



**Meeting Announcement and Agenda
Port Authority Board Workshop
Community Development Building, 419 Bush Street, Red Wing, MN
Monday, March 2, 2026, at 7:30 AM**

1. Roll Call

2. Workshop Items

- 2.A. Port Development (PDIP and PADP) Projects Update
- 2.B. Jefferson School Update
- 2.C. Office of Energy Transition Grant Update - Financial and Land Feasibility Analysis
- 2.D. General Project Updates from Staff
- 2.E. Board and Commission Training — Video Presentation and Discussion
- 2.F. BREAK (15 min.)
- 2.G. Review and Discuss Housing Initiatives
- 2.H. Review and Discuss 2026 Strategic Plan: 2025 Accomplishments and Updated Actions for 2026 and Beyond
- 2.I. Commission Discussion Items

3. Adjournment

Accommodations for signing interpreter, Braille, large print, etc. can be made. Call City Hall at 385.3600 seven days prior to the need. Hearing assistance devices are available during meetings.

PURCHASE AGREEMENT

THIS PURCHASE AGREEMENT (the “Agreement”) is made as of this 15th day of December, 2025 (the “Effective Date”) between Independent School District No. 256, Red Wing, a Minnesota public school district (“the District”) and the Red Wing Port Authority, an economic development agency (“the RWPA”).

RECITALS

WHEREAS, the District owns certain real property known as the Jefferson School, located at 601 Buchanan St, Red Wing, MN 55066, identified as Parcel ID No. 555801360, and legally described in the attached Exhibit A (the “Property”);

WHEREAS, pursuant to Minnesota Statutes section 465.035, any Minnesota public corporation may lease or convey its lands for a nominal consideration, without consideration, or for such consideration as may be agreed upon to the state, to any governmental subdivision, or to another public corporation, when authorized to do so by its governing body; and

WHEREAS, the District wishes to convey the Property to the RWPA as provided for in this Agreement.

AGREEMENT

In consideration of this Agreement, the District and the RWPA agree as follows:

1. **Purchase Price and Manner of Payment.** The District agrees to sell to the RWPA, and the RWPA agrees to receive from the District, the Property for the total purchase price of one dollar (\$1.00), payable upon closing of the purchase.
2. **The RWPA’s Contingencies.** The obligations of the RWPA under this Agreement are contingent upon each of the following being completed to the RWPA’s satisfaction on or before June 30, 2026, (“Contingency Date”):
 - a. **Title.** Title to the Property shall have been found acceptable, or been made acceptable, in accordance with the requirements and terms of Section 7 below.
 - b. **Inspection.** The RWPA shall have determined that it is satisfied in its sole and absolute discretion and opinion with the results of and matters disclosed by any and all soil tests, well tests, engineering inspections, hazardous waste and environmental reviews and general inspections of the Property, including but not limited to reviewing or obtaining a new Phase I Environmental Assessment of the Property. All such tests, inspections and reviews are to be obtained at the RWPA’s sole cost and expense.
 - c. **Document Review.** The RWPA shall have determined that it is satisfied with its review and analysis of any records relating to the Property.

- d. **Historic Tax Credit Eligibility.** The RWPA shall have obtained approval of a “Part 1 – Evaluation of Significance” historic tax credit certification indicating that the Property is eligible for listing in the National Register of Historic Places. The District shall reasonably cooperate with the RWPA in seeking the requested certification, including but not limited to signing the application prepared by the RWPA.
- e. **Survey.** The RWPA may, at the RWPA’s cost and discretion, obtain a current ALTA survey of the Property prepared by a registered and licensed land surveyor. The RWPA shall determine whether it is satisfied in its sole and absolute discretion and opinion with the results of the survey.

If any of the above contingencies has not been timely satisfied, then this Agreement may be terminated, at the RWPA’s option, by written notice from the RWPA to the District delivered on or before the Contingency Date (the “the RWPA’s Termination Notice”). If the RWPA’s Termination Notice is not timely delivered, all such contingencies shall be deemed satisfied and waived by the RWPA, and the RWPA shall be obligated to proceed to Closing on the Closing Date. Upon timely delivery of the RWPA’s Termination Notice, neither party shall have any further rights or obligations under this Agreement. The contingencies set forth in this Section 2 are for the sole and exclusive benefit of the RWPA, and the RWPA shall have the unilateral right to waive any such contingency by written notice to the District.

- 3. **Closing.** The Closing on the purchase and sale of the Property contemplated by this Agreement (the “Closing”) shall occur on July 31, 2026, or such sooner date as agreed upon by the parties (the “Closing Date”). The Closing shall take place at the offices of Knight Barry Title (“Title Company”), or at such other place as may be agreed to between the parties. The District agrees to deliver possession of the Property to the RWPA on the Closing Date.
- 4. **The District’s Closing Documents.** On the Closing Date, the District shall execute, where appropriate, and/or deliver to the RWPA the following (collectively, “the District’s Closing Documents”):
 - a. **Deed.** The District shall execute a warranty deed (“Deed”) conveying its right, title and interest in fee title to the Property to the RWPA, free and clear of all encumbrances, except the following Permitted Encumbrances:
 - i. Property taxes and special assessments, if any, to be allocated between the parties as provided in Section 6 of this Agreement;
 - ii. Building codes and laws and ordinances relating to zoning, land use, and environmental matters; and
 - iii. Easements and Restrictions and Covenants of Record that do not interfere

e. **Attorneys' Fees.** Each of the parties will pay its own attorneys' fees.

7. **The District's Deliveries and Title Examination.** The District's deliveries and Title Examination will be conducted as follows:

- a. Within thirty (30) days after the Effective Date hereof, the District shall deliver to the RWPA, to the extent said documents are within the District's custody or control, true copies of any documents of significance to ownership, operations, and/or management of the Property, including, but not limited to: 1) all available site, plat, civil, building, and survey plans; 2) copies of all environmental site assessments and soils reports ("Existing Environmental Reports"); 3) copies of all structural studies, reviews, and communications concerning regulatory, zoning, and insurance matters; 4) copies of ADA studies, communications with regulatory agencies or schedules of ADA work remaining to be completed by the District; 5) documents concerning existing septic tanks or wells; and 6) title work.
- b. **The District's Title Evidence.** The RWPA shall, within ten (10) days after the Effective Date, order a commitment ("Title Commitment") for an Owner's Policy of Title Insurance insuring title to the Property, issued by the Title Company, and deliver copies thereof to the District and the RWPA as soon as reasonably practicable after receipt from the Title Company. The Title Commitment will commit the Title Company to insure title to the Property subject only to the Permitted Encumbrances.
- c. **The RWPA's Objections.** On or prior to the Contingency Date, the RWPA may make written objections ("Objections") to the form and/or contents of the Title Commitment, and to any Survey of the Property as the RWPA may elect to obtain at the RWPA's sole cost. If any Objections relate to any matters platted or designated on a Survey obtained by the RWPA, such Objections shall include a copy of the Survey. The RWPA's failure to make Objections within such time period will constitute waiver of Objections. The matters shown on such Survey or Title Commitment and not objected to by the RWPA in writing within such time shall be "Permitted Encumbrances" hereunder. The District will have ten (10) days after receipt of the Objections to elect to cure or take no action with respect to the Objections. If the Objections are not cured within such ten (10) day period, the RWPA will have the option to do either of the following through the delivery of written notice to that effect to the District within fifteen (15) days after the District's receipt of the Objections:
 - i. Terminate this Agreement; or
 - ii. Waive the Objections and proceed to close, in which event the waived Objections shall become Permitted Encumbrances and the District shall have no further obligation or liability with respect to such waived Objections, which shall be set forth as exceptions in the Deed.

8. **Operating Prior to Closing.** During the period from the Effective Date to the Closing Date, and except for the Permitted Encumbrances, the District shall execute no contracts, leases or other agreements regarding the Property that are not terminable on or before the Closing Date, without the written consent of the RWPA, which consent may be withheld by the RWPA at its sole discretion.
9. **The RWPA Access.** During the period between the Effective Date and the Contingency Date, the District shall allow the RWPA, and the RWPA's agents, access to the Property without charge and at all reasonable times for the purpose of the RWPA's investigation and testing of the Property. The RWPA shall pay all costs and expenses of such investigation and testing and shall, to the extent permitted by law, indemnify, defend and hold the District and the Property harmless from all costs, liens and liabilities relating to the RWPA's activities. The RWPA shall further repair and restore any damage to the Property caused by or occurring during the RWPA's testing and return the Property to substantially the same condition as existed prior to such entry.
10. **Representations and Warranties by the District.** The District represents and warrants to the RWPA as follows:
 - a. **The District's Authority.** The individuals executing this Agreement represent to the RWPA that they have the legal authority to execute this Agreement.
 - b. **Title to Property.** The District owns the Property free and clear of all encumbrances except the Permitted Encumbrances.
 - c. **Environmental Laws.** To the best of the District's actual knowledge, and except as may be set forth in, and without any investigation other than, the Existing Environmental Reports, if any, no toxic or hazardous substances or wastes, pollutants or contaminants (including, without limitation, asbestos, urea formaldehyde, the group of organic compounds known as polychlorinated biphenyls, petroleum products including gasoline, fuel oil, crude oil and various constituents of such products, and any hazardous substance as defined in the Comprehensive Environmental Response, Compensation and Liability Act of 1980 ("CERCLA"), 42 U.S.C. § 9601-9657, as amended) have been generated, treated, stored, released or disposed of, or otherwise placed, deposited in or located on the Property in violation of any environmental laws. To the best of the District's actual knowledge, and except as may be set forth in, and without any investigation other than, the Existing Environmental Reports, if any, there are no substances or conditions in or on the Property that may support a claim or cause of action under Resource Conservation and Recovery Act ("RCRA"), CERCLA or any other federal, state or local environmental statutes, regulations, ordinances or other environmental regulatory requirements, including without limitation, the Minnesota Environmental Response and Liability Act, Minn. Stat. Ch. 115B ("MERLA") and the Minnesota Petroleum Tank Release Cleanup Act, Minn. Stat. Ch. 115C.
 - d. **Rights of Others to Purchase/Possess the Property.** The District has not entered

into any other contracts for the sale or conveyance of the Property, nor has the District granted any rights of first refusal or options to purchase or convey the Property. No person or entity other than the District is entitled to possession of the Property. The District represents that there are no tenants or third parties in possession of the Property.

- e. **Violations.** The District has not received any written notice of any violations of legal requirements (such as, but not limited to, zoning, building, fire, health, environmental or waste disposal requirements) with respect to the Property that have not been entirely corrected.
- f. **Proceedings.** The District has not received any notices and is not aware of any action, litigation, investigation, condemnation or proceeding of any kind pending or threatened against the District or any portion of the Property, including any notice of actual or threatened special assessments or reduction or curtailment of utility services.
- g. **FIRPTA.** The District is not a “foreign person”, “foreign partnership”, “foreign trust” or “foreign estate” as those terms are defined in Section 1445 of the Internal Revenue Code.
- h. **Wells.** To the best of the District’s actual knowledge, there are no wells located on the Donation Property.
- i. **Storage Tanks, Individual Sewage Treatment Systems.** To the best of the District’s actual knowledge, no above ground or underground tanks, and no individual sewage treatment systems are located on or about the Donation Property.
- j. **Blocked Persons.** The District has not received written notice that District is:
 - (1) listed on the Specifically Designated Nationals and Blocked Persons List maintained by the Office of Foreign Assets Control, Department of the Treasury (“OFAC”) pursuant to Executive Order No. 13224, 66 Fed. Reg. 49079 Sept. 25, 2001 (“Order”) and/or on any other list of terrorists or terrorist organizations maintained pursuant to any of the rules and regulations of OFAC or pursuant to any other applicable Orders (such lists are collectively referred to as the “Lists”);
 - (2) a person who has been determined by competent authority to be subject to the prohibitions contained in the Order; or
 - (3) owned or controlled by, or acts for or on behalf of, any person or entity who is (x) on the Lists or any other person or entity who has been determined by competent authority to be subject to the prohibitions contained in the Order, (y) a citizen of the United States who is prohibited to engage in transactions by any trade embargo, economic sanction, or other prohibition of United

States law, regulation or Executive Order of the President of the United States, or (z) an “Embargoed Person,” meaning any person, entity or government subject to trade restrictions under U.S. law, including , but not limited to the International Emergency Economic Powers Act, 50 U.S.C. § 1701 et seq., the Trading with the Enemy Act, 50 U.S.C. App. 1 et seq., and any Executive Orders or regulations promulgated under such acts

To the extent permitted by law, the District will indemnify and defend the RWPA, its successors and assigns, against, and will hold the RWPA, its successors and assigns, harmless from, any expenses or damages, including reasonable attorneys’ fees, that the RWPA incurs because of the breach of any of the above representations and warranties, whether such breach is discovered before or after the Closing.

11. **Representations and Warranties by the RWPA.** The RWPA represents and warrants to the District that the RWPA has the requisite power and authority to enter into this Agreement and perform it.
12. **Damage; Condemnation.** If, prior to the Closing Date, the Property is damaged or destroyed by fire or other casualty, or eminent domain proceedings are commenced against all or any part of the Property, the District shall promptly give notice to the RWPA of such fact and at the RWPA’s option (to be exercised within fifteen (15) days after the District’s notice), this Agreement may be terminated, in which event neither party will have further obligations under this Agreement.
13. **Assignment.** Neither party may assign any right or delegate any duty hereunder without the prior written consent of the other.
14. **Notices.** Any notice required or permitted to be given by any party upon the other is given in accordance with this Agreement if it is directed to the District by delivering it personally to the District, or if it is directed to the RWPA by delivering it personally to the RWPA; or if mailed by United States registered or certified mail, return receipt requested, postage prepared; or if sent cost paid with a nationally recognized, reputable overnight courier, properly addressed as follows:

If to the District:	Independent School District No. 256, Red Wing Attn: Bob Jaszczak 2451 Eagle Ridge Drive Red Wing, MN 55066
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If to the RWPA:	Red Wing Port Authority Attn: Kyle Klatt, Executive Director 419 Bush Street Red Wing, MN 55066
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Notices shall be deemed effective on the earlier of the date of receipt or the date of deposit as aforesaid; provided, however, that if notice is given by mail, that the time for response

to any notice by the other party shall commence to run two (2) business days after the same is deposited in the United States Mail; and provided, however, that if notice is given by overnight courier, that the time for response to any notice by the other party shall commence to run one (1) business day after the same is deposited with the overnight courier. Any party may change its address for the provision of notice by giving written notice of such change to the other party, in any manner above specified, ten (10) days prior to the effective date of such change.

15. **Default.** If either party shall default in any of their respective obligations under this Agreement, the other party, by notice to such defaulting party specifying the nature of the default (“Default Notice”). If the defaulting party fails to cure such default in the manner required by this Agreement within thirty (30) days of its receipt of a Default Notice, then the non-defaulting party may, by written notice to the defaulting party, terminate this Agreement through the delivery of written notice to that effect to the defaulting party. Each of the District and the RWPA agree that the right to terminate this Agreement shall be the sole remedy for a default of the other party, except for: (a) a default of the RWPA under Section 10 or a default of the District under Section 11, which in either case shall permit the non-defaulting party to pursue all rights and remedies available to the non-defaulting party under law or in equity.

16. **Miscellaneous.**

- a. **Entire Agreement.** This Agreement embodies the entire agreement between the parties and cannot be varied, except by the written agreement of the parties. This Agreement supersedes all prior and contemporaneous negotiations, understandings and agreements, written or oral, between the parties. All exhibits attached to, and recitals set forth above, are hereby incorporated into this Agreement by this reference.
- b. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original and together which shall constitute one and the same Agreement. Signatures on this Agreement transmitted electronically shall be deemed to be valid and binding to the same extent as original signatures.
- c. **Headings.** The headings contained in this Agreement are for reference purposes only and do not in any way affect the meaning or interpretation hereof.
- d. **Dates.** Time is of the essence with respect to this Agreement.
- e. **Enforceability.** If any provision of this Agreement is adjudged to be invalid or unenforceable by a court of competent jurisdiction, this Agreement should be construed as if such invalid or unenforceable provision had not been inserted herein and should not affect the validity or enforceability of the remainder of this Agreement.
- f. **Controlling Law.** This Agreement has been made under the laws of the State of

Minnesota, and such laws will control its interpretation.

- g. **Binding Effect.** This Agreement binds and benefits the parties and their successors and assigns.
- h. **Construction.** All of the parties to this Agreement have participated freely in the negotiations and preparation hereof. Accordingly, this Agreement should not be construed more strictly against any one of the parties.

EXECUTED as of the last of the dates indicated by the signatures below, which will be deemed to be the “Effective Date” hereof for all purposes.

[signature page to follow]

INDEPENDENT SCHOOL DISTRICT NO. 256, RED WING

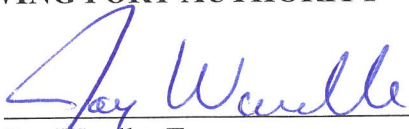


Ryan Riester, Board Chair



Jennifer Tift, Board Clerk

RED WING PORT AUTHORITY



Jay Wardle, Treasurer



Kyle Klatt, Executive Director

Exhibit A

Legal Description

Block 16, West Extension of Sweneys Addition to Red Wing, according to the recorded plat thereof, County of Goodhue, State of Minnesota.

NEW HISTORY

November 14, 2025

Red Wing Port Authority
City of Red Wing
419 Bush Street
Red Wing, MN 55066

Delivered To: Kyle Klatt, Community Development Director, kyle.klatt@ci.red-wing.mn.us

Project: Agreement Letter for Historical Consulting Services
Jefferson School: Evaluation of Historic Significance
601 Buchanan Street
Red Wing, MN 55066

Dear Kyle:

Thank you for contacting us about the Jefferson School building in Red Wing. We appreciate the Port Authority's efforts to facilitate redevelopment of this property. The purposes of this letter are to confirm our Scope of Services and propose our Consulting Fees to obtain access to state and federal historic tax credits for the future anticipated private redevelopment of this site: specifically, we will complete "Part 1" of the historic tax credit certification application, or Evaluation of Significance. Our contract, upon your acceptance, consists of this letter and the incorporated attachments: New History's "Hourly Billing Rates" as well as "General Terms and Conditions." We look forward to working with you on this project.

Project Understanding

We understand that the Red Wing Port Authority (RWPA) is leading the effort to prepare the Jefferson School site for successful redevelopment and building reuse. The site is not currently listed in the National Register of Historic Places (NRHP). But, if it is determined eligible for the NRHP, then a future redevelopment project can access significant financial incentives for reuse, especially the state and federal historic tax credits (HTCs). However, school sites are challenging to list in the NRHP, because it can be hard to demonstrate special historic significance when so many schools are already listed. In order to gain access to HTCs, we will complete "Part 1" of the historic tax credit certification application, which will be reviewed by both the Minnesota State Historic Preservation Office (SHPO) and National Park Service (NPS); the NPS will make the final determination of eligibility. If the Part 1 is approved by the NPS, then this information will be a critical resource for attracting a private developer to the site.



Scope of Services

The purpose of our Scope of Services is to obtain access to state and federal historic tax credits for a future privately-led redevelopment of the Jefferson School site. Our work will result in completion and submittal of the Part 1 application for the property. An owner's signature will be required on the application form, and we will need safe access to the interior of the building in order to observe current conditions and to obtain photographs for the application. We will lead, create, and compile the Part 1. The Part 1 application process includes:

- One site visit, including access to all interior rooms
- Historical research and justification for the historic significance of the site with respect to criteria for listing established by the National Park Service
- Photo documentation of current conditions
- Compilation and submittal of the application to the Minnesota SHPO
- Communication and application revisions as required by the SHPO

We will provide a draft application for your review prior to submitting the application to the SHPO. The review process by SHPO and NPS takes in the range of three months. However, with recent federal government shutdowns, we cannot predict review timing. Likewise, we can in no way guarantee approval of any application by any reviewing agency.

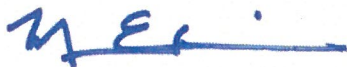
Consulting Fees

Our work will be provided on an hourly basis per the attached billing rates. We will not exceed a maximum hourly effort of \$15,000, including all reimbursable expenses. Invoices will be sent monthly based on effort, unless requested otherwise.

We will provide regular progress reports so that we can adjust, augment, or curtail our scope of services to be compatible with your process. If our Scope of Services must be adjusted, we will work with you to revise our Agreement.

We look forward to working with you. If you find this proposal acceptable, please sign and return a copy of the next page. We may be reached at the contact information below for any comments or questions.

Sincerely,



Meghan Elliott, Founding Principal
New History
(612) 843-4140
elliott@newhistory.com



Lauren Anderson, Director
New History
(612) 843-4146
anderson@newhistory.com

APPROVAL AND ACCEPTANCE OF AGREEMENT

Our contract consists of this Agreement Letter and the incorporated attachments:

- General Terms and Conditions of New History for Consulting Services.

Please sign and return a copy of this page.


PROJECT: Historical Consulting Services for the
 Jefferson School: Evaluation of Historic Significance
 601 Buchanan Street
 Red Wing, MN 55066

THE UNDERSIGNED, HAVING THE AUTHORITY TO ENTER INTO THIS AGREEMENT ON BEHALF OF THE ENTITY NAMED BELOW, HEREBY ACKNOWLEDGES AND AGREES TO THIS LETTER AGREEMENT, AND THE INCORPORATED ATTACHMENTS.

PRINTED NAME: Kyle Klatt TITLE: Community Development Director


COMPANY/ENTITY NAME: Red Wing Port Authority

ADDRESS: 419 Bush Street, Red Wing, MN

SIGNATURE:  DATE: 12/11/25

ACCEPTED BY:

Meghan Elliott, President
 New History
 575 SE 9th Street, Suite 215
 Minneapolis, MN 55414

SIGNATURE:  DATE: November 14, 2025

© 2025 New History
 This proposal is intended solely for the Red Wing Port Authority and is for the exclusive purpose of creating an agreement for the project described herein.

NEW HISTORY

HOURLY BILLING RATES

Project Role	Hourly Billing Rate
Meghan Elliott, Founding Principal	\$285
Principal	\$225
Project Director	\$195
Project Team Member	\$180
Associate Team Member	\$160
Administrative Support	\$90

Project Billing. Invoices are typically sent monthly, unless stated otherwise.

Reimbursable Expenses. We will not charge any of our minor and incidental project-related expenses such as mileage, parking, or photograph printing. Extraordinary expenses are billed at 1.1 times the cost. Extraordinary expenses typically include, but are not limited to:

- Mileage, airfare, and/or per diem outside of the seven-county Twin Cities metropolitan area
- Large-format scanning of historic drawings
- Sub-consultant fees, if applicable
- Application fees
- Archival fees
- Mailing and shipping charges for applications

Billing rates may be increased annually.



GENERAL TERMS AND CONDITIONS OF NEW HISTORY FOR CONSULTING SERVICES

THE FOLLOWING TERMS AND CONDITIONS are incorporated into and made a part of the attached Agreement Letter (“Agreement”) for Consulting Services between the Client and NEW HISTORY.

1. Scope of Services. The Scope of Services to be provided is described in the Agreement, and can be modified in writing.

2. Consultant Status/Standard of Care. NEW HISTORY’s Services are advisory in nature. While Services may involve the review of the work product of architectural, engineering, design, construction, legal, accounting, and other professional services providers, NEW HISTORY is not engaged to provide such professional services unless and except as specifically stated in the Scope of Services. The standard of care applicable to New History’s historical advisory Services shall be that applicable to other providers of these same Services, and not those applicable to any professional services or disciplines not specifically included in the scope of this Agreement.

3. Site Safety and Hazardous Materials. NEW HISTORY shall have neither control of nor responsibility for site safety. NEW HISTORY shall have no responsibility for the identification, abatement or removal of hazardous materials.

4. Project Costs. The parties acknowledge that any estimate of construction costs, qualified rehabilitation expenditures (QREs), or tax credits prepared by NEW HISTORY is an estimate only. As such, NEW HISTORY does not warrant that actual amounts will not vary from estimates. NEW HISTORY’s estimates are not to be taken as a warranty or guarantee of the eventual cost of the project, QREs, or historic tax credits for which the Client may be eligible.

5. NEW HISTORY’s Documents. Documents prepared by NEW HISTORY are solely for use with respect to the project referenced in the Agreement. All documents furnished by NEW HISTORY pursuant to this Agreement are NEW HISTORY’s instruments of service for this project alone, and NEW HISTORY retains all common law, statutory and other reserved rights in such documents, including intellectual property and copyright. Any use of documents prepared by NEW HISTORY except for the specific purpose intended by this Agreement will be at the Client’s sole risk without any liability or legal exposure to NEW HISTORY. The Client will defend, indemnify and hold New History harmless from all claims or

lawsuits arising from the use these documents on other projects without the written consent of New History.

6. Compensation (“Consulting Fees”). Payment is due within thirty (30) days from the date of NEW HISTORY’s invoice. If there is a material change in the Scope of Services or project conditions, NEW HISTORY’s compensation shall be equitably adjusted. Cumulative annual interest at a rate of six percent (6%) will be paid by client on all past due amounts. NEW HISTORY reserves the right to suspend or terminate services, at its sole discretion, upon three days written notice in the event NEW HISTORY fails to receive timely payment of any invoice.

7. Records and Data. The Client agrees to provide to NEW HISTORY any and all data, plans, specifications, surveys, and other documents reasonably requested by NEW HISTORY to allow NEW HISTORY to complete the services to be provided by NEW HISTORY. NEW HISTORY shall be entitled to rely upon the accuracy and timeliness of the information provided by the Client. By its use of or reliance upon such information, NEW HISTORY assumes no responsibility for the inaccuracy or insufficiency of such Client-supplied information. NEW HISTORY does not assume responsibility for validating, disclosing or accounting for that information, or for the condition of the property described therein, or for any latent or concealed conditions or defects in the property.

8. Dispute Resolution. In the event of any dispute, controversy or claim arising out of or in connection with this Agreement, including any questions regarding its existence, enforceability, interpretation or validity, the parties shall meet and confer in good faith to attempt to resolve such dispute, controversy or claim without initiating an adversarial proceeding. Should such attempts at resolution prove unsuccessful within a reasonable period after the meeting of the parties, any dispute, controversy, or claim arising under this Agreement shall be: (1) first, submitted to mandatory formal mediation under the American Arbitration Association Construction Rules in Minneapolis, Minnesota. The Parties will agree upon a mediator and share equally in the mediator’s cost. (2) If mediation fails to resolve the matter, and if the claimed injury or damage arising from the matter in dispute is \$25,000.00 or less, the dispute

shall be submitted to arbitration conducted in Minneapolis, Minnesota, by a single arbitrator selected by the parties in accordance with the then effective arbitration rules of the American Arbitration Association for fast-track arbitration. Judgment upon the award rendered pursuant to such arbitration may be entered in any court having jurisdiction thereof. The fees and expenses of the arbitration shall be borne equally by the parties. The decision of the arbitrator shall be binding and may be confirmed and enforced in any court having proper jurisdiction. All facts and other information relating to any arbitration arising under this Agreement shall be kept confidential to the fullest extent permitted by law. (3) If the claimed injury or damage arising from the matter exceeds \$25,000.00, and discussions and formal mediation have failed to resolve the dispute, it shall be adjudicated in any Minnesota State court of competent jurisdiction. The provisions of this Section shall survive the termination of this Agreement.

9. Retainer. A retainer deposit may be required prior to commencement of services by NEW HISTORY. The retainer will be deposited in NEW HISTORY's general bank account, and any retainer funds may be commingled with NEW HISTORY's general funds. The retainer will be held until the end of Services when it will be applied to final Consulting Fees and any reimbursable expenses. Any unapplied retainer funds will be refunded to the Client.

10. Termination. In the event of material default in the terms of this Agreement by the Client, this Agreement and the obligation to provide further services under this Agreement may be terminated by written notice from NEW HISTORY to the Client. Upon termination, NEW HISTORY shall be entitled to compensation for all services rendered prior to the date of termination, together with reasonable expenses incurred to the date of termination. Failure to make timely payment of any invoice shall be a material default of this Agreement.

11. Limitation of Liability. The parties acknowledge and agree that they will not hold the other liable or assert claims for lost profits or consequential damages arising from or relating to breach of this Agreement, even if a party was advised of the possibility of such damages. The parties agree that NEW HISTORY's liability and the Client's remedy under this Agreement shall be limited to the total amount actually paid to NEW HISTORY for services provided by NEW HISTORY under this Agreement.

12. Waiver. Client waives any and all rights against NEW HISTORY for damages covered by any property

insurance or other insurance during and after completion of the Scope of Services.

13. Indemnity. The Client shall indemnify, defend and hold harmless New History, its officers and employees from and against claims, lawsuits, damages, losses, costs, including reasonable attorneys' fees, and judgments resulting from claims by third parties, to the extent such claims or lawsuits arise out of or from the negligent acts or omissions of the Owner, its officers and employees, contractors, subcontractors or consultants or any other person or entity for whose acts or omissions the Client is legally responsible.

14. Entire Agreement. This Agreement, which includes any incorporated attachments and these General Terms and Conditions, constitutes the entire agreement between the parties and supersedes all prior agreements or oral understandings. No modification or waiver of this Agreement or its terms shall be binding unless in writing and executed by both parties.

15. Assignment. Neither party may assign their rights under this Agreement without the written consent of the other party. This Agreement shall be binding upon the parties and their permitted successors and assigns.

16. Governing Law. This Agreement shall be governed by and interpreted pursuant to the laws of the state where the project from which it arose is located, with any dispute or claim relating to this Agreement venued or heard, to the extent permissible under applicable law, in the State of Minnesota, Hennepin County. If Minnesota venue is inconsistent with applicable local law, then the mediation, arbitration or litigation required by Paragraph 8 above shall be venued as decided by New History in a location which is consistent with local law.

17. Acknowledgment. The parties acknowledge that these terms and conditions are incorporated by reference into the Agreement Letter for Planning Services, that the parties have had an opportunity to read and understand these terms and conditions, discuss such terms and conditions with legal counsel, and understand the significance of this Agreement.

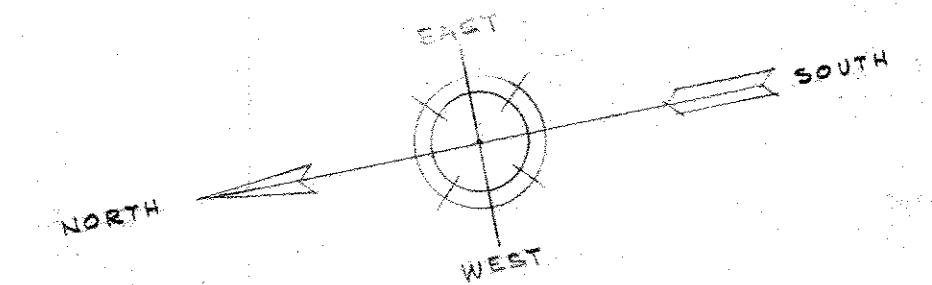
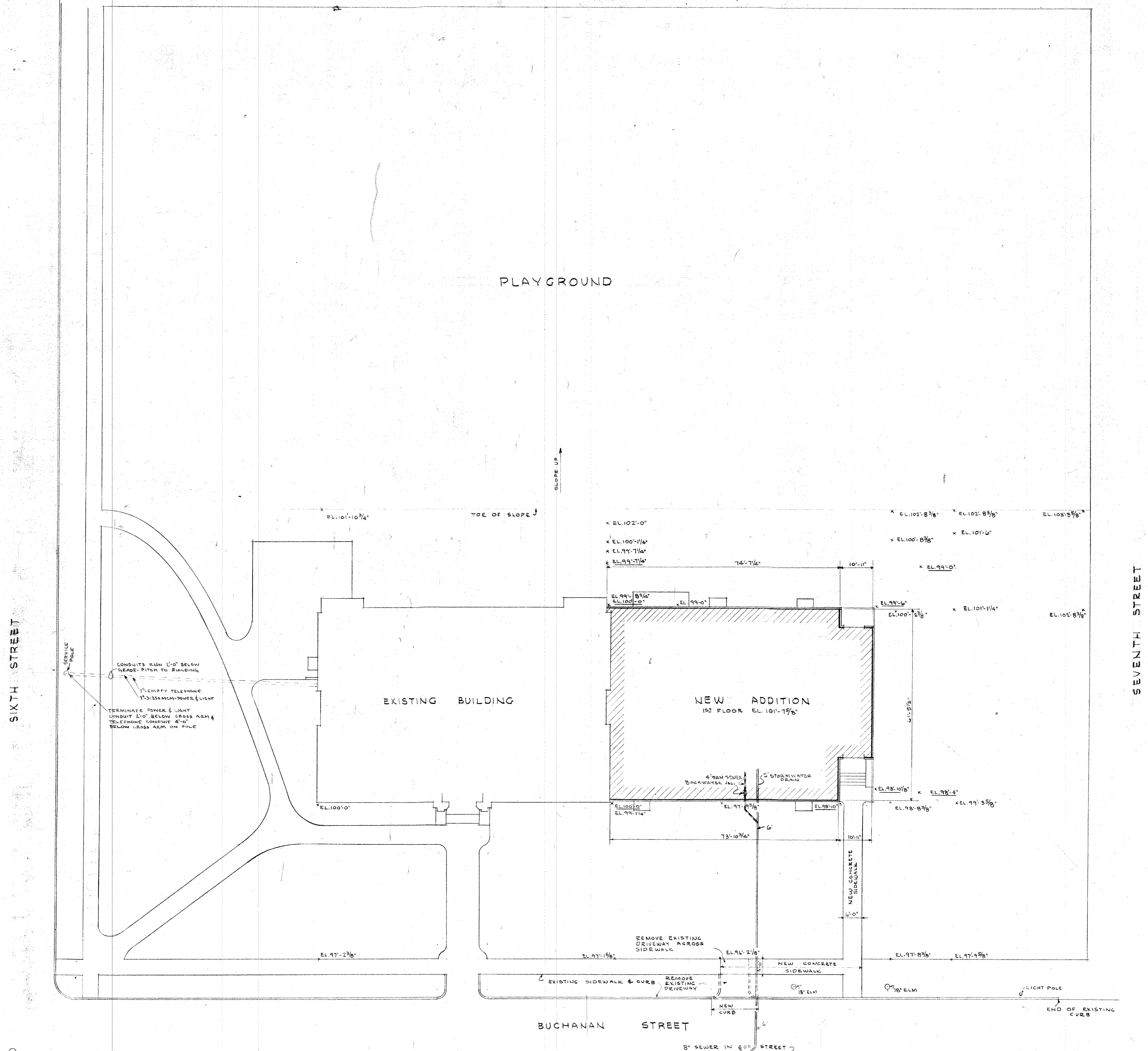
18. Counterparts. This Agreement may be executed in any number of counterparts, each of which when executed shall be deemed an original with all such counterparts taken together shall constitute one and the same instrument. Facsimile or email (PDF format) signatures shall be deemed and treated as originals

JEFFERSON STREET

PLAYGROUND

SIXTH STREET

SEVENTH STREET



101'-2" EXISTING ELEVATIONS
 101'-2" NEW ELEVATIONS

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Architect under the laws of the State of Minnesota.
Gerald A. Anderson
 DATE 8-27-48 REG. NO. 685

TOP OF M.H. EL. 95'-9"
 INVERT EL. 85'-1 1/4"

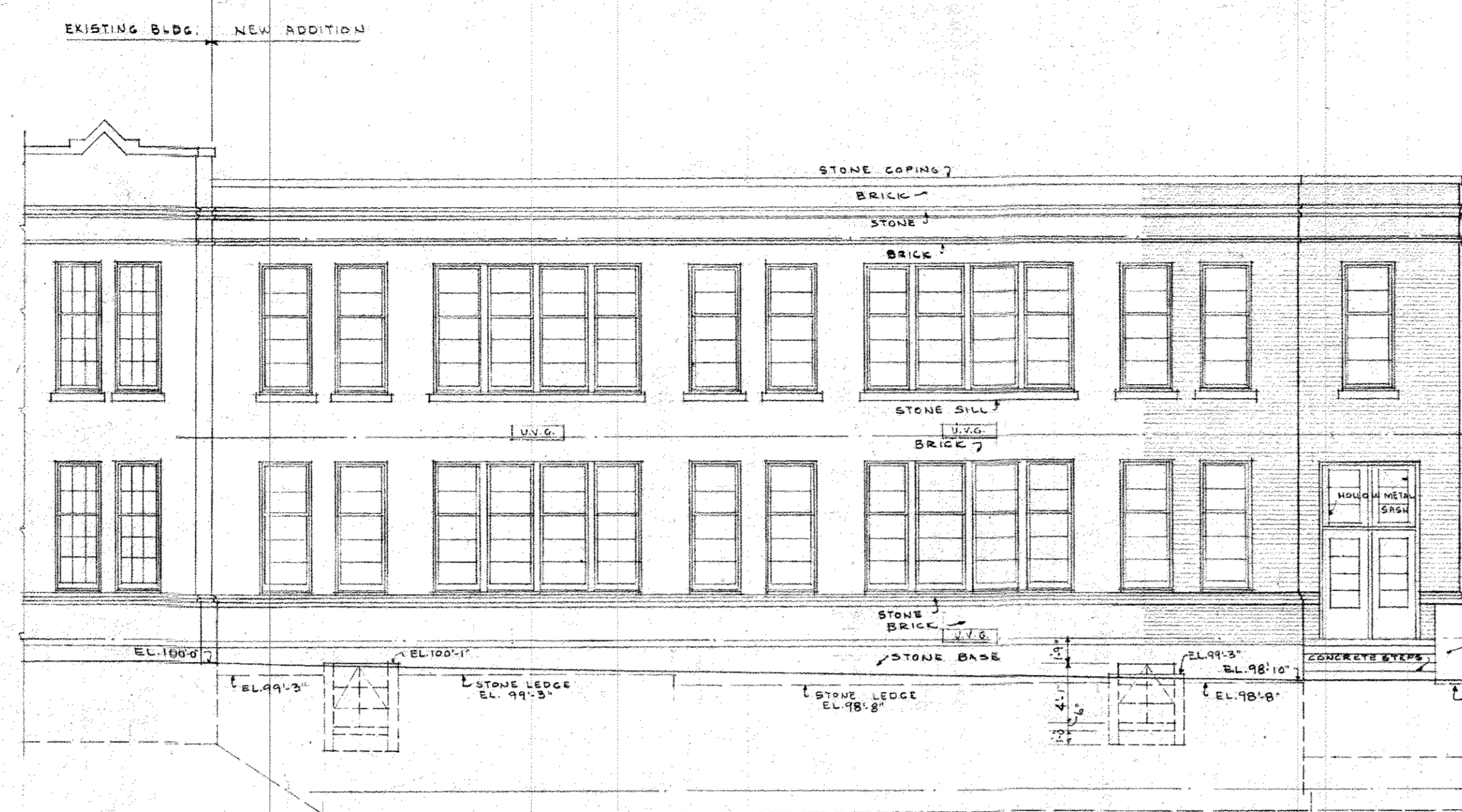
TOP OF MANHOLE
 EL. 96'-7 1/8"
 INVERT EL. 88'-4 1/4"

PLOT PLAN
 SCALE 1/16" = 1'-0"

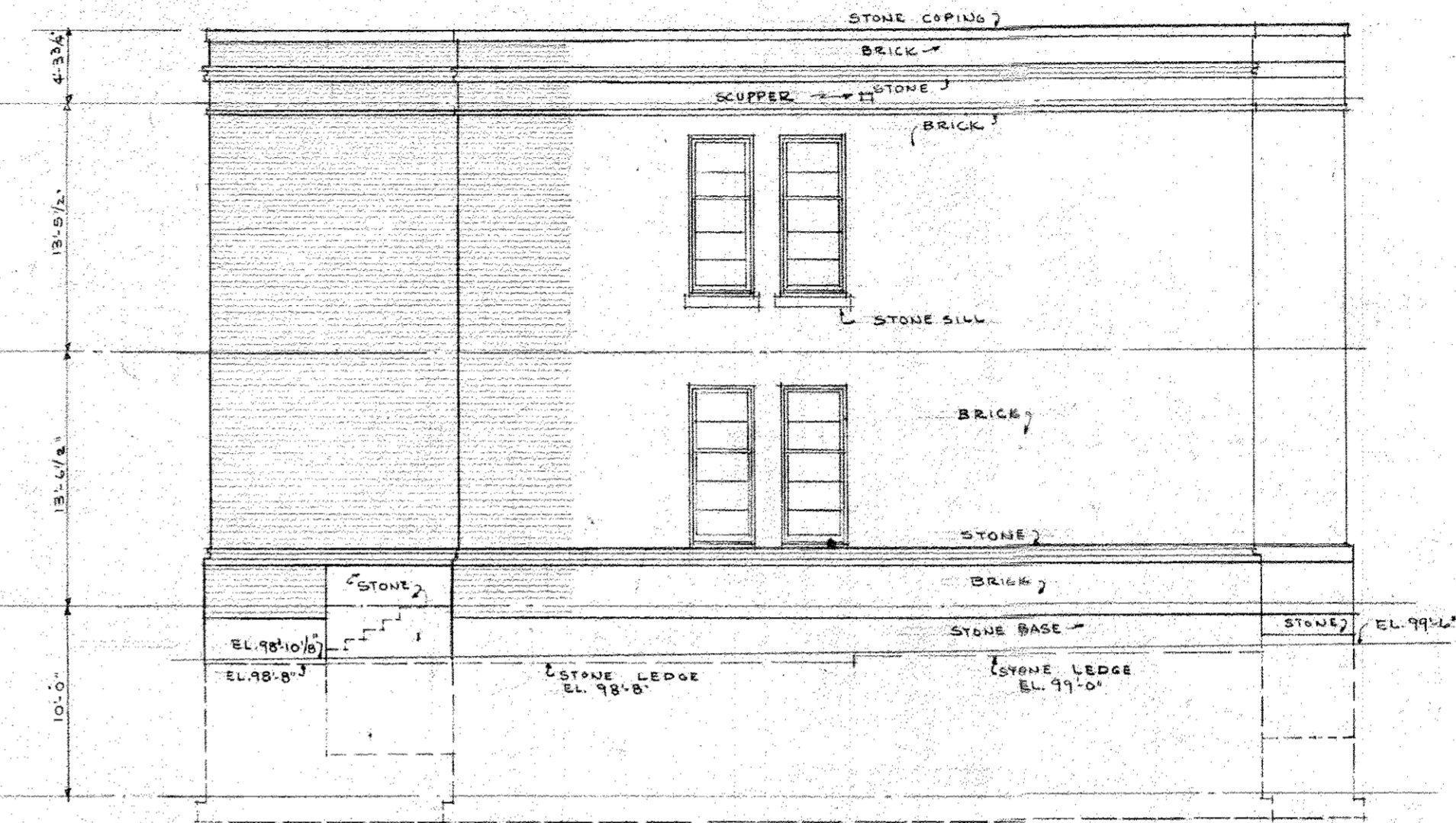
JEFFERSON GRADE SCHOOL ADDITION
 FOR
 SPECIAL SCHOOL DISTRICT NO. 1 GOODHUE COUNTY, MINNESOTA
 RED WING, MINNESOTA

TOLTZ, KING & DAY, INC.
 ENGINEERS AND ARCHITECTS
 ST. PAUL, MINNESOTA

DESIGNED BY RTM	GA. ANDERSON IN CHARGE	COM. 2843
DRAWN BY RTM	REVISED BY	DRG. 11
CHECKED		DATE AUG. 27, 1948

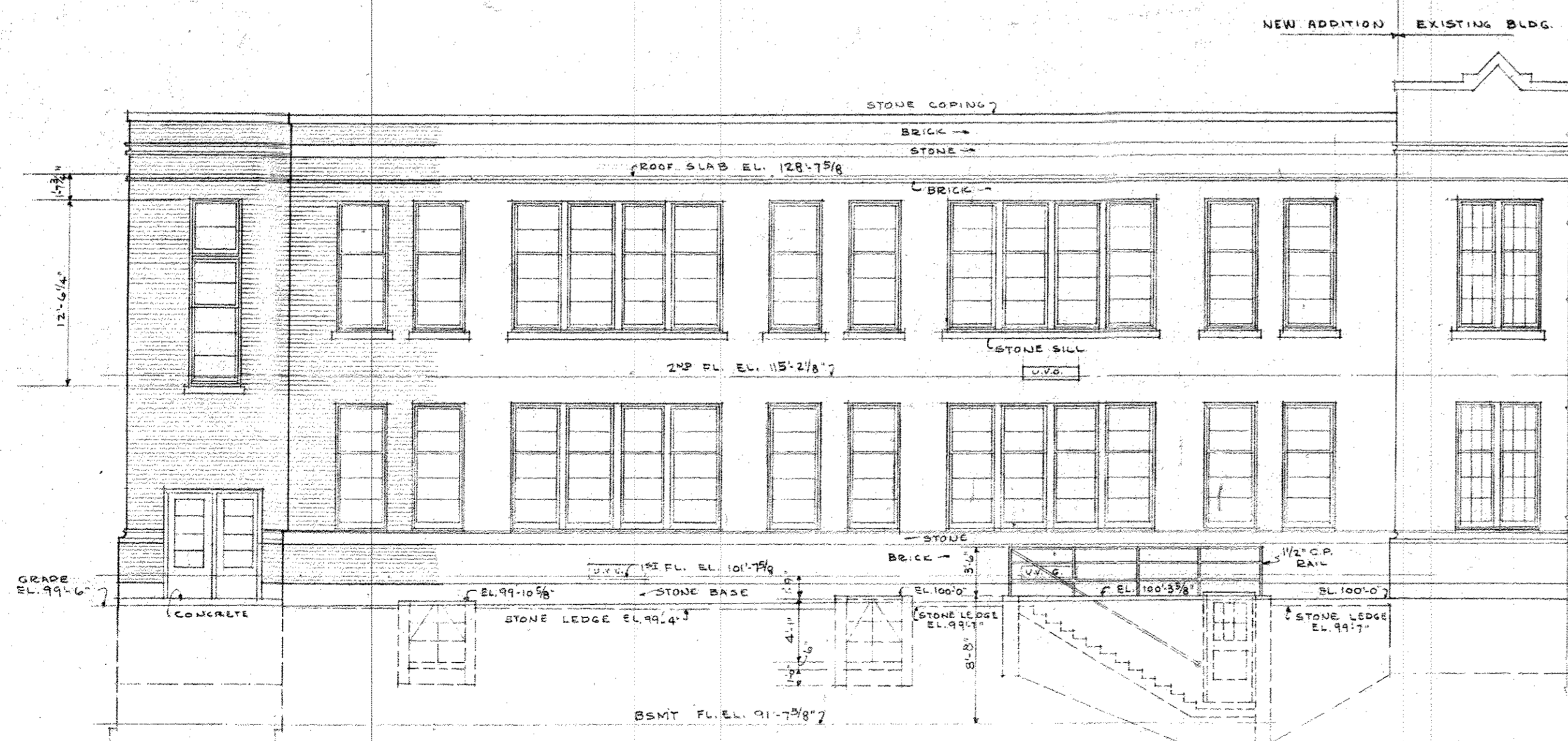


WEST ELEVATION

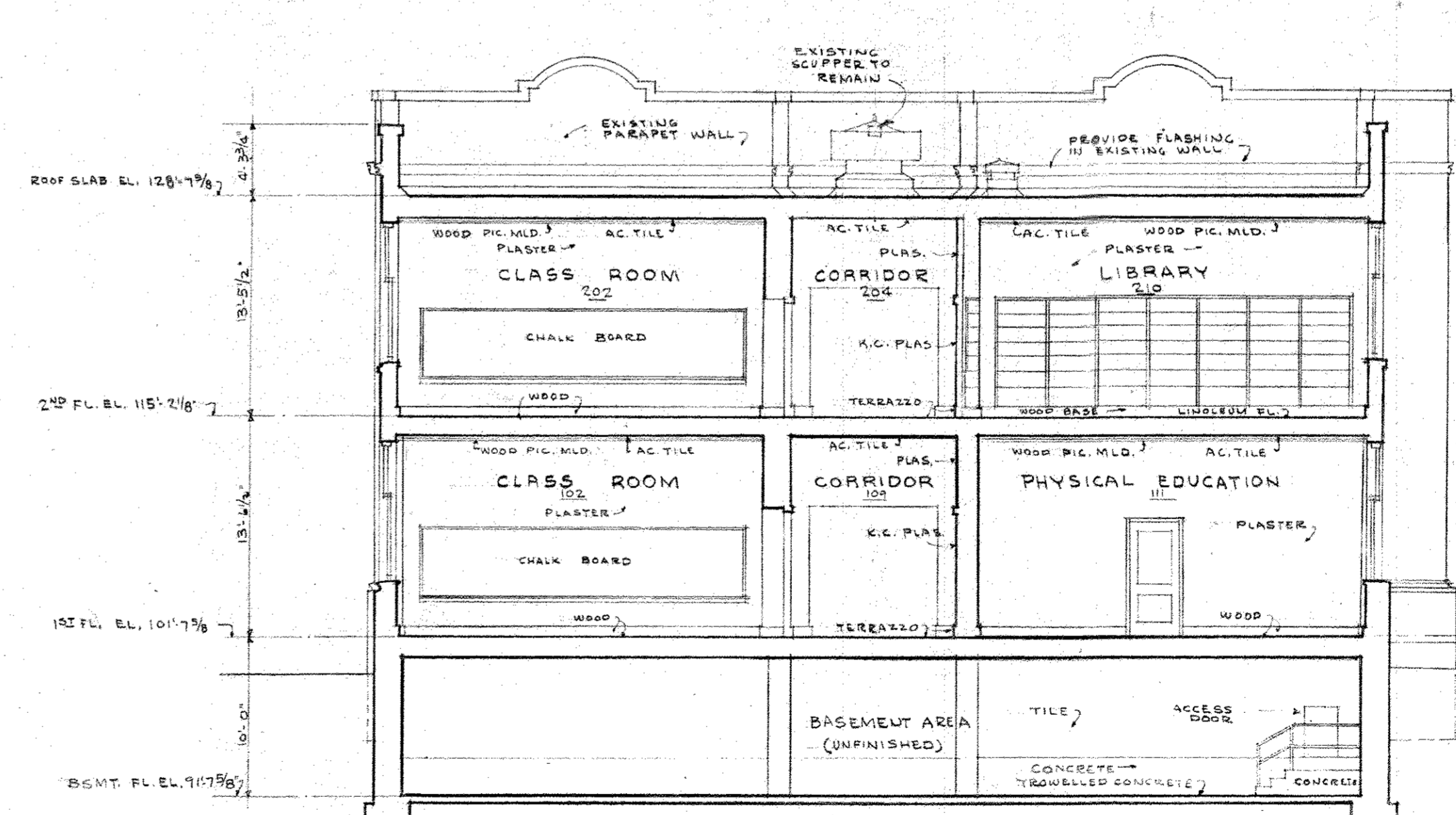


SOUTH ELEVATION

SCALE 1/8"=1'-0"



EAST ELEVATION



CROSS SECTION 'H-H'

SCALE 1/8"=1'-0"

JEFFERSON GRADE SCHOOL ADDITION
FOR
SPECIAL SCHOOL DISTRICT NO. 1 GOODHUE COUNTY, MINNESOTA
RED WING, MINNESOTA

TOLTZ, KING & DAY, INC.
ENGINEERS AND ARCHITECTS
ST. PAUL, MINNESOTA

DESIGNED BY R.T.M.	QA ANDERSON IN CHARGE	COM. 28-43
DRAWN BY R.T.M.	REVISED BY	DRG. 14
CHECKED		DATE AUG. 27, 1958



PROFESSIONAL SERVICES REQUEST

Land Development Feasibility Analysis

RFP Re-release Date: September 15, 2025

Proposal Due Date: October 24, 2025

1. Request

The City of Red Wing is seeking proposals from qualified firms to prepare a **Land Development Feasibility Analysis**.

2. Project Scope

A. Land Analysis

Conduct a comprehensive land analysis of key growth areas within the city to support new employment and residential growth.

- Analyze general site characteristics and constraints, including:
 - Topography and soil types
 - Environmental corridors (wetlands, shoreland, floodplain)
 - Historic and archeological features
 - Existing and planned utility infrastructure
 - Existing and planned transportation network
 - Restrictive easements
 - Potential barriers (e.g., regulatory, political, etc.)
- Identify strategies to remove or mitigate development barriers
- Estimate the level of investment needed to prepare sites for development, including:
 - Cost estimates of necessary environmental reviews, studies, or regulatory compliance

B. Market Analysis

Evaluate current market conditions and development potential within identified key areas.

- Document the current land values in focus areas
- Evaluate trends and market conditions for demand and land development opportunities
- Review the 2025 Housing Study and identify sites—both within and beyond the focus areas in Exhibit 1—that can meet projected housing demand

C. Land Development Scenarios (Housing and Employment) and Infrastructure Planning

Prepare conceptual development layouts for potential housing and employment in each of the key areas (Exhibit 1). This step is intended to drill further into the above analysis to plan for future land uses.

- Create schematic development layouts, including:
 - Proposed land uses and development layouts
 - Estimated job creation and housing units
- Conduct cost-benefit analysis for each scenario:
 - Document potential costs for development and land values based on proposed development type
- Facilitate a scenario selection process with the city to identify preferred development alternatives

D. Detailed Engineering Cost Estimates

Provide detailed engineering cost estimates for required utility and transportation infrastructure support the preferred scenarios.

E. Additional Services

Additional services are not anticipated but can be performed as allowed and desired upon mutual consent and agreement of compensation between the City and selected firm.

3. Submittal Requirements

The proposal should address all the points outlined in this request for proposal. The proposal should be prepared simply and economically, providing a straightforward, concise description of the proposer's capabilities to satisfy the requirements of this RFP. While additional data may be presented, the following subjects must be included.

1. Project Understanding and Approach
2. Proposed Project Team and Experience
3. Comparable Project References
4. Schedule
5. Project Cost

Submit proposal Brandy Howe at brandy.howe@redwingmn.gov. Questions regarding this RFP may be directed to Brandy Howe via email.

4. Resources

- [Council Strategic Plan 2024-2026](#)
- [2040 Community Plan](#)
- 2025 Housing Study
- [Old West Main Street Master Plan](#)
- [Upper Harbor Plan](#)
- [2005 Riverfront Redevelopment Plan](#)
- Wastewater Treatment Facility Plan (in progress)

5. Reservation of Rights

The City reserves the right to accept, reject, and evaluate any responses and to change the scope identified in this RFP. Upon selection of a finalist, the City by its proper officials shall attempt to negotiate and reach a final agreement with the finalist. If the City, for any reason, is unable to reach a final agreement with the finalist, the City reserves the right to reject such finalist and negotiate an agreement with another finalist who has the next most viable statement of qualifications. The City may also elect to reject all responses and re-issue a new RFP.

6. Public Information

Information supplied by the respondent to the City is subject to the Minnesota Data Practices Act. As such, all information will become public unless it falls within one of the exceptions in the state Data Practices Act, such as security information, trade secret information, or labor relations information.

7. Proposal Preparation and Contact Negotiation Costs

The City shall not be liable for any expenses incurred by the respondent prior to the signing of a contract including, but not limited to, the proposal preparation, attendance at interviews or meetings, or final contract negotiations.

8. Compliance

The respondent agrees to comply with all federal, state, and local laws, resolutions, ordinances, rules, regulations, and executive orders pertaining to unlawful discrimination on account of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, sexual preference, disability, or age. Respondents are encouraged to actively seek and make good faith efforts for the participation of DBE's for subconsultant tasks.

Exhibit 1 – Land Analysis Areas

The boundaries depicted in the following images are for illustrative purposes and can be better defined when the study commences.

Downtown Riverfront

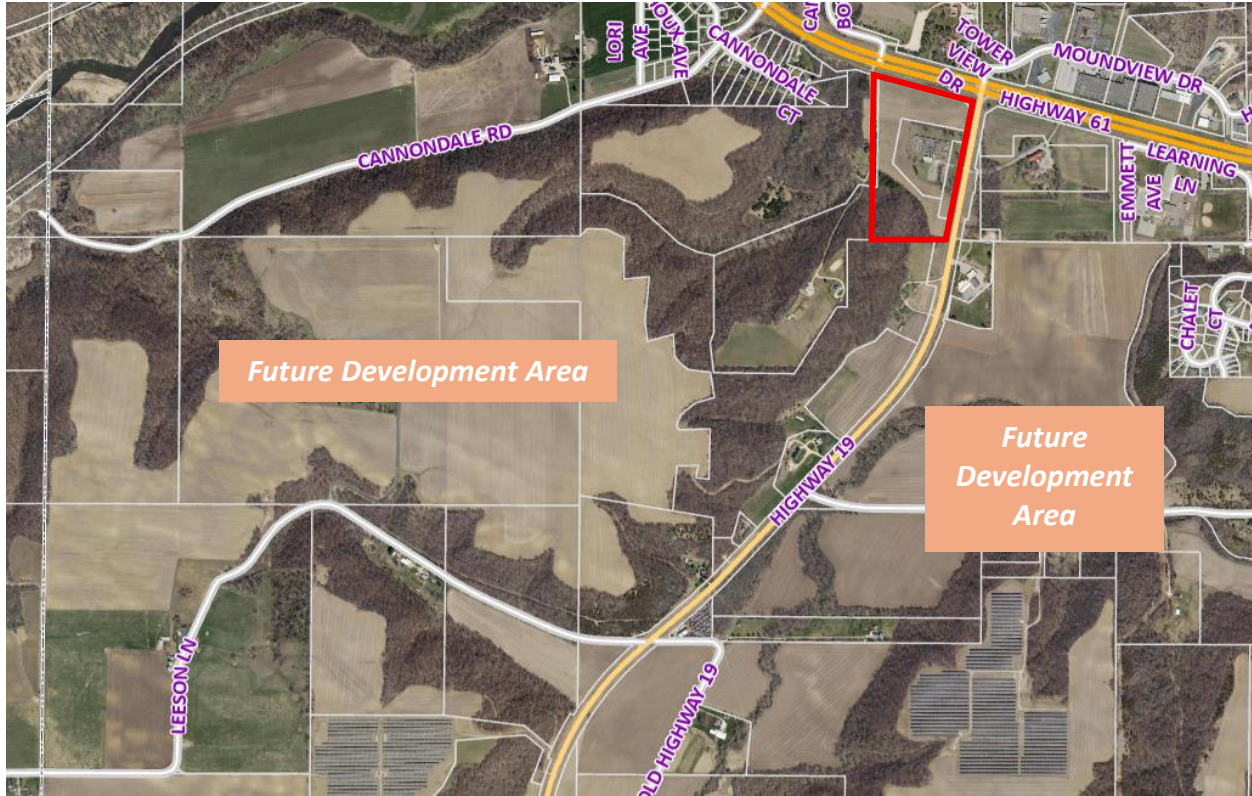
The downtown riverfront features a mix of land uses, vacant lots, and sites poised for redevelopment. Currently, Highway 61 and a rail line create physical and visual barriers that separate this part of downtown from the riverfront. However, future changes in land use, street connectivity, park development, and urban design can help bridge this divide—creating stronger, more accessible connections between downtown, the riverfront, and the people who live in or visit the area.



West Side - Highway 19/61

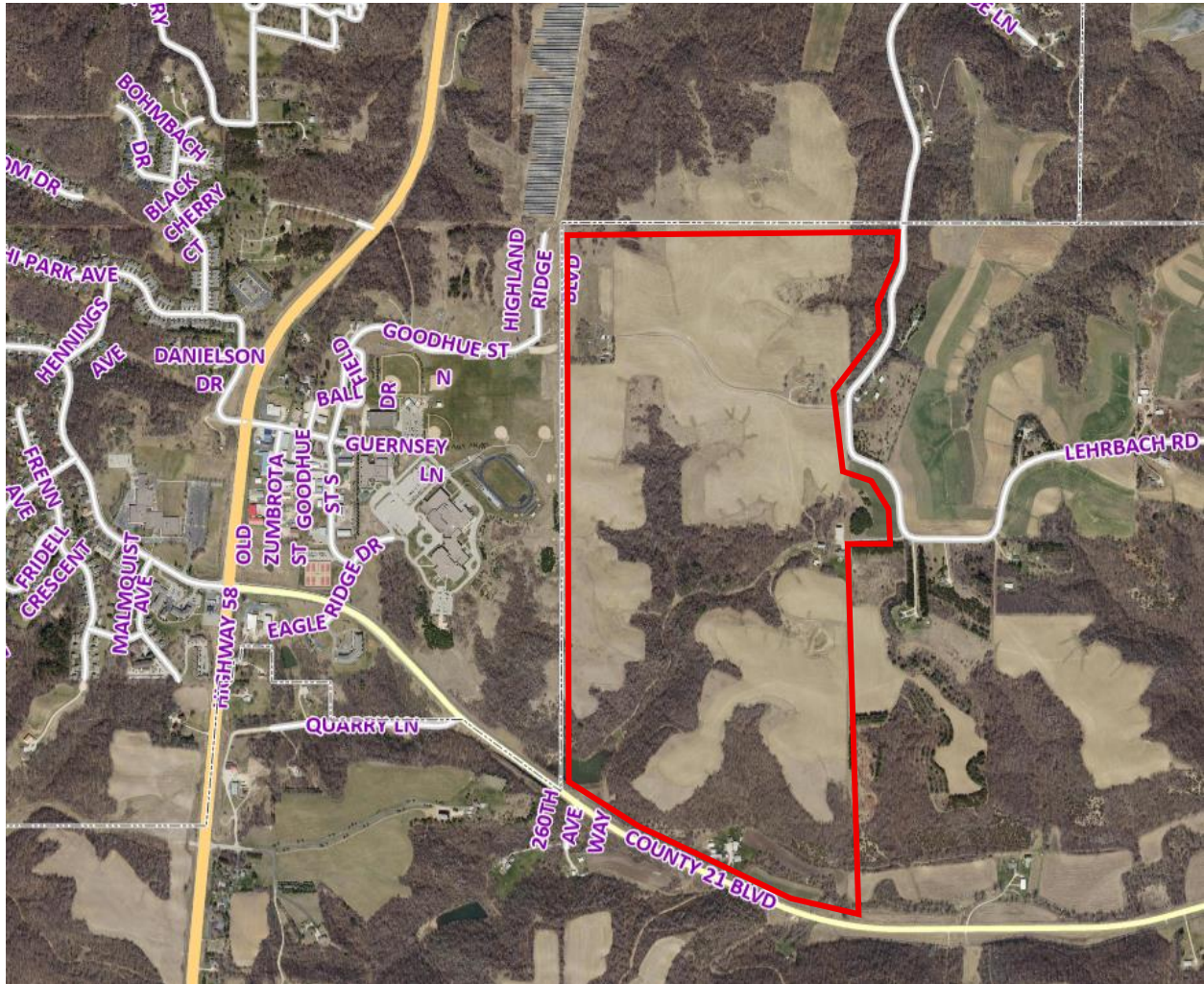
The former Central Research Laboratory property, located at the southwest intersection of Highways 19 and 61, represents a rare and strategic redevelopment opportunity for Red Wing. The 25-acre Central Research site is relatively flat and prominently positioned at a key gateway on the city's west side.

Adjacent farmland to the south and west offers additional potential for future residential development, to support the long-term growth and expansion of the city.



East Side - Highway 58/21

Farmland on the east side of the city—located just north of County 21 Boulevard and east of Highway 58—offers a prime opportunity for residential growth near the high school.



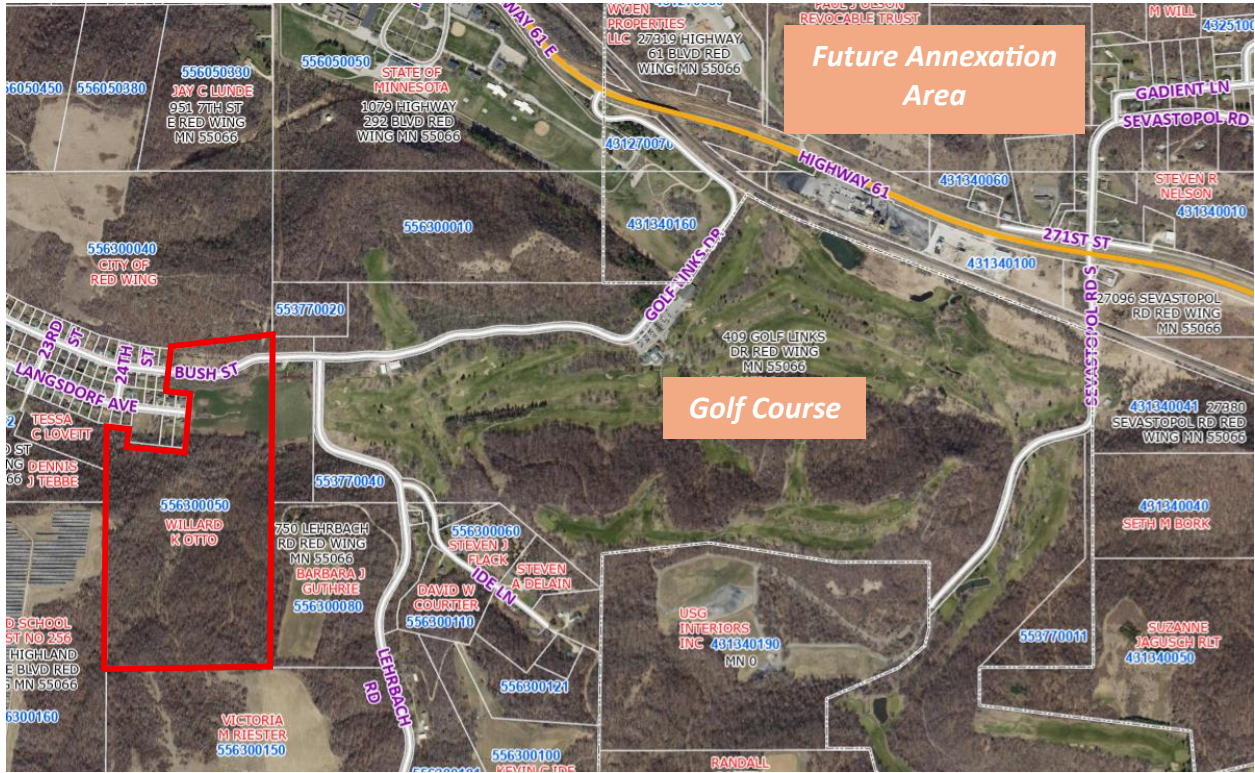
Minnesota State College Southeast-Owned Land

Minnesota State College Southeast owns a 40-acre property on the southeast side of the city. The site presents significant potential for a variety of housing opportunities under long-term land lease partnership with the college.



Willard Otto Property

The Otto property, located on the east side of the city adjacent to Mississippi Links National Golf Course, is currently on the market and offers an opportunity for single-family residential development along Bush Street. Site development could include the extension of utility services east of the golf course, opening the door for future annexation of nearby areas. One such area is the USG property—a major user of the city’s bulkhead—where annexation and utility extension would add strategic value to long-term city planning.



MnDOT District 6
2900 48th Street NW
Rochester, MN 55901

November 10, 2025

Kyle Klatt, Community Development Director
City of Red Wing
419 Bush Street
Red Wing, MN 55066

RE: Memorandum of Understanding

Dear Mr. Klatt,

This serves as a Memorandum of Understanding between MnDOT District 6 and the City of Red Wing for future access opening, replatting of land, and conveyance of property located in the “southwest” quadrant of US Highway 61 (Hwy 61) and Mn Trunk Highway 19 (Hwy 19). The affected parcels include:

- 55-729-0100 MnDOT Parcel 2503-902-16
- 55-729-0060 MnDOT Parcel 2503-902-16

The City of Red Wing owns the above-described parcels and intends to replat the property to achieve the following outcomes:

1. Combine the northern, lowland portions of the parcels to create a marketable, developable site.
2. Separate the approximately 7-acre wooded, upland area at the southwest portion of parcel 55-729-0060.
3. Straighten the easternmost property boundary in a manner that is mutually beneficial by way of land conveyance to both MnDOT, and the City of Red Wing as depicted in Exhibit A.

Below describes the parameters for future access opening:

- Access control as currently platted will be maintained.
- MnDOT finds a revised access opening acceptable based on the approval of a revised plat related to the proposed property as shown in Exhibit A associated parcels as stated above. Future revised access could be developed either as a Private Commercial Entrance (Exhibit B) or a Public Street (Exhibit C). These both include the existing access being closed.
 - With a new private commercial entrance (Exhibit B):
 - Existing property parcel access is closed.
 - A new entrance would be acceptable a minimum of 495-ft from the intersection of Hwy 61 and Hwy 19.
 - With a primary full movement intersection (Exhibit C):
 - Existing property parcel access is closed.

- A primary full movement intersection would be acceptable 1230-ft (1.4 mile) from the edge of the driving lane of Hwy 61.
- A secondary intersection would be allowed if a public street is built and could be located 660-ft from edge of the driving lane of Hwy 61. Location of future access as shown in Exhibits B and C will be guided by MnDOT's Access Management Guidelines. The final location will be approved as part of MnDOT's Development Review process and meet the City of Red Wing's city code.

Below describes the parameters for the replat and conveyance of property.

- The replat will result in a revised eastern property line that will convey a portion of land to the City of Red Wing and a portion of land to MnDOT as depicted in Exhibit A.
- The replat will be reviewed as part of MnDOT's Development review process prior to review and approval by the Red Wing City Council.

Below describes the parameters for future development of the property.

- Any development of the replatted parcels will be subject to MnDOT District 6's Development Review Process after coordination between the city and a developer. This process provides guidance and ensures that future access is built to accommodate traffic associated with future development.
 - Future access may necessitate changes to Highway 19 such as construction of a right turn lane and/or a center left turn lane. This requirement would be due to expected traffic volumes accessing developments based on assumed traffic trip generations and/or a traffic study required based on a proposed development.
- Funding for improvements required because of proposed development of the site shall be borne by the City of Red Wing and/or developer. For example, turn lanes, the cost to break access control, culverts, etc. Sources of funding could be via competitive funding programs from state agencies (such as Minnesota Department of Transportation or Minnesota Department of Employment and Economic Development) or future grant programs.

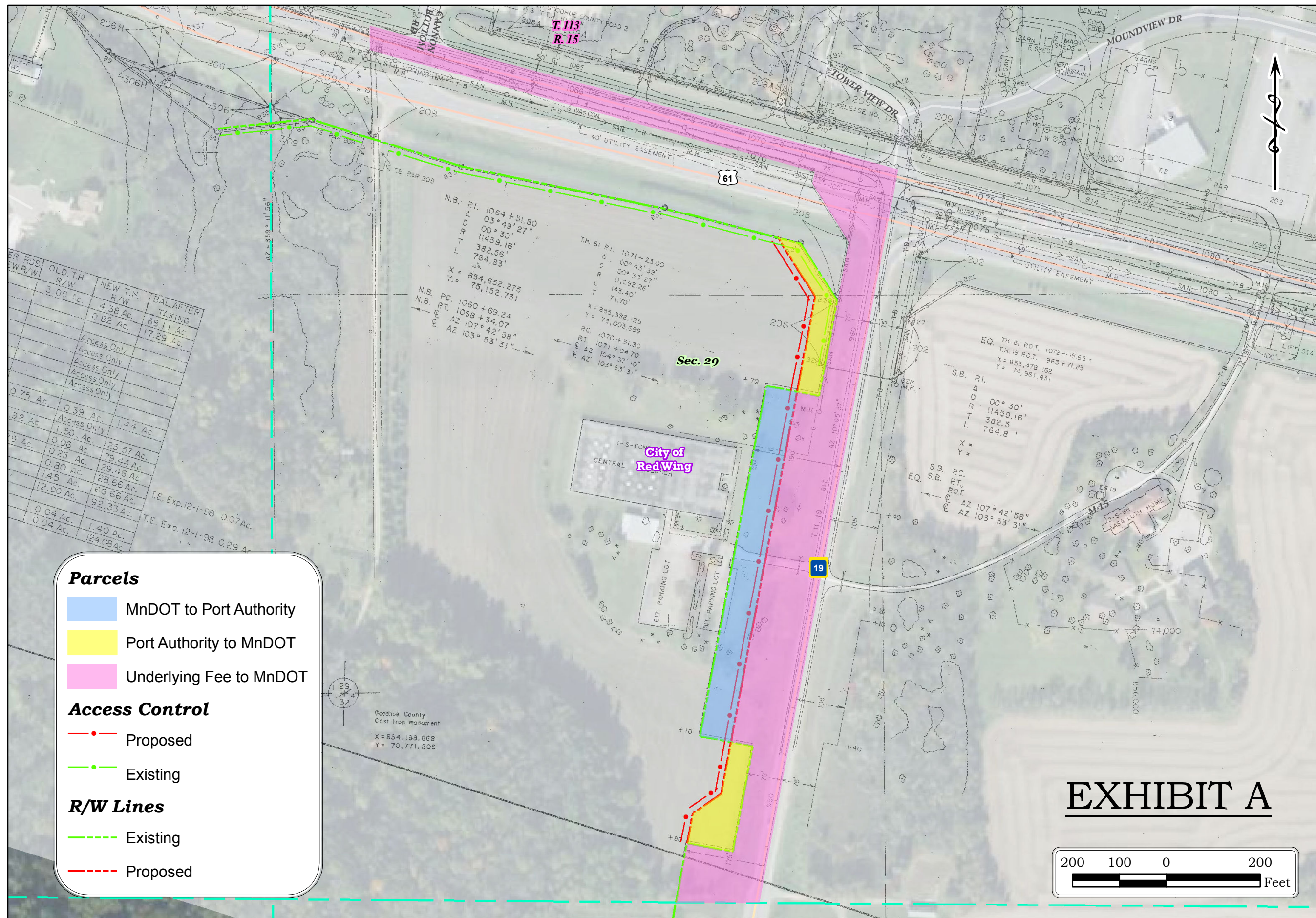
MnDOT District 6 values the partnership with the City of Red Wing. We appreciate the good faith efforts of the city to align development with the safety and operation of the trunk highway system.

Sincerely,

Heather Lukes
MnDOT District 6 ADE of Program Support

CC:
Zach Regnier – City Engineer, City of Red Wing
Brandy Howe – Community and Economic Development Facilitator, City of Red Wing
Mark Schoenfelder – District 6 District Engineer
Brian Veronen – District 6 R/W Supervisor
Kurt Wayne - District 6 Planning Director
Brian McCoy – District 6 Senior Planner

Equal Opportunity Employer



ER RDS	OLD T.H.	NEW T.H.	BAL AFTER
R/W	R/W	R/W	TAKING
3.09 Ac.	4.38 Ac.	0.82 Ac.	69.11 Ac.
			17.29 Ac.
			Access Only
			Access Only
			Access Only
			Access Only
0.79 Ac.	0.39 Ac.		1.44 Ac.
92 Ac.	1.50 Ac.		25.57 Ac.
9 Ac.	0.06 Ac.		79.44 Ac.
	0.25 Ac.		29.46 Ac.
	0.80 Ac.		28.66 Ac.
	1.45 Ac.		66.66 Ac.
	12.90 Ac.		92.33 Ac.
0.04 Ac.	0.04 Ac.	1.40 Ac.	
		124.08 Ac.	

S.P. 2503-000
T.H. 19 & 61
Date: 03/20/17

Sheet No.
1 of 1

MnDOT Surveys Office
2900 48th Street NW
Rochester, MN 55901
Phone: (507) 286-7500

R/W Map No. 16-4
R/W Plat No. 25-3
Sketch is for Reference Purposes Only

Proposed Conveyance Sketch
Jct. T.H. 61 & T.H. 19 in Red Wing



SITE PLAN

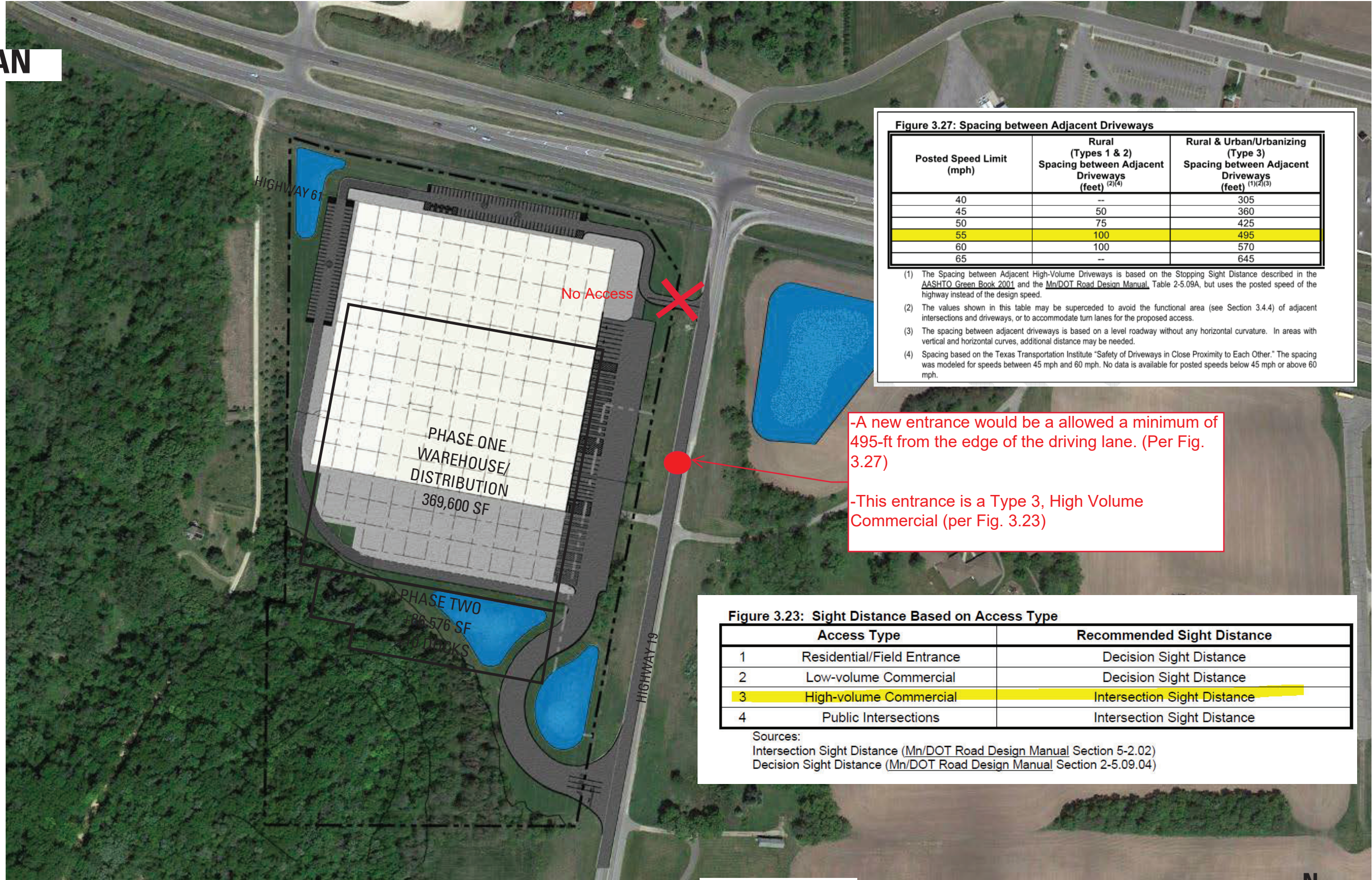


Figure 3.27: Spacing between Adjacent Driveways

Posted Speed Limit (mph)	Rural (Types 1 & 2) Spacing between Adjacent Driveways (feet) ⁽²⁾⁽⁴⁾	Rural & Urbanizing (Type 3) Spacing between Adjacent Driveways (feet) ⁽¹⁾⁽²⁾⁽³⁾
40	--	305
45	50	360
50	75	425
55	100	495
60	100	570
65	--	645

(1) The Spacing between Adjacent High-Volume Driveways is based on the Stopping Sight Distance described in the AASHTO Green Book 2001 and the Mn/DOT Road Design Manual, Table 2-5.09A, but uses the posted speed of the highway instead of the design speed.
 (2) The values shown in this table may be superseded to avoid the functional area (see Section 3.4.4) of adjacent intersections and driveways, or to accommodate turn lanes for the proposed access.
 (3) The spacing between adjacent driveways is based on a level roadway without any horizontal curvature. In areas with vertical and horizontal curves, additional distance may be needed.
 (4) Spacing based on the Texas Transportation Institute "Safety of Driveways in Close Proximity to Each Other." The spacing was modeled for speeds between 45 mph and 60 mph. No data is available for posted speeds below 45 mph or above 60 mph.

-A new entrance would be allowed a minimum of 495-ft from the edge of the driving lane. (Per Fig. 3.27)

-This entrance is a Type 3, High Volume Commercial (per Fig. 3.23)

Figure 3.23: Sight Distance Based on Access Type

Access Type	Recommended Sight Distance
1 Residential/Field Entrance	Decision Sight Distance
2 Low-volume Commercial	Decision Sight Distance
3 High-volume Commercial	Intersection Sight Distance
4 Public Intersections	Intersection Sight Distance

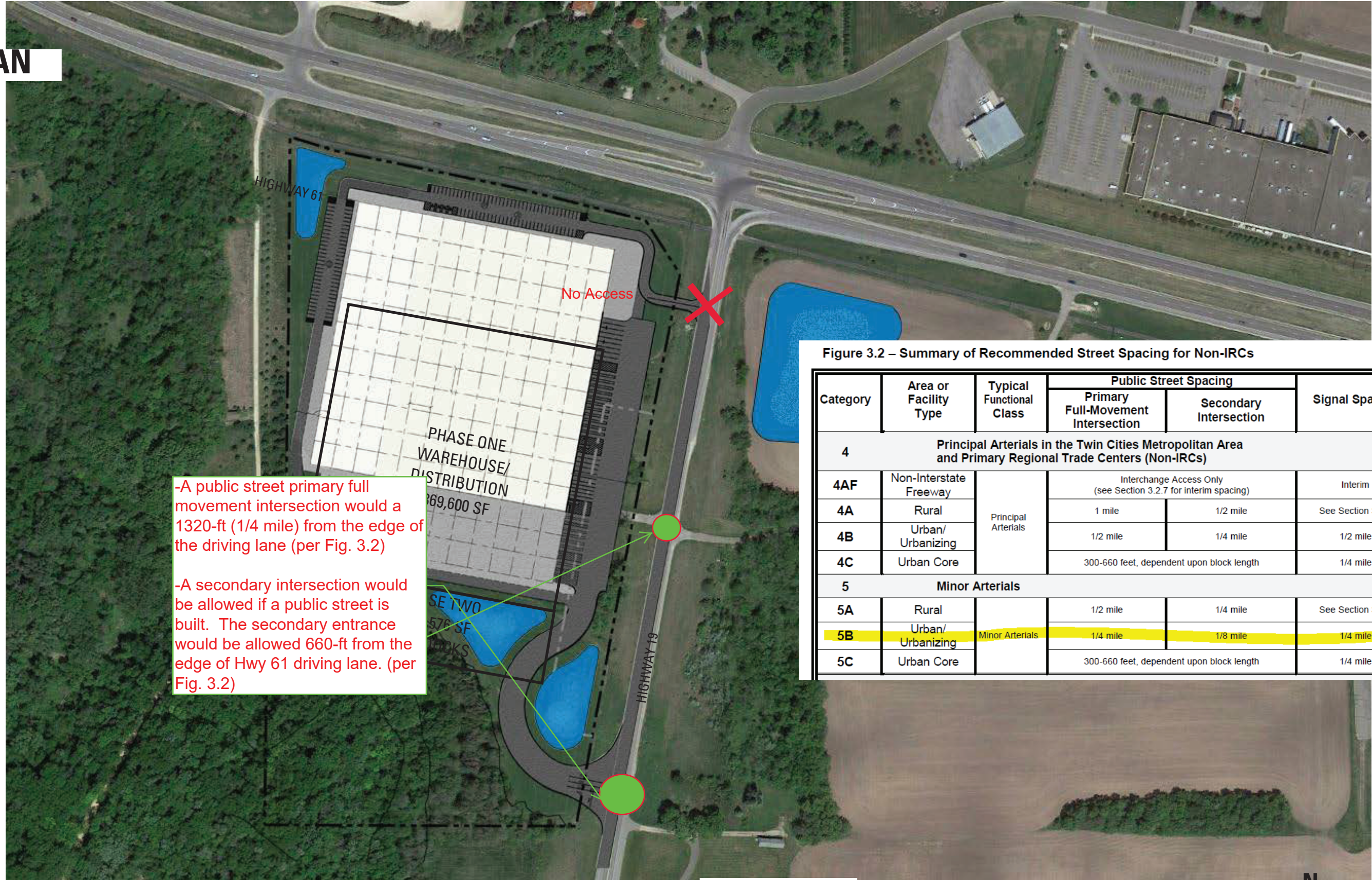
Sources:
 Intersection Sight Distance (Mn/DOT Road Design Manual Section 5-2.02)
 Decision Sight Distance (Mn/DOT Road Design Manual Section 2-5.09.04)

EXHIBIT B - PRIVATE COMMERCIAL ENTRANCE

-Future development at Hwy 61 & Hwy 19
 -Based on District 6 Review Comments (2018-12-14) to city of Red Wing



SITE PLAN



-A public street primary full movement intersection would a 1320-ft (1/4 mile) from the edge of the driving lane (per Fig. 3.2)

-A secondary intersection would be allowed if a public street is built. The secondary entrance would be allowed 660-ft from the edge of Hwy 61 driving lane. (per Fig. 3.2)

Figure 3.2 – Summary of Recommended Street Spacing for Non-IRCs

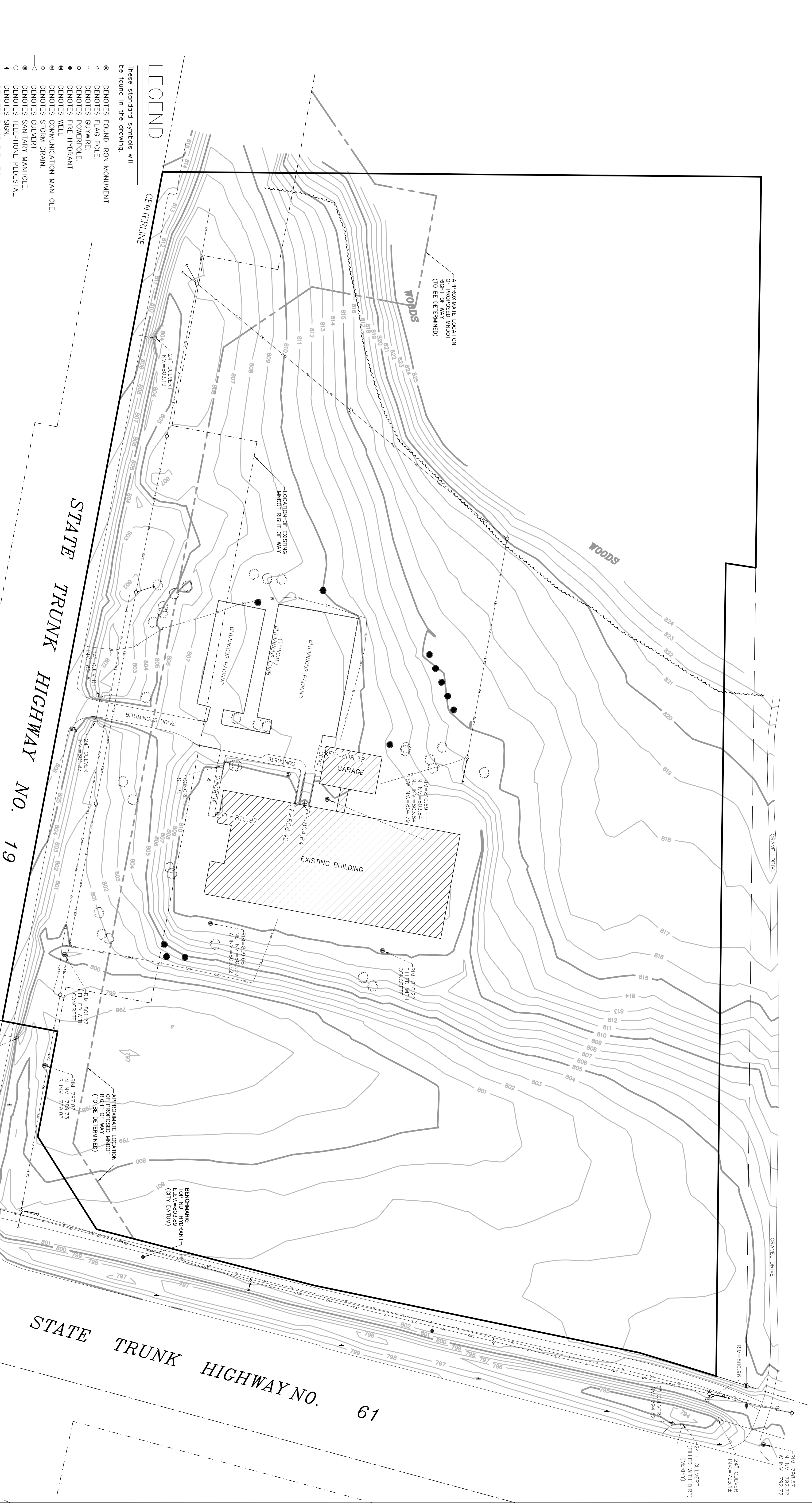
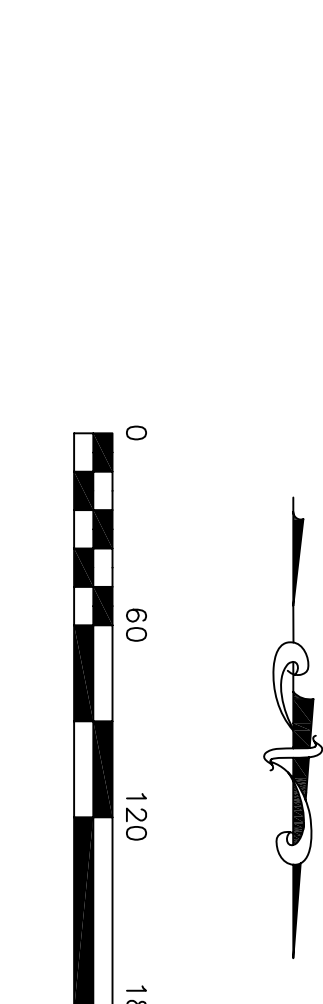
Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
4 Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)					
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	1/2 mile	See Section 3.2.5
4B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
4C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
5 Minor Arterials					
5A	Rural	Minor Arterials	1/2 mile	1/4 mile	See Section 3.2.5
5B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile
5C	Urban Core		300-660 feet, dependent upon block length		1/4 mile

EXHIBIT C - PUBLIC STREET

- Future development at Hwy 61 & Hwy 19
- Based on District 6 Review Comments (2018-12-14) to city of Red Wing

TOPOGRAPHIC MAP FOR:
RED WING PORT AUTHORITY
C/O MYRON WHITE

- These standard symbols will be found in the drawing.
- DENOTES FOUND IRON MONUMENT.
 - DENOTES FLAG POLE.
 - DENOTES GUYWIRE.
 - DENOTES POWERPOLE.
 - DENOTES FIRE HYDRANT.
 - DENOTES WELL.
 - DENOTES COMMUNICATION MANHOLE.
 - DENOTES STORM DRAIN.
 - DENOTES SANITARY MANHOLE.
 - DENOTES TELEPHONE PEDESTAL.
 - DENOTES SIGN.
 - DENOTES FLOOR ELEVATION.
 - DENOTES MAILBOX.
 - DENOTES CONIFEROUS TREE.
 - DENOTES DECIDUOUS TREE.
 - DENOTES CONTOUR OF ELEVATION.
 - DENOTES OVERHEAD ELECTRIC.
 - DENOTES UNDERGROUND GAS.
 - DENOTES UNDERGROUND COMMUNICATIONS.
 - DENOTES EDGE OF WOODS.

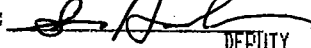


I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

NOTE: ONLY SURFACE UTILITIES WERE LOCATED. INFORMATION REFER TO CITY OF RED WING ENGINEERING DEPARTMENT AS-BUILTS. SMALL UTILITIES ARE SHOWN PER Gopher STATE ONE CALL LOCATIONS.

FOR BOUNDARY INFORMATION REFER TO BOUNDARY SURVEY BY JOHNSON & SCOFFIELD INC. DATED JAN. 11, 2007. JOHNSON & SCOFFIELD FILE NUMBER R-2500.

Certified, Filed and or Recorded on
Apr. 27, 2010 AT 08:00:00AM

Signed:  DEPUTY

LISA M HANNI
GOODHUE COUNTY RECORDER

Fee Amount: \$46.00

RESTRICTIVE COVENANTS RED WING GATEWAY BUSINESS PARK

WHEREAS, the Red Wing Port Authority, a Minnesota Economic Development Agency, is the owner of property to be known as the Red Wing Gateway Business Park in the County of Goodhue, State of Minnesota (hereinafter the "Park"); and

WHEREAS, the Red Wing Port Authority desires that certain restrictions related to the Park be imposed on the Park in order to safeguard the investments made by the Red Wing Port Authority and private property owners.

NOW, THEREFORE, the Red Wing Port Authority hereby makes the following restrictions and covenants which relate to the Park and shall run with Park and be binding upon all parties and persons owning lots within the Park as affected by the following:

1. **Uses.** The only permitted uses of Park property are as follows:
 - a. Light industrial, including manufacturing, packaging, processing and assembly. Retail operations in some circumstances when this portion of the total project supports the other requirements set forth herein. i.e.: on site showroom in support of a manufacturing facility.
 - b. Office space
 - c. Research and development
 - d. Warehouse and distribution

No site or lot shall be used for any purpose or business which is considered dangerous or unsafe, or which constitutes a nuisance, or is noxious or offensive by reason of emission or dust, odor, gas, smoke, fumes or noise.

Objectives:

- a. To enhance long-term property valuation through highest and best use business projects, through the creation of commercial/industrial business opportunities that will contain or reduce the tax burden on the residents of Red Wing. Such projects should provide maximum tax base enhancement through the construction of high-grade commercial/industrial buildings within the Park.

- b. To be a catalyst within the business community to create a living wage job and opportunities for employment of Red Wing residents.
 - c. To create an area for the attraction and/or expansion of commercial and industrial projects that meet the above-stated objectives.
2. **Approval of Plans.** Before commencing the construction or alteration of buildings, enclosures, fences, loading docks, parking facilities, storage yards or any other structures or permanent improvements on or to any site or lot within the Park, the property owner shall first submit site plans or plans and specifications to the Design Review Committee (hereinafter "Committee") for its written approval. The Committee shall be designated by the Red Wing Port Authority. In the event that the Committee shall fail to approve or disapprove the completed building plans, specifications, or site plans within 60 days after they have been submitted to the Committee, the Committee approval will not be required and this covenant will be deemed to have been complied with. The members of the Committee shall not be entitled to any compensation for services performed pursuant to this covenant.

Building Site Ratio. The ratio of building and non-porous surface (parking) coverage to the total site area will be subject to the approval of the Committee, the building shall constitute a minimum of 10% of the property square footage but in any case a minimum of 40% of the square footage shall be dedicated to green space.

3. **Exterior Building Material.** The materials making up the exterior walls of all buildings shall be approved by the Committee.

Any building on properties that abut Highway 61 will be subject to "I-1" Design Review Overlay Regulations as adopted by the Red Wing City Council in June of 2009. (will include resolution # and Zoning Text Amendment as a reference.

4. **Landscaping.** Before commencing landscaping or alterations to landscaping of any site or lot within the Park, the property owner shall first submit landscape plans to the Committee for its written approval. The landscape plans shall included the following:
- a. The proposed plantings surrounding the building.
 - b. All portions of the site or lot which have not been landscaped shall be either seeded or sodded with grass and shall be maintained on a regular basis.

5. **Outdoor Storage.** The outdoor storage of any materials related to the operation of the business of any property owner shall be prohibited, unless the material stored is visually screened from public view by a fence, at least six (6) feet in height, to be constructed and maintained in accordance with the quality of the main building. A planting screen may be substituted for the fence upon approval of the Committee.
6. **Loading Docks.** No loading dock shall be constructed facing on any public street or highway unless the loading dock and every part of it is at least 100 feet inside the right-of-way line of the street or highway on which the loading dock fronts.
7. **Parking.** Owners of lots shall not permit their employees, visitors or tenants to regularly park during business hours on public streets within the Park. It will be the responsibility of the owners, their successors, assigns, or other persons holding under them to provide adequate off-street parking for employees and visitors within their property lines. All parking areas shall be paved with either concrete or asphalt.
8. **Signs.** Plans and specifications for all outdoor signs shall be first submitted to and have the written approval of the Committee before construction, installation, or alteration begins. All signs within the park shall be monument-style signs and shall meet the requirements of the City of Red Wing Sign Ordinance.
9. **Condition of Property.** The owner of any site or lot shall at all times keep the premises, buildings, improvements and appurtenances in a safe and clean condition and comply in all respects with all government, health, fire and police requirements and regulations; and the owner will remove at his or her own expense any rubbish or debris which may accumulate on the site or lot. In the event the owner fails to comply with any or all of the specifications or requirements, then the Red Wing Port Authority shall have the rights, privilege and license to enter upon the premises and make any and all corrections or improvements that may be necessary to meet the standards and to charge the owner the expenses incurred in doing so.
10. **Construction Period.** If, after the expiration of two years from the date of execution of a contract for the sale of any lot lying within the Park, or after the expiration of two years from the date of completion of utilities, whichever is later, any purchaser shall not have substantially completed the construction of a permanent building upon the acquired lot, as specified in paragraph 3 of these Restrictive Covenants, the Red Wing Port Authority retains the option to rescind the contract, refund the purchase price and enter into possession of the land. However, the Red Wing Port Authority, its successors or assigns, may extend in writing the time at which the two-year period may begin.

11. **Resubdivision.**

- a. **Approval Procedure.** In the event that any property owner desires to resubdivide any lot or lots in the Park and offer the resubdivided lots for sale, the property owner shall first send written notice of such desire to the Executive Director of the Red Wing Port Authority. The written notice shall include a survey of the lot in question showing the proposed resubdivision and legal descriptions of all lots that would be created by the resubdivision. The Red Wing Port Authority shall approve all resubdivisions of lots in the Park. Upon approval of resubdivision by the Red Wing Port Authority, the property owner shall submit application to the City of Red Wing
- b. **Option to Repurchase.** If, at any time after approval for resubdivision by the Red Wing Port Authority and the City of Red Wing, the property owner offers the resubdivided lot for sale, the Red Wing Port Authority shall have the first option to repurchase the property.
- Purchase Price.** The purchase price that the Red Wing Port Authority shall be required to pay for any lot subdivided under this paragraph shall be determined as follows:

- (1) The Red Wing Port Authority shall select, at its expense, a licensed appraiser to create a contemporary appraised value. If that value is acceptable to the Seller, the appraisal shall establish the purchase price. If the Seller does not agree with the appraisal value, the Seller shall then select a licensed appraiser at its expense to create a contemporary appraised value. If the Port Authority agrees with that appraised value the purchase price shall be established as such. If neither party agrees with neither appraised value, then they shall both agree on a third appraiser by which both parties shall share the cost equally. If a third appraiser becomes necessary, both parties shall agree, in advance, that the average of the three appraisals shall establish the purchase price. Both parties herein agree to settle any issues associated with this paragraph by way of arbitration.

12. **Variances.** The Red Wing Port Authority reserves the right to grant at any time a variance of any of the above covenants to a current owner or proposed purchaser of a lot in the Park.

13. **Partial Invalidity.** The invalidation of any one of the restrictions in this instrument or the failure to enforce any of the restrictions at the time of its violation shall no event effect any of the other restrictions nor be deemed a waiver of the right subsequently to enforce the unenforced restriction.

14. **Effect.** The terms, conditions and covenants hereof shall run with the land and be binding upon and endure to the benefit of the parties hereto, their respective heirs, successors and assigns.

IN WITNESS WHEREOF, this Declaration has been executed as the day and year first written.

RED WING PORT AUTHORITY,
AN ECONOMIC DEVELOPMENT AGENCY

By: 

Its: Executive Director

EXHIBIT A
GATEWAY BUSINESS PARK
LEGAL DESCRIPTION

All that part of the Northeast Quarter of Section 29, Township 113 North, Range 15 West in Goodhue County and State of Minnesota, described as follows: The West Half (W1/2) of the Northeast Quarter (NE ¼) lying south of the center line of State Trunk Highway #61 and west of the center State Trunk Highway #19 as said highways are now located and established, EXCEPTING the West 213 feet thereof. Subject the right-of-way of said State Trunk Highways #61 and #19.

The following description is a parcel of land surrounding the existing building. All that part of the Northeast Quarter of Section 29, Township 113 North, Range 15 West, in Goodhue County and State of Minnesota, described as follows: Beginning in the center of State Trunk Highway No. 19 distant 510 feet southerly of its intersection with the center of State Trunk Highway No. 61 as the same are now located and established; thence run southerly along the center line of Trunk Highway No. 19 for 700 feet; thence deflect to the right at an angle of 90 degrees for 375 feet to an iron fence post; thence defect to the right at an angle of 35 degrees and 32 minutes for 430.1 feet to an iron fence post; thence deflect to the right at an angle of 54 degrees and 28 minutes for 450 feet to an iron fence post; thence deflect to the right at an angle of 90 degrees for 725 feet to the place of beginning. Subject to the right-of-way for said State Highway No. 19.

Exception sold to Johanna Ghei (personal representative of the Anderson Estate): That part of the West Half (W1/2) of the Northeast Quarter (NE 1/4) of Section Twenty-Nine (29), in Township one Hundred Thirteen (113) North, of Range Fifteen (15) West, described as follows: Commencing at the southwest corner of the Northeast Quarter (NE ¼) of said section, running thence east 241 feet on the south line of said Northeast Quarter (NE ¼), thence northerly, deflecting to the left 89 degrees 41 minutes 02 second, a distance of 915.25 feet; thence northerly, deflecting to the left 00 degrees 10 minutes 22 seconds, a distance of 692.59 feet to the southerly right-of-way line of State Highway Number 61; thence northwesterly along the southerly right-of-way line of said highway to a point where said highway intersects with the west line of said Northeast Quarter (NE ¼), thence south along said west line to the place of beginning. EXCEPT that part described as follows; Commencing at the southwest corner of the Northeast Quarter (NE ¼) of said section, running thence east 213 feet on the south line of said Northeast Quarter (NE ¼), thence due north to the southerly right-of-way line of State Highway Number 61; thence northwesterly along the southerly right-of-way line of said highway to a point where said highway intersects with the west line of said Northeast Quarter (NE ¼), thence south along said west line to the place of beginning.

This property is all located in the city of Red Wing, county of Goodhue, state of Minnesota.

GRWDC Background:

In early 2005 Red Wing Port Authority staff met with then Capital Safety / DBI for a retention visit and were informed that the company was interested in a North American Expansion. Unfortunately, they could not expand at their existing facility in Red Wing due to archeological issues at their existing property at 3965 Pepin Avenue.

-A meeting occurred between DBI, then Mayor Dummer, members of City Council and Port Board along with City and Port Staff. At the meeting DBI indicated they were directed to close a production facility in Connecticut and had purchased an option on property in Toronto, Canada. That property was to absorb the production from the Connecticut facility. If the expansion occurred in Toronto, it was likely that future expansion would take place in Toronto and Red Wing would eventually lose manufacturing to Canada.

Red Wing seemed destined to become more of a warehouse and distribution center. Their estimate was that employment in Red Wing would go from their 2005 level of 206 employees to somewhere around 75 employees. The result of the meeting was DBI would “give Red Wing a shot” at keeping the manufacturing business in Red Wing.

This news came on the heels of the closure of the Dayco/Carlisle facility in Red Wing. At that time the Port was directed, “We cannot risk the loss of DBI jobs in Red wing and must do what is necessary to encourage DBI to expand in Red Wing.”

-Over the next several weeks Port Staff worked closely with DBI on their options. Expansion of their existing facility was not a viable option, so we explored both new construction and existing vacant facilities in Red Wing. After much deliberation, DBI indicated to the Port that the former Jostens facility might just work, but in order to seriously consider the move, DBI had to sell their existing facility at 3965 Pepin Avenue.

-with no buyers anxious to purchase the building, Port staff approached the Board on acquiring the building. The Board showed no interest in owning and holding the property.

-Red Wing Port Authority Executive Director Myron White, had previously worked with Greater Menomonie Development Corporation who had a simple mission, owning and leasing industrial properties for economic development purposes. He arranged a visit to Menomonie and asked several business leaders in Red Wing to join him. Shortly after the meeting, the Greater Red Wing Development Corporation (GRWDC) was formed.

-While under formation, DBI needed to move forward, and the Port made a commitment to acquire the building with the understanding the building would eventually be sold to the newly formed corporation.

-The corporation had no assets but had backing from local banks. The property was sold to the corporation with a \$2.1 million loan from a consortium of local banks along with a subordinated loan of \$704,000 from the Port. The agreement also included a commitment from the Port to guarantee loan payments for up to five years.

-The corporation's lone asset is the building; the Port provides staff support to the corporation. As the economy turns around and the corporation builds equity in the building, the corporation intended to sell the building and would look to invest any proceeds in local economic development efforts.

-At the time of closing the Port had helped the Development Corporation secure leases for the building: Central Research Laboratory would lease 2/3 of the space, and DBI Sala would lease the remaining 1/3 of the space. As with any lease of space, improvements were necessary. We were moving from one tenant to a multi-tenant building. After 21 years the same tenants are still leasing the building and have made significant leasehold improvements. Both tenants have indicated they plan to stay at the location for the foreseeable future.

-At the beginning all lease payments went directly to Wells Fargo Bank. Any expenses related to the building were submitted to Wells Fargo and Wells Fargo acted as the fiscal agent for the corporation. The Red Wing Port Authority does not hold or handle any Development Corporation funds.

Results of the project:

- 1.) DBI/SAL, later Capital Safety now 3M moved the previously mentioned Connecticut facility to Red Wing. They also moved manufacturing from Winnipeg to Red Wing as well. They continue to make investments in Red Wing, and their Red Wing facility is the largest manufacturer of fall protection equipment in the world.
- 2.) Central Research Laboratory was located at the corner of Highway 61 & 19. At the time they had also determined their facility could not accommodate their future needs and were in the process of exploring available buildings within a 35-mile radius of Red Wing. They moved into 3965 and made significant investments. The move greatly improved productivity at their facility.

The most often asked questions about the formation of the Development Corporation are: Do we need another organization? Isn't that what the Port Authority is deigned to do? The answer is that the Development Corporation was formed to fill a niche. The Port has a history of working on financing economic development projects and working as a "gap" financing mechanism for growing businesses. It has also worked to develop tracts of industrial property for eventual private investment.

Port Authority loan with GRWDC:

-Promissory Note dated June 30, 2006, between GRWDC, and the Red Wing Port Authority, principal amount of \$704,314.90.

-Promissory Note dated March 19, 2009, principal amount of \$65,580.90

The Red Wing Port Authority agreed to no payments of principal or interest of the loans, with interest accruing to facilitate the payoff to the banks.

-First Amendment to 2006 Promissory Note dated June 2, 2020. The principal amount identified in the 2006 Promissory Note increased from \$704,314.20 to 1,528,853.10. This increase in the principal amount reflects the outstanding principal and interest as of August 1, 2020, on the two loans. Commencing on August 1, 2020, GRWDC monthly payment to RWPA = \$18,000. The current balance is approximately \$662,707.12; the loan is amortized over nine years ending in 2029. The promissory note is secured by a mortgage on the property located at 3965 Pepin Avenue.



SORTIE: Port Branding Initiative

Situation

The Port Authority has experienced value erosion over the years, with diminishing visibility and relevance in the community and among partners. To reset, we need to clarify who we are, what value we provide, and how we communicate it. Branding is the necessary first step before engaging in specific marketing activities. While staff capacity is limited, the Port Authority has earmarked budget and recognizes that specialized expertise is required to ensure the brand reflects current conditions and positions the organization as a leader.

Outcome

Success means the Red Wing Port Authority is no longer flying under the radar. Our value is clearly understood, our story is compelling and widely shared, and the brand serves as a platform to attract business, talent, and investment. Deliverables will include:

- Brand messaging
- Narrative scripts
- Creative concepts

These outputs will enable consistent visibility and credibility and lay the foundation for a larger marketing strategy.

Resources

- Port Operating Budget: \$60,000 allocated in 2025 and \$60,000 in 2026 for marketing, with \$25,000 to being dedicated to hire a branding consultant.
- Port Authority staff and marketing committee.
- Potential partners: Chamber of Commerce, Visit Red Wing, City Council, Community Engagement staff, other economic development partners.

Note: \$25,000 is sufficient for consultant engagement focused on strategy, positioning, and creative direction. Additional budget will be required for execution and rollout.

Timings

- Review consultant proposal: by March 15, 2026
- Hire branding consultant: by April 7, 2026
- Branding study complete: July 31, 2026

Initiatives

- Port staff to solicit quotes for branding study
- Expand Marketing Committee with two non-port board members
- Marketing committee review and discussion with consultant(s)
- Port Board decision to execute contract
- External feedback concerning branding initiative (ED partners, City Council)
- Stakeholder engagement
- Marketing committee review of draft study
- Port Board review and adoption of study
- Define implementation plan for rollout (not yet scoped: channels, partners, launch approach).



Examples of decisions still needed but not yet defined:

Risks / Governance Notes

- Current structure lacks clarity on governance. The branding process involves multiple entities (Port Authority staff, board, marketing committee, and external partners), but roles are not yet defined.
- Without clear accountability, the initiative risks losing traction or becoming a “branding study” without adoption.

Critical Governance Requirement

- Define *who is deciding vs. who is advising*.
 - **Decision-makers:** Port Authority Board (contracting authority, adoption of final brand).
 - **Advisors:** Marketing committee, Chamber, City Council, economic development partners.
- Establish one *project owner* (staff or board designee) accountable for keeping timeline and consultant relationship on track.

Evaluation

- Still need to define upfront how success will be measured (e.g., increase in partner satisfaction ratings, earned media mentions, website traffic, stakeholder awareness surveys).
- Progress checkpoints: consultant delivers draft concepts → committee feedback → board adoption.

Port Authority 5-Year Plan: 2025-2029 (UPDATED MAR 2026)

Status: Proceeding/No Issues (Green); Needs Attention (Red); No Activity (Yellow); Complete (Blue)

Strategies	Actions	Status Report – March 2026
Industrial Land Development	(A) Enter MOU with MnDOT and replat Highway 19/61 property.	MnDOT submitted a letter to the City dated November 10, 2025 that serves as a Memorandum of Understanding between MnDOT District 6 and the City of Red Wing for future access opening, replatting of land, and conveyance of property located in the southwest quadrant of US Highway 61 and MN Trunk Highway 19. The MOU will allow mid-block access to the site and allow for future replatting that will increase the buildable area while creating a uniform right-of-way boundary with Hwy 19. Approval of a new plat for the property will be a new 2026 work plan item and will be considered after demolition of the current building on the property.
	(B) Execute loan agreement with MnDEED for building demolition at Highway 19/61 site.	The City of Red Wing executed a loan agreement with MN DEED on October 27, 2025 to providing financing for demolition of the former Central Research building. The City also approved an abatement bond on the same date to provide the necessary security for the loan.
	(C) Demolish former Central Research building at Highway 19/61 site.	The Red Wing City Council accepted a low bid from a contractor to demolish the building in early 2026. The demolition work is expected to commence in March with site clearing work completed by the middle of 2026.
	(D) Conduct workshop session with City Council to provide direction on future goals and strategies to develop the Highway 19/61 site.	To be included in the Port’s 2026 work plan.
Downtown and West End	(E) Acquire property behind former Buer Built Building for future parking expansion if needed to support redevelopment activity in the area.	The Port Authority has been waiting for the City Council to determine how it intends to proceed with future redevelopment or sale of the former Bauer Built site. The City Council is currently considering improving the building as a public project and leasing space to the Prairie Island Indian Community to operate a cannabis dispensary from a portion the building. Additional direction will be necessary from the Council before the Port can move forward with a project to expand parking in the area.

Strategies	Actions	Status Report – March 2026
	(F) Execute TIF Agreement for potential public assistance for the Fleischmann Maltery redevelopment project.	The City Council created TIF District 9-3 on February 20, 2025, which included the Maltery site in addition to four other properties in downtown Red Wing. Separate TIF agreements for the other sites were approved in April of 2025; the TIF agreement for the Maltery project is expected to be completed in April of 2026.
	(G) Complete EAW and land use reviews to support redevelopment of the Fleischmann Maltery property.	The City Council completed the Environmental Assessment Worksheet review process in early 2025 with the adoption of findings that there was no need to perform an EIS for the project. The City provided comments to reviewing agencies and completed a Phase 1A Archaeological Assessment of the property in response to these comments. As part of its response to the EAW comments, the City also prepared a Suitable Course of Action for demolition of the building, hired a photographer to create a photographic archive of the site, and drafted an Archeological monitoring plan that will need to be considered during site disturbance activity.
	(H) Work with a private developer to demolish the former malting building at 110 Broad Street.	Demolition of the Maltery building is being funded partly through a redevelopment grant from MN DEED. Due of the length environmental review process and complexity of the project, the City has requested an extension of the start date for demolition work. Demolition the building will start in May 2026 and be completed by August of 2026.
	(I) Support redevelopment of the former Associated Bank building and conversion to apartment and retail uses.	Construction work on the building was completed in early 2025. The City approved a modification of the TIF Agreement for the project to allow the conversion of eight units into condominiums while retaining 19 rental units. Both commercial spaces are now occupied.
	(J) Determine the role of the Port Authority for identifying and moving forward with a preferred redevelopment option for the former Bauer Built site.	The Port Authority informed the City Council that it is waiting for further direction before proceeding with any further redevelopment activities on the site. The Port has previously completed a building assessment that will be helpful to determine maintenance needs in the future.

Strategies	Actions	Status Report – March 2026
	(K) Provide support to the City Council if a proposed dispensary use and City-led redevelopment effort moves forward.	If the City Council moves forward with a City-led redevelopment effort, the Port Authority’s role will need to be determined. The Port may be asked to lead an effort to find tenants for available commercial space in the building.
Business Support	(L) Create a new downtown revolving loan fund partnering with Downtown Main Street, local banks, and the downtown philanthropic collaborative with a target funding of \$1 million.	The Port Authority moved monies from its redevelopment funds and the downtown investment fund to increase the available funds in the downtown revolving loan fund to \$250,000. The Port also partnered with local banks to create a working capital loan program that provides these banks with a limited guarantee from the Port Authority for lines of credit targeted at new businesses. Projects may be also eligible for assistance from the Downtown Philanthropic Collaborative, which continues to meet on a regular basis with the Port’s Strategic Committee.
	(M) Evaluate the goals and objectives of business retention and expansion visits and review the reporting and follow-up procedures for these visits.	The board received updates in 2025 for the visits that were scheduled as noted below. This item will be carried forward into 2026.
	(N) Conduct at least two business retention and expansion visits per month; provide updates to the Board on business activity and concerns.	Staff conducted two business retention visits in 2025 and shared reports for these visits with the Port Authority. Staff did not track visits with businesses that occurred outside of the formal retention visit process. Staff met with several local businesses seeking assistance for expansion or improvement projects.
	(O) Expand the technical assistance grant program to include other barriers to development (i.e. environmental or archaeological studies).	The Port Authority extended the technical assistance grant program for 2025 but did not make any amendments to the program. Staff is recommending that a review of the program for expansion into other areas and for other purposes be conducted in 2026.

Strategies	Actions	Status Report – March 2026
Housing Support	(P) Participate in a housing summit to investigate ways to promote more housing in the community; identify and partner with local organizations (Red Wing HRA and City Planning) to lead the event. Review and comment on a Red Wing specific housing study to support this effort.	A Red Wing Housing Study was completed in May of 2025. The Port Authority and Housing and Redevelopment Authority conducted a joint workshop on July 8, 2025 to review and discuss the results of the study. Members of the Port Authority and staff attended the 2025 Red Wing Housing Summit in October of 2025 – the City Council has taken direction from the summit to prepare its annual work plan.
	(Q) Identify a site for a potential HRA and Three Rivers Community Action project to bring a housing tax credit development to Red Wing.	Three Rivers Community Action has indicated that it would reconsider an affordable housing project in Red Wing on a site that was zoned for a multi-family project. One of the exercises at the 2025 Housing Summit encouraged participants to consider potential sites for future rezoning for multi-family development. The Planning Commission will be considering sites for rezoning to allow multi-family housing in early 2026.
	(R) Define the role the Port Authority will play in addressing the City’s housing challenges.	The Port has previously identified housing support as an important component in economic development. The Port also entered into an agreement with the Red Wing School District to purchase the former Jefferson School building with the goal of redeveloping the existing building into housing. The Port’s role in housing will be further considered in 2026 as the City works to implement the strategies discussed during the housing summit.
Waterways and Port Development	(S) Little River Bulkhead – complete preliminary construction reviews and bid project for late 2025 construction start.	The environmental review (NEPA) process for the Little River Bulkhead was substantially completed in 2025. During the preliminary engineering and design phase of the project, the consulting team determined that the existing dock wall was much more damaged than previously known. The project scope has been revised to completely rebuild this wall and reduce the overall length of the bulkhead. The project costs have increased due to these changes. Final plans are being prepared

Strategies	Actions	Status Report – March 2026
		and should be completed in 2026. Additional funding for the project has been included in the Port’s annual PDAP request.
	(T) Draft grant applications for new port development projects: Little River Sediment Control, Riverboat Mooring Cluster, Levee Dock Improvements, Upper Bulkhead Improvements.	With the two current port development projects continuing into 2026, staff has not applied for additional federal funding for new projects. The additional projects are included in ongoing request for state funding through the Minnesota Ports Association.
	(U) Red Wing Grain Mooring Clusters – complete preliminary construction reviews and bid project for late 2025 construction	The environmental review (NEPA) process for the mooring clusters was substantially completed in 2025. The project consultants continue to work on preparing construction plans for the proposed work. The project will likely be ready for bidding later in 2026.
Economic Development Planning and Process Improvements	(V) Select one or more consultants to work on economic development planning initiatives identified in the City’s DEED Energy Transition Grant.	The City of Red Wing executed contracts with two consultants in 2025 to complete two components of this planning work. Northland Securities will be preparing a long-range financial analysis for the City and NEOO Partners will be working on a Land Feasibility Analysis. Both studies will be completed by the end of 2026.
	(W) Draft economic development plans and studies using DEED grant assistance with the following areas of focus: land development analysis, long range financial strategy, port waterway plan, orderly annexation plan.	With the execution of contracts for two of the focus areas, this work will progress through 2026. The Port Waterway Plan and Orderly Annexation Plan will commence later in the year.

Strategies	Actions	Status Report – March 2026
	(X) Develop strategic process improvements working with Koliso.	A large portion of the Port Authority’s annual workshop in early 2025 was led by an outside consultant and devoted to understanding areas of strategic improvements for the board and staff. This was followed by a workshop in October focused on governance and interactive training with case examples, tools, and group discussion.
Branding and Marketing	(Y) Develop a brand marketing strategy for the Port Authority (with a refocus on its economic development mission)	The marketing committee met periodically in 2025 to discuss the Port’s marketing needs. Staff is recommending a two-pronged approach for future marketing work with an initial focus on the Port’s branding and messaging. Staff solicited proposals for this branding work in late 2025 and will provide an update along with its recommendation for hiring a consultant to the marketing committee in March of 2026.
	(Z) Work with local economic development partners to create a marketing initiative to bring more visitors, new residents, and businesses to Red Wing that is aligned with the brand strategy.	The second phase of the marketing work will commence upon the completion of the branding work described above. The Port Authority expanded membership in its marketing committee to include two at large members that do not need to be City residents.
Staffing	(AA) Define and execute strategies for reducing staff workload (contract for some services).	The Port Authority approved contracts with two consulting firms in 2025 to help staff better manage its workload. New History continue to provide assistance for redevelopment projects and Koliso has been assisting with organizational and management issues.
	(BB) Add additional support for Port staff.	This is a work item that should be carried forward into 2026. Staff anticipates having discussions with the new director for Red Wing Ignite about potential ways to better staff the reception area in the Community Development Building that could serve both Ignite and the Red Wing Port Authority.
Smaller Wins	(CC) Develop a funding plan and complete railroad crossing	The City worked with the Federal Railway Administration to determine the scope of work necessary to achieve a quiet zone through downtown Red Wing, which ultimately will require less work than originally anticipated by the City. The required

Strategies	Actions	Status Report – March 2026
	improvements to establish a whistle-free zone in downtown Red Wing	work within the Jackson Street right-of-way will be performed in 2026 using funds set aside in the City’s Capital Improvement Program. This work will be completed in the Spring of 2026 at which time the City will be able to implement the quiet zone.
	(DD) Develop a plan for public parking and wayfinding signage in downtown Red Wing.	The City hired a sign company at the end of 2025 to develop a plan for signage and wayfinding for public ramps and lots in downtown Red Wing. This work will be completed in early 2026, with sign fabrication and installation happening later in the year.
	(EE) Reevaluate the Sign and Awning and Public Relations grant programs to streamline, outsource, or sunset these programs.	The Port Authority decided to discontinue the public relations grant program in 2025. The board also made amendments in 2025 to the sign and awning program to increase the maximum amount an individual award to \$5,000 and require additional documentation to meet the program requirements.

Potential New Actions for 2026 - to be Discussed at the March 2, 2026 Annual Workshop

- Complete acquisition of Jefferson School and conduct an RFP process to promote redevelopment of the building for housing or other use that supports economic development. Transfer the property to a builder for redevelopment.
- Replat the former Central Research property to realign the Highway 19 right-of-way line consistent with the executed MOU with MnDOT. Review a potential replat for adherence to TIF eligibility requirements.
- Move forward with the marketing and branding initiative by hiring a branding consultant. Determine resources necessary to develop a marketing plan once the branding study is complete.
- Expand the technical assistance program (for archeological or environmental studies).
- Seek grant funding for new port development projects (Little River Sediment Control, Riverboat Mooring Cluster, Levee Dock Improvements, and Upper Harbor Bulkhead Improvements)
- Hire a consultant to work on a Port Waterway Development plan with DEED funding through the Office of Energy Transition grant.
- Others based on workshop discussion...