

LINDSTROM DOWNTOWN DESIGN STUDY

MAY 2022

OVERVIEW

STUDY PURPOSE

Lindstrom continues to be recognized as a desirable place to live and visit. The City's downtown is a key element. The community's character did not occur by accident but through thoughtful planning and the intentional actions of its leaders, staff, businesses, residents, and volunteers. The Downtown Design Study was undertaken to guide future public and private redevelopment, improvements, and investments. The study considered the following range of issues:

- Redevelopment strategies
- Streetscape enhancements
- Wayfinding
- Bike and pedestrian networks
- Parking needs
- Stormwater management



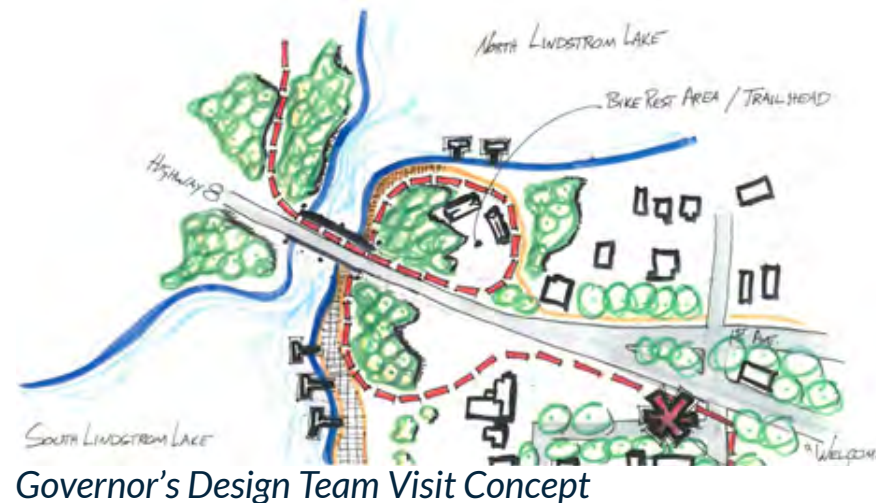
OVERVIEW GOVERNOR'S DESIGN TEAM

RECOMMENDATIONS

In 1998 the Governor's Design Team, a volunteer group of design professionals, provided Lindstrom a series of recommendations to help improve the built environment. The City is currently in the process of completing the last of these recommendations and needs a new guide for the next 25 years.

ACCOMPLISHMENTS

- Split pair of HWY 8
- Wilderness Park
- Swedish Immigrant Trail
- Gateway through acquisition of Lakeview Motel (in process)



OVERVIEW 2017 COMPREHENSIVE PLAN GUIDANCE

MISSION

“To be a Great Place”
Our desire is to
be a Great Place.

CENTRAL BUSINESS DISTRICT

The Comprehensive Plan seeks to ensure Downtown continues to have a wide range of uses in a pedestrian-friendly, walkable environment. Active uses are intended to be located on the ground floor and residential densities range from 6 to 35 units per acre





EXISTING CONDITIONS

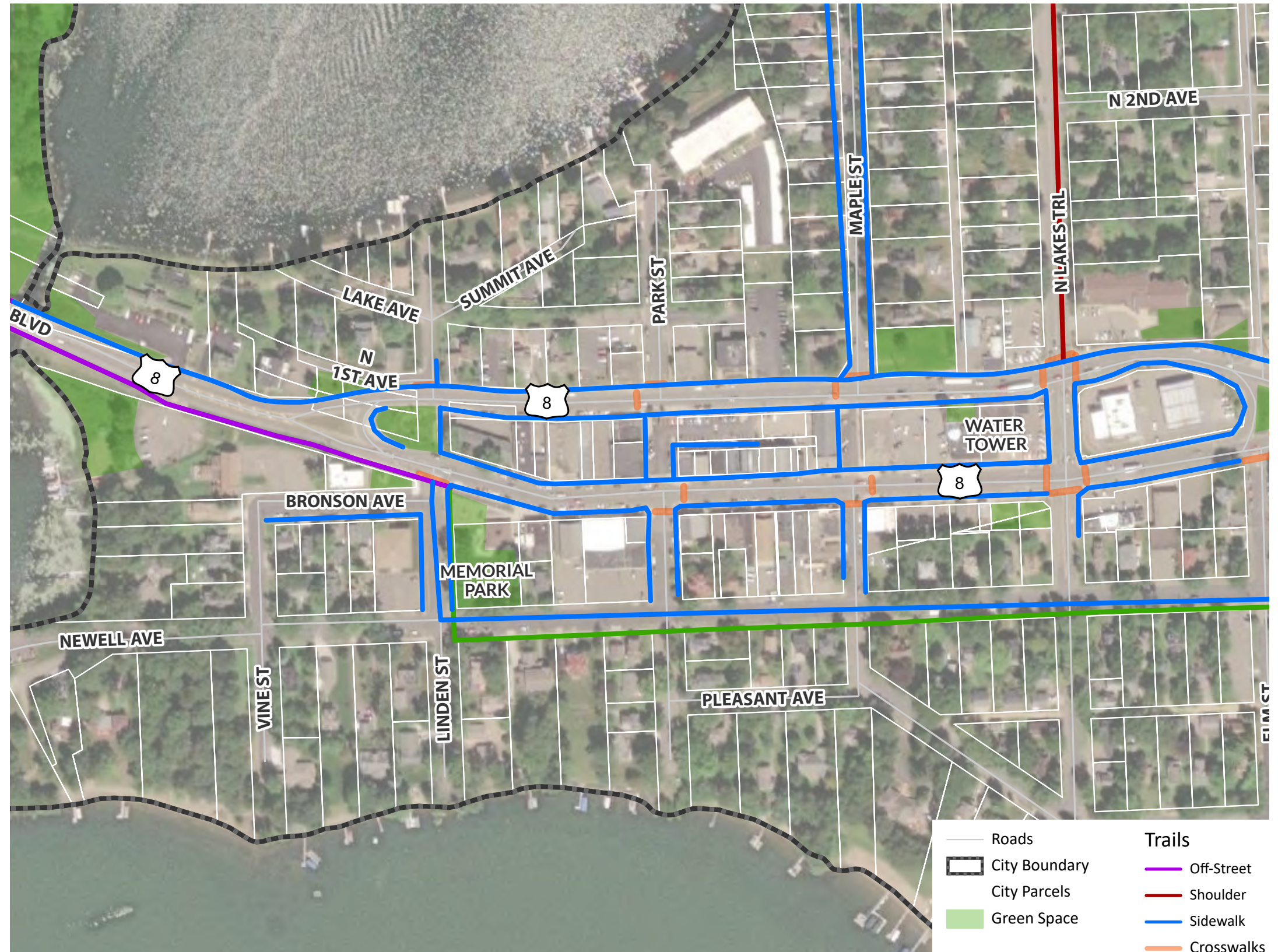
EXISTING CONDITIONS LAND USE

- Downtown includes more than just commercial uses - there are also civic, institutional, multi-family, and single-family residential uses
- Orientation of active commercial uses is on east-bound Highway 8



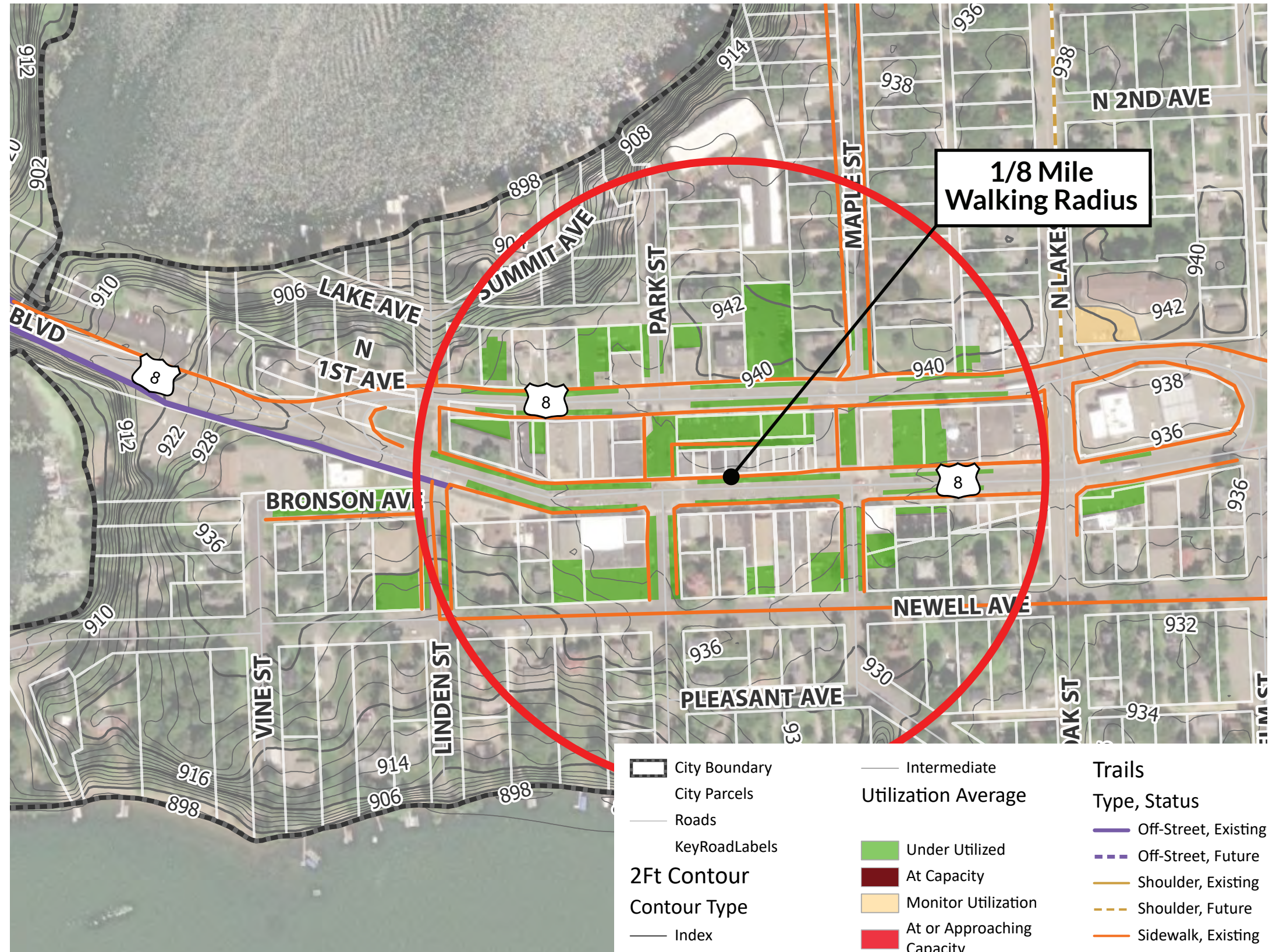
EXISTING CONDITIONS OPEN SPACE & NON-MOTORIZED CONNECTIVITY

- Public open space is limited to Memorial Park, seating under the Water Tower, and the plazas at each end of the split pair
- Pedestrian connectivity within Downtown is strong with sidewalks and crosswalks
- There is a gap in north-south pedestrian movement on the west side of Downtown near Linden Street due to missing crosswalks
- Downtown is on the Swedish Immigrant Regional Trail, however, bicycles are not allowed to be ridden in Downtown and the route to move through Downtown has not been clearly identified



EXISTING CONDITIONS PARKING

- Discussions with the EDA found there is a concern about parking being sufficient and easily accessible
- Community expectations are that parking is available nearby a users' destination
- The parking analysis for this study found that within a 5 minute walk of the center of Downtown are over 500 parking spaces



EXISTING CONDITIONS PARKING

UNDERSTANDING USERS

In identifying parking strategies it is important to understand the different types of users that frequent Downtown as these users have different parking expectations and needs. For example, a one-stop user is sensitive to the availability of convenient parking to their destination while a daily user like a business employee is more familiar with parking options and could be open to parking farther away.

Parking User	Typical Time Needed	Example of User
One-Stop User	15 to 30 minutes	<ul style="list-style-type: none"> Bakery Hardware Store Take-Away Food/Coffee Delivery/Drop Off
Short-Term User	1 to 2 hours	<ul style="list-style-type: none"> Restaurant/Café One Stop Shopper
Long-Term User	2 to 4 hours	<ul style="list-style-type: none"> Restaurant + Shopper Tourist
Daily User	4 to 8+ hours	<ul style="list-style-type: none"> Office Worker Employee Events Trail Head User

UTILIZATION

Parking counts were completed three times each on a Thursday and Saturday in mid-September 2018. Counts were not conducted in the evening as most businesses close by 5 p.m. The following industry standards were applied to determine level of utilization. As shown in the tables below there were no areas of parking concern identified in the analysis.

- Under Utilized (0% - 74%)
- Monitor Utilization (75% - 84%)
- At or Approaching Capacity (85% - 92%)
- At Capacity (93% - 100%)

THURSDAY FINDINGS

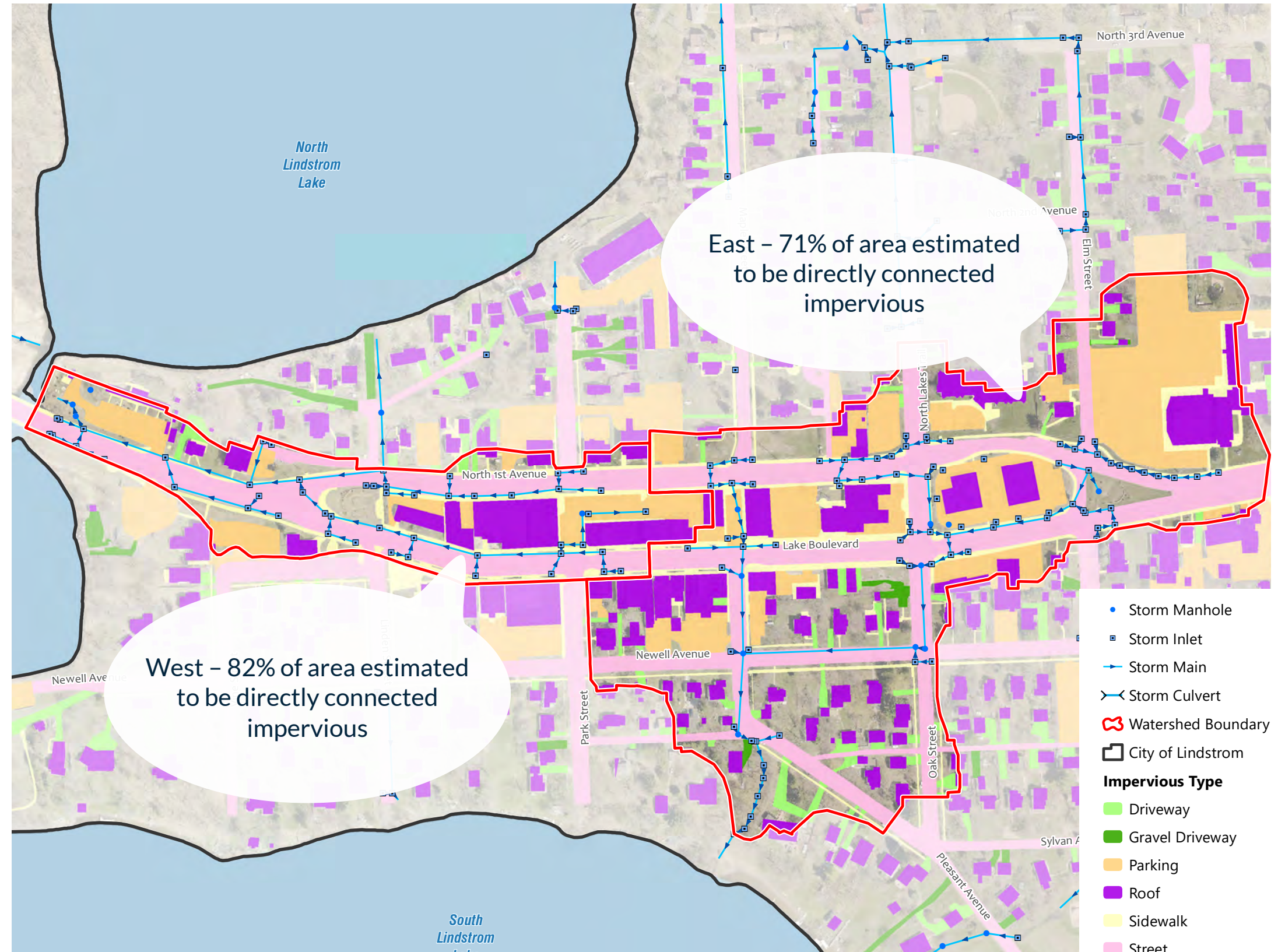
Parking Type	9:00 a.m.	12:00 p.m.	4:00 p.m.
On Street	27%	34%	26%
Off Street	42%	39%	39%
District Wide	36%	37%	34%

SATURDAY FINDINGS

Parking Type	9:00 a.m.	12:00 p.m.	4:00 p.m.
On Street	18%	33%	16%
Off Street	30%	44%	30%
District Wide	25%	40%	24%

EXISTING CONDITIONS STORMWATER

- Stormwater is important as it directly impacts the water quality of the community's lakes
- Stormwater improvements/ infrastructure are used to reduce the rate of water runoff and to ensure runoff does not decrease water quality.
- Downtown was developed before modern stormwater best management practices with limited stormwater infrastructure
- Highway 8 has stormwater infrastructure - however, it can only be used by MnDOT
- Downtown is divided into two watersheds - with part draining west and part draining east - analysis finds 82% of west watershed is impervious and 71% of east watershed is impervious.
 - » The vast majority of all impervious is directly connected to the storm drainage system providing no opportunity for infiltration



EXISTING CONDITIONS TRENDS



FOCUS ON EXPERIENCES

Emphasis on uses in traditional retail spots to do stuff vs. buy stuff



POP-UP SPACES & ART

“Meanwhile” use of under-utilized space

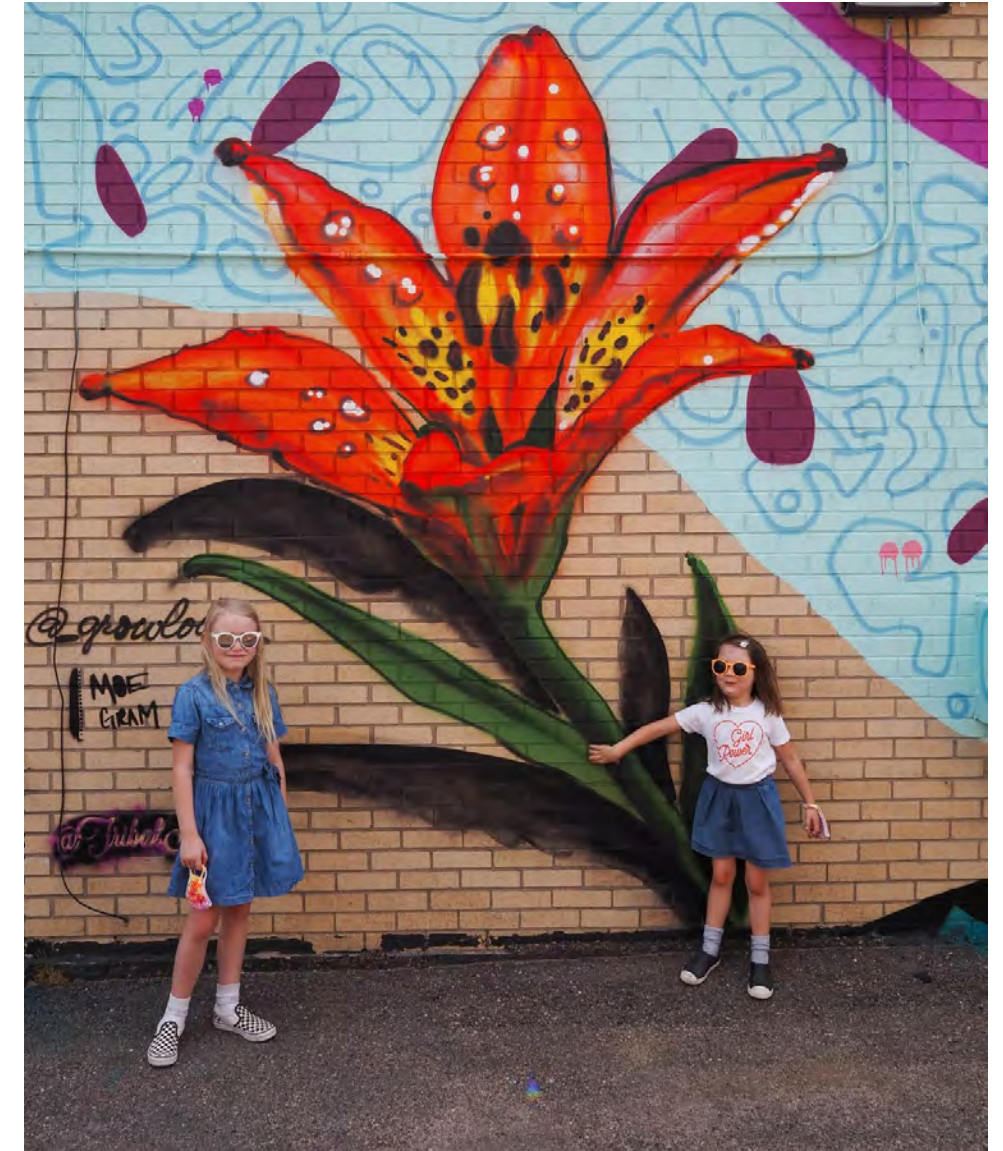


PHOTO OPPORTUNITIES

What are people sharing about Lindstrom? What could someone show off?

EXISTING CONDITIONS TRENDS



INTEGRATED STORMWATER

Stormwater treatment can be designed as a marketable amenity



LIVE-WORK

Allows residents to combine their work space and living quarters



CONNECTION TO WATER

Create a strong connection between downtown activity and water related activities

DOWNTOWN DISTRICTS



DOWNTOWN DISTRICTS

- Downtown is divided into five districts for analysis and concept development
- The following slides highlight existing conditions and considerations in each district



DOWNTOWN DISTRICTS

WEST GATEWAY

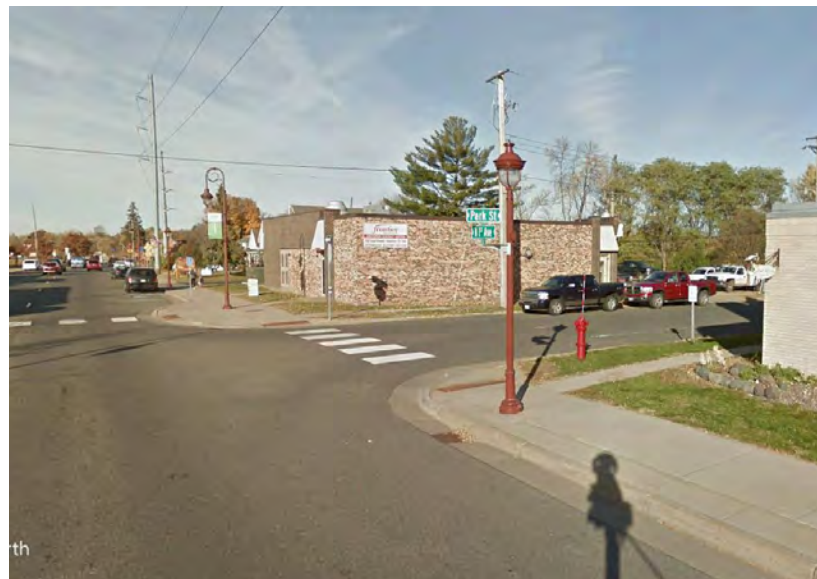
- Transition from highway orientation to a downtown setting
- Strong relationship to North and South Lindstrom Lake with great views
- Opportunities for redevelopment / intensification
- Opportunities for enhanced park and trail connections and stormwater treatment



DOWNTOWN DISTRICTS

NORTH SIDE

- Mix of commercial and residential uses that mostly front toward the north (westbound) portion of Highway 8, with parking typically organized in side parking lots or on street
- Lacks a cohesive frontage along Highway 8 with building frontage and overall uses, and orients primarily toward the backs of buildings in the Central Core District.
- Large transmission lines along the north side of the westbound portion of Highway 8 create a barrier to buildings located on the street and enhanced streetscaping such as boulevard trees
- Opportunities to explore both commercial and residential redevelopment and intensification, with Maple Street and N Lakes Trail having residential uses against or one lot away from westbound Highway 8



DOWNTOWN DISTRICTS

CENTRAL CORE

- Predominately commercial uses with most fronting toward the south (eastbound) portion of Highway 8, with parking on the north side of the block or on street
- Creates a strong compression and downtown setting combined with the north side of the South Side District
- Opportunities for expanded district parking and placemaking along north / south streets and drives



DOWNTOWN DISTRICTS

SOUTH SIDE

- Predominately commercial use on the Highway 8 side of the block with residential uses on the south side of the block
- Creates a strong compression and downtown setting combined with the south side of the Central Core District
- Opportunities for half block, quarter block and smaller site redevelopment or intensification with commercial uses toward Highway 8 and residential uses toward Newell Avenue and side streets



DOWNTOWN DISTRICTS

EAST GATEWAY

- Transition from highway orientation to a downtown setting (beginning with one way pairs)
- Opportunities for redevelopment/intensification on southern end of district



COMMUNITY LEADERS' FEEDBACK



COMMUNITY LEADERS' SESSION

- Representatives from the City Council, EDA, Planning Commission, and Parks Commission, as well as a few business and property owners were invited to hear about existing conditions findings and provide feedback on three concepts
- Concepts included:
 1. Small, Incremental Change
 2. Mixed Reinvestment and Redevelopment
 3. Larger Scale Redevelopment
- Concepts explored near- (1 to 3 years), mid- (4 to 7 years), and long-term (7+ years) changes

LINDSTROM DOWNTOWN REDEVELOPMENT SCENARIO 3

LARGER SCALE REDEVELOPMENT

West Side

- Redevelop the existing properties between Highway 8 and Lake Avenue west of Linden Street into a combination of expanded lakefront park space and high density residential
- Develop a commercial use at the corner of Linden Street
- Create an interconnected trail network from Lake Avenue, along the lake, under Highway 8 and ultimately south to Beach Park. Use a box culvert under Highway 8 to create a grade separated trail crossing.
- Redevelop the three single family lots north of Newell Avenue with high density residential and a dedicated municipal parking lot for over flow parking at Beach Park

East Side

- Utilize existing City owned land, plus additional acquisition of key properties on the south side of Highway 8 for commercial and mixed use development
- Explore areas to expand shared surface parking behind businesses south of Highway 8 and provide expanded surface parking for the proposed commercial uses
- Integrate stormwater treatment techniques such as tree trenches, rain gardens and sub-surface storage to manage stormwater for downtown's eastern subwatershed
- Develop a mix of townhomes and small apartments on the north side of Highway 8 (westbound) with townhomes between N Lakes Trail and Maple Street and higher density housing at the corner of N Lakes Trail. Utilize existing alley to provide development access
- Develop a commercial use adjacent to the Lake Area Bank at the corner of Maple Street and Highway 8

Concept 3- Larger Scale Redevelopment

Leave your comments here

City Hall has already met the staff

Reduce the price property

increase crosswalks + pedestrian amenities

CONNECTING TRAIL

PARK SHELTER

TREE TRENCHES

HIGH DENSITY RESIDENTIAL

TOWNHOMES

COMMERCIAL DEVELOPMENT

4

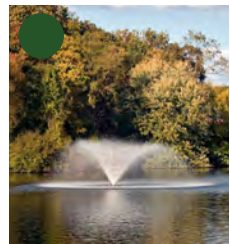
COMMUNITY LEADERS' FEEDBACK CONCEPT 1



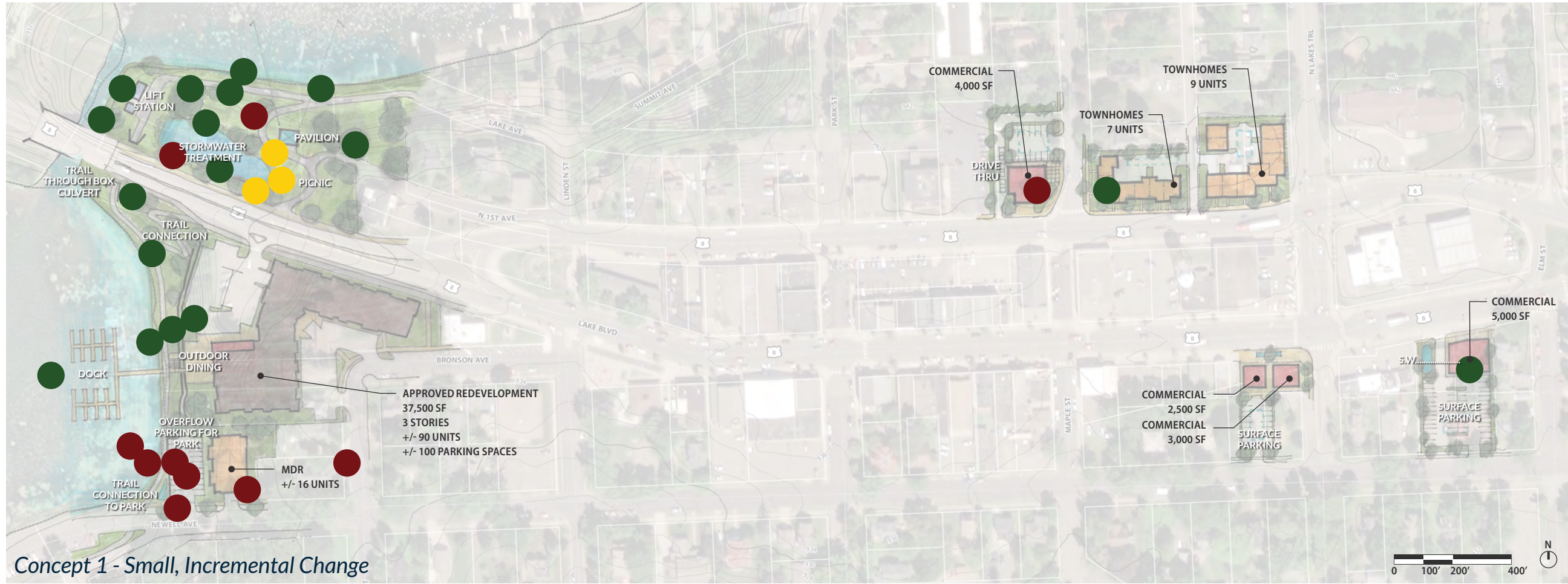
TRAIL THROUGH BOX CULVERT



OUTDOOR DINING ON THE LAKE



STORMWATER TREATMENT

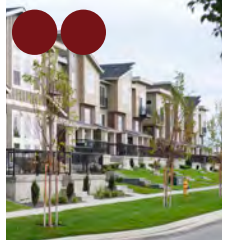


Concept 1 - Small, Incremental Change

● = I like this ● = This concerns me ● = One of my highest priorities



PICNIC PAVILION



MULTI-UNIT TOWNHOME



COMMERCIAL DEVELOPMENT

COMMENTS:

Concern about acquisition of property

Access to Lakefront Park site may be difficult

Do we need more housing?

Density is already congested

Gateway to beach park makes sense

Flip-flop parking and townhomes to have townhomes on the lake side

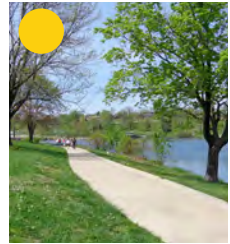
Bike lane on Newell?

Put transient docks by the beach

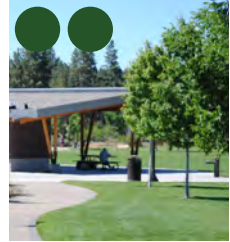
I like the idea of these properties being developed though I'm more interested in seeing residential development in this specific area

Add a public dock on the south side

COMMUNITY LEADERS' FEEDBACK CONCEPT 2



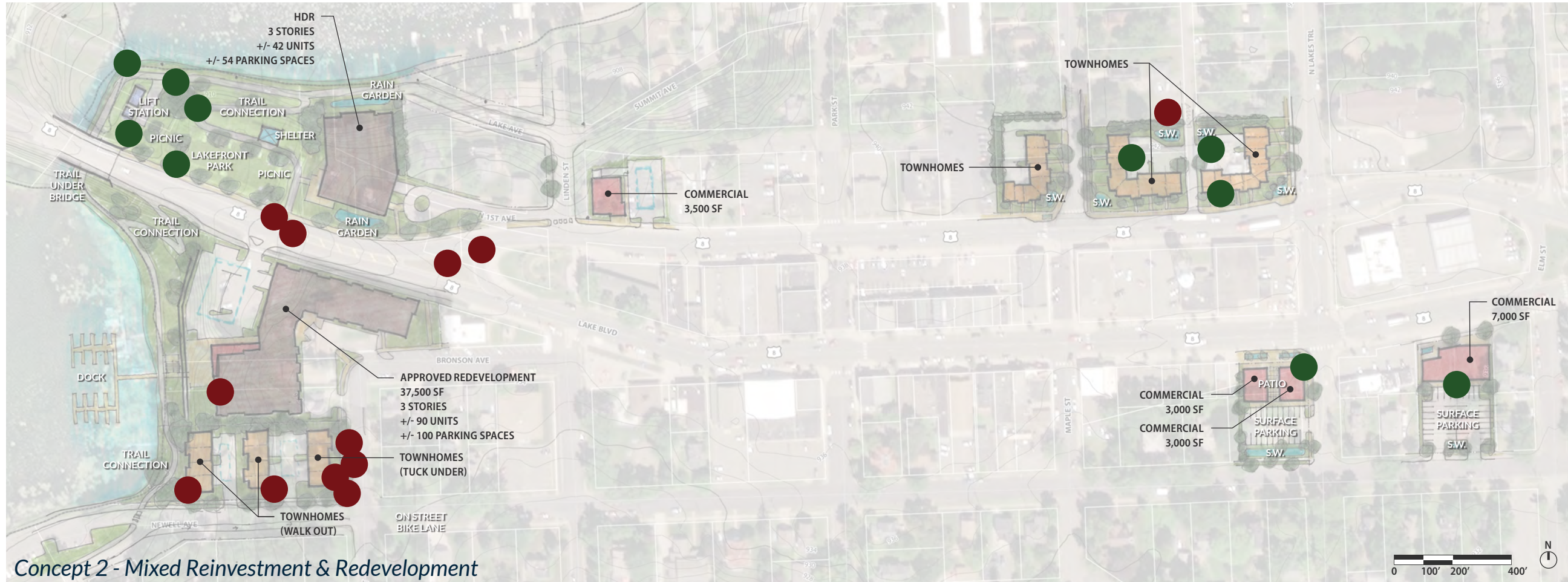
TRAIL ALONG LAKE



PARK WITH PICNIC SHELTER



HIGH DENSITY RESIDENTIAL



● = I like this ● = This concerns me ● = One of my highest priorities



TOWNHOMES



COMMERCIAL DEVELOPMENT

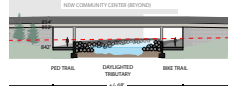


RAIN GARDEN

COMMENTS:

- Add business under townhomes on north side
- Increase traffic flow on Newell
- Concern about safety on HWY 8
- Could the townhomes north of HWY 8 be level work units?
- Add streetscape enhancements to westbound HWY 8
- Add a public dock
- Where could we park to go to Lakefront Park?

COMMUNITY LEADERS' FEEDBACK CONCEPT 3



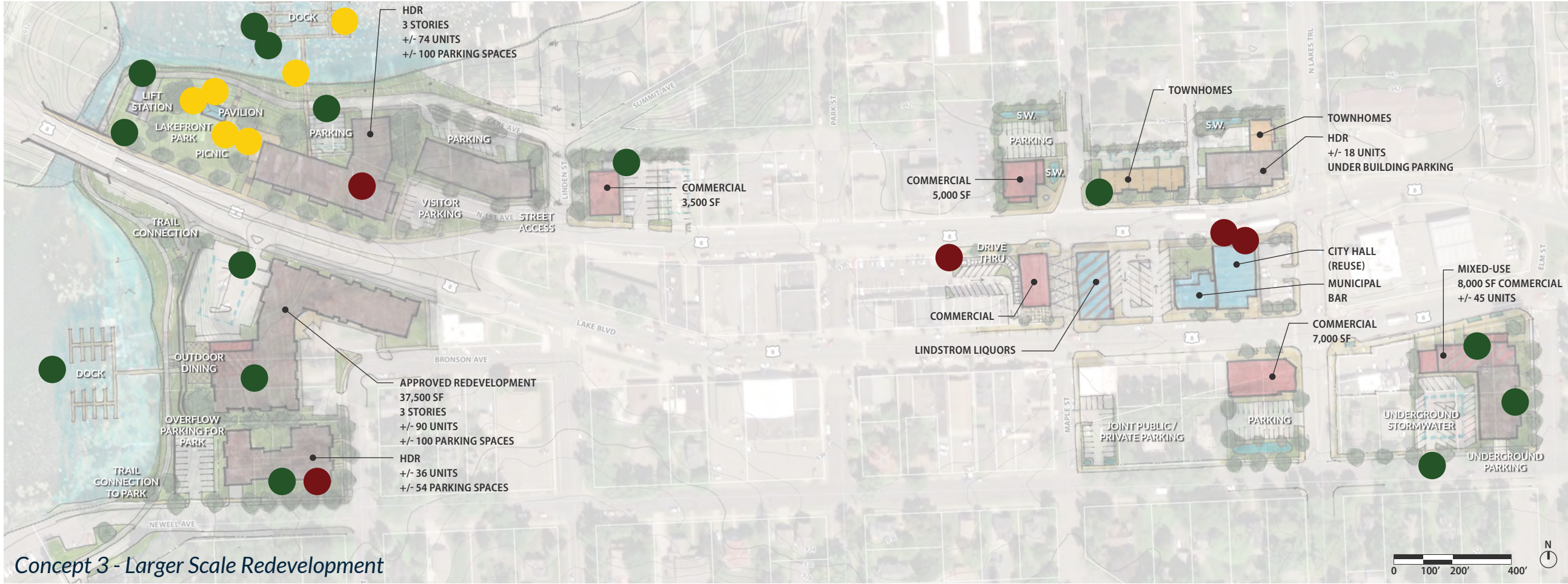
CONNECTING TRAIL



PARK SHELTER

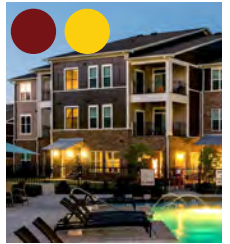


TREE TRENCHES

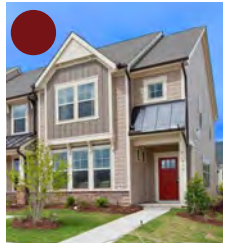


Concept 3 - Larger Scale Redevelopment

● = I like this ● = This concerns me ● = One of my highest priorities



HIGH DENSITY RESIDENTIAL



TOWNHOMES



COMMERCIAL DEVELOPMENT

COMMENTS:

Need transient docks

Need new restaurants

Need new businesses

City Hall isn't necessary on HWY 8

Redevelop the juice factory

Increased crosswalks and pedestrian awareness

Reuse of public parking in central downtown parking lot - farmers market

Live work units on north side of HWY 8?

Does the city hall belong downtown? Should be a business space for visitors.

Like the idea of development in central downtown, not necessarily city hall

REDEVELOPMENT SCENARIOS



REDEVELOPMENT SCENARIOS

HIGH DENSITY RESIDENTIAL

TOWNHOMES

OVERVIEW

- Scenarios are ideas of what could occur for sites
- Private redevelopment will result from property owners' initiative
- Timeframes identified may change. Near-term is anticipated to be in the next few years; mid-term in the next 4 to 7 years; and long-term occurring more than 7 years from now



COMMERCIAL DEVELOPMENT

MIXED-USE

LIVE-WORK

REDEVELOPMENT SCENARIOS NEAR-TERM

WEST SIDE

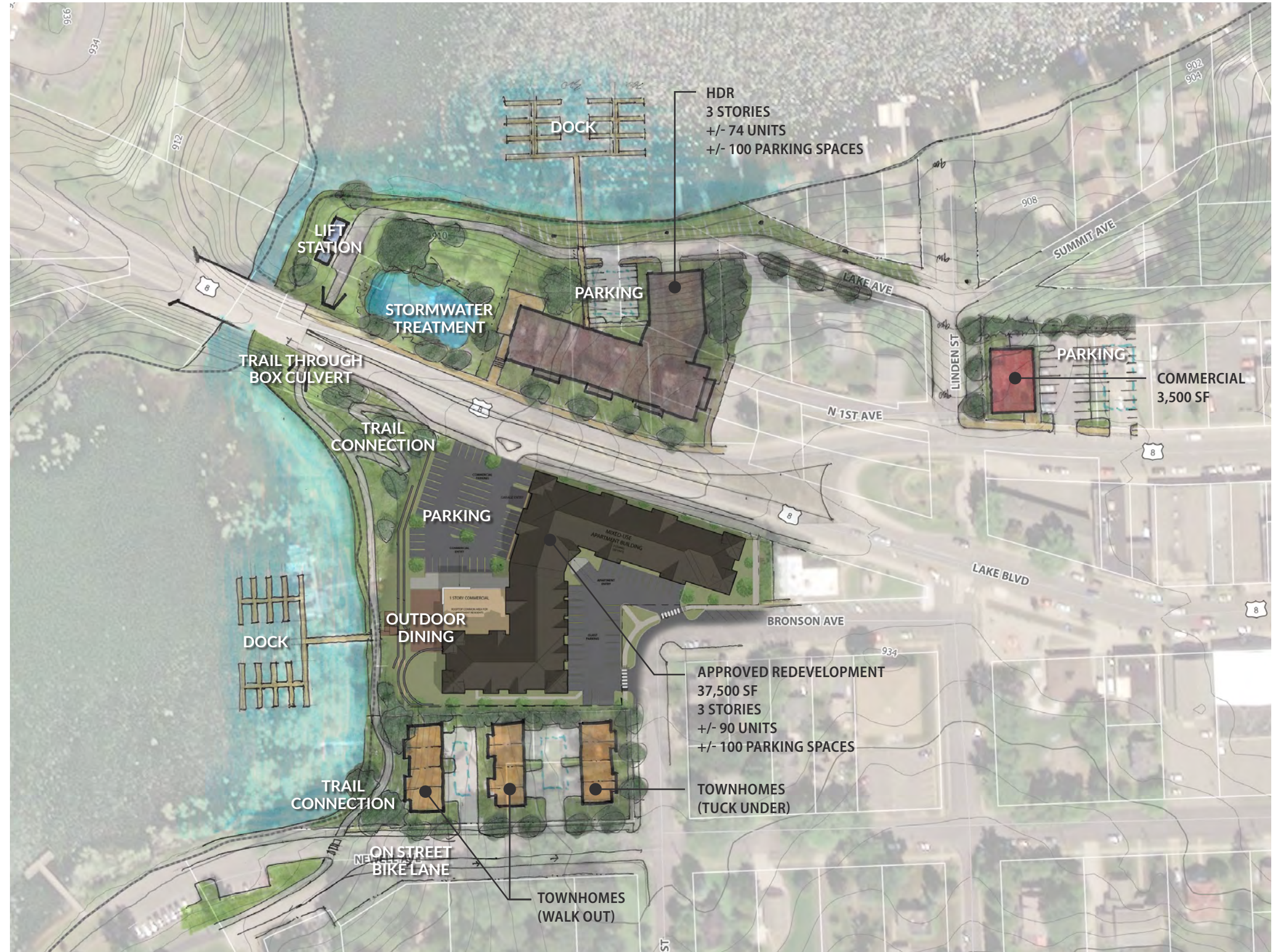
- Redevelop the Lakeview Motel site and adjacent single family home for expanded lakefront park space with a picnic pavilion and picnic area that is accessible via sidewalks/trail from downtown. The area would also include stormwater treatment for downtown's western subwatershed.
- Create an interconnected trail network from Lake Avenue, along the lake, under Highway 8 and ultimately south to Beach Park. Use a box culvert under Highway 8 to create a grade separated trail crossing



REDEVELOPMENT SCENARIOS MID-TERM

WEST SIDE

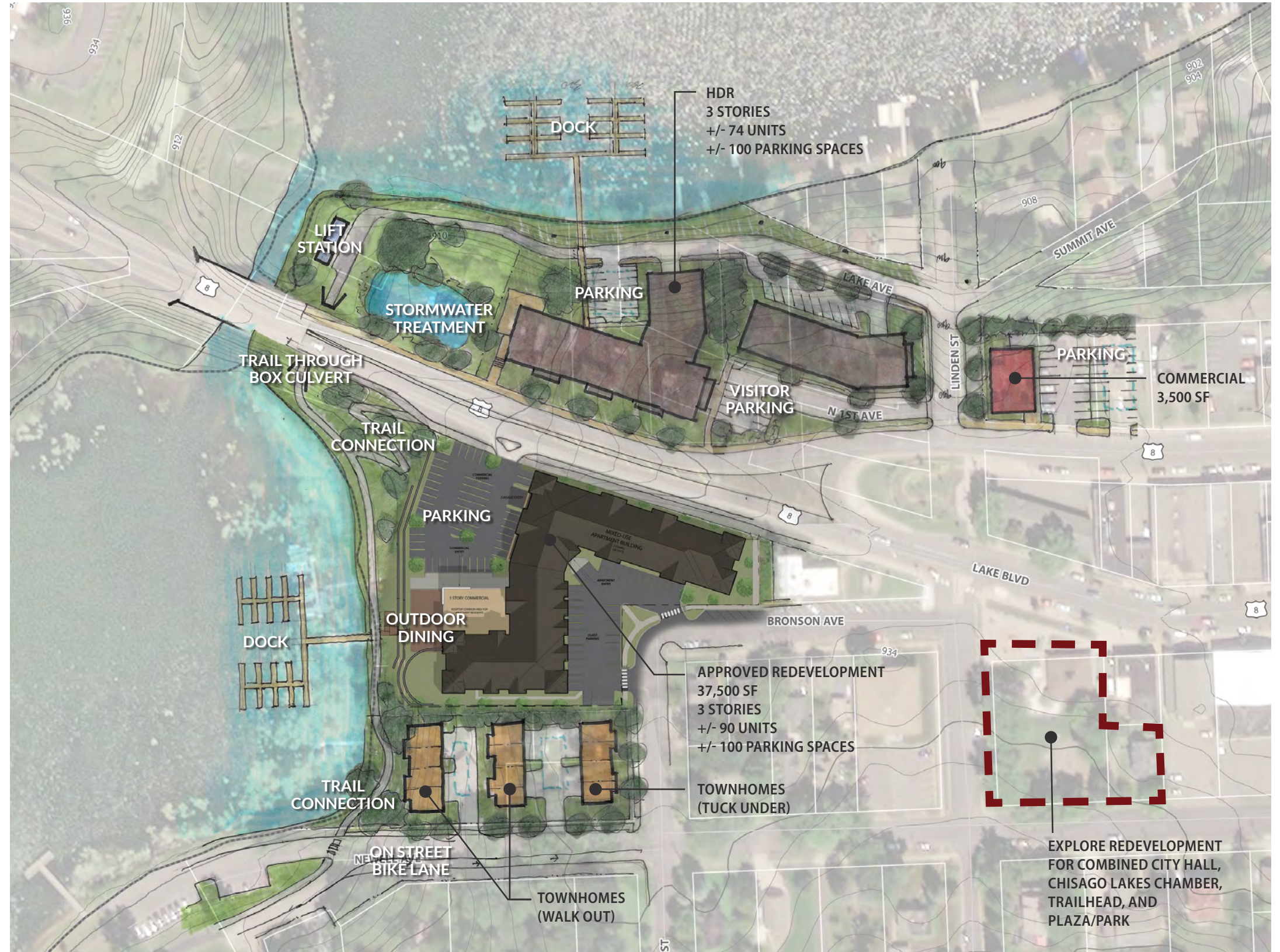
- Redevelop the three single family lots north of Newell Avenue with a multi-unit townhome development East Side
- Redevelop the existing properties between Highway 8 and Lake Avenue west of Linden Street into a combination of expanded lakefront park space and high density residential
- As part of high density redevelopment, explore improvements to Lake Avenue that would allow for a small parking lot to serve the City park
- Add city docks in North Lindstrom Lake to allow for public transient use and a boat club program
- Develop a commercial use at the corner of Linden Street



REDEVELOPMENT SCENARIOS LONG-TERM

WEST SIDE

- Redevelop the existing property west of Linden Street to high density residential with an entrance off of Linden Street leading to surface, visitor parking
- Explore redevelopment of Memorial Park/Chisago Lakes Chamber site for a combined City Hall, Chisago Lakes Chamber, trailhead, and plaza/park



REDEVELOPMENT SCENARIOS NEAR-TERM

EAST SIDE

- Develop townhomes on the north side of Highway 8 (westbound)
- Allow for redevelopment of existing single-family home into commercial use on corner of Maple and Highway 8 (westbound)
- Retain and lease old fire station in interim to allow for future, larger redevelopment project (includes two lots to the south on Newell)



REDEVELOPMENT SCENARIOS MID-TERM

EAST SIDE

- Utilize existing City owned land, plus additional acquisition of key properties on the south side of Highway 8 for commercial and/or mixed use development



REDEVELOPMENT SCENARIOS LONG-TERM

EAST SIDE

- Develop townhomes and/or multi-family residential on Highway 8 (westbound) and N. Lakes Trail. Connect to existing alley for access.
- With additional acquired properties adjacent to old fire station, develop a mixed-use commercial/residential building with surface parking for customers and underground parking for residents. Explore the addition of a public restroom as part of the redevelopment.



STREETSCAPE & ACTIVATION

STREETSCAPE ENHANCEMENTS

- Add trees and planting along HWY 8 westbound to reduce noise and provide visual cues for cars to reduce their speed
 - » Trees on the north side will need to be ornamental under the high-tension power line
 - » Trees on the south side may need to be incorporated into bump outs. Explore burying of power lines to provide space for more trees
- Add high-visibility crosswalk on both eastbound and westbound Highway 8 near Linden to facilitate pedestrian connectivity on west side of Downtown
- Add additional amenities such as benches, planters, litter receptacles, and lighting. As part of process create style guide to establish cohesiveness across downtown
- Explore making planting beds bioswales
- Work with property owners on parking lot striping and signage to help clarify one-ways



ACTIVATION

- Add structure with solar panels on the north side of the Park Avenue Parking Lot to help frame Highway 8 (westbound) and create a place for community events
- Add electric vehicle charging stations as an amenity
- Retain the Karl & Christina statue in an easily accessible location in Downtown
- Identify, sign, and inform tour companies of preferred bus parking locations in Downtown
- Ensure city regulations allow principal and accessory uses that support activation of Downtown such as outdoor dining, boutique hotel, etc.



ACTIVATION

- Encourage activation of small spaces in between buildings for seating, stormwater, public art, and architectural features
- When reconstruction occurs, add design features to show that Linden between Highway 8 and Newell is also a street for events - features could include colored pavement, entrance feature, gates
- Add a multi-purpose shelter/stage in Memorial Park to provide another location for community events and gatherings
- Explore moving City Hall to Downtown to a site that is sufficient in size to allow for offices, a multi-use plaza, and public parking. One site identified through the process was the Chamber and Memorial Park sites



ESTABLISH CONNECTIONS TO THE LAKES

- Add a trail under Highway 8 to connect both sides of Downtown to North and South Lindstrom Lakes
- Ensure design of public park on former motel site provides an opportunity for users to directly connect to the lake
- Add launches, and potentially rentals, for canoes, kayaks, paddle boards, and paddle boats at gateway park on North Lindstrom Lake
- Add public transient docks for access to Downtown
- Explore boat club program
- Pursue opportunities near Beach Park to expand off-street parking



BIKE & PEDESTRIAN TRAILS

- Create a bike lane on Newell Ave to avoid through-biking in Downtown
- Add signage for Swedish Immigrant Regional Trail, particularly wayfinding on Newell to communicate what is easily accessible Downtown
- Consider crossing enhancements at major intersections, such as at County 14, Olinda Trail and Akerson
- Add additional bike racks in Downtown for trail users who would like their bike to be closer to where they are visiting
- Enhance the trailhead at Memorial Park by adding public restrooms with an outside entrance and ensuring there is a map of Downtown that shows where additional bike facilities are available
- Elevate the online presence of Memorial Park as a trailhead for the Swedish Immigrant Regional Trail

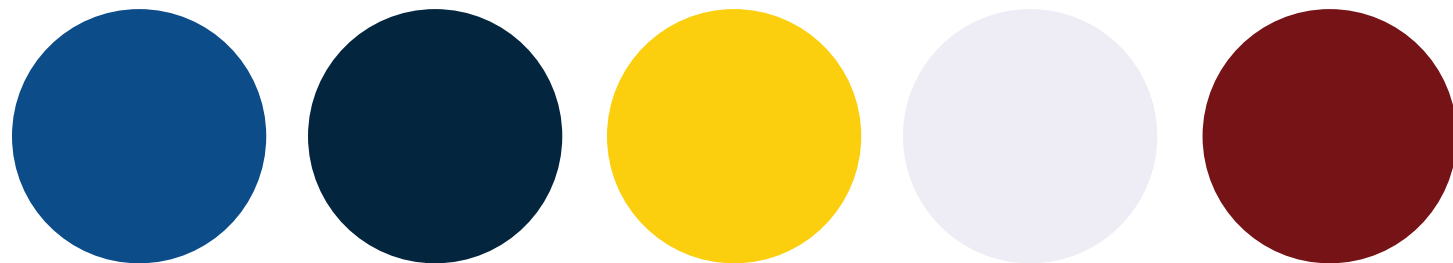


WAYFINDING

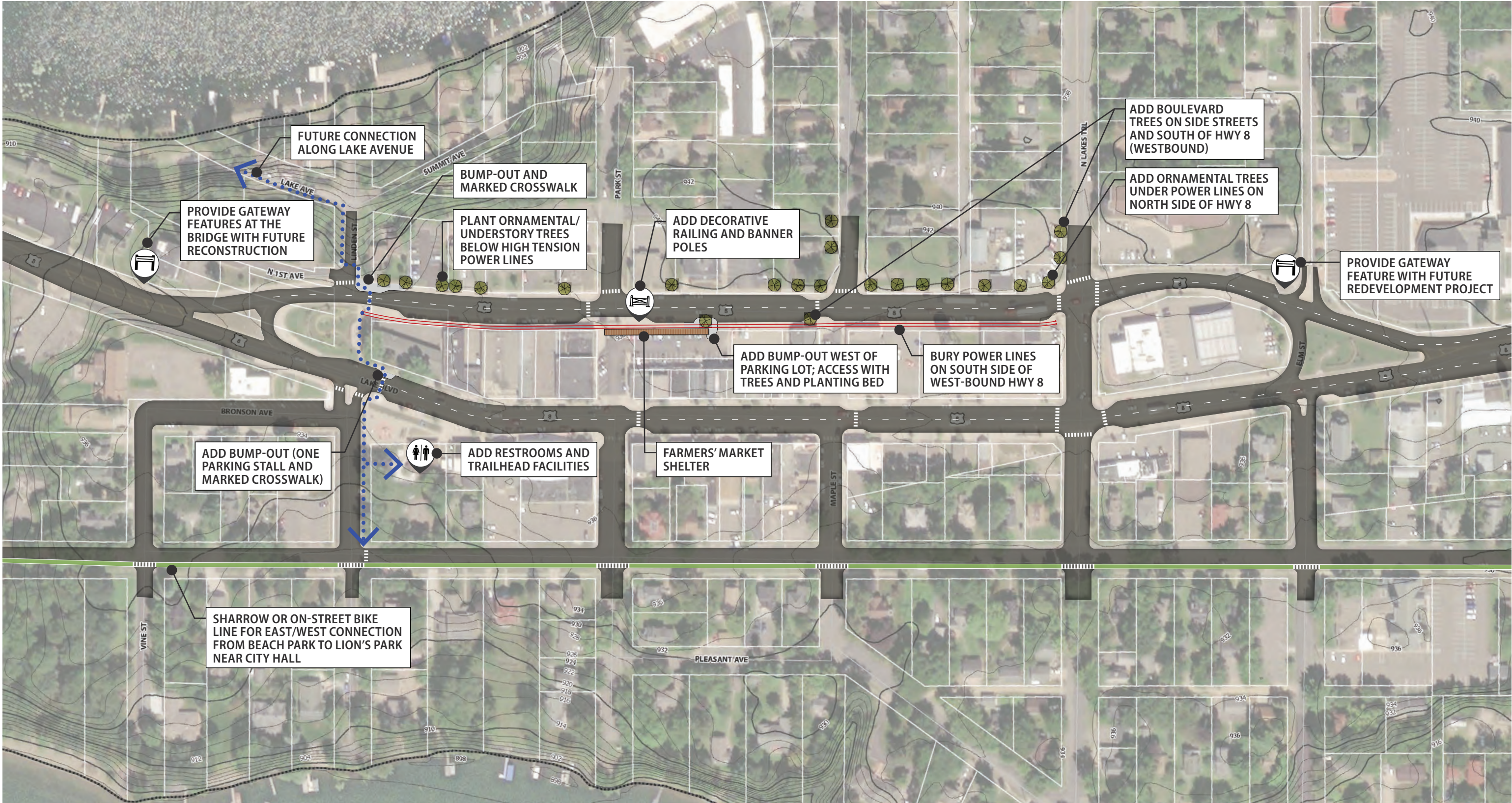
- Create wayfinding plan based on recent branding and existing signage to remain
- Add bicycle and pedestrian wayfinding to direct key destinations such as trailhead, restrooms, parks, etc.
- Add wayfinding to direct visitors to public parking areas
- Add wayfinding to direct trail users to Downtown businesses and amenities



COLOR PALETTE



STREETSCAPE & ACTIVATION



BIKE & PEDESTRIAN TRAILS



Legend:	Icons:
Swedish Immigrant Trail	Existing Water Fountain
Swedish Immigrant Trail (No Bikes)	Existing Bike Fix-It Station
Proposed Bike Lane	Existing Portable Toilet
Proposed Trail	Existing Information Kiosk



STORMWATER MANAGEMENT

STORMWATER MANAGEMENT POTENTIAL TECHNIQUES

There were a variety of stormwater management practices considered for Downtown Lindstrom. The appropriateness of individual techniques depends on factors such as the amount of development area needed, cost of construction, ease, technical skill and cost of long-term maintenance.



REGIONAL POND

Typically located at the end of a pipe, regional ponds generally take a large contiguous area. Part of the consideration in choosing this method is the amount of development that is foregone. However, an advantage is the relatively low level of ongoing maintenance compared to other techniques.



VEGETATED SWALE

While individual vegetative swales are likely smaller, more would be needed to have the same impact as a regional pond or underground stormwater system. Swales are able to be fit around development. Ongoing maintenance is relatively low.



UNDERGROUND STORMWATER

While specific to a site, it may be able to be sized to accommodate surrounding development as well. The treatment ability is less than a pond for the same surface area, however, it does allow development to occur above. Ongoing maintenance is more than a pond but less than others.



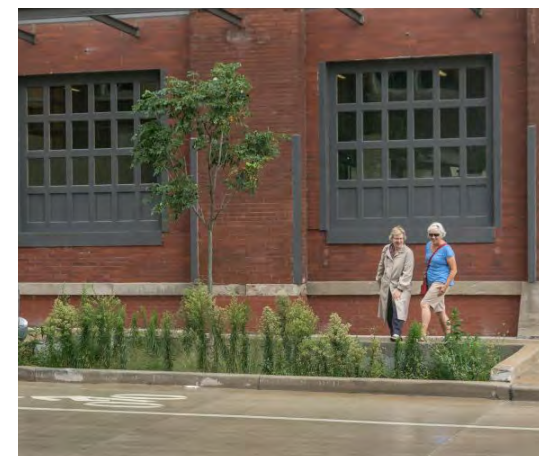
RAIN GARDENS

While individual rain gardens are smaller, more are needed to have the same impact as a pond or underground system. Rain gardens are better able to be fit around development. Ongoing maintenance is moderate with some specialized knowledge of garden maintenance.



IRON ENHANCED SAND FILTER

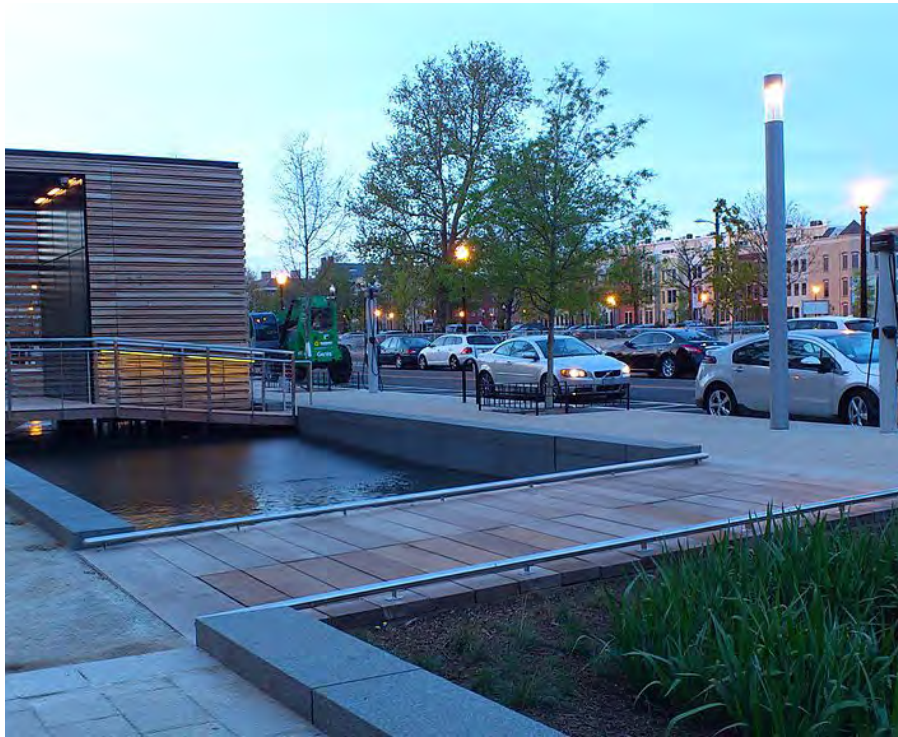
Sand filters are site specific serving a small regional area. The size will vary based on the site. The City currently has one south of Downtown on South Lindstrom Lake. There is a high level of maintenance required.



TREE TRENCHES

While individual tree trenches are likely smaller, more would be needed to have the same impact as a regional pond or underground system. Tree trenches are better able to be fit around development. Ongoing maintenance is moderate.

STORMWATER MANAGEMENT DESIGN AS AMENITY



STORMWATER MANAGEMENT RECOMMENDED APPROACH

DOWNTOWN-WIDE

- Maintain an impervious surface database that shows the 2022 baseline. Evaluate each development projects to determine how the project reduces impervious surface and/or used stormwater management techniques to address rate, quality or volume
- Establish policy that does not require additional stormwater management (rate, quality, or volume) beyond anything that would be required of individual sites under current regulations. *(Note that it is anticipated that the redevelopment sites depicted in the plan will mostly, if not all, be below regulatory thresholds that would require site specific stormwater management.)*
- Address some of the existing drainage issues by working with property owners to modify existing roof drains so they drain to pervious rather than impervious surfaces. In addition, require any future or new roof drains to discharge to pervious surfaces.



WEST SUBWATERSHED

- Explore a regional pond as part of the Downtown Gateway on the north side of Highway 8. The regional pond is a cost-effective approach and can serve as a feature for a public park



EAST SUBWATERSHED

- Explore an improvement district as well as on-site stormwater management where more appropriate or when participation in the district is not possible. Note that there is limited space in this area and the potential flood issue resulting from the 'big-to-small' pipe issue is still being determined. Development that either contributes to the problem (or don't have on-site practices to off-set their contribution) or who may directly benefit from addressing the problem could arguably be included in an improvement district. That district could then be used to fund a regional facility that would address the problem - either through funding larger pipes or through construction of regional storage.





IMPLEMENTATION

IMPLEMENTATION NEAR TERM

DOWNTOWN-WIDE

- Evaluate the Use of a Downtown Improvement District to aid in making both structural and aesthetic improvements in a designated section of Downtown.
 - » Educate EDA about Special Service Districts
 - Discuss other alternatives such as Tax Abatement
 - Engage in policy discussion about the level of financial participation for major infrastructure improvements from existing and future users
 - » Engage in discussions with existing Downtown Business regarding options, benefits, and needs
- Create Resource Guide for existing and new Downtown Businesses
 - » Identify loans and grant opportunities for capital improvements
 - » Identify business and technical assistance programs
 - » Identify precedents for activation of small spaces for seating, public art, and stormwater

IMPLEMENTATION NEAR TERM

DOWNTOWN-WIDE

- Continue to build financial programs list by category - infrastructure, redevelopment, trails, parks, etc.
- Solidify Downtown as a trailhead for the Swedish Immigrant Regional Trail
 - » Prepare plans and explore funding resources to add restrooms and trailhead facilities to Memorial Park
 - » Elevate the online presence of Memorial Park as a trailhead for the trail
- Update the zoning code
 - » Ensure areas identified for townhomes, multi-family and mixed are allowed
 - » Prohibit drive-thrus that do not have walk-in service and seating
 - » Evaluate and address potential barriers to activation of small spaces between businesses

IMPLEMENTATION NEAR TERM

SITE-SPECIFIC

- Develop Redevelopment Plan for Lakeview Motel Site
 - » Determine overall costs for site redevelopment
 - » Evaluate possible funding avenues for property acquisition
 - » Identify grants and other sources for trail, park amenities, storm water, beach, and water access
 - » Engage community in vision for the park
- Continue to work collaboratively with developer for the Peninsula site
 - » Ensure access to trail leading to Park on the north side of Highway 8
- Retain ownership of Fire Station site
 - » Designate entire block as a Targeted Redevelopment Area
 - » Find interim use on year-to-year lease that preserves option for quick redevelopment option
 - » Prepare a Redevelopment Plan outline financial resources for the site, possible uses, and estimations of new values.

IMPLEMENTATION MID TERM

DOWNTOWN-WIDE

- Create Newell on-street bike lane
- Create wayfinding plan based on recently adopted branding to identify needed locations and types of signage
- Prepare streetscape plan and coordinate with MnDOT to address needed streetscape improvements for Highway 8 - trees, plantings, decorative railings, crosswalks, pedestrian amenities.
- Improve Park Avenue Parking Lot for public parking and community events
 - » Clean up property boundaries
 - » Prepare plan and explore grant opportunities for solar paneled, open-air structure
- Prepare plan and explore grant opportunities to provide water-access at public parks near Downtown - including launches, transient docks, and facilities to support rentals for canoes, kayaks, paddle boards, and paddle boats

IMPLEMENTATION MID TERM

SITE-SPECIFIC

- Develop Redevelopment Plan for properties between Highway 8 and Lake Avenue west of Linden Street
 - » Determine overall cost for redevelopment including acquisition, and demolition
 - » Identify any financial programs that can assist with redevelopment offered by the City or other agencies such as the Redevelopment Grant Program and Demolition Loan Program through DEED
 - » Evaluate potential of both mid-term and long-term redevelopment scenarios under one TIF District and generate a Request for Proposal from the development community
 - » Consideration development of a Housing Ordinance to ensure access of affordable units for Lindstrom Residents (all housing related sites in the City)
- Facilitate the trail connection from Peninsula Property to Newell
 - » Research the funding alternatives for the trail connection

IMPLEMENTATION LONG TERM

DOWNTOWN-WIDE

- Construct a multi-purpose bandshell/pavilion in Memorial Park
- Add streetscape design features to Linden between Highway 8 and Newell during next reconstruction

SITE-SPECIFIC

- Redevelop Fire Station Block
 - » Determine highest and best use for site
 - » Evaluate underground storm water potential (East District)
 - » Consider using Tax Increment to facilitate affordable units
 - » Apply to the Redevelopment Programs sponsored by DEED
 - » Identify ways to incorporate “Fire Station” history into site redevelopment

IMPLEMENTATION STORMWATER MANAGEMENT

- Delineate a “Downtown District” and modify Chapter 151 “Stormwater Management” of the City Code to include specific stormwater management criteria.
 - » Identify goals and objectives of stormwater management with the Downtown District
 - » Develop an alternative sequencing process to prioritize reducing impervious surface coverage
 - » Limit surface discharge of roof drain leaders for new development or redevelopment projects
- Complete a study specific to the east subwatershed that determines
 - » The system capacity deficiency at the transition from ‘big-pipe-to-small pipe’
 - » The necessary size increase for the ‘small pipe’ to determine what it should be increased to either a typical design standard or a flood protection standard, including construction cost estimate
 - » The potential proration of charges to landowners in the contributing area, such as impervious area with considerations for on-site BMPs that reduce effects of impervious

IMPLEMENTATION STORMWATER MANAGEMENT

- Explore the development of a stormwater credit bank to allow new development and redevelopment to leverage City-owned regional stormwater management facilities.
 - » Assess watershed for current level of water quality treatment (if any). Assign/determine water quality treatment provided by existing or future planned BMPs
 - » Develop a minimum and maximum thresholds for participation in stormwater credit bank. Explore whether very small and/or restricted sites (the latter should be highly scrutinized) may pay an up-front fee-in-lieu of on-site practices.
 - » Develop an exemption process for properties that can demonstrate existing stormwater management facilities.
 - » Stormwater quality treatment levels will need to be demonstrated via accepted calculations (P8/WinSLAMM modeling)
 - » Existing and future practices need to be covered by a long term maintenance agreement with possible routine certification (maybe as frequent as annual)

IMPLEMENTATION PARKING

- Include parking as part of the evaluation of a Downtown Improvement District to provide a way for new developments to contribute to a public parking system instead of creating individual parking lots
- Update the Zoning Ordinance to strengthen the ability of developments to use shared parking agreements and ensure new development provide bike parking
- Consider the creation of public parking lot as part of Fire Station block redevelopment
- Explore using a permit system to allow year-round, on-street or public parking lot use for downtown residents

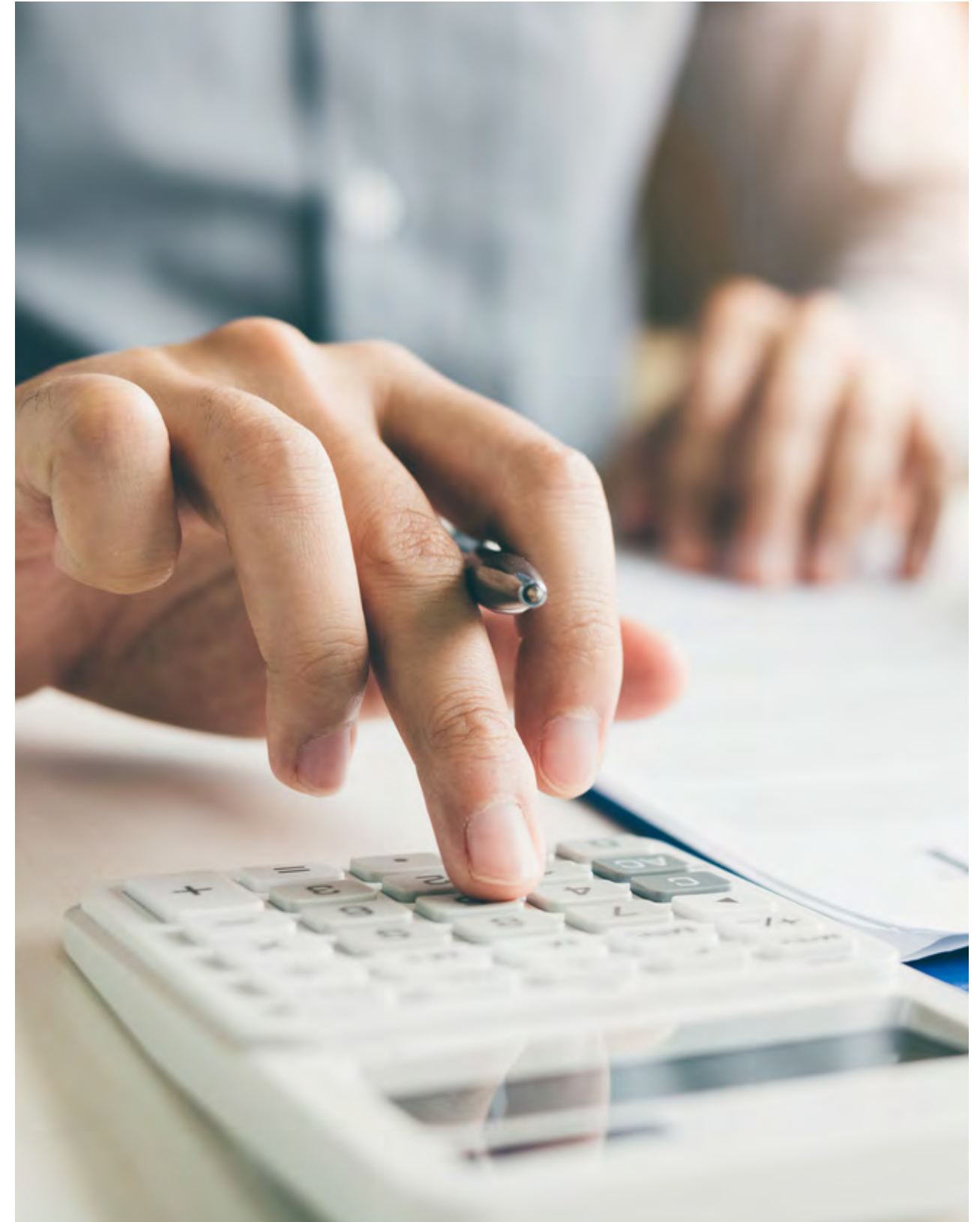


POTENTIAL FUNDING

FUNDING

REDEVELOPMENT RESOURCES

- Small Cities Development Grant Program – DEED
- Contamination Clean up and Investigation Grant – DEED
- Redevelopment Grant Program – DEED
- Demolition Loan Program – DEED
- Small Cities Coronavirus CDBG-CV Program
- Special Service Districts – Landowners establish (after June 30, 2028 required special legislation)
- Chisago County Affordable Housing Trust Funds- Chisago County HRA-EDA
- Downtown Market Analysis Toolbox- University of MN Extension
- Tax Increment Financing- City of Lindstrom
- Tax Abatement- City of Lindstrom
- Fascia Loan Program- City of Lindstrom
- Historical and Cultural Heritage Grant- MNHS



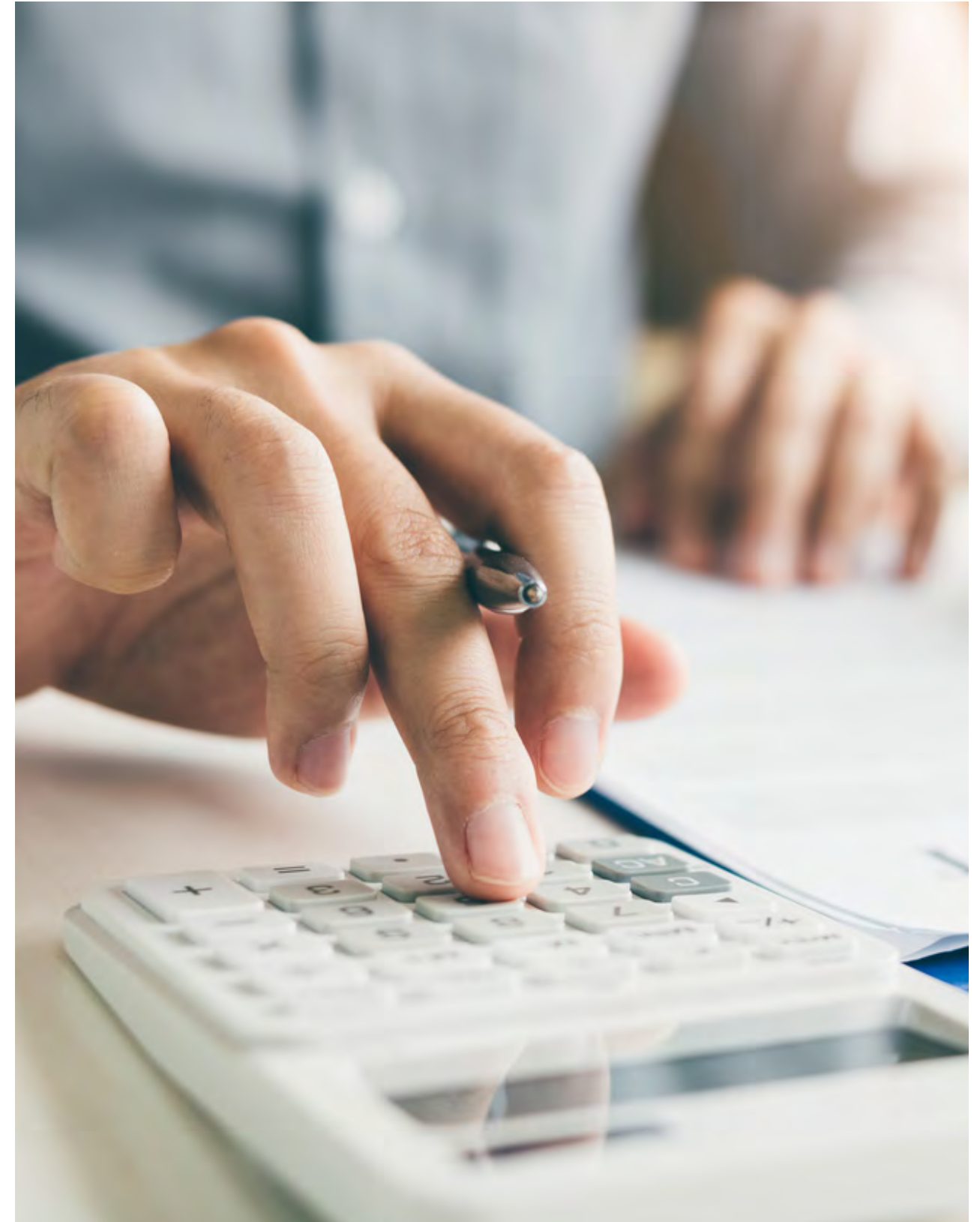
FUNDING

STORMWATER RESOURCES

- Small Cities Development Grant Program – DEED
- Storm Sewer Improvement District – City Council
- Clean Water Land and Legacy Amendment-Board of Water and Soils Resources

TRANSPORTATION & TRAILS RESOURCES

- Transportation Economic Development Infrastructure Program (TEDI) – DEED
- Greater Minnesota Transportation Alternatives -MnDOT
- Municipal State Aid (MSA) for pop. Over 5,000– MnDOT
- Small Cities Assistance Account-Funded for 2022- MN Legislature
- Regional Trail Grant Program- MN DNR
- Transportation Economic Development (State Highways) MnDOT
- Public Water Access Sites- Partnership Funding- MN DNR
- Local Trail Connections Program – MN DNR



FUNDING

ENVIRONMENT & RECREATION RESOURCES

- Environment and Natural Resources Trust Fund- LCCMR
- Outdoor Recreation Grant Program – MN DNR

TECHNICAL RESOURCES

- Innovation Fund- Initiative Foundation
- The Blandin Foundation's Community Leadership program
- University of Minnesota Extension Service's Community and Leadership Development Programs

Note: This list doesn't include program available directly to businesses

