making improvements like an addition. While there is the possibility that new residential investment in

the area may deter industrial redevelopment or expansion, city staff are unaware of expansion plans for existing businesses nearby or external developers and investors interested in the neighborhood. The applicant is especially interested in creating more housing within Faribault, which is a primary motivator for the request.

The comprehensive plan sets a vision for 2040, which is around 15 years away. The proposal's timing sits on the cusp between short-term and long-term moves. In fairness to the applicant, city staff brings this proposal first to a work session for general feedback before bringing it to a public hearing at the next regular Planning Commission meeting.

Attachments:

1. JNJ Properties/Rodriguez - Comprehensive Plan Amendment Application
2. JNJ Properties/Rodriguez - Zoning Map Amendment Application
3. Aerial Context Map
4. Land Use Plan Map
5. Zoning Context Map



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JUL 19 2024

City of Faribault
Community Development

APPLICATION FOR REQUESTED ACTION
Comprehensive Plan Amendment

Planning Case # _____
Filing Fee _____
Hearing Date _____

SITE ADDRESS PID 1819377014

APPLICANT JNJ properties of faribault E-MAIL Yojan@ytrdrywall.com
Yojan Tejeda Rodriguez LLC

PHONE 612 6186131 (H) _____ (W) _____ (C) _____

ADDRESS P.O Box 932 Faribault MN 55021

DEVELOPER (if other than applicant) _____

PHONE _____ (H) _____ (W) _____ (C) _____

ADDRESS _____

COMPLETE LEGAL DESCRIPTION OF PROPERTY

ACREAGE/SIZE OF PROPERTY .25 acre

CURRENT USE OF PROPERTY undeveloped

PROPOSED USE OF PROPERTY Residential

IDENTIFY ALL ADJACENT LAND USES Residential and Industrial

PROPERTY IS ☐ ABSTRACT ☐ TORRENS

SIGNATURE OF APPLICANT [Signature] DATE 7-18-24

SIGNATURE OF OWNER _____ DATE _____
(if other than the applicant)

PLEASE PROVIDE ALL INFORMATION REQUESTED ON THE BACK OF THIS FORM

COMPREHENSIVE PLAN AMENDMENT

To request a change to the City's Comprehensive Plan, the City's long term plan to guide the growth, redevelopment, and improvement of the City.

THE FOLLOWING INFORMATION IS REQUIRED FOR A COMPREHENSIVE PLAN AMENDMENT TO CHANGE A LAND USE PLAN DESIGNATION:

1. Location map showing existing conditions of the property and adjacent land uses
- ✓ 2. Complete legal description of the property
3. Written narrative explaining the proposed Comprehensive Plan Amendment and the requested change to the Comprehensive Plan, along with information supporting why the change is needed, including:
 - A. Any new information that has become available since the Comprehensive Plan was adopted that supports revision of the plan.
 - B. If the amendment affects a particular site, whether or not the change is needed to allow reasonable development of the site.
 - C. The relationship of the proposed amendment to the supply and demand for particular land uses within the City.
 - D. The possible impacts to infrastructure, such as sewer, water, storm water drainage and water quality, transportation, and parks and open space.
4. If the proposed change is related to an increase in density designated by the Comprehensive Plan Land Use Plan, provide the number of units and total acreage proposed for the density of development.
5. Please reference the section of the Comprehensive Plan in your narrative. The complete Comprehensive Plan is available on the City's website under:

<http://www.faribault.org/departments/communitydev/planningzoning>

Please refer to the Land Use Plan section starting on 4-1, page 1 of Chapter 4. Specific land use plan categories are described on 4-4 – 4-9.

FOR QUESTIONS ON COMPREHENSIVE PLAN AMENDMENTS AND OTHER SECTIONS OF THE PLAN, PLEASE CONTACT PLANNING DEPT. STAFF AT (507) 333-0350.

SIGNATURE OF APPLICANT _____

DATE 7-18-24

Planning Case # _____

First Financial Title Agency of Minnesota, Inc.
1645 Lyndale Ave N, Suite 102 (952)831-5010 (847)954-4801

Property Address: XXX 20th Street NW
Faribault, MN 55021

File No.: 24-46293

Buyer: JNJ Properties of Faribault LLC

PID: 1819 377014

Seller: Estate of Gloria L. Pettipiece and Pettipiece Family Trust created under the Last Will and Testament of Harlan J. Pettipiece dated June 15, 1989

Lender:

COMPLIANCE AGREEMENT AND DISCLOSURE

The undersigned hereby agree to cooperate with any representatives of the Lender or First Financial Title Agency of Minnesota, Inc. regarding any reasonable request made subsequent to closing to correct errors made concerning this transaction or provide any and all additional documentation deemed necessary by the Lender or First Financial Title Agency of Minnesota, Inc. to effect this transaction and make the loan marketable or insurable.

The undersigned further agree that "to cooperate" as used in this agreement includes but is not limited to, the agreement by the undersigned to execute or re-execute any documents which the Lender or First Financial Title Agency of Minnesota, Inc., in the ordinary course of business, deem necessary or desirable to complete this transaction, market the loan, and insure the title to the real property. However, the parties hereby understand that the Seller(s) listed below, if any, are not responsible for performing any duties or obligations of the Buyer(s)/Borrower(s) in this transaction, and the Buyer(s)/Borrower(s) are not responsible for performing any such duties or obligations of the Seller(s), if any.

The undersigned and First Financial Title Agency of Minnesota, Inc. hereby further agree that in the event that this agreement is enforced, or attempted to be enforced, by judicial process, the prevailing party or parties, is or are entitled to all reasonable costs, disbursements and attorney's fees incident thereto, from non-prevailing party or parties.

The undersigned further acknowledge receipt of the following two disclosures required by Minnesota statute 507.45 at least five business days before closing:

1. You are informed a closing fee will be charged in the amount of \$150.00.
2. First Financial Title Agency of Minnesota, Inc., acting as closing agent in the above transaction, has not and under applicable state law, may not express opinions regarding the legal effect of the closing documents or of the closing itself.
3. The undersigned as buyers of the above property request the deed establishing title in their names show the grantees to hold title as:

Joint Tenants or Tenants in Common (circle one)

JNJ Properties of Faribault LLC

Yojen Tejeda Rodriguez

Date



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City of Faribault
Community Development

APPLICATION FOR REQUESTED ACTION
Rezoning/Text Amendment

Planning Case # _____
Filing Fee _____
Hearing Date _____

TO BE FILLED OUT BY ALL APPLICANTS

TYPE OF REQUEST: X REZONING _____ TEXT AMENDMENT

APPLICANT JNJ properties of faribault LLC E-MAIL Yojan@trdrywall.com

PHONE 612 618 6131 (H) _____ (W) _____ (FAX) _____

ADDRESS 20 P10 1819377014

REZONING

Legal Description _____ Size of Property 0.25 acres

Current Zoning 1-2 Proposed Zoning R-2

Existing Use of Property UNDEVELOPED Proposed Use of Property Residential

Identify All Adjacent Land Uses Residential and Industrial

Reason for Request to allow for home construction

REQUIRED SUBMITTALS:

- ☐ Boundary survey of the property LEGAL DESCRIPTION
- ☐ Concept development plan DESCRIPTION OF DUPLEX

TEXT AMENDMENTS

A detailed written summary fully explaining the proposed amendment to the ordinance which should include the following:

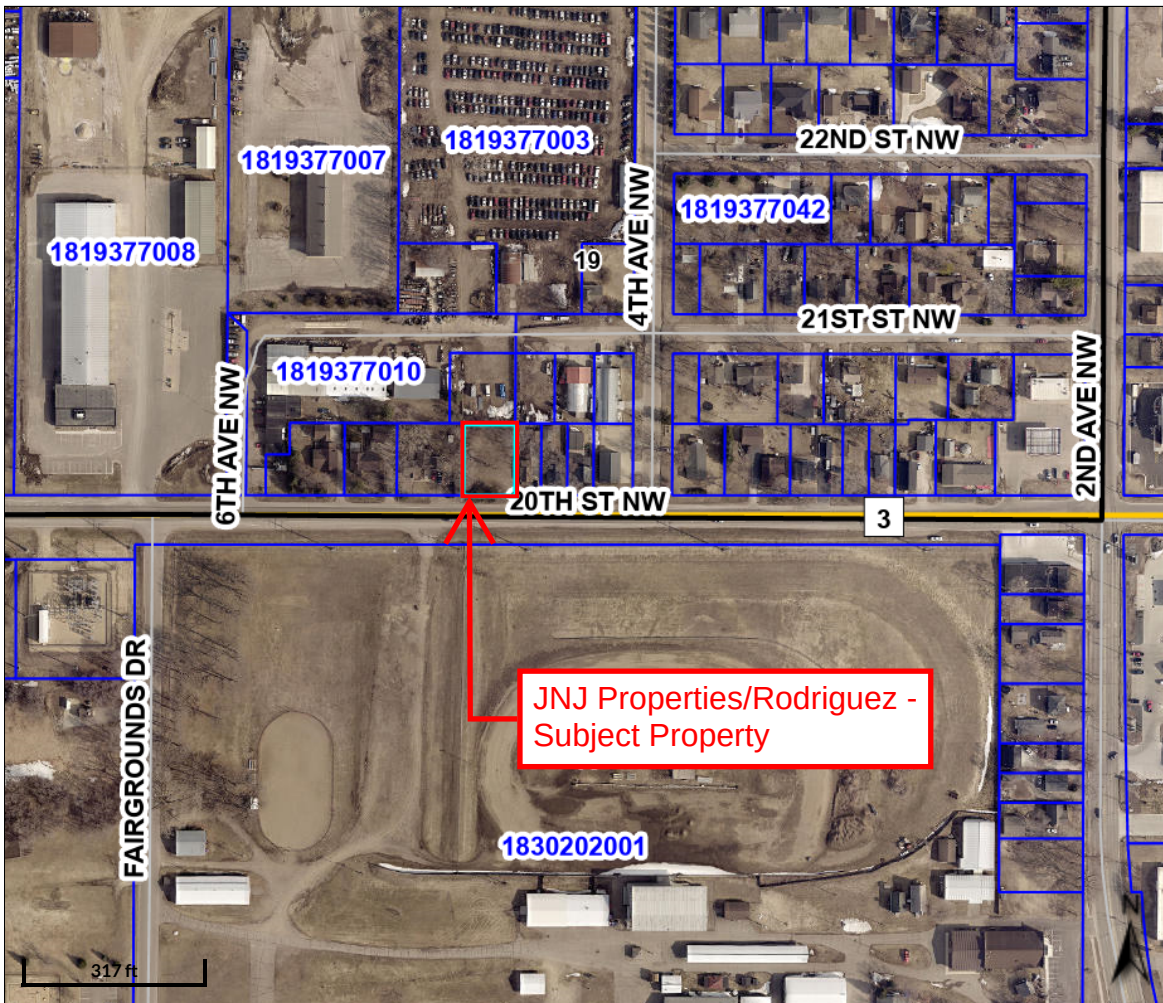
- ☐ Specific section of City Code to be amended
- ☐ List of the specific changes being proposed
- ☐ Specific reasons for the requested amendment
- ☐ Any necessary graphics
- ☐ Statement of why the amendment should be granted
- ☐ Benefits to be derived by the proposed change in text
- ☐ Impacts of the proposed amendment on those affected by it
- ☐ Relationship of the proposed amendment to community plans

SIGNATURE OF APPLICANT [Signature] DATE 7-18-24
(Must submit proof of property control)

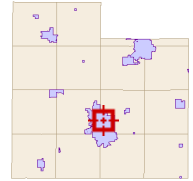
EXHIBIT "A"

Lots 101, 102, 103 and 104 of Auditor's Plat Number One Southwest Quarter of Section 19, Township 110 North, Range 20 West of the Fifth Principal Meridian, in the City of Faribault, Rice County, Minnesota; together with the South One-Half of the vacated alley as per Resolution No. A2772 abutting said lots on the North side thereof.

Abstract Property



Overview



Legend

-  Townships
-  Sections
-  Parcels
-  Roads
-  Road Numbers

Parcel ID	1819377014	Alternate ID	n/a	Owner Address	JNJ PROPERTIES OF FARIBAULT LLC
Sec/Twp/Rng	19/110/020	Class	4B4-Residential nonhomestead - Land only	PO BOX 932	
Property Address		Acreage	n/a	FARIBAULT MN 55021	
District	FARIBO-SD656-HSP-HRA-EDA				
Brief Tax Description	Lot 101 of AUD PLAT #1 SW4 19-110-20 L101 THRU L104 AUD PLAT #1 SW4 (Note: Not to be used on legal documents)				

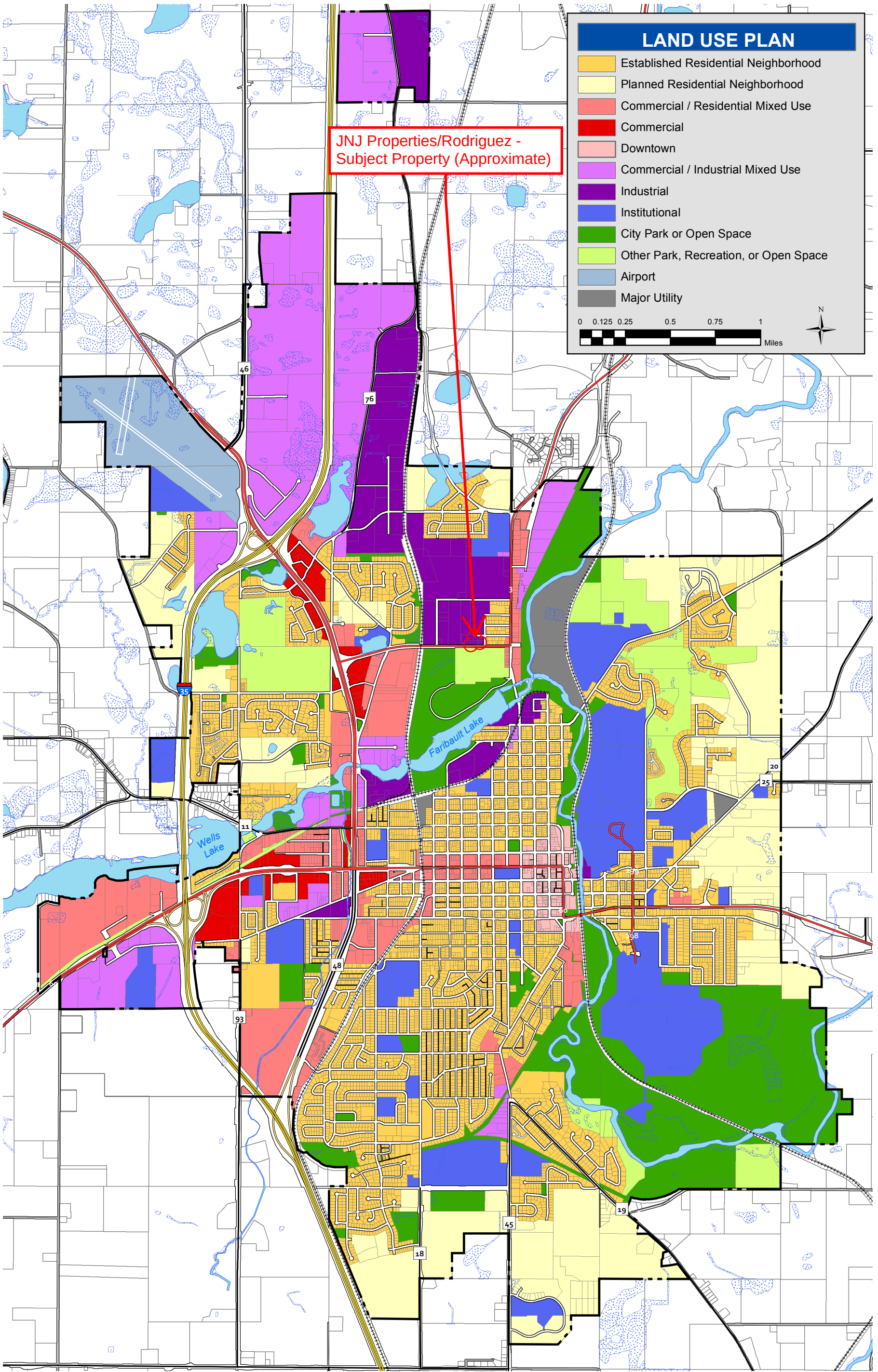
The parcels are the base parcels in Rice County.

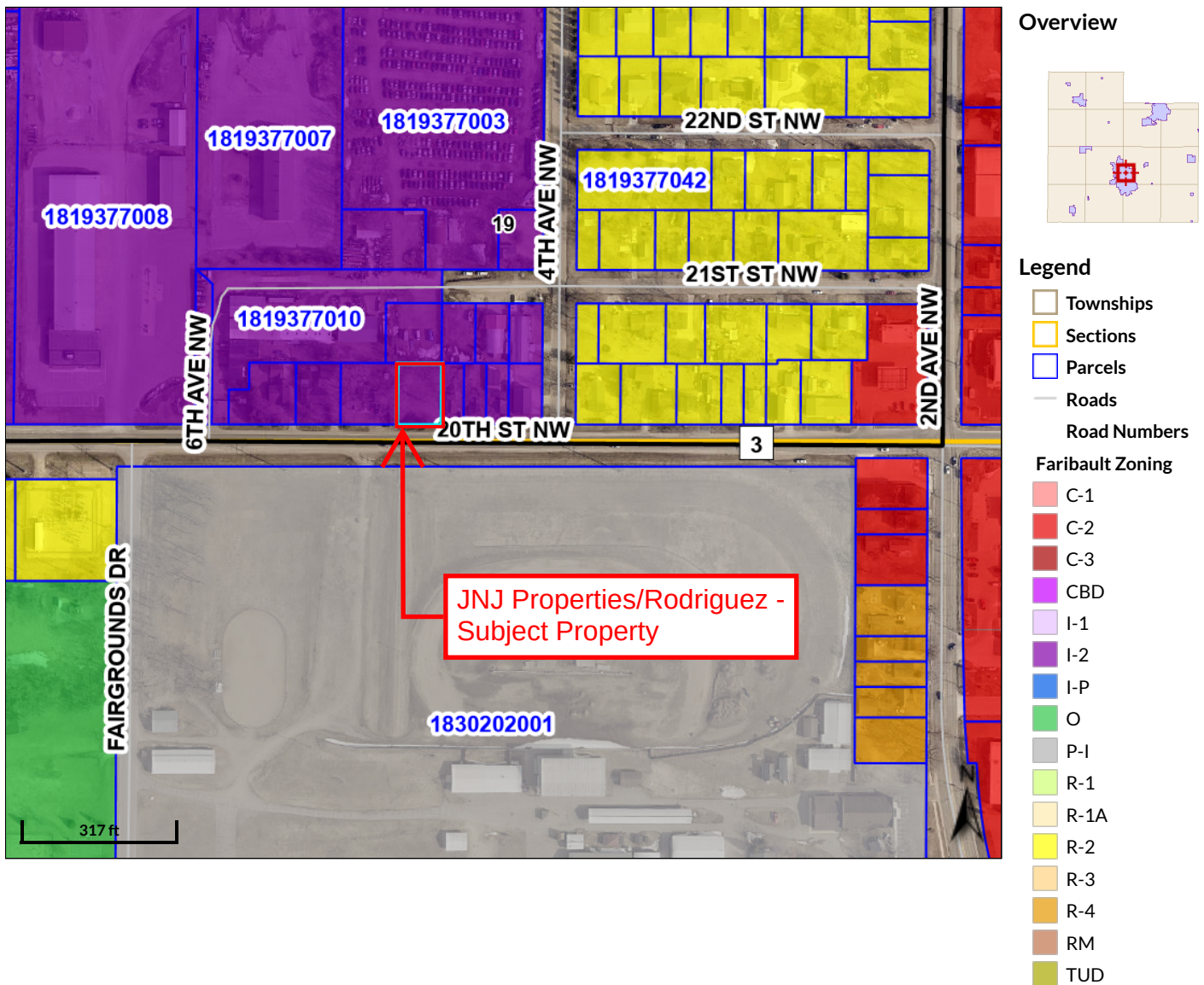
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Developed by  **Schneider**
GEOSPATIAL





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Planning Commission Work Session Memorandum

TO: Planning Commission
THROUGH: David Wanberg, CED Director
FROM: Harry Davis, City Planner
MEETING DATE: August 19, 2024
SUBJECT: Trunk Highway 60 Master Plan

Background:

Bolton & Menk submitted the attached draft TH60 Master Plan for review and approval by the City of Faribault. Before bringing this to a public hearing, city staff wants to provide the Planning Commission an opportunity to review and comment on the draft. City staff will likely recommend approval of this draft to the City Council at the next regular Planning Commission meeting.

Attachments:

1. TH60 Master Plan



TRUNK HIGHWAY 60 MASTER PLAN

JULY 2024



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Acknowledgements

Dave Wanberg - Director, Community & Economic Development

Harry Davis - City Planner

Marc Duchene - Director of Engineering

Tim Murray - City Administrator (former)

Special thanks to Xcel Energy for financial support

An aerial photograph of a landscape, likely in a rural or semi-rural area. A multi-lane highway runs diagonally from the bottom left towards the top right. To the left of the highway, there are large, open fields and some scattered trees. To the right of the highway, there is a more developed area with a residential neighborhood, several large commercial or industrial buildings, and a parking lot. The overall color palette is a warm, brownish-orange, suggesting a sepia or aged photograph style.

INTRODUCTION

TH 60 WEST AREA GOALS, AND PRINCIPLES

A West Side Welcome

Located on the west edge of Faribault, the study area greets incoming travelers with a natural aesthetic featuring rolling hills and pockets of dense vegetation, giving way to farmland that stretches to the bank of Wells Lake.

TH 60 bisects the area, offering access to a select few developments that have emerged over the last 50 years. The critical east-west highway also offers access from Downtown Faribault to neighboring communities as far west as the Mankato Metro.

Since 1858, the Calvary Cemetery has sat watching over the City from its elevated hilltop. The earliest development emerged in the 1970's, as the Dairy Queen, a hotel (now a Regency Inn & Suites), and Matejcek's introduced the first non-residential city development west of I-35. In the years that followed, the industrial and commercial buildings south of TH 60, including KGPCo telecommunications, emerged at the "foothill" of Calvary Cemetery and the higher areas to the south.

While some residential development has joined legacy agricultural around the edges, the study area remains largely unchanged since the early 2000's. Efforts to attract a big box or national chain store have thus far been unsuccessful, and a renewed effort is underway to vision a market-supported vision of this Faribault's western gateway.

An Eye Towards Opportunity

The future of the TH 60 West area should reflect and celebrate Faribault's many strengths, and embrace the City's aspiration of being an outstanding place to live, work, grow, invest, and visit. The city commits to embracing the future while plans for positive change through innovation and excellence.

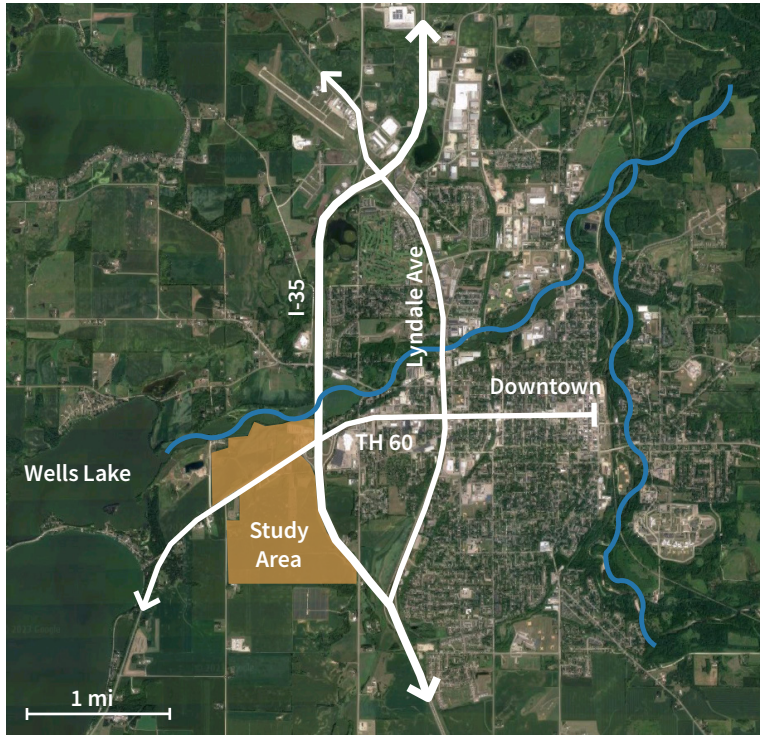
Realizing this city-wide aspiration and commitment within this area of the part of the city requires an "eyes wide open" pragmatic understanding of place, and a willingness to think outside the box. Further, with nearly all land here privately owned, an area vision must align area property owners' interests while supporting a common good.

AREA VISION

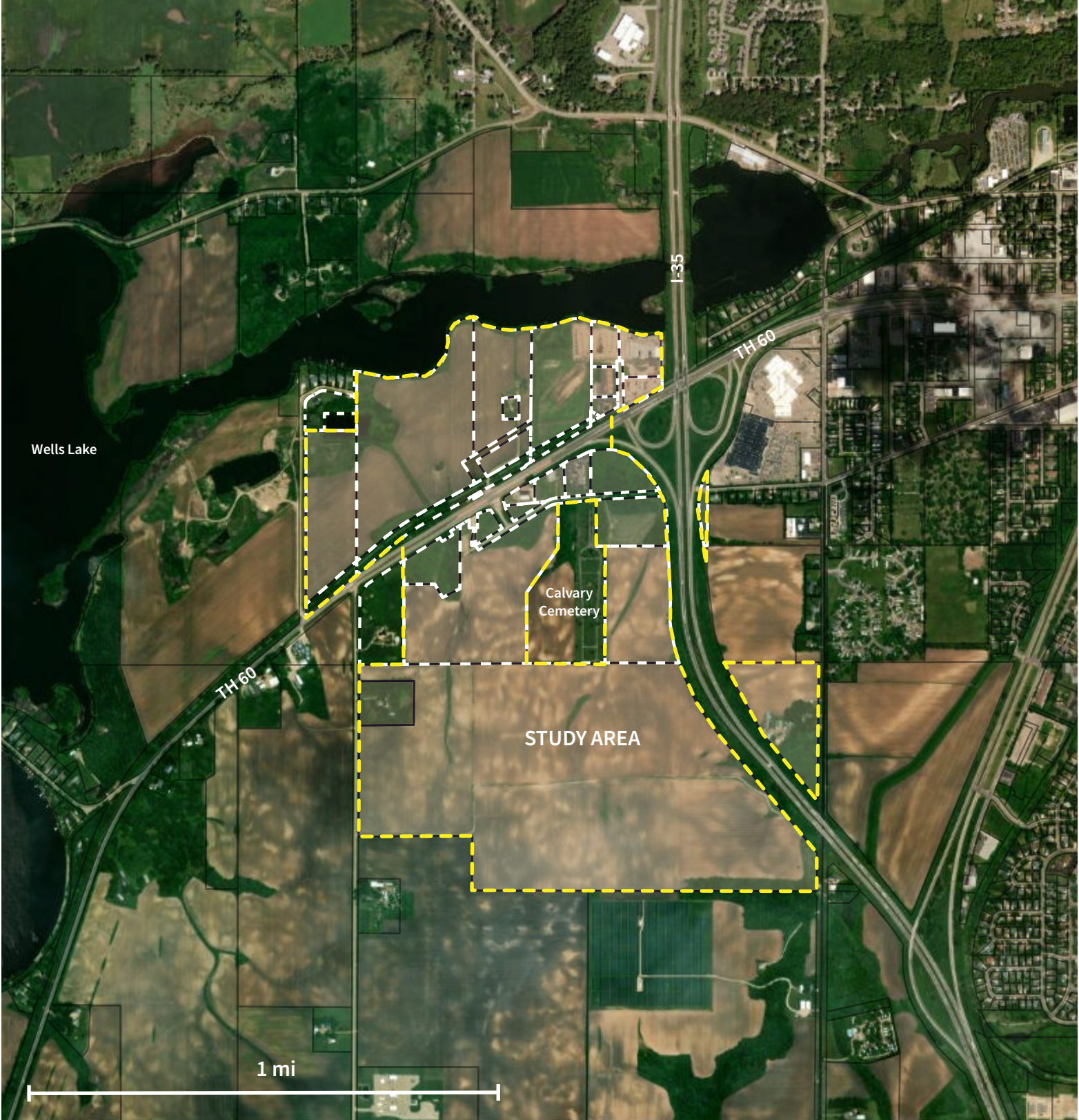
- An active front door into Faribault where regional economic activity and new neighborhoods are woven into the natural landscape.

AREA PRINCIPLES

- Establish the area as an attractive gateway welcoming people into the city.
- Embrace site topography to create interesting places and development patterns as a means of preserving the natural landscape.
- Respect other city growth areas and compliment existing city businesses.
- Leverage multimodal connectivity offered by I-35 and the Sakatah Singing Hills State Trail.
- Provide needed housing for current and future city residents while exploring new ideas and innovation to move the needle on development expectations.
- Protect and celebrate the Calvary Cemetery and Wells Lake, ensuring public access for years to come.



Study area in context



Study area

FUTURE GROWTH AND STRATEGIC DEVELOPMENT

Faribault’s Journey to 2040 Comprehensive Plan identifies numerous strategic development areas, guiding former or underutilized sites towards Commercial/Residential mixed use infill. This is done as an effort to improve community livability, stimulate targeted reinvestment, and efficiently use existing infrastructure.

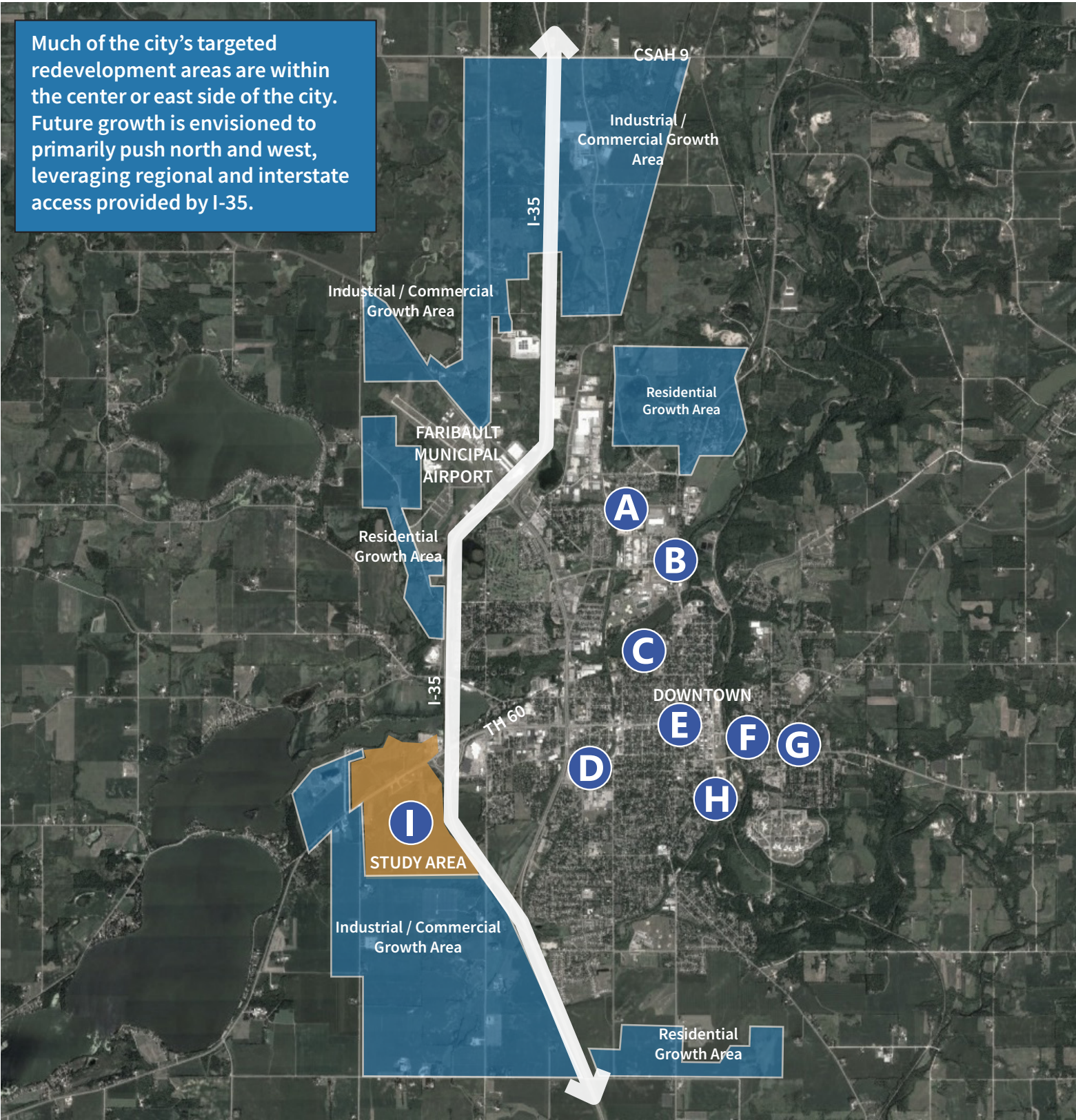
Journey to 2040 identifies staged growth areas primarily along the I-35 corridor that may accommodate industrial and commercial growth demand, benefiting from interstate adjacency. Many of these growth areas intend to accommodate desired and anticipated industrial growth, since suitable industrial land within the city limits has become scarce.

The TH 60 West area is identified both as a Strategic Development Area and Staged Growth Area. Journey 2040 suggests the area of north of TH 60 be guided for Commercial / Residential Mixed Use, and the southern portion is guided Commercial / Industrial Mixed Use. The Comprehensive Plan then envisions a broader vision that extends these uses further west and south.

The Comprehensive plan’s guidance for the study area results in competition with other named strategic development sites identified for new commercial or residential development. Sites within the city core can leverage adjacent development in attracting market interest, while the TH 60 West must simultaneously stimulate market demand and establish a sense of place.

Further north along I-35, at CSAH 9, is approximately 2,000 acres within a commercial/industrial city growth area. Rice County and Faribault are currently reviewing plans to refine land use expectations in this area and establish need and timeline for a future interchange. Both the I-35/CSAH 9 and TH 60 West growth areas are competing for similar uses.

TH 60 West’s strongest asset, compared to other areas of the city, is the adjacency of I-35 interchange creating convenient access to interstate commerce. The amount of people and goods traveling on the corridor and great visibility for adjoining properties are incredible attributes to this area’s future success. However, I-35 does limit access due to a limited amount of crossing locations, as well as technical and financial costs of creating new connections to the rest of the city.



Strategic Development Areas

FROM JOURNEY TO 2040 FARIBAULT COMPREHENSIVE PLAN

- A 28th St NW**
Commercial/Industrial Mixed Use
- B State Hwy 3**
Commercial/Residential Mixed Use
- C 7th St NW**
Downtown, Commercial/Industrial Mixed Use
- D Division St and Prairie Ave**
Commercial/Residential Mixed Use
- E Downtown**
Mixed Use, Public, Institutional
- F East Straight River**
Established Residential Neighborhood
- G State Hwy 60/First St NE**
Commercial/Residential Mixed Use
- H Willow St and Fowler St**
Downtown, Commercial/Residential Mixed Use
- I TH 60 West (study area)**
Commercial/Residential Mixed Use, Commercial/Industrial Mixed Use

COMMUNITY AND MARKET SNAPSHOT

Faribault Today

Faribault is the economic engine for the region, with more than 50% of the county’s jobs located within the city limits, and almost 40% of it’s residents calling Faribault home. While a majority of the city’s jobs are designated white collar, it holds a higher percentage of blue collar and industrial jobs compared to both Rice County and neighboring Owatonna*.

Housing affordability and unit availability are long- and short-term issues for Faribault to address. For the Faribault area, as of August 2023, there were approximately 100 homes for sale with a median listing price around \$300,000. Newly constructed homes in that group however carried a median price over \$400,000 (Source: Realtor.com), highlighting the often prohibitive cost of new construction.

At the same time, Faribault has a very limited supply of commercial and industrial properties. As of August 2023, the city had a cluster of unimproved industrial sites on the north side of town, two warehouse properties, and one small retail site on public commercial listings (Source: MNCAR).

While the city has a higher rate of poverty and lower median income than Owatonna, home values are much higher in Fariabult, and residents are about equally likely to be cost burdened. This may indicate strong borrowing potential for larger purchases such as housing.

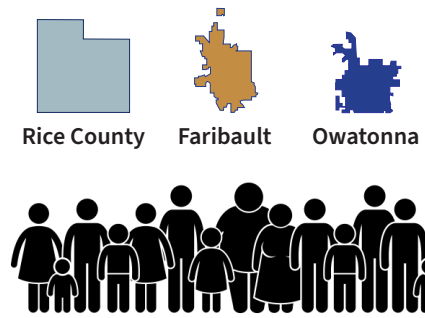
That said, Faribault’s “spending potential index”, a measure of spending related to a national average score of ‘100’ across different consumer categories, is 71, indicating a spending power below the national average.

Faribault Tomorrow

Faribault anticipates population growth at a similar rate to the County through 2030, and twice that of neighboring Owatonna. Population estimates show anticipated increases in both average age and diversity.

Southeastern Minnesota will likely see a five percent increase in jobs from 2020 to 2030. The main drivers of job growth are accommodation and food service plus arts, entertainment, and recreation.

Given the constraints in housing and shovel-ready commercial and industrial sites elsewhere in the city, TH 60 West is well-positioned to take advantage of market demand.



Residents

Total Population	67,905	24,809	26,466
Forecasted Annual 10-year Growth (2020 - 2030)	0.37%	0.47%	.11%

Households

Households	23,772	8,754	10,674
Household Size	2.55	2.57	2.44
Unit Vacancy	n/a	.5%**	5.2%

**market rate vacancy identified from 2021 Rental Housing Needs Analysis study, by Maxfield

Income and Wealth

Median Household Income	\$68,838	\$55,610	\$73,813
Median Net Worth	\$218,493	\$120,368	\$180,712
Households Below the Poverty Line	9%	14%	8.8%

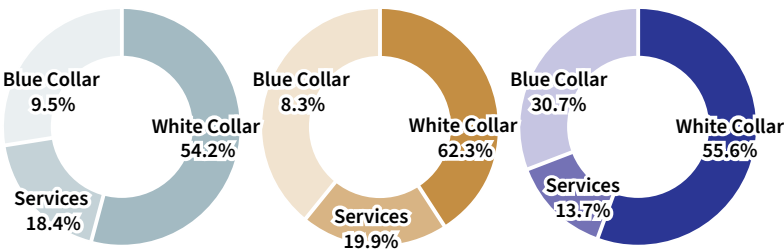
*Owatonna is located in located in Steele County, but is a comparable community to Fariabult, including its location on the I-35 Corridor

All information is 2023 estimates unless otherwise noted.

Workplace and Workforce

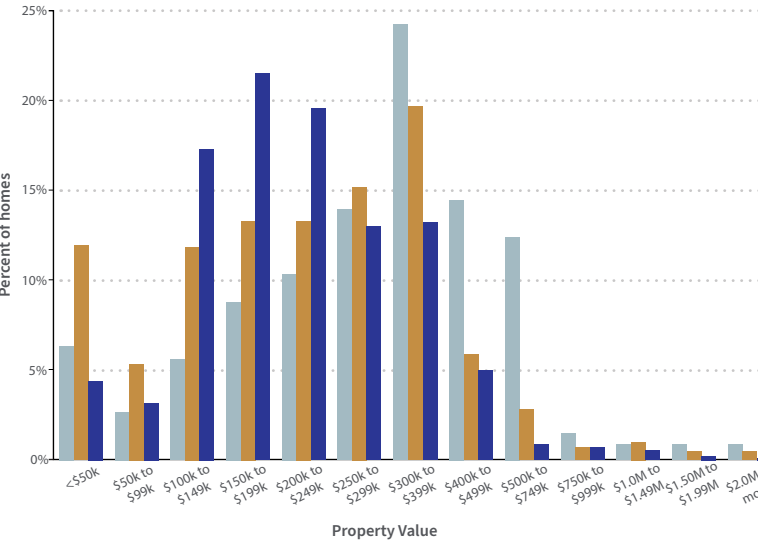
Total Businesses	2,087	870	1,110
Total Employees	28,256	15,274	22,368

Occupations and Industries



Total Employees	32,982	9,799	11,934
Agriculture/Mining	3.1%	2.3%	1.8%
Construction	7.6%	7.4%	6.2%
Manufacturing	15.6%	24.8%	24.7%
Wholesale Trade	2.2%	1.2%	1.5%
Retail Trade	8.6%	9.9%	11.7%
Transportation/Utilities	5.7%	7.1%	3.6%
Information	0.6%	0.9%	1.3%
Finance/Insurance/Real Estate	3.2%	2.1%	8.9%
Services	49.6%	39.4%	34.9%
Public Administration	3.8%	5.0%	5.3%

Home Values



Home Ownership Costs

Percent of residents who own their home	75.6%	65.4%	69.0%
Median home value	\$313,134	\$230,483	\$173,400
Percent of owners spending 30% or more of monthly income on mortgages	23.0%	13.8%	14.8%

Renting Costs

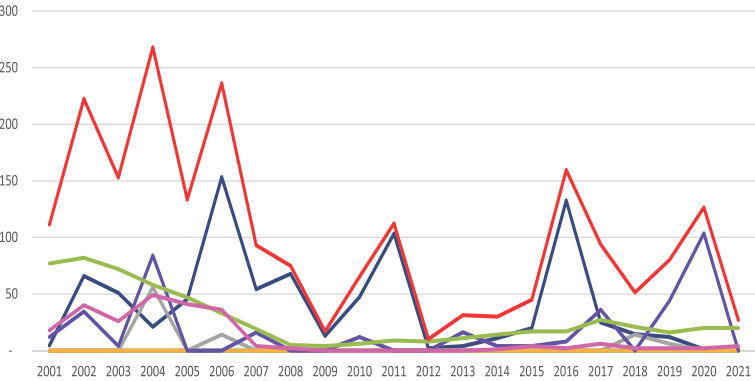
Percent of residents who rent their home	24.4%	34.6%	31.0%
Median monthly rent	\$1,048	\$973	\$854
Percent of renters spending 30% or more of monthly income on rent	35.1%	48.4%	60.9%

DEVELOPMENT AND LAND ECONOMICS

Construction History and Build Out

When combined with growth projections, past development activity is used to estimate demand for land accommodating future development. However, due to wide variability in development types, actual land use may vary — especially with redevelopment that may involve no net land increases.

Permits Issued by Use Type (2001-2021)



Faribault saw a surge of building activity during the housing boom of the early 2000’s. After the 2008 market crash growth stalled until recently, when new multifamily and commercial permit activity increased. This renewal was in part driven by benefits and incentives of the Federal Opportunity Zone program. The city then saw steep drop in 2020 stemming from market uncertainty in the COVID pandemic.

Land Absorption Rates

The table below shows land absorption rates based on 5-, 10-, and 20- year averages. Absorption rates and zoning regulations, like density and lot coverage, can estimate future demand for land.

Use Type	5-Year Average				10-Year Average				20-Year Average			
	Total Acres Absorbed	Average Acres	Total Units Built	Average Units Built per Year	Total Acres Absorbed	Average Acres Absorbed per Year	Total Units Built	Average Units Built per Year	Total Acres Absorbed	Average Acres Absorbed per Year	Total Units Built	Average Units Built per Year
Multifamily homes	19.0	3.8	183.5	36.7	23.1	2.3	215.8	21.6	30.8	1.5	366.3	18.3
Single-family residences	57.3	11.5	104.0	20.8	153.3	15.3	171.0	17.1	257.2	12.9	506.0	25.3
Townhomes	3.4	0.7	16.0	3.2	4.1	0.4	23.0	2.3	25.5	1.3	221.0	11.1
	Total Acres	Average Acres	Total Square Footage Built	Average Square Footage Built per Year	Total Acres Absorbed	Average Acres Absorbed per Year	Total Square Footage Built	Average Square Footage Built per Year	Total Acres Absorbed	Average Acres Absorbed per Year	Total Square Footage Built	Average Square Footage Built per Year
Commercial	112.1	22.4	277,430.4	55,486.1	265.2	26.5	956,217.8	95,621.8	906.0	45.3	1,841,461.9	92,073.1
Industrial	12.8	2.6	147,453.8	29,490.8	92.9	9.3	447,452.8	44,745.3	409.7	20.5	542,629.9	27,131.5



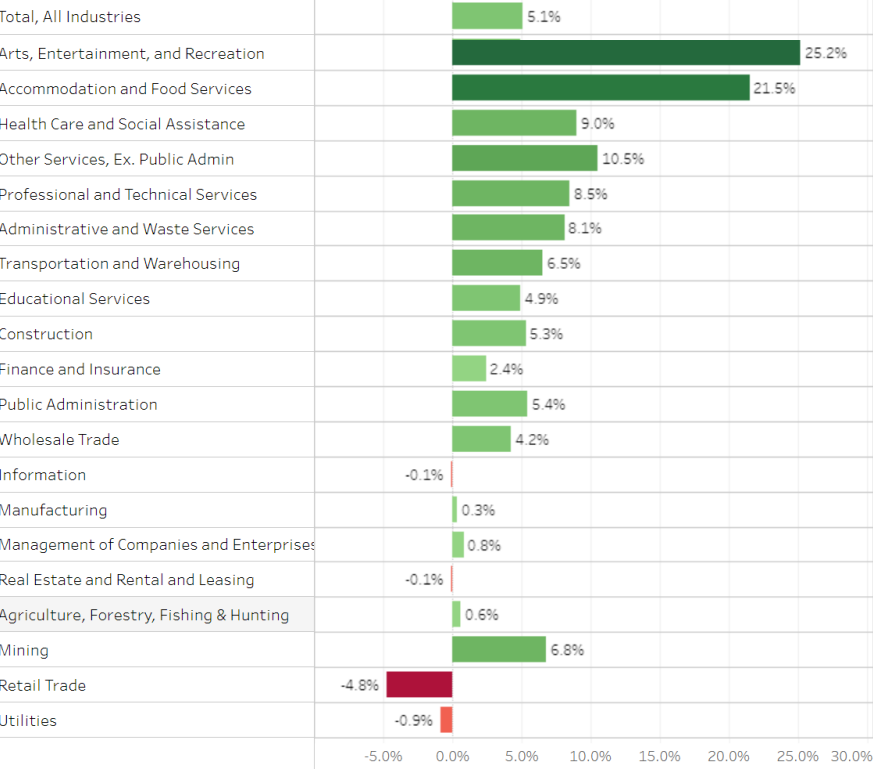
Acreage Absorption (2001-2021)

Absorption is the amount of land used up by development. Land absorption rates spiked in the post housing market crash era, before establishing a fairly rhythmic pattern over the last ten years. The city has seen fairly negligible condominium development, so that category is not included in the calculations above.

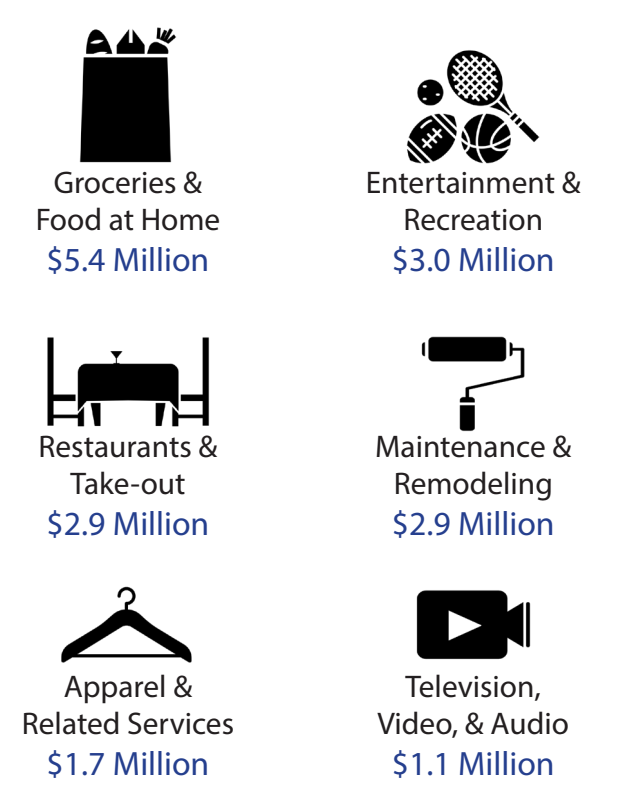
Commercial and Industrial Growth

While housing demand is largely a factor of household type and income, commercial and industrial generally have many more variables. The chart below shows expected industry growth trends in the region. The decline of retail reflects the rise of online shopping.

Southeast Minnesota Job Growth by Industry (2020-2030)



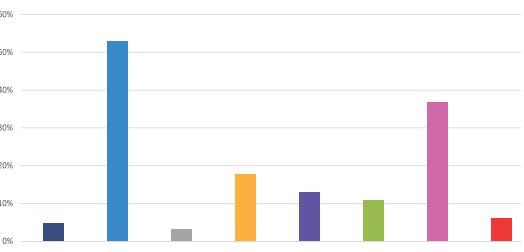
Faribault 5-Year Projected Spending Growth (2023-2028)



Development Footprint and Tax Capacity

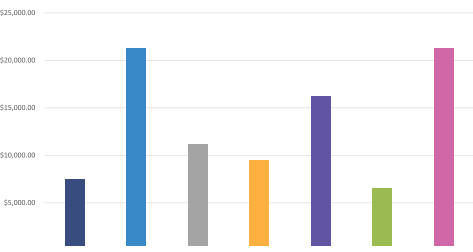
Tax capacity of different land use types demonstrate the potential public revenue benefits of development projects.

Percent Parcel Developed (2001-2021)



The footprint of multifamily housing like condominiums and townhomes take up the largest percentage of development sites.

Tax Revenue Per Acre (2001-2021)



Multifamily housing yields the highest average tax revenue per acre. This reflects the more intensive use of these sites in terms of their property footprint.

Cody - add legend here

Larger y-axis labels on both charts

HOUSING INVENTORY AND OPPORTUNITIES

Local Market Trends

Faribault has a median household size of 2.6 people — about on track with the state average of 2.5. About 36% of owner occupied and 52% of rental housing are families with children. These households tend to seek out larger, multi-bedroom units, leading to a shortage of dwellings with 3 or more bedrooms.

Consumer data and construction trends demonstrate a growing preference toward sustainable and resilient housing. These may include efficient/sustainable building materials, and renewable energy capturing technologies like solar panels and wind turbines. These green alternatives are increasingly sought after for residential, commercial, and industrial construction.

Housing Affordability in Faribault

Locally, there’s a projected demand for housing units appealing to first time home buyers of a modest size (up to 1,500 square feet). With an estimated housing construction cost of \$200 per square foot*, and estimated mortgage rates of 6%*, the average household could afford around a 1,500 square foot home before becoming “cost burdened” - a term referring to more than 30% of monthly household income being used on housing and related expenses.

*Spring 2023 estimate

Gaps in the Current Housing Market

There are two major multifamily housing projects recently completed near downtown Faribault. In both projects, more than 80% of all the units were leased before construction finished.

Quick lease-ups of these units indicate a resident demand for housing in a mixed-use, urban environment. In Faribault, these options, while increasing, are still limited.

Further, the city has limited supply of housing available that meets these characteristics:

- Two-bedroom units of a modest size
- Sale price under \$300,000
- Monthly gross rent under \$900 per 2 bedrooms dwellings
- Located within a walkable neighborhood with variety of shopping, dining, and entertainment options within a 1/4 mile walking distance

A well-connected mixed-use environment, located adjacent to commercial, light industrial and industrial employment centers, and buffered yet connected by open/green spaces and trails is suitable for this type of housing.



Multifamily Residences
Straight River Apartments



Townhomes
Stoneridge Community

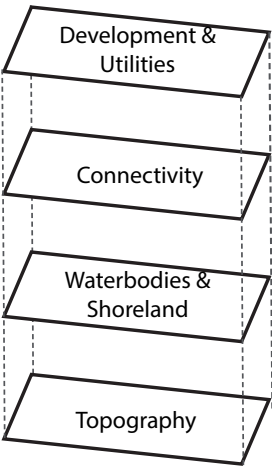


Single-family Homes
Stoneridge Community

AREA CONDITIONS FRAMEWORK

Physical Conditions

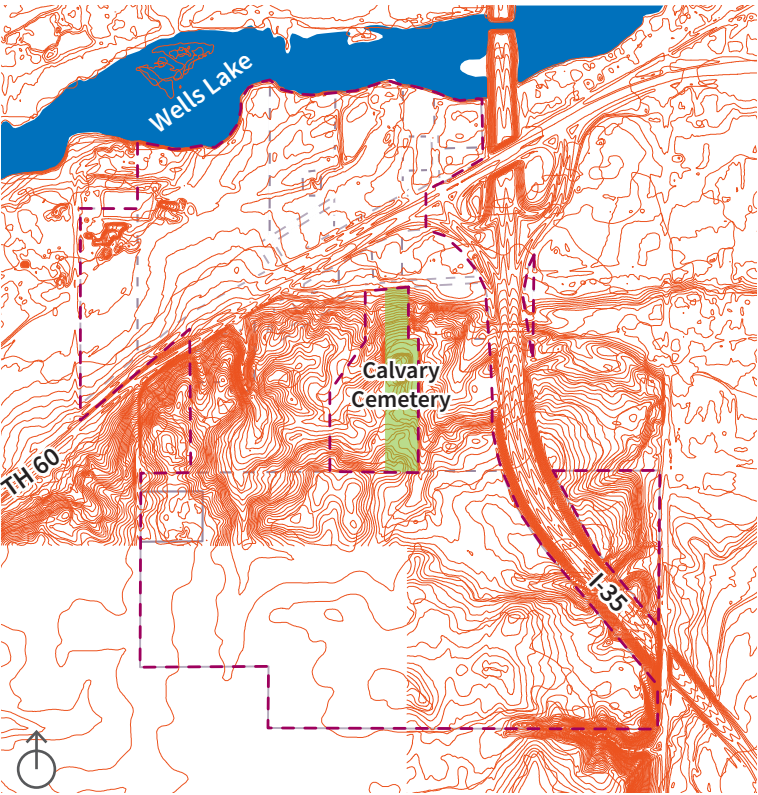
Understanding the physical conditions of the TH 60 West area was informed by a layered approach to place-based thinking, where physical characteristics are “stacked” upon each other to create an interrelated understanding of place. Details of these elements are outlined to the right.



Policy Conditions

Major policy considerations of the area include:

- A Shoreland Overlay District extends 1000’ from Wells Lake and regulates lot size, coverage, and density, which create additional regulation on dense and non-residential development near the lake.
- 100- and 500-yr flood areas exist around the NE commercial area. This pocket of commercial does not experience regular flooding today, but floodplain regulations do impact future development.
- There are numerous private easements throughout the site, and the largest is a major gas line running north/south through the study area. This wide easement prohibits any development within its boundaries.
- City officials must be open to rezoning some or all of the study area based on comprehensive plan guidance and market-based support.
- Interstate 35 is designated as an Alternative Fuel Corridor by MnDOT and the Federal Highway Administration, opening up increased funding opportunities for EV charging, hydrogen, propane, and natural gas fueling infrastructure.

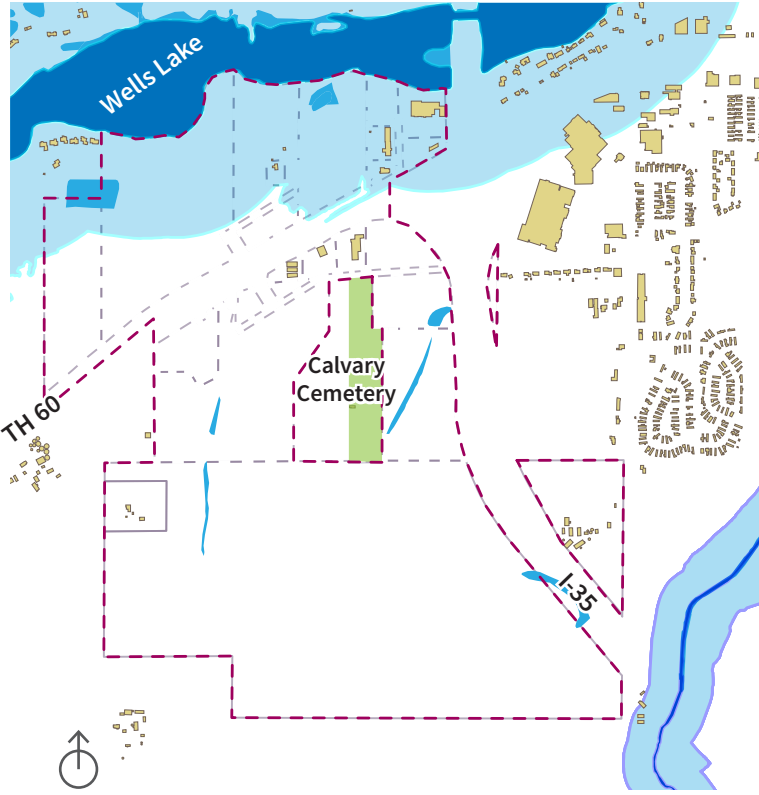


TOPOGRAPHY

A defining feature of the study area is the steep topography south of TH 60. From the roadside of TH 60, the elevation climbs rapidly to as much as 80-feet, providing beautiful sweeping views to the north and west.

Land north of TH 60 is comparatively flatter, and provides a gradual transition down to Wells Lake.

*The SW portion of the study area uses 10-foot contours, as 2-foot contours are unavailable.

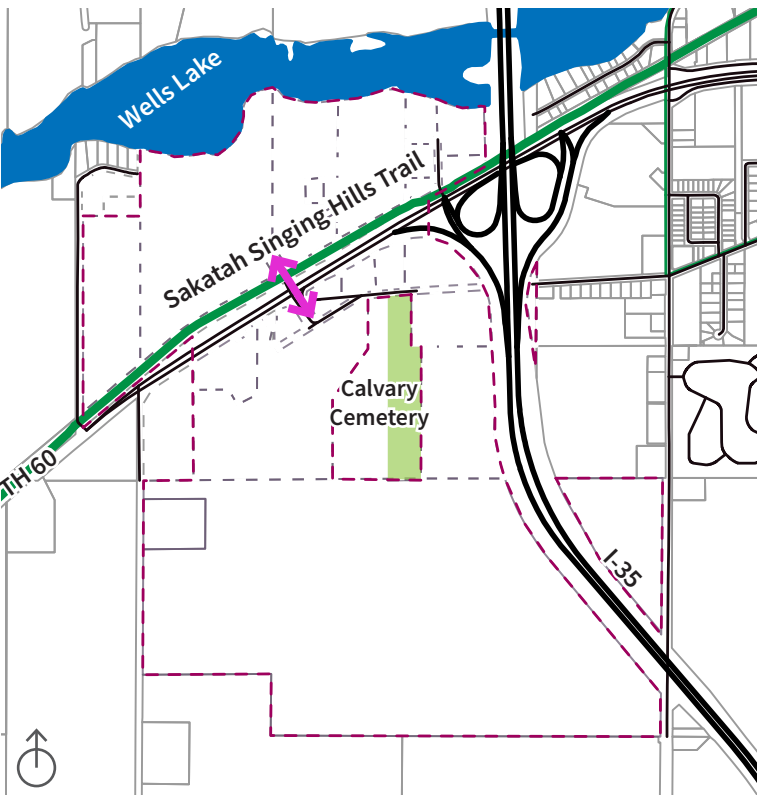


WATERBODIES AND SHORELAND

The study area is bounded to the north by Wells Lake, which provides a potentially significant asset for future development and recreation.

The Shoreland Overlay District for Wells Lake creates a protected area 1000’ from the shoreline, and regulates the scale, intensity, and impervious coverage of buildings within the overlay.

There are some flood areas in the study area, but are mostly limited to the northeast and therefore have minimal impact on the study area.

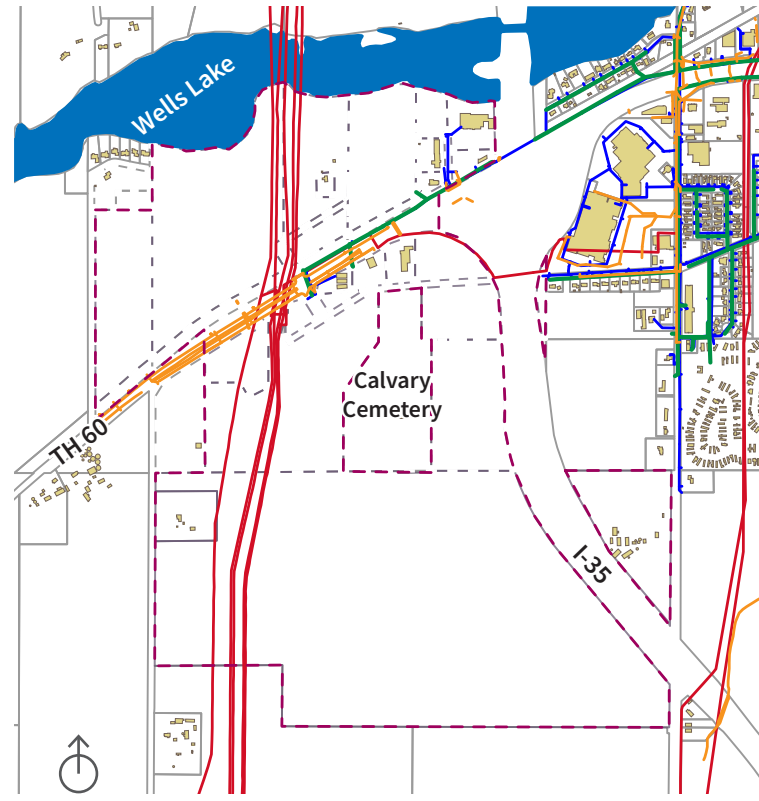


CONNECTIVITY

TH 60 West’s strongest marketing attribute includes easy access to Interstate 35 and travel along the corridor. However, the interstate does limit existing east-west access down to one point: the I-35/TH 60 interchange.

TH 60 bisects the study area and operates without signalized intersections or pedestrian crossings. Future improvements along TH 60 should include intersection and pedestrian improvements.

The Sakatah Singing Hills Trail runs along the north edge of TH-60 within state ROW, providing regional recreational access through the heart of the area.



DEVELOPMENT AND UTILITIES

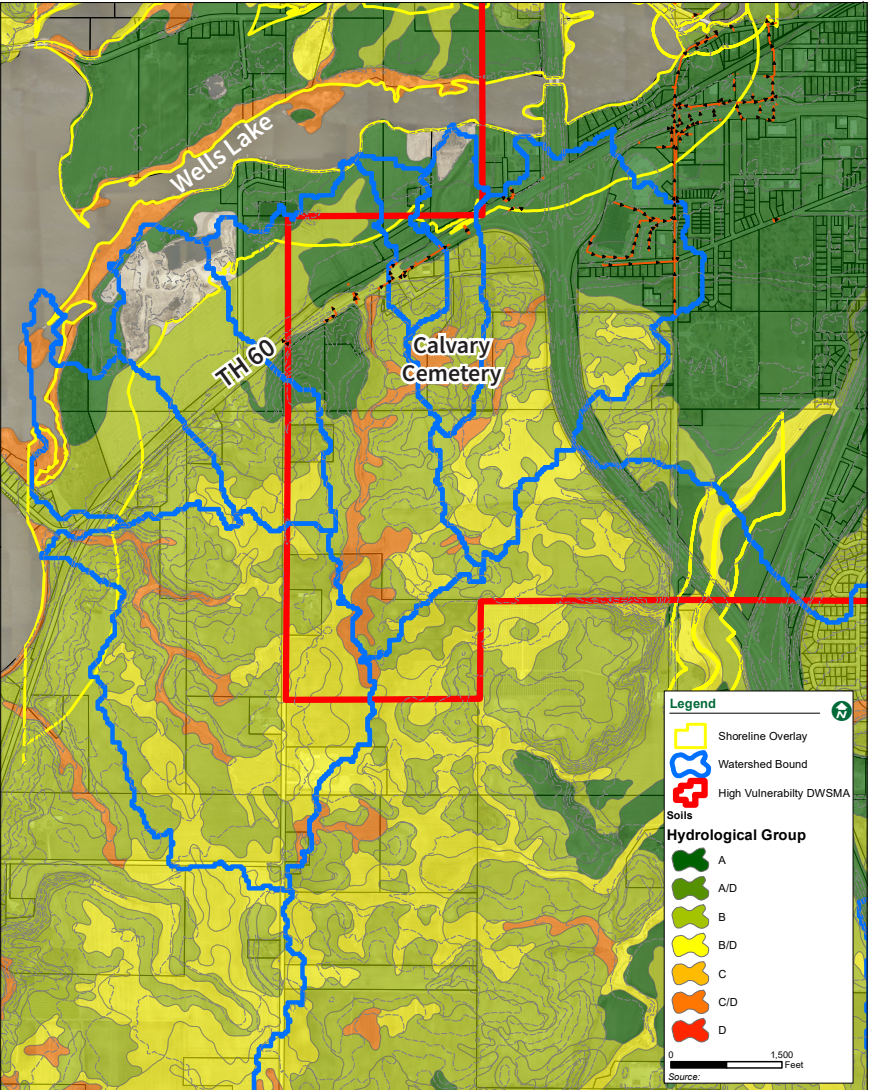
Development in the study dates to the 1970s north of TH 60 and the 1980s-1990s south of the Th 60.

City water and sewer serve the study area and extend to 38th Ave NW.

Among the most significant encumbrances for the study area includes multiple natural gas lines running north-south in an easement several hundred feet wide.

Crossing the easement will require cooperation with Northland Natural Gas.

SOILS AND WATER RESOURCES



Soils

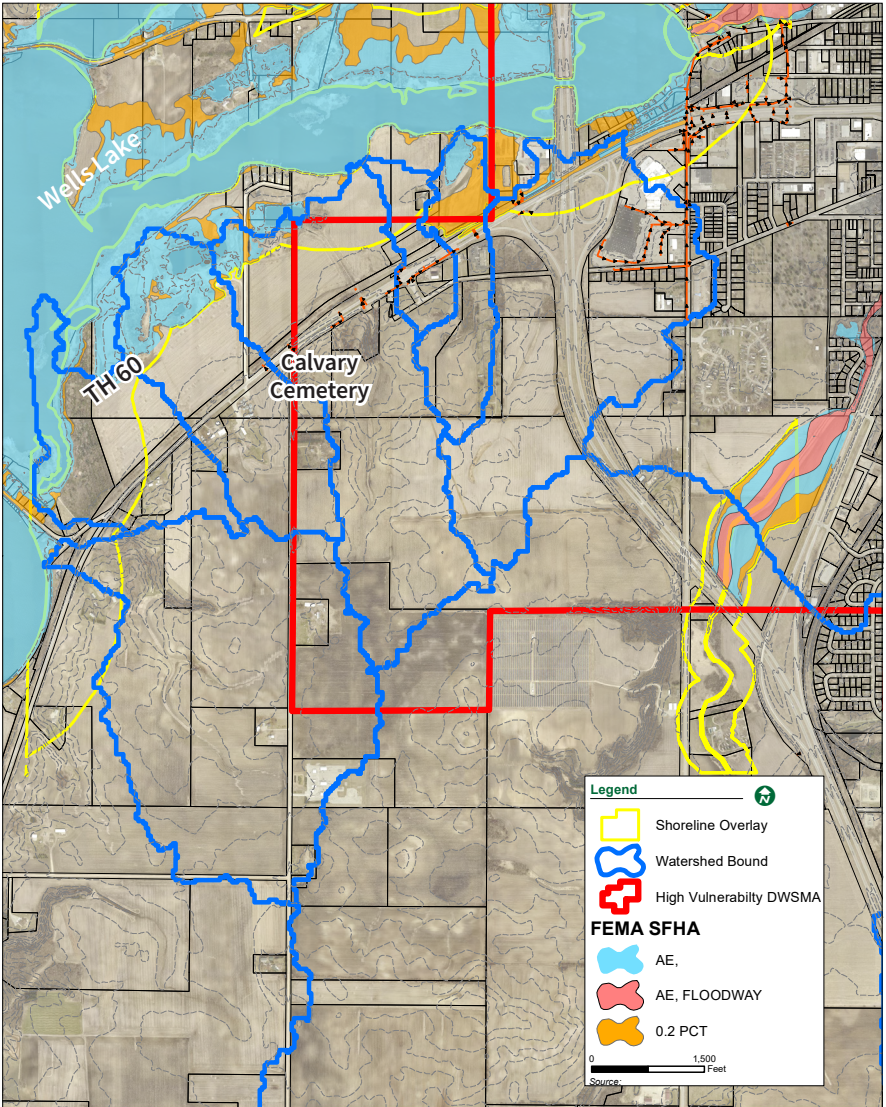
Area soils are generally sandy with moderate to good infiltration capacity. These well-draining soils provide opportunities and challenges in terms of stormwater management

Sandy soils are great for meeting volume control standard. With some additional geotechnical investigation, the sandy soils can be utilized to reduce stormwater management footprints by enhancing regional infiltration.

When sandy soils are paved, the change in runoff volume is more exaggerated than tighter clay soils as most of the water soaks into sandy soils before it starts to move across the land. When those soils are paved over, stormwater runoff is almost instant meaning managing rate control could add to the overall stormwater footprint.

Some of this volume change can be mitigated through the use of larger regional facilities, as opposed to individual lot stormwater management practices.

However, sandy soils can also lead to higher vulnerability of drinking water supply management areas (DWSMAs). In this case, Faribault has a high vulnerability DWSMA that extends over a portion of the development area. Stormwater infiltration may be limited, or even prohibited, in these areas. During preliminary site planning, it will be important to recognize these limitations and provide higher level engineering should infiltration be necessary in these areas.



Stormwater & Treatment

Stormwater runoff in the study area currently drains from south to north and on the ground surface. Regional drainage is largely defined by steep swales and largely stable ravines south of TH 60. As drainage enters the Cannon River floodplain north of TH 60, topographic grades dramatically flatten.

Each ravine has a culvert crossing at Highway 60. These may be good boundary conditions for upstream development. As such, regional stormwater management could be split south and north of Highway 60 to leverage the existing infrastructure.

The Cannon River has been studied for flooding and has a FEMA defined special flood hazard area. The flood fringe and floodway designations offer both limitations and

flexibility. While fill is allowed within the flood fringe to elevate a structure above the 100-year base flood elevation, the floodway and flood fringe are very close together in this area resulting in development becoming difficult to achieve without mitigation measures.

Currently, the floodplain areas north of Highway 60 have in-place stormwater ponds and/or material mining. These low areas should be explored for use in regional stormwater management approaches to limit additional excavation.

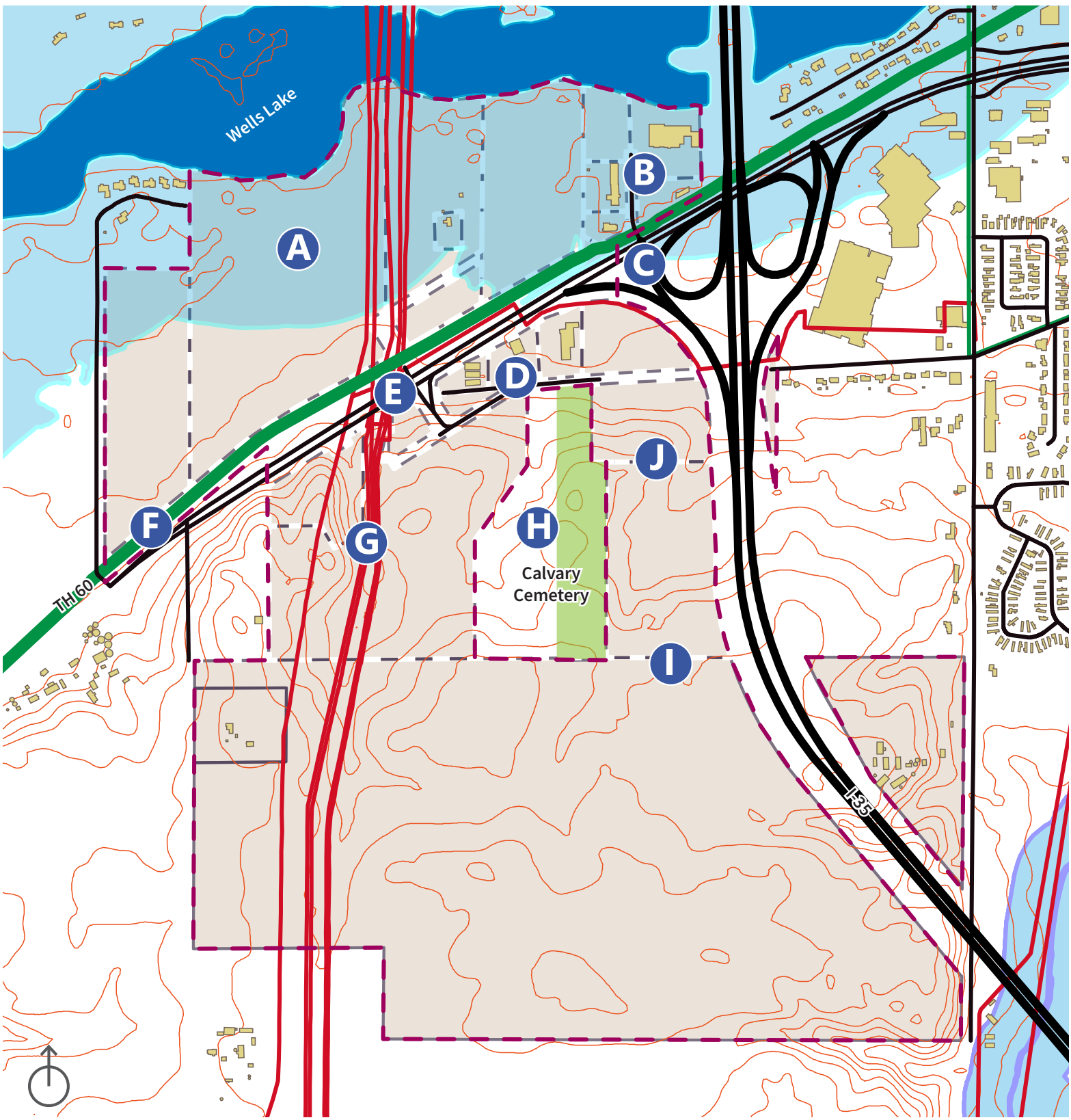
AREA CONDITIONS SUMMARY

Challenges

- Steep topography, particularly to the south, creating difficult conditions for access and dense, large scale development.
- A series of natural gas lines running north-south and associated private easement, creating a bisecting hurdle for development and connectivity.
- The Shoreland Ordinance, which extends 1000’ from the Wells Lake shoreline, provides additional and at times unclear, regulation of development type and density above and beyond city zoning.
- A single point of access (TH 60) connecting the study area to the rest of the City limiting connectivity with other city areas.
- The site must compete with other identified redevelopment and growth areas across the city.

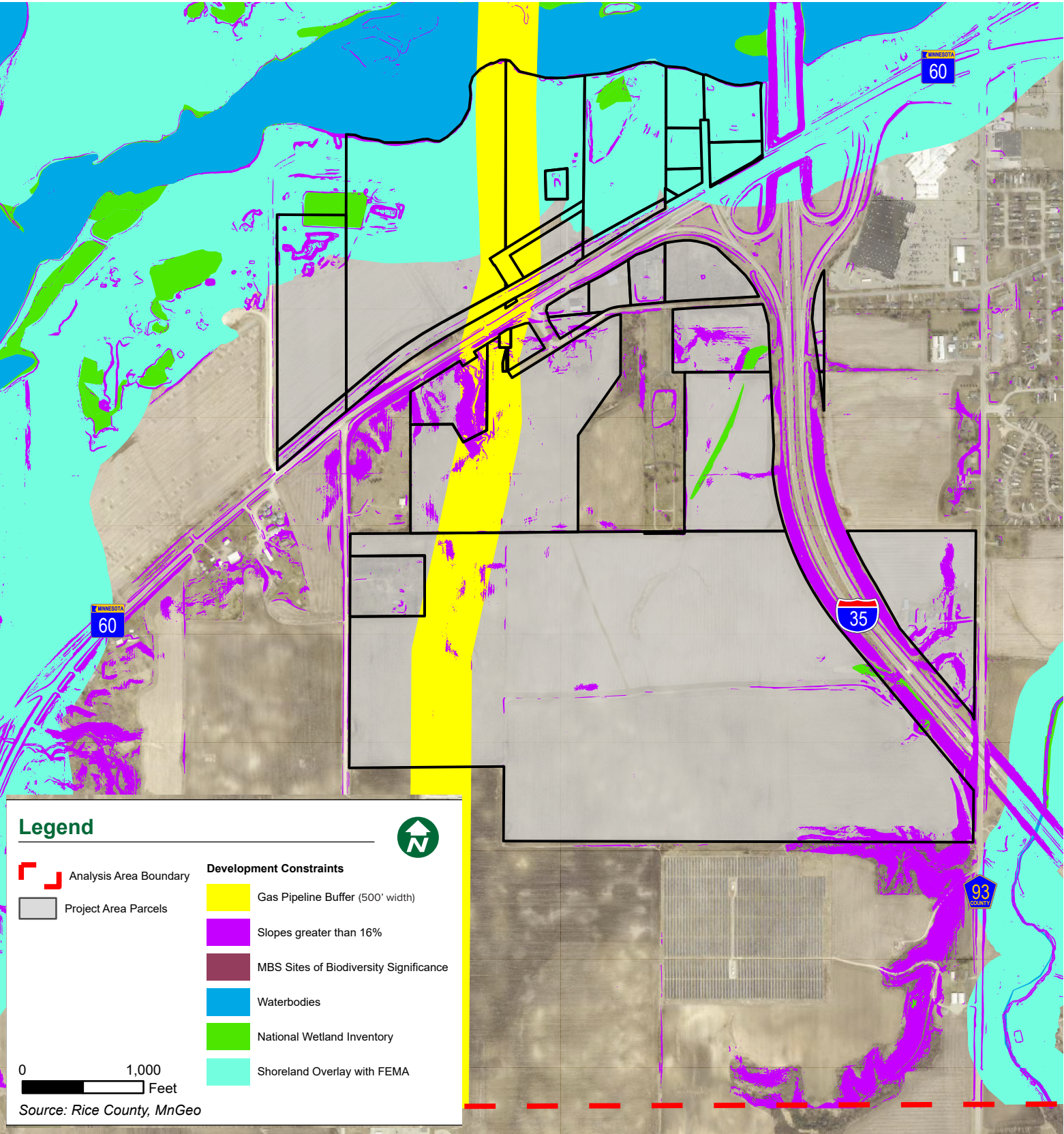
Opportunities

- As one of three Interstate 35 access points for Faribault, the area has great access to regional, state, and interstate commerce.
- The area has great potential as an attractive and welcoming gateway into Faribault.
- Steep topography presents pristine views of the city and natural features.
- Future access to Wells Lake could be a major attractor for future homes, or lake-oriented recreation.
- The Sakatah Singing Hills State Trail provides regional bike access and tourism opportunities through the middle of the site.
- The area is already served with sufficient public utilities, reducing the cost of extension for future buildout.
- New housing in the study area can support city-wide housing demands and provide a range of dwelling types and price points.



- A** The Shoreland Ordinance significantly regulates development density and coverage, making multifamily and non-residential development difficult. However, because much of the area was zoned Commercial prior to Ordinance adoption, there is greater flexibility in total lot coverage allowance.
- B** Existing commercial uses date back to the 1970's and are clustered in the NW quadrant of the interchange
- C** I-35 provides exceptional visibility, interstate commerce and travel access, but is also a barrier to accessing the rest of the city
- D** Development south of TH 60 is a mix of industrial and commercial uses dating back to the 1990s
- E** TH 60 bisects the study area but provides critical access to and through the area, while offering a direct connection to Downtown Faribault
- F** The Sakatah Singing Hills State Trail offers regional connectivity and recreation, connecting to the Western Ave Trail and City of Faribault Trail.
- G** Five major gas lines and the associated easement create a major area encumbrance, particularly for development and interior connectivity
- H** Cavalry Hills Cemetery, dating back to 1858, is a centerpiece of the area and final resting place of Alexander Faribault. Half the property is used for the cemetery, while the other half is used for agricultural land. Enhancing and celebrating this iconic location should be central to area's future.
- I** Sandy soils and numerous natural drainage areas at low points within the steep topography should be utilized for exploring regional (multi-site) stormwater management.
- J** Significant and steep topography define the southern portion of the study area, presenting sizable development barriers, but also opportunities to create uniquely sited uses with some of the best views in the city.

DEVELOPABILITY AND SUITABLE USES



Developable Area

Of the approximately 495 acres within the study area, a total of 412 acres are developable when controlling for the following criteria

- **Topography** — slopes > 15%
- **Water constraints** — protected floodplain and/or wetland areas
- **Easements** — the presence of significant easements, specifically the north-south natural gas line

70 acres of this developable area is also within the Shoreland Overlay, which regulates development intensity. While not prohibiting development, it does result in lower allowed development intensity.

Preliminary Development Suitability

1. North of TH 60



Suitable for:

- Single family and other low-density neighborhoods within the Shoreland Overlay District
- Transitions to multifamily dwellings along edges of the Shoreland Overlay District
- Mixed-use and/or small-scale commercial along TH 60 outside of the Shoreland Overlay District with connections to adjacent residential neighborhoods
- Gradual redevelopment of existing business sites.

2. South of TH 60



Likely suitable for:

- Highway-oriented or regional commercial, leveraging access to I-35
- Light and medium industrial users requiring interstate access
- Specialty users such as green energy or data centers
- Gradual redevelopment of existing business sites.



DESIGN FRAMEWORK

LAND USE FRAMEWORK

Leveraging the Interstate

Interstate access is among the biggest economic assets of the area. However, there are several different types of commercial uses that are drawn to an interchange. The TH 60 West Master Plan strives to determine an appropriate balance of uses that can boost economic growth, while also elevating a unique quality of place at the western gateway to the city.

The plan seeks a balance of two ends of a land use spectrum, both of which is drawn to an interchange.

Auto-Serving: Uses that are oriented to selling, servicing, or enhancing vehicles, or those that people do not need to leave a vehicle to experience, such as fast food restaurants. Generally speaking, these uses are single trip destinations with strong economic value.

These uses could also be understood as “traditional highway oriented uses”, in that they are more commonly found adjacent highways, and are comparably more reliant on interchange proximity.

People-Serving: Uses oriented to personal service, entertainment, or recreation, or other businesses types requiring people to leave their cars, such as sit-down restaurants. Generally speaking, these uses encourage visiting multiple destinations during a trip due to proximity, often by walking between each. There are unique economic and quality of place value in these uses, however people-serving uses were not viewed as inherently more-desireable uses.

These uses could also be understood as alternative highway oriented uses, since they find interchange proximity highly desirable but are comparatively less reliant on an interchange. As such they are less commonly found adjacent to highways.



Auto Serving / Traditional Highway Uses



People Serving / Alternative Highway Uses

Residential Neighborhoods

Due to topography and other encumbrances, the north study area is identified as more appropriate for new, complete neighborhoods that could offer a more natural aesthetic and smaller scale, not found elsewhere in the city. Likewise, the natural gas line easement serves as a delineation between the commercial district adjacent to the interchange and two proposed neighborhood types further west.

The first neighborhood type embraces a conservation-style development design, recognizing the Shoreland Overlay District limiting development intensity near Wells Lake.. Modestly-sized homes in this conservation-style development provide cost-efficient opportunities for home ownership.

The second neighborhood type envisions multifamily housing for those areas outside the Shoreland Overlay. These medium- and high-density apartments and townhomes are critical for supporting surrounding commercial uses, and offer the city much needed new housing stock.

Housing in this study area differentiates itself from other housing in the city through proximity and access to Wells Lake and orientation around natural, public spaces.



Sustainable Industrial

The city needs large, shovel-ready development sites for medium- and large-scale industrial uses. The southern-most portions of the study area would be most appropriate for these uses as it contains the largest areas of developable land, has adequate access and visibility to Interstate 35, and does not compete against residential and commercial uses experiencing strong market draws in the north.

Rather than simply allowing traditional manufacturing, the city should leverage I-35 as an alternative fuel corridor, using energy programs from both the State and area utility providers to pursue green, sustainable manufacturing and design. Businesses may include producers of green energy components, utilization of sustainable sources of energy, or building design decisions like naturalized landscapes, low-salt site design, EV charging stations, or greenspace preservation.

This may also include closed-loop production systems in which the “waste” of one user becomes an input for another, thereby reducing total system byproducts. This approach requires significant coordination across users, ensuring public and private infrastructure sufficiently supports system needs.



Public Space

New public space opportunities are explored primarily within neighborhood and commercial areas of the north study area. Recognizing that Wells Lake is a unique natural asset, these public spaces embrace the water and provide area residents and visitors the chance to view and connect with Wells Lake. When combined with interchange proximity, water-oriented public spaces function as a catalyzing anchor of the northern land use vision.

More naturalized public spaces are concentrated in the residential neighborhoods, while more programmed spaces are considered within the commercial district adjacent the interchange.

Additionally, the plan recognize regional stormwater and drainageways as natural, public amenities. These not only helped organize land uses, but could provide key stormwater management for new development



TRADITIONAL HIGHWAY ORIENTED LAND USES

Truck Stop
8-12 Acres



Auto/Implement Dealer
5-10 Acres



Gas Station
.5-3 Acres



Destination Stop
10-20 Acres



Car Dealer
3-8 Acres



Fast Food
1 Acre



ALTERNATIVE HIGHWAY ORIENTED LAND USES

Hotel
2-4 Acres



Charging Stations
Site design



Water Commercial / Event Center
1-5 Acres



Casual Restaurants
1 Acre



Medical Office / Clinic
1-5 Acres



Enhanced Facades / Design
Building Design



CONSERVATION NEIGHBORHOODS

Jackson Meadow, Marine-on-St. Croix, MN
salmela architects



Pocket Neighborhood



Native Plant Preservation
landscape conservation



Development Patterns
Source: bettertowntoolkit



Preserved Landscape
landscape conservation



Rural Trail
Connect Neighborhoods

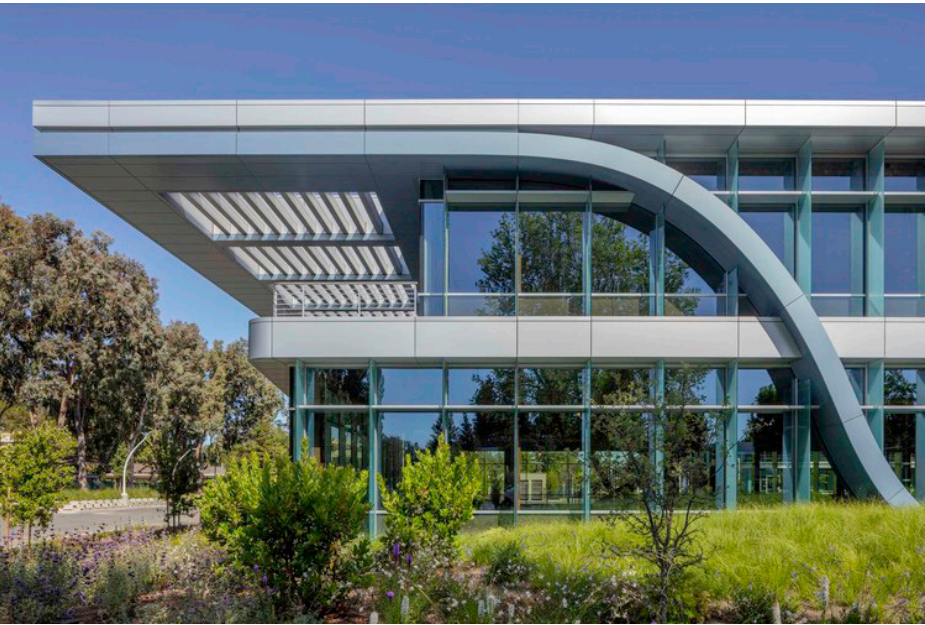


INDUSTRIAL, GREEN MANUFACTURING

Industrial Flex
2-20+ Acres



Embrace Natural Aesthetics
Site design



Roof/Supportive Solar Panel
Site/Building design



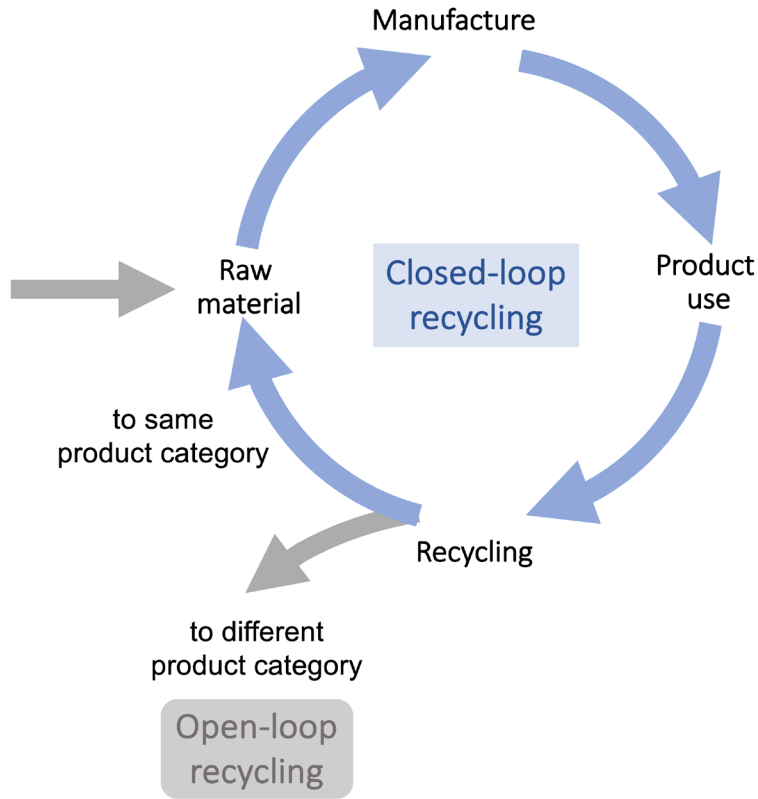
Enhanced Facade / Design
Building Design



Green Manufacturing
5-15+ Acres



Closed-Loop System
Industrial Systems Approach



SHORELINE PUBLIC SPACE IDEAS

SHORE EDGE



WATER ACCESS



COMMERCIAL ACTIVITY



An aerial photograph of a landscape, likely a planning or engineering study area. The image is monochromatic, rendered in shades of brown and tan. It shows a complex highway interchange with multiple lanes and overpasses. To the left of the highway, there are large, open fields and some scattered trees. To the right, there is a more developed area with numerous buildings, parking lots, and a dense residential or commercial neighborhood. The overall scene suggests a transition from rural or undeveloped land to a more urban or industrial environment.

THE PLAN

NORTH STUDY AREA



NORTHERN NATURAL GAS
LINE AND EASEMENT

STORMWATER POND

SHORELAND
OVERLAY

EXISTING DRAINAGE,
STATE TRAIL

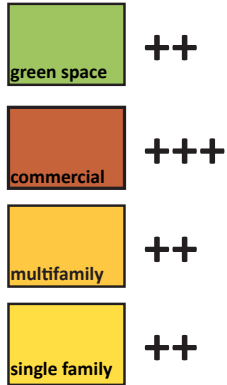
EXISTING DRAINAGE

SHORELAND
OVERLAY

STATE TRAIL



- 1 Modest, multifamily housing outside the Shoreland Overlay
- 2 Single family neighborhood within the Shoreland Overlay
- 3 Partially built out to shoreline with some public spaces, and amenities
- 4 Amenitized stormwater with centralized, public greenspace
- 5 Trail spur and amenitized drainage way bisecting the commercial area
- 6 People- and highway-oriented commercial uses
- 7 People- and water-oriented commercial uses, with connections to the waterfront park space
- 8 Large-and small-format commercial - i.e. regional dealership, showroom, truck stop



LAND USES

Interstate access is among the biggest economic assets of the area. However, there are several different types of land uses that are drawn to an interchange. This plan seeks to answer was an appropriate balance of people-serving and auto-serving uses by recognizing that some uses see interchange proximity as a necessity, while others see proximity as a convenience.

The north study area suggests using the natural gas line easement as east-west delineator between commercial businesses dependent on interstate proximity to the east and uses not dependent on interstate proximity to the west.



New Riverfront Neighborhoods

The western portion of the study area presents an opportunity for new neighborhoods with varying price points and types for Faribault. These two neighborhoods, blended together, respond to both local housing needs and restrictions presented by the Shoreland Overlay District

Conservation Neighborhood

Constructing a conservation subdivision addresses site and design restrictions found in the Shoreland Overlay District. This neighborhood contains small lots, clustered single family homes, and generous natural landscape. A conservation subdivision celebrates a natural aesthetic by promoting land conservation and access to the water.

Housing Types: Low lot coverage single family homes.

Traditional Neighborhood

Once out of the Shoreland Overlay District, developers may construct medium- and high-density housing. Leveraging near access to trails, new parks, the water, the interchange, and just minutes from downtown Faribault, Multi-family development at this location creates a unique and attractive neighborhood type not found elsewhere in Faribault.

Housing Types: Townhomes, small and large apartments

Commercial Districts

This plan proposes that larger use types, generally those oriented to regional and inter-state markets, concentrate near the interchange and at the signalized intersection of 30th Ave NW. These auto-serving users require interstate access as a necessity.

Further to the west, the plan envisions a smaller cluster of people-serving commercial uses. These uses encourage longer visits by people leaving their car and visiting multiple businesses, the riverfront park, or state trail. These uses are still drawn to the interchange, but proximity becomes more of a convenience than necessity.

Parcels may range from 6-10+ac nearer the interchange, down to 1-3ac to the west adjacent the natural gas line. This variation in size reflect intended use types within the commercial district.

CONNECTIVITY FRAMEWORK - STREETS & TRAILS



The city has invested significantly in infrastructure readiness for future development in the TH 60 West area. As such, roadway tie ins within the center of the are have already been developed and are ready to be expanded upon.

The street network largely runs parallel to TH 60, connecting 30th Ave NW, 38th Ave NW, and a realigned Wells Lake Dr. On either side of the natural gas line easement, streets diverge from the main street network and reconnect in a loop, providing access to more commercial and residential land.

To ensure long-term maintenance and quality of the street network, the plan envisions new roadways as public streets, designed and constructed as development occurs.

The plan recommends maintaining existing intersections along TH 60, with the exception of Wells Lake Dr, which shifts alignment with Canby Ave. This intersection could benefit from being signalized as development occurs and warrants improvements.

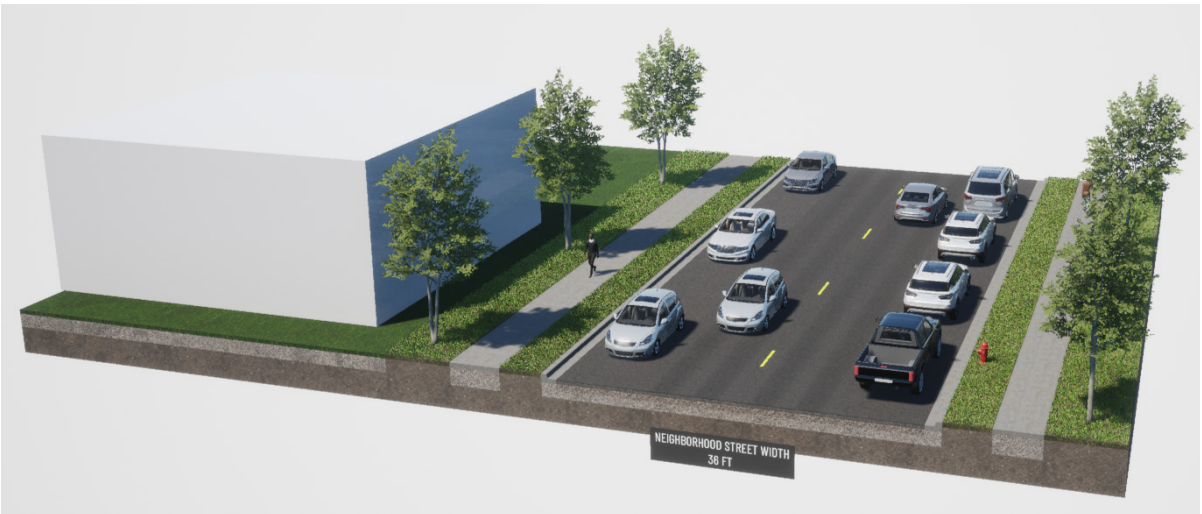
1 CONSERVATION NEIGHBORHOOD STREETS

Streets within the conservation neighborhood should be be designed as low-speed and low-volume, seeking to minimize impervious coverage within the Shoreland Overlay District. On-street parking is provided on at least one side, and sidewalks should be on both sides wherever possible.



2 NEIGHBORHOOD STREETS

Neighborhood streets are designed to balance vehicle and pedestrian access and circulation. On-street parking is provided on both sides of the street, and sidewalks should be on both sides wherever possible.



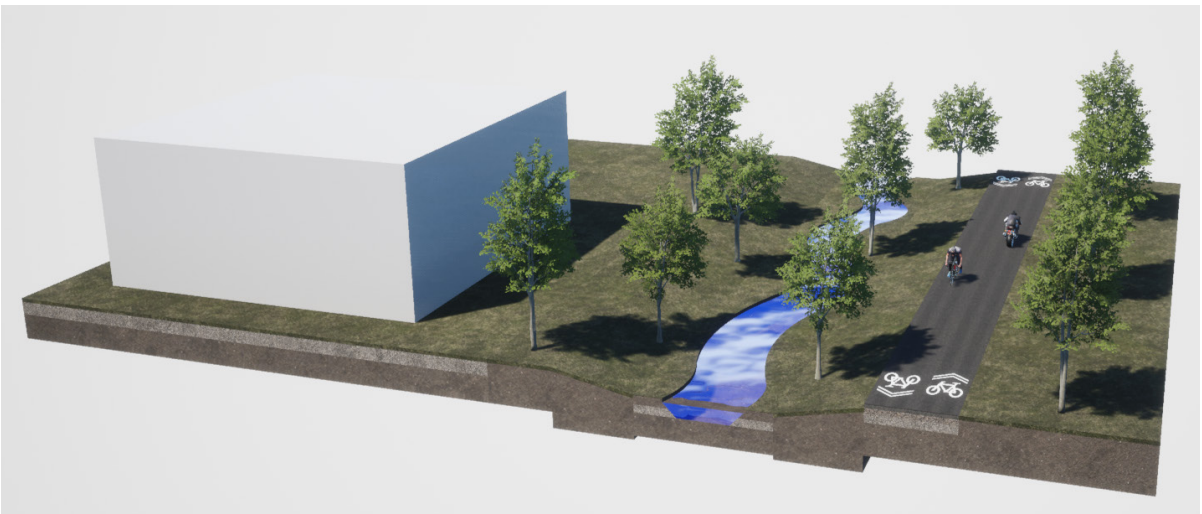
3 STREETS OF COMMERCE

Commerce streets promote safe circulation of commercial vehicles and business access, yet remain accommodating to those walking and biking. Parking is off-street, and a center turn lane supports business access and larger vehicle turn movements. A sidewalk is provided on one side, with the other contains a shared use path when possible to accommodate bike and pedestrians.



4 TRAIL SPUR

Trail spurs within the northern section of the study area connect residences and businesses with the Sakatah Singing Hills State Trail. This spur runs alongside a stormwater drainage feature, landscaped with native plants. These routes promote area circulation and leverage the amenitization of area infrastructure as attractive development features.



PUBLIC SPACES FRAMEWORK

The plan proposes a series of new public spaces as connective organizing amenities across the northern study area. The three primary spaces are organized within, and programmed to support, surrounding land use context. Each leverages the proximity to Wells Lake by providing views or even access to the water, and celebrates natural drainage patterns by continuing to daylight drainageways.



Neighborhood Park

Located amidst new shoreline housing, the neighborhood lakefront park provides passive, natural spaces for surrounding residents to relax and enjoy Wells Lake.

The neighborhood park is the northern-most extent of a green connection and trail spur extending up from Sakatah Singing Hills State Trail though the heart of the residential neighborhoods to Wells Lake.



Destination Commercial Park

The commercial district park provides programmed public space to complement surrounding people-oriented land uses. This destination park draws additional activity for those working, shopping, and passing through the commercial district. Connections into the park are complementing of adjacent development, encouraging use and recreation.



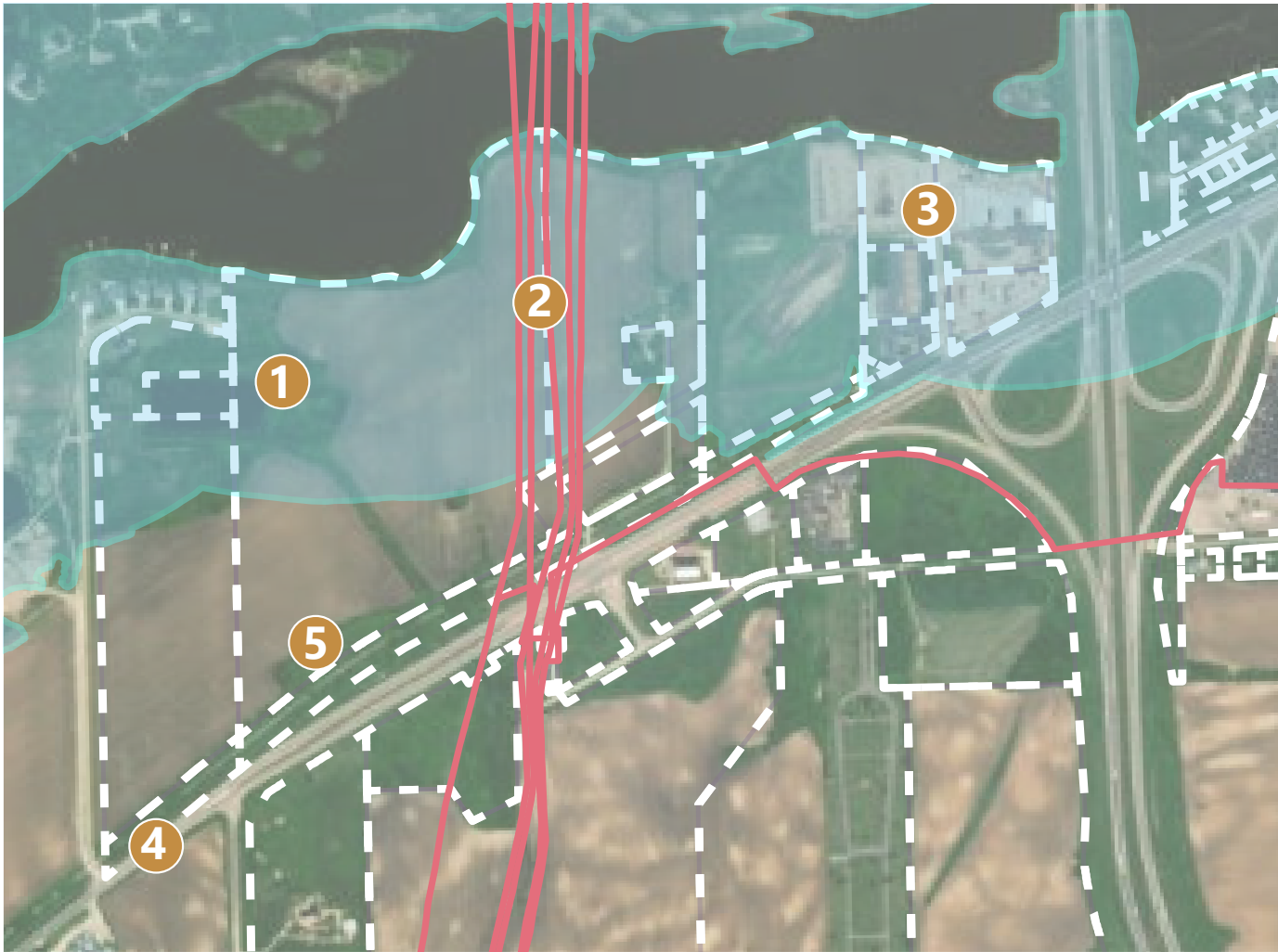
STORMWATER PARK

Expanding and enhancing the existing storm pond provides a central public gathering space surrounded by new housing.. This feature provides a naturalized public amenity within the heart of the neighborhoods, and establishing key regional stormwater management. The stormwater park is also the core of the green connection from Sakatah Singing Hills State Trail to Wells Lake.

NORTH STUDY AREA SUMMARY

CHALLENGE

- 1 SHORELAND AREA RESTRICTS DEVELOPMENT DENSITY, REQUIRES ADDITIONAL APPROVALS
- 2 GAS LINE CONTAINS EASEMENT, RESTRICTS DEVELOPMENT
- 3 IMMEDIATE PROXIMITY TO I35 SUPPORTS TRADITIONAL HIGHWAY COMMERCIAL
- 4 MISALIGNED INTERSECTION REDUCES CONNECTIVITY ACROSS THE HIGHWAY
- 5 DISTANCE FROM I35 REDUCES COMMERCIAL DEVELOPMENT INTEREST

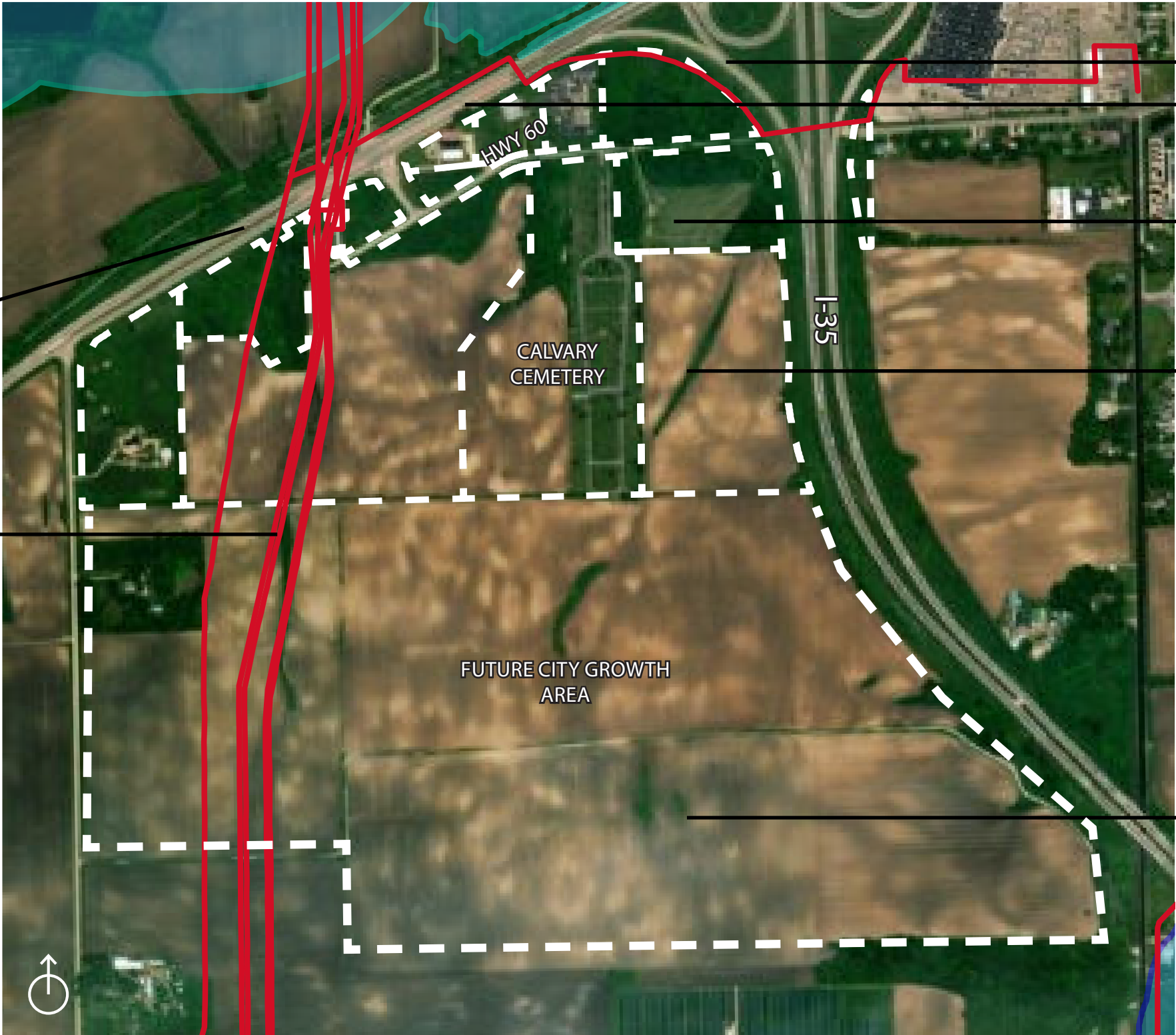


SOLUTION

- 1 LIMIT HOUSING TYPE TO SMALL LOT SINGLE FAMILY HOUSING, IN A CONSERVATION STYLE NEIGHBORHOOD
- 2 EMBRACE THE GAS LINE EASEMENT AS AN EAST/WEST DELINEATOR
- 3 TRANSITION FUTURE COMMERCIAL FROM AUTO-SERVING TO PEOPLE-SERVING
- 4 REALIGN WELLS LAKE DR TO CANBY AVE
- 5 ALLOW FOR MEDIUM AND HIGH DENSITY RESIDENTIAL, WITH SOME SMALL COMMERCIAL



SOUTH STUDY AREA



EXISTING DRAINAGE,

NORTHERN NATURAL GAS
LINE AND EASEMENT

EXISTING DRAINAGE

EXISTING DRAINAGE

STEEP TOPOGRAPHY

STEEP TOPOGRAPHY AND
NATURAL DRAINAGE
PATTERNS

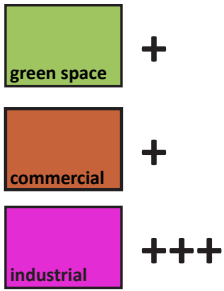
STEEP TOPOGRAPHY
AREA HIGH POINT

A Rolling Eco-Industrial Park

Highway-oriented commercial uses are concentrated in the northeast, leveraging the highway for regional commerce. Remaining land to the south is used almost entirely for terraced eco-industrial, green manufacturing, or similar uses - leveraging the natural topography to define development shape and form. The gas line easement creates a western growth edge for the full area



- 1 3-5 acre highway commercial, with direct access to and visibility from the interchange.
- 2 Steep topography west of the cemetery, along with the gas line easement, makes development very unlikely.
- 3 Preserve and protect Calvary Cemetery, as an important destination.
- 4 Follow natural topography for future roads, while preserving a buffered space adjacent the cemetery.
- 5 Embrace topography by tiering developable areas, carving out large flat lots and interesting viewsheds from each tier.
- 6 Medium and large scale green industrial, manufacturing or energy uses that benefit from being near the interchange, but rely on large sites.
- 7 Due to topographic constraints, the natural gas line easement, and relative isolation of this area, development is not currently envisioned to the west of the easement



LAND USE FRAMEWORK

The plan proposes locating commercial uses along TH 60 in the northeast part of this focus area, complimenting the commercial district to the north. Commercial uses are generally constrained to the northeast corner and sites east of the cemetery due to topographical and natural gas line easement restrictions.

The southern part of this focus area includes long-term development of green and sustainable industrial uses, which supports city-wide needs for large-lot, shovel-ready sites. Development in this area requires creative grading solutions for tackling topography, but strong potential remains for the southern area supporting long-term industrial uses.



Commercial

The plan envisions a cluster of high-way oriented commercial uses along TH 60, which are either auto- or people-serving. Interchange proximity and visibility from I-35 and TH 60 draw both kinds of commercial uses..

Parcels are around 5 acres for each site, but can flex to accommodate different use and business needs. Large-lot commercial sites should generally locate in the commercial district on the north side of TH 60.



Industrial District

The city needs large-lot, shovel-ready sites for medium- and large-scale industrial uses. While the southern-most section of this area is a future, opportunity-driven area, it could accommodate these uses well. This area also has abundant opportunity to support local and regional aspirations of green and renewable energy, green production, and closed loop systems of production.

MnDOT identifies this segment of I-35 as an Alternatives Fuel Corridor, potentially opening up opportunities for funding and infrastructure to support alternative and green energy systems. Along with existing utility infrastructure, Xcel Energy has expressed interest and the ability to support large energy users within the city, and along the I-35 corridor.

The plan envisions terracing the area’s steep grade into a series of large “landings”, to accommodate large-footprint users. These may be manufacturing, data centers, or distribution users. As a result, exact development layout and lot sizes will depend greatly on development staging, and coordination amongst interested developers, property owners, and the city.

CONNECTIVITY FRAMEWORK

For the near term, Calvary Drive will remain the main point of access to the area. The road will extend to the east, before turning south and following topography south and west until it reaches the larger area south of Calvary Cemetery. Due to topography, the natural gas line easement, and lack of developability, extending Cavalry Drive west, then south of the cemetery is likely not viable.

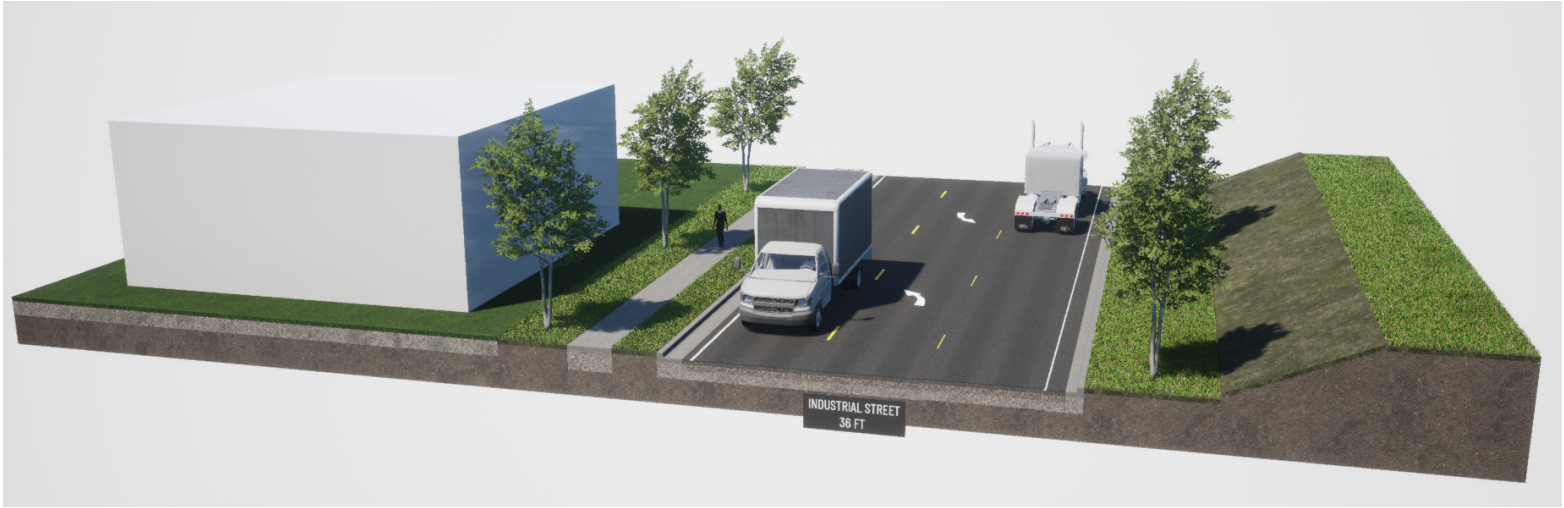
To help Cavalry drive from becoming a dead-end, a connection from Canby Ave to the west and south of the cemetery will help increase circulation and provide a second point of industrial access.

Additionally, the viability of future development further south will require new access from the south, that can connect to the larger transportation network of the city. The plan envisions a new east-west connection along the study area's southern edge that ties in to Bagly Ave.



1 INDUSTRIAL STREETS

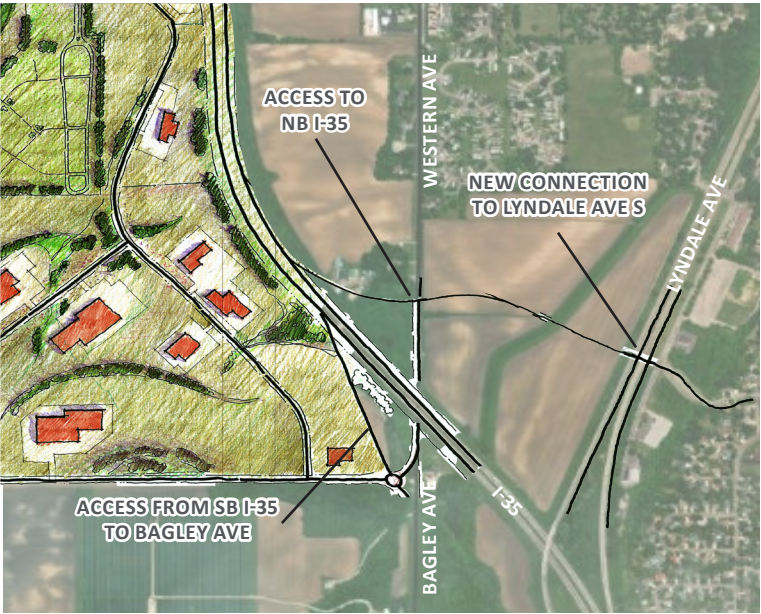
Because developing industrial sites in the south will cause industrial traffic, streets are designed and built to accommodate heavier truck traffic, and facilitate circulation, access, and turning needs. Parking is provided off-street, and a center turn lane supports business access and larger vehicle turn movements. Sidewalks are provided on one side of each street to support employees walking between businesses, or recreating throughout the day.



- 2

This plan proposes a large, long-term project connecting the study area to Bagley Ave, Western Ave, and Lyndale Ave to fully capitalize on limited eat-west access. This connection would connect to Lyndale Ave at Highland Pl, requiring a four-way, signalized intersection. This connection must consider existing creek and wetlands that run parallel to Western between the two roads, and would require necessary mitigation.

Longer term, the city would benefit from further studying existing and future access to I-35 from Lyndale and Western Ave/Bagley Ave. As shown, the plan envisions a future improvement that provides southbound and northbound access between I-35 and Western Ave. - connections that don't exist today.



PUBLIC SPACE FRAMEWORK

Public spaces in the southern study area remain limited to the Calvary Cemetery. Views from the Cemetery should be preserved, which could be done by establishing building height restrictions between the Cemetery and I-35. At a minimum, buffering should be required for any new development immediately adjacent to the cemetery.

As anticipated industrial development occurs, the city will work with prospective developers to identify and establish public space requirements within each development site to providing protection of existing natural environments. These spaces should also provide recreational activities for employees, or organizing features for building architecture.



Existing view from Calvary Cemetery, looking east towards I-35

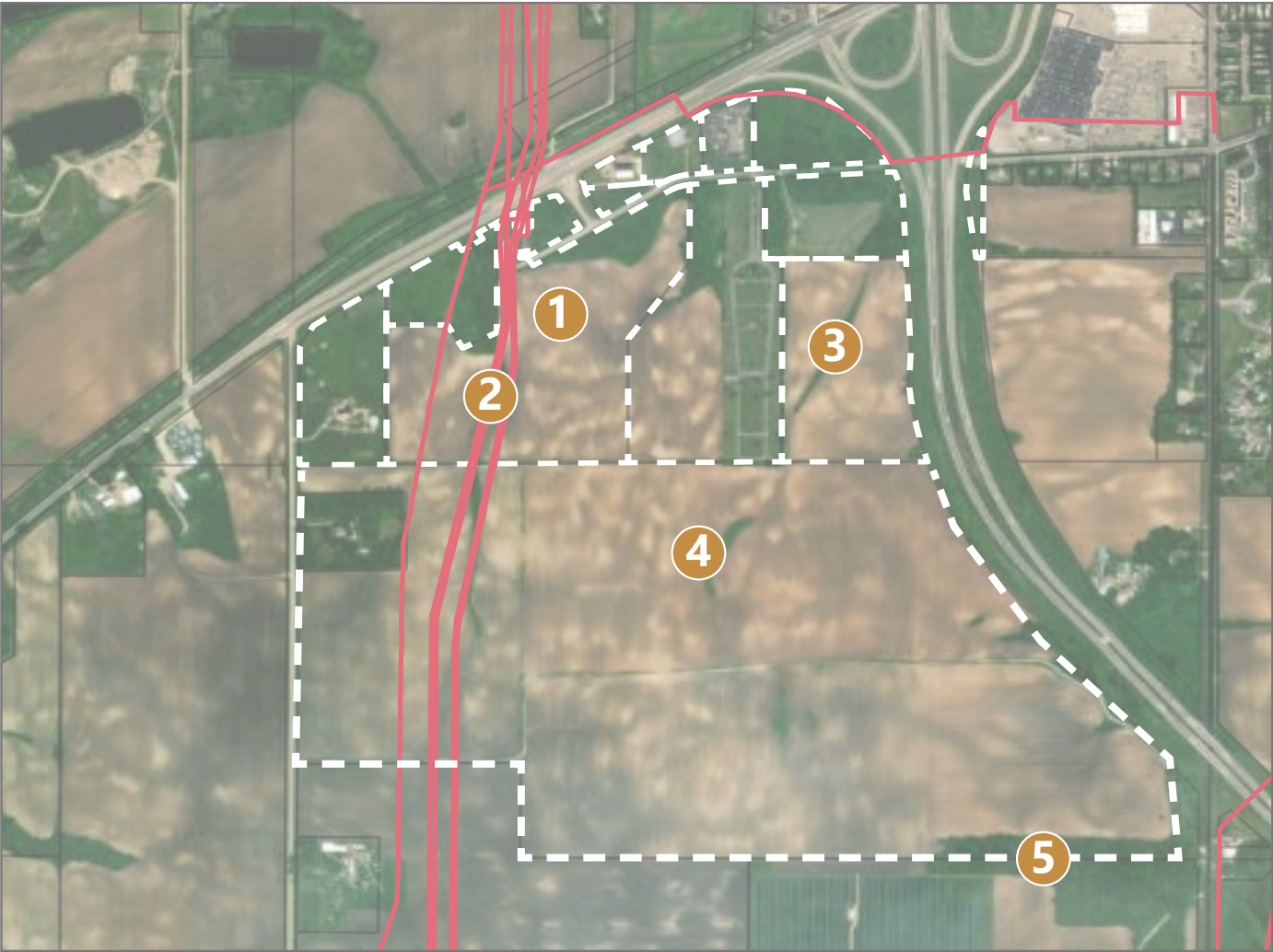


Terraced development, preserving natural spaces

SOUTH STUDY AREA SUMMARY

CHALLENGE

- 1 STEEP TOPOGRAPHY AND GAS LINE INFRASTRUCTURE MAKES DEVELOPMENT DIFFICULT
- 2 GAS LINE CONTAINS EASEMENT, RETRICTS DEVELOPMENT
- 3 DIFFICULT TOPOGRAPHY, GRADE, AND DRAINAGE MAKE DEVELOPMENT DIFFICULT
- 4 LAND OUTSIDE OF CITY BOUNDARIES, NO NEAR TERM DEVELOPMENT PLANS
- 5 LACK OF SOUTHERN ACCESS LIKELY LIMITS DEVELOPMENT POTENTIAL



SOLUTION

- 1 CONCENTRATE DEVELOPMENT TO THE NORTH, EAST, AND SOUTH OF THE AREA ONLY
- 2 EMBRACE THE GAS LINE EASEMENT AS A WEST GROWTH EDGE
- 3 EMBRACE NATURAL TOPOGRAPHY AND DRAINAGE PATTERNS TO GUIDE DEVELOPMENT AND INFRASTRUCTURE
- 4 MAINTAIN COMMUNICATION WITH CURRENT AND FUTURE OWNERS, LOOKING FOR OPPORTUNITY-DRIVEN DEVELOPMENT IN THE FUTURE
- 5 ESTABLISH NEW ROADWAY ACCESS AND CIRCULATION FROM THE SOUTH



An aerial photograph of a landscape, likely in a rural or semi-rural area. A multi-lane highway runs diagonally from the bottom left towards the top right. A large interchange is visible in the center. To the left of the highway, there are large, open fields and some scattered trees. To the right, there is a more developed area with a grid of streets, numerous small buildings (possibly houses or small businesses), and some larger commercial buildings. The overall color palette is a warm, brownish-orange, suggesting a sepia or aged photograph style.

IMPLEMENTATION

REALIZING THE PLAN

Development of the TH 60 area will be driven by private owner land sales, and developer interest. While owners and developers will determine the timing of development, there are several things the City and its partners can continue doing to further prepare the area for development and growth.

COST RANGE EST.

\$ = \$0 - 100,000

\$\$ = \$100,00 - 250,000

ACTION	LEAD	COST	TIMING
CONTINUE COORDINATION WITH PRIVATE PROPERTY OWNERS ON DEVELOPMENT PLANS, AND MARKETING OF PROPERTIES	CITY OF FARIBAULT, PRIVATE PROPERTY OWNERS	N/A	ACTIVE, ONGOING
CONTINUE COORDINATION WITH XCEL ENERGY, MnDOT, AND OTHER PARTNERS ON ALTERNATIVE FUEL, ENERGY, AND, DEVELOPMENT SUPPORT PROGRAMS	CITY OF FARIBAULT	N/A	ACTIVE, ONGOING
REVIEW AND CONSIDER UPDATES TO THE ZONING CODE NECESSARY TO SUPPORT THE DEVELOPMENT VISION, INCLUDING: - Review and update residential district density metrics to provide clarity on dwelling units per acre, design standards, and lot coverage. - Review the neighborhood commercial district zoning district for lot coverage, and consider the allowance of mixing commercial and residential uses. - Review and update commercial zoning districts for design standards that align with city’s elevated quality and design expectations. - Review the single family residential district to ensure ability to comply with standards outlined in the Shoreland Overlay District, in support of conservation-style neighborhoods.	CITY OF FARIBAULT	\$	NEAR TERM
COMMISSION A STREETSCAPE AND PUBLIC REALM STUDY TO ESTABLISH AN AESTHETIC TO SUPPORT AREA DEVELOPMENT, AND TO INFORM PUBLIC AND PRIVATE REALM DESIGN DECISIONS	CITY OF FARIBAULT	\$\$	AS DEVELOPMENT PLANNING & DESIGN OCCURS

COST RANGE EST.
\$ = \$0 - 100,000
\$\$ = \$100,00 - 250,000

ACTION	LEAD	COST	TIMING
COMMISSION PUBLIC PARK STUDY AND DESIGN, IN PARTNERSHIP WITH FUTURE STORMWATER AND SOILS STUDIES, TO DESIGN PARK SPACES ENVISIONED IN THE PLAN AND TO INFORM PUBLIC AND PRIVATE REALM DESIGN DECISIONS	CITY OF FARIBAULT	\$\$	AS DEVELOPMENT PLANNING & DESIGN OCCURS
COMMISSION A SUBREGIONAL WATERSHED STUDY OF THE NORTH AND SOUTH AREAS TO FURTHER UNDERSTAND STORMWATER IMPACTS AND OPPORTUNITIES, PARTICULARLY FOR ANY FUTURE REGIONAL SYSTEMS	CITY OF FARIBAULT	\$	NEAR TERM
INITIATE PRELIMINARY CONVERSATIONS WITH MnDOT TO DETERMINE STEPS NECESSARY FOR EXPANDING I-35 ACCESS FROM LYNDALE AVE, AND WESTERN AVE/BAGLEY AVE	CITY OF FARIBAULT, MnDOT	N/A	ACTIVE, ONGOING
CONTINUE PARTNERING WITH XCEL ENERGY AND OTHER UTILITY AND ECONOMIC DEVELOPMENT PARTNERS, TOWARD THE DEVELOPMENT AND DELIVERY OF BUSINESS SUPPORT PROGRAMS	CITY OF FARIBAULT, XCEL ENERGY	N/A	ACTIVE, ONGOING
DEVELOP A PUBLIC-FACING LIST OF DEVELOPMENT SUPPORT PROGRAMS AND FUNDING SOURCES, FOR USE BY PROSPECTIVE DEVELOPERS	CITY OF FARIBAULT	\$	NEAR TERM

XCEL ENERGY BUSINESS ATTRACTION PROGRAMS

Leveraging Partnerships

Xcel Energy partners with the City of Faribault to provide business attraction programs for current and prospective customers. Prospective businesses or residential properties that develop in the area should consider taking advantage of these or other business support and attraction programs.

Xcel Business Support Programs

ENERGY AUDITS, STUDIES, AND HOLISTIC PROGRAMS

- Business Energy Assessments
- Business New Construction Energy Design Assistance
- Business New Construction Energy Efficient Buildings
- Compressed Air Studies
- Data Center Efficiency Study
- Data Center Design Assistance
- Energy Benchmarking
- Engineering studies for lighting, heating, cooling, motors, refrigeration, or other systems
- Load Strategy Analysis
- Multi-family Building Efficiency
- Process and Commercial Efficiency

CLEAN TRANSPORTATION SOLUTIONS

- EV Supply Infrastructure
- Optimize Your Charge

FINANCING

- Trillion BTU financing

EQUIPMENT REBATES

- Clean Water Pumps
- Custom Efficiency
- Data Center Equipment Efficiency rebates
- Dynamic Thermal Storage
- Efficiency Controls
- Fan Energy Index
- Foodservice Equipment
- HVAC-R
- HVAC-R Trade Partner-Driven rebates
- Lighting Efficiency Retrofit Fixture rebates
- Lighting Efficiency New Construction rebates
- Lighting Efficiency Instant Rebates on Lamps
- Lighting Efficiency One-Stop Efficiency Shop
- Ozone Laundry
- Self-Direct

CARBON-REDUCING PROGRAMS

- Renewable Connect®
- Solar Rewards®
- Solar Rewards® Community

DEMAND MANAGEMENT

- AC Rewards for Business
- Electric Rate Savings
- Peak Flex Credit
- Peak Partner Rewards
- Saver’s Switch

ENERGY RESILIENCY SOLUTIONS

- Empower Resiliency

NONPROFIT OR INCOME-QUALIFIED PROGRAMS

- Multi-family Building Efficiency for Affordable Housing
- Income-Qualified Multi-family Energy Appliance Upgrades
- New Construction Affordable Housing Incentives
- Nonprofit Energy Savings Program

To learn more about available MN programs, visit

<https://www.xcelenergy.com/staticfiles/xcelenergy/Marketing/Files/MN-Business-Program-Summary.pdf>