

**AGENDA
ECONOMIC DEVELOPMENT AUTHORITY
REGULAR MEETING
CITY OF WYOMING, MINNESOTA
DECEMBER 12, 2022
6:00 PM**

CALL TO ORDER:

CALL OF ROLL:

DETERMINATION OF A QUORUM:

PLEDGE OF ALLEGIANCE:

OPEN FORUM:

"An opportunity for members of the public to address the City Council on items on/or not on the current agenda. Items requiring Council action maybe deferred to staff or Boards and Commissions for research and future Council Agendas if appropriate. You will be limited to three (3) minutes and we ask that you conduct yourself in a professional, courteous manner, and refrain from the use of profanity. Failure to abide by this policy may result in the loss of your privilege to speak".

APPROVAL OF MINUTES:

1. To consider approving the minutes of the "Special Meeting" of the Wyoming, Minnesota City EDA for September 19, 2022

COMMUNICATIONS:

2. Wyoming EDA Business Updates

OLD BUSINESS:

3. To continue discussion about a downtown plan for the City of Wyoming

NEW BUSINESS:

4. Hwy 8 Economic Strategic Plan

ADJOURN

**UNAPPROVED MINUTES
ECONOMIC DEVELOPMENT AUTHORITY
SPECIAL MEETING
CITY OF WYOMING, MINNESOTA
SEPTEMBER 19, 2022
6:00 PM**

CALL TO ORDER:

CALL OF ROLL:

On a Call of the Roll the following members of the Wyoming EDA were present:

EDA Members: Mayor Iverson, Dennis Schilling, Andrew Buccanero and Mike Soule

Also Present: Robb Linwood - City Administrator

ABSENT: Prigge and Bulmer

DETERMINATION OF A QUORUM:

PLEDGE OF ALLEGIANCE:

OPEN FORUM:

"An opportunity for members of the public to address the EDA on items not on the current Agenda. Items requiring EDA action maybe deferred to staff for research and future EDA Agendas if appropriate."

1. Consider approving the minutes of the "Regular Meeting" of the Wyoming, Minnesota City EDA for August 8, 2022

A MOTION WAS MADE BY EDA MEMBER SCHILLING SECONDED BY EDA MEMBER SOULE TO APPROVE THE "REGULAR MEETING" MINUTES OF THE WYOMING, MINNESOTA ECONOMIC DEVELOPMENT AUTHORITY FOR AUGUST 8, 2022

Voting Aye: Iverson, Buccanero, Schilling, and Soule

Voting Nay:

Abstain:

SCHEDULED BID LETTINGS: NONE.

SCHEDULED PUBLIC HEARINGS: NONE

CONSENT AGENDA:

Items under the "Consent Agenda" will be adopted with one motion; however, council members may request individual items to be pulled from the consent agenda for discussion and action if they choose.

ACKNOWLEDGE RECEIPT OF REPORTS OF OFFICERS, BOARDS, COMMISSIONS AND DEPARTMENT HEADS:

COMMUNICATIONS: NONE

OLD BUSINESS:

2. To continue discussions regarding a downtown plan/study for the City of Wyoming

City Administrator Linwood presented a RFP for a downtown plan. The EDA discussed at great detail that are the plan should be focused on. After considerable discussion it was determined that the map should be the Hwy 61 area from north of east Viking, south to the Wyoming Motel area. A final draft will be brought to the EDA at their next meeting for review.

NEW BUSINESS:

3. To accept the resignation of the Wyoming Mike Soule from the Wyoming EDA

The board begrudgingly accepted the resignation of Mr. Soule and thanked for his years of dedicated service. 2011 to 2022.

A MOTION WAS MADE BY EDA MEMBER IVERSON SECONDED BY EDA MEMBER SCHILLING TO APPROVE THE RESIGNATION OF MIKE SOULE FROM THE EDA

Voting Aye: Iverson, Buccanero, Schilling, and Soule

Voting Nay:

Abstain:

4. Update on Manufacturing Month Events in the City of Wyoming

City Administrator Linwood and Chisago County HRA/EDA Director Nancy Hoffman gave an update on the Manufacturing events in the city to celebrate manufacturing month. Led by the Staff of the Chisago County HRA/EDA, City of Wyoming staff, and Forest Lake, North Branch and Chisago Lakes School districts have been planning for Manufacturing Month events in the City of Wyoming. Currently the tentative date for the event on Thursday, October 13, 2022.

The event will have the following components:

- Tours at Local industrial businesses for schools
- Career Fair at Split rocks entertainment center
- Manufacturing technology items on display for viewing and participation

5. Old Hwy 61 Request - Chisago County HRA/EDA

Nancy Hoffman explained that the Old Hwy 61 coalition is requesting \$200 from each city along the corridor to continue their efforts to promote and preserve Old Highway 61 within Chisago, Pine and Carlton Counties. The current request is directed utilizing SHRPA tool. Shrpa is a software that makes marketing campaigns that is created by expert content creators to help feature an entity. In this case old Hwy 61. Shrpa is a platform that helps you find entertainment and share things to do within your community! We highlight the things you love about your neighborhood; like day trips, date nights or an afternoon with the family. Shrpa makes it easy to organize activities and adventures in a fun and informative way to make it possible for other families and friends to have their own unique experiences while following your guidance.

A MOTION WAS MADE BY EDA MEMBER BUCCANERO SECONDED BY EDA MEMBER SCHILLING TO APPROVE A REQUEST OF \$200.00 TO THE OLD HWY 61

Voting Aye: Iverson, Buccanero, Schilling, and Soule

Voting Nay:

Abstain

ADJOURN

A MOTION WAS MADE BUCCANERO, SECONDED BY SCHILLING ADJOURNED THE SEPTEMBER 19, 2022 “SPECIAL MEETING” OF THE WYOMING, MINNESOTA ECONOMIC DEVELOPMENT AUTHORITY MEETING AT 7:14P.M.

Voting Aye: Iverson, Soule, Buccanero and Schilling

Voting Nay:

Abstain



EDA Communication

Date: December 9, 2022

Presented to: EDA Members

Presented by: Robb Linwood, City Administrator

Department: Administration

Reference: EDA Activity Updates

Method: New Business

Background Information: In an effort to keep the EDA informed of recent activities and status of developments I have put together some updates from the last few months.

EDA Business of the Month for October and November

The Wyoming EDA Business of the Month for October is Blue Sky Animal Hospital!



Blue Sky Animal Hospital has been proudly serving the Wyoming, MN area's veterinary needs as a full-service animal hospital for over 30 years. Led by Dr. Jeff Johnson, an established veterinarian and mentor with more than three decades of experience, our staff at Blue Sky is a team of professionals passionately dedicated to caring for your companion animal.

Blue Sky Animal Hospital is a full-service veterinary practice, providing a wide-spectrum of companion animal care. Annual physical exams are the cornerstone of you keeping your pet happy & healthy but they take far beyond that. From vaccinations & microchipping to surgery & dental care, Blue Sky Animal Hospital is here for you and all of your pet's needs.

The cornerstone of their practice is a belief in building strong relationships with their clients and patients, the foundation of which begins with clear, open, honest communication. They want you to know that they treat every patient as if they were their own pet, providing professional care with a loving touch. When your pet is at Blue Sky Animal Hospital, rest assured that they are in good hands.

Thank you for locating and keeping your business in the City of Wyoming for over 30 years! If you are interested in using their services they can be contacted at www.blueskyanimal.com or 651-462-7387.

The Wyoming EDA's Business of the Month for November is Forte's American Karate in Wyoming.



Forte's American's Instructors are amazing teachers who are motivated to get you the results you are looking for. Since 2003 their schools have enrolled 1,400 students. They have promoted over 100 students to the rank of 1st Degree Black Belt!

Forte's offers classes for all ages starting with Super Kids classes Ages 3-5, Kids Ages 5-11, Teens Ages 12-17 and Adults 18 and Up.

The super kids program is fun, fast moving and a great learning experience! We work on basic karate skills, listening skills, and how to interact with other kids and teachers. Super Kids is a great "first" activity for all kids!

Kids classes work on karate skills as well as personal development that include Karate Skills, Self Defense, Self Esteem, Communication Skills, Respect, Discipline, Focus, Leadership Skills, Perseverance, Patience, Fun, Interaction with other kids and Interaction with teachers.

Teen students are considered "adults" in Karate classes. Classes are very structured, disciplined, that include the topics of Karate skills, Self-Defense, Self-Respect, Discipline, Respect for others, Focus and Fun!

Their Adult classes are fun and motivating! Classes are taught in a very comfortable, welcoming environment that include the topics of Karate Skills, Self Defense, Discipline, Respect, Weight Loss, Stress Relief, Focus, Confidence, Perseverance and Fun.

If you are interested in more information about classes Forte's Karate you can reach them at 651-408-8404 or check out their website at <http://fortesamericankarate.com/>

The Wyoming EDA's Business of the Month for December is Snap Fitness Wyoming



Snap Fitness Wyoming



Snap Wyoming offers a 24/7 club with free fitness classes with your membership. They have no contracts, only month to month memberships. They believe that exercise should be #ForTheFeeling. And we know that moving your body moves your mood! It's a scientifically proven fact that exercise releases natural mood boosters produced by the brain, including: Endorphins, Dopamine, Serotonin, and Endocannabinoids. Snap believes that you should be able to exercise when—and how—you want. That's why their gym is open 24/7, and why we believe that all fitness is valid fitness. They've got your back! As your biggest cheerleaders from the moment you join, we'll help you set your personal, achievable goals, track your progress, and celebrate every win. Snap Wyoming can help you with group classes, personal training and nutritional tips. You can contact them director for an updated Group Fitness schedule. For more information you can reach them by phone or email.

Manufacturing Event at Splitrocks in Wyoming

On October 13th, the Chisago County HRA-EDA in collaboration with City of Wyoming staff and other partners hosted an event for students and businesses to celebrate and learn about manufacturing. Tours of manufacturing businesses were scheduled to allow students from four school districts (Chisago Lakes School District, ISD #2144 North Branch Area Public Schools, Rush City School District #139, Forest Lake Schools) throughout the day.

One other stop added was a "Career Exploration Event" held in the banquet room of Splitrocks. This was an exciting and interactive place where the students were offered hands-on exploration of some of the manufacturing businesses in Chisago County. There were over 10 manufacturers and more than 200 students that passed through this event leaving with good information and contacts to assist them in planning for their future careers.



MNCAR Event

City staff attended the 15th annual MNCAR event. There were over 750 attendees and many were developers and commercial real estate agents. We did receive a few leads based on conversations including a company that is looking for a new home. Always a worthwhile event.



Business Updates:

Hallberg Building Construction: The 20,000 square foot building has been completed. The property was formerly owned by the Wyoming EDA and Chisago County HRA/EDA. Fastenal has begun to move in and a machining shop will be moving into the second half of the building soon.



Hallberg RV Storage – The three buildings located on County road 30 on the north end of Wyoming are substantially completed. They will begin rentals shortly.



Sunrise Fiberglass Expansion -

Sunrise Fiberglass has been open in Wyoming since 1968. They have made parts for Rosenbauer and Premier Marine originally making parts for boats and fire trucks. Now they also make parts for cranes, skid-steers, paving equipment, mining equipment, trains, underground infrastructure and more. Sunrise was sold in 2015, although the company brought in automation, they struggled with finding employees. The pandemic made it difficult for the company and they chose to sell.

National Composites is a multi-plant OEM supplier of custom FRP and thermoformed products. National Composites purchased Sunrise Fiberglass at the end of June 2020. They are the current owner and operator of Sunrise Fiberglass as well as 6 other facilities in Michigan and Missouri. They manufacture parts for many of the household names in the industries serving GE healthcare, John Deere, Case Hew Holland, Siemens Wind Energy, Polaris, Bombardier, Oshkosh, and more. They have experienced tremendous growth since their founding in 2017 with only 27 employees to now having over 440 and growing.

The Project

To keep up with growth, Sunrise Fiberglass needs additional floor space and equipment. Pending state and local support, they plan to add 20,000 square feet of production space to their current Wyoming facility. The projected expansion cost is \$2.9M. Processing equipment includes but is not limited to, a new robotic trimming cell, new gel coat spray system and ventilation booth, resin injection equipment, hand tools, and material storage and handling equipment at an estimated cost of \$800,000. With the growth and expansion, they anticipate a need to hire 23 new employees. Floor production, office staff and supervision. Pay will range from \$19 per hour plus benefits to \$50/\$70K plus benefits annually.

Funding:

The company has in the process of completing their application for State of Minnesota's Minnesota Investment Fund (MIF) and Job Creation Fund (JCF) programs as well as a forgivable loan from the Chisago County HRA-EDA.

Based on the proposed project's capital investment and job creation and the needs of the business the State of Minnesota has will consider a \$160,000 MIF forgivable loan and a \$220,000 JCF. The MIF runs through the city and is provided as a loan to the city but forgiven for the business. The JCF may be collected by the company after the capital investment is made and 10 jobs are created. There are no property taxes or other taxes committed to the company or not city funds for this loan. The Chisago County HRA-EDA approved a forgivable loan for the project. In three years the company's loan will be forgiven if they invest over \$1,000,000 and create at least 10 jobs with wages + benefits over \$25.00.

Action:

The state of Minnesota requires the city of Wyoming to hold a public hearing on behalf of the applicant to complete this step for the Minnesota Investment Fund (MIF) and resolution. The state also asks that the city pass a resolution for the Job Creation Fund (JCF) for the project stating that the city is in support of the project, have completed financial due diligence and conforms with the general plan for the development of the city as a whole.

The city council took the following action at their November 1, 2022 meeting.

1. Held the Public Hearing for the MIF Funding and approved Resolution 22-11-95 a resolution approving the submittal of a Minnesota Investment Fund (MIF) program funding application in the amount of \$160,000 related to a 20,000 square foot building addition
2. Approved Resolution 22-11-96 a resolution regarding the support of a job creation fund application in connection with Sunrise Fiberglass

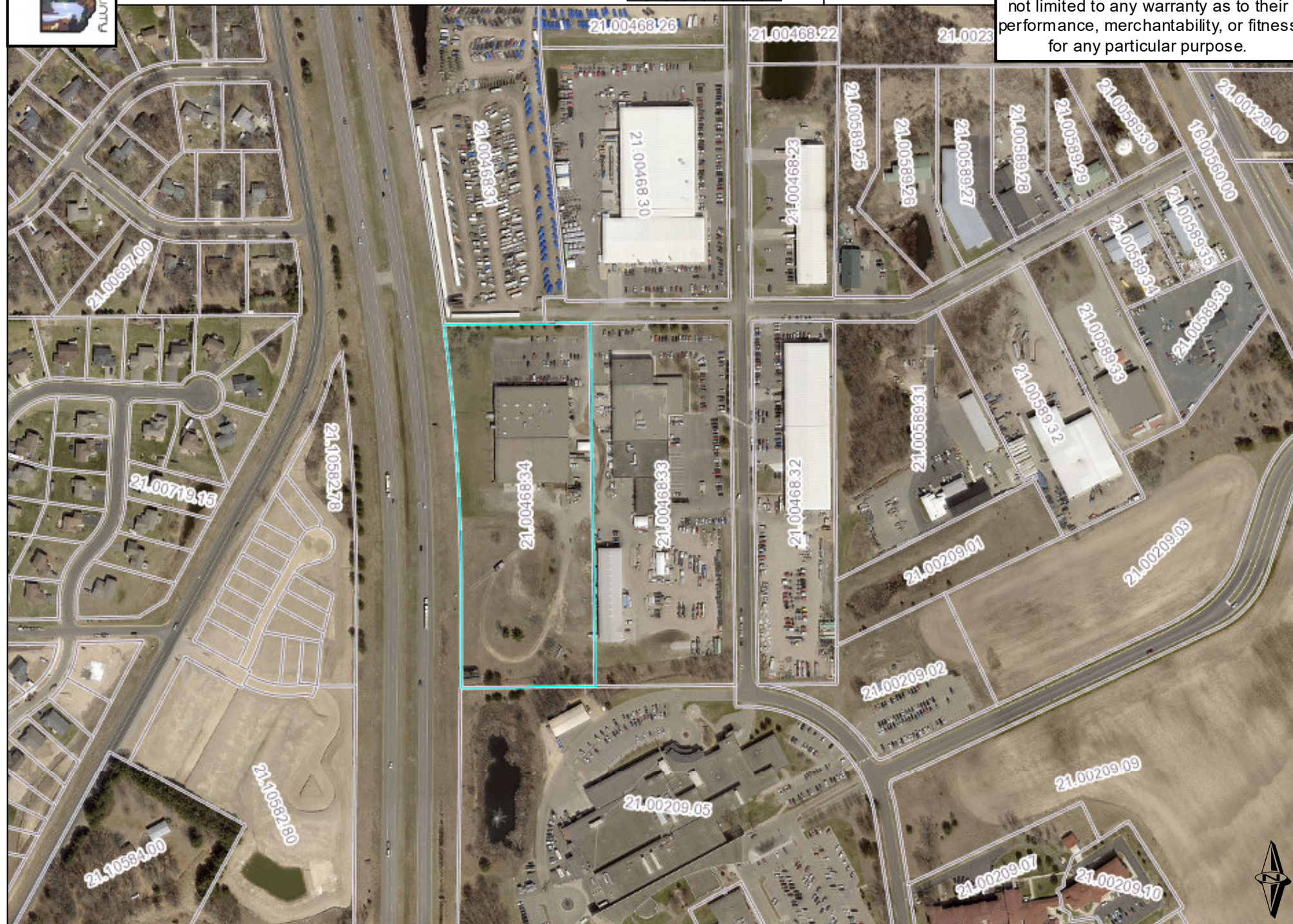


Sunrise Fiberglass

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Time: 1:37:28 PM

These data are provided on as "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.





Request for EDA Action

Date: December 2, 2022

Presented to: EDA Members

Presented by: Robb Linwood, City Administrator

Department: Administration

Reference: Downtown Plan/Study Discussion

Method: Old Business

Background Information:

During the EDA's 2022 work plan it was discussed that there was not a small area plan or Downtown Study plan currently and could be a goal for the EDA and City to work towards. Small-town community downtown areas are in a renaissance. Downtowns serve as both vital economic engines for a local economy and also gathering places to celebrate together.

Although the Downtown area could be considered larger area encompassing a larger area of the downtown core of Wyoming. A Small Area Plan study area is much smaller that could focus on an area around east Viking and Hwy 61. Small Area Plans specifically explore issues, opportunities and solutions within a confined geographic area that has a cohesive set of characteristics. The long-term success of Downtown depends heavily on a strong and well-designed core. It is this area where the integration of commerce, residential living, community activity – and parking – need to fit together like puzzle pieces.

I have supplied a draft downtown RFP for the EDA's review with an updated area per the feedback received at the September 19th, 2022 EDA Meeting. Some of the final discussion topics with the EDA will be the final review of the RFP and also discussing if the EDA has any recommendations on what they would be interested in a cost of the study to be. It is not necessary to put this information in the RFP, but it may be a talking point and perhaps a do not exceed amount for the study.

Proposed Downtown Study Area



PREPARATION OF A DOWNTOWN PLAN WYOMING ECONOMIC DEVELOPMENT AUTHORITY WYOMING, MINNESOTA

PURPOSE

The Wyoming Economic Development Authority seeks the services of a qualified multi-discipline consultant or consultant team who will be responsible for providing services that result in a downtown master plan. The selected consultant team will have considerable experience in developing downtown plans, particularly for communities of a size and standing similar to Wyoming, and possess significant urban planning, civil engineering and public engagement capabilities. The consultant team should also possess a depth of experience in community and economic development as well as analysis of market conditions.

The consultant will develop and lead a planning process that features active public participation to combine local knowledge and leadership with professional expertise and guidance. The Wyoming EDA's intent is to provide its residents, corporate citizens and new investors with a downtown plan that articulates a vision for the short and long-term improvements to the public and private realm that foster additional investment and enhances downtown Wyoming as a more livable, walkable and thriving urban center.

BACKGROUND

The City of Wyoming has an impressive community formed by the railroad. It has varying levels of park development with a direct connection to the Sunrise Prairie Regional Trail. Its location is ideal for many families who prefer a rural character and small town feel with an abundance of natural resources, yet within an easy drive to the Minneapolis metro area.

The City of Wyoming is located in Chisago County, north of the Minneapolis metro region. It is located directly along Interstate 35, allowing for a direct connection to the metro for commuting. The convenient access and its location that is currently more rural with an abundance of natural spaces makes it an appealing location for many residents.

According to the 2020 United States Census Bureau, the current population of Wyoming is 8,309 while ESRI data suggests it is currently at 8,845 for 2021. The population in Wyoming since the 2010 census has grown an average of 6.42% with an average growth of slightly less than 1% yearly. The average household income in Wyoming is \$97,474, the median age is 42.4 years and 99.32% of the population is white with 0.55% two or more races, and 0.13% Native American (World Population Review).

This shows that the vast majority of the population consists of families with kids and approximately 18% of the population falling in the senior category. There are many residential areas in Wyoming that contain large lots with room for private playground equipment, basketball hoops and more than adequate space for recreating at home. However, there are also areas with higher densities and lower incomes or aging populations that were considered during the planning process.

In addition to its business, industrial and tourism assets, the City of Wyoming is the home to the Polaris R&D Facility, Rosenbauer America, Fairview M Health Medical Regional Facility and Hallberg Marine. and a number of amenities such as a visual arts center, a regional library, trails, seventeen parks, and one

elementary school.

The City Comprehensive Plan, updated in 2022, reflects the community's continued desire to strengthen the downtown as the heart of the community.

The Wyoming EDA is seeking proposals from qualified professionals to aid them in the development of an updated downtown master plan that creates a defined vision for the downtown and identifies a specific plan of action directed towards attainment of that vision

PROJECT SCHEDULE

The Wyoming Economic Development Authority is on a schedule for consultant selection that should culminate in formal action to hire a consultant in beginning of 2023. The process to develop the Downtown Plan should begin in earnest shortly thereafter. Intermediate milestones in the development of the Downtown Plan will be established after the successful consultant is selected. The project should be finalized no later than July of 2023

MINIMUM PUBLIC PARTICIPATION

Several stakeholder groups should be given the opportunity to participate in the process of developing the Downtown Plan. Such groups include:

- ✓ The public at large
- ✓ The Wyoming Economic Development Authority
- ✓ All property owners within the plan area
- ✓ All residents within the plan area
- ✓ All business owners renting/leasing property within the plan area
- ✓ City of Wyoming Community Development Department Staff
- ✓ Other City Departments as necessary and appropriate, such as:
 - Administration
 - Planning and Zoning
 - Engineering

The public participation process proposed must promote meaningful participation that educates, offers participants opportunities to discuss and resolve issues, and creates a sense of ownership of the plan by the participants.

The consultant's role in the public participation process, at a minimum, will include:

- ✓ Organizing and scheduling meetings – with aid provided by the Community Development Department.
- ✓ Conducting/facilitating meetings/visioning sessions
- ✓ Providing technical expertise/advice
- ✓ Recording public comments
- ✓ Identifying areas of consensus
- ✓ Translating the input received during the process into alternative visions
- ✓ Presentation of preliminary plan concepts to key stakeholders
- ✓ Presentation of final plan concepts to key stakeholders

The consultants suggested approach towards public participation should be included within the work plan, required under the proposal contents section. The consultant and the Wyoming EDA will develop the precise method of optimizing public participation jointly after consultant selection, and early in the project schedule.

REQUIRED PROJECT DELIVERABLES

Hard copies of the final "Downtown Plan" document containing text and graphics should be in 8 ½" x 11" format. Larger graphics in the report could be folded 11" x 17" sheets. Twenty-five (25) copies of the final plan are required.

Two electronic copies of the downtown plan document, including graphics, shall be provided. One copy shall be provided in a MS Word format and the other shall be provided in an Adobe Acrobat (PDF) format.

DESIRED PROJECT OUTCOMES/STATEMENT OF WORK

The project consultant will prepare a comprehensive downtown plan that translates the priorities of the community into specific, attainable, development and redevelopment goals for the downtown that focus on establishing/strengthening the downtown as the physical and social heart of the community. The downtown plan will go beyond the concept stage to create redevelopment strategies tailored to the specific needs and conditions in Wyoming.

At a minimum, the plan development will include an assessment and specific recommendations in the following areas. Other deliverables may be added, at the discretion of the Wyoming EDA, or by recommendation of the consulting firm.

REVIEW OF CURRENT PLANS

- The planning process should involve stakeholders in gaining an understanding of previous planning, synthesizing and joining the pertinent aspects of past plans to maintain continuity of vision without constricting new ideas and integrating new development influences and community desires. This review of previous planning shall include, but not be limited to:
 - Incorporate into the planning process applicable guidance provide by the City Comprehensive Plan 2022
 - City of Wyoming Economic Development Strategic Plan 2017
 - Chisago County Housing Study, Maxfield 2018
 - City of Wyoming Parks, Open Space and Trail System Plan 2022

LAND USE

- With stakeholder involvement, assess the assets and liabilities of the downtown to identify the highest opportunity places to create and enhance the network of destinations in the downtown.
- Map current land uses in the downtown and immediate surrounding area and consider unique aspects of downtown sub-areas or districts in the planning process.

- Inventory commercial and retail space vacancy levels and underutilization.
- Identify and prioritize specific sites for development and redevelopment and their preferred uses or adaptive reuses.
- Inventory the status and quality of transportation and circulation systems including automobile parking, pedestrian routes, and bicycle parking
- Identify cultural, recreational and institutional assets, such as library, art galleries, public art, parks, trails and government services and consider how they can be enhanced to better support the downtown as a community gathering space/destination.
- Determine whether and how existing land uses or physical characteristics help or hinder economic development efforts i.e.; parking lot locations, vacant parcels, railroad corridor, variety of businesses, etc.

TRANSPORTATION

- Through the planning process, embrace the perception of streets not only as conduits for automobiles but also, as places that are an opportunity to add value to the community by enhancing economic productivity and social engagement.
- Equitably consider all modes of mobility in downtown transportation planning.
- Consider non-traffic solutions to traffic problems, such as increasing mixed-use development and high density housing opportunities in and near the downtown.
- Conduct field surveys to record the amount and location of on and off street parking in the downtown, calculate the parking requirements for existing and future land uses, identify deficiencies, and define short and long-term strategies for improvements to downtown parking, including accommodation of residential and hospitality uses that require longer term parking.
- Assess the pedestrians ease in crossing streets and provide recommendations for improvements that do not conflict with other design standards.

URBAN DESIGN IMPROVMENTS

- Affirm the identity of core downtown streets and critical street intersections.
- Catalog existing sidewalk and pathway conditions, and identify important linkages within and connecting to the downtown.
- Identify existing landscaping in the downtown and create a plan to maintain trees and plantings as part of the urban infrastructure.
- Review the existing streetscape elements (vintage lighting, street furnishings, plantings, and sidewalk and street pavement treatments) of the downtown and consider revisions to and/or expansions of it.
- Identify public space opportunities in the downtown and examine their full multi-use potential as a means to create a sense of place and attract and bring people together.
- Consider improvements to the plan/programs for building façade improvement in the downtown.

- Identify priorities for the improvement of on and off street public parking.
- Identify potential infill and new development opportunities in the downtown, prioritize those opportunities, and identify strategies for their implementation.
- Review design guidelines created by the Wyoming Economic Development Authority and consider whether similar design guidelines should be established as a universal requirement for the downtown.

MARKET ASSESSMENT, ECONOMIC NICHE AND DEVELOPMENT STRATEGIES

- Utilizing available data sources, including access to geo-location data within the downtown and the broader community, as well as credit card data through the City's Datafy (See Source) subscription to profile who is currently visiting the downtown and whom we envision using the downtown.
- Define the downtown's economic niche to inform strategies for marketing, promotion and design/appearance.
- Provide recommendations for how the downtown can better serve these categories of users.
- Identify business categories that may be missing from the downtown that would serve the interests of the identified categories of visitor users and local users.

IMPLEMENTATION STRATEGIES

- Define strategies, including financing options, for implementation of all aspects of a downtown plan that takes into consideration: need, feasibility, and consistency with the downtown vision.
- Assess the organizational capacity of community stakeholders to play a role in implementation.
- Strategies will identify sub-tasks and timelines where appropriate and assign roles and responsibilities for community stakeholders.

PROPOSAL CONTENTS

The consultant's proposal should include, but not be limited to the following information:

- 1) A summary of the consultant team and individuals that will work on the project.
- 2) A description of the consultant's philosophy regarding social, economic, human, environmental, and related values that provide the basis for the consultant's approach to the project.
- 3) A general restatement and/or enhancement of the desired project outcomes.
- 4) A work plan that will lead to the desired outcomes.
- 5) A description of the consultant's plan to optimize public participation.
- 6) A proposed project schedule.
- 7) A detailed description of the SINGLE past project that the consultant believes is most similar to this project.
- 8) A list of three other projects with references.
- 9) A statement of the consultant's ability to complete the project within the prescribed timeframe.
- 10) A statement regarding the level of effort and degree of detail that can be provided in the project, given the proposed fee.
- 11) The cost proposal shall be in the form of an "hourly, not to exceed fee". The cost proposal shall include a listing of hourly rates for each position within the consultant team and an estimate of staff hours for each task within the proposed work plan.

PROPOSAL SUBMITTAL

Six copies of the proposal (with only one cost envelope) shall be submitted to:

Robb Linwood
City Administrator
P.O Box 188
Wyoming, MN 55025

Proposals must be received by December 1, 2022

Questions regarding the proposal process may be directed to Robb Linwood at 651-462-0575 or at rlinwood@wyomingmnn.org

DRAFT



EDA Communication

Date: December 9, 2022

Presented to: EDA Members

Presented by: Robb Linwood, City Administrator

Department: Administration

Reference: Chisago County Highway 8 Corridor Strategic Plan

Method: New Business

Background Information:

Earlier in 2022 the EDA contribute \$5,000 to the completion of a strategic plan for the Hwy 8 corridor. The plan is now complete and ready for review from the authority.

Connecting more than 9 communities and townships across southern Chisago County, US Highway 8 (Highway 8) is a highly traveled corridor for residents, employees, and the many tourists visiting the area. It also is a primary transportation corridor moving agricultural, industrial, and commercial goods. As the region's popularity has increased, so too has the need for improvements on Highway 8. Community conversations about Highway 8 often highlight concerns about mobility, safety, noise, and access.

In 2021, Chisago County received a RAISE Grant (Rebuilding American Infrastructure with Sustainability and Equity) from the US Department of Transportation to assist with a major reconstruction project for Highway 8. This project aims to improve safety and mobility along eight miles of Highway 8 from Interstate 35 (I-35) in the west to Karmel Avenue in Chisago City in the east.

The purpose of the Highway 8 Strategic Framework is to help guide future development, as well as public and private investment along the entire corridor in Chisago County. The framework process included evaluating how proposed and potential highway improvements will impact or support future retail, industrial, and residential development. The Strategic Framework is also intended to promote collaboration among the corridor communities and demonstrate the corridor-wide support for highway improvements.

In order to be a comprehensive and effective framework plan, this document addresses both the needs of the overall corridor as well as the unique needs of the individual corridor communities. At the project onset, the Project Team conducted background research to gain an initial understanding of the corridor and proposed improvements. The Project Team then held a series of meetings with corridor communities and project partners, both as a group and individually, before drafting design and implementation recommendations. The bullets below outline the project process that was followed to create the recommendations found in this strategic framework:

- Review and analysis of background documents, including individual corridor communities' comprehensive plans and other documents relevant to the Highway 8 corridor

- Meetings with the project Technical Team and individual corridor communities to discuss issues and opportunities
- Development of community focus area concepts
- Meetings with the Project Technical Team and individual corridor communities to review concepts
- Creation of corridor-wide recommendations
- Meeting with Steering Committee to discuss corridor-wide recommendations and preparations for Open House
- Community Open House to present project findings, corridor-wide recommendations and individual community concepts
- Preparation of draft report for review by the Steering Committee. The report has two chapters after the introduction.. The first focuses on the entire corridor with an overview of existing conditions and then corridor-wide recommendations. The second focuses on individual community focus areas.

GUIDING PRINCIPLES

- The Project Team reviewed a number of community comprehensive plans and other documents relevant to the Highway
- 8 corridor. Several themes emerged from these background documents. These themes were confirmed by the corridor
- Communities as common priorities for future development. These have become the Guiding Principles for the Strategic
- Framework, and are outlined below:
- Maintaining small-town character through smart and intentional growth
- Encouraging economic development and tourism to strengthen local economies
- Focusing higher-density development in urban cores to efficiently utilize existing utilities
- Improving walkability and promoting non-motorized transportation through expanded and connected trail networks
- Improving water quality through stormwater BMPs
- Increasing affordable housing options
- Promoting construction of infrastructure to support and expand access to high-speed internet

Existing Conditions

The focus of this Strategic Framework is on the portion of Highway 8 through Chisago County. However, the Highway 8 corridor does extend more than 21 miles from I-35 in Forest Lake to the Wisconsin border in Taylors Falls. Highway 8 in Chisago County travels through Wyoming, Chisago City, Chisago Lakes Township, Lindstrom, Center City, Shafer, Franconia Township, Shafer Township, and Taylors Falls. The route has existed for more than 100 years and originally connected the area to Minneapolis before the interstate highway system.

Highway 8 has been identified as having the highest daily traffic in Chisago County. The roadway exceeds 23,000 vehicles per day in some segments. Currently, most of the corridor is a two-lane highway with a speed limit of 55 mph and numerous intersections, access points, and driveways.

The high number of access points not only causes backups from queuing in the busy two-lanes of traffic but also results in safety concerns for drivers turning onto and off of the high speed roadway. With a lack of alternate routes, existing congestion only stands to worsen with projected population, business, and visitor growth in the region. The one exception to the two-way highway is in downtown Lindstrom, where the highway splits into a pair of one-way streets.

While the Strategic Framework covers the entire Highway 8 corridor in Chisago County, the approach was slightly different in Wyoming and Chisago City because planning is currently underway for a roadway improvement project. In those communities, the Project Team had plan sets from Chisago County that showed planned intersections, access closures, right-of-way extent, and stormwater management. These proposed improvements were considered in the planning process. In the remainder of the corridor, the Project Team took into consideration the approach of the current improvement project as concepts were developed and recommendations crafted.

HIGHWAY 8 RECONSTRUCTION PROJECT BENEFITS

- Chisago County, Wyoming, and Chisago City are currently working with MnDOT on plans to improve Highway 8 from the Wyoming boundary to Karmel Avenue in Chisago City. As of the development of the Strategic Framework, about half of the needed \$70 million funding needed for the project has been secured. The proposed reconstruction of Highway 8 will improve safety and congestion issues and provide better quality of life to local communities. Additional project benefits cited for the project include:
- Promote rural economic development and access to opportunities by reconstructing the state principal arterial from a two-lane undivided roadway to a four-lane divided highway.
- Improve safety and mobility by adding roadway capacity and reducing congestion.
- Remove access points and consolidating access by constructing a local roadway network of frontage and backage roads.
- Implement intersection controls and limiting uncontrolled intersections/access points.
- Add technological upgrades.
- Upgrade pedestrian curb ramps and cross walks.
- Construct a multi-use trail.
- Complete maintenance needs along the existing four-lane segment.

The City of Wyoming items begin on Page 17 through page 21 that have the following focus areas:

- Greenway Ave
- Hamlet Ave.
- Health Ave.

Recommendation: I would ask that the group review the project and we can bring up the final plan for review and discuss and answer questions as necessary

CHISAGO COUNTY HIGHWAY 8 CORRIDOR *STRATEGIC FRAMEWORK*

November 21, 2022



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INTRODUCTION

PROJECT OVERVIEW

Connecting more than 9 communities and townships across southern Chisago County, US Highway 8 (Highway 8) is a highly traveled corridor for residents, employees, and the many tourists visiting the area. It also is a primary transportation corridor moving agricultural, industrial, and commercial goods. As the region’s popularity has increased, so too has the need for improvements on Highway 8. Community conversations about Highway 8 often highlight concerns about mobility, safety, noise, and access.

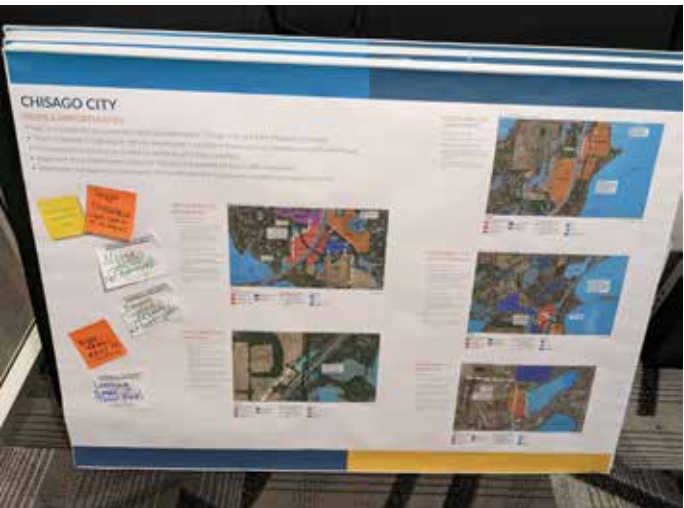
In 2021, Chisago County received a RAISE Grant (Rebuilding American Infrastructure with Sustainability and Equity) from the US Department of Transportation to assist with a major reconstruction project for Highway 8. This project aims to improve safety and mobility along eight miles of Highway 8 from Interstate 35 (I-35) in the west to Karmel Avenue in Chisago City in the east.

The purpose of the Highway 8 Strategic Framework is to help guide future development, as well as public and private investment along the entire corridor in Chisago County. The framework process included evaluating how proposed and potential highway improvements will impact or support future retail, industrial, and residential development. The Strategic Framework is also intended to promote collaboration among the corridor communities and demonstrate the corridor-wide support for highway improvements.

PROJECT PROCESS

In order to be a comprehensive and effective framework plan, this document addresses both the needs of the overall corridor as well as the unique needs of the individual corridor communities. At the project onset, the Project Team conducted background research to gain an initial understanding of the corridor and proposed improvements. The Project Team then held a series of meetings with corridor communities and project partners, both as a group and individually, before drafting design and implementation recommendations. The bullets below outline the project process that was followed to create the recommendations found in this strategic framework:

- Review and analysis of background documents, including individual corridor communities’ comprehensive plans and other documents relevant to the Highway 8 corridor
- Meetings with the project Technical Team and individual corridor communities to discuss issues and opportunities
- Development of community focus area concepts
- Meetings with the Project Technical Team and individual corridor communities to review concepts
- Creation of corridor-wide recommendations
- Meeting with Steering Committee to discuss corridor-wide recommendations and preparations for Open House
- Community Open House to present project findings, corridor-wide recommendations and individual community concepts
- Preparation of draft report for review by the Steering Committee. The report has two chapters after the introduction.. The first focuses on the entire corridor with an overview of existing conditions and then corridor-wide recommendations. The second focuses on individual community focus areas.



More than 80 stakeholders attended an open house to review the draft corridor recommendations and community concepts.

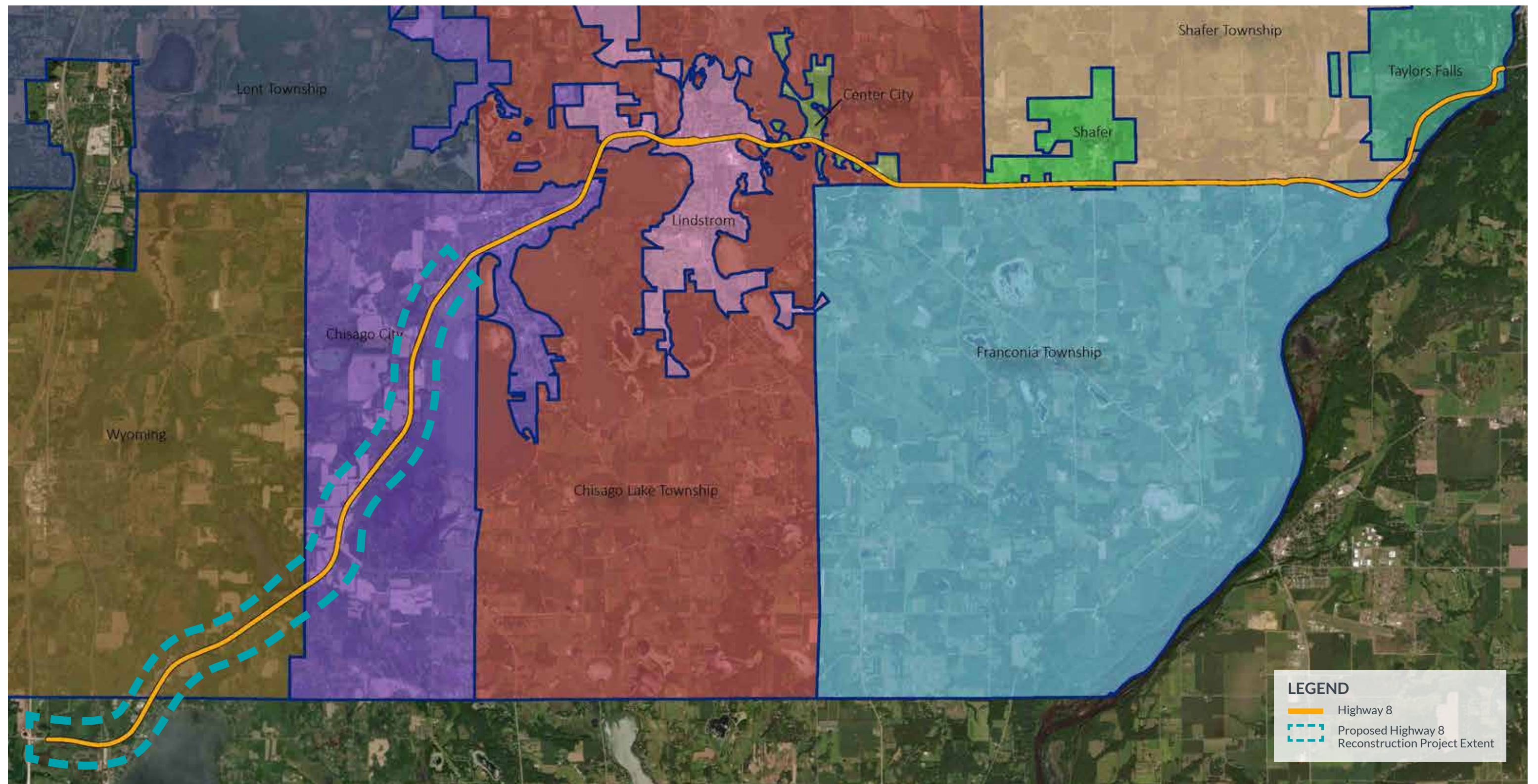


Figure 1.1 Highway 8 Strategic Framework Study Area

PROJECT PURPOSE

-  Guide future development and investment in the corridor
-  Identify development priorities among corridor communities
-  Evaluate how proposed highway improvements will impact or support future retail, industrial, and residential along the corridor
-  Evaluate and recommend options for improving highway safety at intersections and crossings, as well as bike/pedestrian trail infrastructure.
-  Recommend investments, policies, or studies needed to support desired land uses
-  Promote collaboration among corridor communities

GUIDING PRINCIPLES

The Project Team reviewed a number of community comprehensive plans and other documents relevant to the Highway 8 corridor. Several themes emerged from these background documents. These themes were confirmed by the corridor communities as common priorities for future development. These have become the Guiding Principles for the Strategic Framework, and are outlined below:

- Maintaining small-town character through smart and intentional growth
- Encouraging economic development and tourism to strengthen local economies
- Focusing higher-density development in urban cores to efficiently utilize existing utilities
- Improving walkability and promoting non-motorized transportation through expanded and connected trail networks
- Improving water quality through stormwater BMPs
- Increasing affordable housing options
- Promoting construction of infrastructure to support and expand access to high-speed internet



HIGHWAY 8 CORRIDOR

EXISTING CONDITIONS

The focus of this Strategic Framework is on the portion of Highway 8 through Chisago County. However, the Highway 8 corridor does extend more than 21 miles from I-35 in Forest Lake to the Wisconsin border in Taylors Falls. Highway 8 in Chisago County travels through Wyoming, Chisago City, Chisago Lakes Township, Lindstrom, Center City, Shafer, Franconia Township, Shafer Township, and Taylors Falls. The route has existed for more than 100 years and originally connected the area to Minneapolis before the interstate highway system.

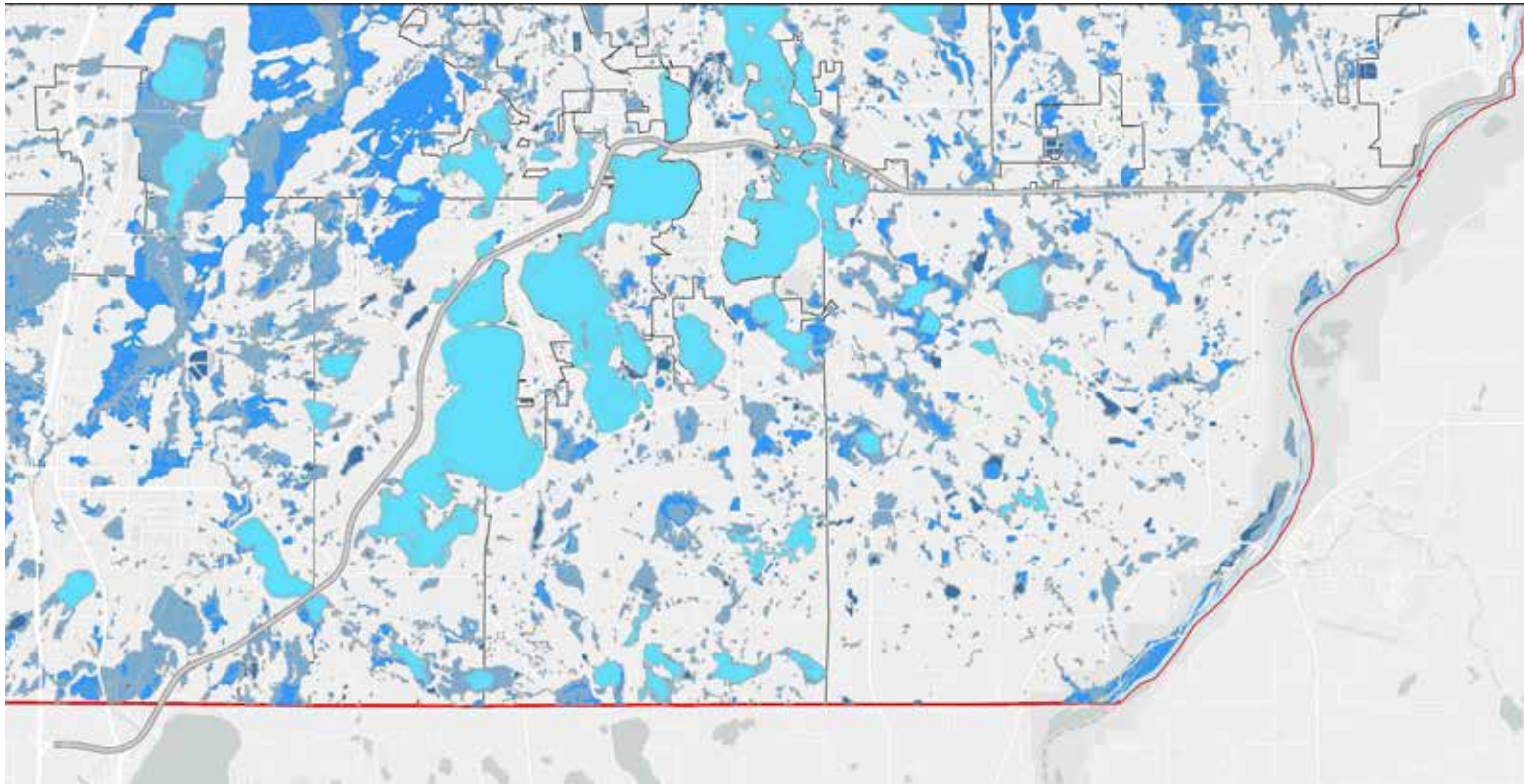
Highway 8 has been identified as having the highest daily traffic in Chisago County. The roadway exceeds 23,000 vehicles per day in some segments. Currently, most of the corridor is a two-lane highway with a speed limit of 55 mph and numerous intersections, access points, and driveways. The high number of access points not only causes backups from queuing in the busy two-lanes of traffic but also results in safety concerns for drivers turning onto and off of the high speed roadway. With a lack of alternate routes, existing congestion only stands to worsen with projected population, business, and visitor growth in the region. The one exception to the two-way highway is in downtown Lindstrom, where the highway splits into a pair of one-way streets.

While the Strategic Framework covers the entire Highway 8 corridor in Chisago County, the approach was slightly different in Wyoming and Chisago City because planning is currently underway for a roadway improvement project. In those communities, the Project Team had plan sets from Chisago County that showed planned intersections, access closures, right-of-way extent, and stormwater management. These proposed improvements were considered in the planning process. In the remainder of the corridor, the Project Team took into consideration the approach of the current improvement project as concepts were developed and recommendations crafted.

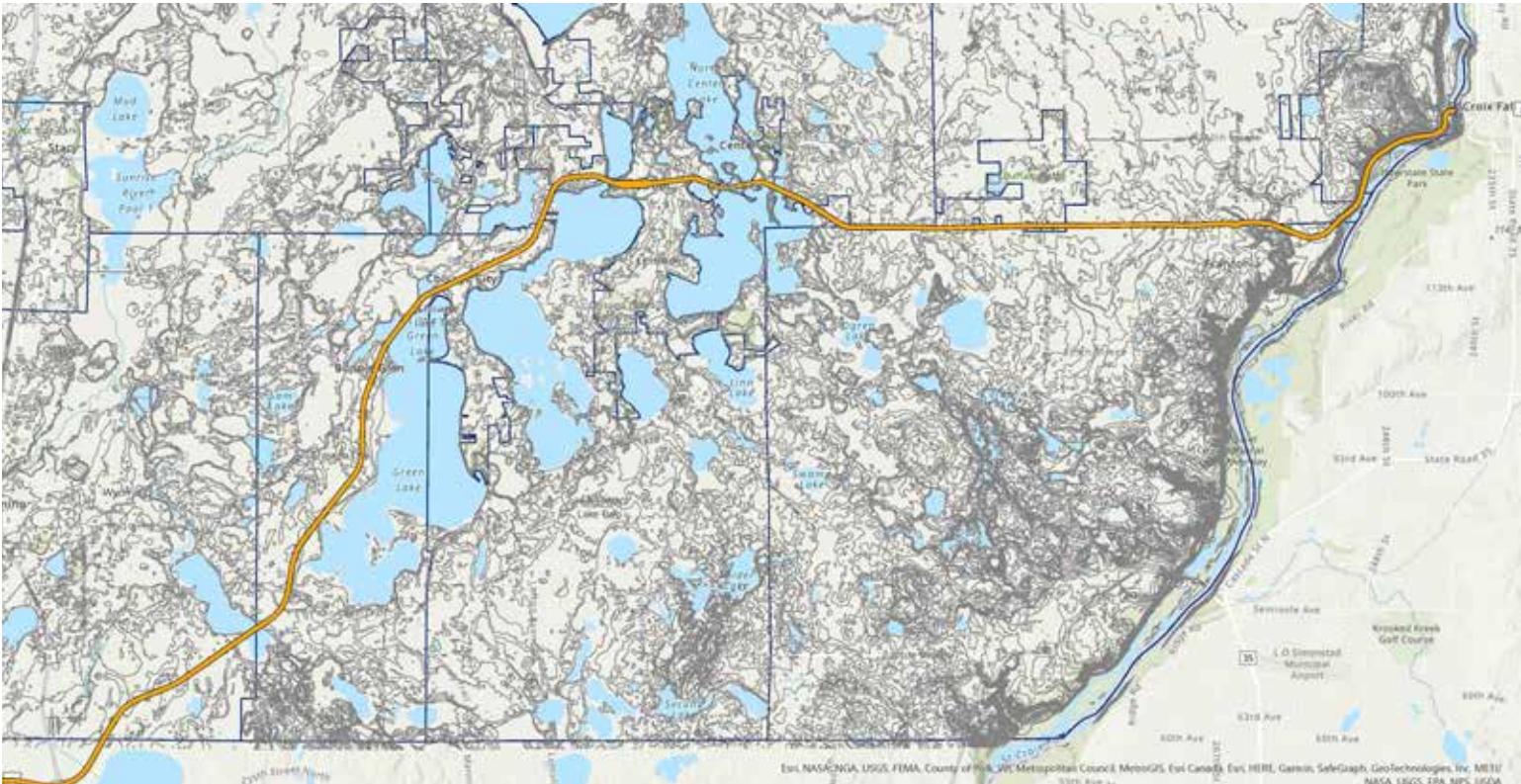
HIGHWAY 8 RECONSTRUCTION PROJECT BENEFITS

Chisago County, Wyoming, and Chisago City are currently working with MnDOT on plans to improve Highway 8 from the Wyoming boundary to Karmel Avenue in Chisago City. As of the development of the Strategic Framework, about half of the needed \$70 million funding needed for the project has been secured. The proposed reconstruction of Highway 8 will improve safety and congestion issues and provide better quality of life to local communities. Additional project benefits cited for the project include:

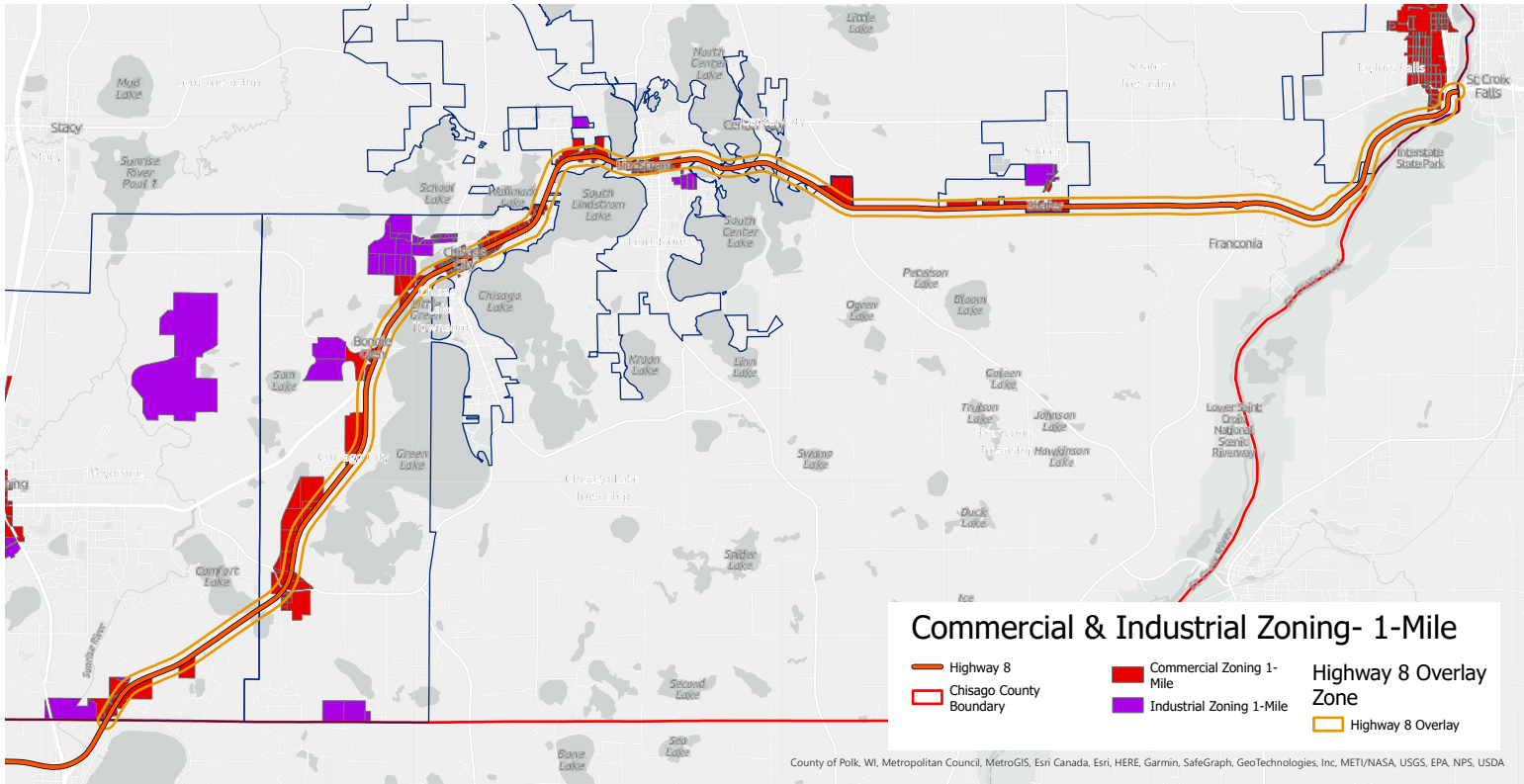
- Promote rural economic development and access to opportunities by reconstructing the state principal arterial from a two-lane undivided roadway to a four-lane divided highway.
- Improve safety and mobility by adding roadway capacity and reducing congestion.
- Remove access points and consolidating access by constructing a local roadway network of frontage and backage roads.
- Implement intersection controls and limiting uncontrolled intersections/access points.
- Add technological upgrades.
- Upgrade pedestrian curb ramps and cross walks.
- Construct a multi-use trail.
- Complete maintenance needs along the existing four-lane segment.



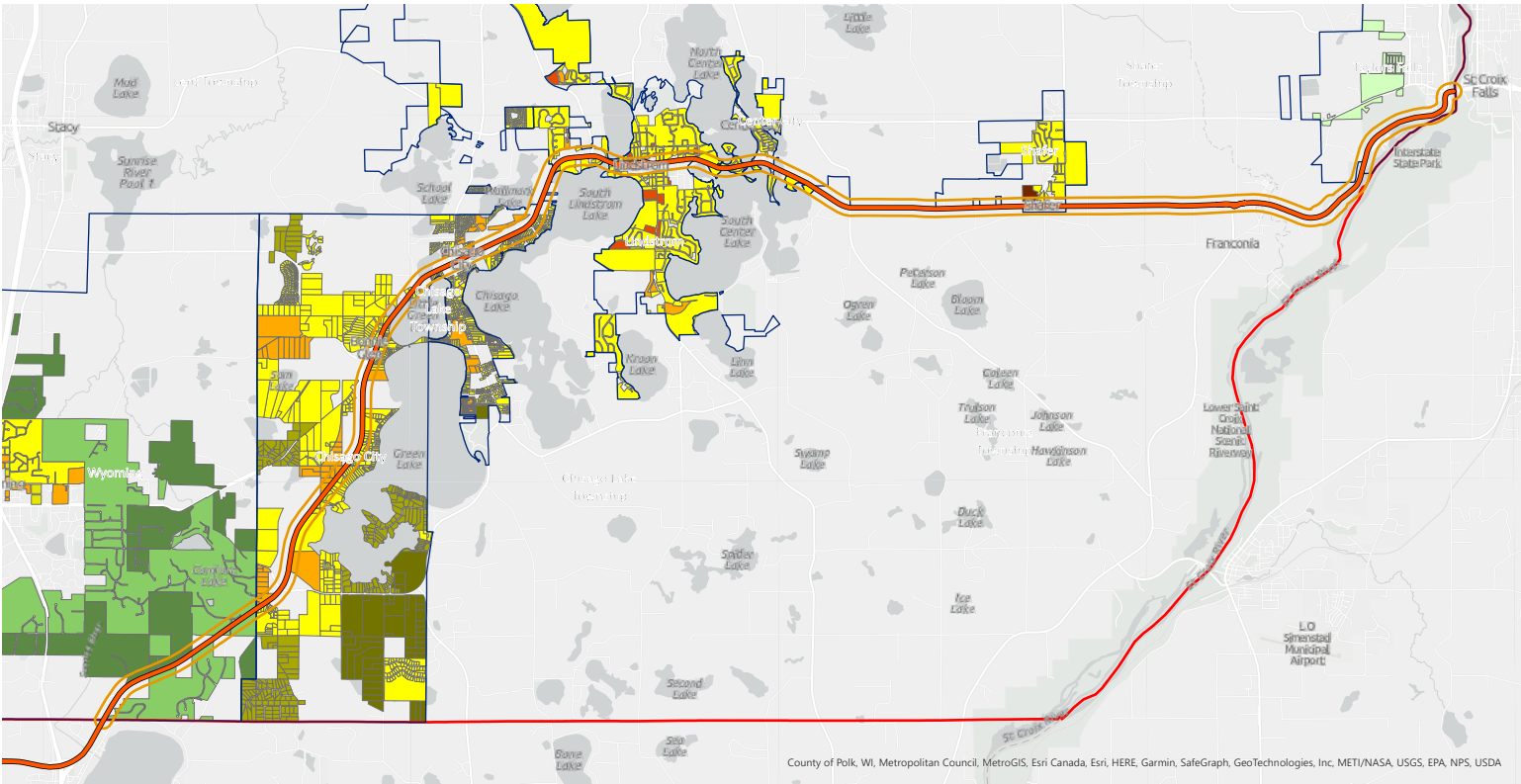
The extensive lakes and wetlands along Highway 8 is attractive for residents and visitors, but is challenging for roadway development and stormwater management.



Topography is an important consideration throughout the corridor, particularly on the eastern end.



There is more commercial than industrial planned along the corridor. Planning for access to the industrial areas off the corridor is important for employment opportunities.



Residential development is currently planned in all of the cities along the corridor.

SWEDISH IMMIGRANT REGIONAL TRAIL

Celebrating the history of the Swedish Immigrants that settled in much of the Chisago Lakes region, a plan was developed to construct a 20 mile multi-use trail that connects Forest Lake to Taylors Falls. Several trail segments have been completed, including a segment from Chisago City to Center City, and a segment from Shafer to Taylors Falls. Three trailheads also currently exist: at Redwing Avenue in Shafer, at Tern Avenue in Shafer Township, and at the Taylors Falls City Hall on Military Road.

There are some remaining segments to be completed. The largest remaining portion links Chisago City to the west, with several route options that would lead to both Wyoming and Forest Lake. The segment between Center City and Shafer requires further land acquisition in order to refine and construct the easterly trail alignment. The final remaining portion of trail would connect the trailhead at City Hall in Taylors Falls to the Interstate State Park visitors center area and into downtown. This segment requires navigation of challenging topography, cooperation with narrow roadways, and crossing complicated roadway intersections congested with tourism traffic.

This Framework document explores several opportunities for connections and improvements to portions of the proposed Swedish Immigrant Trail route, as well as potential locations for additional trailheads, and how these improvements might fit into the work being completed for Highway 8. The final trail route will require further study and approvals from the communities, Chisago County, MnDOT, and other project partners.

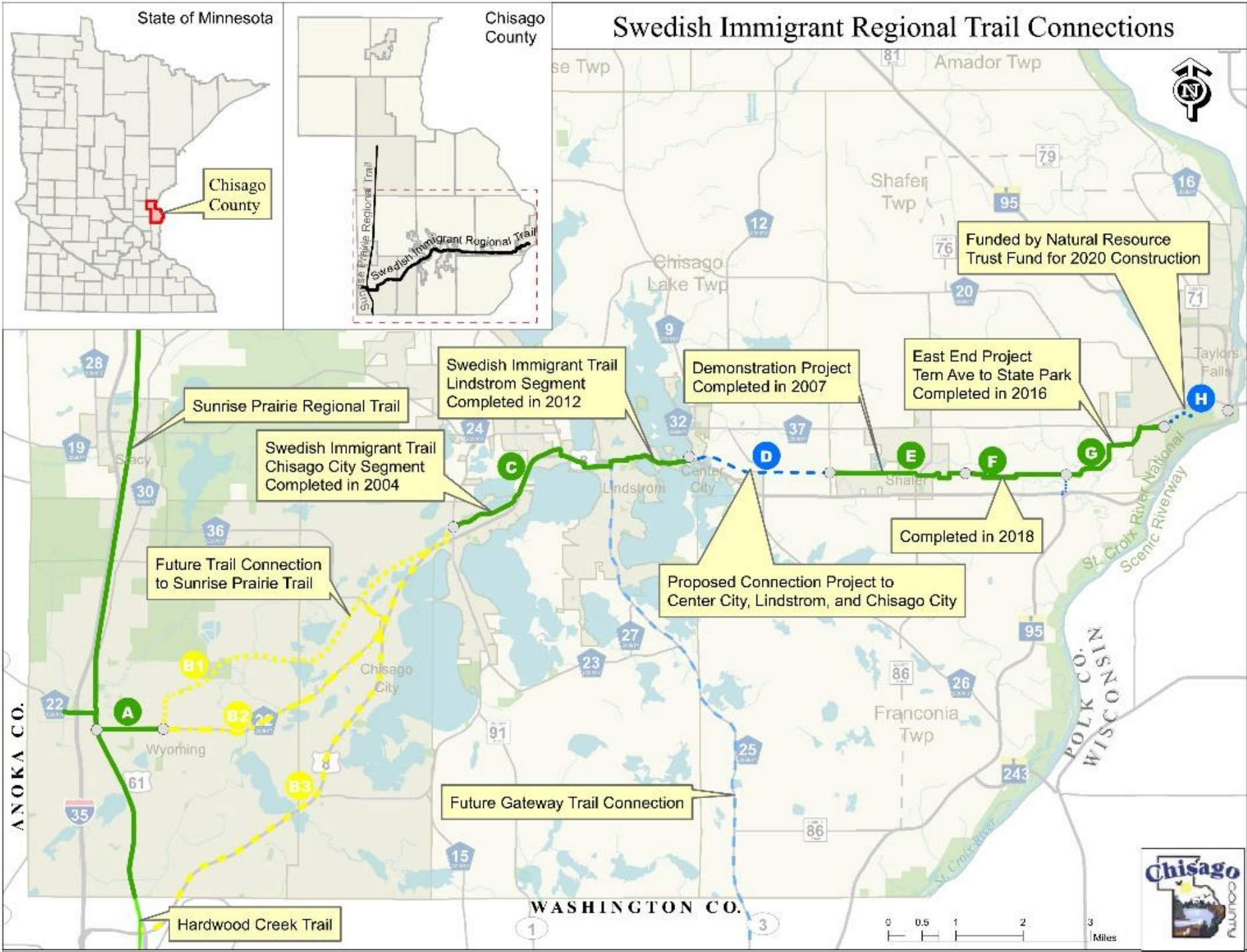


Figure 2.1 Swedish Immigrant Regional Trail Overview Diagram from the 2021 “Swedish Immigrant Trail–Segment C” document prepared for Chisago County

CORRIDOR-WIDE OPPORTUNITIES & CONSTRAINTS

CONSTRAINTS

Improvements to the Highway 8 corridor are bound by several constraints. A major project goal includes roadway improvements that will increase safety, but this will require consideration of closing many existing access points to Highway 8, and recommending intersection and crossing improvements for both local traffic and pedestrian safety. Physical constraints due to the many lakes and wetlands in the region, may limit the available space and buildable land for future development, Stormwater is a very important consideration, but also may encounter challenges due to space limitations. Additional constraints include:

- Undivided highway and problematic intersections cause unsafe conditions and increase accidents
- Lack of safe crossings, ADA standards, and separated trail facilities create unsafe conditions
- High number of access points to Highway 8 is above MnDOT recommendations
- High traffic volume on Highway 8 will not be sustained by current conditions with increased population growth, commuter traffic, and tourism
- Environmental impact and water quality
- Lack of existing utilities to support new development along corridor

- Pinch-points along Highway 8 due to lakes and steep grade reduce buildable land and may provide challenges for corridor expansion
- Highway 8 is a vital economic and tourist corridor with many businesses that will need careful consideration and planning during construction and road closures in order to survive
- Existing shoulders along corridor are currently pinch points, improvements should consider widening shoulders where possible, especially to provide additional space for agricultural traffic
- Considerations for the rural context, including how will large land owners cross the highway to access all of their property, and the challenges posed to truck traffic by roundabouts.

OPPORTUNITIES

This Framework plan explores opportunities for improvements within the Highway 8 corridor intended to improve the roadway for motorists and regional trail users, support economic activity through future development of corridor communities, and provide environmental benefits through stormwater best practices. This project also looks at route improvements and connections to the Swedish Immigrant Regional Trail, as well as potential for establishing a corridor-wide identity through a coordinated branding and wayfinding effort. Additional opportunities include:

- Improving safety for motorists, bicyclists, and pedestrians by reducing access points and improving regional trail connections
- Promoting strategic development along corridor, including introducing new commercial nodes
- Diversifying and expanding housing options
- Managing and improving stormwater throughout corridor
- Build branding/identity for communities along corridor
- Improving wayfinding for travelers/tourists along corridor
- Ensuring Highway 8 improvements are accommodating to rural needs, like tractor/truck traffic, commercial deliveries, and industrial transportation

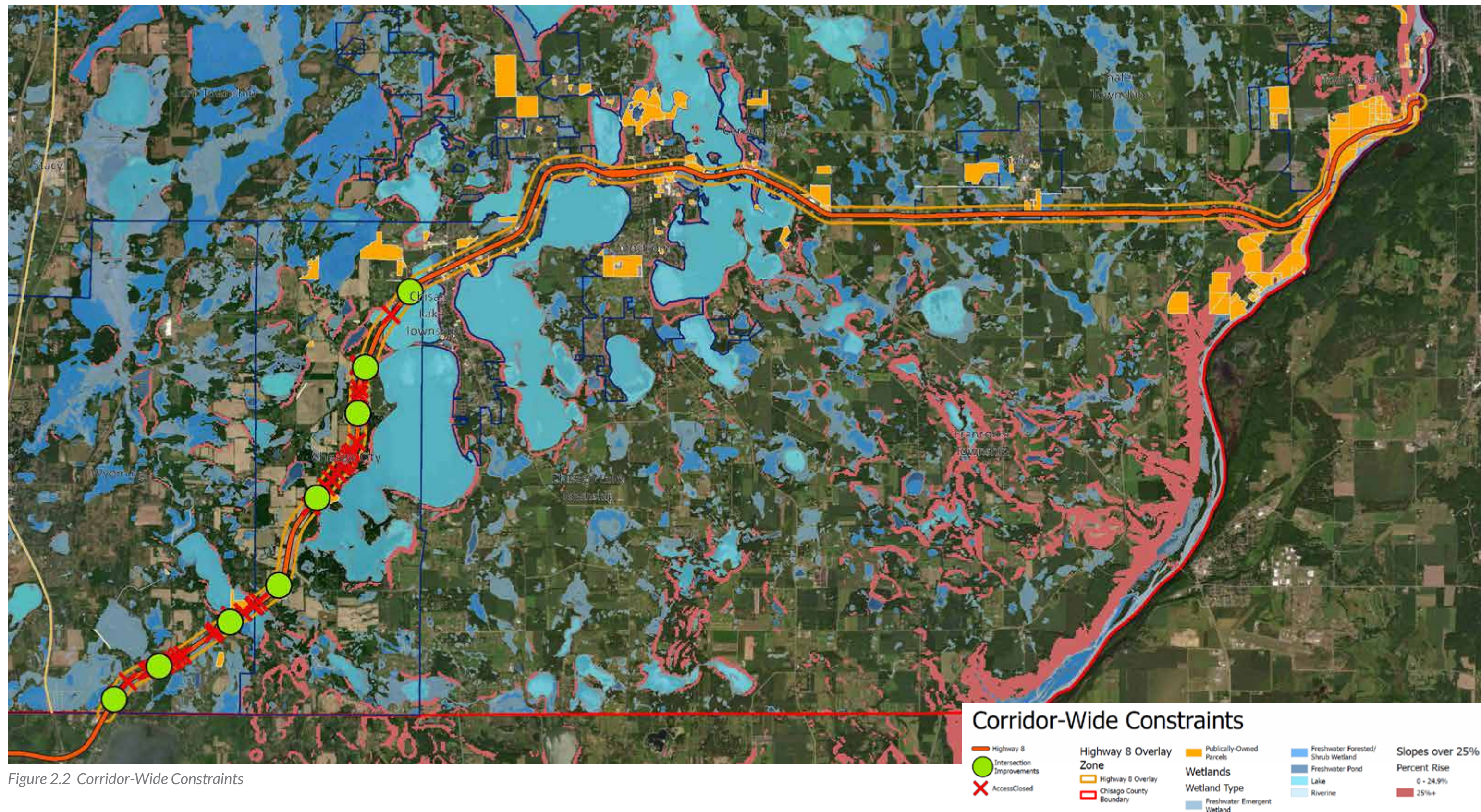


Figure 2.2 Corridor-Wide Constraints

CORRIDOR-WIDE RECOMMENDATIONS

Recommendations were developed to guide improvements in the entire Highway 8 corridor and grouped into five categories. These corridor-wide recommendations should be considered along with the focus area/community-specific recommendations in the next chapter.

GENERAL

1. Incorporate recommendations from Highway 8 Study into updates to local plans (comprehensive plans, transportation plans, park plans, etc.)
2. Share results of study and collaborate with Highway 8 Taskforce on next steps
3. Continue corridor wide branding efforts (streetscape, amenities, wayfinding, marketing, etc.) while allowing for community individualism
 - a. Consider how site design that frames natural resources and water view is part of branding.
 - b. Explore wayfinding and signage to reinforce the brand, assist with motorized and non-motorized navigation, and to capture pass-through traffic.
 - c. Explore a community wide gateway in Wyoming and Taylors Falls to communicate the corridor brand - consider a future gateway such as a Swedish Immigrant Regional Trail trailhead/highway rest stop as a “Gateway Anchor.”

DEVELOPMENT

1. Acknowledge the overall development goal across the corridor.
2. Continue exploration of how best to plan infrastructure that results in realistic development parcels.

3. Advocate with MnDOT and Chisago County for corridor and community development needs.
4. Work with MnDOT on potential context guide for Highway 8.

RIGHT-OF-WAY AND ACCESS MANAGEMENT

1. Secure right-of-way for future improvements on Highway 8 as development occurs. When right-of-way acquisition is not feasible, plan site layouts with sufficient setbacks to accommodate potential future ROW needs.
2. Plan for future access consolidation as part of transportation projects by securing right-of-way when possible and planning for future frontage/backage roads or realignments.
3. Consider future utility needs (including telecommunications) as right-of-way is being preserved.
4. Ensure roadway connections and intersections at Highway 8 that lead to the greater community adequately serve land uses within ½ mile to 1 mile off Highway 8.
5. Evaluate opportunities to have an alternative network that allows local traffic, including agricultural traffic, to move without using Highway 8 (county roads/local collector road)

STORMWATER MANAGEMENT

1. Explore opportunities for county/city development of consolidated stormwater management facilities to better facilitate development and make stormwater an amenity for the site.
2. Plan that MnDOT stormwater will need to be separate from county/city stormwater.

3. Explore opportunities to combine utility and stormwater in the same right-of-way and easement areas.
4. Continue to work with Chisago SWCD on water quality projects

PEDESTRIAN/BICYCLE MOVEMENT

1. Implement crossing improvements to facilitate crossings across Highway 8.
2. Plan and construct trail and sidewalk connections within each community that provides connectivity within communities and to the Swedish Immigrant Regional Trail.
3. Swedish Immigrant Regional Trail
 - a. Continue acquisition of right-of-way needed for proposed trail alignment.
 - b. Secure funding to construct missing segments.
 - c. Work with County on updating the Swedish Immigrant Trail signage.
 - d. Identify and construct signage on major roadway corridors to direct trail users to the Swedish Immigrant Trail (e.g. Highway 8, County Road 37, etc.).
 - e. Plan and construct wayfinding that directs users to community and regional destinations.
 - f. Explore the use of branding elements that can be used throughout the corridor (pavement markings, signage design, amenities like lighting or benches, etc.)

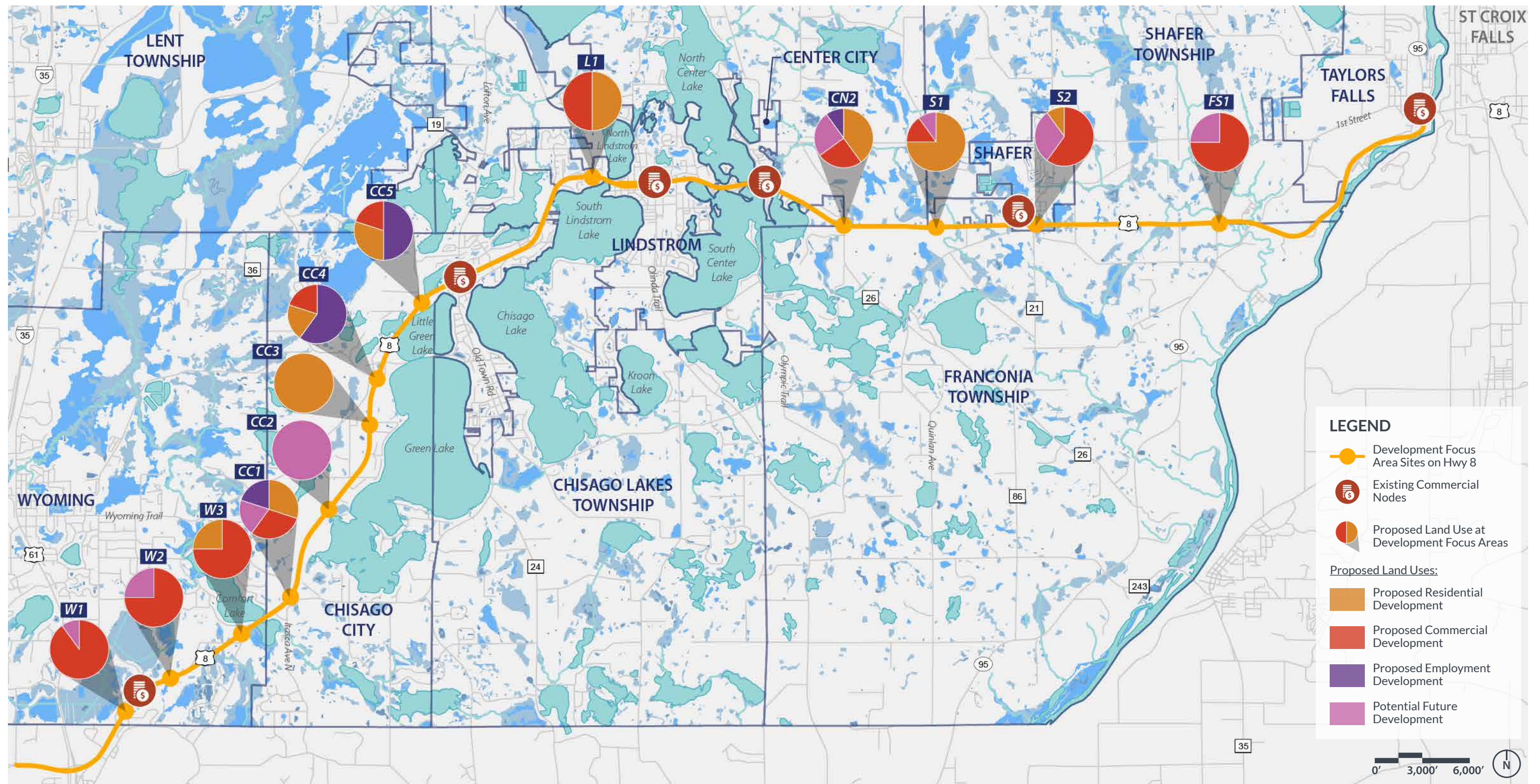


Figure 2.3 Proposed Land Use in Focus Areas



CORRIDOR COMMUNITIES

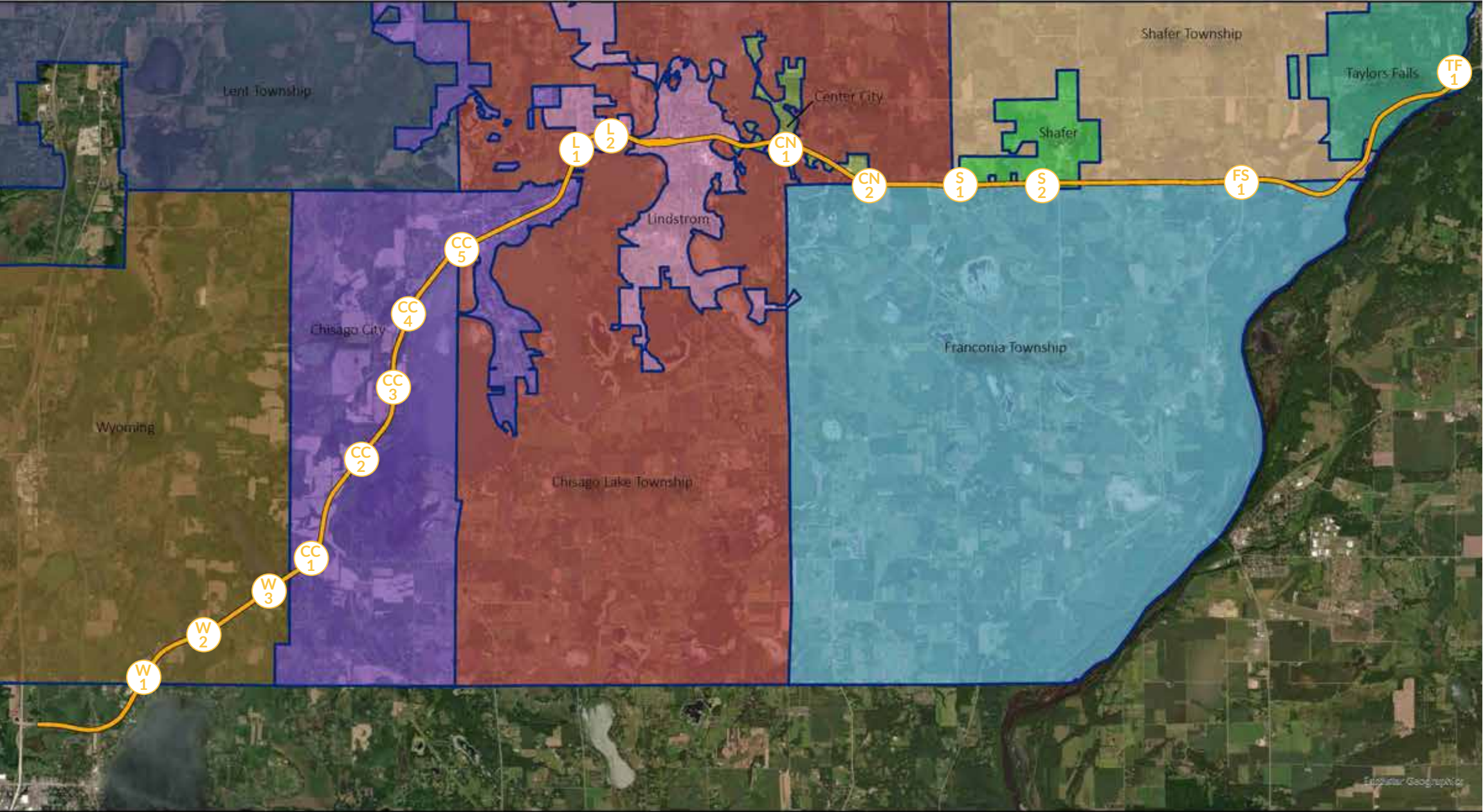
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FOCUS AREAS

Key locations along the Highway 8 corridor were selected by the communities for further study. These focus areas were highlighted because of their development potential due to constructability, visibility and access from Highway 8, as well as due to their proximity to existing development, amenities, and utilities. Some of the areas were also previously identified in community Comprehensive Plans as future development opportunity sites. Sites were also selected for potential route alignment or connection opportunities for the Swedish Immigrant Regional Trail, an important priority for the communities along Highway 8.

Through collaborative discussions, conceptual designs were developed for each of the focus areas and then verified and reviewed by each of the individual communities as well as Chisago County. The designs were then presented at a corridor-wide stakeholder meeting.

Figure 3.1 Highway 8 Corridor Focus Area Locations



FOCUS AREA LOCATIONS

Wyoming	Chisago City	Lindström	Shafer	Taylors Falls
W1 Greenway Ave	CC1 Pioneer Road	L1 SIRT	S1 Quandam Lane	TF1 Downtown Taylors Falls
W2 Hamlet Ave	CC2 James Ave	L1 Hwy 14/Lincoln Road	S2 Downtown Shafer Area	
W3 Heath Ave	CC3 276th St	Center City	Franconia & Shafer Township:	
	CC4 East Viking Blvd	CN1 Downtown Center City Area	FS1 Tern Ave	
	CC5 Karmel Ave	CN2 Pleasant Valley Road		

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CITY OF WYOMING

Wyoming is located on the southwest boundary of the project area and is at the western start of the portion of the Highway 8 improvement project. Wyoming’s population of 8,070 makes it the largest city in the project area. Its location on a stagecoach route-turned-train line between St Paul and Duluth, and then eventually the I-35 freeway, helped the area establish and grow quickly.

EXISTING CONDITIONS

Highway 8 transitions from a four-lane, divided roadway to a rural two-lane, undivided roadway between Forest Lake (Washington County) and Wyoming (Chisago County). This is also where the posted speed limit changes from 60 mph to 55 mph.

Commercial activity in Wyoming is currently split between two locations. The main commercial center is near I-35 along Highway 61, while there are also pockets of commercial development on Highway 8 just outside of Forest Lake.

The City is divided into several utility service areas and the Highway 8 corridor falls under the Ultimate Urban Service Area classification. There are currently no plans to serve proposed development with public utilities in this area during the 20-year planning horizon. Private or shared systems would be needed to serve development in the inteirm.

There are also a lot of wetland areas along the Highway 8 corridor through Wyoming. This makes stormwater an important consideration and, additionally, may limit the amount of buildable land for future development in the corridor.

There are currently several proposed routes to connect the Swedish Immigrant Regional Trail from Chisago City to Wyoming and Forest Lake. The route along Highway 8 would provide an easier connection between Chisago City and Forest Lake, but the City of Wyoming is

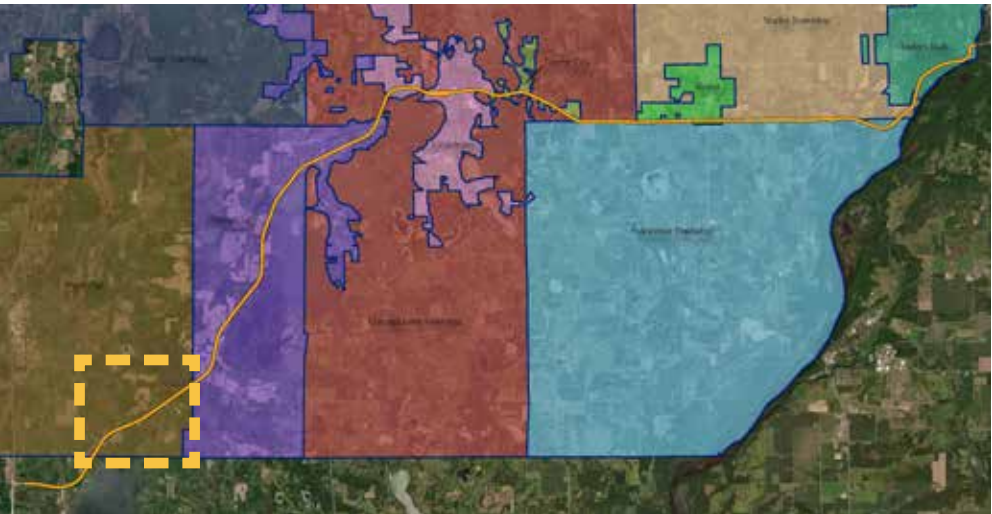
also interested in examining a route or spur route that would also pass through more of Wyoming’s residential areas and connect to downtown.

ISSUES & OPPORTUNITIES

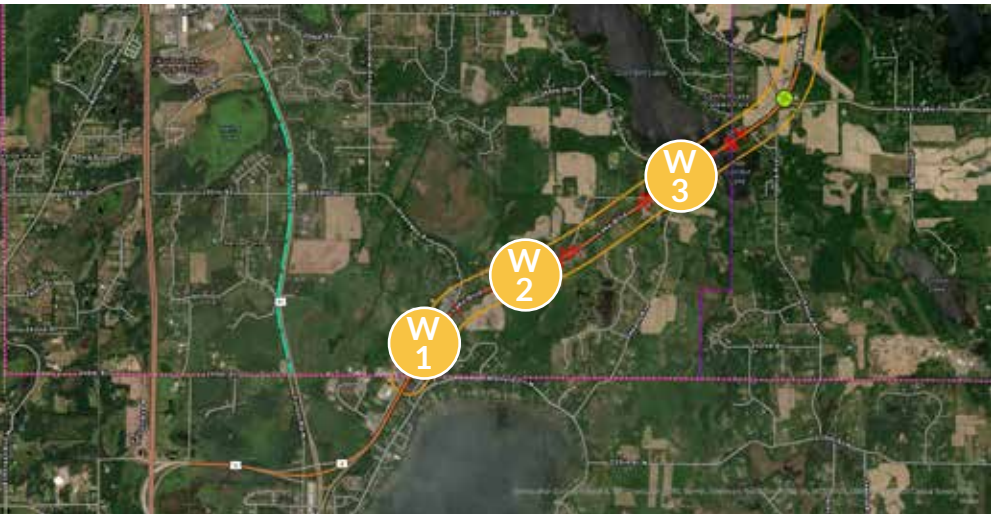
Things to consider for any potential future development in Wyoming along the Highway 8 corridor:

- Until public sewer and water utilities are available, development would need to be served by private utilities.
- A moderate amount of wetlands along the Highway 8 corridor through Wyoming create a potential challenge for development in some areas.
- There are concerns about future Swedish Immigrant Regional Trail alignment. There are desires to bring the trail through center of Wyoming but also see benefit of route along Highway 8 to connect to Forest Lake.
- There is not a lot of remaining land zoned for industrial use. The City may wish to create a flexible district that can accommodate both commercial and industrial (though not outdoor storage).

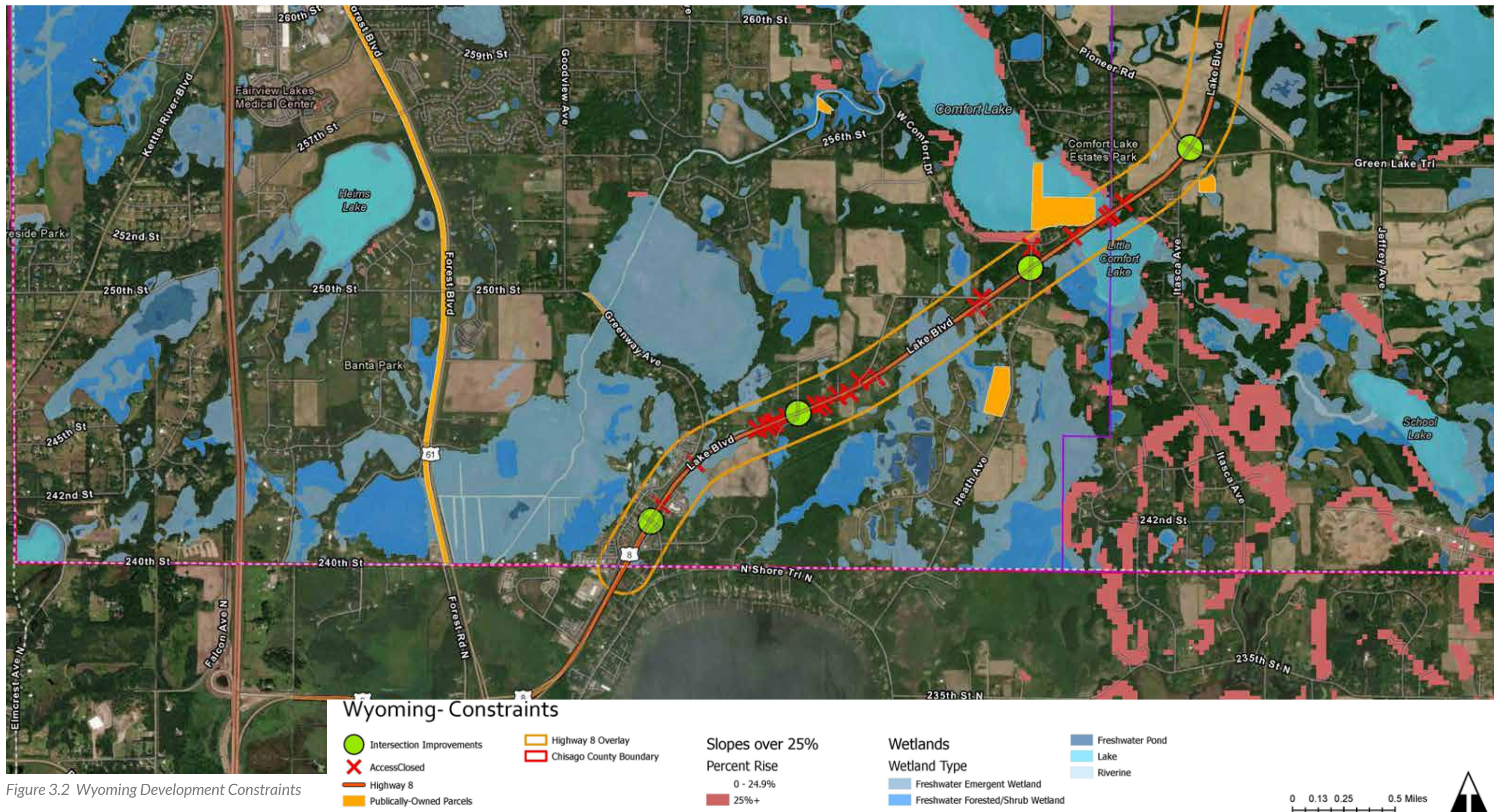
WYOMING



Wyoming Project Area Key Map



Wyoming Focus Areas Key Map



FOCUS AREA W1 - GREENWAY AVE

Observations / Opportunities:

- Backage road needed behind Floyd’s Auto Sales area with potential connection to the northeast to the Hale Avenue area via frontage road connection. The large wetland complex will need to be navigated. It may be beneficial to follow the wetland edge to maximize the developable area.
- Larger land opportunity for development to northeast. There may be gas line impacts through site and power lines on eastern property boundary.
- There may be the opportunity for infill development or business expansion at new backage road and Greenway Avenue.
- There may also be a redevelopment opportunity for commercial at Greenway Ave and Greenway Lane against new frontage road

Figure 3.3 Focus Area W1 - Greenway Ave



LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

-  2022 Reconstruction Project Proposed Roadway
-  Proposed Adjustments to 2022 Reconstruction Project
-  Proposed New Development Roadways

Hydrology:

-  Lakes
-  Wetlands
-  Proposed Stormwater Treatment

FOCUS AREA W2 - HAMLET AVE

Observations / Opportunities:

- Extension of southern frontage road back to Greenway Ave intersection (Tolsmann and Northwoods Humane Society Property):
 - Maintain existing evergreen tree line
 - Consider relocation of stormwater ponds south to extend frontage road back to west.
 - Navigate around large wetland complex to create larger development parcels
- South of Highway 8 (Winnick & Candor Properties - Forest Lake Marine and Small Engine)
 - Explore shifting frontage south to avoid existing structures
 - Opportunity for small commercial development between Highway 8 and frontage road on Winnick property
 - Consider future roadway network for Winnick property and southern portion of Candor Properties with existing homestead and building location, powerlines, large wetland complex and intersection spacing guidelines
- North of Highway 8 (Christensen Property, Westkey Enterprises LLC)
 - Connection of Hazel Avenue to Halo Avenue
 - Connection of Hamlet Avenue to Halo Avenue on northern boundary of Christensen property
 - Future development opportunity north of Christensen homestead

Figure 3.4 Focus Area W2 - Hamlet Ave



LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

- | |
|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

FOCUS AREA W3 - HEATH AVE

Observations / Opportunities

- Final design of northern frontage road should be carefully considered to create as few double loaded development parcels as possible.
- Uses could be commercial near Highway 8 and transition to residential to the northern portion of the JKJ Property Management parcel.
- Shoreland overlay district restrictions on Comfort Lake may have impacts on adjacent development.

Figure 3.5 Focus Area W3 - Heath Ave



LEGEND

Hwy 8 Development Opportunities:

- | | |
|---|---|
| Proposed Residential Development | Proposed Employment Development |
| Proposed Commercial Development | Potential Future Development |
| Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|--|
| 2022 Reconstruction Project Proposed Roadway |
| Proposed Adjustments to 2022 Reconstruction Project |
| Proposed New Development Roadways |

Hydrology:

- | |
|---|
| Lakes |
| Wetlands |
| Proposed Stormwater Treatment |

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CHISAGO CITY

One of the first established communities in Chisago County, Chisago City’s quaint downtown enjoys tourism that seeks its historic character and proximity to lakes and water recreation. It has a population of 5,632, which is expected to grow over the next decade. Together with the neighboring communities of Lindström, Center City, Shafer, and Taylors Falls, Chisago City is part of a region known as Chisago Lakes.

EXISTING CONDITIONS

Bounded by Green Lake and Little Green Lake to the east, Highway 8 travels through primarily agricultural and single-family residential land until reaching downtown. Here, the corridor becomes more narrow as it threads its way through commercial development situated between Wallmark Lake and Chisago Lake.

Through most of downtown Chisago City, Highway 8 is a divided roadway with limited access to local side streets. Frontage roads provide access to side streets. The City plans to expand and improve these frontage roads to support local traffic navigating onto and across the corridor.

Much of the land adjacent to the corridor is zoned for mixed-use/ commercial development or single-family residential, which will allow for a change in land use as the City sees future development along Highway 8. The 2021 Comprehensive Plan proposes concentrating commercial development and higher-density/mixed use along Highway 8, as well as planning for room within the right-of-way for multi-use trails and sidewalks to improve community walkability.

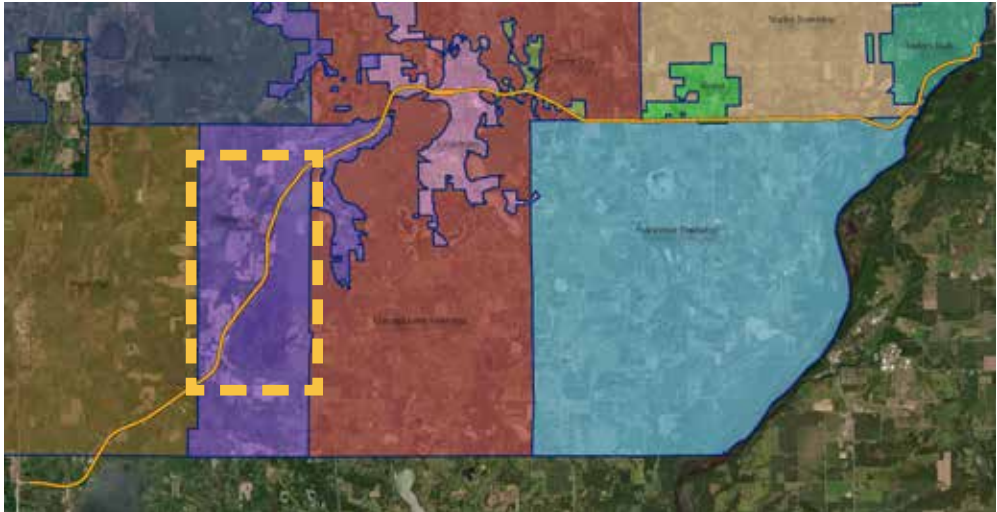
With the Highway 8 corridor running close to a number of lakes and wetlands, stormwater improvements will be important for preserving the water quality of the Chisago Lakes Region.

ISSUES & OPPORTUNITIES

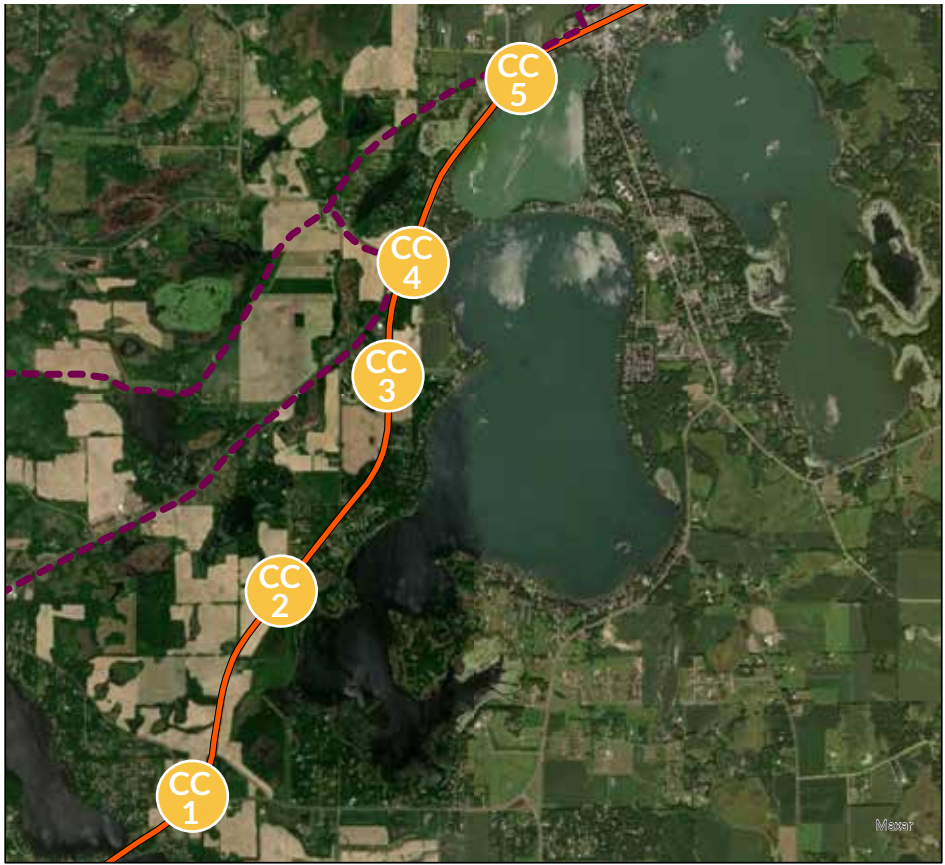
Things to consider for any potential future development in Chisago City along the Highway 8 corridor:

- The proposed Highway 8 improvement project extends from the western City boundary to Karmel Avenue.
- There is interest in Highway 8 corridor development outside of downtown, for example around Pioneer Road.
- Development in some areas limited by wetlands and utility corridors.
- Alignment of local alternative routes to Highway 8 is important for local traffic movement.
- Stormwater management adjustments may be beneficial to create more useable development parcels.

CHISAGO CITY



Chisago City Project Area Key Map



Chisago City Focus Areas Key Map

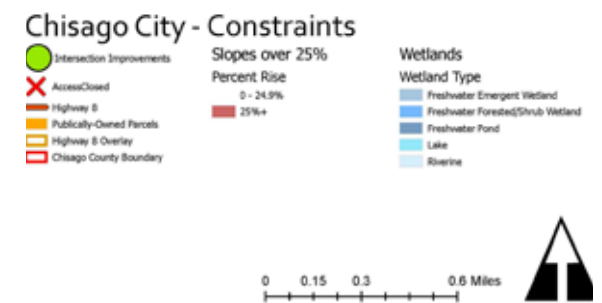


Figure 3.6 Chisago City Development Constraints

FOCUS AREA CC1 - PIONEER ROAD

Observations / Opportunities:

- North/West of Highway 8
 - Commercial opportunities near intersection
 - Backage road needed if multiple parcels are created on the southwest corner
 - Opportunity to reconfigure ponding for Highway 8 to make more commercial frontage on Highway for development sites.
- South/East of Highway
 - Commercial frontage on Highway 8
 - Employment uses further away from Highway 8
 - Potential for longer-term residential on Thompson Trust parcels (both east and west of Highway 8)
- Future intersection controls at access points along Pioneer Road / Grean Lake Trail may benefit from a median and/or roundabout.
- Secondary access to lakes area via CR 23 Green Lake Trail – additional traffic volumes to consider.

Figure 3.7 Focus Area CC1 - Pioneer Road



LEGEND

Hwy 8 Development Opportunities:

- | | |
|---|---|
| Proposed Residential Development | Proposed Employment Development |
| Proposed Commercial Development | Potential Future Development |
| Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|--|
| 2022 Reconstruction Project Proposed Roadway |
| Proposed Adjustments to 2022 Reconstruction Project |
| Proposed New Development Roadways |

Hydrology:

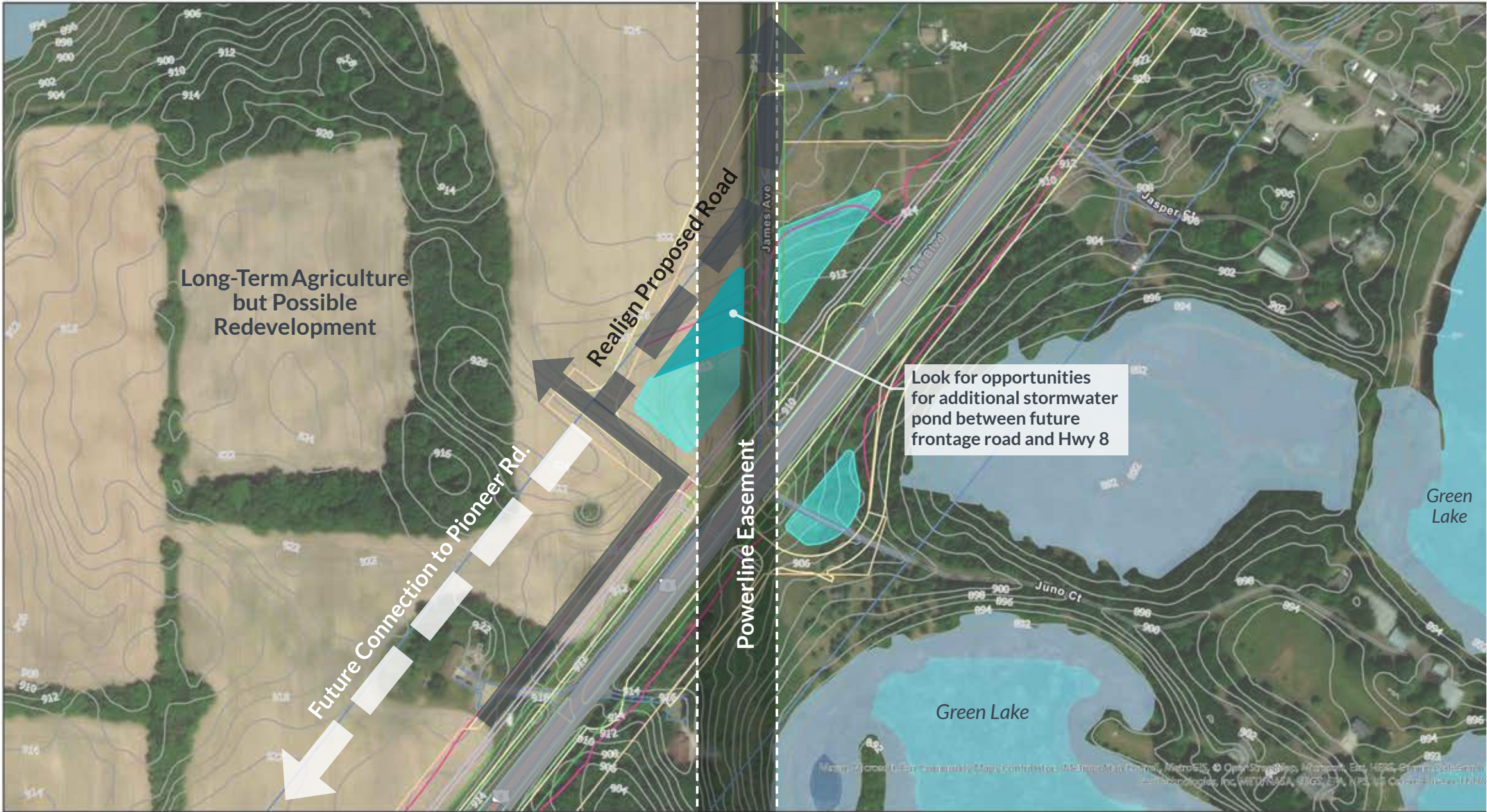
- | |
|--|
| Lakes |
| Wetlands |
| Proposed Stormwater Treatment |

FOCUS AREA CC2 - JAMES AVE

Observations / Opportunities:

- North/West of Highway 8
 - Align angle of James Avenue to eliminate remnant parcel on east side of new roadway, align with Highway 8 geometry.
 - Potential to expand stormwater ponding for Highway 8 with future development
 - Likely maintains agricultural use, but could become an area for additional residential development
 - Long-term considerations for connection to southwest and Pioneer Road for local trips (likely east side of solar field)
- Limited development opportunities south/east of Highway 8
- Power line easement and impact on development use and intensity

Figure 3.8 Focus Area CC2 - James Ave



LEGEND

Hwy 8 Development Opportunities:

- | | |
|---|--|
| Proposed Residential Development | Proposed Employment Development |
| Proposed Commercial Development | Potential Future Development |
| Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|--|
| 2022 Reconstruction Project Proposed Roadway |
| Proposed Adjustments to 2022 Reconstruction Project |
| Proposed New Development Roadways |

Hydrology:

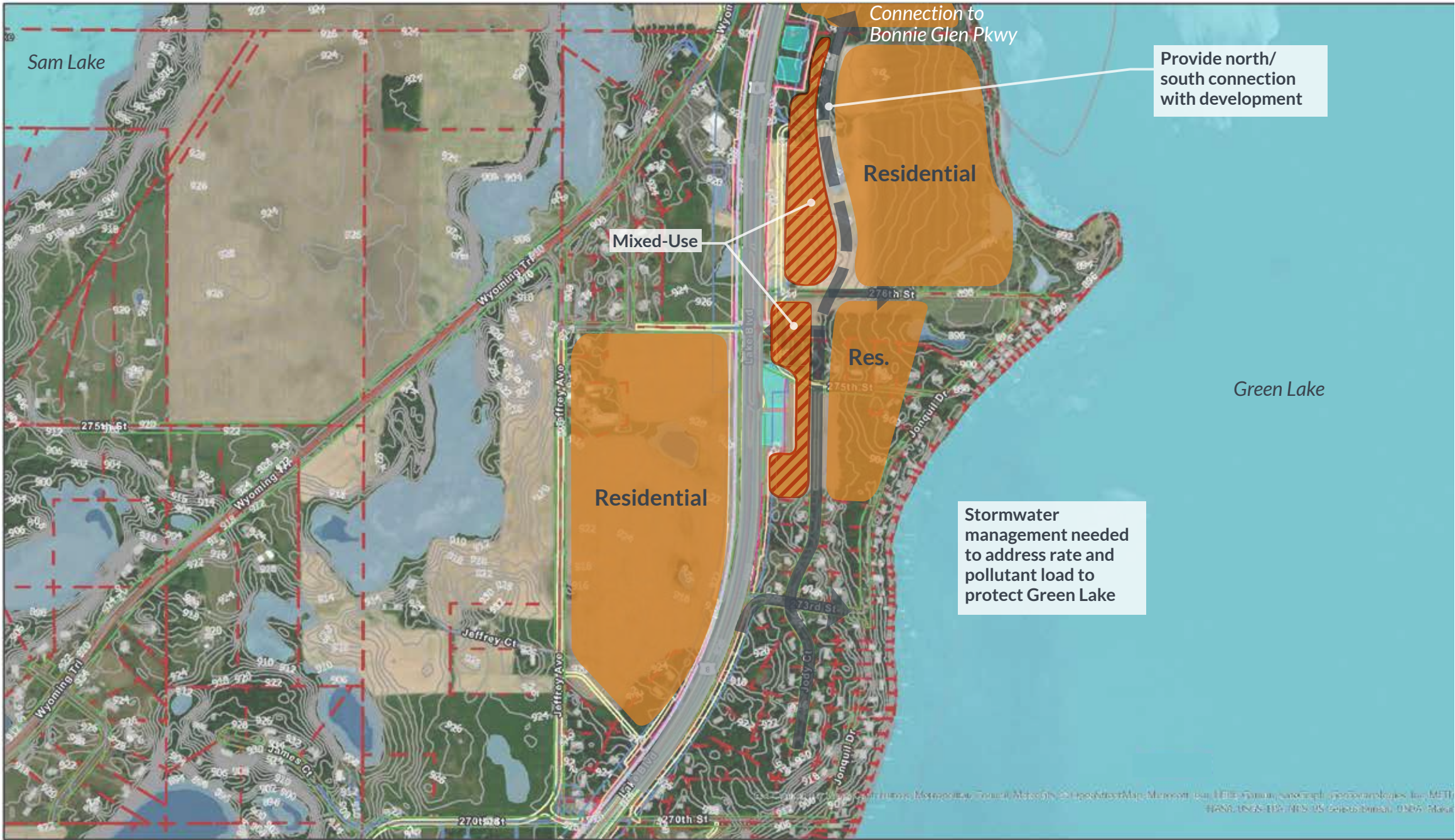
- | |
|---|
| Lakes |
| Wetlands |
| Proposed Stormwater Treatment |

FOCUS AREA CC3 - 276TH STREET

Observations / Opportunities:

- Residential focus both sides of the roadway
- Opportunity for lake access residential
- Potential road connection to the north could facilitate traffic movement that doesn't need to use Highway 8
- Stormwater management will be need to address rate and quantity to protect Green Lake.

Figure 3.9 Focus Area CC3 - 276th Street



LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

- | |
|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

FOCUS AREA CC4 - EAST VIKING BLVD

Observations / Opportunities:

- North/West of Highway 8
 - Access and frontage road realignment creates larger parcels for development – potentially an employment focus (realignment of Wyoming Trail and Jocelyn Avenue
 - Commercial site near Wyoming Trail / Viking Drive and Highway 8
- South/ East of Highway 8
 - Opportunity for residential development with lake access to Green Lake
 - Local road connection to the south would facilitate local traffic movement that doesn't have to use Highway 8
- Right in / right out access for commercial development off of Viking Boulevard
- Little Green Lake fisheries could be better supported by an improvement channel/weir system with Lake Ellen.

Figure 3.10 Focus Area CC4 - East Viking Blvd



LEGEND

Hwy 8 Development Opportunities:

	Proposed Residential Development		Proposed Employment Development
	Proposed Commercial Development		Potential Future Development
	Proposed Mixed-Use Development		

Adjacent Roadway Improvements:

	2022 Reconstruction Project Proposed Roadway
	Proposed Adjustments to 2022 Reconstruction Project
	Proposed New Development Roadways

Hydrology:

	Lakes
	Wetlands
	Proposed Stormwater Treatment

FOCUS AREA CC5 - KARMEL AVE

Observations / Opportunities:

- Winehaven Winery significant land holder in the area, likely not to intensify.
- Proposed regional trail connection north towards Lakeside Elementary School
- Areas north along CR 80 / Karmel Ave up to Chisago City Fire department could be residential.
- Future roadway connection to the west helpful to create alternative, local roadway network
- Opportunity for a public trail connection along Lake Martha to connect back to downtown Chisago City

Figure 3.11 Focus Area CC5 - Karmel Ave



LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

-  2022 Reconstruction Project Proposed Roadway
-  Proposed Adjustments to 2022 Reconstruction Project
-  Proposed New Development Roadways

Hydrology:

-  Lakes
-  Wetlands
-  Proposed Stormwater Treatment

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CITY OF LINDSTRÖM

Located in the center of the Project Area, Lindström has a population of 4,920 and is a quaint community with Swedish roots. Part of the Chisago Lakes Region, Lindström is nestled between four lakes which both defines its physical character and are a draw to the area for tourism and recreation.

EXISTING CONDITIONS

In 2008 the City made a major decision to reconstruct Highway 8 using a one-way “split” pair roadway design. This roadway design created a one-way eastbound and a one-way westbound corridor through the downtown. This alignment change had major impacts on layout and access for downtown Lindström. The split pairs have increased safety by expanding the gaps between cars, widened sidewalks to improve the pedestrian experience, closed uncontrolled intersections and directed traffic onto the Highway at controlled intersections. The split pairs also doubled the commercial frontage on Highway 8 in the downtown. Overall, the project increased safety and allowed for growth along this corridor.

Along the Highway 8 corridor, Lindström is currently zoned for downtown, commercial, and single family residential. The most intensive orientation of active commercial uses is on east-bound Highway 8. Pedestrian connectivity within Downtown is strong with sidewalks and crosswalks. While the lakes are a defining landmark of the city, they do create space constraints in certain areas, and some pinch-points exist between North and South Lindström Lakes.

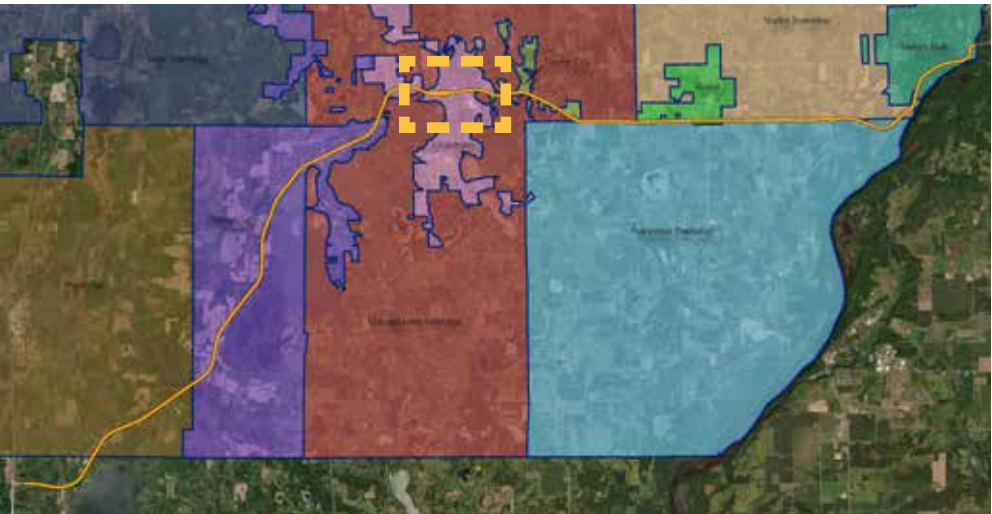
Currently, there are existing water and sanitary utilities along the Highway 8 corridor. Downtown has limited stormwater infrastructure. The City’s recent Downtown Design Study explored opportunities to address stormwater management and better protect the lakes.

ISSUES & OPPORTUNITIES

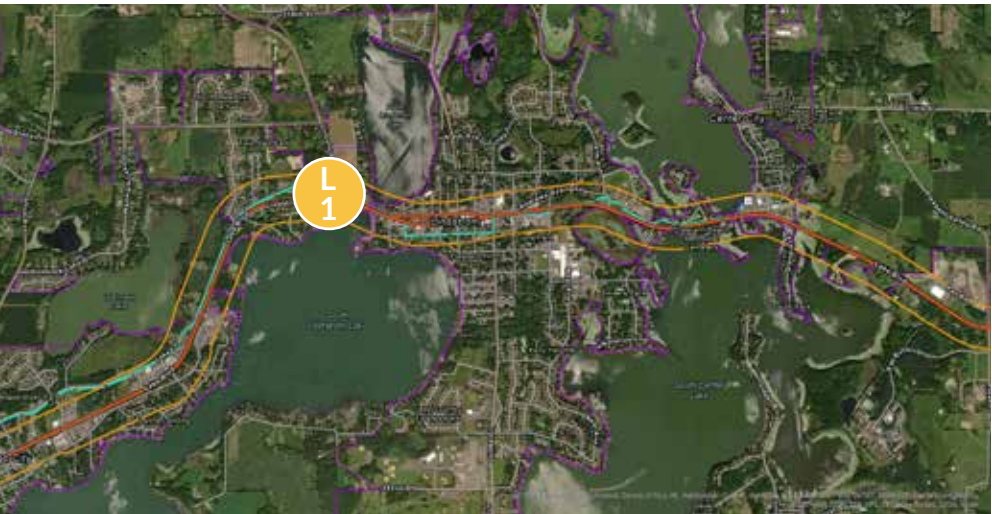
Things to consider for any potential future development in Lindström along the Highway 8 corridor:

- The stoplight at CR 14 significantly slows traffic and creates more than mile long back-ups at time. It would be helpful to explore a future alternative to a stoplight, especially as the number of lanes are expanded in Wyoming and Chisago City.
- Existing frontage roads north and south of Highway 8 are very close and limit access to properties immediately adjacent to Highway 8
- There are pinch points for the Swedish Immigrant Regional Trail connecting Chisago City and Lindstrom.
- The stormwater infrastructure immediately adjacent to Highway 8 that was constructed as part of the split-pairs project can only be utilized by MnDOT.
- The recent Downtown Design Study provides guidance for Highway 8 through Downtown so that area has been excluded from this Strategic Framework.

LINDSTROM



Lindström Project Area Key Map



Lindström Focus Areas Key Map

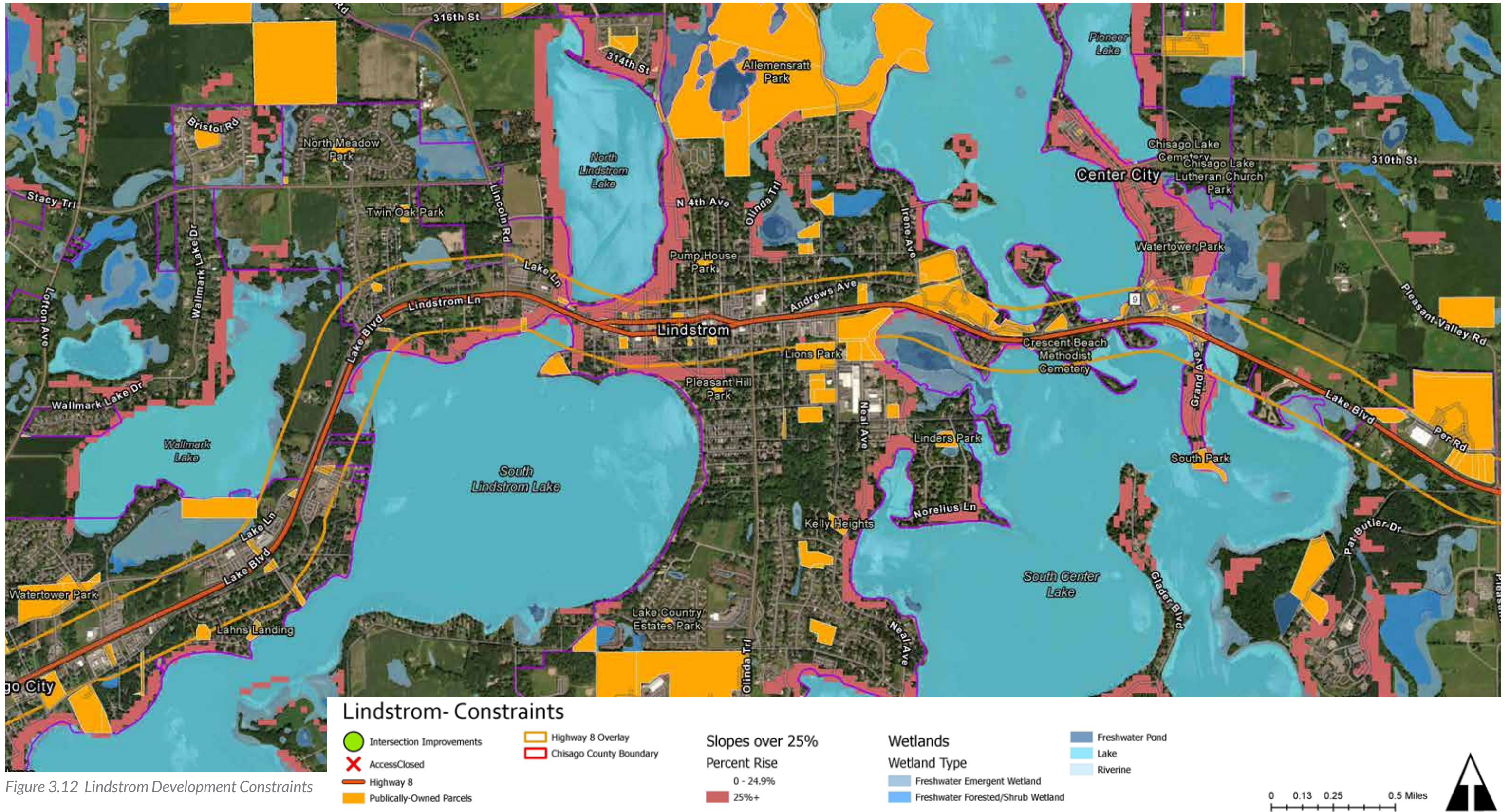


Figure 3.12 Lindstrom Development Constraints

FOCUS AREA L1 - SWEDISH IMMIGRANT REGIONAL TRAIL

Observations/Opportunities:

- Consider trail alignment that continues on the south side of Highway 8
- Possible boardwalk/bridge needed to cross narrow segment of roadway on east side of South Lindstrom Lake
- Connect to Chisago Lakes Area Library

Figure 3.13 Focus Area L1 - Potential Realignment of Swedish Immigrant Regional Trail between Lindstrom and Chisago City



LEGEND Hwy 8 Development Opportunities:

Proposed Residential Development

Proposed Commercial Development

Proposed Employment Development

Potential Future Development

Proposed Mixed-Use Development

Adjacent Roadway Improvements:

2022 Reconstruction Project Proposed Roadway

Proposed Adjustments to 2022 Reconstruction Project

Proposed New Development Roadways

Hydrology:

Lakes

Wetlands

Proposed Stormwater Treatment

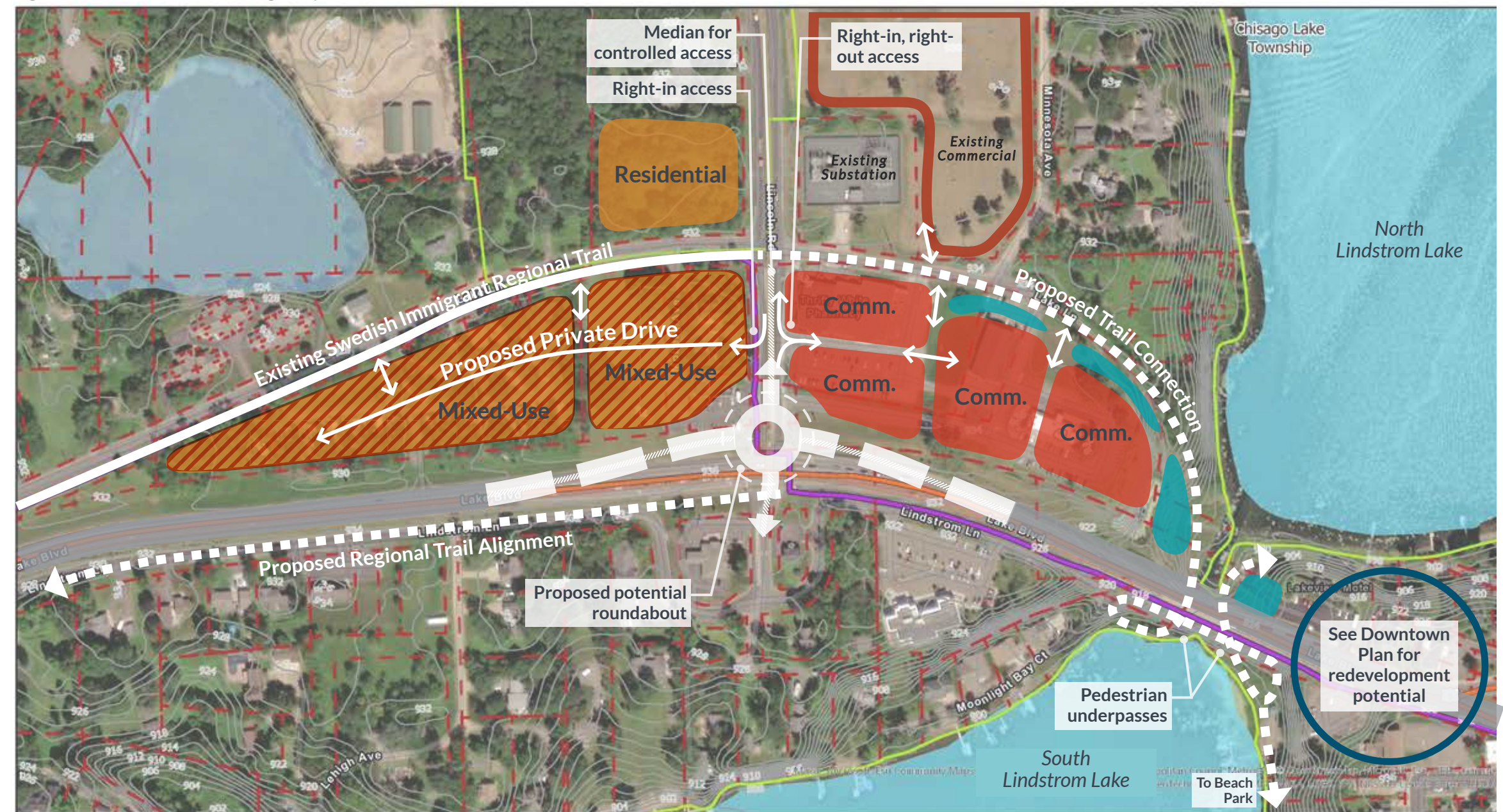
Scale bar and North arrow

FOCUS AREA L2 - HWY 14/ LINCOLN ROAD

Observations / Opportunities:

- West of CR 14
 - Redevelopment of former manufactured home development with mixed-use serviced by a private drive
 - Consolidated access on Lake Lane for mixed-use
 - Opportunity for medium or high density residential north of Lake Lane along CR 14
 - Right-in access to commercial development off of southbound CR 14
- East of CR 14
 - Reinvestment in existing commercial buildings, reorganize parking to make more efficient use of the site for development
 - Provide right-in access to commercial area off of CR 14
 - Site assembly and redevelopment of Auto Parts and Arby's site for higher intensity uses such as medical office, service uses, or higher density residential
- Opportunity for a unified landscape/ district design treatment along the north side of Highway 8 to signify a unique gateway development.
- Trail connections along Lake Lane that connect to the Downtown Lindstrom plans including trails at the Lakeview Motel site and active redevelopment site to the south of Highway 8 and future trail connection to Beach Park

Figure 3.14 Focus Area L2 - Highway 14/Lincoln Road



LEGEND

Hwy 8 Development Opportunities:

	Proposed Residential Development		Proposed Employment Development
	Proposed Commercial Development		Potential Future Development
	Proposed Mixed-Use Development		

Adjacent Roadway Improvements:

	2022 Reconstruction Project Proposed Roadway
	Proposed Adjustments to 2022 Reconstruction Project
	Proposed New Development Roadways

Hydrology:

	Lakes
	Wetlands
	Proposed Stormwater Treatment

CENTER CITY

A tight-knit, lake-front community, Center City has a population of 639. The large amount of lake frontage makes Center City a great destination for recreation in the Chisago Lakes region. Center City is also the county seat of Chisago County with some important county services located along the Highway 8 corridor.

EXISTING CONDITIONS

The Highway 8 corridor is very narrow through Center City, running between North and South Center lakes. The corridor is currently zoned for downtown business district, residential, and commercial east of downtown near Pleasant Valley Road.

There are some areas in need of improved pedestrian crossings to better connect the community across the Highway 8 corridor. A new housing development is planned at Grand Avenue with 6 twin and single family homes. The city is working with MnDOT on addressing entry/exit and pedestrian concerns, but there may be challenges in accessing Highway 8 at this location.

An existing residential development on Dew Drop Lane south of Highway 8 also needs a better connection across the corridor to the Chisago Lakes Middle School to help students safely cross the highway for school. They are currently using crossing flags, but a more permanent solution is desired.

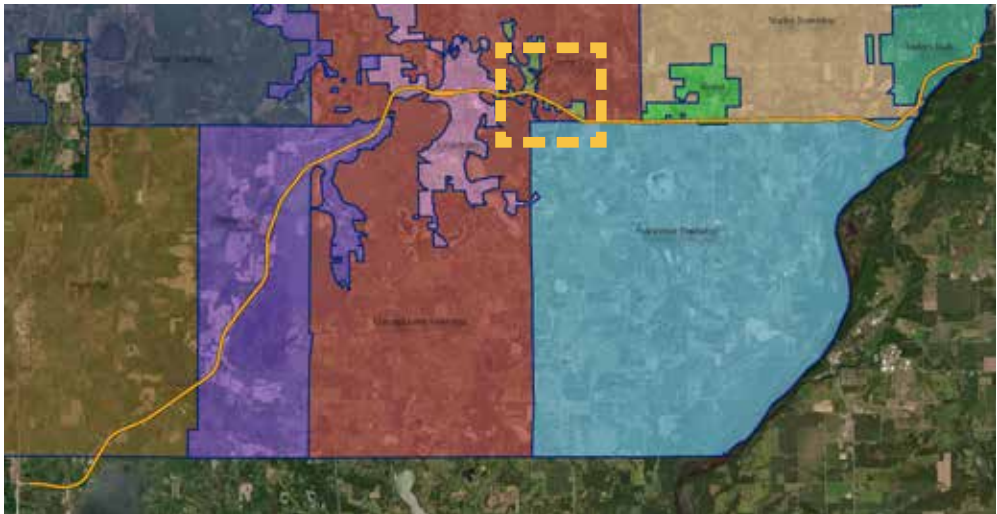
The city is working on an alignment for the Swedish Immigrant Regional Trail and have identified a desired route on an old rail corridor through downtown and east to Pleasant Valley Road. This will require collaboration with multiple property owners adjacent to rail corridor. Concerns that are currently being explored include how a trail bisecting the property will impact agricultural practices. In 2022 the city is working with the National Park Service on design and development of a trailhead for the Swedish Immigrant Regional Trail near the marina.

ISSUES & OPPORTUNITIES

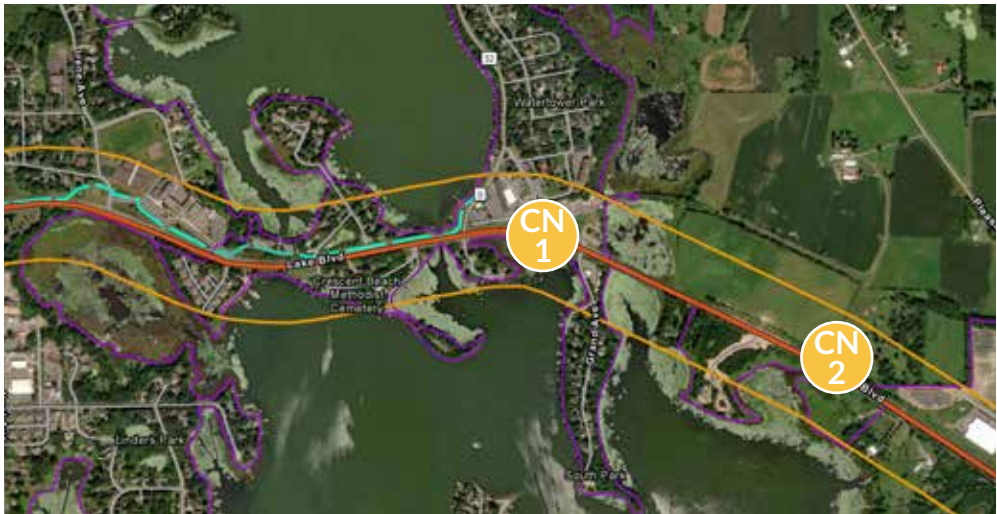
Things to consider for any potential future development in Center City along the Highway 8 corridor:

- Desire for continued vitality of downtown, even as commercial and employment may occur to east at Pleasant Valley Road.
- Concerns about how future Highway 8 improvements may affect access to properties on both the north and south side of Highway 8.
- Route of Swedish Immigrant Regional Trail through downtown and to the east currently being planned. Routes involve coordination with property owners.
- Pedestrian safety is a concern with the high speed limit and lack of sufficient lighting.
- Crossings over Highway 8 are dangerous in some areas, especially between some essential civic connections. More permanent pedestrian crossing infrastructure would help improve safety.
- Improved stormwater management is needed for better water quality and to keep North and South Center lakes off of the Impaired Waters list. Management is challenging in this area because space along the corridor is limited.

CENTER CITY



Center City Project Area Key Map



Center City Focus Areas Key Map

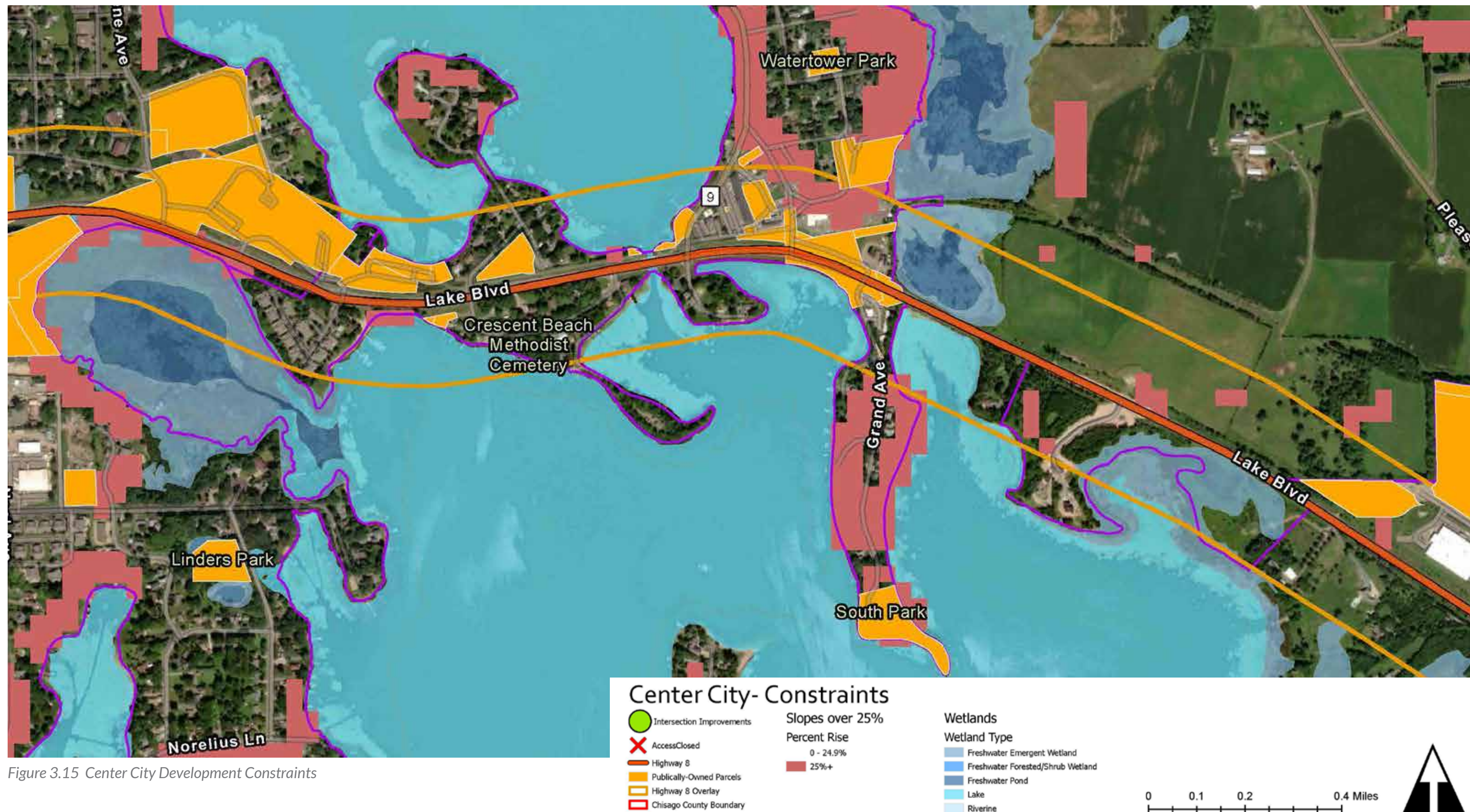


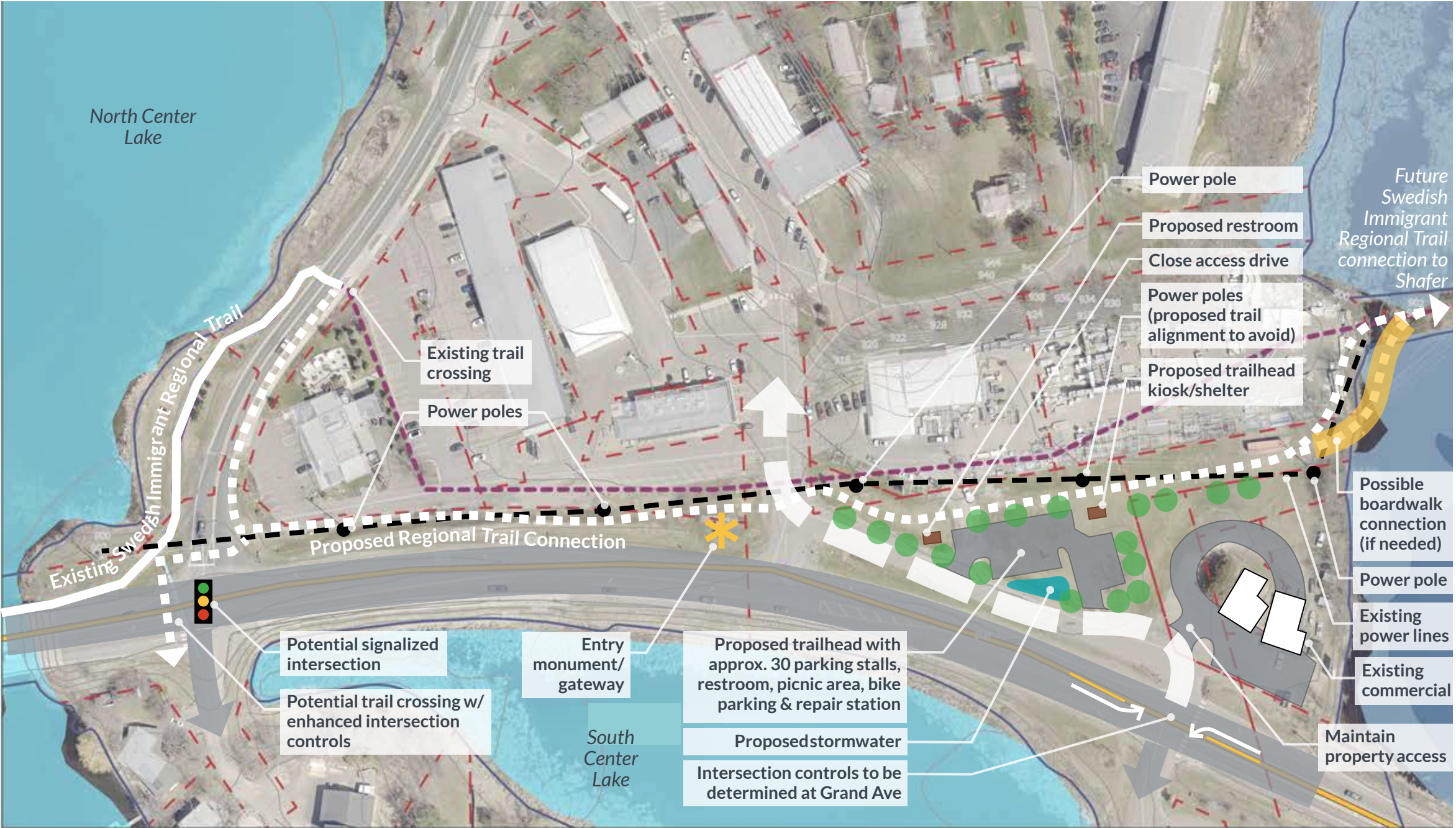
Figure 3.15 Center City Development Constraints

FOCUS AREA CN1 - DOWNTOWN AREA

Observations/Opportunities:

- A new trailhead for the Swedish Immigrant Regional Trail off of Grand Ave with a picnic shelter and restrooms
- Proposed trail connection west from the proposed trailhead along Folsom Ave to the end of the existing segment at Andrews Ave
- Proposed trail connection east to Shafer from proposed trailhead northeast along former rail corridor
- Intersection improvements at Grand Ave and Highway 8
- Intersection improvements at Andrews Ave and Highway 8, including a possible traffic signal and pedestrian crossing
- Proposed entry monument/gateway at Summit Avenue to enhance community branding and wayfinding

Figure 3.16 Focus Area CN1 - Downtown Center City



LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

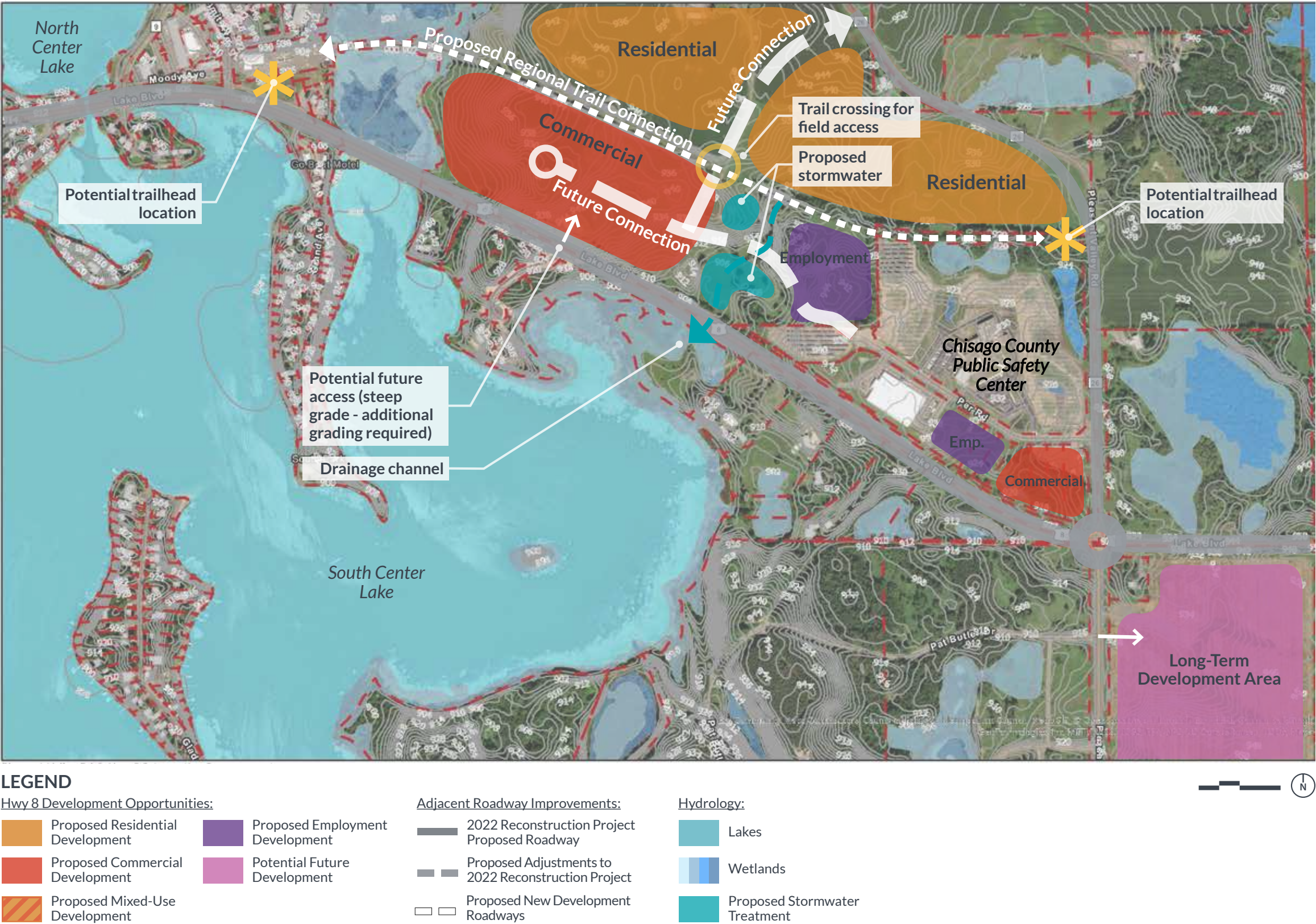
Hydrology:

- | |
|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

FOCUS AREA CN2 - PLEASANT VALLEY ROAD

- Observations / Opportunities:
- Northeast of Highway 8 and CR 82 (Pleasant Valley Road)
 - Opportunities for employment and commercial use off of existing Per Road
 - Regional trail corridor follows historic rail line area
 - Long-term opportunity for expanded employment use between regional trail/wetland features and regional trail corridor and Highway 8. A new access to Highway 8 could be created in alignment with residential access road to the south. Grades are steep in this location to the north, so significant grading would be need for adequate site lines
 - Additional options for access include:
 - Extension of Per Road to the west (crosses drainage area)
 - Connects south from Pleasant Valley Road and aligns with farm road and current crossing of railroad tracks
 - Longer-term residential use north of rail line/wetland features and regional trail corridor
 - Southwest quadrant of Highway 8 and CR 82 (Pleasant Valley Road)
 - Opportunity for commercial development at immediate corner of Highway 8 and Pleasant Valley road with access off of Pleasant Valley Road at Pat Butler Drive.

Figure 3.17 Focus Area CN2 - Pleasant Valley Road



CITY OF SHAFER

Bisected by the Highway 8 corridor, the City of Shafer has a population of 1,169. Between the lake communities of Chisago City, Lindstrom and Center City and the historic and bluff community of Taylors Falls, Shafer does not see as much of the Highway 8 tourism. A completed portion of the Swedish Immigrant Regional Trail travels along an abandoned rail corridor and extends all the way to Taylor Falls to the east. The segment between Shafer west to Center City requires further land acquisition in order to refine and construct the final trail alignment.

EXISTING CONDITIONS

The City of Shafer has a total area of 814 acres, of which 58% is developed with urban uses. The Highway 8 corridor is currently zoned for commercial. Highway 8 and County Road 37 are the east-west corridors through Shafer, which has influenced where development has occurred in the community. The only continuous north-south connection through Shafer is County Road 21 and serves as the principal thoroughfare through the city.

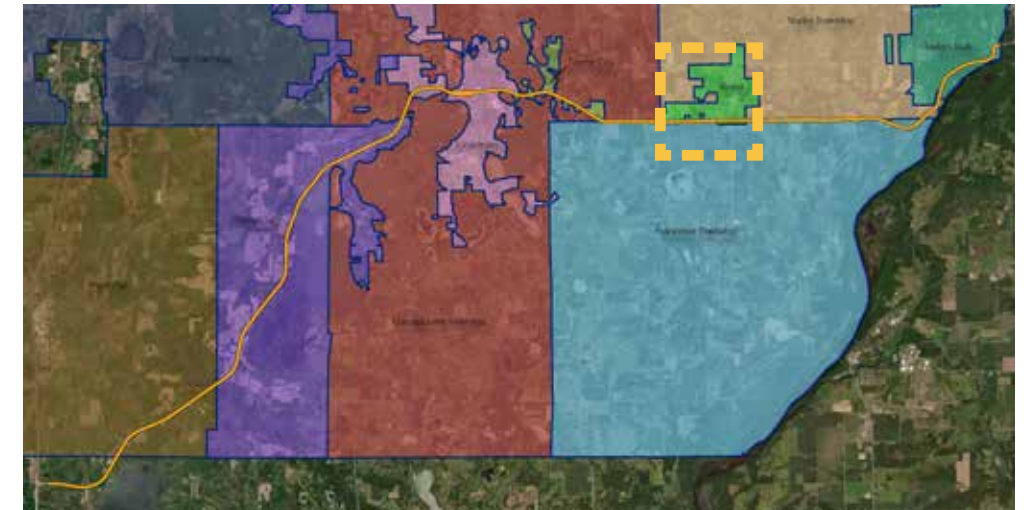
Shafer is the only city in the Project Area with a 55 mph speed limit on Highway 8 through town. Residents, and particularly emergency vehicles, have trouble crossing Highway 8 because of traffic and the high speed of travel. This also makes economic development difficult because motorists traveling on Highway 8 tend to pass through Shafer at high speeds and do not stop.

There has been some residential build-out in the last few years, but significantly more growth is not anticipated. The city is not at capacity yet with its sewer pond system, but capacity is limited. Shafer has thought about joining the Chisago Lakes Joint Sewage Treatment Commission but would need 2.5 miles of pipe and 2 lift stations to connect to the system, which is cost-prohibitive.

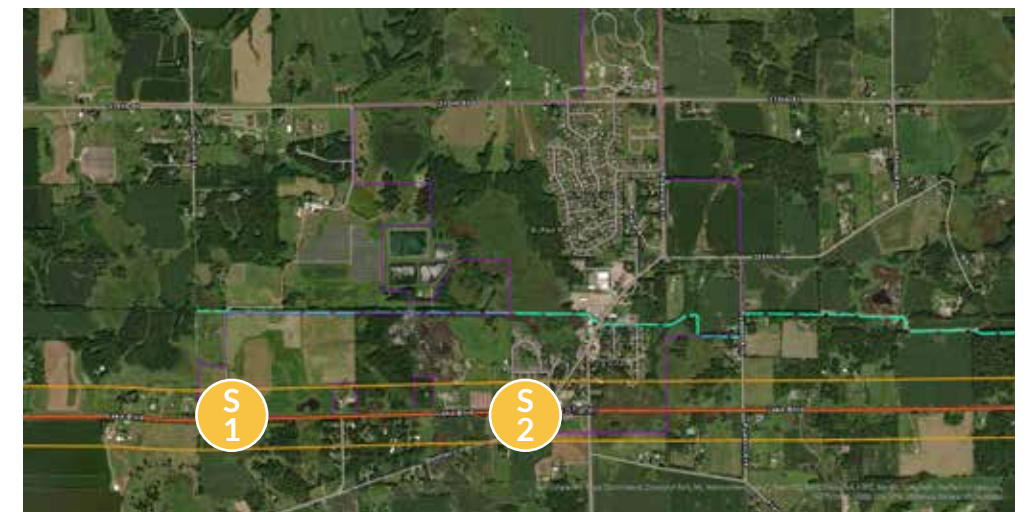
ISSUES & OPPORTUNITIES

Things to consider for any potential future development in Shafer along the Highway 8 corridor:

- Economic development is a challenge since motorists are not stopping in Shafer.
- Limited sewer capacity may have an impact on future development.
- The Highway 8 corridor is currently zoned for commercial, but the city might need to update zoning along corridor to accommodate other land uses.
- The city also hopes to attract more industrial development.
- There are access concerns at Quandam Lane as there are currently no turn or bypass lanes and MnDOT requires that any development at this location will have to improve intersection, which may be more expensive than development can support.
- Improvements to intersections and crossings over Highway 8 are needed to improve safety for residents, particularly for emergency vehicles attempting to cross the high-speed roadway.
- There may be opportunities for branding/wayfinding to direct traffic from Highway 8 into downtown Shafer.



Shafer Project Area Key Map



Shafer Focus Areas Key Map

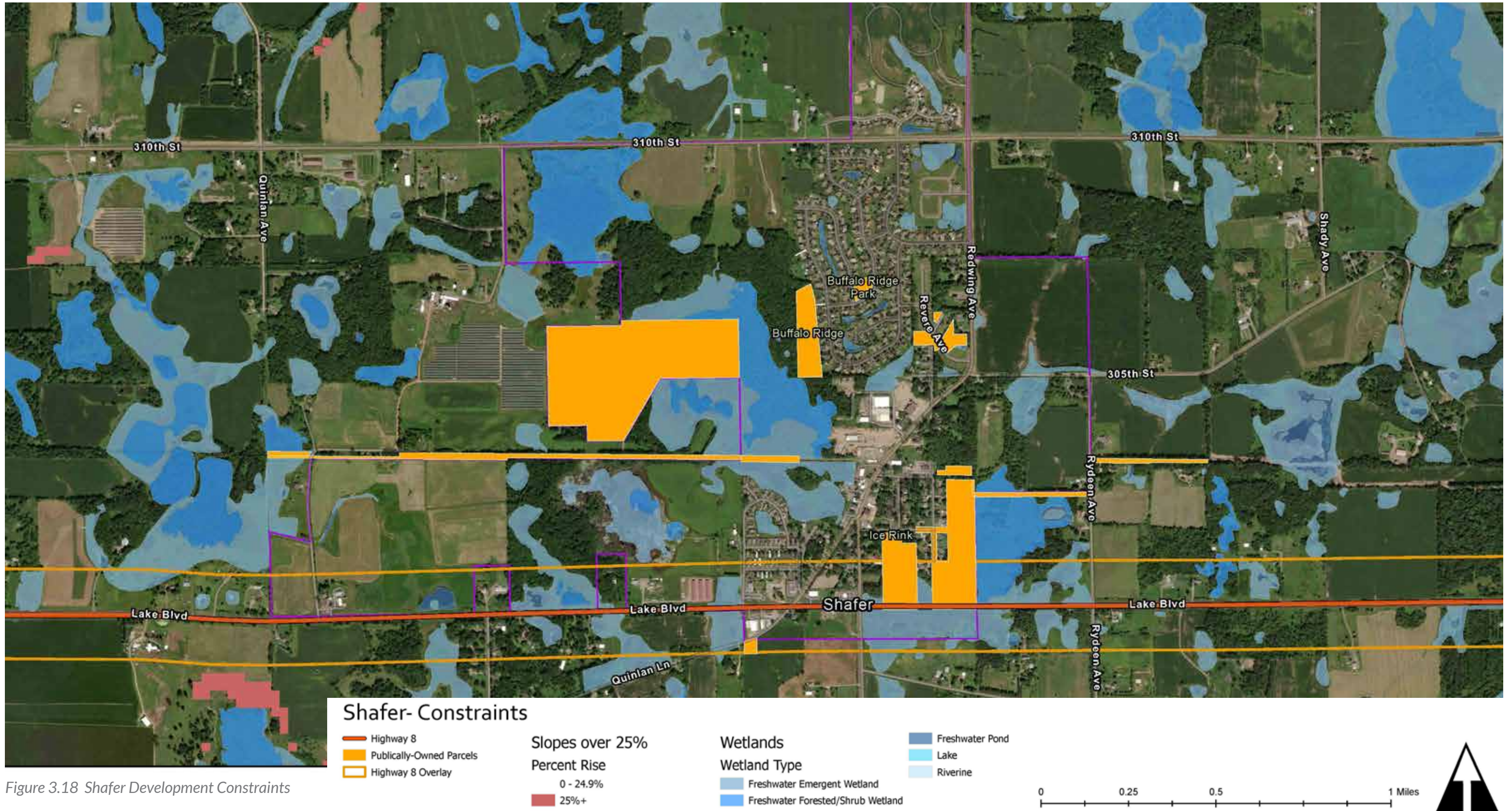


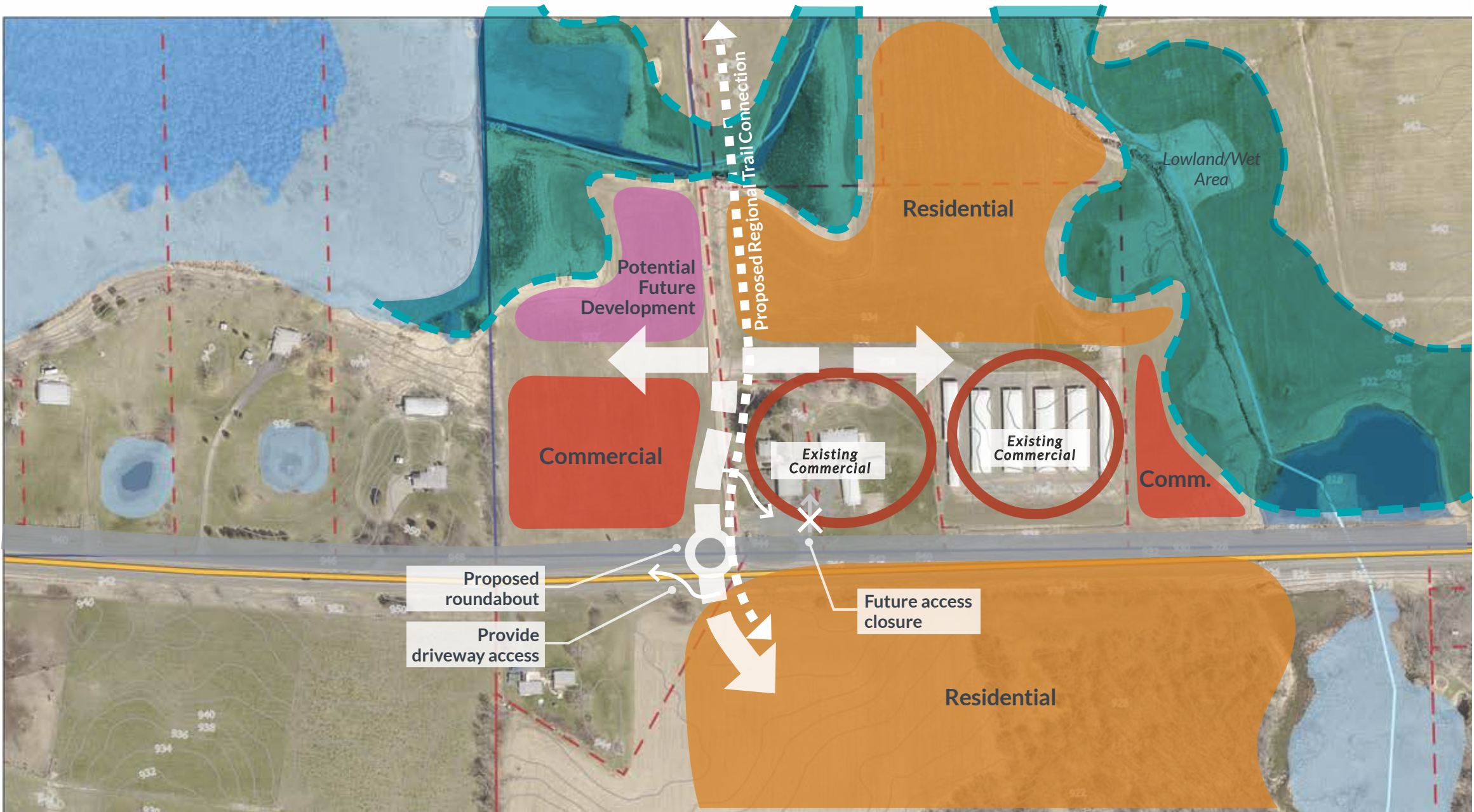
Figure 3.18 Shafer Development Constraints

FOCUS AREA S1 - QUANDAM LN

Observations / Opportunities:

- North of Highway 8:
 - Commercial development node centered around existing commercial (formerly known as Eichten’s Market) with access off of Quandam Lane
 - Residential north of roadway separation that extends to drainageway (natural features help dictate land uses and edges)
- South of Highway 8:
 - Residential development focus with preservation of natural features / trees around wetland complex to the southwest
 - Potential to connect indirectly to Quinlan Avenue
- Potential roundabout for intersection control at Highway 8
- Provide spur trail connection north to regional trail along Quandam Lane

Figure 3.19 Focus Area S1 - Quandam Lane



LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

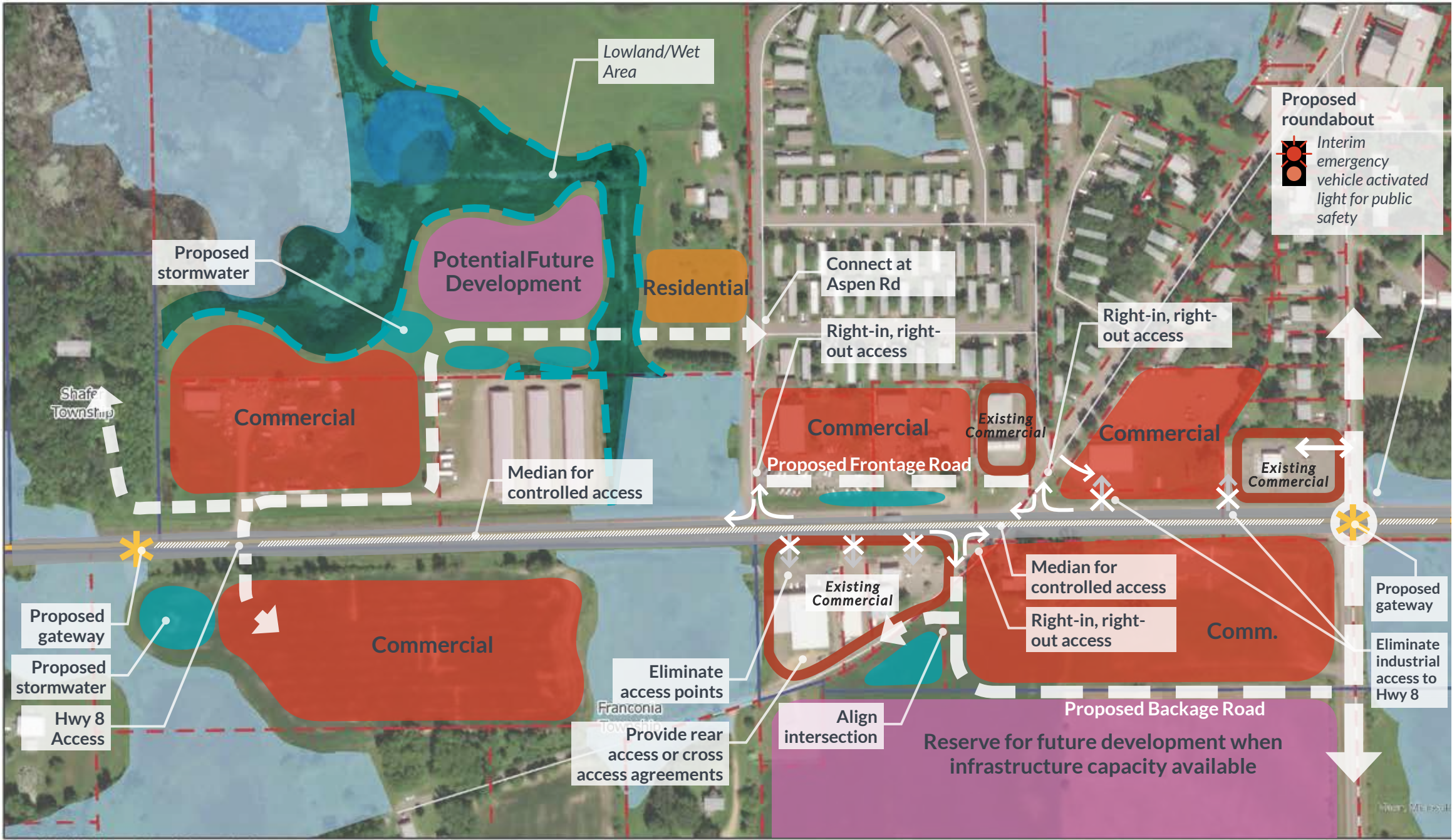
- | |
|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

FOCUS AREA S2 - DOWNTOWN AREA

Observations / Opportunities:

- North of Highway 8
 - Maintain commercial land use immediately north of Highway 8
 - Close individual access points to Highway 8
 - Provide a new frontage road / drive connection between Gunflint Way and Redfield Road
 - Provide a right-in / right-out access at Redfield Blvd and Gunflint Way
- South of Highway 8
 - Maintain commercial land use immediately north of Highway 8
 - Close individual access points to Highway 8
 - Create a backage road between commercial and employment uses that extends from Redwing Avenue east along the property line to a realigned Quinlan Lane (straight north/south to Highway 8)
- Utilize wetlands to create natural gateways from east and west
- Create a roundabout at Redwing Avenue to provide access
- Extend a center median along Highway 8 from the round a bout east past Gunflint Way
- Provide spur trail connection north to regional trail along Quandam Lane
- Provide gateway signage at wetland edges on east and west side commercial district

Figure 3.20 Focus Area S2 - Downtown Area



LEGEND

Hwy 8 Development Opportunities:

	Proposed Residential Development		Proposed Employment Development
	Proposed Commercial Development		Potential Future Development
	Proposed Mixed-Use Development		

Adjacent Roadway Improvements:

	2022 Reconstruction Project Proposed Roadway
	Proposed Adjustments to 2022 Reconstruction Project
	Proposed New Development Roadways

Hydrology:

	Lakes
	Wetlands
	Proposed Stormwater Treatment

FRANCONIA & SHAFER TOWNSHIPS

The Franconia and Shafer Townships make up a more rural segment of the Highway 8 corridor. With populations of 1,742 in Franconia Township and 1,150 in Shafer Township, it is the least developed area of the corridor and the adjacent land use is primarily agricultural. It does offer some recreation amenities, like the popular 50+ acre Franconia Sculpture Park and Wildwood Campground, as well as two trailheads for the Swedish Immigrant Regional Trail.

EXISTING CONDITIONS

This portion of Highway 8 is fairly straight with not many major intersections or crossings. Agriculture, wetlands, and drainage ditches make up much of the adjacent land use in this area. There are not many areas to pull off the highway and the shoulders are not wide. Due to the straight nature of the roadway alignment and the lack of surrounding development, this area may be prone to more speeding than other areas of the corridor.

The Townships are sparsely developed, especially along the Highway 8 corridor. It is mostly agricultural and single family residential. With very little commercial activity, not much developed land fronts the corridor along this segment. The intersection of Highway 8 and Highway 95/ Tern Avenue provides the most opportunity for future development; with Franconia Sculpture Park, Wildwood Campground, and the Tern Avenue trailhead for the Swedish Immigrant Regional Trail. This collection of recreation amenities draws visitors that might desire additional services from a small commercial node here.

The longest completed segment of the Swedish Immigrant Regional Trail runs through the Franconia and Shafer Townships. There is an existing trailhead at Tern Avenue that continues east to Taylors Falls and west to

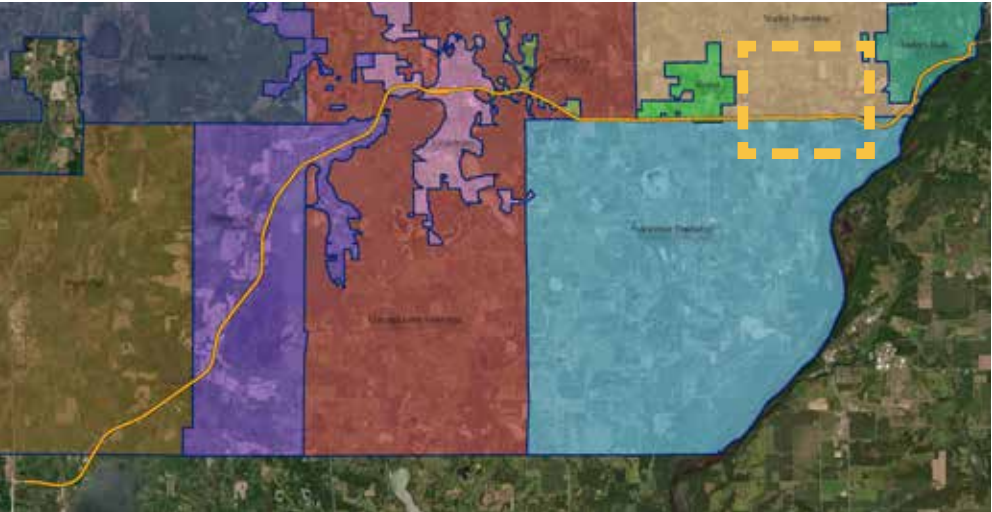
an existing trailhead at Redwing Avenue in the City of Shafer. There are no major lakes in this section of the corridor, but there are some wetland and drainage channels that abut the roadway. Stormwater mitigation will be necessary for the future expanded highway, as well as for any potential development activity.

ISSUES & OPPORTUNITIES

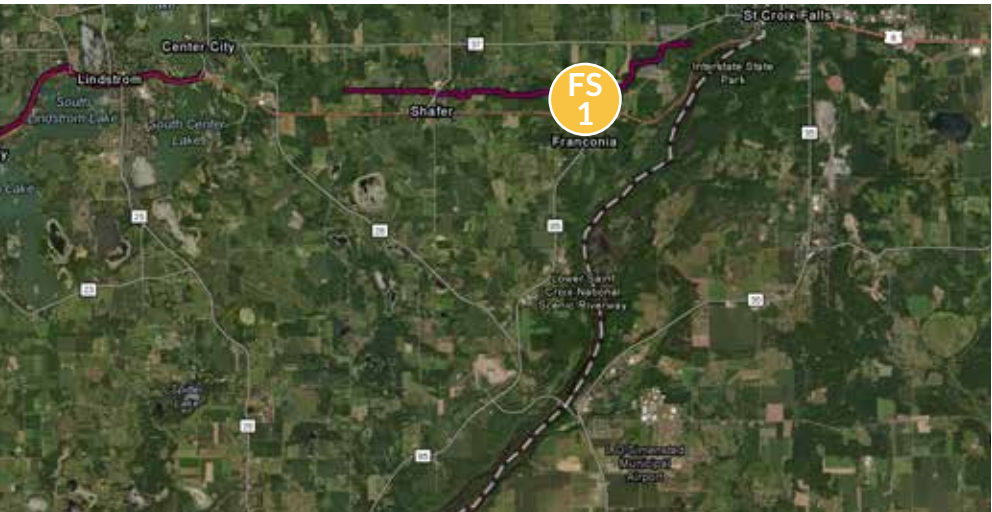
Things to consider for any potential future development in the Shafer and Franconia Townships along the Highway 8 corridor:

- The Highway 8/Highway 95 intersection presents a good opportunity for a small commercial node to capture traffic from the major roadways and visitors from the recreation amenities at this location.
- The northwest of Highway 8/Highway 95 could be developed for commercial or industrial. The potential for any development on the northeast or southeast corners would need further study due to topography, access, and visibility from the major roadways.
- Opportunity to connect the existing sidewalk on Tern Ave/Hwy 95 south to Franconia Sculpture Park and north to the Swedish Immigrant Trail trailhead.
- Given the agricultural use on either side of Highway 8 it is important that consideration be given to the ease of movement and safety for agricultural traffic on and across the corridor.

FRANCONIA & SHAFER TOWNSHIPS



Franconia & Shafer Townships Project Area Key Map



Franconia & Shafer Townships Focus Areas Key Map

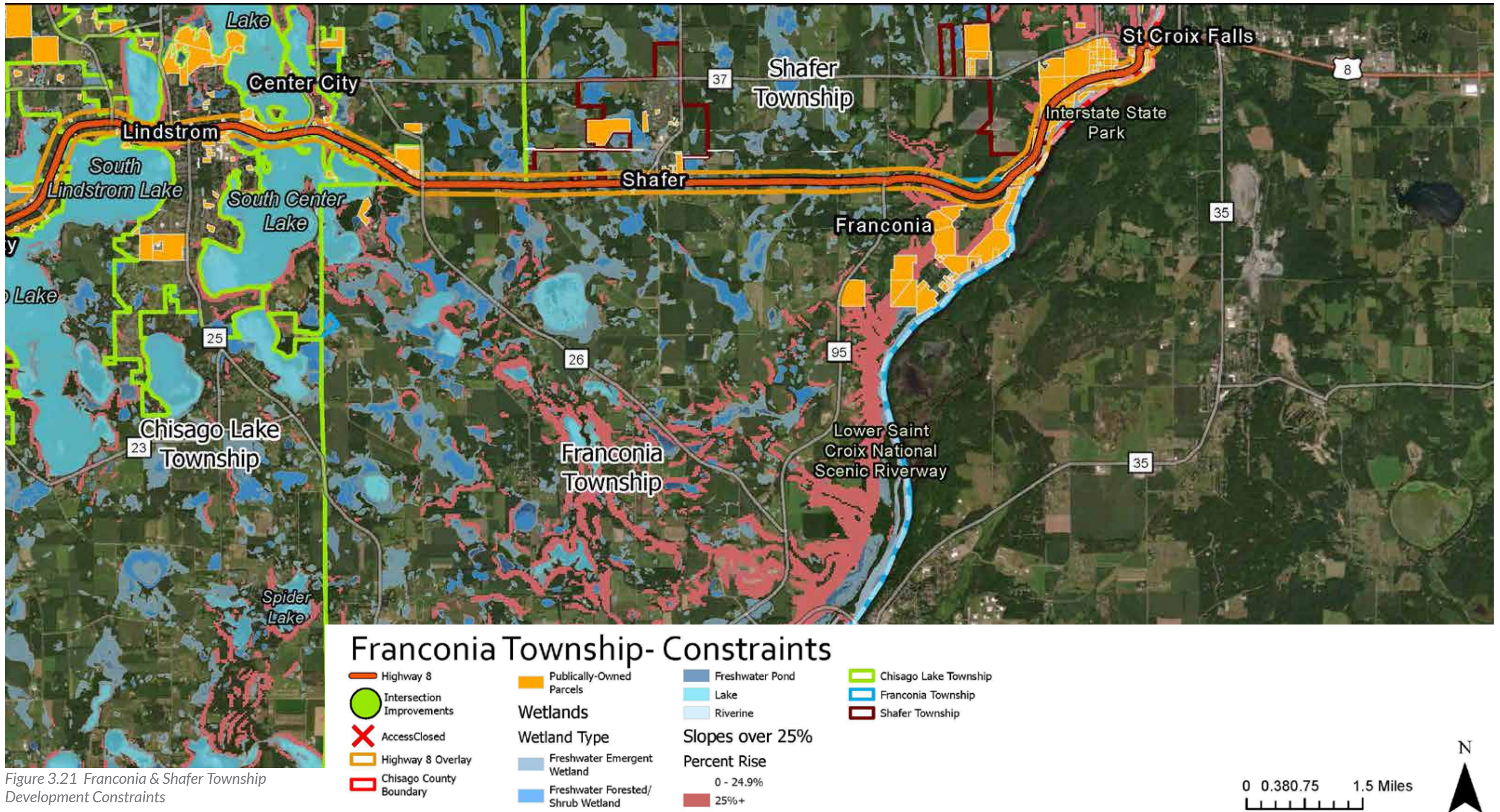


Figure 3.21 Franconia & Shafer Township Development Constraints

FOCUS AREA FS1 - HWY 95/TERN AVE

Observations / Opportunities:

- North of Highway 8
 - Opportunity for commercial node (maybe employment, too.) in the northwest quadrant of Highway 8 and Tern Avenue
 - Trail spur on west side of Tern Avenue to connect the regional trail and trailhead to the Franconia sculpture park and new commercial district.
 - Close individual access points to Highway 8. Narrow roadway may mean trail needs to be off-street with an additional crossing of the drainage way to the north of the commercial district. Options show on street (if room) and off street with a trail that dips down and comes back up through the drainage area.
 - Access comes off of existing location
 - Opportunity to expand commercial district to the north to the drainage divide (separate property owner)
 - Proximity to Franconia Sculpture Park provides opportunity for economic development
 - The other two quadrants could be appropriate for additional development but that the steep topography and utility easements make it less viable

Figure 3.22 Focus Area FS1 - Hwy 95/Tern Ave



LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

- | |
|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

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TAYLORS FALLS

Situated on the St. Croix River, Taylors Falls is known for its beautiful and unique natural setting of terraced falls and basalt cliff faces. With a population of 1,067, Taylors Falls is one of the smaller cities on the corridor, but sees some of the highest levels of tourism. The historic downtown provides a quaint backdrop for the stunning natural and cultural history, and draws many visitors each year.

EXISTING CONDITIONS

Traffic is a major concern for Taylors Falls, both on Highway 8 and turning on Highway 95 into downtown. This intersection is a pinch point because of the topography and existing development. There are frequently major back-ups during busy tourism seasons.

The main downtown intersection on Highway 8 creates safety issues for pedestrians. There are many people crossing over Highway 8 and 1st Street between downtown and Interstate State Park. While there is an underpass under the Highway 8 bridge connecting to downtown, it is less direct than crossing the roadways so many people do not use it.

A majority of the Highway 8 corridor through Taylors Falls is classified as a Scenic Byway through natural/undeveloped and State Park land. When Highway 8 reaches downtown, and the eastern end of the Project Area, the zoning shifts to small town and downtown commercial. There is some opportunity for urban-infill in downtown.

The final segment of the Swedish Immigrant Regional Trail from an existing trailhead at City Hall to downtown still needs to be completed. The route is complicated due to the significant topography and identified historical and cultural resources within Interstate Park.

As in the rest of the corridor, stormwater is an important consideration in Taylors Falls. The Chisago Soil and Water Conservation District completed three erosion mitigation projects recently that have been

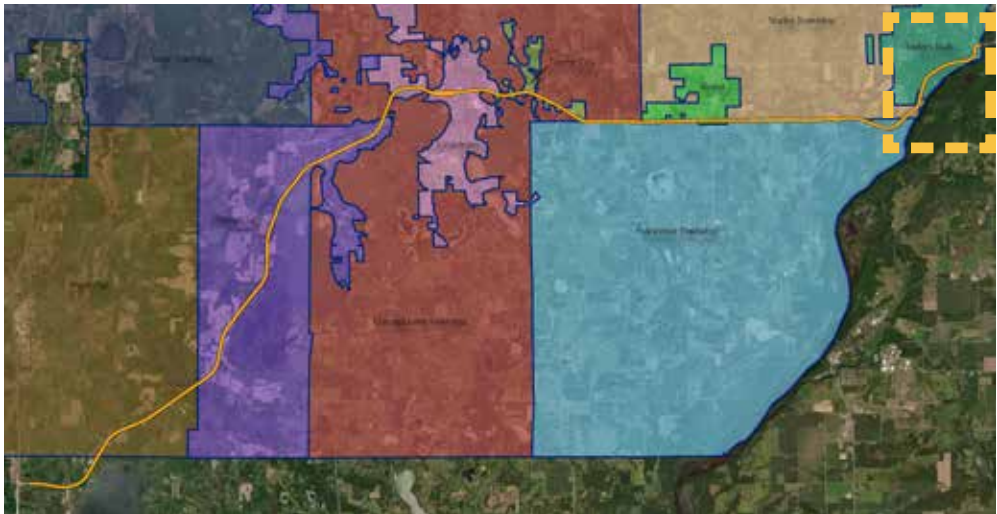
beneficial to local stormwater management, and can serve as good project precedents for any necessary further improvements.

ISSUES & OPPORTUNITIES

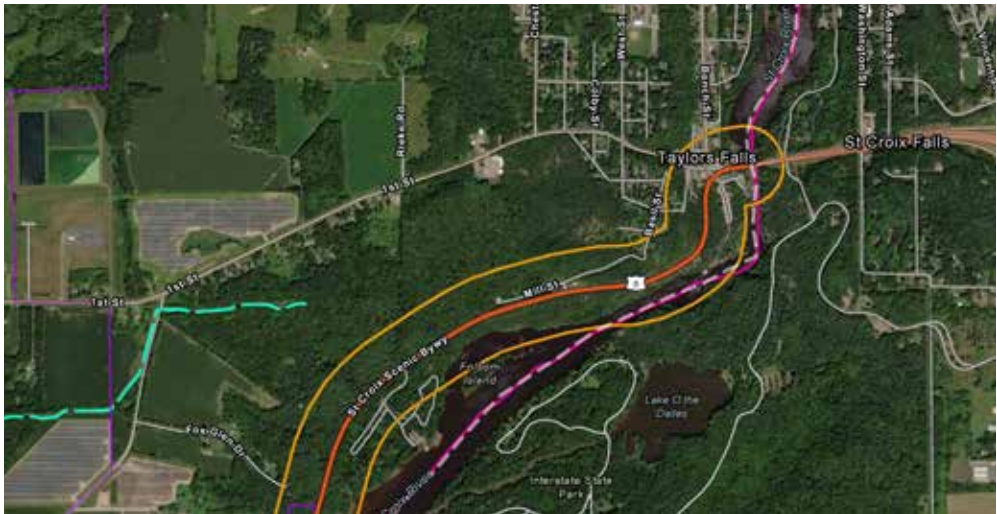
Things to consider for any potential future development in Taylors Falls along the Highway 8 corridor:

- The intersection of Highway 8, Highway 95, and 1st Street is a pinch point that creates lots of traffic back ups. This also creates safety issues for pedestrians attempting to cross between downtown and Interstate State Park. Limited space due to topography and existing development will make this a challenging intersection to improve,
- It is a goal of the city to see the Swedish Immigrant Regional Trail completed by linking the last segment from the existing trailhead at City Hall to downtown

TAYLORS FALLS



Taylors Falls Project Area Key Map



Taylors Falls Focus Areas Key Map

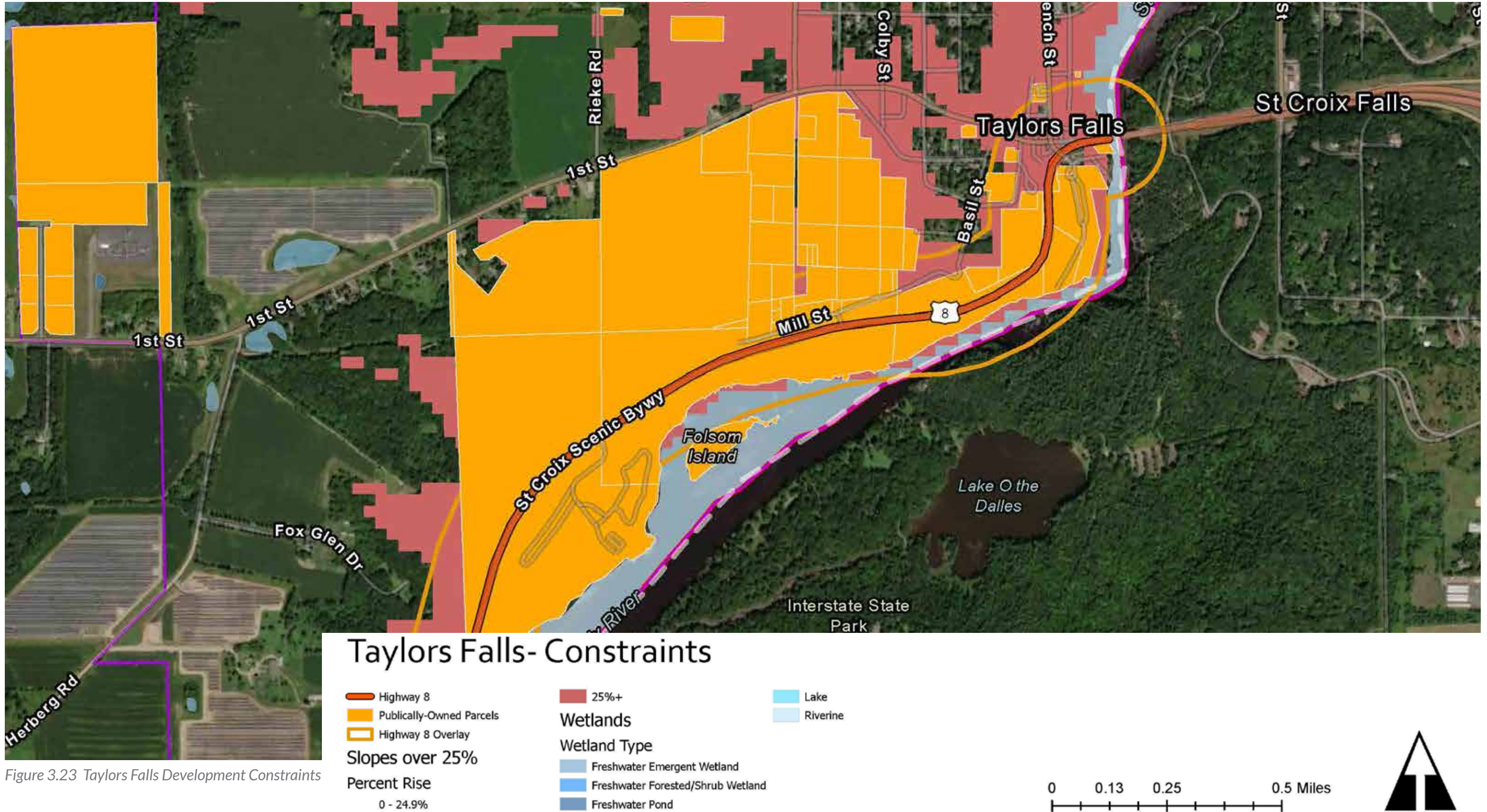


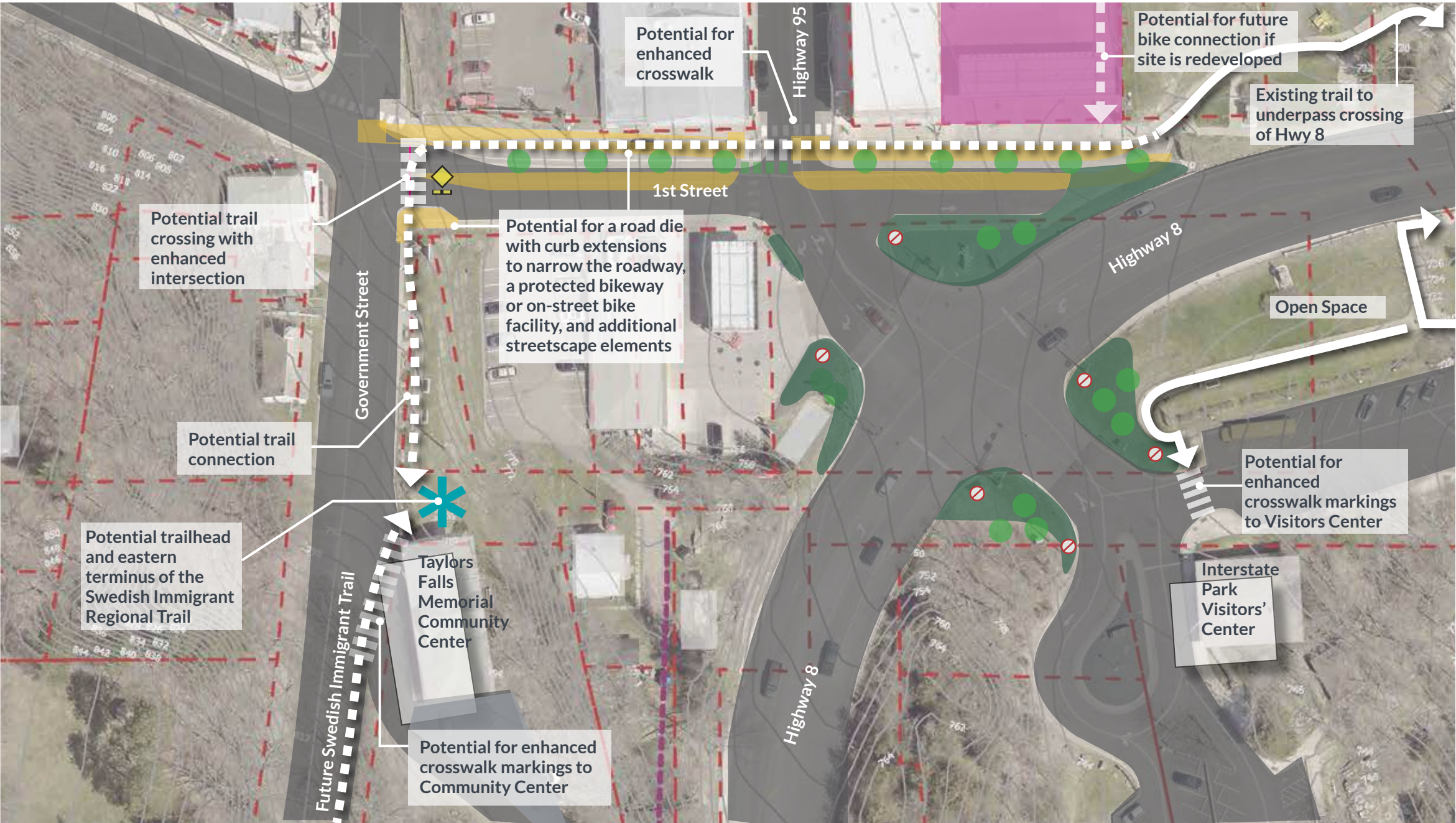
Figure 3.23 Taylors Falls Development Constraints

TAYLORS FALLS FOCUS AREA

Observations / Opportunities:

- A potential new trailhead for the Swedish Immigrant Regional Trail at the Taylors Falls Memorial Community Center (existing parking, seating, and trail amenities at this location). Also, potential for enhanced crosswalk markings at the Community Center.
- Potential continuation of trail connection through downtown to link Swedish Immigrant Regional Trail to existing trail crossing under Hwy 8 to the open space, Interstate Park Visitors Center and to cross the St. Croix River to connect to Wisconsin.
- Potential for road diet (curb extensions to narrow the road and provide more sidewalk space) along the north side of 1st Street east and west of Hwy 95 intersection to emphasize preferred pedestrian / bike connection to the open space.
- Potential for low shrub planting areas at the intersection of Hwy 95 and Highway 8 to deter pedestrian crossing while maintaining site lines for motorists. Shrubs such as low-grow fragrant sumac, dwarf bush honeysuckle, or herbaceous perennials such as catmint will remain low to the ground, are low maintenance, and are hardy for roadside conditions.
- Potential future redevelopment site could be part of a long-term bicycle spur connection to the St. Croix Scenic Byway north of Downtown.

Figure 3.24 Taylors Falls Focus Area



Low shrub planting example



Protected bikeway with curb extension example

LEGEND

Hwy 8 Development Opportunities:

-  Future Trailhead
-  Potential curb extension area

-  Future or planned trail
-  Existing trail
-  Potential Future Development

-  Potential areas for low shrub planting
-  'No Pedestrian'

