

CITY OF CHATFIELD PLANNING & ZONING COMMISSION

AGENDA

City Council Chambers - 21 SE Second Street, Chatfield, MN 55923

April 7, 2025, 7:00 P.M.

- I. Open Meeting
- II. Minutes
 - A. [Call to Order](#)
 - B. [Approve 3.3.25 Meeting Minutes](#)
Motion to Approve.
- III. Non-Public Hearing Items
 - A. [Review- DRAFT Sidewalk and Trail Ordinance](#)
 - B. [Review 2015 Comprehensive Plan](#)
 - C. [Review Safe Routes to School](#)
 - D. [2025 Comprehensive Plan Proposal](#)
- IV. Adjourn
- V. Next Meeting May 5, 2025 @ 7:00pm



PLANNING & ZONING COMMISSION MEETING STAFF REPORT

Meeting Date: April 7, 2025

Agenda Item: Call to Order

Subject | Summary:

Agenda Category:

Submitted By: Alison Bentley

Recommended Motion:

Community Engagement and Outreach:

FISCAL IMPACT:

Amount:

Ongoing Cost :

One-Time Cost :

Included in Current Budget?:

FISCAL DETAILS:

Fund Name(s) (Operations | Capital):

Account Code:

Background:

Attachments:



PLANNING & ZONING COMMISSION MEETING STAFF REPORT

Meeting Date: April 7, 2025

Agenda Item: Approve 3.3.25 Meeting Minutes

Subject | Summary:

Agenda Category:

Submitted By: Alison Bentley

Recommended Motion: Motion to Approve.

Community Engagement and Outreach:

FISCAL IMPACT:

Amount:

Ongoing Cost :

One-Time Cost :

Included in Current Budget?:

FISCAL DETAILS:

Fund Name(s) (Operations | Capital):

Account Code:

Background:

Attachments:

[2025-3.3 PZ Meeting Minutes.pdf](#)

CITY OF CHATFIELD

PLANNING & ZONING COMMISSION MEETING MINUTES

Monday, March 3, 2025

The Planning & Zoning Commission of the City of Chatfield met in regular session on Monday, March 3, 2025. Kent Whitcomb presided as Chair and called the meeting to order at 7:00 PM.

Present	Absent	Name
■		Commissioner Wayne Halvorson
	■	Commissioner Rich Bakken, Vice Chair
■		Commissioner Terry Bradt
■		Commissioner Josh Broadwater
■		Commissioner Jeremy Aug
■		Commissioner Kent Whitcomb, Chair
■		Commissioner Ben Fredrichs
■	■	Logan Tjossem, Planner and Zoning Administrator
■		Alison Bentley Community Development Director
■		<i>Additional people present:</i> Michele Peterson, City Administrator

Prior Meeting Minutes

Motion:	To approve the January 6, 2025, minutes by Commissioner Aug
Second:	Commissioner Bradt.
Amendments:	None.
Ayes:	Unanimous.
Nays:	None.
Abstention:	None.
	Motion carried.

Non – Public Hearing Items

A. Harvest Host follow- up

Bentley followed up on the program. A homeowner/ landowner would need to be the host for people to register. The city has no obligations but could promote.

B. Sidewalk Ordinance

Consider what provisions should be included in the new ordinance for future developments, staff will then work to create a draft, incorporating the SRTS plan and the Comprehensive Plan.

The group discussed the great work done by Peterson on outlining several ordinances from other cities. This allowed the commissioners to see what would work from those communities and be implemented in Chatfield. Suggestions to look at as we continue with the new ordinance: Be sure we are implementing wording with enough details to avoid ambiguity; Define a sidewalk; What is required as

CITY OF CHATFIELD

PLANNING & ZONING COMMISSION MEETING MINUTES

Monday, March 3, 2025

we look ahead in new developments such as single vs double, material and specs needed, installation at time of driveway vs 80% done; Layout a sidewalk plan; Review where we have missing sidewalks; Look at sidewalk plan around school.

ACTION ITEMS:

- Bentley will email the information found in the Sidewalk Discussion folder including the Safe Routes to School (SRTS) plan from 2020 and trail width information.
- Peterson will create a first draft of the sidewalk ordinance from feedback provided by the Commissioners.
- Bentley and Peterson will look into what Kasson created for SRTS.

C Comprehensive Plan

Updates to Evaluate Specific Areas order: 1. Transportation 2. Utilities & Infrastructure 3. Land Use 4. Residential Housing Options 4. Parks and open space

Motion: To recommend to council to move forward with the updates by Commissioner Bradt
Second: Commissioner Halvorson
Amendments: None.
Ayes: Unanimous.
Nays: None.
Abstention: None.
Motion carried.

D. Future Agenda Topics

- A joint meeting will be scheduled for May 5 at 7:00pm with the EDA Committee. Discussion to focus on 2-3 topics. (Another joint meeting will be held in October)
- Other future agenda items:
 - Solar
 - Multi family housing
 - Camping
 - Additional ideas will be emailed from the Commissioners.

Motion: To adjourn at 7:56 pm by Commissioner Bradt.
Second: Commissioner Halvorson
Amendments: None
Ayes: Unanimous.
Nays: None.
Motion Carried



PLANNING & ZONING COMMISSION MEETING STAFF REPORT

Meeting Date: April 7, 2025

Agenda Item: Review- DRAFT Sidewalk and Trail Ordinance

Subject | Summary:

Agenda Category:

Submitted By: Alison Bentley

Recommended Motion:

Community Engagement and Outreach:

FISCAL IMPACT:

Amount:

Ongoing Cost :

One-Time Cost :

Included in Current Budget?:

FISCAL DETAILS:

Fund Name(s) (Operations | Capital):

Account Code:

Background:

Attachments:

[Draft Ordinance Sidewalks and Multi Use Trails.pdf](#)

Current:

Sec. 111-162. Sidewalks.

Sidewalks shall be required only in areas of potential high pedestrian traffic as determined by the city council.

(Code 1999, § 11.5.10)

Draft:

Ordinance 479 – Sidewalk and Trail Connections

A. Definitions:

Sidewalks: Made of concrete, minimum of 5 feet in width, less than 10 feet in width. Property owner maintained.

Multi Use Trails: Made of concrete or asphalt, minimum of 10 feet in width. Maintained by the City or Homeowners Association.

B. Sidewalks:

- a. Sidewalks shall be required as designated in the comprehensive plan and in alignment with the Safe Routes to School Plan, along one side of the designated streets.
- b. Where possible, the required sidewalk shall be located on the same side of the street as previously existing sidewalks in the area to ensure continuity and reduce the need for road crossings.
- c. Sidewalks shall be at least five feet in width, however less than 10 feet in width and meet specifications set forth by the Engineering Specifications, including accessibility requirements in accordance with Minnesota statute 471.464.
- d. Sidewalks must be placed in the public right-of-way or within an easement in favor of the city.
- e. Additional pedestrian-oriented facilities, proper lighting and safe crosswalks and separation of sidewalks from vehicular traffic, where possible, may be required.

C. Multi Use Trails:

- a. All development, either at the time of platting or during site plan approval, shall be required to demonstrate that the design of the proposed development includes multi-use trail linkages pursuant to the City's Comprehensive Plan and Master Trail Plan.
- b. Multi-use trails shall be at least ten feet wide and meet standards set forth by the Engineering Specifications, including accessibility requirements pursuant to Minnesota statute 471.464.
- c. Multi-use trail linkages must be placed within public right-of-way or in an easement of suitable width in favor of the city.
- d. Additional pedestrian-oriented facilities, including outdoor seating, proper lighting and safe crosswalks and separation of pedestrian ways from vehicular traffic, where possible, may be required.

- D. Installation Requirements: The subdivider and/or owner shall install all required sidewalks and multipurpose trailways at the time the required street improvements are installed. Alternatively, the developer will provide the City with a cash escrow or irrevocable letter of credit in amount of one hundred and twenty-five percent (125%) of the estimated cost of installation, as determined by the City Engineer, to ensure completion of the required sidewalks and multipurpose trailways. All required sidewalks and multipurpose trailways shall be completed within three (3) years of final plat approval or prior to the issuance of a certificate of occupancy for an individual lot, whichever occurs first. If the required sidewalks and multipurpose trailways have not been completed within three (3) years of the final plat approval, the City may use the cash escrow or irrevocable letter of credit to complete any remaining sidewalks and multipurpose trailways.



PLANNING & ZONING COMMISSION MEETING STAFF REPORT

Meeting Date: April 7, 2025

Agenda Item: Review 2015 Comprehensive Plan

Subject | Summary:

Agenda Category:

Submitted By: Alison Bentley

Recommended Motion:

Community Engagement and Outreach:

FISCAL IMPACT:

Amount:

Ongoing Cost :

One-Time Cost :

Included in Current Budget?:

FISCAL DETAILS:

Fund Name(s) (Operations | Capital):

Account Code:

Background:

Attachments:

[2015 Comprehensive Plan.pdf](#)

[Widseth Comp Plan Update Proposal.pdf](#)



City of Chatfield

2015 Comprehensive Plan



Chatfield Comprehensive Plan

2015

This document was prepared by the City of Chatfield, Minnesota. The document constitutes an amendment of the adopted Comprehensive Plan of 2008.

MAYOR

Russell Smith

CITY CLERK

Joel Young

CITY COUNCIL

Ken Jacobson
Paul Novotny
Dave Frank
Robert Pederson
Mike Urban

CONSULTANT

Kristi L. Clarke, AICP, PMP
Bolton & Menk, Inc.
Consulting Engineers & Surveyors
Rochester, MN 55901



PLANNING COMMISSION

Terry Bradt, Chairman
Lee Amundson, Vice-Chair
Dave Frank
Dan Tuohy
Mary Peterson
Jerry Barry
Bob Cole

Acknowledgements

The success of the 2015 City of Chatfield Comprehensive Plan Update would not have been possible without the special efforts of key people. Special thanks to be given to:

City of Chatfield Residents

City of Chatfield Planning & Zoning Commissioners City of Chatfield

City Council Members and Mayor

Olmsted and Fillmore County Planning Departments

Economic Development Authority

Chatfield School District

Chatfield Commercial Club

Report Authors

Kristi L. Clarke, AICP,
Bolton & Menk, Inc.

Robert Vogel,
Preservation Planning Consultant

Table of Contents

1.0	Summary and Introduction		4.0	Goals & Policies	
	The Comprehensive Plan	1.0		General Statement	4.0
	City Data Profile	1.0		General	4.0
	Housing	1.1		Housing	4.1
	Commercial/Industrial	1.1		Business & Economic Development	4.2
	Public Facilities	1.1		Transportation & Public Facilities	4.4
	Transportation	1.2		Recreation & Culture	4.5
	Public Participation	1.2		Natural Resources	4.6
	Purpose of the Plan	1.2			
2.0	Community Context		5.0	Plan & Implementation	
	Introduction/History	2.0		Land Use Plan	5.0
	Population	2.1		Growth Guidelines	5.0
	Housing	2.2		Locational Criteria	5.1
	Education	2.4		Land Use Districts	5.2
	Existing Land Use/Zoning	2.5		Land Demand & Assumptions	5.4
	Economic Development	2.8		Land Use Growth Areas	5.6
	Community Facilities	2.11			
	Public Utility Facilities	2.13			
	Parks, Sidewalks and Trails	2.15			
	Transportation	2.19			
	Environmental Constraints	2.25			
3.0	Historic Preservation				
	Introduction	3.0			
	Core Program Areas	3.0			
	Purpose	3.1			
	Conceptual Underpinnings	3.1			
	Goals & Priorities	3.2			
	Implementation Benchmarks	3.3			

List of Figures

Figure #		Page #	Map #		Page #
1	Population Trend	2.1	1	Zoning Map	2.7
2	Comparative Population Growth	2.1	2	Commercial & Industrial Map	2.10
3	Population Composition	2.2	3	Community Facility Map	2.12
4	Home Types	2.2	4	Municipal Service Limits Map	2.14
5	Composition of Households	2.3	5	Public Park Map	2.16
6	Housing/Household/Vacancy Status	2.3	6	Trail Map	2.17
7	Age of Housing	2.3	7	Trails and Sidewalks Map	2.18
8	Number of Homes & Average Value	2.4	8	Thoroughfare Map	2.21
9	Public School Enrollment Trends	2.4	9	Traffic Circulation Map	2.22
10	Educational Attainment	2.5	10	Public Transportation Map	2.23
11	Land Use Pattern	2.5	11	Sidewalk Map	2.24
12	Distribution of Jobs	2.8	12	Floodplain & Wetland Map	2.26
13	Chatfield In-flow/Out-flow Data	2.9	13	Soil Map	2.27
14	Household Projections	5.4	14	Pedestrian Route Map	5.8
15	Employment Projections	5.4	15	Land Use Map	5.9
16	Employee Growth Projections	5.5			

CITY OF CHATFIELD COMMON COUNCIL MEETING MINUTES

Monday, March 9, 2015

The Common Council of the City of Chatfield met in regular session on Monday, March 9, 2015. Mayor Russell Smith presided and called the regular meeting to order at 7:00 p.m.

Members Present: Mayor Russell Smith, Councilor Dave Frank, Councilor Mike Urban, Councilor Paul Novotny, and Councilor Robert Peterson.

Members absent: Councilor Ken Jacobson.

Others Present: Joel Young, Fred Suhler, Kristi Clarke, Craig Manahan, Tony Lammers, and Shane Fox.

Councilor Novotny entered a motion, with a second by Councilor Frank, to approve the adoption of the Comprehensive Plan Update. The Resolution to adopt the Chatfield Comprehensive Plan is as follows:

Whereas, the City of Chatfield operates under the guidance and direction of a Comprehensive Plan, and

Whereas, the City's Planning and Zoning Commission drafted and reviewed the Plan, held a public open house, and public hearing to review the existing policies, goals and plans in order to develop the new Comprehensive Plan, and

Whereas, representatives from various from governmental agencies, including surrounding townships, Chatfield School Board, Minnesota Department of Transportation, and Olmsted and Fillmore County Planning Departments were notified for the public review period, the open house, and the public hearing to receive comments on the Plan, and

Whereas, the Plan includes guidelines, goals and policies relating to the future growth of the community,
Now, therefore, be it resolved that the City of Chatfield approve and adopt the Chatfield Comprehensive Plan and Land Use Plan as presented.

Ayes: 5-0.

Nays: None

Motion carried.

City of Chatfield

Vision Statement

Chatfield's Vision Statement is a short statement that conveys our community's hope for the future and clarifies the beliefs and governing principles of the City. This Vision Statement should be broad enough to include diverse local perspectives, concise, outcome-oriented, and inclusive.

Public Participation: The Vision Statement was created by conducting numerous public forums with residents to gather ideas, thoughts, and opinions about how they would like to see the community transformed. A community survey and a Joint City Council, Economic Development Authority, and Planning Commission Meeting was also held on September 22, 2014 that helped to draft this Chatfield's Vision Statement.

Our goal is to use this vision statement to help members of our community focus towards the common purpose of developing a safe and healthy community through collaborative planning, community action and policy advocacy by connecting people, ideas, and resources.

Chatfield Minnesota . . . is a full service community with a small town feeling and close neighborhoods for young adults, families, and seniors with amenities that provide a vibrant atmosphere to live in and housing opportunities that accommodate individuals and families throughout their lifetime.

.... a community where; people want to stop and stay a while where employment opportunities exist to keep our young families here and attract new residents while maintaining a strong connection to Rochester with a vibrant downtown full of small unique shops that complement the Art Center, tourists and residents.

... a regional recreation destination known for dynamic and abundant public outdoor spaces that draws regional visitors to experience art, culture, and family activities for all age groups. Where a multi-use trail system is used by residents and visitors to connect neighborhoods, recreational facilities, commercial districts, and other cities.



1

Summary

Summary

The Comprehensive Plan

Chatfield's Comprehensive Plan is a vision of what the City wants to be and a guide to help the City preserve what citizens value. The Plan will help direct future land use development for the next 20 years (2035). The Plan will address physical planning issues, tie land use, parks, transportation and other components into a single document. It will also guide city staff, the Planning Commission, the City Council and private developers in decisions related to preservation and development in the City.

City Data Profile

Location: The City of Chatfield is located in southeastern Minnesota. The northern portion of the city is adjacent to Elmira and Orion Townships in Olmsted County. The southern portion of the city is adjacent to Chatfield and Jordan Township in Fillmore County.

Population: Chatfield's total population was 2,807 as reported by the Minnesota State Demographic Center in 2013 Census. The city is projected to grow to 3,088 people in the next 20 years, or about 10.5%.

Government: Chatfield operates under its own charter and elects a mayor and five city council members.

Housing:

- Approximately 1,092 residential homes are located in Chatfield
- Median home value from 2000-2014 was \$175,900
- 75% of the housing is single family homes
- 29% of the housing is 75 years old or older
- 75% of the housing stock is owner occupied



Education:

- 37% of Chatfield residents have a high school degree or higher
- 47% of residents have an Associate's degree or higher
- 914 students were enrolled in public education (preschool-12) in the 2013-14 school year at Chatfield Public School
- 16 students were enrolled in private education (preschool-8th grade) in to 2013-14 school year

Parks/Open Space:

- 64 acres of parkland are dedicated in nine community, neighborhood, or mini parks
- 25% or 409 total acres of the total land use within the city is open space, recreational, or semi-public recreational space
- 2.1 miles of Mill Creek and 0.6 miles of Root River corridor is within Chatfield's city limits

Culture:

- Veteran's Memorial Museum
- The Chatfield Historical Society and Pease Museum
- Pope & Young Club Museum
- Chatfield Brass Band Music Lending Library
- Potter Auditorium

Proximity to larger cities:

- 18 miles to Rochester
- 96 miles to St. Paul/Minneapolis

Medical Centers/Clinics

- 21 miles to St. Mary's Hospital
- 23 miles to Methodist Hospital
- 0 miles to Olmsted Medical Clinic

Airports:

- 18 miles to the Rochester International Airport
- 65 miles to LaCrosse Municipal Airport

College/Universities:**Rochester, Minnesota**

- 22 miles University of Minnesota
- 23 miles Winona State University- Rochester
- 17 miles Rochester Community & Technical College

Winona, Minnesota

- 29 miles Saint Mary's University of Minnesota, Winona MN
- 36 miles St. Mary's University of MN, Winona MN
- 31 miles Winona State University, Winona. MN

Out of State

- 42 miles Luther College, Decorah, Iowa
- 48 miles University of Wisconsin-La Crosse, Wisconsin

Summary of Key Land Uses**Housing**

Single family homes are the dominate land use type, with more than 75% of the residential dwellings in the area. This Plan encourages continued development of traditional subdivisions similar to the existing ones where appropriate. The existing homes are in fair to good condition and will remain so through continued maintenance by owners. In the past 10 years, a few townhomes have been constructed. In general, these are near existing commercial areas or along the major roadways. Future expansion areas for single-family development are located within the City's serviceable areas along the eastern side of the existing Chatfield City limits.

Commercial & Industrial

Existing commercial development, for the most part, is clustered along the northern end of Highway 52 and several blocks of the downtown area along Highway 52. Industrial land uses are clustered at the southern end of Highway 52. The Plan promotes the orderly development of additional commercial, professional office, and industrial uses in the areas presently zoned for this type of land use. In addition, expansion of light commercial land uses have been located along Industrial Drive and Mill Creek Road. Additional industrial uses have been located along County Road 10.

Public Facilities

Public facilities in Chatfield include: parks, schools, a fire station, police station, ambulance service, churches, a library, four museums, the Thurber Building, Chatfield Center for the Arts, and open space. These facilities must be maintained and improved, in addition to creating areas to meet the growing City's needs.

Currently, there are nine dedicated city parks in Chatfield with approximately 64 acres of land. These parks include: two community parks, six neighborhood parks, one mini park, and a public swimming

pool. Recreational trails in Chatfield include a mixed use trail along Mill Creek and the Root River corridors. City trails are located throughout the city, using sidewalk and local streets within the city boundaries. The Chatfield Public School District owns and maintains approximately 103 acres of land which includes many athletic fields and playground areas. The Chosen Valley Country Club also maintains 41 acres which is developed as a nine-hole golf course.

Transportation

The extent of the City's major street system has already been constructed. Planning efforts will focus on monitoring traffic volumes along these routes. Improving the general safety for automobile, bicyclists, and pedestrians and keeping roads in good repair are continuous programs provided by the City of Chatfield. Improvements should be implemented before they become serious problems.

As defined by the 2004 Thoroughfare Plan, Highway 52 is designated as a principal arterial. Highway 30, Highway 30/74, County Road 2, County Road 5, and County Road 10 are designated as minor arterials. A minor arterial is proposed along the eastern side of the city limits and several collector roads are proposed which would help connect minor arterials to local streets.

Rochester City Lines provides city residents with three commuter options picking up riders at three locations along Highway 52. Currently, there are park and ride lots at Kwik Trip, Sunshine Foods and at the Chatfield Center for the Arts. An additional bus stop is proposed at the intersection of Hillside Drive and Highway 52.

Traffic circulation is heavy along Highway 52 and expected to increase in the future. With projected traffic volumes of between 8,500 to 16,000 daily vehicles traveling north of downtown and 7,500 to 15,100 daily vehicles traveling south of downtown, additional driving lanes or turn lanes might be required.

Public Participation

The Planning & Zoning Commissioners directed the Comprehensive Plan update process. A community survey was distributed by mail to every home or business and was also placed in the City's monthly newsletter, the Community Link and City Website. Planning staff meet with various community groups throughout the year in 2014 to better understand community issues. On September 22, 2014, a special meeting was held with the combined elected and appointed boards including, City Council, Planning & Zoning Commissioners, and the Economic Development Authority. During this meeting we discussed the City's long-term goals and policies and vision. On January 20, 2015 an Open House was held. On March 2, 2015 a Public Hearing was held for further community comment.

Purpose of the Plan

This plan is intended to be in effect for approximately five years. It is a flexible document and not to be followed strictly for every land use question. However, it represents a comprehensive study of the City of Chatfield and should be followed unless compelling information is presented that is not considered in the plan.



2

Community Context

Community Context

Introduction

The Chatfield Comprehensive Plan is a statement of community goals and policies that direct a city's physical development into the future. The Plan looks to the future, anticipates change, and provides specific guidance for legislative and administration actions.

The Plan is intended to be an information source for land use decisions to guide citizens, developers, and elected officials in the decision making process and to provide a base from which a balance between competing land uses can be maintained.

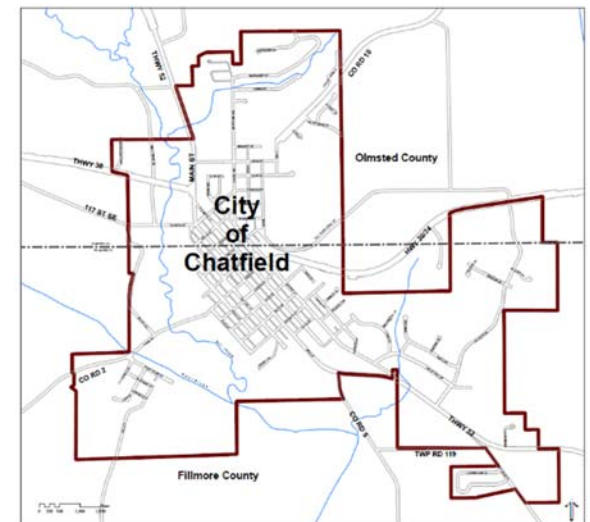
City of Chatfield Setting

The City of Chatfield is located on the southern edge of Olmsted County and the northern edge of Fillmore County. The City is surrounded by four townships: Orion and Elmira to the north, and Jordan and Chatfield to the south. Chatfield is located along Highway 52 and the Root River and Mill Creek. Chatfield's total land area is approximately 1,660 acres or 2.59 miles.

Area History

Chatfield was claimed by Thomas Twiford in 1853. The town was named in honor of Judge Andrew Chatfield. The first homes of the settlers were most likely log cabins, with frame houses soon following. Most of the brick buildings on Main Street were built between 1870 and 1900. Some of the first enterprises included a sawmill, a brickyard, flour mills, a woolen mill, an iron foundry, and a broom and cheese factory. A major hotel called the Medary House was built in town and, during its time, it was considered one of the best hotels in the country. The streets were platted between the hill and the Root River and Mill Creek. The original plat also set aside a "public square" which was to be community space. The first church in

Chatfield was established in 1856. The first school, the Chatfield Academy, opened in a two-story building in 1858. Chatfield is the home of the world's only free music lending library; founded by the Chatfield Brass Band in the late 1960s.



Population

In the last 50 years, from 1960 until 2010, Chatfield's population has increased by 51%. In 1960, the total population was 1,841. In 2010, the total population was 2,779. (See Figure 1)

The City of Chatfield grew by 385 residents or 16% between Census 2000 and Census 2010. The Minnesota State Demographer estimates that the population for Chatfield in 2012 was 2,794. As you can see in the graph below, Chatfield is projected to grow to 3,088 by 2035 which is roughly a 10% increase of city residents in a 20-year time frame.

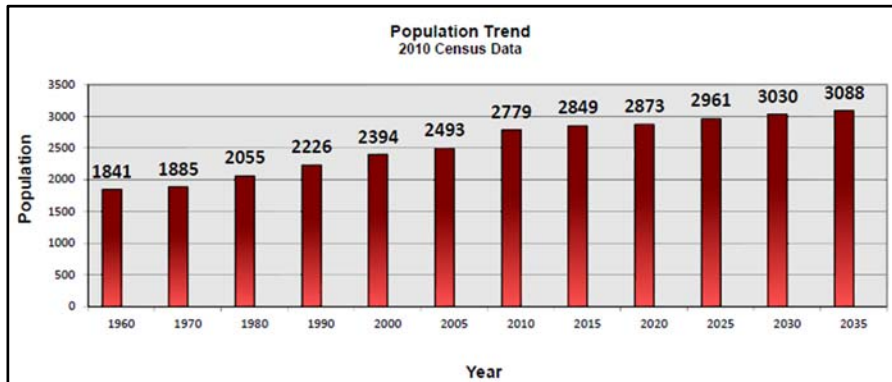


Figure 1: Source – Census 2012, NN State Demographer

As you compare Chatfield's population to Olmsted and Fillmore County between 2005 and 2015, a wide range exists between Chatfield's 15% growth and Fillmore County's -2% decrease in growth. However, as you look towards 2020 and 2030, Olmsted and Fillmore County as well as Chatfield are projected to converge near a 2% rate of growth. (See Figure 2)

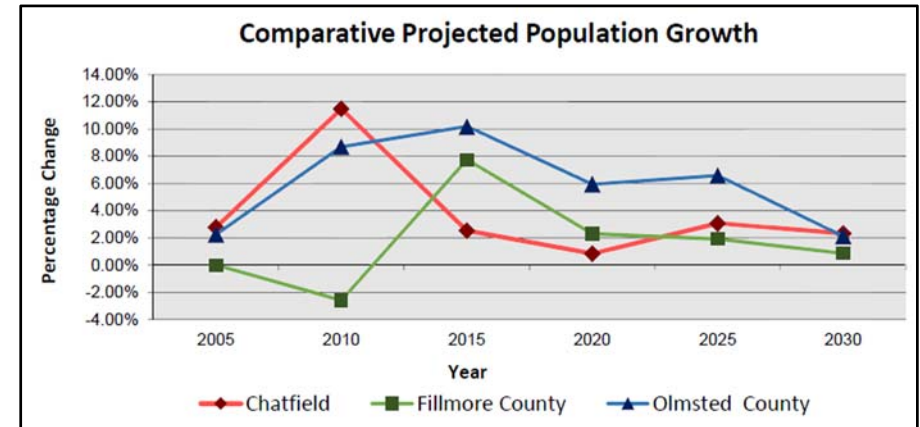


Figure 2: Source – Census 2010, MN State demographer

Demographic Changes

The aging baby boomers will significantly increase the numbers of citizens over the age of 60 in the next 20-30 years. This will result in necessary changes in housing, land use, transportation, medical needs, and parks and recreational facilities. As you can see in the 2010 Population Composition Chart, our largest age groups are under 9 and 45 to 49 years of age with a significant number of citizens that are 80 years old or older.

As we look at the changes in Chatfield's male and female composition, we see the curve created by the baby boomers starting at age 40 and growing in numbers as they age for both men and women. Males experienced a drop in numbers at age 20-24. Females experienced a drop in numbers between the age of 75-79. (See Figure 3)

Both men and women lost numbers after the age of 65. However, as the baby boomers start to retire, the number of Chatfield's seniors over 65 will increase significantly.

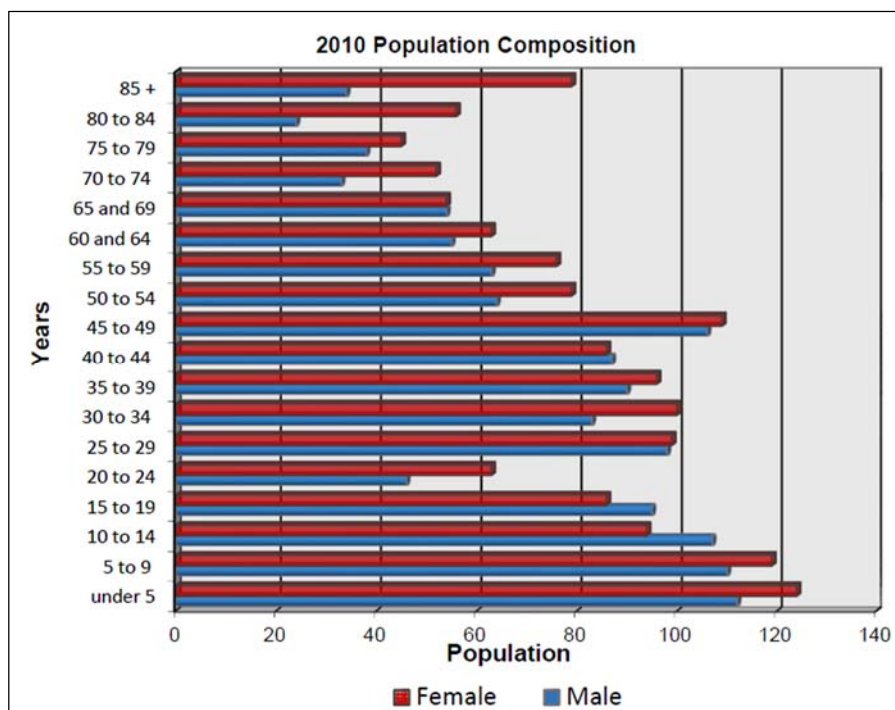


Figure 3: Source – Census 2010

Housing

Single-Family detached and townhomes are the dominate home types, totaling more than 82.7% of the residential units in the city. The Comprehensive Plan encourages continued development of traditional subdivisions similar to existing ones where appropriate. The existing homes are in fair to good condition and will remain so through continued maintenance by owners. (See Figure 4)

There are 93 apartments in studio, one, two, and three bedroom styles available in Chatfield. For seniors, there are 20 assisted living units, 78 nursing home beds, and 15 independent living units. As our population ages, more senior housing will need to be constructed.

Home Types	
Detached homes	75.1%
Attached homes	7.6%
2 Units	.5%
3-4 Units	2.1%
5-9 Units	5.6%
10-19 Units	3.4%
20+ Units/ Mobile Homes	5.7%
Total	100%

Figure 4: Source – Census 2010

Household Composition

Figure 5 summarizes the changes from 2000 to 2010 among the different types of households. The overall growth in households is 14.8%. The number of non-married families increased by the greatest margin at 26.3%. Although the projected numbers of citizens living alone, and over 65 are expected to increase significantly in the future, they are currently slightly below the family household percentages at 13.2% and 10.4%. These types of households will most likely rely more heavily on transit, walkable neighborhoods, passive recreational facilities, and townhome or apartment style housing.

The total household size grew by 162 between 2000 and 2010 while home ownership decreased slightly and renter occupied homes increased. The vacancy rate also increased from 3% to 7% in 2010. (See Table 2 & 3)

Composition of Households				
Household Type	2000	2010	Change	% Change
Total Households	930	1,092	162	14.8%
Family Households	633	741	108	14.5%
Families with Children	589	692	103	14.8%
Married-couple Family	524	578	54	9.3%
Non-married families	84	114	30	26.3%
Nonfamily Household, Living Alone	255	294	39	13.2%
Living Alone, 65+	137	153	16	10.4%
Average Household Size	2.46	2.48	0.02	.8%
Average Family Size	3	3.03	0.03	.9%

Figure 5: Census 2010, American Community Survey 2008-2012

Housing/Household/Vacancy Status				
	% Owner Occupied	% Renter Occupied	Household Size	Vacancy Rates
Census 2000	77.2%	22.8%	930	3.0%
Census 2010	75.3%	24.7%	1,092	7.0%
% Change	(-1.9%)	1.9%	162	(4.0%)

Figure 6: Census 2010, American Community Survey 2008-2012

Age of Housing

As of 2012, there were 1,092 residential units in Chatfield. This includes single family homes, townhomes, and apartments. As shown in **Figure 7**, 321 homes or 29.3% of Chatfield's housing is 75 years or older. The second largest housing is between 5 and 14 years old with 247 residential units at 23.4%. There have been 260 homes built since 2000.

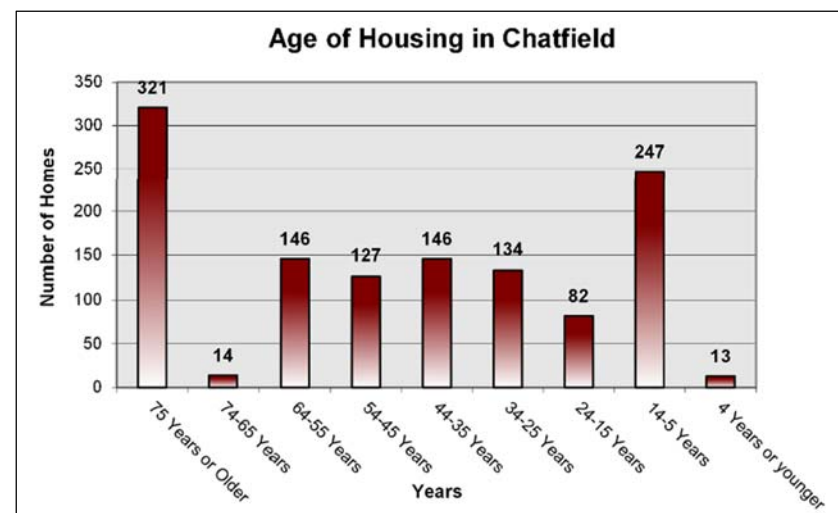


Figure 7: Census 2010, City of Chatfield Building Records



Residential Building Permit Trend

Figure 8 summarizes a 10-year residential building permit trend for the City of Chatfield. Between 2004 and 2014 an average of 10 homes were been built each year. The peak home building years were 2004 with 31 homes and 2005 with 26 homes. However, since 2006 home construction has been significantly slower. In 2011 no home permits were issued. The 10-year average home value is \$175,900. However, the home value trend is been on the rise since 2006. In 2014, eight new homes were built with an average home value of \$213,250.

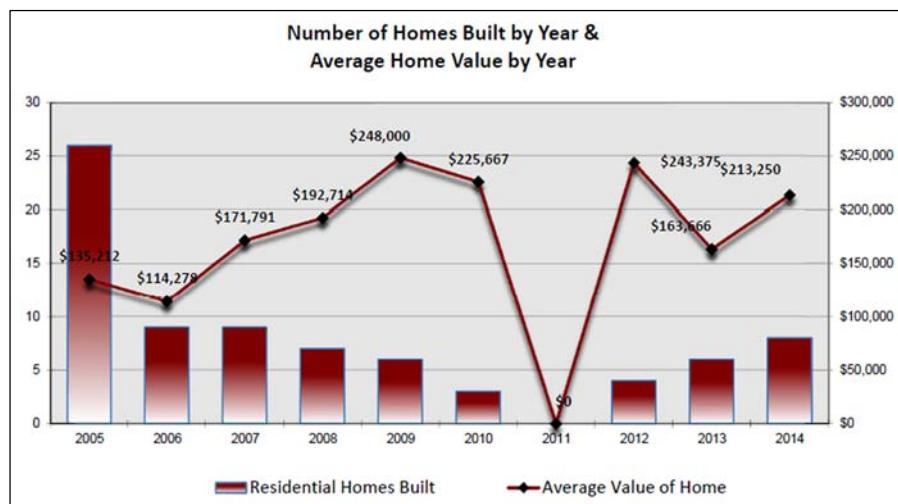


Figure 8: Source –City of Chatfield Building Records



Education

Public- The Chatfield Independent School District #227 has two public school facilities in Chatfield. These include the Elementary School which includes the Preschool-Early Childhood and Family Learning School located at 11555 Hillside Drive SE and the Junior-Senior High School located at 205 Union Street. The total 2013-2014 Chatfield School District enrollment was 914 students. (See Figure 9)

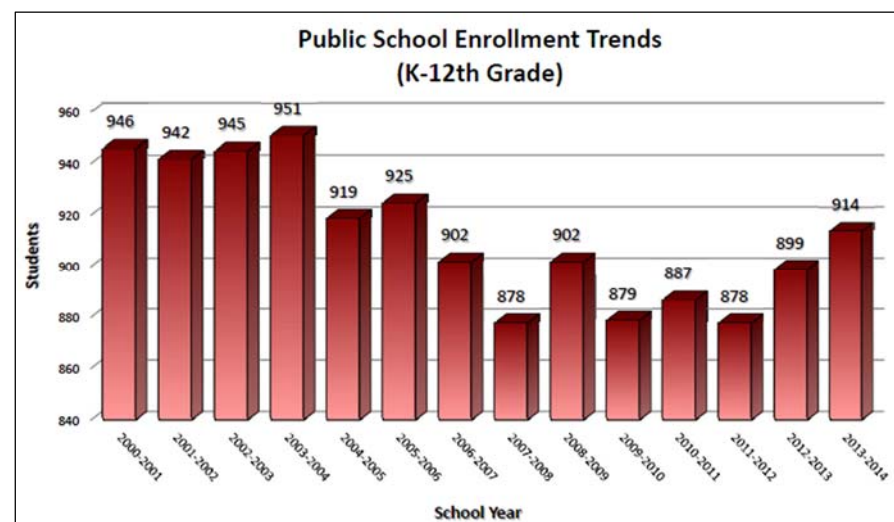


Figure 9 - Source – Chatfield Public School District #227

Looking at the past 14 years, the Chatfield Public School System had the highest number of enrolled students in the 2003-2004 year with 951 students. The lowest number of enrolled students was in the 2007-2008 and 2011-2012 school years with 878 students. During the last 14 years, school enrollment trends have remained fairly steady with only a 7.7% student variance.

Private- St. Paul's Lutheran School located at 128 Fillmore Street is the only private school in Chatfield. Sixteen students were enrolled in this program preschool through 8th Grade during the 2013-2014 school year.

Educational Attainment			
	Chatfield	Olmsted Co.	Fillmore Co.
High School or higher completed	37.0%	26.7%	37.7%
Associate degree completed	47.0%	45.3%	36.1%
Bachelor degree completed	3.0%	14.1%	4.6%
American Community Survey 2008-12			

Figure 10: Source – American Community Survey 2008-2012

Figure 10 shows the comparison in educational attainment between Chatfield, Olmsted and Fillmore County residents. 37% of Chatfield residents completed high school and 47% completed an associate's degree while only 3% completed a bachelor's degree.



Existing Land Use

Chatfield has developed land into eight different land use types and encompasses 1,660 acres or 2.59 square miles. Of that land, the following land uses have been or are being developed:

- 57% Housing
- 13% Commercial & Industrial
- 17% Parks and Public Facilities
- 14% Floodplain

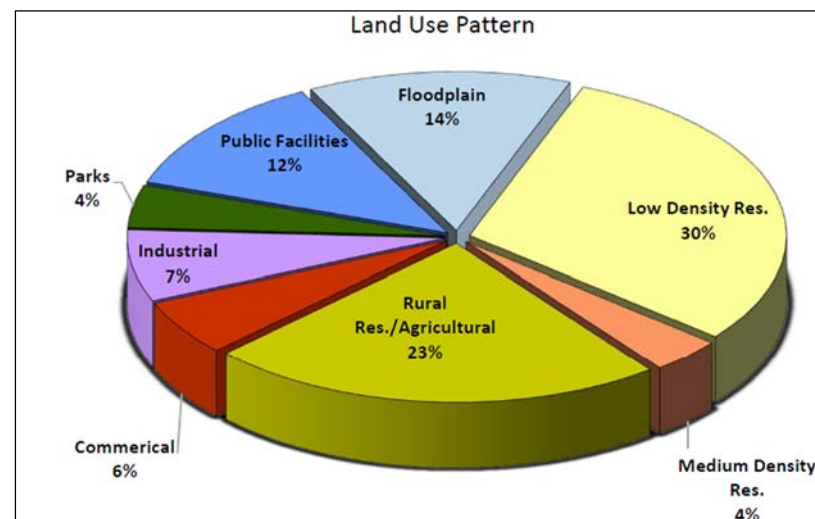


Figure 11: Source – American Community Survey 2008-2012

Existing Zoning

Zoning is a method that cities utilize to control how and where land uses can develop. The Planning & Zoning Commission is given the responsibility for Chatfield's planning, zoning ordinance administration, policy recommendations, and oversees variances, conditional use permits, and re-zoning. The current zoning district and their intended purpose are as follows:

RR – Rural Residential - The rural residential district is intended to promote orderly development of formerly rural areas, where city water and sewer services are not available.

R-1 – Single Family Residential District. The purpose of this district is allow low-density development of single-family dwelling units in developing portions of the city where sewer and water is available.

R-2 – Multifamily Residential District. The purpose of this district is to provide for the development of desirable residential neighborhoods, characterized by a higher density of development.

B-1 – General Commercial District - This district is intended to encourage the continuation of a viable downtown and concentrated commercial areas.

B-2 – Neighborhood Commercial District - This district is intended to accommodate those uses which are oriented to automobile travel and require highway access.

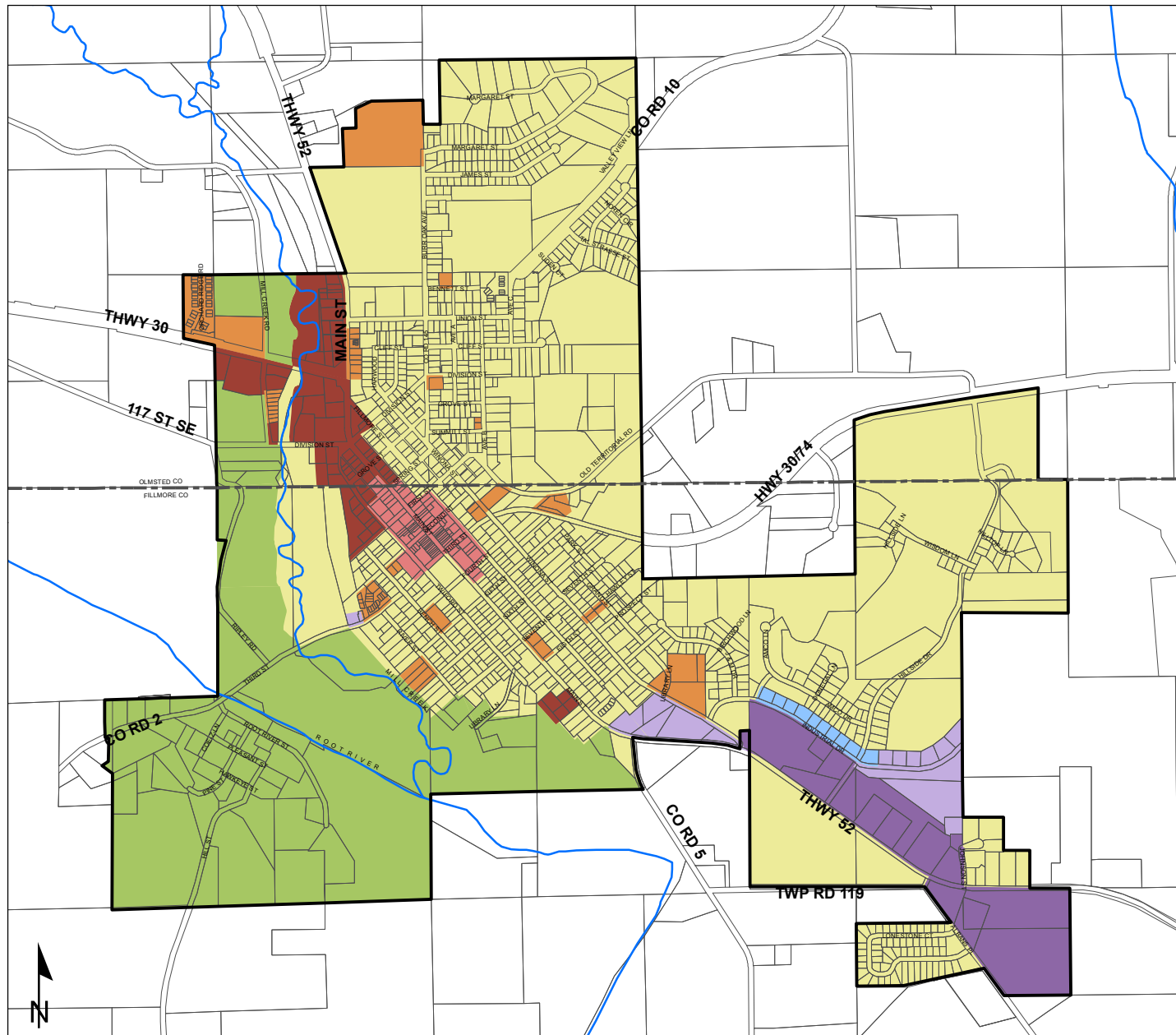
B-3 – Light Commercial District - This district is intended to accommodate less intense commercial uses that would be compatible with adjacent residential uses.

I-1 – Light Industrial District- This district is intended to provide for industrial uses that may also be suitably located in areas that are relatively close to nonindustrial development.

I-2 – General Industrial District- This district is intended to provide for the establishment of heavy industrial and manufacturing uses which require isolation from residential or commercial uses.

Chatfield's zoning districts are illustrated in **Map 1**. Although Chatfield's land uses do not exactly follow the zoning boundaries, the zoning map provides a general guide to land uses in the City. The City's zoning regulations should be reviewed to see what land uses are permitted and performance standards are required in each zoning district.





Map 1

Zoning Map

Legend

- RR- Rural Residential
- R-1 Single Family Residential
- R-2 Medium Density Residential
- B-1 General Commercial
- B-2 Neighborhood Commercial
- B-3 Light Commercial
- I-1 Light Industrial
- I-2 General Industrial
- Chatfield City Limits
- County Line
- Major Streets and Highways
- Stream

0 250 500 1,000 1,500 Feet



Economic Development

The occupational and professional choices of Chatfield residents are highly diverse. The Continuing Disclosure Report generated in December, 2013 determined that there are ten major employers in Chatfield generating a total of 833 jobs. The Chatfield EDA generated a report in May of 2008 that surveyed all of the employers in the City. Including these minor employers still in business in 2014, adds another thirteen employers and 181 jobs for a total job base of 1,014 within the City of Chatfield.

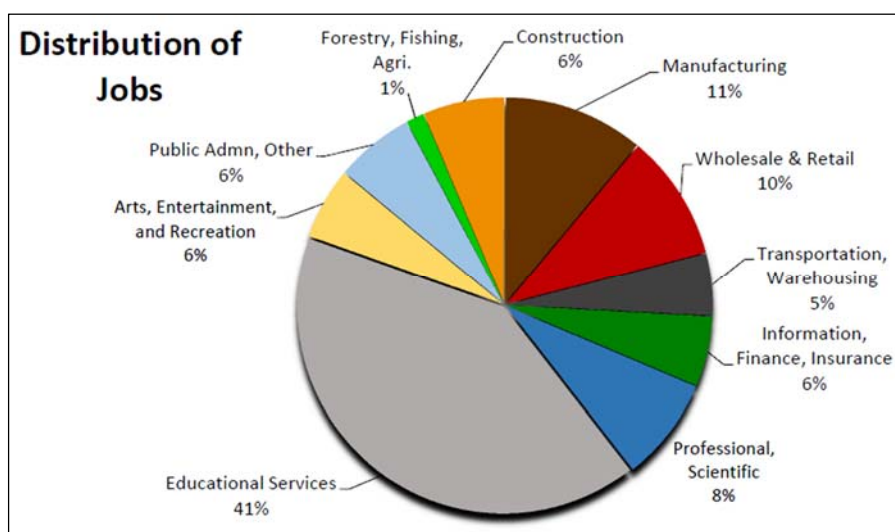


Figure 12: Source – American Community Survey 2008-2012

The American Community Survey 2008-2012 reveals that there are 2,115 people over the age of 16. Of that population, 1,447 people are employed. About 32% of the total population is not in the labor force which was the same unemployed number in 2000. (See Figure 12)

How we get to work - The American Community Survey data tells us that 95.7% of Chatfield residents commute to work with 4.3% of the work force working at home. 73.3% of residents drove alone, 13.5% carpooled, 4.3% walked, and 5.7% used public transportation. The mean travel distance to work is 23.1 miles.

Where Chatfield workers live – According to US Census Bureau all jobs are located at the following distances from Chatfield:

- 464 - Less than 10 miles
- 529 - 10 to 24 miles
- 105 - 25-50 miles
- 66 - Greater than 50 miles



Approximately 903 employed residents work in Chatfield but live outside the city. 983 employees live in Chatfield but are employed outside of the City and 157 employees live and work in Chatfield. (See Figure 13 and Map 2)

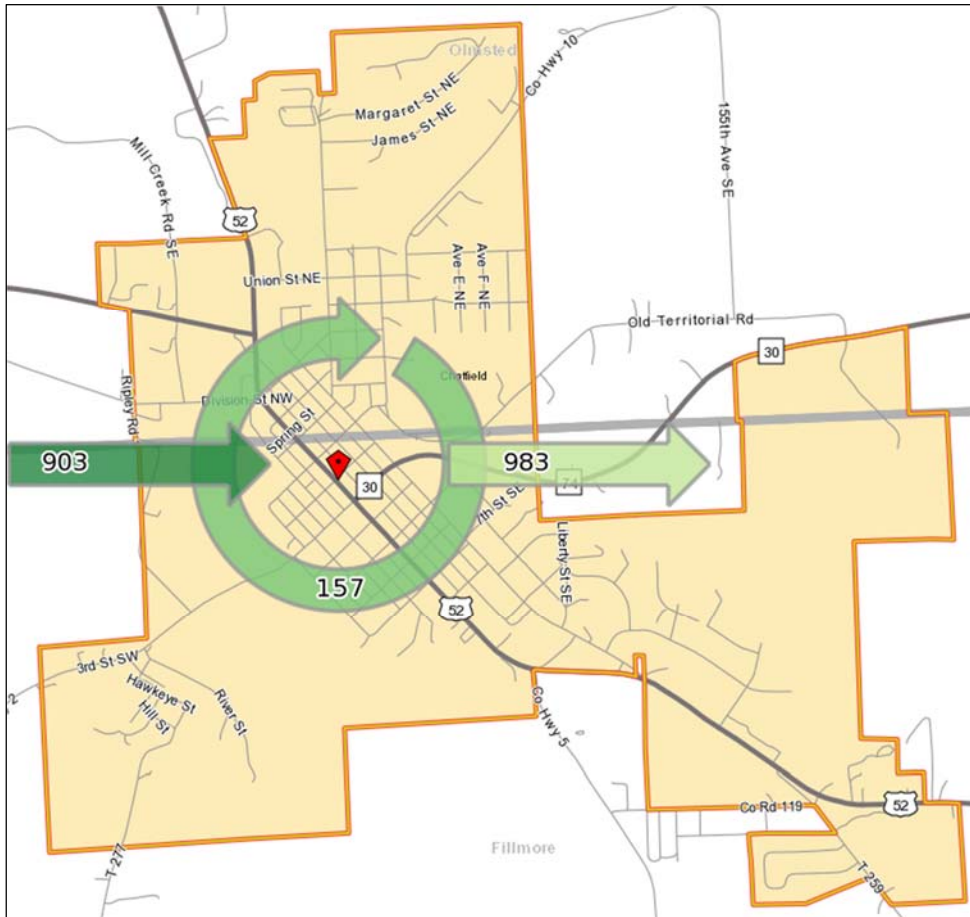
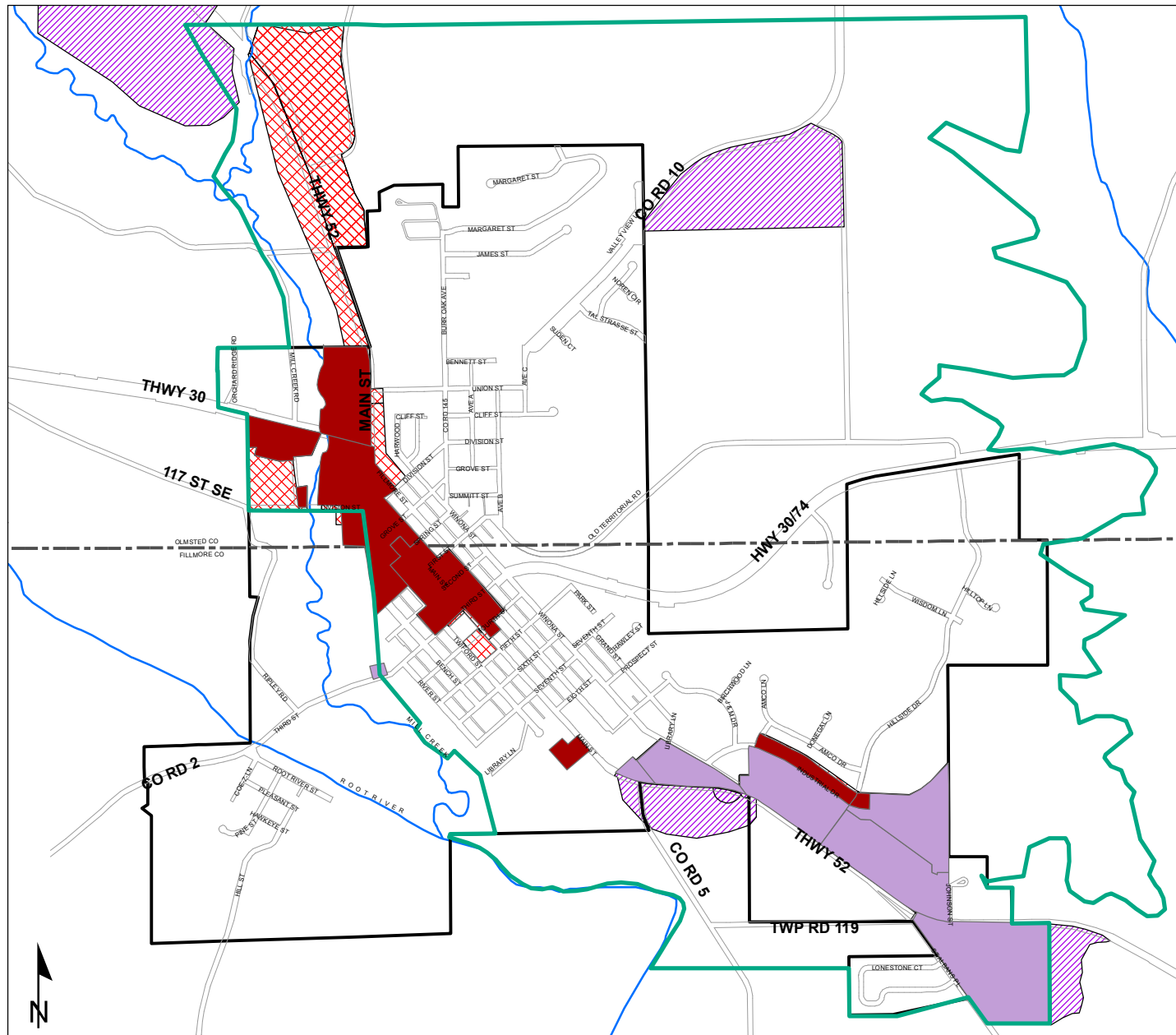


Figure 13: Source US Census.gov





Community Facilities

The City of Chatfield is well served by public facilities. These facilities include; schools, libraries, churches, ambulance, fire, and police protection, and several museums. **Map 3** shows the existing community facilities in Chatfield.

Chatfield Public Library – The Chatfield Public Library is located at 314 Main Street and provides a wide range of services and materials to the public. The Library is also home to the Veterans Memorial Museum which displays veteran uniforms, medals, and wartime posters.

Police Services – The Chatfield Police Department is located in the Thurber Building at 21 SE Second Street and has 4 full time police officers. The department responds to calls within Chatfield and assists the local fire and ambulance departments, and the Olmsted and Fillmore County Police Department.

Chatfield Fire Department – The Chatfield Fire Hall is located at 322 Main Street South. The Fire Hall houses six fire trucks and uses 24 volunteer fire fighters. The station provides fire protection for the City and large sections of rural Olmsted and Fillmore County.

Ambulance Services – The Chatfield Ambulance Service is located in the Thurber Building at 21 SE Second Street. The department has 28 volunteer emergency medical technicians and 6 volunteer drivers. The service area is about 200 square miles and includes the City and all or part of townships in Olmsted and Fillmore County. In 2013, the Ambulance Service transported 348 patients.

The Chatfield Historical Society Museum and the Pease Museum – These museums are located in the Thurber Building at 21 SE Second Street and display a wide variety of historical artifacts including mounted animals, sports trophies, costumes, art exhibits, tools and journals.

Chatfield Brass Band Lending Library – The Lending Library is located at 81 Library Lane and has collected and cataloged more than 50,000 pieces of music prints. The library lends music to bands and musicians from all over the world.

Pope & Young Club Museum – The Pope and Young Club Museum is located at 273 Mill Creek Road and is one of the leading bowhunting and conservation organizations in North America.

Cable Television Access Board – This seven member board is responsible for the development of locally generated television programming aired on the local cable Channel 11. CCTV tapes and produces sporting events, concerts, and other events, like the Junior/Senior Prom Grand March and the CHS Graduation ceremony. Many civic events are covered too, such as parades, Memorial Day ceremonies, and local school board and city council meetings.

Internet Access - Chatfield residents have several internet, cable and satellite TV providers. Public internet access is available at City Hall, the Library, the Center for the Arts, and the Tourism Center in City Park which can be used throughout City Park. The Chatfield High School and Elementary School also provides guest access to the internet. Cell towers are located on Old Territorial Road and on 155th Avenue SE in Olmsted County. A new cell tower will be constructed on Hill Street in Fillmore County in the near future. A high-speed internet connection is in place atop the water tower on Hillside Drive.

Center for the Arts - The Chatfield Center for the Arts is a true public private partnership. The Economic Development Authority owns the building and the Chatfield Center for the Arts Advisory Group, a volunteer organization, runs the historic facility. The Chatfield Center for the Arts is made up of performance spaces, conference rooms, and multipurpose rooms. Potter Auditorium, a key performance space, was built in the 1930's and is a historic landmark of national significance.



Map 3

Community Facilities Map

Legend

- Cemetery
- Church
- City Hall
- Fire Station
- Center for the Arts
- Golf Course
- Public Library
- Museum
- Private School
- Public School
- Public Utilities

- Chatfield City Limits
- County Line
- Major Streets and Highways
- Stream

0 250 500 1,000 1,500 Feet



Public Utility Facilities

Water Facilities – The water utility is currently supplied from two City wells with an average demand of 241,000 gallons per day and a peak demand of 431,000 gallons per day for the year 2014.

The City maintains three water storage reservoirs: one 400,000-gallon and one 100,000-gallon tank on Old Territorial Road and one 200,000-gallon storage reservoir on Johnson Street. A new water tower was constructed in 2009. The tower contains 300,000 gallons of water and supplies public water to the Hilltop Estates subdivision and surrounding area.

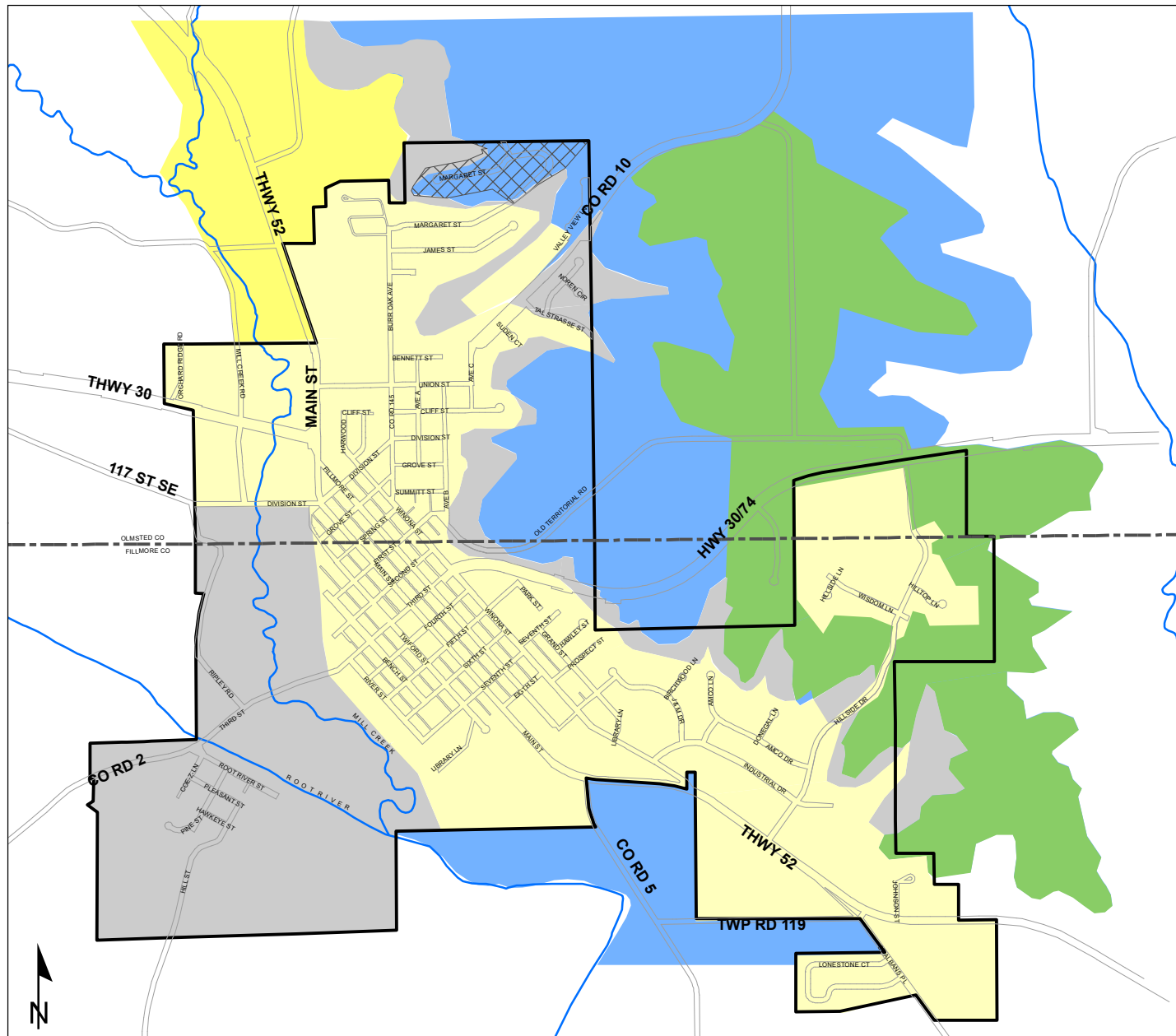
Watermains are located throughout the city's roadways and vary from 4" to 12" lines. Some of the older lines were constructed with materials which have potentially deteriorated over the years and may soon reach the end of their service life. It will be important in the coming years to maintain and replace these watermains as budget allows in order to continue to provide adequate and reliable water supply to the city users. Water pressure in a few properties on the eastern end of Margaret Street, James Street, Tal Strasse, and the Chatfield High School could be improved with a mid-level water service connection to the Hilltop Estates Water Tower.

Sewer Facilities - The sewer utility features a mechanical treatment plant that treats an average of 357,000 gallons per day on a dry weather day and 487,000 gallons per day on a wet weather day. The average daily flow in 2014 was 306,000 gallons. Maximum water treated in a single day was 683,000. The total water treated in 2014 was 111,664,000 gallons.

Sanitary sewer lines are located throughout the city's roadways. A 15" sewer trunk lines extends from the sewer treatment plant to the Mill Creek corridor and south to Hillside Drive. Most of the local sewer line connections are constructed with 8" lines.

The municipal utility service limits are shown on Map 4. The existing city service area include the main valley portion of the city. Future city services could extend northward to include areas along Highway 52. Water and sewer fees per household using an average of 5,000 gallons of water per month would have a monthly utility bill of approximately \$87.00 dollars.





Map 4

Municipal Service Area Map

Legend

Existing City Services



Future Extended City Services



Hilltop Extended City Services



Water Service Only



Sewer Service Only



No Existing City Services



Chatfield City Limits



County Line



Major Streets and Highways



Stream



0 250 500 1,000 1,500 Feet



Public Parks & Recreation

Public Parks - The current city limits include approximately 1,660 acres of land, of which 64 acres of this area is dedicated as nine city-owned parks. These parks include; two community parks: Mill Creek Park and Groen Park, six neighborhood parks: City Park, Mohawk Park, Jaycee Park, Shady Oak Park, Lonestone Park, Hilltop Park; one Mini-Park, Hendricks Park. **Map 5** illustrates the location of these parks.

Recreational Trails— The Trail Map shown in **Map 6**, shows three city trail areas including, trails through Mill Creek and Groen Park north to Highway 30, a trail surrounding Chatfield High School, and a trail on the south side of Hillside Drive from Highway 52 to the Elementary School. A proposed creek trail will extend the city trails in Mill Creek Park northward beyond city limits and from Groen Park southward along the Mill Creek and Root River corridor to County Road 5 and beyond. The plan also proposes to re-stripe a portion of the existing rights-of-way along Division Street and Third Street to connect the downtown areas to the trails system. Longer jogging, biking, and running trails starting within the city limits loop or extend 15-20 miles outside of the city. Parking is available at Mill Creek and Groen Park, along public roadways, or at public school grounds for recreational users. **Map 7** shows both the existing and proposed trails and sidewalk plans.

Lost Creek Trail- The Lost Creek Hiking Trail was built in 2011 and is maintained by the Bluff Country Hiking Club, a private organization. The trail runs approximately 6 miles one way with trailheads in Groen Park and Ninebark Road. The trail is open to the public for hiking and snowshoeing only. (See Map 6)

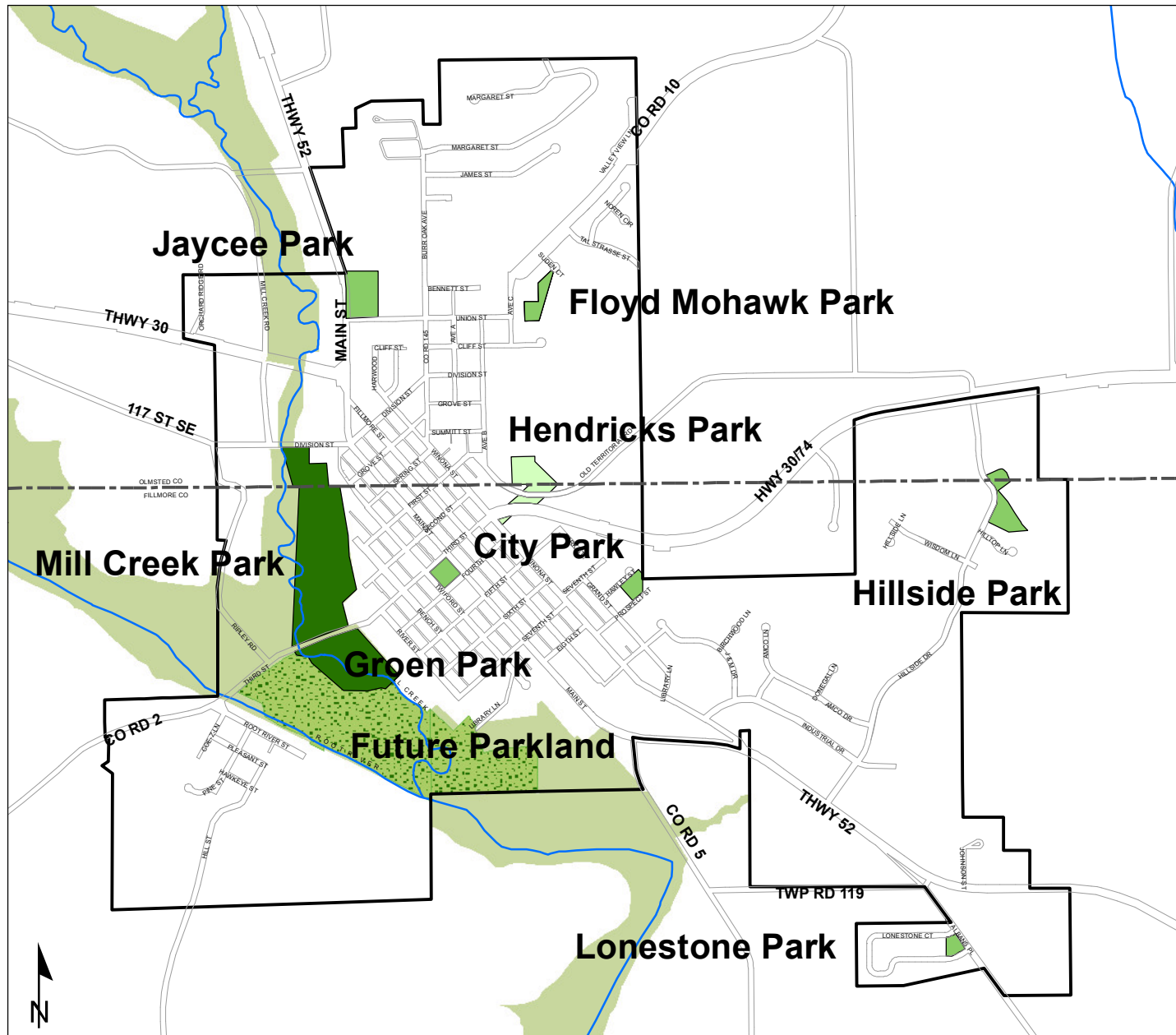
Mill Creek and Root River Corridor – Approximately two miles of Mill Creek and 0.6 miles of the Root River lies within the Chatfield city

limits. These areas provide residents and visitors with recreational uses such as fishing and canoeing.

Chatfield School Open Space - The Chatfield School District owns and maintains approximately 101 acres of land including the Chatfield Junior-Senior High School and the Elementary School on Hillside Drive. Their facilities include several playgrounds, softball fields, a baseball field, football field, track, soccer fields and four tennis courts. The Savanna Spring Nature Area is also located within the high school property.

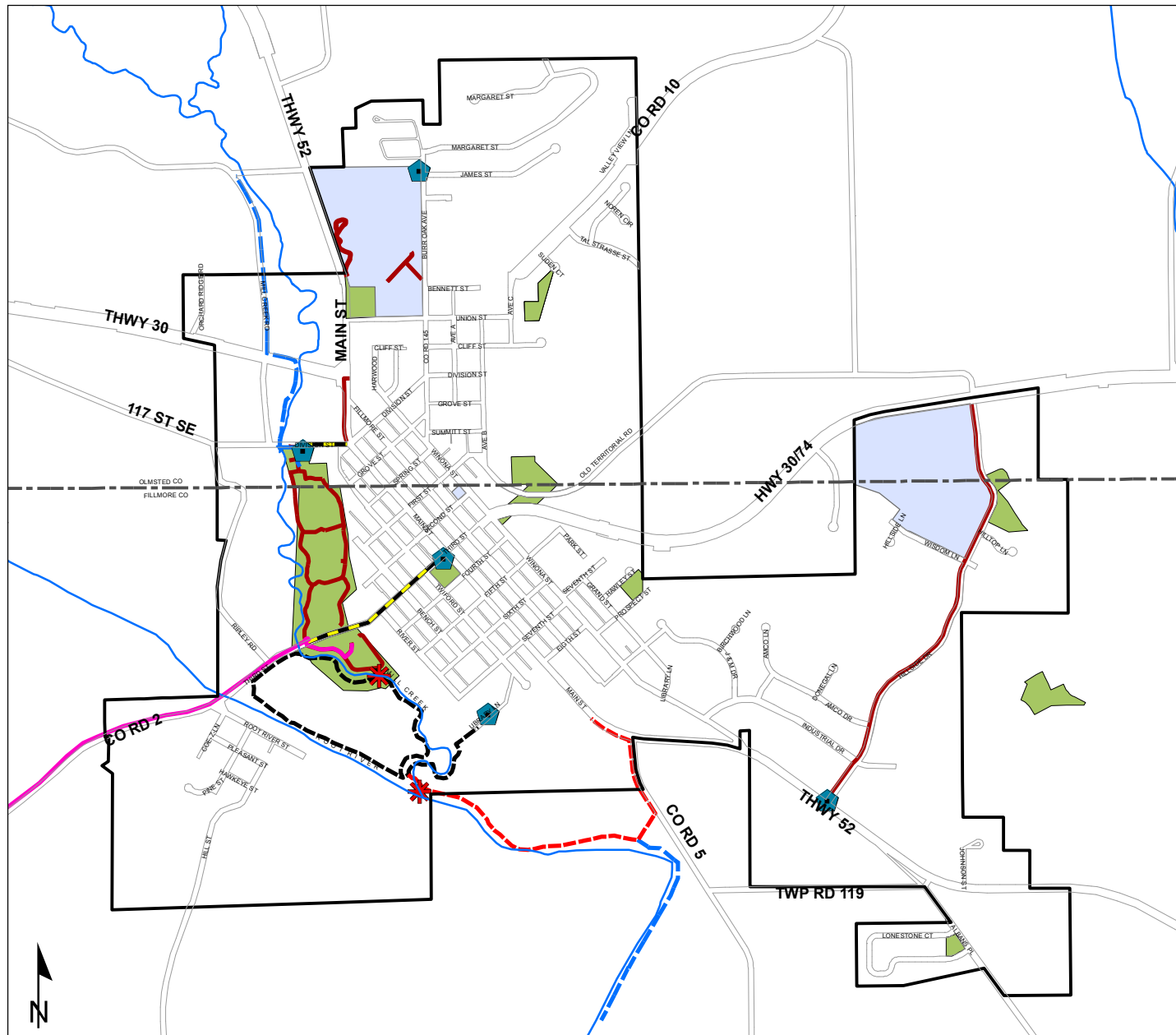
Golf Course - The Chosen Valley Country Club owns approximately 41 acres which is developed into a nine-hole golf course. The combined acreage of city park land, public school land, the Chosen Valley Country Club, and other public facilities within the city limits of Chatfield is approximately 409 acres of public/semi-public recreational or open space or approximately 25% of the total acreage within the city.





Map 6

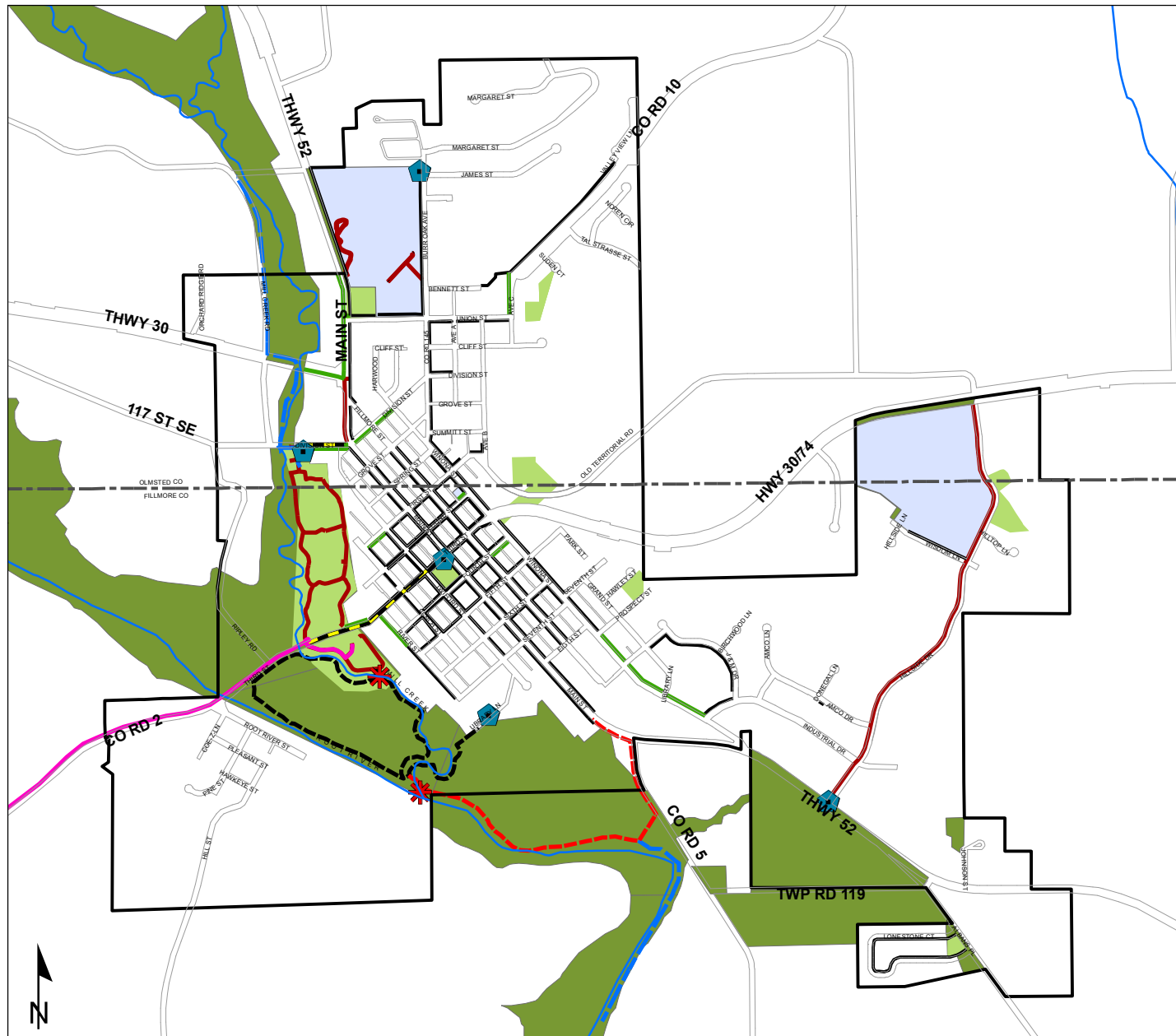
Trail Map



Legend

- Future Bridges
 - Potential Trailheads
 - Lost Creek Trail
 - Proposed County 5 Loop
 - Proposed Root River Loop
 - Proposed Creek Trail
 - Proposed Street Striping
 - City Trails
 - Schools
 - Public Parks
 - Chatfield City Limits
 - County Line
 - Major Streets and Highways
 - Stream
- 0 250 500 1,000 1,500 Feet





Map 7

Trail & Sidewalk Map

Legend

- Future Bridges
 - Potential Trailheads
 - City Trails
 - Lost Creek Trail
 - Existing Sidewalks
 - Proposed Sidewalks
 - Proposed County 5 Loop
 - Proposed Root River Loop
 - Proposed Creek Trail
 - Proposed Street Striping
 - Schools
 - Public Parks
 - Chatfield City Limits
 - County Line
 - Major Streets and Highways
 - Stream
- 0 250 500 1,000 1,500 Feet



Transportation

Transportation serves residential, recreational, and commercial and industrial uses. Chatfield, located along Highway 52, is a major connection for Fillmore County and Olmsted County.

Roadway Classifications - Within the city, roadways can be divided into four categories; arterials, minor arterials, collectors, and local roadways. Arterials are defined as urban streets designed to carry large volumes of traffic long distances with few interruptions. Collectors are streets carrying traffic from local streets to the arterials and providing access to the abutting properties. Local streets provide access to residential properties and should not carry high volumes of traffic or permit high speeds. The major streets have been categorized based on width and average daily vehicle counts and are shown on **Map 8**.

Current and Forecasted Traffic - The latest AADT (Average Daily Traffic) counts and Intersection Analysis areas are shown on **Map 9**. MnDot completed the US 52 Traffic Forecast and Growth Analysis in April 2012. MnDot reviewed seven key intersections within Chatfield in the 2.6 mile corridor. Based on their results and analysis, MNDot determined that between 2011 and 2037 the corridor studied would grow by 1% per year or 26% total growth by 2037.

Commute Traffic- The American Community Survey data tells us that 95.7% of Chatfield residents commute to work with 4.3% of the work force working at home. 73.3% of residents drove alone, 13.5% carpooled, 4.3% walked, and 5.7% used public transportation. The mean travel time to work is 23.1 miles.

Proposed Street Improvements & Roadways - The Thoroughfare Plan adopted in 2004, outlined several proposed minor arterials and collector routes that will provide increased "links" for Chatfield. See **Map 8** to review these proposed routes. Other future projects include; replatting the north end of Twiford Street and repaving the street,

reconstructing and repaving Bench Street from First Street to Sixth Street, and repaving St. Albans Place, Root River Street, Pine Street, Pleasant Street, and a portion of Hill Street.



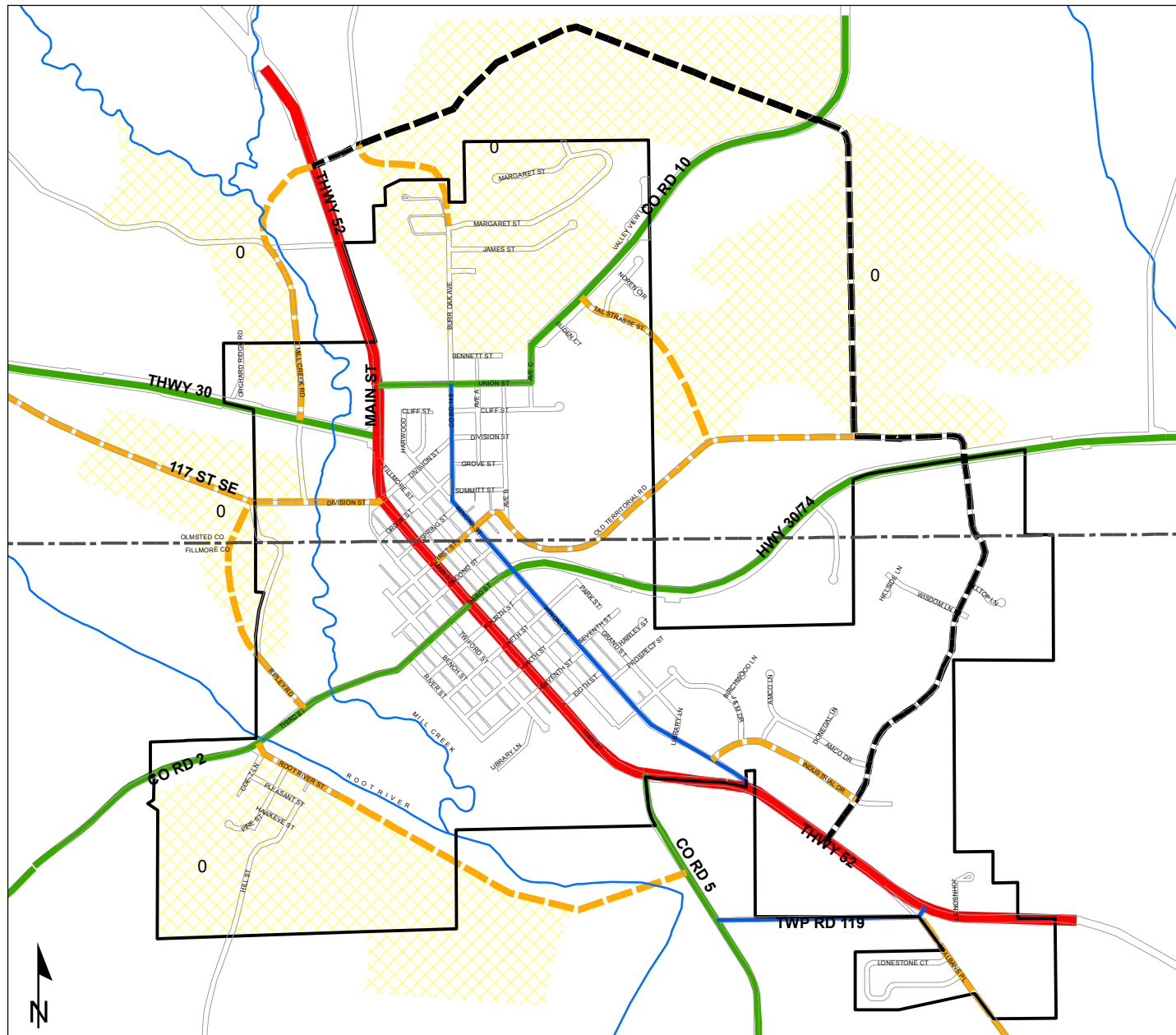
Public Transportation - Rochester City Lines operates four regular bus routes within Chatfield. **(See Map 10)** The bus route travels along Highway 52, stopping at Chatfield Center for the Arts, Kwik Trip, and Sunshine Foods. Sunshine Foods and Kwik Trip provide parking stalls for commuters. Rochester City Lines take commuters to either St. Mary's Hospital or downtown Rochester between 5:44 a.m. to 7:10 a.m. and return between 3:40 p.m. and 5:10 p.m. in the evening. The Plan recommends that an additional stop at the intersection of Hillside Drive and Highway 52 be added when ridership in the area increases with the development of the Hillside Estates Subdivision. City officials will also continue to work with Rochester City Lines to establish if additional morning or afternoon hours would be beneficial to Chatfield residents.

Other Public/Semi-Public Transportation - SEMCAC provides meals on wheels for seniors in both Fillmore and Olmsted County and transport some "medical" only patients to the Rochester area hospitals. The Fillmore County Veterans Service Office also provides some transportation to Rochester on an as needed basis as does the Chatfield Care Center. Rochester Transport?

Pedestrian Traffic - Pedestrian circulation provides an important public service in Chatfield. The City of Chatfield promotes community health through its sidewalks and trails.

Sidewalks - Many of Chatfield's roadways have existing sidewalks. There are also several crosswalks downtown at busy intersections along Highway 52/ Main Street. Twelve additional sidewalk sections are proposed to be constructed along existing roadways to improve pedestrian circulation in town. Several new subdivision areas, including the Fingerson Donahoe Subdivision and the Hilltop Estates Subdivision, will construct sidewalks as the developments are platted. **See Map 11** to review the Sidewalk Map.





Map 8

Thoroughfare Map

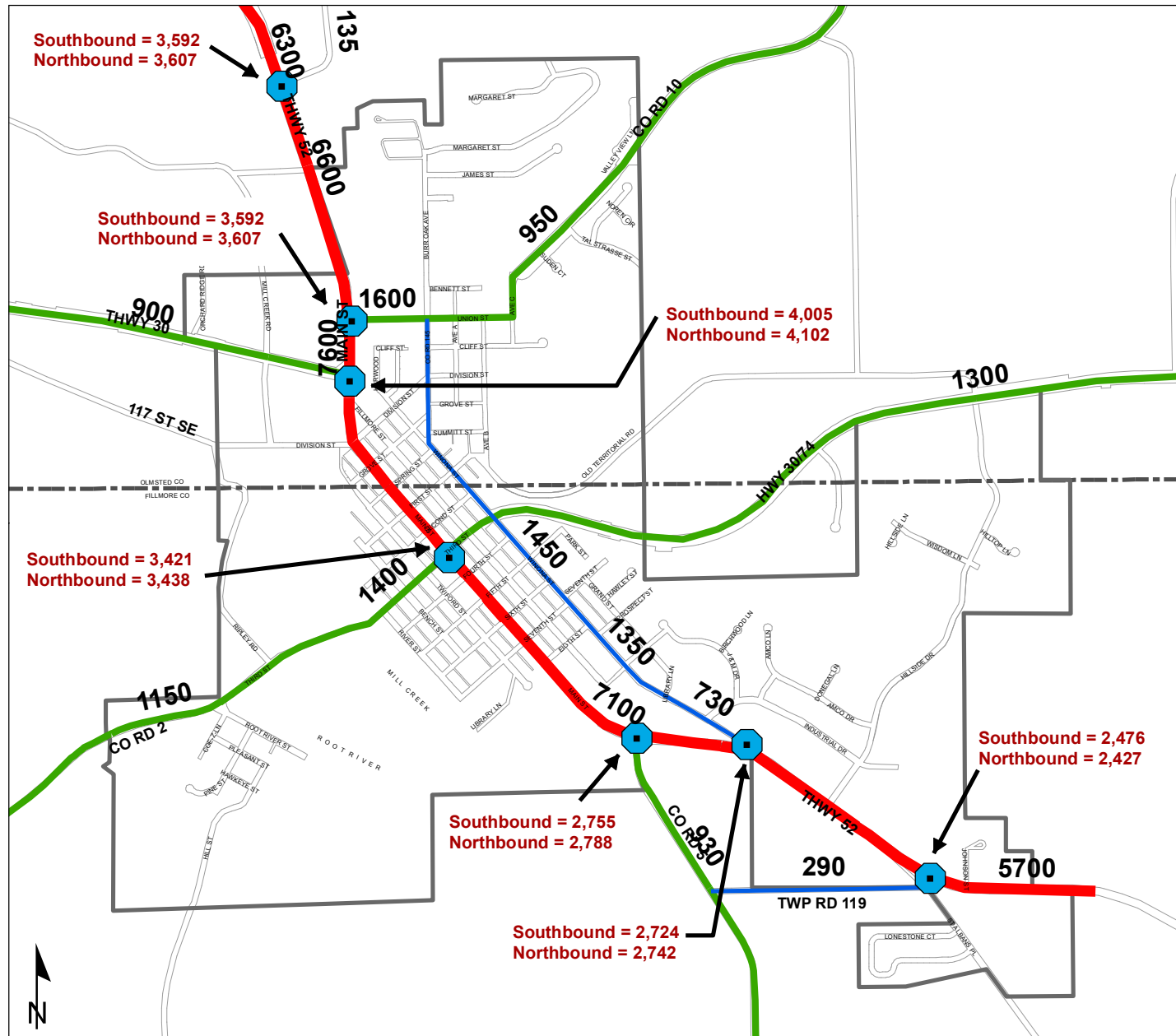
Legend

- Principal Arterial
- Minor Arterial
- Collector
- - - Proposed Minor Arterial
- - - Proposed Collector
- Prop. Route Service Area

- Chatfield City Limits
- - - County Line
- Major Streets and Highways
- Stream

0 250 500 1,000 1,500 Feet





Map 9





Traffic Circulation Map

Legend

2,300 AADT - Average Annual Daily Traffic Counts Generated in 2009

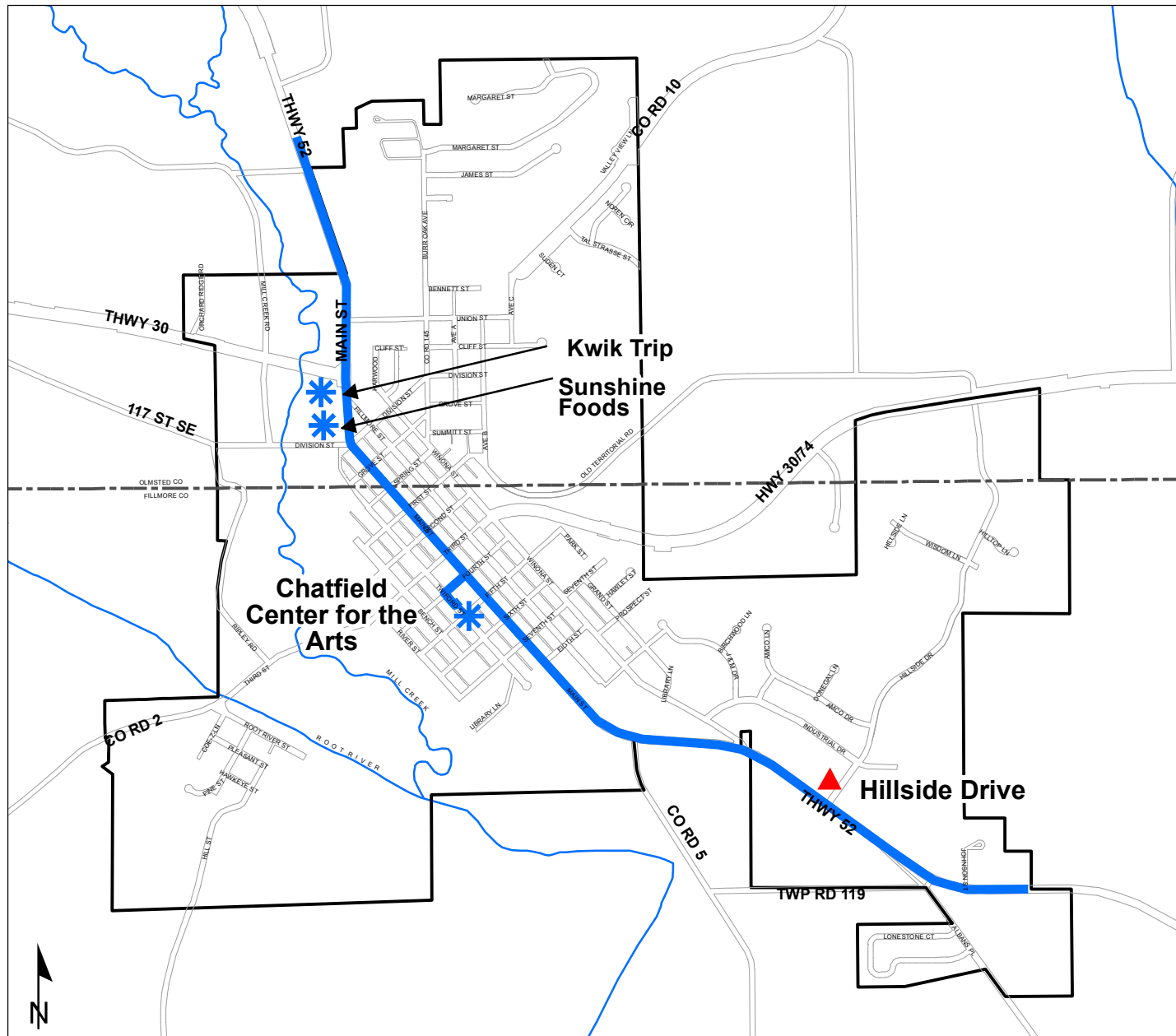
* The total volume of traffic on a segment of road in one year, divided by the number of days in that year.

 MNDot 2012 Traffic Analysis

 Chatfield City Limits
 County Line
 Major Streets and Highways
 Stream

0 250 500 1,000 1,500 Feet





Map 10

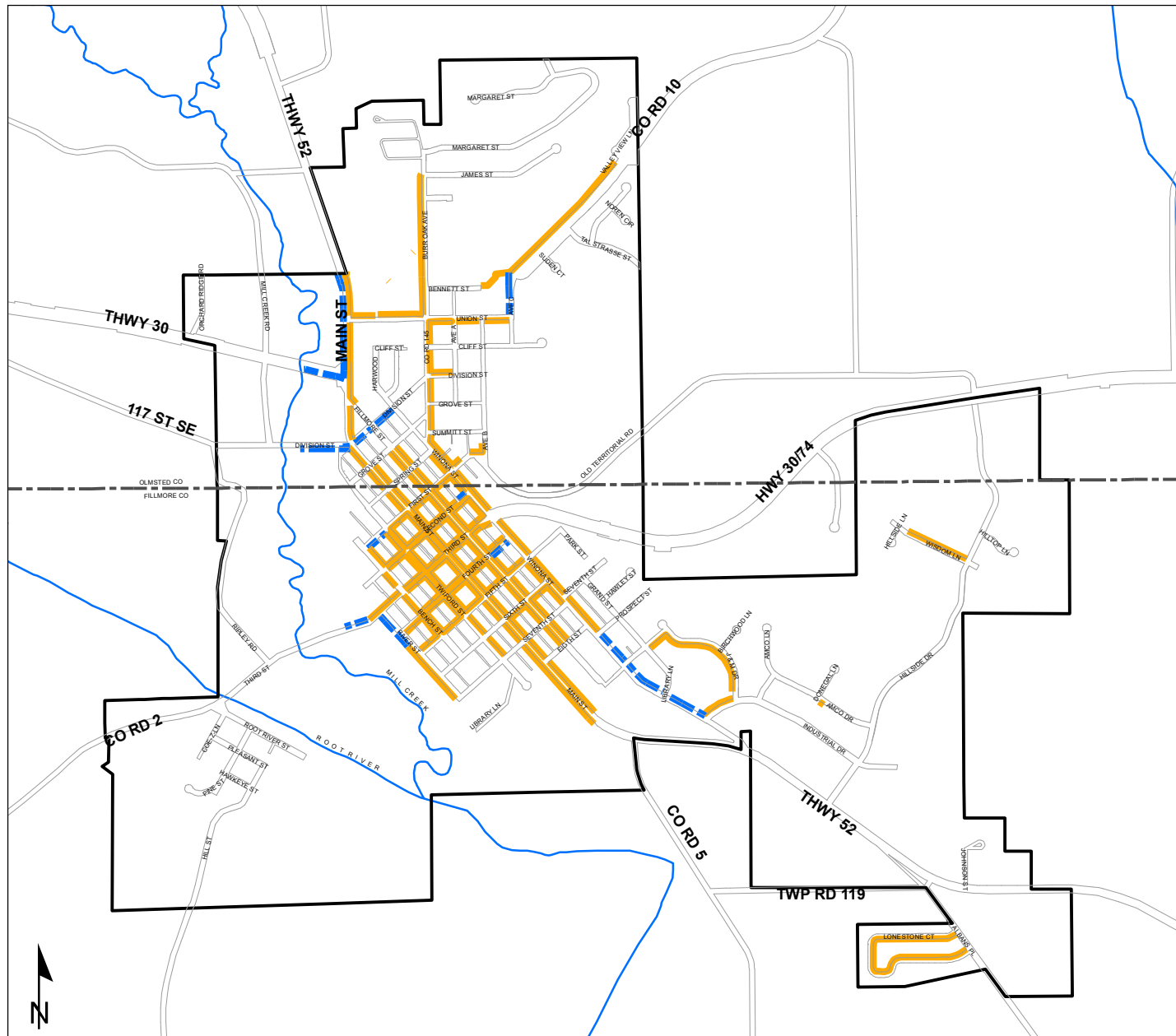
Public Transportation Map

Legend

- Bus Routes
- ★ Park & Ride Lot
- ▲ Proposed Bus Stop

- Chatfield City Limits
 - County Line
 - Major Streets and Highways
 - Stream
- 0 250 500 1,000 1,500 Feet





Environmental Constraints

Topography - Chatfield lies within what is known as the Chosen Valley. The original residential and commercial properties were platted and built in the valley along the Mill Creek and Root River. As the city's population grew, residential properties expanded into the foothills above the valley floor. Development along the northeastern foothills of the city began a number of years ago with the construction of James Street, Margaret Street and residential construction along County Road 10. More recently, construction of Hillside Drive S.E. will connect the southeastern valley floor above the foothill connecting Highway 52 to Highway 30/74.

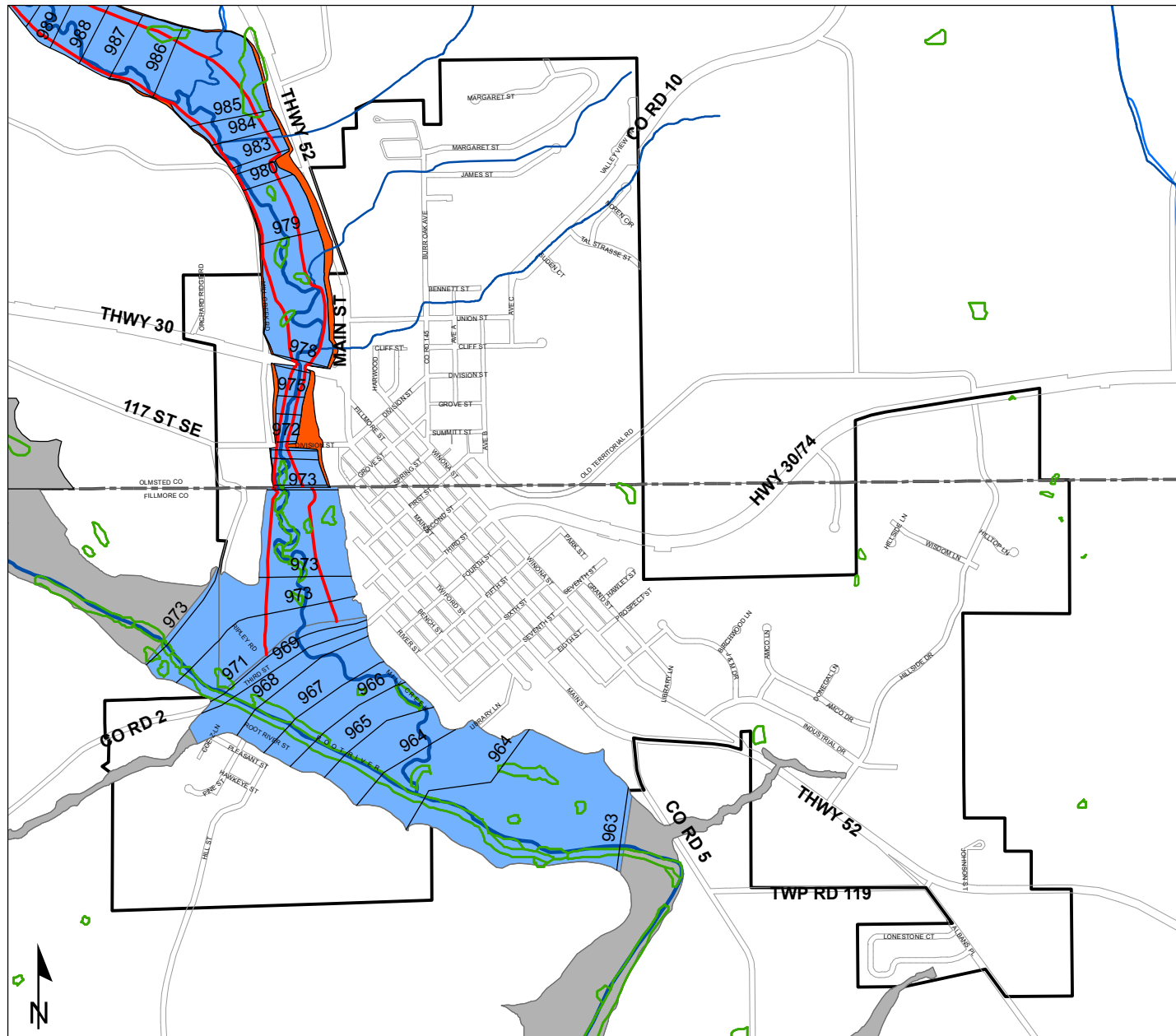
Two unique geologic conditions that must be carefully identified when developing along the foothills above Chatfield are sinkholes, created by karst conditions, and Decorah soils. Karst topography is a combination of natural water flows and highly soluble limestone that is near the surface. Sinkholes are commonly found in karst topography. Decorah soils shrink and expand during wet and dry periods and must be properly managed if roadway construction, underground utilities, or buildings are proposed to occur within these soils.

Floodplain - FEMA (Federal Emergency Management Agency) is in the process of remapping the floodplain for the Mill Creek and Root River corridors within Olmsted and Fillmore County. The Olmsted County updated FIRM (Flood Insurance Rate Map) will be finalized in 2014. Fillmore County's FIRM maps are scheduled to be completed in 2015. The City will be required adopt the new FIRM maps and amend Chapter 105, Floodplain Management. **Map 12** shows FEMA's preliminary floodplain areas and wetland boundaries.

Soils - Floodplain soils are present along the Mill Creek and Root River corridors and along smaller drainageways from the foothills to the valley floor. Soils having high rates of infiltration are also located along the steeper sections of the foothills. Potential Decorah soils are

located at the crest of the foothills along both the western and eastern edges of the City's valley floor. Figure 25 shows the location of these soil types along with both the Fillmore County Soil Survey and the Olmsted County Soil Survey soil types mapped in and around the City of Chatfield. (See Map 13)





Map 12

Floodplain & Wetland Map

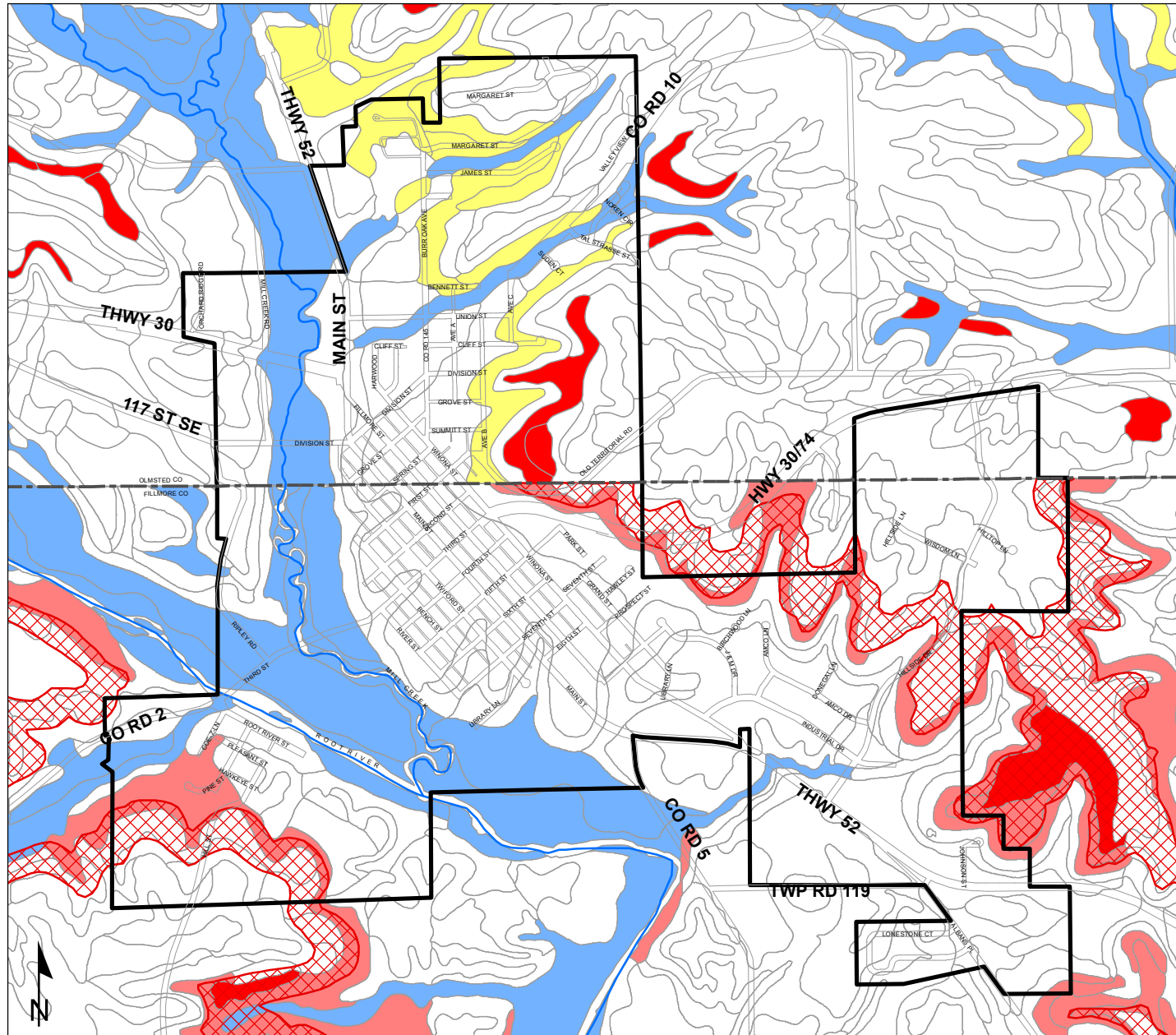
Legend

- AE Zone
- A Zone
- 500-Year Floodplain
- FLOODWAY
- Base Flood Elevation
- Wetlands

- Chatfield City Limits
- County Line
- Major Streets and Highways
- Stream

0 250 500 1,000 1,500 Feet





Map 13

Soil Map

Legend

Decorah Soils



Potential Decorah Soils



Floodplain Soils



Infiltration Areas



Fillmore Co. Decorah Overlay Zone



Chatfield City Limits



County Line



Major Streets and Highways



Stream



0 250 500 1,000 1,500 Feet





3

Historic Preservation

Historic Preservation

Introduction

Chatfield recognizes the importance of the past while preparing itself for the future and the city strives to provide a level of heritage preservation services that sets it apart from other communities. State law (Minnesota Statutes 471.193) provides for the creation of municipal heritage preservation programs and the establishment of heritage preservation commissions. Basic standards for local government heritage preservation programs have been developed by the U.S. Department of the Interior. As a Certified Local Government (CLG) under the National Historic Preservation Act of 1966, as amended, the City of Chatfield is able to exercise greater autonomy in implementing the National Register of Historic Places program and is eligible to receive federal grants-in-aid from the Historic Preservation Fund administered by the Department of the Interior. The city's preservation ordinance reflects the community's strong commitment to responsible heritage conservation practices and adopts the Secretary of the Interior's standards for archaeology and historic preservation as the "best management practices" to be used by city officials. The city also works closely with the State Historic Preservation Office (SHPO) of the Minnesota Historical Society to prepare and implement its plans for heritage preservation.

The City of Chatfield has adopted a heritage preservation ordinance that provides for the establishment of a Heritage Preservation Commission (HPC) to oversee the preservation program. The HPC is specifically authorized to identify historically significant buildings, sites, structures, objects, and districts which are worthy of preservation, and to nominate properties for designation as Chatfield Heritage Landmarks (the local government equivalent of the National Register of Historic Places) by the City Council. The heritage landmark

designation is a form of overlay zoning that regulates particular kinds of activities that may affect heritage resources. The preservation ordinance also sets forth the procedures used to review city permits for various types of development projects, including demolition and new construction, to evaluate their potential effects on heritage preservation resources.

The city heritage preservation program is organized around six core program areas:

Preservation planning. The process of establishing goals, policies and priorities for the preservation, protection and use of heritage resources; also, the development of management plans for individual heritage preservation resources.

Identification of heritage resources (i.e., survey). The process of locating and documenting historic buildings, sites, structures, objects, and districts to produce an inventory containing information about individual heritage preservation resources.

Evaluation of heritage resources. The process of determining whether identified properties meet defined criteria of historical, architectural, archaeological or cultural significance that would make them eligible for designation as Chatfield Heritage Landmarks.

Designation of heritage landmarks. The Chatfield Heritage Landmark registry is a form of overlay zoning for properties that have been determined historically significant.

Design review. The process of certifying the appropriateness of development activities that may have an impact on significant heritage preservation resources.

Public education. Activities that interpret the city's history, architecture, landscapes, and archaeology to residents and visitors, promote sound heritage resource management practices, and disseminate useful information about the city's preservation program to property owners, policy makers, educators, students, and the general public.

Purpose

The purpose of the Heritage Preservation Plan is to provide city officials, property owners, and citizens with the information needed to make wise decisions about the preservation, protection, and use of heritage resources. It is the comprehensive heritage preservation plan for the City of Chatfield. Within the framework of the comprehensive plan, the preservation plan provides the basis for merging heritage resource management with other city planning by providing basic information about the city preservation program; delineating a range of historic contexts as the organizational framework for decisions about the identification, evaluation, and treatment of heritage landmarks; establishing goals and policies for heritage preservation activities; and outlining a vision for future preservation program initiatives. This particular version of the plan replaces the Historic Preservation element of the 2008 Comprehensive Plan.

Conceptual Underpinnings

The primary objective of the city preservation program is to ensure that no significant heritage preservation resources are destroyed or damaged as a result of any activities funded, permitted, licensed, or

supported by the City of Chatfield. The following basic concepts provide philosophical consistency for the city's preservation program:

- Historic buildings, sites, structures, objects, and districts represent scarce, non-renewable cultural resources that should be treated as critical assets for community development.
- Heritage preservation is an important public service and a legitimate responsibility of city government.
- Not everything that is old is worth preserving: protective measures should focus on significant heritage resources.
- Saving significant heritage resources for the benefit of future generations is always in the public interest; and
- Effective heritage preservation policies are those which create a partnership between the owners of heritage resources and city government.



Preservation Goals & Priorities

Goals

1. Identify, preserve and protect significant heritage resources within the city limits.
2. Prevent the destruction of heritage preservation resources by activities permitted, funded, licensed, or assisted by the City of Chatfield.
3. Identify and evaluate all buildings, sites, structures, objects and districts over 50 years old to determine their historical, architectural, archaeological, and cultural significance.
4. Designate significant heritage resources as Chatfield Heritage Landmarks.
5. Encourage appropriate management and treatment of heritage preservation resources.
6. Promote heritage preservation as an economic development tool and provide incentives that encourage it.
7. Create public awareness and appreciation for the value of Chatfield's heritage resources to empower a diverse and growing constituency for heritage preservation.
8. Integrate heritage preservation with other city planning for community development, housing, parks and recreation, utilities and public works.

Policies

1. Preservation program activities will be carried out in a manner consistent with the goals and policies established by the Heritage Preservation Plan.
2. The Heritage Preservation Commission shall periodically review and update the Heritage Preservation Plan.
3. Heritage preservation will be integrated with other city planning for community development.
4. The Heritage Preservation Commission shall develop master plans for the preservation, protection and use of city-owned heritage resources.
5. The preservation planning process shall include public participation at every step, with the Heritage Preservation Commission providing a forum for open discussion of issues to ensure early and continuing citizen involvement in decision making, rather than public review of decisions already made.
6. The City of Chatfield will continue to participate in the federal-state-local government preservation partnership as a Certified Local Government pursuant to the National Historic Preservation Act of 1966, as amended.
7. The results of heritage resource surveys will be integrated into the preservation planning process to ensure that evaluation decisions are based on the best available information.
8. All heritage resources identified by survey will be evaluated against the eligibility criteria for designation as Chatfield Heritage

Landmarks. The Heritage Preservation Commission may issue a finding of significance for any property which it determines eligible for designation as a heritage landmark.

9. The Heritage Preservation Commission will maintain an inventory of heritage resources worthy of preservation, including all properties designated or determined eligible for designation as Chatfield Heritage Landmarks, and will make this information available to city officials and the public.
10. In determining whether or not a heritage resource is eligible for heritage landmark designation, its age or date of construction shall not be the primary factor in evaluating its historical significance.
11. Except in extraordinary circumstances, no property will be designated a Chatfield Heritage Landmark without the consent of the owner. In the case of historic landmark districts, consent of a majority of the property owners within the district boundaries may be required.
12. The City Planner shall record the locations of all designated Chatfield Heritage Landmarks on the official zoning map.
13. Public access to information on the precise location of archaeological sites may be restricted in cases where the city has reason to believe that the integrity of the resource may be threatened by the release of such information.\
14. The City will demand excellence in the stewardship of publicly-owned heritage preservation resources.
15. The Heritage Preservation Commission shall be afforded a reasonable opportunity to review and comment on all plans for

public works and other development projects for their potential effects on significant heritage resources.

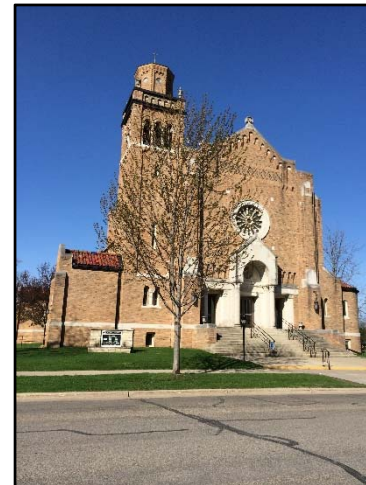
Implementation Benchmarks

By the year 2025, the City will have accomplished the following strategic objectives:

- Raised the visibility of the city heritage preservation program.
- Provided more technical assistance to owners of historic properties.
- Undertaken archaeological surveys to identify sites associated with the heritage of Native Americans.
- Developed voluntary, non-regulatory guidelines for the treatment of heritage resources, applicable to projects that do not require design review.
- Adopted architectural standards for new construction in historic commercial and residential neighborhoods.



- Developed a comprehensive strategy to promote heritage tourism and the development of cultural and recreational enterprises based on local heritage resources.
- Adopted innovative zoning regulations that encourage rehabilitation and adaptive reuse of older buildings by increasing land use flexibility and redevelopment options in the city's older residential and commercial districts.
- Developed user-friendly, sustainable financial assistance and economic incentive programs for the rehabilitation, maintenance, enhancement, and adaptive reuse of heritage resources.
- Improved the condition of the older buildings within the Main Street commercial historic district through building maintenance and façade improvement programs.
- Increased media coverage for heritage preservation activities.
- Updated the heritage resources inventory to meet current preservation standards and make the information more widely accessible.





4

Goals & Policies

Goals & Policies

General Statement

This Comprehensive Plan is a reflection of the wants and desires of the Chatfield residents. The planning process has created broad public support by involving the Chatfield Planning & Zoning Commissioners, City Council members, area residents, property owners, developers, and the City of Chatfield staff. The genuine interest and efforts by all of the groups involved have been of great assistance in the preparation of this plan. The main components of the plan are the goals and policies. Through individual discussions, City Staff, and the Planning & Zoning Commission, major opportunities, strengths, weaknesses, and threats were fleshed out and have provided the basis for the Goals and Policies Statements in this plan.

General

Goal 1 Encourage orderly and harmonious development through the enforcement of sound plans and implementation programs.

Policy Improve the overall land use relationships throughout the City by addressing specific issues through zoning ordinance amendments and other means.

Policy Carefully consider both the needs of the individual property owners and the needs of the public at large in the development and implementation of plans and controls relating to land use.

Policy Convey a clear understanding of land use issues among all affected units of government which benefits the city, county, schools, state agencies and townships.

Policy Growth should occur in conjunction with municipal services and facilities.

Policy Allow for future development by identifying areas where the land use is best suited.

Policy Plan and develop the community on a neighborhood basis rather than individual developments based on physical barriers or similar land use characteristics.

Policy Insure that as land use activity and development intensifies, there is corresponding support of city facilities such as parks, utilities, and infrastructure.

Policy Plan for future development in areas not currently serviced by municipal water and sewer. If municipal utilities need to be extended to serve private development, they should be done in accordance with the policies of the City and in agreement with the neighboring townships.

Policy Encourage development and redevelopment in areas currently served by municipal utilities.

Policy All properties outside the City that are proposed for development with municipal services shall be required to concurrently petition for annexation of the property to be served and shall comply with all city, township, county, and state rules and regulations.

Policy Owners who have sites and buildings that have historical or architectural significance should work with the Historical Preservation Commission and be preserved.

Policy Development in the 100-year floodplain should be regulated and limited to uses that are properly flood protected.

Housing

Goal 1 Provide for an orderly expansion of residential development.

Policy: Strongly encourage residential development in areas within the Urban Service Area that are best suited for future residential development where existing infrastructure is accessible.

Policy: Prioritize in-fill residential development within vacant lots.

Policy: Discourage scattered “leap-frog” residential development

Policy: Zoning and subdivision ordinances and building code regulations should be consistently enforced and updated as needed.

Policy: Current residential properties located at the north end of the city limits along Highway 52 should transition in an orderly fashion to discourage or prevent land use conflicts.

Policy: Eliminate improper zoning and land use conflicts where possible.

Policy: Sufficient open space or an equivalent cash value shall be dedicated in each new development for the benefit and enjoyment of the residents.

Goal 2 Encourage the preservation of structures that have historical significance in the community.

Policy: Encourage programs and economic incentives to promote the rehabilitation of historic homes.

Policy: Owners of historically significant sites should use the Chatfield Heritage Preservation Commission as a resource and advisor in any exterior alterations.

Goal 3 Construct an adequate number and variety of residential housing types based on the demand to meet the needs of the citizens of all income levels while providing a safe and aesthetically pleasing living environment.

Policy: Encourage an adequate supply of housing in a wide range of prices, types and location.

Policy: Complete a periodic study that analyzes the City’s housing supply and future needs.

Policy: Construct housing developments that are compatible with existing and anticipated future land uses.

Policy: Support developers by providing flexibility in planning and zoning standards through the PUD process and financial assistance programs to provide a wide-range of housing.



Goal 4 Create opportunities for multi-family and senior housing.

Policy: Encourage a sufficient supply of rental to accommodate the needs of residents of all income and age groups.

Policy: Integrate medium and high density residential development with low density residential areas.

Policy: Encourage the development of housing that meets the needs of an aging population including both market-rate units and assisted living accommodations.

Goal 5 Support existing home owners to maintain and improve their properties.

Policy: Improve or remove blighted or hazardous homes by abating nuisances on residential properties.

Policy: Residential buildings and properties shall comply with all State building codes and City ordinances to provide the highest possible quality and character.

Policy: Regulate exterior storage, fencing, home occupations and accessory structures through the Zoning Ordinance to maintain residential character.

Business & Economic Development

Goal 1 Provide for continued expansion of commercial and industrial activities in an orderly fashion to serve the community.

Policy Develop and maintain an inventory of public and private lands and buildings that are suitable for development or redevelopment that are consistent with the City's policies.

Policy Encourage in-fill commercial and industrial development where municipal services and infrastructure can easily be provided

Policy Identify sites for industrial development that minimize nuisances, maximize the use of existing infrastructure, and enhance compatibility with existing land uses.

Policy Work to relocate businesses with activities that are substantially incompatible with surrounding uses.

Goal 2 Promote a community where employment opportunities exist to keep and attract new residents and families and maintain a strong connection to Rochester.

Policy Create and update a community profile and promotional brochure to encourage new business.

Policy Efforts should be taken to have the available technology and telecommunication services for local businesses.

Policy Diversify the local economic base by attracting new retail stores and manufacturing firms, while encouraging and facilitating the expansion of existing firms in the community

Policy Promote a diversified tax base offering a large number and wide variety of employment opportunities at different education and skill levels.

Policy Financing tools such as tax increment financing, tax abatement, revolving loan funds and state and federal programs should be offered to businesses to expand business opportunities and promote job creation.

Policy Networking and partnerships should occur between the City, regional, and state economic development agencies to provide and promote economic development.

Policy The City should coordinate with other business related organizations in supporting economic growth in the community.

Goal 3 Ensure that commercial and industrial development is functional, safe and exhibits attractive qualities of design and display.

Policy Commercial and industrial development shall be constructed to minimize conflict with surrounding land uses. Adequate screening, fencing, and landscaping should be required to minimize conflicts with adjacent uses where appropriate.

Policy Enforce the sign ordinance to enhance the appearance of Chatfield's commercial and industrial areas.

Policy Encourage restoration and adaptive re-use of historic buildings.

Goal 4 Support and promote a vibrant downtown commercial area that serves the Chatfield Center for the Arts, tourists, and residents.

Policy Actively seek new retail businesses, entertainment facilities and restaurants to strengthen the downtown business area and improve the marketing ability of the City.

Policy Provide strong pedestrian and visual links between the downtown commercial area, City Park and Center for the Arts, and Mill Creek Park and Groen Park.

Policy Promote and protect the synergy of the City's downtown and recreational areas through consistent application of land use regulations and education of the development community.

Policy Seek for partnerships on all levels, state, regional, and county-wide, to promote tourism.

Policy Encourage new businesses and industrial developments related to recreation and tourism industries.



Transportation and Public Facilities

Goal 1 Provide a safe, economical, direct, multi-modal transportation system that provides access and mobility in accordance with the Thoroughfare Plan while also taking into account environmental context and impacts.

Policy Minimize access points onto arterial and higher order roadways to provide for safe and adequate distance between intersections.

Policy Increase opportunities and expand facilities for residents and visitors to use public transportation.

Policy Consideration should be given to aging and disabled residents when designing and improving streets, sidewalks and trails.

Goal 2 Develop financially responsible infrastructure plans that best allocates available resources.

Policy Consider long term solutions to public facility needs and avoid short term, least cost solutions.

Policy Develop solutions to the existing storm drainage problems created by storm water runoff.

Policy Review and update the Capital Improvement Plan to assess all future capacity needs for public facilities

Policy Determine expansion needs to support the Land Use Plan.

Policy Work with Olmsted and Fillmore Counties, the Chatfield School District, and other governmental bodies to conduct joint projects to reduce the duplication of efforts on similar projects.

Goal 3 Support and develop access to internet services through the cost-effective use of technological advances.

Policy Monitor advances in technology and employ them if the City can financially and functionally accommodate them.

Policy Include technological considerations when updating all major planning and capital improvement plans.

Policy Promote coordination between local businesses, residents, and internet providers to continue to develop improved connections throughout the City.

Policy Where feasible, make public and private internet and services available to residents that might not otherwise take advantage of these advances.



Recreation/Culture

Goal 1 To develop and maintain attractive parks and recreational open spaces for all seasons that are safe and healthful.

Policy Maintain an equitable distribution of parks and open space throughout the community with sufficient facilities tailored to suit the residents they serve.

Policy Provide both passive and active recreational areas.

Policy Encourage and promote a diverse range of recreational activities for every season.

Policy The City should work with local and regional organizations to encourage tourism.

Policy Continue to develop indoor facilities for recreational purposes and prioritize activities requiring improvements.

Policy Locate and develop acceptable sites for short-term campers.

Policy Expand the Joint Powers Board to fill the gap between the park sites and how they are used, improve communications and direction for parks, equipment, and manpower necessary for a more efficient and cohesive park & recreation system for the entire city.

Goal 2 Develop a continuous, interconnected, and comprehensive system of bikeways and trails. To connect to local schools, parks, neighborhoods, and other communities.

Policy Construct pedestrian and bicycle facilities as shown on the Trail and Sidewalk Plans.

Policy Enhance maintenance of all sidewalks and trails, and improve maintenance strategies.

Policy Increase use and safety of the trail and sidewalk network.

Policy Increase public awareness and education related to sidewalks and trails.

Policy Continue to obtain easements for future trails along the Mill Creek and Root River corridors.

Goal 3 Develop and market Groen and Mill Creek Park as a regional recreational area with unique amenities and recreational facilities.

Policy Mill Creek and Groen Park's designation as a trout stream should be recognized as a regional attraction and supported in the redevelopment of those areas adjacent to the creek.

Policy Maximize the recreational opportunities within the existing parks and semi-public spaces within the community whenever possible.

Policy Utilize local service clubs and other organizations to assist fundraising efforts for development of recreational facilities.

Goal 4 Promote development and display of the fine arts.

Policy Promote the Bandtown USA theme which reflects band activities since the 1880's and continue support of band concerts in the park.

Policy Support theatrical groups by promoting Potter Auditorium as a home to a theater group.

Natural Resources

Goal 1 Promote land management practices that protect the natural resources in the City including streams, rivers, wetlands, woodland, floodplains, and bluffs.

Policy Identify and manage the development of sensitive areas, such as floodplain, hillsides, etc., through special zoning or easement control.

Policy Consult State and Federal natural resource agencies on proposals where soil, slope, sewage disposal and other environmental concerns exist.

Policy Carefully regulate urban or rural development on steep bluffs to minimize soil erosion.

Policy Encourage alternative stormwater management techniques that reuse infiltration and reduce infrastructure costs.

Policy Define and preserve all national, state and regionally significant natural and scientific resources in the City.

Policy Preserve and enhance the natural amenities within each city park.

Goal 2 Create an urban forest management plan that would create standards for tree selection, installation, maintenance and removal within the park system including boulevard trees throughout the community.

Policy Reduce the impact and prohibit the planting invasive plant species within the City's landscape.





5

Plan & Implementation

Land Use Plan

The purpose of land use planning is to provide a consistent set of policies specific to the City of Chatfield that will guide the future growth and development of the City and provide a basis for land use decisions. The Land Use Plan will provide the public with information related to the long-range goals of the City. Land use decisions made by the public sector will affect the use of private lands. Land use decisions, in part, will have an effect on the need for public expenditures, environmental quality, energy consumption, and natural resources.

The Land Use Plan for the City of Chatfield is intended to provide for the orderly development and redevelopment of the city. The plan identifies a generalized pattern of land use.

The Land Use Plan is a compilation of policy statements, goals, growth guidelines, locational criteria, use designations, and maps. These are the basis for determining the proposed locations of major types of land uses.

Presented below is a list of the growth guidelines, locational criteria, use designations and the Land Use Map.

Growth Guidelines

1. Growth should occur in conjunction with municipal services and facilities. Municipal service areas should be well defined and expanded to accommodate and encourage orderly development.
2. The City should allow for future development needs by identifying the long term growth needs in areas where the land use is best suited.
3. Medium and high density housing should be developed in close proximity to commercial, industrial and institutional centers.
4. Provide for continued diversity and growth of businesses in the commercial business districts through redevelopment, preservation, and building and property improvements.
5. Concentrate industrial development in industrial parks with existing or planned public facilities and services.
6. Preserve land which has a unique recreational, geological, environmental significance, or good agricultural land.
7. Protect and preserve properties of historical, architectural, and cultural significance by designating buildings, sites, structures, and districts as heritage preservation sites.
8. Development in the 100-year floodplain should be regulated and limited to uses which are properly flood-protected or do not have a detrimental effect on the floodplain.
9. Adopt regulations that encourage residential and commercial planned unit developments, cluster subdivisions, common interest communities, provisions for common open space, subdivision innovation and other similar provisions which provide for flexibility in development design and an opportunity to mix dwelling types and commercial uses.
10. Ensure the recreational facilities are adequately provided as the City continues to experience population growth. Encourage and promote joint cooperation and planning of school and park facilities. Locational Criteria

Locational Criteria

Residential Use

- a. Low density residential uses are most suitable in areas that contain the following characteristics.
 - i. Variation in terrain lying outside floodplain areas with slopes under fifteen (15) percent.
 - ii. Areas surrounded by major local or higher order streets.
 - iii. Buffered from high density residential areas, commercial and industrial land use activity
 - iv. Served by parks, schools and other public facility systems, and have the ability in the future to connect to municipal sewer and water.
- b. Medium density residential uses are most suitable in areas that contain the following characteristics:
 - i. Level to fairly rolling terrain, lying outside floodplain areas or areas with steep slopes.
 - ii. In close proximity to commercial areas, employment centers, recreational areas, or other neighborhood support facilities.
 - iii. Having good access by means of collector, arterial, and expressway streets to employment centers, commercial areas, and community facilities.
 - iv. Buffered from commercial, industrial and other incompatible activities.



Long Range Residential Use

The plan identifies future long range residential uses both within and outside the city limits. The applicable locational criteria shall be either low density or medium density residential as determined in the future as the specific land use is determined for these areas.

Commercial Uses

The commercial designation on the plan includes a variety of uses. These uses vary in the amount and type of traffic generated, the size of the service area, the compatibility with surrounding land uses, and the needs of the residents. Based on the different levels of commercial land use, separate criteria have been developed as follows:

- a. Light Commercial, Historic Downtown Commercial, and Highway Commercial - This designation on the Plan encompasses a wide range of uses such as, hardware stores, restaurants, sporting goods, medical facilities, professional offices, grocery stores, and personal services that are most suitable in areas with the following characteristics:
 - i. Located along a collector or higher level street.
 - ii. Having relatively level terrain.
 - iii. Having good vehicular and pedestrian accessibility.
 - iv. Compatible with surrounding land uses or can be buffered so as not to adversely affect adjoining land uses.
- b. Highway Commercial Uses- Highway Commercial Uses are uses that are oriented primarily to automobile travel and need highway access. Uses *typically include convenience stores, gas stations, drive-in restaurants, truck stops, motels, and large*

frontage uses like farm implement and car dealerships, and are most suitable in areas with the following characteristics:

- i. Located on major highway approaches with access to a frontage road or established access to the highway. Request for new access openings to the major highway shall be reviewed for compliance with the Management Access Plan prepared by the Minnesota Department of Transportation.
- ii. Having relatively level terrain.
- iii. Provides for a concentration of similar uses.
- iv. Served by municipal utilities.
- v. Not detrimental to the safety or appearance of the surrounding area.

Industrial Uses

The industrial use designation on the proposed Plan provides for such activities as manufacturing, transportation, communications, and public utilities, warehousing, and construction industries. Although the types of uses in the industrial areas may differ significantly with respect to the potential effect on the surrounding uses, the locational requirements are similar. Sites for industrial uses shall contain the following characteristics:

- a. Level terrain with slopes of five (5) percent or less.
- b. Adequate access to transportation corridors such as collector roads, expressways, or other designated roadways such as trunk highways.
- c. Adequate area available for industrial expansion and bufferyards where needed to protect adjacent residential uses.
- d. Served by municipal and public facilities.

Land Use Districts

The plan designates several types of land use based on the general policy statements, goals, locational criteria, and growth guidelines. The types of land use areas designated and the uses considered appropriate for these areas are as follows:

Long Range Residential: These areas are located primarily outside of the existing city limits. They are intended for future use as low density residential.

Low Density Residential: Low density residential areas are intended primarily for single family residences and related uses such as churches, parks and schools. The overall average density should be consistent in character with existing residential neighborhoods. Opportunities for in-fill development exist in certain areas of the community. In-fill areas shall be developed similar to the low density characteristics of the surrounding area.

Medium Density Residential: Medium density residential areas are intended to provide for a higher density of development including multi-family, townhomes, condominiums, and manufactured housing projects.

Limited Low Density Residential: Several homes and agricultural businesses are currently located west of the Root River corridor. These properties cannot be provided city water or sanitary sewer services at this time. Until services are available to serve this area, limited residential growth is expected.

Mixed Use: Mixed use areas can include a mixture of commercial and higher density residential uses and are located in close proximity to community services, parks, pedestrian facilities, and bus stops. These areas should promote walking, bicycling, and transit uses while also accommodating automobiles. Mixed-use buildings with residential uses above ground with retail and services uses on the street level are encouraged in mixed use areas.

Open Space: Parks, open space, floodplains, and recreation areas are designated on the plan as Open Space where existing and future uses have a public or semi-public recreational use.

Light Commercial: Light Commercial areas are intended primarily for less intense commercial uses that would fit in with adjacent residential uses. Typical uses would include: professional offices, daycare facilities, funeral homes, business services, small equipment services, and personal services.

Historic Downtown Commercial: The Historic Downtown Commercial area is intended primarily for commercial businesses that need fewer customer parking stalls and smaller facilities. Typical uses include: business services, clothing services, equipment sales and services, food markets, restaurants, barbers and beauty shops, and retail sales.

Highway Commercial: The Highway Commercial areas are intended primarily for automobile-oriented commercial businesses that are related to retail, medical facilities, lodging, business and professional services, restaurants, convenience stores, finance, insurance, real estate and office uses. Commercial uses may vary in intensity with differing noise levels, traffic generation, and appearances.

Industrial: Industrial areas are intended primarily for manufacturing, transportation facilities, communication, warehousing, contractor storage yards, and wholesale businesses. Commercial uses of an

auxiliary nature to industrial uses are also appropriate in this designation.

Floodplain (FP): Floodplain areas have been designated to indicate locations of floodways and 100-year flood boundary limits. These areas should be protected from development.



Land Demand and Assumptions

It should be understood that the projections in **Figure 14 and 15** are general estimates. The actual land demand will most likely be different than the projections below. This is due to a number of factors including the difficulty of preparing accurate population, housing, and employment projections for cities. Also, changes in the assumptions used will result in different projections. However, even with these limitations of the projections, they still provide a framework for estimating the amount of land the City will need to accommodate future growth.

Residential Land Demand

Household Projections				
	2010	2020	2030	2040
Fillmore County - Chatfield	546	557	558	558
Olmsted County - Chatfield	546	639	722	802
Total	1,092	1,196	1,280	1,360
Minnesota State Demographic Center, 04/13				

Figure 14: Source – Census 2012, MN State Demographer

Chatfield has a total of 1,092 households as of 2010 with approximately 80% single family and 20% multi-family/rental. Rental property is predominantly single family homes. To maintain that trend into 2040, the following acreages would be needed to reach Chatfield's housing demands assuming that 50% of the multi-family/rental households will develop with single family densities.

- 2020 (104 total households) 94 single family/10 multi-family-rental
- 2030 (84 total households) 76 single family / 8 multi-family-rental
- 2040 (77 total households) 73 single family / 4 multi-family-rental

Single family homes are assumed to develop at 1.4 units per acre which includes steep slopes, soils, parkland, and infrastructure. Typical multi-family units develop at 4.9 units per acre. Therefore Chatfield will need the following acreage for residential development:

2020 = 67 Acres (SF) / 2 Acres (MF)
 2030 = 55 Acres (SF) / 2 Acres (MF)
2040 = 55 Acres (SF) / 1 Acre (MF)
Total = 177 Acres (SF) / 5 Acres (MF)

Commercial & Industrial Land Demand – (Chatfield Residents Only)

Employment Projections				
Industries	2010	2020	2030	2040
Forestry, Fishing, Agri.	20	25	23	28
Construction	46	65	91	128
Manufacturing	319	331	344	357
Wholesale & Retail	118	130	143	157
Transportation, Warehousing	107	136	173	220
Information, Finance, Insurance	38	40	42	44
Professional, Scientific	46	57	70	86
Educational/Health	365	463	587	745
Arts, Entertainment, and Recreation	68	75	83	91
Public Admin, Other	37	38	39	40
Total Employment	1,164	1,360	1,595	1,896

Figure 15: Source – MN Dept. of Employment and Economic Development (DEED – 2020 Only)

Projected new employees through 2020 are estimated by the Minnesota Department of Economic Development (DEED). The 2030 and 2040 employment numbers were generated by the Chatfield Planning Department with the general guidance of DEED staff. There is also an estimated in-flow of approximately 903 employees from outside Chatfield that commute to the City for employment. These employees have been added into the Employee Growth Table by using the same percentages from specific industries found in the Employment Projection Table to project these additional jobs into the Employment Growth Projections found in **Figure 16**.

Employee Growth Projections			
	2020	2030	2040
Commercial/Retail	37	55	85
Commercial Office / Service	159	140	177
Total Commercial	196	195	262
Total Industrial	73	76	97

Figure 16: Source – MN Dept. of Employment and Economic Development (DEED – 2020 Only)

- Commercial/Retail employees need approximately 500 square feet (SF) per employee
- Commercial Office/Service need approximately 275 SF per employee
- Industrial needs approximately 530 SF per employee

During the 2010 Census, 40% of Chatfield residents worked in Chatfield and 60% of residents were employed outside of Chatfield. If we assumed that the same ratio or 40/60 trend were to be maintained we would need the following additional commercial and industrial acreages:

Commercial Acreage:

2020 = 19,000 (SF)
 2030 = 27,000 (SF)
2040 = 50,000 (SF)
Total = 96,000 (SF)

Industrial Acreage:

2020 = 12,000 (SF)
 2030 = 17,000 (SF)
2040 = 21,000 (SF)
Total = 50,000 (SF)

Recreational Land Demand

The Chatfield Subdivision Code Section 111-221 states that 0.1 acres per residential dwelling unit shall be developed in conjunction with every residential subdivision. Public land can include parkland, recreational facilities, playgrounds, trails, wetlands, or open spaces. At least 50% of the dedicated public area has to have less than a 4% slope and not be located in a wet area.

With a total of 182 acres of residential development projected, the City would need to have an additional 18.2 acres of parkland by 2040.



Land Use Growth Areas

Chatfield's Urban Service Area encompasses about 3,000 acres or 4.68 square miles. The growth potential between the City boundary in 2015 and the future 'serviceable' area is about **1,340** acres. However, this acreage still includes a significant amount of property that will remain undeveloped due to steep slopes, wetlands, difficult physical access, soil constraints, or limited public utilities.

The Land Use Plan maintains with the same land use types and the same general balance between uses from 2015 to our predicted horizon of 2035.

Low Density Housing: Single family homes will continue to fill vacant lots in existing subdivisions and larger undeveloped parcels. There are four platted subdivision that are shovel-ready for single family development and several large tracts of land that have approved General Development Plans or preliminary plats that can be developed in the future.

Limited Low Density Residential: Minimal residential development in West Chatfield should be constructed until city water or sanitary sewer services can be extended to this area.

Medium Density Housing: Additional medium density residential properties has been proposed for sites such as the property between Bennett Street and north of James Street, the Mixed Use areas, properties along Highway 30 on the west side of town, and the Old Cement Plant site. These properties are close to downtown commercial and city services and public transportation.

Commercial: Commercial areas are located predominantly along Main Street (Highway 52) from the north side of Chatfield south to the

Center for the Arts. These commercial areas provide both automobile accessible uses and traditional downtown, pedestrian-scaled uses.

Industrial: Future industrial properties are proposed within the City-owned County Road 10 property and along the northern and southern edge of Chatfield.

Transportation: The transportation system for Chatfield should be multi-usable and City Council should strongly consider adopting the Complete Streets concept. All future construction projects should consider provisions for access by automobiles, public transit, handicapped citizens, bicycles and pedestrians.

Parks, Recreation, Open Space and Trails: By 2035, approximately 25% of the city's total land area will be dedicated as public and semi-public land use available for citizens of Chatfield. Part of this open space includes the potential combined regional park between Mill Creek and Groen Park including properties within the floodplain for a total land area of 113 acres, over 10 miles of trails, and 35 acres of fishing easements. Throughout this Comprehensive Plan update, staff as received tremendous support for Chatfield's open space, parks, trail, fishing, and hiking, from the survey, visioning process, and one-on-one interviews

Given this support, a new direction and vision has been initiated for the City of Chatfield- a vision of "Being better Connected". **Map 15**, the Pedestrian Route Map, outlines major and minor routes to connect every subdivision in Chatfield either by trail, sidewalk, or designated street pedestrian lane. Only a portion of these routes are built, so it also represents a rather bold goal for Chatfield.

Zoning: The Chatfield Comprehensive Plan is a general guide. The Chatfield Zoning Ordinance and accompanying map, by contrast, are specific, immediate and focused on control of private land development.

Since it provides controls over almost every aspect of development, the zoning ordinance is the most important tool for carrying out the plan. It must ensure high development standards without restricting private initiative or creating undue costs for developers or to the public.

Subdivision Review: As discussed earlier, Chatfield has a number of vacant tracts that will be developed into new subdivisions. These developments are subject to the Chatfield Subdivision Ordinance and are submitted to the City and other County and State agencies for review. The ordinance should be followed to ensure that any special problems connected with the sites can be handled.

Implementation: If any comprehensive plan is to be successful or viable, its recommendations must be implemented if possible. This plan indicates the type, quality, pattern, and density of development that should occur in the City of Chatfield. The plan is intended as a guide to citizens, developers, community organizations, planning commissions, and city council members in making land use decisions.

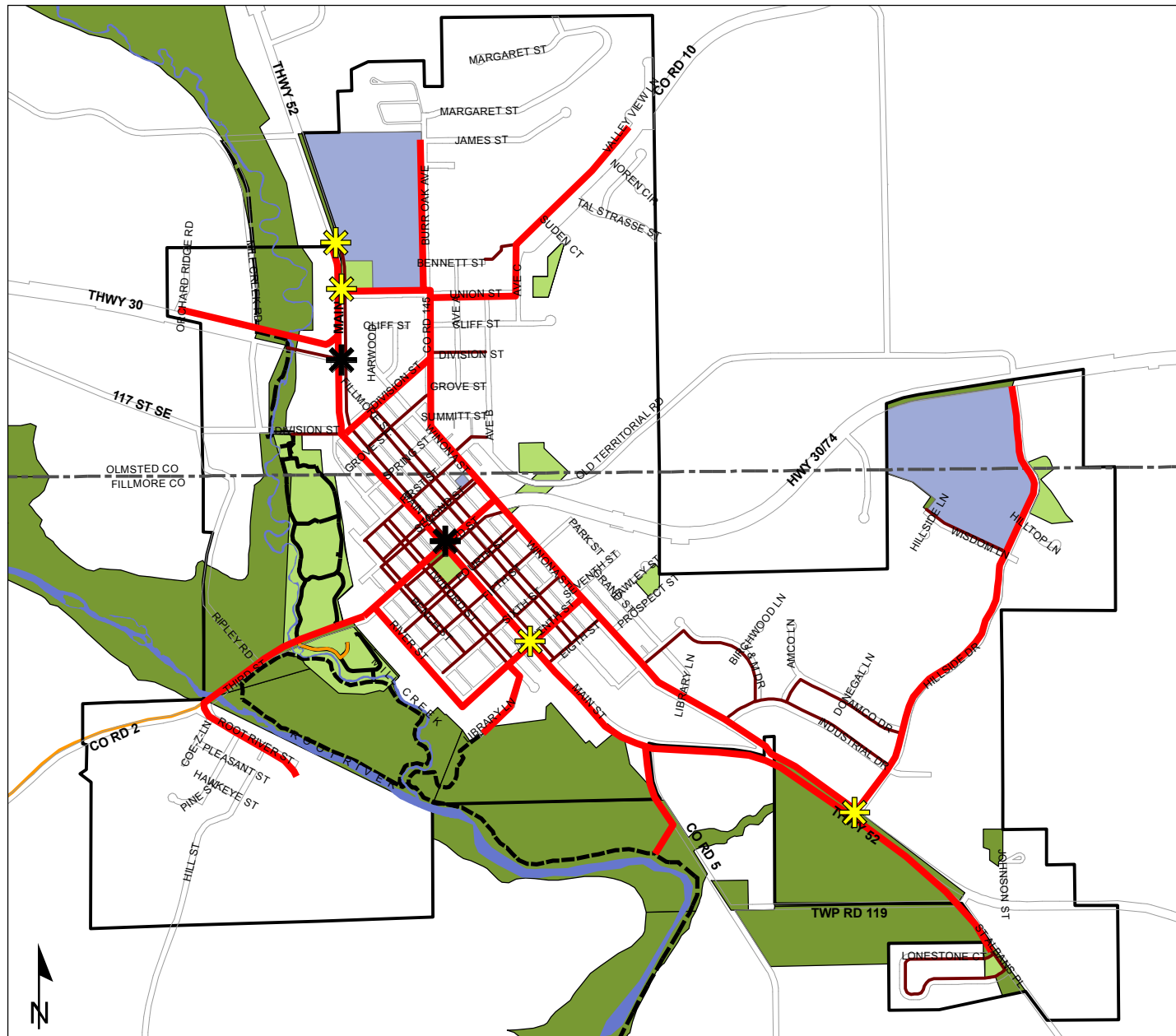
The Plan's greatest value is informational and educational. It's benefits derive mainly from the fact that it is based on a comprehensive land use study and input from residents. Every time the plan is used, it becomes more beneficial because development has been steered in the right direction. However, the plan must be flexible and not be considered the final work on every land use question. If the needs of the community or circumstances change, exceptions may be appropriate.

Some regulatory measures may be needed to implement the plan. These include:

Amended the Plan: The Comprehensive Plan cannot be an effective guide over a long period of time unless it is flexible. It must respond to changing conditions and changing ideas of the citizens as to what they want the community to become. A review and amendment process should occur every five years. Amendments, and eventually a comprehensive revision, should be approved by the same process used in creating the plan itself. Input should be received from community representatives and changes approved by the Planning Commission and the City Council.

Citizen Participation: The citizens of Chatfield are encouraged to participate in the hearings and open houses to provide input on this comprehensive plan and on the plans and proposals growing out of this document. Active citizens' support will be a great impetus for city departments and officials to act expeditiously on the various recommendations.





Map 14

Pedestrian Route Map

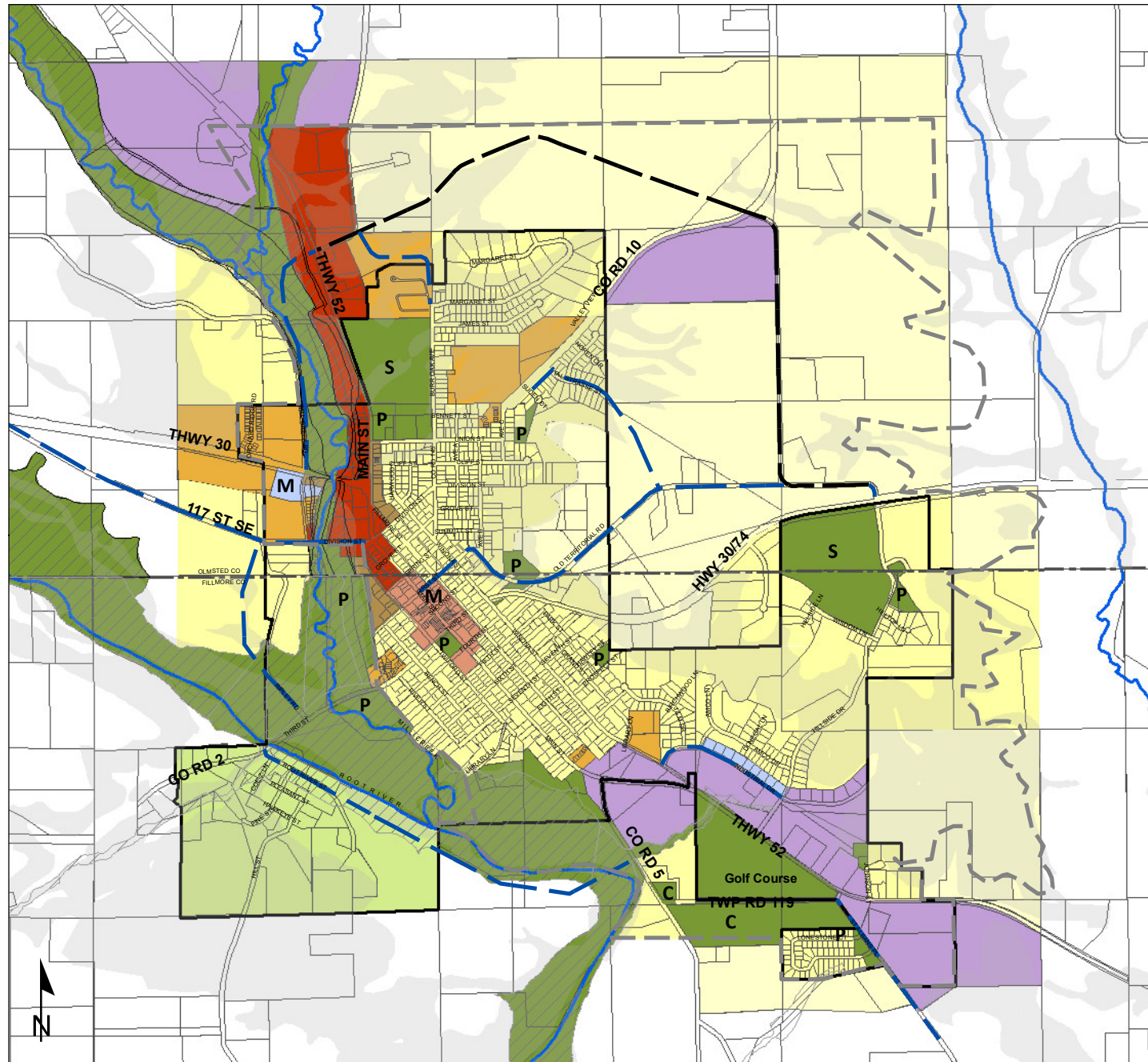
Legend

- Major Pedestrian Routes
- Minor Pedestrian Routes
- Existing Public Trails
- Proposed Public Trails
- Lost Creek - Private Trail
- City Parks
- Open Space
- Schools
- ✱ Existing Marked Crosswalks
- ✱ Proposed Marked Crosswalks

- Chatfield City Limits
- County Line
- Major Streets and Highways
- Stream

0 250 500 1,000 1,500 Feet





Map 15

Land Use Plan

Legend

- Long Range Residential
- Limited Residential
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Light Commercial
- Historic Downtown Commercial
- Highway Commercial
- Industrial
- Open Space
- Floodplain
- Development Constraints
- Urban Service Limit
- Proposed Arterial Roads
- Proposed Collector Roads
- S** Schools
- P** Public Parks
- M** Museum
- C** Cemetery
- Chatfield City Limits
- County Line
- Major Streets and Highways
- Stream

0 250 500 1,000 1,500 Feet

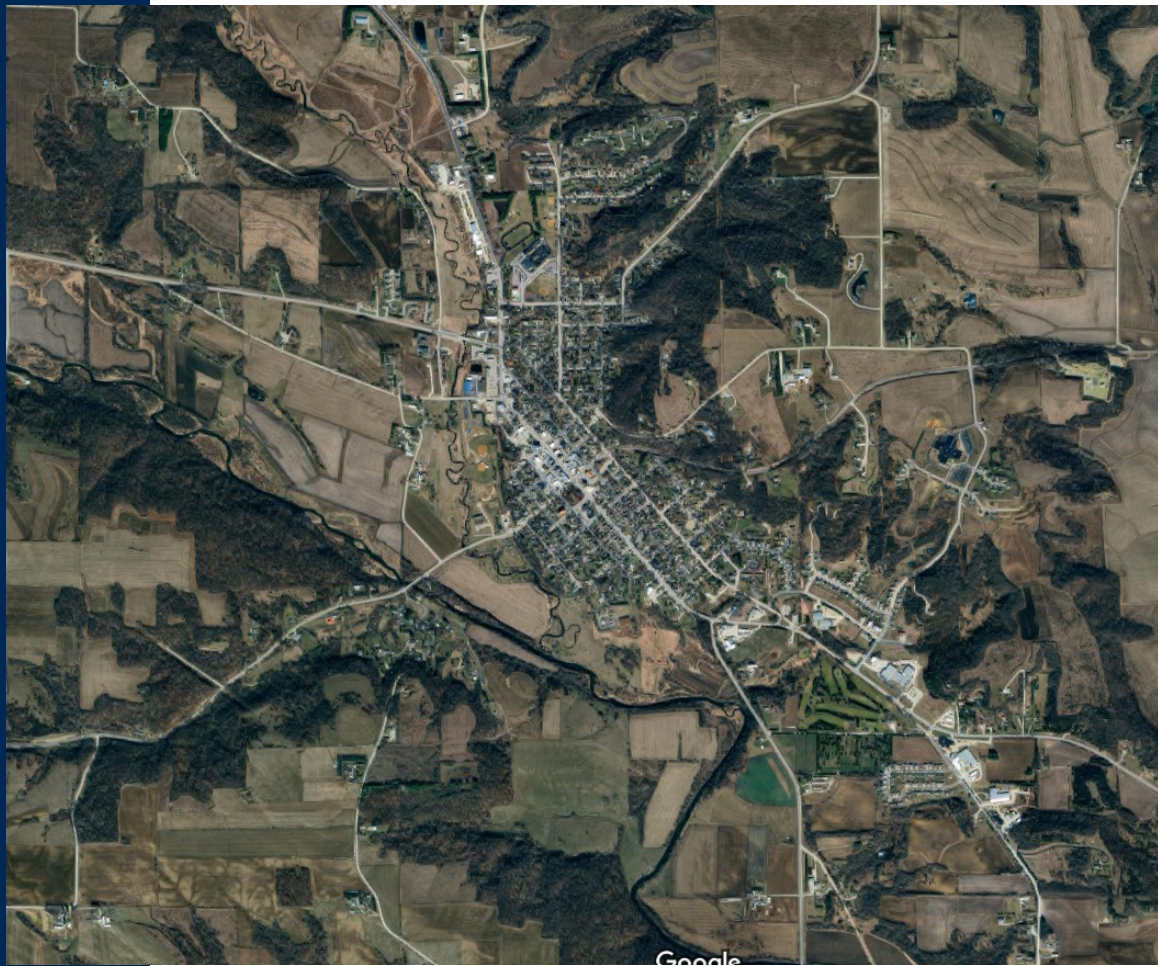


COMPREHENSIVE PLANNING
SERVICES

CITY OF CHATFIELD

2015 COMPREHENSIVE PLAN UPDATE

FEBRUARY 17, 2025



WIDSETH

LOGAN TJOSSEM AICP

Project Manager | Principal Planner

507.206.2138

Logan.Tjossem@widseth.com

3777 40th Avenue NW, Suite 200

Rochester, MN 55901

■ February 17, 2025

Rochester

3777 40th Avenue NW, Suite 200
Rochester, MN 55901-3297

507.292.8743

Rochester@Widseth.com

Widseth.com

Attn: Michele Peterson, City Administrator
City of Chatfield
21 SE Second Street
Chatfield, MN 55932
PH: 507.872.1518
Email: mpeterson@ci.chatfield.mn.us

Re: City of Chatfield Comprehensive Plan Update

Dear Ms. Peterson

The City of Chatfield is a diverse community of citizens with a rich history. As an ideal location for arts and history, recreation and entertainment, scenic wildlife and agriculture, Chatfield has a strong sense-of-place, and perhaps Chatfield could be labeled as “The Chosen Valley”. Thus, the city needs a thoughtful review of the current and future growth and development of the city.

The revision to the Comprehensive Plan will benefit residents, community leaders, and prospective developers by anticipating and preparing for the impacts of an increasing diversity of population, housing, economic, and social needs. The recommendations and implementation will be the foundation for growth that will benefit citizens, stakeholders, and all who live here over the next 15-20 years and beyond.

Widseth has professionals already working with the City of Chatfield. We are vested in the process to create a policy document that enables citizens, developers, and the city to work together in a complementary way. Widseth has been a part of your community for many years and we hope to continue collaborating with you for many more.

Sincerely,



Logan D. Tjossem

LOGAN TJOSSEM AICP

Project Manager | Principal Planner

507.206.2138

Logan.Tjossem@widseth.com



Craig M. Britton

CRAIG BRITTON PE, VP

Civil Engineer | Office Manager

507.206.2125

Craig.Britton@widseth.com

WIDSETH INTRODUCTION

WIDSETH

“

*WIDSETH IS COMMITTED
TO PRESERVING AND
ENHANCING THE
COMMUNITIES WE SERVE
THROUGH CAREFUL
STEWARDSHIP OF
THEIR RESOURCES.*

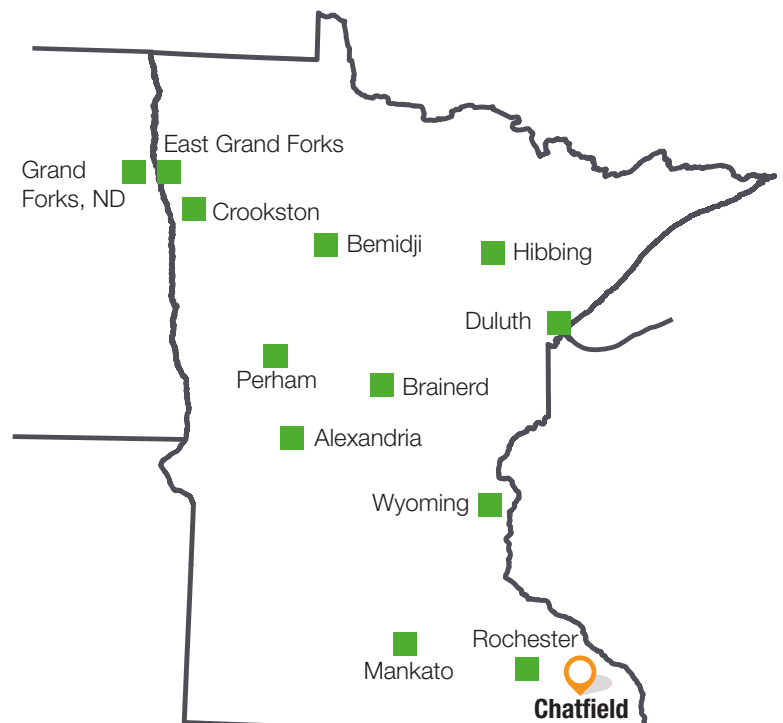
LIST OF DISCIPLINES

- Aerial Mapping
- Architecture
- Civil Engineering
- Electrical Engineering
- Environmental
- Funding
- GIS
- Interior Design
- Land Surveying
- Landscape Architecture
- Mechanical Engineering
- Planning
- Structural Engineering
- Transmission & Distribution Design
- Transportation Engineering
- Water Resources Engineering



Widseth is an engineering, land surveying, environmental, and architecture services firm with 12 offices in Minnesota and North Dakota and 250+ employees. Our engineering practice includes civil, structural, mechanical and electrical engineers who work on a wide range of projects for public and private clients. Our land survey crews and environmental specialists work throughout the Midwest. Our architectural portfolio includes schools, sports and recreational facilities, maintenance buildings, clinics, senior living, retail, offices, factories, historic buildings and more. Together, this multi-discipline team provides our clients a complete package of services to lead their project from concept to completion.

Widseth was established in 1975, and 2025 marks 50 years of dedicated service to our clients and communities. This milestone reflects our long-standing commitment to excellence, innovation, and building lasting relationships.



PROJECT UNDERSTANDING

We understand the City of Chatfield desires to have a revision to their current Comprehensive Plan. A Comprehensive Plan update process identifies strengths, weaknesses, opportunities, and challenges and ultimately creates both a physical and policy document that allows the city to best optimize its resources, growth, and development over the next 15-20 years, while establishing implementation goals and strategies to move towards a sustainable future with clear objectives. With the City of Chatfield's current Comprehensive Plan adopted in 2015, we understand that new strategic objectives and action items should be addressed through the proposed update. With an update to the policies, goals, and standards; including land use and planning; transportation (sidewalks, trails, and roads,) community facilities and services, municipal utilities (electric, water, sanitary sewer, storm sewer), housing; economic development/ redevelopment; and community culture & image, the new plan will provide a new direction for growth that will enhance the quality of life for all its residents and unique socio-economic make-up for a successful long-term plan.

PROJECT APPROACH

We propose to provide an approach that is not linear (a straight line from start to finish) but somewhat of a spiral. We make progress yet circle back to test our assumptions and findings, then move forward, again, repeating the cycle while moving ahead.

Throughout this process, our team will draw on years of experience to develop understandable, useable documents to plan the future of the City of Chatfield.

Each phase will consist of:

- Reviewing existing information and/or information gathered in the previous phase.
- Questioning results and communicating with stakeholders, community leaders, and citizens.
- Testing proposed suggestions or new policies for recommendations and implementation strategies.

COMMUNITY OUTREACH

Our team is experienced in leading client groups to establish long-term goals, define needs, and build consensus around solutions. Our process includes meeting with the city, county, tribal governments, stakeholders, and community leaders to listen, establish needs, and work through appropriate solutions. Widseth's approach always has been, and always will be, client driven.

Having executed many similar successful engagements, we will tailor a unique public engagement process specific to the needs of the community to try and make sure every voice is heard and represented.

PUBLIC MEETINGS

In collaboration with the City of Chatfield, stakeholders, and community leaders, Widseth's team will help plan, and conduct community engagement meetings as outlined in our timeline. Our team will also help facilitate the meetings and draft and deliver informational exhibits and reports throughout the process.

COMPREHENSIVE PLAN TIMELINE, DELIVERABLES, & COST - Months 1-3:

- Review previous Comprehensive Plan and existing policies and documents
- Begin Formatting - chapters, sections, or themes
- Determine Role of Public in Plan Development
- Coordinate with Planning Commission and staff

MEETING #1 (VIRTUAL OR IN PERSON) - Months 3-6:

- Introduction
 - Schedule
 - Areas of focus
 - Community involvement
- Discussion
 - Comparing Ideas
- Deliverables: Meeting minutes

MEETING #2 (VIRTUAL OR IN PERSON) - Months 6-9:

- Introduction
 - Recap of Meeting #1
- Evaluate Specific Areas
 - Residential housing options and density
 - Land use: Re-imagine Twifford Street
 - Transportation: Trails, sidewalks and roads
 - Parks and open space
 - Utilities and infrastructure
- Deliverables: Meeting minutes

MEETING #3 (VIRTUAL OR IN PERSON) - Months 9-11:

- Introduction
- Finish evaluating specific areas
 - Similar to Meeting #2
 - Implementation
- Deliverables: Draft Comprehensive Plan

MEETING #4 (VIRTUAL OR IN PERSON) - Adoption:

- Comprehensive Plan Presentation
- Questions/Comments
- Deliverables: Final Comprehensive Plan

FEES: Hourly, estimated at \$15,000.00



LOGAN TJOSSEM AICP Principal Planner | Project Manager

Logan brings over 20 years of project planning experience to Widseth, offering expertise in both the private and public sector. He is involved in project development for all Widseth offices by creating and modifying comprehensive plans, zoning ordinances, conducting research, and development review. He focuses on assessing obstacles within a projects design and process and establishing timelines that allow every project to be efficient and progress seamlessly.

License/Certification

American Institute of Certified Planners (AICP)

Education

Bachelor of Science, Community and Regional Planning (emphasis on Economic Development) | Iowa State University

Professional Associations

Associate Member of Minnesota & Wisconsin Chapters of the American Planning Association (MnAPA & WiAPA)



CRAIG N BRITTON PE, VP Civil Engineer | Office Manager

Craig joined Widseth in 2008 as a partner in the firm through the firm's merger with QED Engineering. Craig serves as the City Engineer for Chatfield, Pine Island, Dodge Center, and Rollingstone, Minnesota. His responsibilities include site selection, roadway and utility design, preliminary and final engineering and design, construction cost estimates, and construction administration services. Craig also works with a number of private sector clients to plan and prepare construction documents for development projects.

License/Certification

Professional Civil Engineer | MN #44228, Certification for Erosion/Stormwater Management

Education

Bachelor of Science in Civil Engineering | University of Wisconsin-Platteville



PLANNING & ZONING COMMISSION MEETING STAFF REPORT

Meeting Date: April 7, 2025

Agenda Item: Review Safe Routes to School

Subject | Summary:

Agenda Category:

Submitted By: Alison Bentley

Recommended Motion:

Community Engagement and Outreach:

FISCAL IMPACT:

Amount:

Ongoing Cost :

One-Time Cost :

Included in Current Budget?:

FISCAL DETAILS:

Fund Name(s) (Operations | Capital):

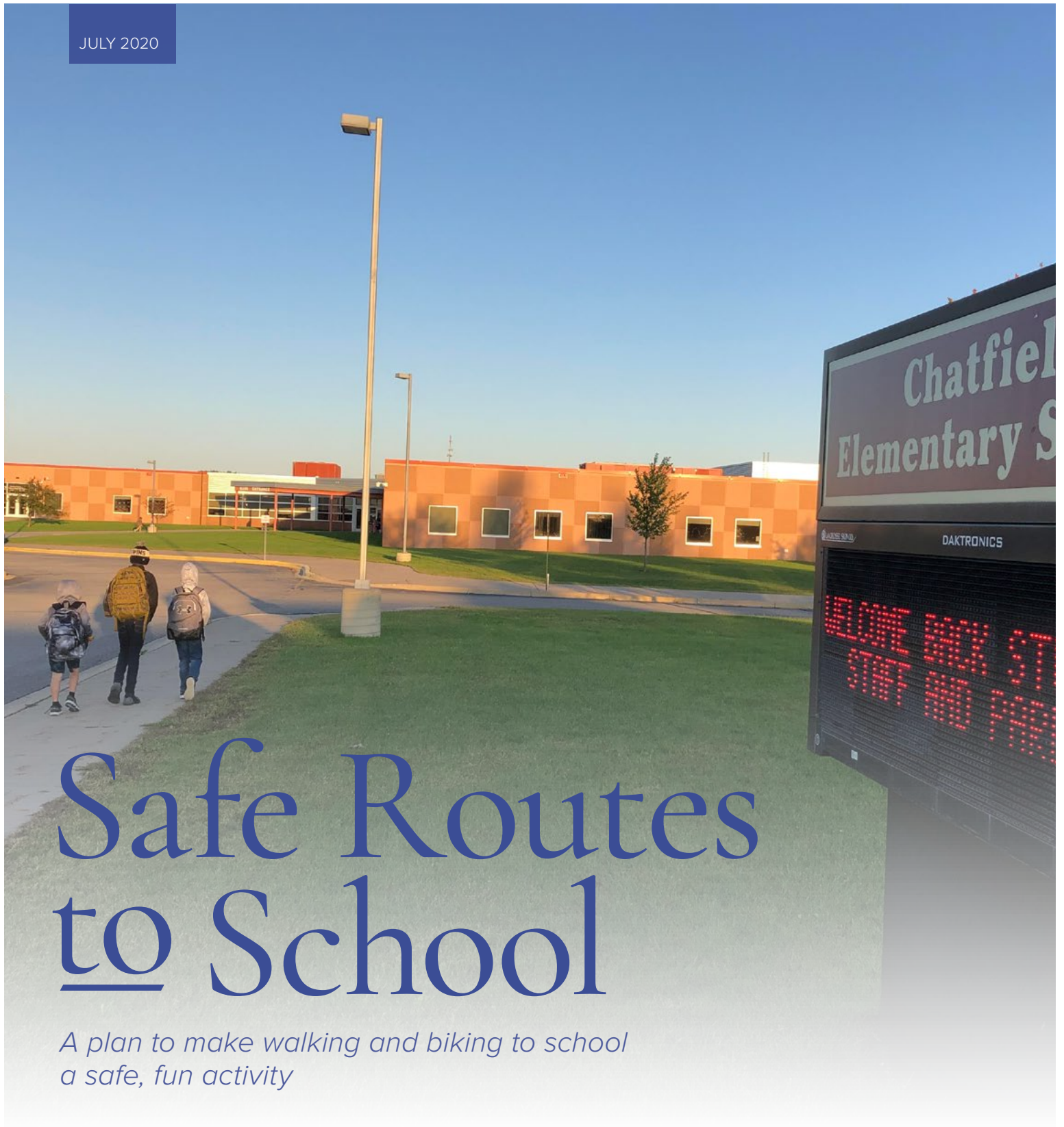
Account Code:

Background:

Attachments:

[SRTS Plan Chatfield Minnesota July 2020.pdf](#)

[Sidewalk Plan.pdf](#)



Safe Routes to School

*A plan to make walking and biking to school
a safe, fun activity*

CHATFIELD, MINNESOTA

Chatfield Elementary
Chatfield Secondary

m DEPARTMENT OF
TRANSPORTATION



ACKNOWLEDGMENTS

We gratefully acknowledge the participation of the following individuals and organizations in the development of this Safe Routes to School Plan.

LOCAL TEAM LEADS

CASSANDRA GREENWOOD
Olmsted County Public Health

BRENDA POHLMAN
Fillmore County Public Health

KRISTI TRISKO
City of Chatfield

ALEX CONSEMIUS
City of Chatfield

SRTS PLANNING TEAM

JENNY BRODT
Chatfield Schools Parent

MARK ENGEL
Olmsted County Planning

NICK SANDFORD
Olmsted County Public Works

DANI GARDNER
Rochester Public Schools

SARA STURGIS
Chatfield Schools Parent

DAN SCHINDLER
Activities Director, Chatfield Public Schools

ED HARRIS
Chatfield Public Schools

EMILY SINN
Chatfield Schools Parent

SHANE MCBROOM
Chatfield Public Schools

KYLE TOLLEFSON
Chatfield Public Schools

BRIAN KOBS
Chatfield Public Schools

LANCE BOYUM
Fillmore County Sheriffs Office

RANDY PAULSON
Chatfield High School

TRACY SCHNELL
MnDOT District 6

RON GREGG
Fillmore County

CHRIS GIESON
Chatfield Community and Economic
Development Associates

CHRIS BARBER
City of Chatfield

JO ANNE JUDGE DIETZ
Olmsted County Public Health

JOEL YOUNG
City of Chatfield



TABLE OF CONTENTS

01

INTRODUCTION + CONTEXT 4

The Vision.....	7
Chatfield Schools in Context	8
Community Engagement.....	10

02

PROGRAMS 12

Introduction to Programs.....	13
Recommended Programs	13

03

INFRASTRUCTURE..... 18

Introduction to Infrastructure	19
Existing Issues and Conflicts	20
Chatfield Secondary Issues & Opportunities.....	24
Chatfield Elementary Issues & Opportunities.....	26

04

HOW TO GET INVOLVED..... 28

Using this Plan	29
Final Thoughts	33

A

APPENDICES 35

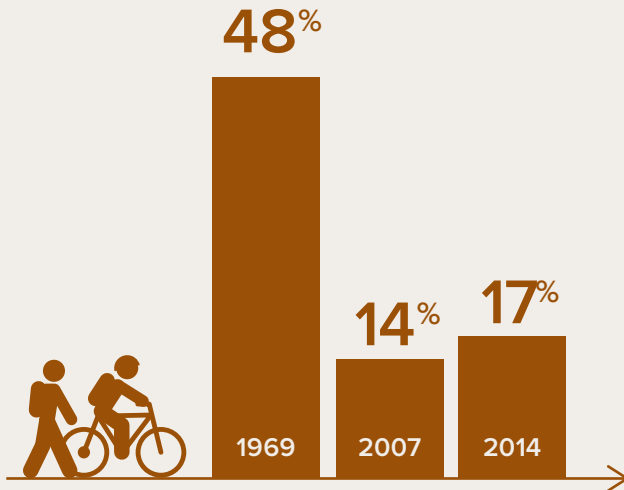
Appendix A. For More Information ...	37
Appendix B. SRTS Facts for School Communication	38
Appendix C. Summary of Planning Process.....	41
Appendix D. Existing Conditions	43
Appendix E. Student Residences.	46
Appendix F. Parent/Caregiver Survey	48
Appendix G. Student Hand Tally	76
App. H. Environment & Policy Assessment	82
Appendix I. Engagement Summary... ..	84
Appendix J. Infrastructure Toolbox ...	88
Appendix K. Bike Parking for Schools	96
Appendix L. Maintenance Planning ...	98
Appendix M. Equity in SRTS Planning	99



01

INTRODUCTION + CONTEXT

Why Safe Routes to School?



THE PERCENTAGE OF CHILDREN WALKING OR BIKING TO SCHOOL HAS DROPPED PRECIPITOUSLY WITHIN ONE GENERATION



MOST KIDS ARE NOT GETTING ENOUGH PHYSICAL ACTIVITY



ROADS NEAR SCHOOLS ARE CONGESTED, DECREASING SAFETY AND AIR QUALITY FOR CHILDREN

KIDS WHO WALK OR BIKE TO SCHOOL:



Arrive alert and able to focus on school



Get most of the recommended 60 minutes of daily physical activity during the trip to and from school



Are more likely to be a healthy body weight



Demonstrate improved test scores and better school performance*



Are less likely to suffer from depression and anxiety

THE VICIOUS CYCLE OF INCREASED TRAFFIC LEADING TO REDUCED WALKING AND BICYCLING:



Fewer students walking & biking to school

More parents driving children to school

Rising concern about safety of walking & biking

Increased traffic at and around school

*More information, including primary sources, can be found at <http://guide.saferoutesinfo.org>

THE SIX E'S

Safe Routes to School (SRTS) programs use a variety of strategies to make it easy, fun, and safe for children to walk and bike to school. These strategies are often called the "Six E's."

EQUITY

Equity is an overarching concept that applies to all of the E's. Equity in SRTS means that the SRTS program is inclusive, celebrates the diversity of students, allocates resources to overcome inequities, and supports a community where walking and biking is safe, comfortable, and convenient for every student.



EDUCATION

Programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.



ENFORCEMENT

School based strategies to improve driver behavior near schools and ensure safe roads for all users.



ENCOURAGEMENT

Programs that make it fun for students to walk and bike, including incentive programs, regular events or classroom activities.



EVALUATION

Strategies to help understand program effectiveness, identify improvements, and ensure program sustainability.



ENGINEERING

Physical projects that are built to improve walking and bicycling conditions.

NAVIGATING THIS PLAN

Below is a roadmap for navigating the way through this plan. Use it to find all the information you need for helping students be safer and more active!



PROGRAMS

Getting children to walk and bike to school requires fun and engaging programs for schools and families. Turn to this section for recommended events, activities, and strategies that will get students moving.



HOW TO GET INVOLVED

The more people involved with a local Safe Routes to School process, the more successful it will be! Use this section to find out how you can be a part of this important initiative.



INFRASTRUCTURE

Ensuring the safety of students on their trips to and from school means upgrading the streets. See this section for suggestions to improve the safety, comfort and convenience of walking and biking, including paint, signage, and signals.



APPENDICES

There is more information available than could fit in this plan. For additional resources, turn to this section.



The Vision

Walking and biking to school is safe, comfortable, and fun for all students in Chatfield.

In the summer of 2019, the City of Chatfield was awarded a Minnesota Department of Transportation (MnDOT) Safe Routes to School (SRTS) planning assistance grant to hold a planning workshop and create a plan for two schools in Chatfield: Chatfield Secondary School and Chatfield Elementary School. This plan provides recommendations for both schools (and the only schools) in Chatfield.

In the planning assistance grant application, the City discussed a recently adopted comprehensive plan that commits the City to “better pedestrian connectivity” and to ensure all future road construction include considerations and provisions for people walking and biking. Chatfield Public Schools also supports healthy and safe schools. In the Wellness Policy, the District understands the importance of health and physical education curriculum to maintain a healthy lifestyle and reduce sedentary activities.

Chatfield’s vision for a sustainable SRTS plan calls for both programmatic and engineering improvements — one that uses all 6 E’s. This will require a commitment by a broad group of stakeholders. This planning process has brought together engineers, planners, public health staff from the City, State, and Counties, as well as school and districts staff to identify issues, opportunities, and solutions to make walking and biking for all students safe and comfortable. The local planning team also turned to the community for input, too. A number of community and family events gave people in Chatfield the opportunity to share their ideas about walking and biking to school. Their input will be discussed throughout this document.

Looking to the future, The City of Chatfield shares a vision with the State of Minnesota to create safe, accessible, and convenient multi-modal transportation opportunities for all. The community hopes this plan will enhance the quality of life for all residents of Chatfield.

EQUITY HIGHLIGHT

EQUITY IN SRTS

Equity in SRTS means that every student is able to safely, comfortably, and conveniently walk and bike to school, regardless of race, cultural identity, tribal affiliation, immigrant or refugee status, language, gender or sexual identity, income, religion, and whether or not a student receives special education, has a physical or mental disability, or is homeless or highly mobile.

An equity approach requires working with local partners to tailor programs and allocate resources to meet the unique needs of the community.

This plan was made possible with support from MnDOT and developed in coordination with the City of Chatfield, Olmsted and Fillmore Counties, and Chatfield Public Schools. It is the product of meetings and visits with staff, community members, and youth in Chatfield.

The following pages identify program and infrastructure recommendations to support a safe and comfortable environment for people walking and biking to schools in Chatfield. All recommendations are intended to be on an approximate five-year timeline. While not all of these recommendations can be implemented immediately, it is important to achieve shorter-term successes while laying the groundwork for progress toward some of the larger and more complex projects.

Chatfield Schools in Context

DISTRICT STRUCTURE

ISD 227 draws from a large geographic area of Olmsted and Fillmore Counties on either side of U.S. Highway 52. District boundaries go east to the Winona County border and west to the border with the Rochester School District. Chatfield is the only urban area within the district, surrounded by more rural townships, which is typical of the rolling landscapes found in southeastern Minnesota. Most students attending the two schools live within the City of Chatfield (estimated population 2,800), while some come from smaller neighboring cities, and some travel from as far as 25 miles. The following pages provide a brief overview of each school.

CHATFIELD SECONDARY SCHOOL

Chatfield Secondary School serves nearly 420 students in grades 7-12. The school is located just east of U.S. Highway 52 (or Main St through town) on the north end of Chatfield. The school shares grounds with baseball, softball, and a football field, a track, and tennis courts. The aerial photo below does not show the recent construction of a new pool and aquatic center on the corner of Union St and Highway 52/Main St.

The school is generally surrounded by a mix of low-density residential, commercial, and industrial land uses. Because of its location in proximity to housing, the Secondary School has the ability to attract people walking and biking, with a number of key infrastructure improvements.



Chatfield Secondary
Chatfield, MN





CHATFIELD ELEMENTARY

Chatfield Elementary enrolls roughly 460 students in grades Kindergarten-6. The building is located atop a hill roughly 1.5 miles to the east of town along Minnesota Trunk Highway (TH) 74/30. Old Territorial Road connects to town, as well, and runs roughly parallel to Highway 74/30. The Elementary is on Hillside Drive, which connects to Highway 74/30 on the north and Highway 52 on the south. Between the two highways is mostly undeveloped land, especially surrounding school, with the exception of some single family lots. Further south on Hillside Drive and down the hill, more lots are being developed along Vindmoll Drive. One mile south of the Elementary and across Highway 52 is Lonestone Court, a development with several young families and elementary-aged students. While the number of students within walking distance of the elementary is currently limited, residential development near school is expected to continue.



Chatfield Elementary
Chatfield, MN

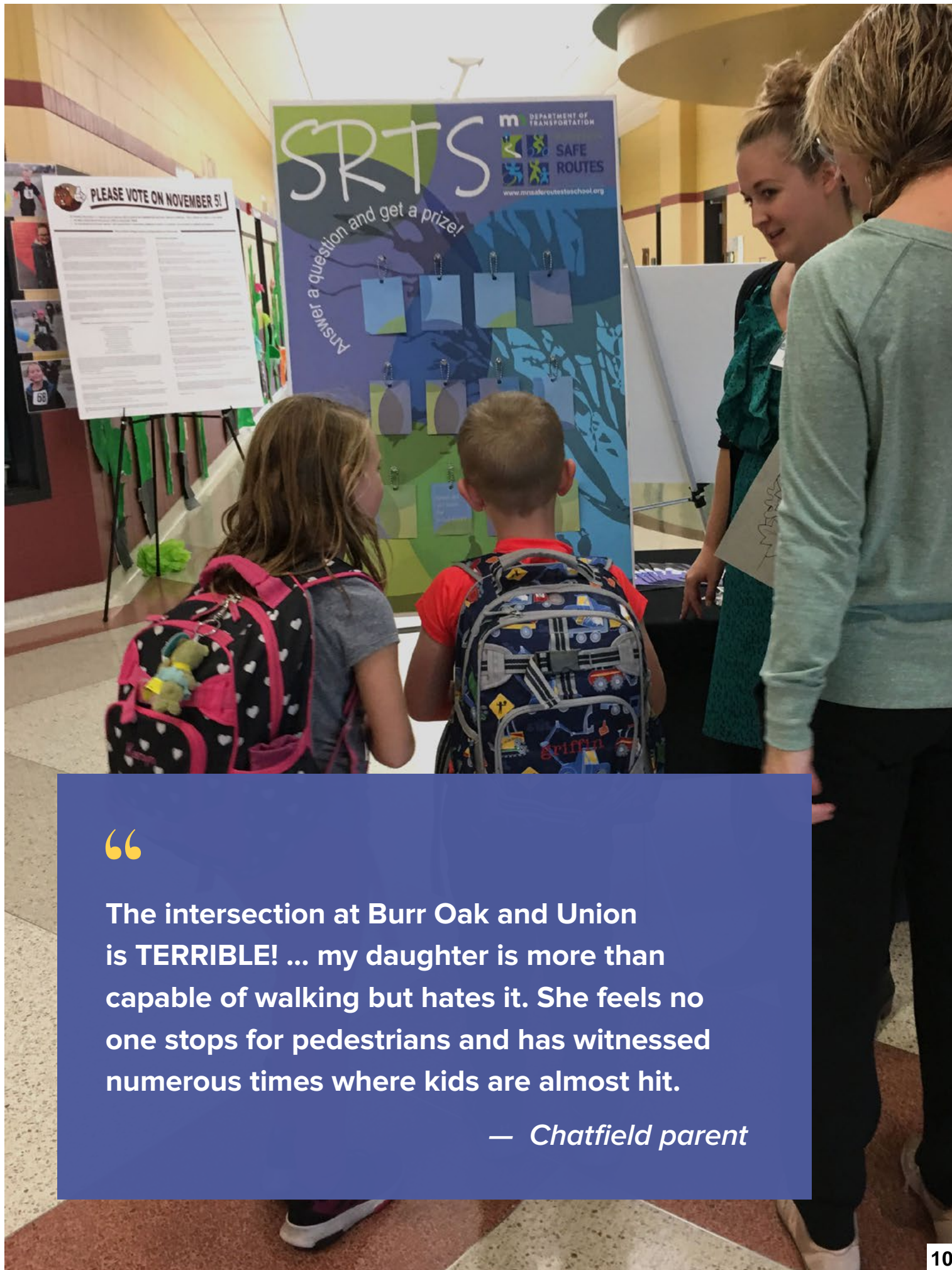
NA

Community Engagement

Many people helped develop the recommendations found in this plan. Besides stakeholders listed in the acknowledgments section above, project staff engaged the local community through a variety of tools described in the table below. This information came from people who know the issues faced better than anyone else - those who walk and bike in Chatfield and Olmsted and Fillmore Counties.

For more information related to engagement results and early data collection including the School Zone Hazard Observation Assessment and Student Travel Tally, see the Appendix section that accompanies this document.

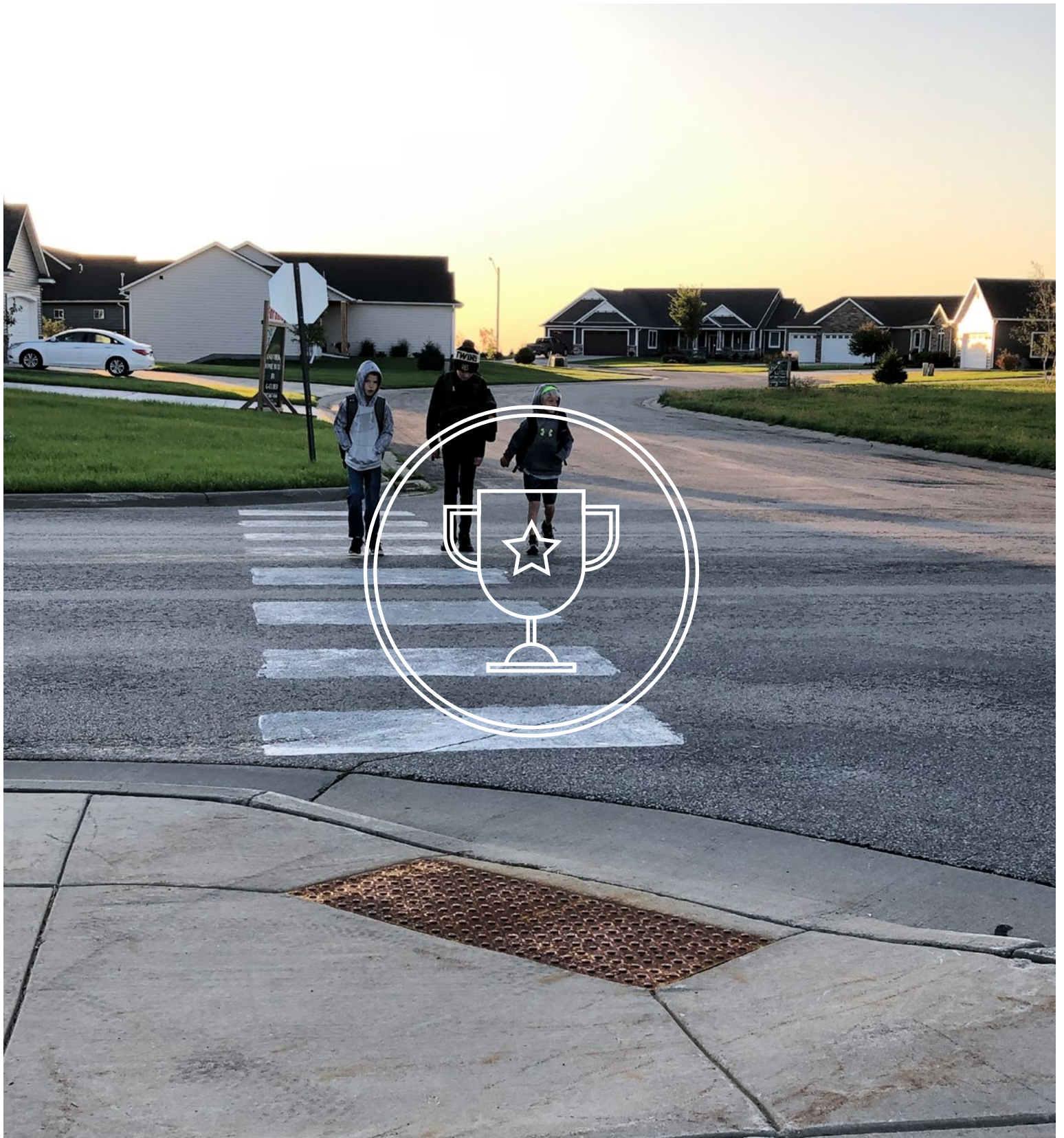
ENGAGEMENT TOOL	GROUP ENGAGED; PROJECT TIMING	FEEDBACK GATHERED
Parent Survey An online survey sent to families that asks parents and caregivers how they feel about their child walking and biking to school.	Parents and caregivers of students Fall 2019	<ul style="list-style-type: none"> • There are no safe or comfortable ways to get to the Elementary; the only connections have high traffic volumes and speeds • Desire for a safe connection from Elementary to Lonestone Ct • Drivers do not yield to people walking and needing to cross Highway 52, and at Burr Oak and Union
Administration Survey An online survey sent to principals and administrators that asks about school and district policies or practices that support walking and biking to school. It also asks about the physical and built environment surrounding school.	School principals and administrators Fall 2019	<ul style="list-style-type: none"> • Walking and biking not addressed in the school and district wellness policy or transportation policy • Schools collaborate with law enforcement to enforce speed limits and other traffic laws in the area of schools • Secondary school participates in Walk to School Day program • Crossing guards or student patrol not present at either school
Online mapping tool An interactive tool where users can add their walking and biking routes, barriers, and destinations to an online map.	Chatfield community members Fall 2019	<ul style="list-style-type: none"> • Families walking and biking need a safer way to cross or access Highway 52 • Students travel between Lonestone Ct and Elementary school via Highway 52 and Hillside Dr • Winona St is often used in town, but it should be improved for walking and biking
Pop up engagement tabling In-person events held at schools or community events where project staff talk with families about ways to improve comfort while walking and biking to school.	Students, parents, caregivers, families Fall 2019	<ul style="list-style-type: none"> • Other destinations in town include Kwik Trip, Mill Creek Park, Groen Park, Lonestone Park • Union and Burr Oak, Highway 52 and Highway 30, Highway 30 and Winona St are all difficult intersections for walking • Driver yielding compliance is an issue, especially at crossings along Highway 52 • Pedestrian safety education could be partnered with existing Walking Wednesdays at the Elementary
Student conversations In person conversations with students about their experiences walking and biking in the community.	Chatfield Secondary students Fall 2019	<ul style="list-style-type: none"> • Students are interested in walking and biking but they often live too far away • Highway 52 is difficult to cross; yielding by drivers is low • Students often walk downtown, to Cabin Coffee, and Subway



“

The intersection at Burr Oak and Union is TERRIBLE! ... my daughter is more than capable of walking but hates it. She feels no one stops for pedestrians and has witnessed numerous times where kids are almost hit.

— Chatfield parent





Introduction to Programs

The Safe Routes to School movement acknowledges that infrastructure changes are necessary for shifting school travel behavior, but are insufficient on their own. Programs are a necessary component of any successful SRTS plan.

While engineering improvements such as sidewalks, crosswalks, and bikeways are important, equally important are **education** programs to give children and families basic safety skills, **encouragement** programs to highlight walking and bicycling to school as fun and normal, **enforcement** against unsafe motorist behavior, and **evaluation** of the impact of investments and non-infrastructure efforts. Often, programs that help to get more kids walking and biking lead to increased public support for infrastructure projects — they can be an important first step towards building out the physical elements that make walking and biking safer and more comfortable. And relative to certain infrastructure projects, most programs are very low cost. It is important to always deliver these programs **equitably** so all Chatfield students have the opportunity to walk and bike safely and comfortably.

The Chatfield community and schools are already working towards a healthy and active student population. An annual walk-a-thon at the Elementary raises funds while students walk. Walking Wednesdays and walking field trips on Hillside Dr and in the area help Elementary students get physical activity during the school day. At the Secondary School, students have a flextime wellness option and receive information on lifetime fitness.

It is important that the events and activities listed above are continued! The momentum that has been built from these existing programs will allow future programming and SRTS efforts to be successful.

When planning and implementing SRTS programs, it is important to design events and activities that are inclusive of students of all backgrounds and abilities. Language and cultural barriers, race, physical abilities, personal safety concerns, and infrastructure barriers can all create potential obstacles to participation. Creative outreach, low-cost solutions, and flexible implementation can help overcome obstacles and enable more students and families to participate. See Appendix M.

Recommended Programs

To increase the number of students walking and biking to school, the following programs are recommended for the two Chatfield schools. In order for a program to be successful and sustainable, a network of support within and outside school is necessary. The programs listed below were recommended after conversations with school and district staff, parents, students, community members, and city and county staff. The team discussed existing resources at schools, in the district, and within the community that might support programs to ensure they succeed. The following programs are recommended:

- Walk / Bike to School Days
- School Communication
- Remote Drop / Park & Walk
- Traffic Safety Campaign
- Suggested Route Maps
- Walk! Bike! Fun! Curriculum training
- Trip Tracking / Incentive Program / Competitions

On the following pages, additional information is provided for programs listed above - a brief description, a suggestion for who should lead the program, a suggested timeline, and rationale to support its recommendation.



WALK/BIKE TO SCHOOL DAYS

National Walk to School Day and Bike to School Day attract millions of students and families to try walking and biking to school every October and May. In addition, Minnesota celebrates Winter Walk to School Day in February. Additional education, encouragement, and enforcement programming can be used to promote the event, increase awareness, and expand participation. Walk/bike to school days can also take place more frequently (e.g., Walking Wednesdays) if there's interest and capacity.

Program lead/partners: Chatfield Public Schools, students, school staff, City of Chatfield

Timeline: Immediately

Why we recommend it: Walk/Bike to School Days are a great way to introduce students and families to walking and biking to school and build excitement and support for other programs. Students can be engaged in promotional activities leading up to events. Olmsted and Fillmore County Public Health is available to support.



SCHOOL COMMUNICATION

Communication could come as a paper or electronic newsletter or school social media blast describing safe transportation practices in and around school, making sure to elevate walking and biking as an option. Inform parents of safe crossings and how to dress appropriately for the weather. Information could describe where parking for bikes is located at each school as well as other resources on site. The communication could also highlight SRTS news and efforts to date and advertise any upcoming events related to walking and biking.

Program lead/partners: Chatfield Public Schools

Timeline: Immediately

Why we recommend it: Keep the momentum from the planning process going with ongoing communication. Chatfield already communicates with families electronically via newsletter and social media; adding success stories and helpful tips to these existing channels is a great way to continue talking and thinking about SRTS in the community. Consider sharing bike parking locations and approved parking lot behavior during pick up and drop off, then involving MnDOT and Olmsted and Fillmore County Public Health for additional messages.



REMOTE DROP / PARK & WALK

During a remote drop-off or park and walk, bus drivers and caregivers drop students at a designated off-campus location and students walk the rest of the way to school. Remote drop-off events can help reduce drop-off congestion on campus and provide students who live further from school with an opportunity to walk to school.

Program lead/partners: Chatfield Public Schools, Olmsted and Fillmore County Public Health Services

Timeline: Short term (1-2 years)

Why we recommend it: Identified during the Rapid Planning Workshop. A Remote Drop / Park & Walk program would allow students who live outside of Chatfield to walk to school. Potential drop sites include Chatfield United Methodist Church and at the Bottom of Hillside Drive. Consider starting with Walk / Bike to School Day and adding a Remote Drop / Park & Walk during future Walk / Bike to School Day events.



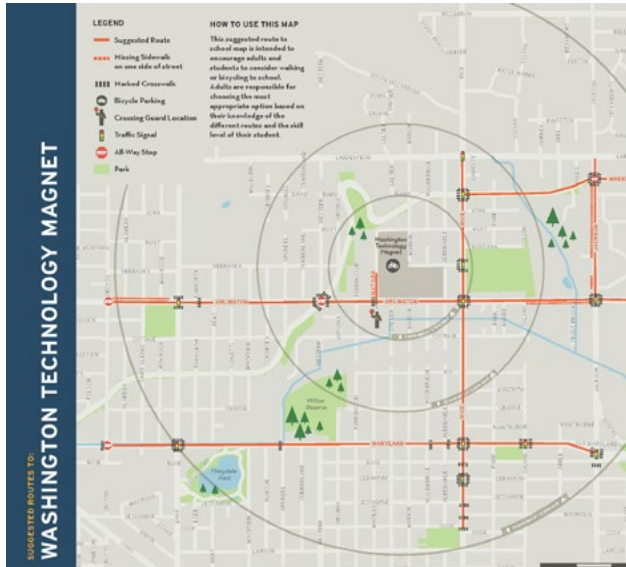
TRAFFIC SAFETY CAMPAIGN

Combine education and enforcement to discourage and reduce unsafe driver behavior such as speeding and failure to yield to pedestrians.

Program lead/partners: City of Chatfield, local law enforcement

Timeline: Short term (1-2 years)

Why we recommend it: Because drivers often fail to yield to people walking across Highway 52/Main Street, the City could consider a pedestrian safety campaign in Chatfield (e.g., Stop for Me). Consider partnering with local law enforcement at the intersection of Burr Oak Ave and Union St to educate road users on safe behavior.



SUGGESTED ROUTE MAPS

A bicycling or walking route map shows safe and low stress routes and crossings for students and families walking or biking to school.

Program lead/partners: City of Chatfield

Timeline: Short term (1-2 years)

Why we recommend it: Some families in Chatfield may not know how close to school they actually live and the best way to travel to and from it. Walking and/or biking route maps can be used as an encouragement tool as well as an education tool. MnDOT has a create-your-own suggested route map on the Minnesota SRTS Resource Center that can be customized and updated as Chatfield grows and infrastructure changes are made to improve safety and comfort.



WALK! BIKE! FUN!

Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum is a two-part curriculum designed specifically for Minnesota's schools. It is structured to meet Minnesota education standards and is an important part of the Safe Routes to School Program in Minnesota. Walk! Bike! Fun! helps children ages five to thirteen learn traffic rules and regulations, the potential hazards to traveling, and handling skills needed to bike and walk effectively, appropriately and safely through their community.

Program lead/partners: Chatfield Public Schools, teachers

Timeline: Short term (1-2 years)

Why we recommend it: Understanding safe walking, biking, and driving behaviors are critical life skills that can be taught and learned from childhood through adulthood. Older students interested in leading and supporting Walking School Buses and other programs could complete the Walk! Bike! Fun! ambassador training and receive People Friendly Driver training through drivers education. Olmsted and Fillmore County Public Health can provide teacher reimbursement pay for staff who participate in the WBF training. Consider partnering with other regional school districts to host a training.



TRIP TRACKING/INCENTIVE PROGRAM/COMPETITIONS

Competitions and contests reward students by tracking the number of times they walk, bike, carpool, or take transit to school. Contests can be individual, classroom competitions, school wide, or between schools. Students and classrooms can compete for prizes and bragging rights. Inexpensive incentives such as shoelaces, stickers, bike helmets, or class parties can be used as rewards for participation. Competitions could be held on an ongoing monthly basis or a couple times a year, incorporated into existing events / competitions such as the Walk-a-Thon or homecoming activities, or designed as a fundraiser.

Program lead/partners: Chatfield Public Schools, teachers, student leadership groups, Chatfield businesses

Timeline: Medium term (2-3 years)

Why we recommend it: Physical activity, including walking and biking to school, could be formally recognized as a positive behavior. Students could track individual trips towards a gift card to Kwik Trip or Cabin Coffee, and classes or grades could compete for more elaborate prizes.



PROGRAMS

FURTHER READING

For a complete list of all potential programs and descriptions, see <http://mndotsrts.altaprojects.net/>



PROGRAMS

PARENT SURVEYS AND STUDENT TRAVEL TALLIES

There are two great tools to evaluate all the SRTS work in the community:

Parent Surveys: Recommended once every 2-3 years. A hard copy survey or link to an online version can be sent to parents to gather their perceptions of walking and biking to school. Surveys can be distributed through newsletters, school websites, or at conferences.

Student Travel Tally: Recommended in fall and spring of every year. In-class tallies ask students how they traveled to and from school on a given day.





Introduction to Infrastructure

In addition to program recommendations, changes to the streetscape are essential to making walking and biking to school safer and more comfortable.

The initial field review and subsequent meetings yielded specific recommendations to address the key barriers to walking and bicycling in the areas surrounding the two schools in Chatfield.

This plan does not represent a comprehensive list of every project that could improve conditions for walking and bicycling, but rather the key conflict points and highest priority infrastructure improvements to improve walking and bicycling access to the school. The recommendations range from simple striping changes and school signing to more significant changes to the streets, intersections and school infrastructure.

All engineering recommendations are shown on the Recommended Infrastructure Improvements maps and corresponding tables on pages 23-26. It should be noted that funding is limited and all recommendations made are planning-level concepts only. Additional engineering studies will be needed to confirm feasibility and final costs for projects.

Before recommendations are presented, pages 20-22 show and discuss conditions currently existing in Chatfield. These observations were made during walk assessments, a process of walking the streets surrounding the schools to assess and observe the barriers and challenges faced by people walking and biking. The Chatfield Safe Routes to School team performed a walk assessment led by consultants in the fall of 2019.

DEMONSTRATION PROJECTS

FURTHER READING

Demonstration projects are short term, low-cost, temporary roadway projects used to pilot potential long-term design solutions to improve walking, bicycling and public spaces

Many infrastructure improvements near schools can start as demonstration projects in order to test installations and build support for more long term improvements. More information about demonstration projects near schools can be found at the link below.

<http://www.dot.state.mn.us/saferoutes/documents/mndot-demonstration-project-implementation-guide-final.pdf>

Chatfield Secondary School is currently considering several changes to the school parking lot that would affect circulation patterns during arrival and dismissal. The maps and recommendations described and included below were current and relevant as this document was being written. Planned or future changes to any school facilities should consider and prioritize the needs of people walking and biking to school.

Existing Issues and Conflicts

This section highlights some of the major issues surrounding the two Chatfield schools. The photos and observations described below were made during the fall of 2019, when the Chatfield SRTS team performed a walk assessment of the area surrounding the schools. A walk assessment allowed the team to experience the conditions faced by people who walk and bike in the area. More observations and recommendations to improve conditions can be found on the pages following this overview.

CHATFIELD SECONDARY

Burr Oak Ave and Union St

As the main crossing for students coming to and from the area of town south of campus, the intersection of Burr Oak and Union is highly trafficked by students walking and biking to school. Because of its connection to Highway 52/Main St, County Rd 10, and the neighborhood north of the intersection, this crossing also sees relatively high traffic volumes. Drivers pass through it on their way to Highway 52/Main St and out of town. Families noted the flashing overhead cross-walk sign goes unnoticed by drivers and does little to slow speeds and encourage yielding to students attempting to cross Union St.



Highway 52/Main St and Union St

The recent reconstruction of Highway 52/Main St provides a comfortable pedestrian space removed from vehicle traffic moving along Highway 52/Main St. However, students and families are still faced with the challenge of crossing against high volumes of traffic, especially during arrival times. At this location, southbound drivers are just beginning to enter town, and northbound drivers are nearing the end of town. Families and members of the planning team noted that because of this, speeds are high, and drivers aren't expecting to see people walking or waiting to cross.



Highway 52/Main St and Trunk Highway 30

Trunk Highway 30 serves as a main connection to Chatfield for communities to the west of town. At this location, heavier truck and vehicle traffic access Highway 52/Main St, and the adjacent Kwik Trip is a major destination. Because of this, students and families face challenges crossing, especially students on their way to and from Kwik Trip.





Division St and Highway 52/Main St

Just south of Trunk Highway 30 and Highway 52/Main St is a connection to a common route for students walking and biking to school. Students frequently travel on Burr Oak Ave to Division St to Highway 52/Main St to access after- and before-school destinations. At this location, Highway 52/Main St curves and limits sightlines for people walking and people driving. The existing curb radii encourage drivers to take turns at higher speeds.



Highway 52/Main St and northwest access lane

The northern-most access to school is also one of the first crosswalks drivers encounter when arriving to Chatfield. Just north of this location, the posted speed limit changes from 40 to 30 for incoming traffic. For drivers leaving town, the 40 mph speed limit sign can be seen from this location, which leads to drivers accelerating at this crosswalk. The surrounding land use does not indicate to drivers they should expect people walking or biking at this location, and planning team members noted a lack of yielding compliance by drivers.

CHATFIELD ELEMENTARY



Hillside Dr and Wisdom Ln

Similar to the intersection of Hilltop Ln just north of this crossing at Wisdom Ln, the street is wide and there is little indication that drivers should expect people walking in the area, especially after reaching the top of the Hillside Dr incline. Though there isn't much residential development surrounding school at this point, that is expected to change in the coming years. The turning radii at corners are relatively large, which encourage drivers to take turns at higher speeds.

Drop off loop outside front entrance

Families dropping off and picking up students are faced with a long crossing of the drop off and pick up lane outside school. Though drivers are generally moving slowly, the wide crossing and multiple lanes of parked and moving vehicles can lead to poor visibility, especially of small students. The width of the crossing encourages drivers to drop their students off in the pass through lanes, instead of along the curb, which is the safest and preferred method.



Industrial Dr between Vindmoll Dr and John and Mary Dr

This stretch of Industrial Dr is a critical connection between the Elementary and the neighborhoods along Vindmoll Dr and John and Mary Dr. The existing gap in the sidewalk network forces students and families to walk in the street, especially during winter when snow covers the boulevard.



WINTER MAINTENANCE

FURTHER READING

.....

In colder climates, it is important to consider how winter can affect the safety and comfort for youth walking and biking to school. See Appendix L for information related to winter maintenance that will allow kids to stay active and healthy year round.

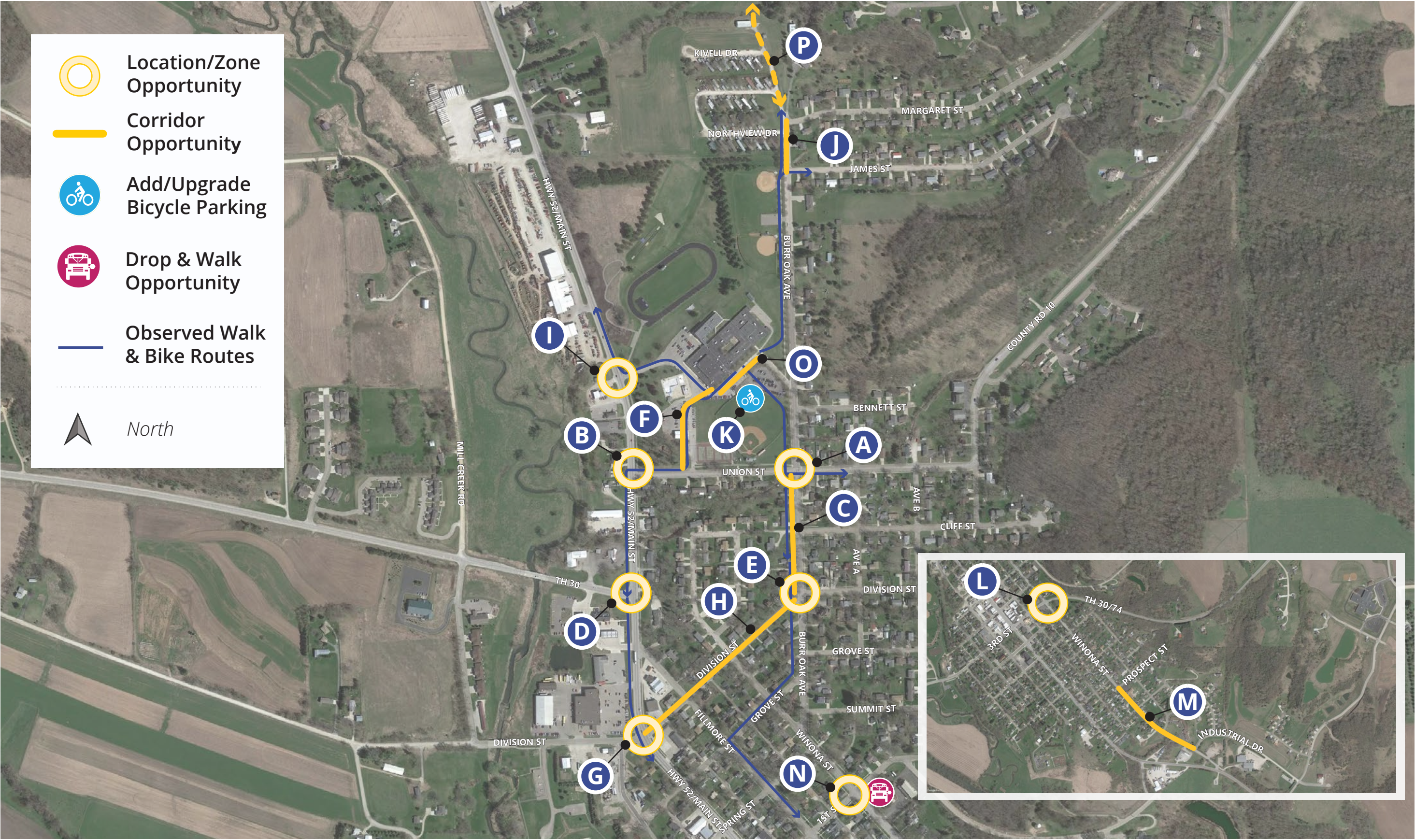


APPENDIX

FURTHER READING

.....

For a complete list of infrastructure to increase bicyclist and pedestrian safety and comfort, turn to Appendix J. The toolkit found here will help you brainstorm additional improvements for Chatfield.



CHATFIELD SECONDARY SCHOOL
CHATFIELD, MN

Chatfield Secondary Issues & Opportunities

	LOCATION	PROBLEM/ISSUE	POTENTIAL SOLUTION/RECOMMENDATION	ANTICIPATED OUTCOME	LEAD	PRIORITY
A	Union St and Burr Oak Ave	Long and uncomfortable crossing distances; poor driver yielding behavior; difficult to see people in low light	Install curb extensions; install forward stop bars; install additional crosswalk lighting; install RRFB; coordinate with Location C; consider median crossing island and removal of parking	Increased visibility and awareness of people walking and biking; more comfortable crossing	Olmsted County; City of Chatfield	High
B	Union St and Hwy 52/Main St	High vehicle speeds and volumes; long and uncomfortable crossing distances; poor driver yielding behavior	Install curb extensions; install RRFB; install forward stop bars	Increased visibility and awareness of people waiting to cross; more comfortable crossing	Olmsted County; MnDOT; City of Chatfield	High
C	Burr Oak Ave between Union St and Division St	No separated space for pedestrians on the west side of Burr Oak Ave	Install sidewalk on west side of Burr Oak Ave; coordinate with Location A and install curb ramps and crosswalk across Union St when sidewalk installed	More direct connection for people walking to and from the south of school; increased comfort for people walking	City of Chatfield	Medium
D	Trunk Highway 30 and Hwy 52/ Main St	High vehicle speeds and volumes; large curb radii encourage high turning speeds; long and uncomfortable crossing distances; poor driver yielding behavior	Install curb extensions or median crossing island; install forward stop bar	Increased comfort for people walking and biking across Trunk Highway 30 and Hwy 52	MnDOT	Medium
E	Division St and Burr Oak Ave	Large intersection with long and uncomfortable crossing distances; high turning speeds; legibility for users is low; missing curb ramps	Install curb extensions; install crosswalks to show the most comfortable and direct crossings	Increased comfort and legibility for all road users; slower vehicle turning speeds	City of Chatfield	Low
F	Route through parking lot along pool to Union St	No separated space for pedestrians through parking lot	Coordinate with current site and parking lot redesign to provide convenient, safe, and comfortable spaces for people walking and biking through the parking lot. Coordinate with Location O.	Increased comfort for people walking through the parking lot	Chatfield Public Schools	Medium
G	Division St and Hwy 52/Main St	Large intersection with long and uncomfortable crossing distances, high turning speeds; legibility for users is low	Install curb extensions; install high visibility crosswalks; install RRFB; install forward stop bars	Increased visibility and awareness of people waiting to cross; more comfortable crossing for people walking and biking	MnDOT; City of Chatfield	Medium
H	Division St between Burr Oak Ave and Hwy 52/Main St	No separated space for pedestrians on either side of Division St	Install sidewalk or separated trail, prioritize north/west side of Division St	Increased comfort for people walking and biking	City of Chatfield	Medium
I	Northwest access lane to school and Hwy 52/Main St	High vehicle speeds and volumes; long and uncomfortable crossing distances; poor driver yielding behavior	Install curb extensions; explore “gateway” treatment to indicate to drivers they are entering town and should expect to see people walking	Drivers understand they are entering an area where people walking and biking should be expected; slower driver speeds	MnDOT	High
J	Burr Oak Ave between James St and Margaret St	No separated space for pedestrians on either side of Burr Oak Ave	Install sidewalk or separated trail, prioritize the west side of Burr Oak Ave	More students and families walking to and from the north	City of Chatfield	Medium
K	Front of school	No high quality bicycle parking; current racks near capacity	Install and site high quality bicycle parking as shown in Appendix section	More students biking to and from school	Chatfield Public Schools	Medium
L	3rd St and Winona St	Large intersection with long and uncomfortable crossing distances; high turning speeds; high speeds coming in from the east; visibility is low because of road geometry	Install curb extensions; install high visibility crosswalks; install appropriate crossing signage	Drivers understand they are entering an area where people walking and biking should be expected; slower driver speeds	Fillmore County; MnDOT	High
M	Winona St between Industrial Dr and Prospect St	No separated space for pedestrians on either side of Winona St	Install sidewalk or separated trail, prioritize the north/east side of Winona St	More students and families walking and biking from the south east	Fillmore County	High
N	Winona St and 1st St	Long and uncomfortable crossing distances; missing curb ramps; higher traffic to and from Old Territorial Rd	Install curb extensions or median crossing island; install high visibility crosswalks; install forward stop bars; install ADA-compliant curb ramps	Increased comfort for people walking and biking	Fillmore County; City of Chatfield	Low
O	Bus and driver loop	Limited formal crossing locations for people walking across drop off loop; general confusion for users; drivers traveling in both directions and between buses	Coordinate with current site and parking lot redesign to provide convenient, safe, and comfortable crossings of the drop off lane for people walking; shorten crossing distances and improve visibility; ensure legibility for all users; discourage unsafe driving behavior. Coordinate with Location F.	Decreased unsafe driver behavior, slower speeds through parking lot; increased comfort for people walking	Chatfield Public Schools	Medium
P	Connection between Burr Oak Ave and Hwy 52 via County Rd 136	Drivers traveling between area north and east of school and Hwy 52 must pass school, which increases vehicle traffic and possibility of conflict	Consider constructing a connection between Burr Oak Ave and Hwy 52 via County Rd 136 that provides a safe and comfortable connection for all road users	Decreased vehicle traffic in the area of school; increased comfort for people walking and biking	City of Chatfield; MnDOT; Olmsted County	Low

Chatfield Elementary Issues & Opportunities

	LOCATION	PROBLEM/ISSUE	POTENTIAL SOLUTION/RECOMMENDATION	ANTICIPATED OUTCOME	LEAD	PRIORITY
A	Wisdom Ln and Hillside Dr	Long and uncomfortable crossing distances; large curb radii encourage high turning speeds	Install curb extensions; install high visibility crosswalks; install forward stop bars; coordinate with Location C	Increased visibility and awareness of people waiting to cross; more comfortable crossing for people walking and biking	City of Chatfield	High
B	School driveway at Hilltop Ln	Long and uncomfortable crossing distances; large curb radii at driveway encourage high turning speeds	Install curb extensions; install high visibility crosswalks; install forward stop bars	Increased visibility and awareness of people waiting to cross; more comfortable crossing for people walking and biking	Chatfield Public Schools; City of Chatfield	High
C	Wisdom Ln west of Hillside Dr	No separated space for pedestrians on either side of Wisdom Ln	Install sidewalk or separated trail, prioritize the south side of Wisdom Ln	More students and families walking and biking from homes along Wisdom Ln	City of Chatfield	Medium
D	School driveway at Wisdom Ln	Long and uncomfortable crossing distances; large curb radii at driveway encourage high turning speeds	Install curb extensions to narrow driveway; install high visibility crosswalk across driveway; install forward stop bar; coordinate with Location C	Slower driver speeds entering and exiting parking lot	Chatfield Public Schools	High
E	Drop off loop outside front entrance	Wide crossing to parking lot with multiple thru lanes	Install curb extensions or median crossing island to narrow crossing; install high visibility crosswalk	More comfortable crossing for people walking in parking lot	Chatfield Public Schools	Medium
F	Hwy 74 and Hillside Dr	Shared path ends before crossing; high speed traffic; long and uncomfortable crossing distances	Install high visibility signage; install high visibility crosswalk; install school sign, coordinate with Location H	Increased awareness of people walking and biking at the location	Olmsted County; MnDOT	Low
G	Connection between campus and Cityview Ln	No formal connection for people walking and biking to school	Construct a trail between campus and Cityview Ln that provides a safe and comfortable connection for people walking and biking	More students and families walking to and from Cityview Ln	Olmsted County; Fillmore County; City of Chatfield; Chatfield Public Schools	Medium
H	Old Territorial Rd from Hwy 74 to town	No separated space for people walking and biking along a key connection to town	Construct a separated path that connects Chatfield to Location F along Old Territorial Rd	More students and families walking and biking to and from downtown Chatfield	City of Chatfield	Low
I	Industrial Dr between Vindmoll Dr and John and Mary Dr	No separated space for people walking and biking; traffic travels at high speeds	Install sidewalk or separated trail to fill gap	More students and families walking and biking to and from John and Mary Dr	City of Chatfield	Medium
J	Front of school	No high quality bicycle parking	Install and site high quality bicycle parking as shown in Appendix section	More students biking to and from school	Chatfield Public Schools	Low
K	Connection from Hillside Dr to Lonestone Ct	No comfortable connection between Hillside Dr and residences in Lonestone Ct along and across Hwy 52	Install a sidewalk or separated trail along Hwy 52, prioritize south side; consider improved crossing at Hillside Dr	More students and families walking and biking to and from Lonestone Ct	MnDOT	High
L	Hillside Dr from Wisdom Ln to Hilltop Ln	No separated space for pedestrians on the east side of Hillside Dr	Install sidewalk or a shared use path on the east side of Hillside Dr; coordinate with development	Increased comfort for people walking in the area	City of Chatfield	Medium

This page intentionally left blank.



04

HOW TO GET INVOLVED



Using this Plan

At the heart of every successful Safe Routes to School comprehensive program is a coordinated effort by parent volunteers, school staff, local agency staff, law enforcement, public health, and community advocates.

This plan provides an overview of Safe Routes to School with specific recommendations for a 6 E's approach to improve the safety and the health and wellness of students. The specific recommendations in this plan are intended to support improvements and programs over the next five years. These recommendations include both long- and short-term infrastructure improvements as well as programmatic recommendations.

It should be noted that not all of these projects and programs need to be implemented right away to improve the environment for walking and biking to school. The recommended projects and programs listed in this plan should be reviewed as part of the overall and ongoing Safe Routes to School strategy. Some projects will require more time, support, and funding than others. It is important to achieve short-term successes while laying the groundwork for progress toward some of the larger and more complex projects.

FOR MORE INFORMATION

MN SRTS Resource Center

There are many great resources already available on the Minnesota Safe Routes to School Resource Center. You can find answers to many common questions, information about upcoming events, and even promotional material that can easily be customized for your community's SRTS event.

The MN SRTS Resource Center is a great way to stay engaged throughout the year!

mnsaferoutestoschool.org



WHO ARE YOU?

Successful programs are achieved through the coordinated efforts of parent volunteers, school staff, local agency staff, law enforcement, and community advocates, such as public health. Each partner has a key role to play in contributing to a plan's success. The following section highlights the unique contributions of key partners in Safe Routes to School.

I AM A STUDENT

Students can have incredible influence when advocating for change in their school and broader community. There are many ways that students can support and lead SRTS initiatives including: encourage safe walking, biking, and driving to, from, and near school; develop campaigns to generate enthusiasm and improve social conditions for SRTS; volunteer time to lead a Walking School Bus or organize a bike drive; promote SRTS activities through newspaper and media courses; advocate for funding and infrastructure improvements at City Hall, and more.

I AM A PARENT/CAREGIVER

Parents and caregivers can use this report to understand the conditions at their children's school and to become familiar with the ways an SRTS program can work to make walking and biking safer. Concerned parents and caregivers have a very important role in the Safe Routes to School process. Family groups, both formal and informal, have the ability and the responsibility to help implement many of the educational and encouragement programs suggested in this plan. PTO and PTA groups can also be key to ongoing success by helping to fundraise for smaller projects and programs.

I AM A COMMUNITY MEMBER

Community residents, even if they don't currently have children enrolled in school, can play an important role in supporting implementation of the plan. They can use this report to better understand where there may be opportunities to participate in programming initiatives and infrastructure improvements. Community members, including seniors or retirees who may have more flexible schedules than parents and caregivers with school-aged children, may volunteer in established programs or work with school staff or community partners to start new programs recommended in this plan.

I WORK FOR THE SCHOOL DISTRICT

School district staff can use this report to prioritize improvements identified on District property and develop programs that educate and encourage students and families to seek alternatives to single family commutes to school.

District officials are perhaps the most stable of the stakeholders for a Safe Routes to School program and are in the best position to keep the program active over time. District staff can work with multiple schools, sharing information and bringing efficiencies to programs at each school working on Safe Routes.

I AM A SCHOOL ADMINISTRATOR

School administrators have an important role in implementing the recommendations contained within this SRTS plan. For a plan to succeed, the desire for change and improvement must be supported by the leadership of the school.



School administrators can help with making policy and procedural changes to projects that are within school grounds and by distributing informational materials to families within school publications. Please read the SRTS Facts for School Communication in Appendix B.

I AM A TEACHER OR OTHER STAFF MEMBER

Other than parents and caregivers, teachers might interact with students the most. Teachers can include bicycle and pedestrian safety in lesson plans (see Walk! Bike! Fun!). Sharing books in your classroom that promote walking and biking is a good way to get kids interested at an early age. Teachers can also arrange for field trips within walking distance of school and incorporate informal lessons about safety along the way. In general, being positive and encouraging about walking and biking is a great way to start!

I WORK FOR THE CITY OR COUNTY

City and County staff can use this report to identify citywide issues and opportunities related to walking and bicycling and to prioritize infrastructure improvements. City staff can also use this report to support Safe Routes to School funding and support opportunities such as:

- MnDOT SRTS grants
- Federal SRTS grants
- Statewide Health Improvement Program (SHIP)

For all infrastructure recommendations, a traffic study and more detailed engineering may be necessary to evaluate project feasibility. Additional public out-

reach should be conducted before final design and construction. For recommendations within the public right-of-way, the responsible agency will determine how (and if) to incorporate suggestions into local improvement plans and prioritize funding to best meet the needs of each school community.

I WORK IN LAW ENFORCEMENT

Police department staff can use this report to understand issues related to walking and bicycling to school and to lead and support education, encouragement, and enforcement activities that make it easier and safer for students to walk and bike to school. Enforcement efforts should focus on traffic safety education, rewarding positive behavior, and supporting school walk and bike events. Law enforcement representatives should be mindful of strategies that may disproportionately and negatively affect students and families of color, low wealth, or marginalized populations.

I WORK IN PUBLIC HEALTH

Public health staff can use this report to identify specific opportunities to collaborate with schools and local governments to support safety improvements and encourage healthy behaviors in school children and their families. They are advocates for healthy living and programs that get people moving in the community. Public health staff play a key role by connecting different stakeholders for positive change.



Final Thoughts

This process brought together local stakeholders with a shared vision for students traveling to school by foot and by bicycle.

The information and recommendations in this plan are merely a starting point. Though implementing them may seem overwhelming, the important thing to remember is that anything you can do to make it safer and more comfortable for walking and biking in Chatfield, no matter how small, is a step in the right direction. Here are some things to remember:

THINK ABOUT EQUITY

Some students and families experience more barriers than others to walking and biking to school. When thinking about improvements and programs, make sure to consider this and prioritize investments and resources to give the most vulnerable students a safe and comfortable walk and roll to school.

TALK ABOUT SRTS

A lot of people don't know about SRTS. And that's okay! Continue talking about it and telling people why it's important. There are talking points in Appendix B for reference.

CELEBRATE SUCCESS

When staff, a parent or caregiver, student, or community member takes a positive step towards more walking and biking to school, recognize them for it! This encourages others to do the same while giving the person a pat on the back.

PARTNER WITH EXISTING ACTIVITIES

Don't feel like you have to do it alone! There are many great community events that relate to walking and biking in Chatfield. These are great opportunities to promote SRTS without organizing an event of your own.

CONTINUE TO EVALUATE

Evaluation is the best way to understand the impacts of your efforts. Talking to parents and community members about new improvements, activities, and programs will tell you if you should stay the course or change direction.

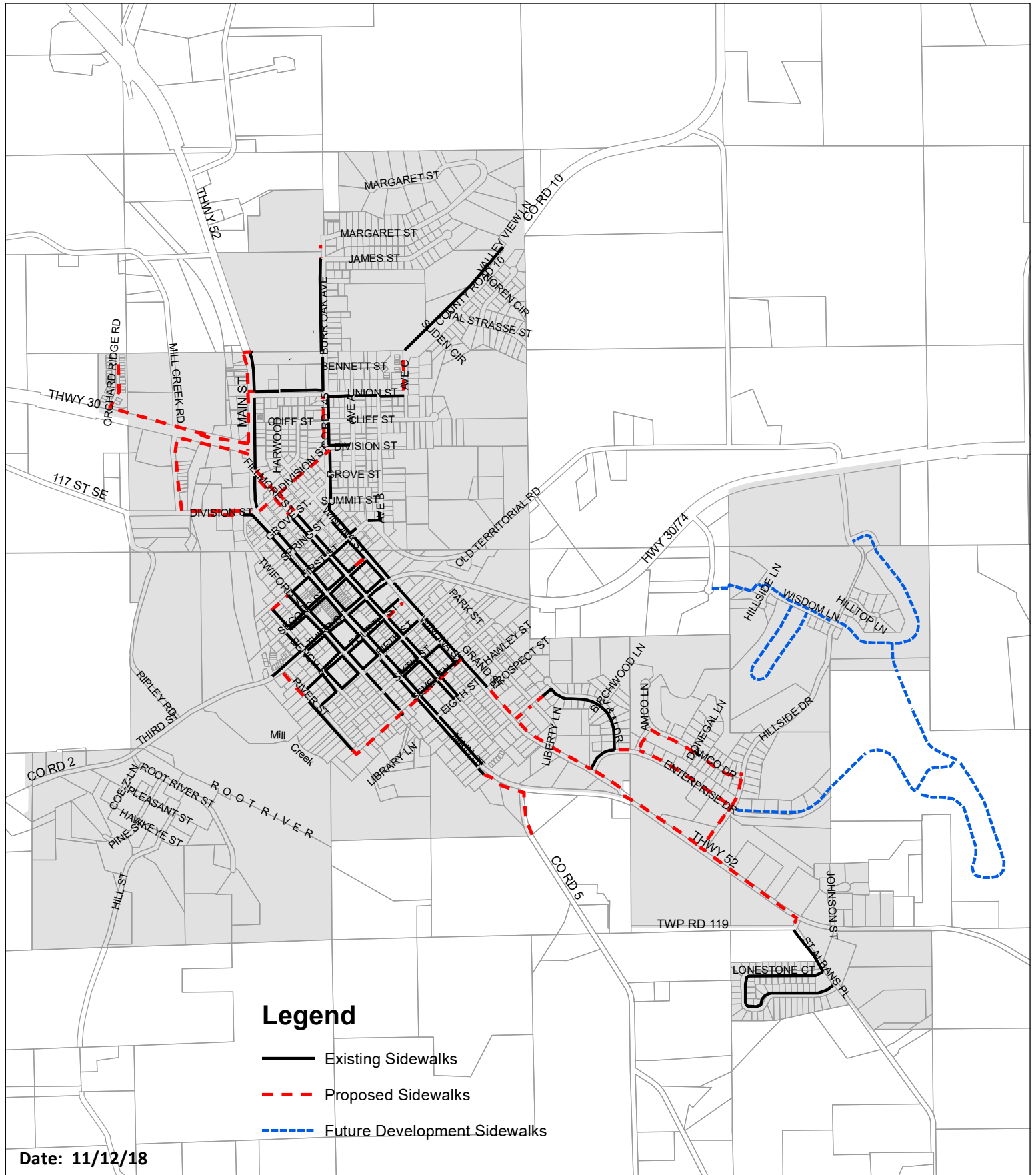
CONTINUE MEETING AS A SRTS TEAM

One of the best ways to continue momentum is meet as a team — even twice a year would be a way to check in with others and learn of successes. Sharing stories inspires others to do good and allows for collaboration and teamwork.





Safe Routes to School Plan





PLANNING & ZONING COMMISSION MEETING STAFF REPORT

Meeting Date: April 7, 2025

Agenda Item: 2025 Comprehensive Plan Proposal

Subject | Summary:

Agenda Category:

Submitted By: Alison Bentley

Recommended Motion:

Community Engagement and Outreach:

FISCAL IMPACT:

Amount:

Ongoing Cost :

One-Time Cost :

Included in Current Budget?:

FISCAL DETAILS:

Fund Name(s) (Operations | Capital):

Account Code:

Background:

Attachments:

[Widseth Comp Plan Update Proposal-updated.pdf](#)

COMPREHENSIVE PLANNING
SERVICES

CITY OF CHATFIELD

2015 COMPREHENSIVE PLAN UPDATE

FEBRUARY 17, 2025



WIDSETH

LOGAN TJOSSEM AICP

Project Manager | Principal Planner

507.206.2138

Logan.Tjossem@widseth.com

3777 40th Avenue NW, Suite 200

Rochester, MN 55901

■ February 17, 2025

Rochester

3777 40th Avenue NW, Suite 200
Rochester, MN 55901-3297

507.292.8743

Rochester@Widseth.com

Widseth.com

Attn: Michele Peterson, City Administrator
City of Chatfield
21 SE Second Street
Chatfield, MN 55932
PH: 507.872.1518
Email: mpeterson@ci.chatfield.mn.us

Re: City of Chatfield Comprehensive Plan Update

Dear Ms. Peterson

The City of Chatfield is a diverse community of citizens with a rich history. As an ideal location for arts and history, recreation and entertainment, scenic wildlife and agriculture, Chatfield has a strong sense-of-place, and perhaps Chatfield could be labeled as “The Chosen Valley”. Thus, the city needs a thoughtful review of the current and future growth and development of the city.

The revision to the Comprehensive Plan will benefit residents, community leaders, and prospective developers by anticipating and preparing for the impacts of an increasing diversity of population, housing, economic, and social needs. The recommendations and implementation will be the foundation for growth that will benefit citizens, stakeholders, and all who live here over the next 15-20 years and beyond.

Widseth has professionals already working with the City of Chatfield. We are vested in the process to create a policy document that enables citizens, developers, and the city to work together in a complementary way. Widseth has been a part of your community for many years and we hope to continue collaborating with you for many more.

Sincerely,



Logan D. Tjossem

LOGAN TJOSSEM AICP

Project Manager | Principal Planner

507.206.2138

Logan.Tjossem@widseth.com



Craig M. Britton

CRAIG BRITTON PE, VP

Civil Engineer | Office Manager

507.206.2125

Craig.Britton@widseth.com

WIDSETH INTRODUCTION

WIDSETH

“

*WIDSETH IS COMMITTED
TO PRESERVING AND
ENHANCING THE
COMMUNITIES WE SERVE
THROUGH CAREFUL
STEWARDSHIP OF
THEIR RESOURCES.*

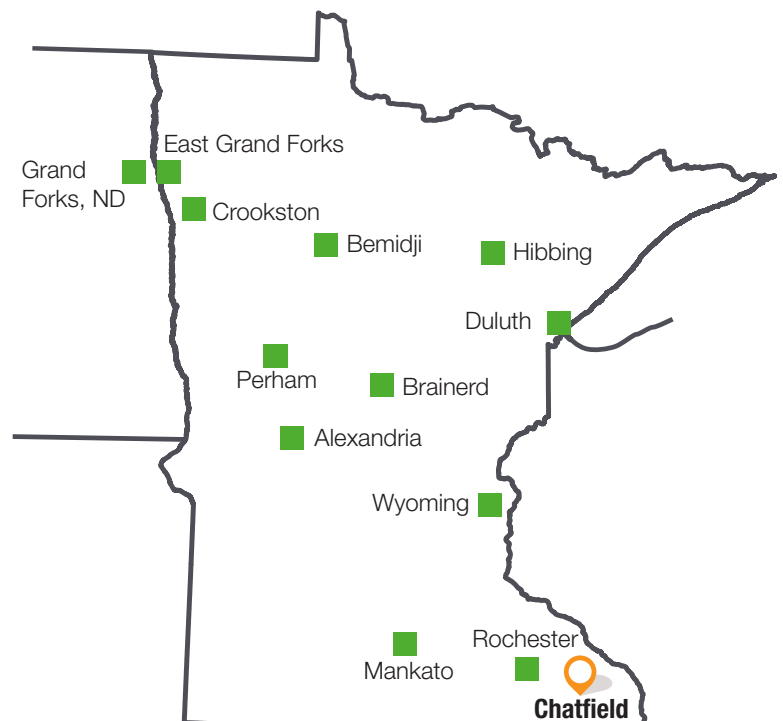
LIST OF DISCIPLINES

- Aerial Mapping
- Architecture
- Civil Engineering
- Electrical Engineering
- Environmental
- Funding
- GIS
- Interior Design
- Land Surveying
- Landscape Architecture
- Mechanical Engineering
- Planning
- Structural Engineering
- Transmission & Distribution Design
- Transportation Engineering
- Water Resources Engineering



Widseth is an engineering, land surveying, environmental, and architecture services firm with 12 offices in Minnesota and North Dakota and 250+ employees. Our engineering practice includes civil, structural, mechanical and electrical engineers who work on a wide range of projects for public and private clients. Our land survey crews and environmental specialists work throughout the Midwest. Our architectural portfolio includes schools, sports and recreational facilities, maintenance buildings, clinics, senior living, retail, offices, factories, historic buildings and more. Together, this multi-discipline team provides our clients a complete package of services to lead their project from concept to completion.

Widseth was established in 1975, and 2025 marks 50 years of dedicated service to our clients and communities. This milestone reflects our long-standing commitment to excellence, innovation, and building lasting relationships.



PROJECT UNDERSTANDING

We understand the City of Chatfield desires to have a revision to their current Comprehensive Plan. A Comprehensive Plan update process identifies strengths, weaknesses, opportunities, and challenges and ultimately creates both a physical and policy document that allows the city to best optimize its resources, growth, and development over the next 15-20 years, while establishing implementation goals and strategies to move towards a sustainable future with clear objectives. With the City of Chatfield's current Comprehensive Plan adopted in 2015, we understand that new strategic objectives and action items should be addressed through the proposed update. With an update to the policies, goals, and standards; including land use and planning; transportation (sidewalks, trails, and roads,) community facilities and services, municipal utilities (electric, water, sanitary sewer, storm sewer), housing; economic development/ redevelopment; and community culture & image, the new plan will provide a new direction for growth that will enhance the quality of life for all its residents and unique socio-economic make-up for a successful long-term plan.

PROJECT APPROACH

We propose to provide an approach that is not linear (a straight line from start to finish) but somewhat of a spiral. We make progress yet circle back to test our assumptions and findings, then move forward, again, repeating the cycle while moving ahead.

Throughout this process, our team will draw on years of experience to develop understandable, useable documents to plan the future of the City of Chatfield.

Each phase will consist of:

- Reviewing existing information and/or information gathered in the previous phase.
- Questioning results and communicating with stakeholders, community leaders, and citizens.
- Testing proposed suggestions or new policies for recommendations and implementation strategies.

COMMUNITY OUTREACH

Our team is experienced in leading client groups to establish long-term goals, define needs, and build consensus around solutions. Our process includes meeting with the city, county, tribal governments, stakeholders, and community leaders to listen, establish needs, and work through appropriate solutions. Widseth's approach always has been, and always will be, client driven.

Having executed many similar successful engagements, we will tailor a unique public engagement process specific to the needs of the community to try and make sure every voice is heard and represented.

PUBLIC MEETINGS

In collaboration with the City of Chatfield, stakeholders, and community leaders, Widseth's team will help plan, and conduct community engagement meetings as outlined in our timeline. Our team will also help facilitate the meetings and draft and deliver informational exhibits and reports throughout the process.

COMPREHENSIVE PLAN TIMELINE, DELIVERABLES, & COST - Months 1-3:

- Review previous Comprehensive Plan and existing policies and documents
- Begin Formatting - chapters, sections, or themes
- Determine Role of Public in Plan Development
- Coordinate with Planning Commission and staff

MEETING #1 (VIRTUAL OR IN PERSON) - Months 3-6:

- Introduction
 - Schedule
 - Areas of focus
 - Community involvement
- Discussion
 - Comparing Ideas
- Deliverables: Meeting minutes

MEETING #2 (VIRTUAL OR IN PERSON) - Months 6-9:

- Introduction
 - Recap of Meeting #1
- Evaluate Specific Areas
 - Transportation: Trails, sidewalks and roads
 - Utilities and infrastructure
 - Land use: Re-imagine Twifford Street
 - Residential housing options and density
 - Parks and open space
- Deliverables: Meeting minutes

MEETING #3 (VIRTUAL OR IN PERSON) - Months 9-11:

- Introduction
- Finish evaluating specific areas
 - Similar to Meeting #2
 - Implementation
- Deliverables: Draft Comprehensive Plan

MEETING #4 (VIRTUAL OR IN PERSON) - Adoption:

- Comprehensive Plan Presentation
- Questions/Comments
- Deliverables: Final Comprehensive Plan

FEES: Hourly, estimated at \$15,000.00



LOGAN TJOSSEM AICP Principal Planner | Project Manager

Logan brings over 20 years of project planning experience to Widseth, offering expertise in both the private and public sector. He is involved in project development for all Widseth offices by creating and modifying comprehensive plans, zoning ordinances, conducting research, and development review. He focuses on assessing obstacles within a projects design and process and establishing timelines that allow every project to be efficient and progress seamlessly.

License/Certification

American Institute of Certified Planners (AICP)

Education

Bachelor of Science, Community and Regional Planning (emphasis on Economic Development) | Iowa State University

Professional Associations

Associate Member of Minnesota & Wisconsin Chapters of the American Planning Association (MnAPA & WiAPA)



CRAIG N BRITTON PE, VP Civil Engineer | Office Manager

Craig joined Widseth in 2008 as a partner in the firm through the firm's merger with QED Engineering. Craig serves as the City Engineer for Chatfield, Pine Island, Dodge Center, and Rollingstone, Minnesota. His responsibilities include site selection, roadway and utility design, preliminary and final engineering and design, construction cost estimates, and construction administration services. Craig also works with a number of private sector clients to plan and prepare construction documents for development projects.

License/Certification

Professional Civil Engineer | MN #44228, Certification for Erosion/Stormwater Management

Education

Bachelor of Science in Civil Engineering | University of Wisconsin-Platteville