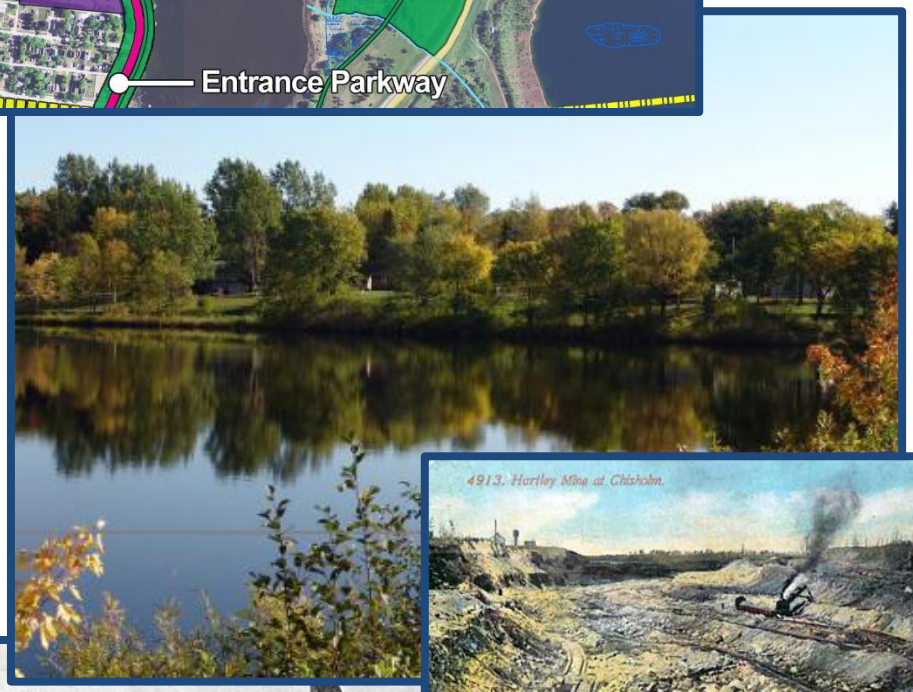
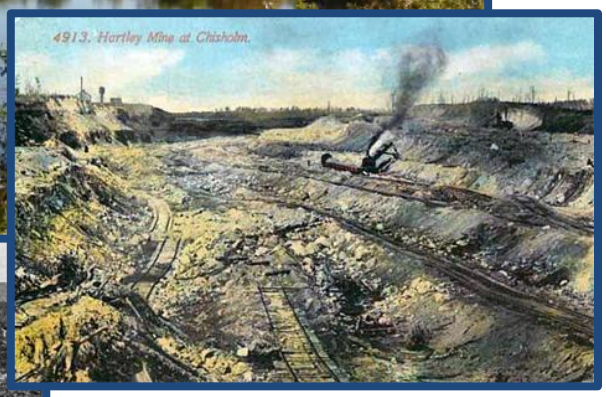
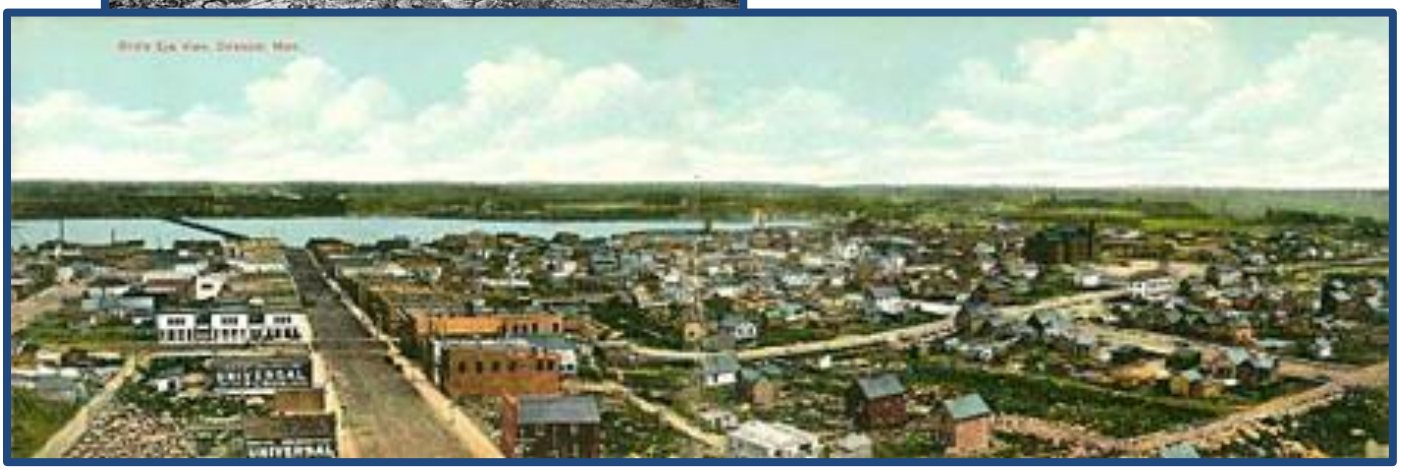
Chisholm Comprehensive Plan: 2012







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Chisholm Comprehensive Plan: 2012

Approved: July 2012

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Table of Contents

Chapter 1: Building the Future ► 1

Chapter 2: Chisholm will be… ► 3

Chapter 3: Regional Context ► 5

Chapter 4: Concepts for Change ► 10

Chapter 5: Specific Concepts ► 17

Chapter 6: Implementation ► 21

Appendix ► 26

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Chisholm Comprehensive Plan: 2012

Chapter 1

Building the Future

"As for the Future, your task is not to foresee, but to enable it."

Antoine de Saint-Exupéry

Why this Plan?

Chisholm aspires to reinvent itself, to create a future Chisholm attractive to existing and future residents. This is at a time of extreme uncertainty generated by external factors not within local control and literally at the community's doorsteps.

Through this plan Chisholm is asserting itself, defining its intentions to enable its own future. This future will come to be as Chisholm undertakes near-term projects, actions and partnerships that strengthen the community as a desirable destination today, and, anticipates and creates strategies that respond to possible future mining expansions and regional transportation changes so that should these changes occur, preferred alternatives are in-hand and ready to promote.

How was the Plan Developed?

Chisholm's current plan was prepared in 2003 as part of a package of plans for Hibbing and the Central Iron Range portion of the Highway 169 corridor. Elements of that plan were integrated into this updated version.

Chisholm has benefitted from various regional planning processes including the Central Iron Range Initiative and the Laurentian Vision Partnership. In particular, these efforts have generated invaluable information on future mining, the location of historic underground mine works, and options for communities when considering their futures.

Creation of this plan relied heavily on the knowledge and insight of community residents. The planning committee contributed hours of its members' time to understanding the community's potential for shaping its future. The community was surveyed in three different ways. First, residents and school students had an opportunity use a survey to express their views on the community's desired future. Second, two interactive and well attended public meetings were used to generate perspective on the community and then to review the draft plan. Third, the Consultant Team interviewed a number of community residents to secure commentary on community assets and opportunities.

Lastly, the Consultant Team brought its own experience and knowledge to the process. This included nearly 80 years of community planning background and, since one team member is a Chisholm native, direct personal awareness.

What is the Plan?

This plan is an action based assertion of Chisholm's intention to enable its desired future. It accommodates the impact of major external events, most importantly potential mine expansions, by proposing near-term projects and pro-active contingent actions if the external events occur.

This plan builds upon Chisholm's strengths to continue to differentiate it from other Iron Range communities. And, it sets forth the framework for defining a mutually beneficial partnership with Balkan Township as a key component of the plan's success.

A set of principles have guided the plan's development and are essential to its successful implementation.

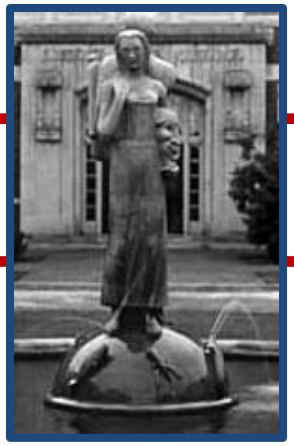
Guiding Principles

1. Reinforce that which differentiates Chisholm from other Iron Range communities.
2. Reuse previously developed lands.
3. Create efficiencies in the delivery of public services.
4. Support community's past and present economic base.
5. Support new growth sectors.
6. Create and maintain connectivity, within Chisholm and with the larger Iron Range region.
7. Promote private investment that contributes to public benefit.
8. Incorporate recreational amenities to create community attractiveness.

Chisholm Comprehensive Plan: 2012

Chapter 2

Chisholm will be…

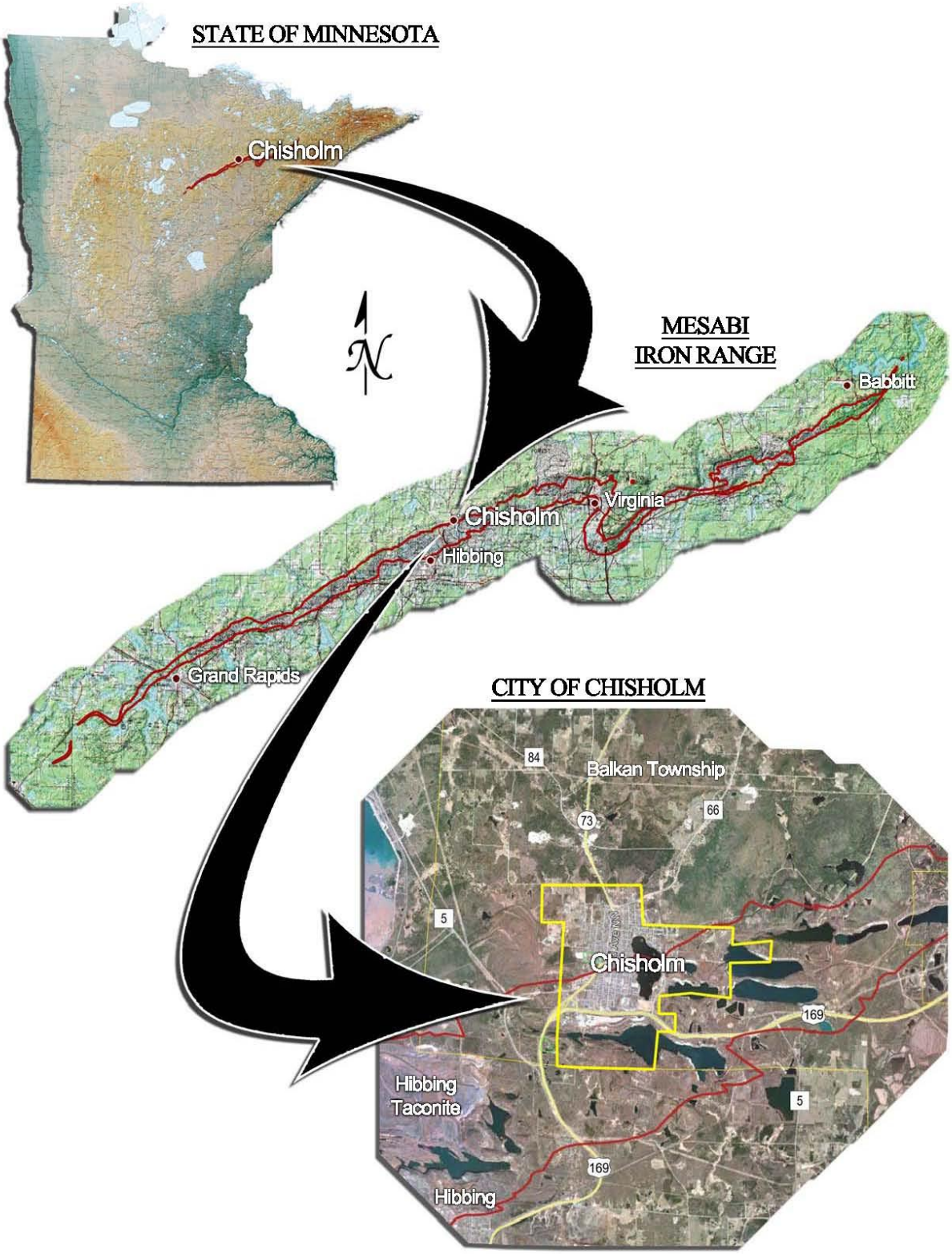


Chisholm aspires to be *the* Iron Range community where people choose to live.

People will choose to live in Chisholm because it possesses a unique combination of distinctive desired qualities:

- A restored Longyear Lake creating an attractive focal point for the community.
- A dynamic, compact, walkable small town business district centering community activity.
- Consolidated public schools on expanded, landscaped campus at the location of the historic high school driving a future-oriented community.
- Recreational amenities fully connecting Chisholm to the entire region.

Map 1. Location of Chisholm in Minnesota and the Mesabi Iron Range



Chisholm Comprehensive Plan: 2012

Chapter 3

Regional Context

Chisholm's central position on the Iron Range is a locational strength that will serve it well as it and other Range communities negotiate an uncertain future. Workers living in Chisholm can readily access employment anywhere across the breadth of the region. Conversely, workers living elsewhere on the Range can just as easily come to jobs located in Chisholm's industrial parks. Community oriented service retail provide convenient, day-to-day and spontaneous shopping for residents and some destination retail attractions are readily accessible to shoppers from around the area. And, Chisholm's location and size allow it become a major focal point for recreational activities especially trail related ones that span the region.

However, Chisholm's main locational strength is that it is the only Iron Range community most of which is situated north of the Mesabi Range iron ore outcrop. The immense importance of this attribute becomes more obvious with every passing expansion of the region's mining industry. As anyone on the Range knows, there are no certainties with mining but there are strong probabilities. Those strong probabilities include an eastward expansion of the Hibbing Taconite mine up to and across the existing rights of way for CR 5 and Highway 169. They could easily include re-mining of the Minnesota Discovery Center pit complex or that of the former natural ore mines east of Chisholm.

While probable, those mining expansions are not certainties and even if so are not on a known time schedule. Thus, Chisholm is planning for its future with:

1) near-term projects, actions and partnerships (e.g., Central Iron Range Sanitary Sewer District, Central Iron Range Initiative, Balkan recycling center, St. Louis County) to strengthen the community as a desirable destination today, as well as

2) strategies anticipating and created in response to possible future mining expansions and regional transportation changes so that should these changes occur, preferred alternatives are in-hand and ready to promote.

In Map 2 plan concepts show Chisholm's reconfigured connections to the Iron Range and larger region.

Highway 169 Relocation

Highway 169 between Chisholm and Hibbing is a likely candidate for relocation due to future mining. The highway is built upon easements that allow the underlying private land owners to have the highway relocated at state expense on three years notice. If that were to occur, a planning process similar to that underway in Virginia regarding the relocation of Highway 53 would ensue. There are no current plans for where or how the highway would be relocated. Chisholm's intention is to identify what it would do in that event.

Should Highway169 to the west be severed, access to Hibbing and the west would likely require a new connection on the east side of Chisholm. The existing Highway169 corridor on the south edge of the city would provide entry points into the Longyear Lake and downtown areas and connect to a re-worked intersection near the Iron Man to join re-aligned CR 5 and Highway73 which would continue on its existing alignment through the city and to the north.

The roadway could be reduced from four to two lanes. Depending on how mine activity occurred, this could free land for development.

The future anticipated realignment of highway 169 will be a significant event for the Iron Range. This plan does not purport to have a solution to this matter. Instead, it identifies this likely future need so that Chisholm, other range communities and the state can begin to anticipate and collaborate on the review of possible alternatives in their mutual interest. With an unknown timeline for when this matter might be set in motion, it is difficult to propose any one preferred alternative.

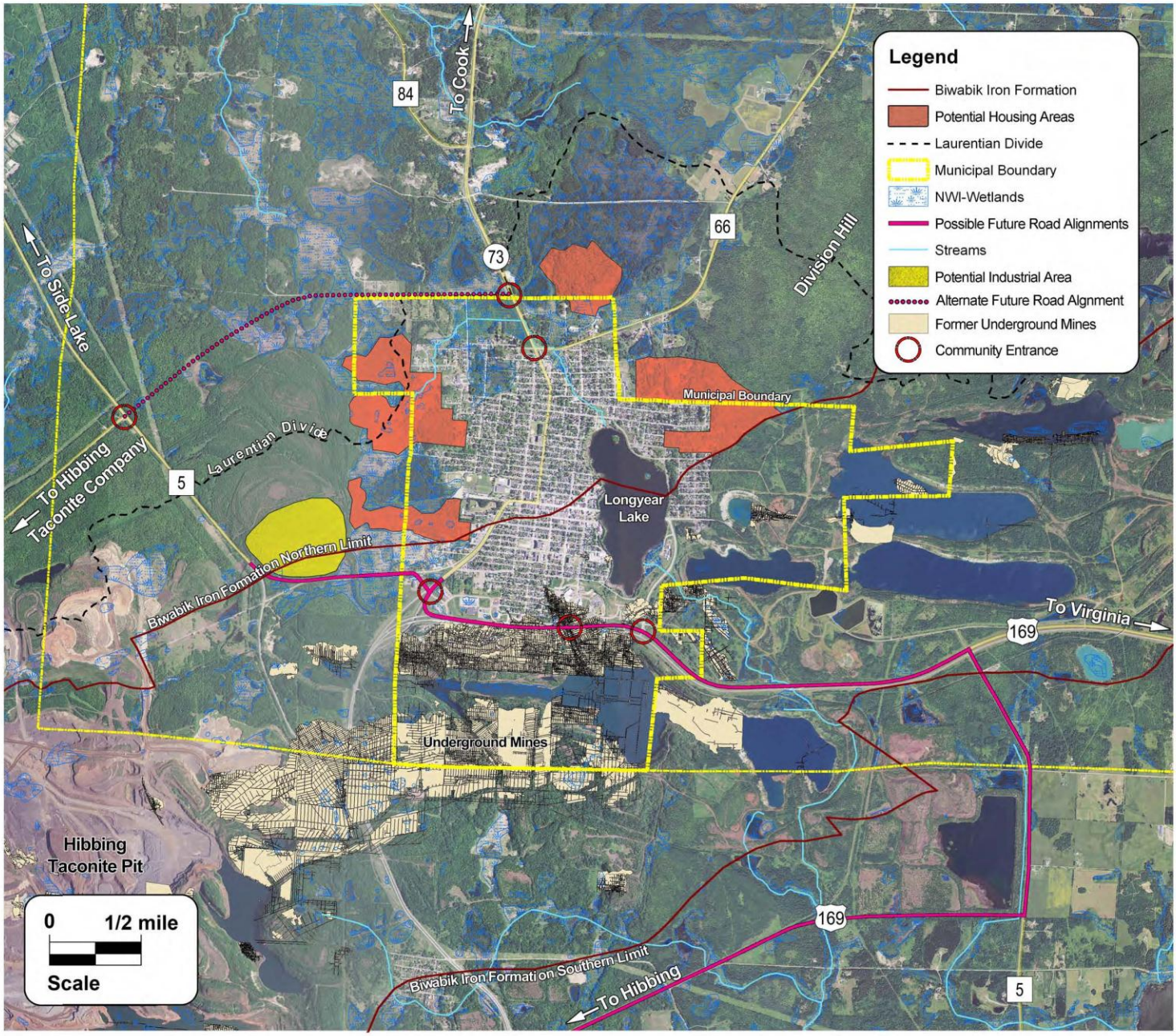
On Map 2 this plan simply illustrates one possible schematic option without benefit of detailed engineering, economic or environmental analysis to highlight this issue. Many other alignments will be identified and tested before a solution is selected.

CR 5 Relocation and Proposed Industrial Development

Perhaps the first highway change would be the relocation of CR 5, which like Highway 169 is built with easements across privately owned land, as Hibbing Taconite expands to the east. In the event Hibbing Taconite causes the relocation of CR 5, Chisholm proposes two optional routes:

- One option is a new route running generally southeast from the intersection of CR 5 and the HibTac plant entrance road to a point near the Iron Man statue where it would connect with Highways 169 and 73.
    - This alignment would assure continued smooth access from regional transportation routes to HibTac and the important recreational lake country to the north.
    - Perhaps more importantly, this new alignment accesses a large tract of currently undeveloped mine stockpiles. These stockpiles may have iron resource viable for extraction. In any event, the land would become available for the Chisholm-Balkan area's newest industrial sites. Development of this industrial area, which is located in Balkan Township, would require collaboration between Chisholm and the township.

Map 2. Chisholm Plan Concepts within Regional Context



    - Route would require less than 1 mile of new roadway.
- A second option runs from the HibTac's entrance on CR 5 and generally goes east to Highway 73 via Cemetery Road.
    - This alignment directs HibTac and CR 5 traffic flow through Chisholm with the intention of bolstering activity at downtown stores.
    - While this alignment does not directly access the new industrial area but that can still be accomplished by an access road from intersection near the Iron Man statue.
    - Route would require roughly 2.3 miles of new and upgraded roadway.

Community Entrances

Chisholm defines four major entrances to the community regardless of the future status of Highway 169 and CR 5

- **East Parkway**: The current access from Highway 169 at 4th Avenue SE is to become Chisholm's "parkway" entrance. The main route will flow just south of Longyear Lake connecting to Lake Street via Central Avenue (or a relocated roadway along the west shore of the lake). Intersection geometry should favor the parkway route as the community entrance. This parkway will serve as the slower more aesthetic entry to Chisholm.
- **Central**: West Drive will remain as the direct access route into the current Industrial Park and as a secondary route into the heart of the community.
- **West**: If CR 5 and Highway 169 remain unchanged then so will this intersection and access into Chisholm. If one or both of the highways are realigned, then this intersection will be reconfigured to even better serve as Chisholm's primary entrance. Traffic along CR 5 will be able to directly and conveniently access downtown Chisholm from this point. Traffic entering Chisholm from the Highway 169 corridor will likewise be directed into town. Highway 73 will remain on its current alignment providing traffic flow through town to the north.
- **North**: Highway 73 will remain flowing through town to connect with the regional road network at the Iron Man statue intersection.

Trails

Chisholm is connected to the larger Iron Range region by the non-motorized Mesabi Trail and spur snowmobile trails that link to the Taconite Trail. This plan strengthens those connections in several ways.

- **Mesabi Trail Connection**: A new recreational facility on Longyear Lake at the site of the old wastewater treatment plan can serve as a major trail access point for residents and visitors alike.
- **Balkan Township Trail**: Branching off the Longyear Lake trail to the north would be a new trail providing an attractive connecting link from Balkan Township to Chisholm and the Mesabi Trail. Again, this route could serve visitors as well as residents of both communities. An initial end point in Balkan would be the town community center.

- **CR 5 Corridor Trail**: Chisholm can enhance its attractiveness as a trail hub by expanding upon the newly created ATV/snowmobile trail that connects the city to the McCarthy Beach State Park / Side Lake region.

- **Community Connections**: Longyear Lake will be the focal point of trails within the community but other trails will serve residents and build Chisholm's reputation as a desirable place to live. One such trail would be a large loop connecting Longyear Lake and the Memorial Park Recreation area via Second Street Northwest and Second Street Southwest.

East Chisholm/Balkan Pit Lake Management Area

The large, multiple-hundred acre area in eastern Chisholm and Balkan Township that encompasses several mine pit lakes including the Fraser, which is the city's water supply source, is proposed for designation as a multi-function resource management area. The three primary purposes of this area are: protect Chisholm's municipal water supply, maintain availability of a valuable iron ore resource for future mining, and provide a destination level multiple-use recreational/industrial area.

Over 700 acres of this area may be acquired by the Iron Range Resources and Rehabilitation Board for inclusion in the Iron Range Miners Memorial Forest. This purchase provides the foundation for the proposed future uses.

The area's mix of accessible lakes, scenic overlooks, rugged terrain and emerging forest vegetation is ideal for supporting recreational uses that would enhance Chisholm's attractiveness for visitors and new residents. The range of potential uses includes ATV trails, snowmobile trails, hiking trails, mountain biking trails, loop trails off the Mesabi Trail, camping, and boating. The level of infrastructure would be such that it would not impede future mining.

New Housing Areas

As shown in Map 2 there are several areas that span Chisholm and neighboring Balkan Township are suitable for new residential development. This is in addition to redevelopment opportunities within the city.

Chisholm Comprehensive Plan: 2012

Chapter 4

Concepts for Change

Background

Opportunities for future action abound in any community and Chisholm is no exception. The critical and difficult step is to identify achievable actions that fire the community's imagination and energy and create real, long lasting benefit. This chapter presents the project concepts that can accomplish this for Chisholm.

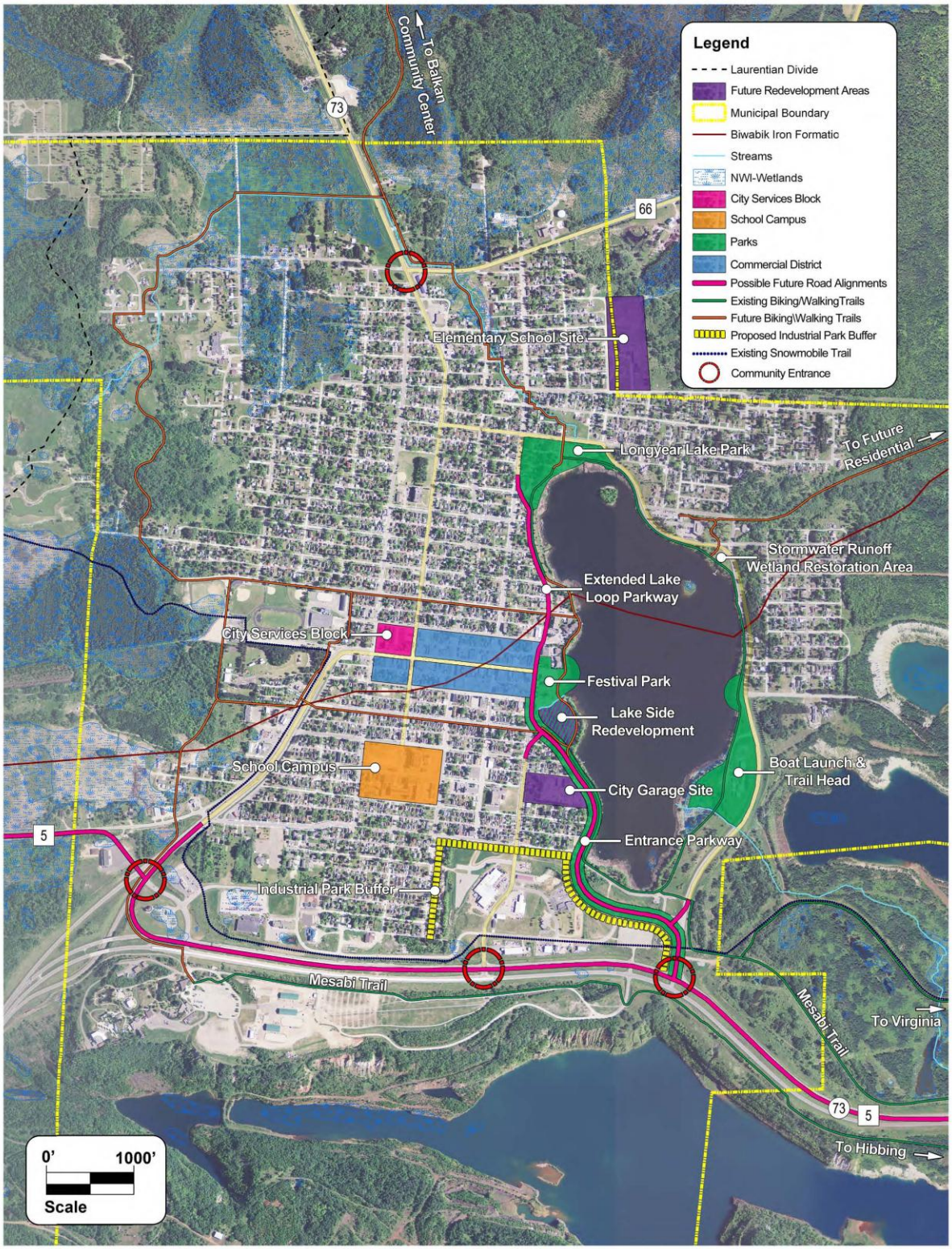
Project ideas emerged from the public participation process and strenuous discussion by the Plan Committee. Every area of Chisholm was reviewed for need, potential actions, and the practicality of those actions. Some needs were debated in depth and yet remained unresolved at this time. For instance, the three main civic functions – city hall, library, fire hall – were considered for relocation to the Memorial Park Recreation area or to an expanded multi-functional school campus or to be remodeled in their current locations. Ultimately, this plan leaves that decision for a future date depending in good part on how the downtown redevelops over time.

A vital aspect of this plan's development was separating actions that were primarily driven by market forces and those which could be directed by the community to enhance Chisholm and its capacity to influence markets in favor of the community. The plan is built on the latter actions.

The Core Community Axis

Lake Street is and will be Chisholm's community axis. Anchoring the western end is the Memorial Park Recreation area containing the curling rink, ice arena, baseball and softball fields, football field and track, the Minnesota Museum of Mining, and National Guard Amory. The eastern end of the axis is the proposed Festival Park to be located where Lake Street meets Longyear Lake. In between is the business district serving the community and region and fully integrated into the fabric of the city.

At right angles to the core axis is a secondary corridor, Third Avenue Southwest, terminating in the high school campus. As portrayed in this plan, the school campus will be expanded to create an even more impressive anchor to this axis and fueling the understanding of education's importance to Chisholm's future.


Legend
Laurentian Divide
Future Redevelopment Areas
Municipal Boundary
Biwabik Iron Formatic
Streams
NWI-Wetlands
City Services Block
School Campus
Parks
Commercial District
Possible Future Road Alignments
Existing Biking/WalkingTrails
Future Biking\Walking Trails
Proposed Industrial Park Buffer
Existing Snowmobile Trail
Community Entrance
To Balkan Community Center
73
66
Elementary School Site
Longyear Lake Park
To Future Residential
Stormwater Runoff Wetland Restoration Area
Extended Lake Loop Parkway
City Services Block
Festival Park
Lake Side Redevelopment
School Campus
Boat Launch & Trail Head
City Garage Site
5
Entrance Parkway
Industrial Park Buffer
Mesabi Trail
Mesabi Trail
To Virginia
73
5
To Hibbing
0'
1000'
Scale

Longyear Lake: Chisholm's Focal Point

Chisholm's diverse and encompassing relationship to a natural lake is unique among Iron Range communities. The plan proposes dramatically amplifying existing community investments in trail and park amenities around the lake to establish the lake as *the* defining community feature, one that will identify Chisholm as the desirable community in which to live, work, and visit. Several project concepts shape the lake's vitality as community focal point.

Festival Park

This public space has the potential to draw visitors to Chisholm, create customers for Lake Street businesses, and enhance the community's attractiveness as a place to live. Situated on the shore of Longyear Lake the facility's event stage would face up Lake Street. Open space would provide seating for spectators and room for fairs, craft shows, and the like. Parking would be located so it served both downtown and the site.

EH Lawrence would be relocated to one of the community's industrial sites. The former site would be restored and either incorporated into the festival park or made available for compatible residential development.

A former creek that has been culverted over the years would be opened to daylight in the park area as a landscape feature.

Visitors would access the park via the new parkway entrance to the city.

City Garage

The current City garage is universally seen as an exceptionally inappropriate use of prime property situated in the town's heart along the lake. The plan proposes to relocate the garage to some other site, most likely a facility co-located with Balkan Township's maintenance facility and perhaps even including the school district's bus barn. The former site then is available for private redevelopment appropriate to its proximity to the city's principal amenity. What was once essentially an industrial space can emerge as vital, energizing space in Chisholm's heart.

Boat Launch and Mesabi Trail Head

The former sewage treatment plant site becomes available for a signature new facility serving Longyear Lake and augmenting Chisholm's reputation as an attractive community in which to live and a well-known, regional visitor destination. The site is a special opportunity as it is the largest open site adjacent to Longyear Lake capable of containing a critical mass of the various recreational activities essential to creating a destination facility. This facility would feature a boat launch and support facilities; the site's size allows it to accommodate the significant surface area needed for vehicle maneuvering and longer-term parking required for this type of facility. It would also act as a major, centrally located trail head for the Mesabi Trail providing immediate access to downtown Chisholm and other community amenities. Picnic facilities, a pavilion and restrooms would serve

both functions. The segment of the lakeshore trail running along the shore would be upgraded with appropriate landscaping.

Longyear Park

Longyear Park would be upgraded as the city's premier recreation facility along the lake. The shore would be restored and the former swimming beach reestablished. The site's current facilities would be retained and improved.

This park would also serve as a intersection of several trails including the one encircling Longyear Lake and the one running north to Balkan Township. That second trail also would serve as a segment of the proposed trail that would loop Chisholm's western half running to the Memorial Park Recreation Area.

The Causeway

This plan envisions the removal of the causeway dividing Longyear Lake. In one form or another the causeway has been a part of Chisholm for a hundred years but it prevents the essential restoration of Longyear Lake into the naturally functioning body of water that can be the community's keystone attraction. Its removal makes the lake's revitalization into a regionally significant recreation area possible and provides the opportunity for such vital projects as the Festival Park. The "Bridge of Peace" and associated flags will become part of one of the new lakeshore developments.

Longyear Lake Stormwater Project

In the northeast corner of the lake near the fishing pier is an storm water outfall. This area has the potential to become a part of the lake's restoration. The outfall could be redesigned into natural looking and functioning wetland that would receive and hold stormwater, naturally filter material from it, and release it into the lake.

Another project could address the management of stormwater on the unnamed creek that flows into the north end of the lake. Possible measures include upstream management to retain and slowly release runoff and creation of wetlands where the creek enters the lake.

Longyear Lake Parkway

The existing open space, trail, and vehicular parkway encompassing the lake would be completed and augmented. This would include providing the "missing link" segment of the parkway on the northwest side of the lake. In addition, the recreational trail would be enhanced at the various project sites. The result would be a multi-functional public space around the lake strengthening its role as the dominant attractive feature of Chisholm.

Business District & City Services Block

Chisholm's Lake Street business district is unique on the Iron Range. It is compact, vibrantly connected to the community and has not been emptied out by highway strip development. Most of Chisholm's businesses will primarily serve the community and surrounding area and a few will be one-of-a-kind destinations bringing people from across the region to town. The district's vitality is

essentially governed by market forces and the entrepreneurial skills of business owners. This plan focuses on community actions that reinforce it as the vital community core.

- Commercial retail development is to be directed to the core business district and a handful of existing locations.
- Downtown business district will be tightly focused along Lake Street and adjacent blocks
- Festival Park will anchor east end and provide a destination for events that encourage people to visit and use the downtown.
- Walkable nature of downtown will be enhanced by attractive, convenient parking behind businesses.
- City Hall and Library would remain as currently located. A new fire hall would be built behind City Hall to consolidate city functions. Existing fire hall would be attractive structure to house private redevelopment.

School Campus

Schools are a statement of a community's future oriented perspective as well as physical structures asserting the value of education to the community. Chisholm desires that its schools remain educationally vibrant and meaningful, attracting new families to the community, preparing students for their futures and ensuring Chisholm's ongoing vitality.

Chisholm's historic high school is centrally situated on a dramatic alignment with the defining Lake Street axis. It is the plan's intention to strengthen the presence of education in the city by promoting consolidated facilities on a renovated, enlarged campus.

- Potential to consolidate PreK-12 facilities on this single campus.
- Campus redesign would include vacation of those portions of Fourth Street SW and Third Avenue SW immediately adjacent the schools.
- Creation of internal traffic flow.
- Expansion of the campus to accommodate on-site expanded buildings, play areas, parking, and other amenities.
- Relocation of the bus garage, possibly to co-locate with a new joint City /Balkan Township facility.
- Frame Third Avenue SW as a significant visual corridor stretching from the campus north to Lake Street.
- Consolidation would make the Vaughan-Steffensrud Elementary School available for redevelopment.

- Proximity to Longyear Lake for year-round environmental education programming.
- Revitalized campus and educational programming can work to reverse outward flow of upper grade students through open enrollment.

Industrial Development

Chisholm's central location on the Iron Range makes ideally situated for industry. The plan proposes to augment the city's existing industrial area with another one west of the city along the new alignment of CR 5.

- Existing industrial area will be expanded slightly both to the east and west, have more firmly defined edges separating it from adjoining non-industrial areas, and retain its direct access off Highway 169.
- A new industrial area west of town in Balkan Township is facilitated by the realignment of CR 5, although the industrial area could be developed prior to the road's construction. Since the site is within the township, its development will necessitate collaboration with Balkan on a number of matters.

Although the existing industrial park has space remaining for more users, it is within the time threshold of this plan to identify other sites with additional capacity. It is important to distinguish the type of uses in this discussion. The designation of "industrial park" is intended for commercial or industrial land uses which are known destinations and do not require highway visibility to attract a spontaneous visit from a customer. This is a deliberate distinction to favor the downtown corridor of Lake Street and the existing highway commercial uses for day-to-day retail activity.

The proposed area to the west served by a re-located Highway 5 is preferred for industrial uses. Accessibility is good from the north as well as from Chisholm. Area to the east of town on the existing 169 corridor is less desirable because:

- With probable future severing of highway 169 to the west and, even though there is no adopted new alignment, it is very likely that the "front door" to Chisholm will be from the east. An industrial park as part of this entry experience works against the effort to make Chisholm a distinctly different community on the Range.
- Open space and trail connections at the east edge of the City will have a greater part of defining Chisholm in the future. In addition to the through movement on the Messabi Trail, a designated trailhead at Longyear Lake will contribute to the City as a regional destination. The natural features are a large part of creating this attraction; an industrial park would work against this.
- There is evidence of historic mining activity in the eastern area which may create soil bearing capacity questions for industrial buildings and uses.

Housing

The plan recognizes that housing is primarily market driven but that the city can influence market decisions by boosting community attractiveness and create opportunities for private investment. Chisholm is proposing a three pronged approach:

- Renewal: Chisholm will undertake an aggressive demolition program to remove dilapidated and inadequate housing. The resulting cleared parcels can be divided among adjoining owners to enhance their property, or if appropriate, they can be packaged for new development or attached to public spaces. The City will also pursue the removal of blighted conditions throughout the community.

- Rehabilitation: The City will support a robust program of rehabilitating existing housing throughout the community, including detached single family homes, apartments, and housing over businesses on Lake Street.

- New Housing: New housing will be supported through collaborative planning and implementation with developers, encouragement of infill housing, and adaptive reuse of buildings for residential purposes. Among the housing concepts that could be explored and supported are: support more senior citizen housing options including new housing as well as "aging in place" services; assisted living projects emphasizing presence of qualified local caregivers; and actively developing mix of high quality market rate housing above retail premises in the downtown emphasizing proximity to shopping and services.

The areas shown in Map 2 for possible new residential subdivision are identified based on adjacency to already developed areas of the city to strengthen core retail services and be relatively simple to serve with extension of public services; water, sewer, fire and police protection, etc. These areas will require more detailed analysis but are the areas the city should consider first for new development. Wetlands and shallow rock exist, creating limitations for development, and it is expected that these limitations will drive the design of the subdivision. A simple grid of streets would not likely be suitable. What is commonly known as a conservation subdivision separates the more easily buildable sites from the areas that have limitations, often creating open spaces that enhance the overall residential setting. Appendix E contains one example of such a design.

A vital public role for new housing initiatives includes actions by Chisholm (and other municipalities) to work toward amending state statutes which regulate disposal of tax-forfeit lands. Public interest would be served by no- or low-cost transfer of urban parcels, with or without structures, to a public entity for land-banking, redevelopment and private sale. This would facilitate delinquent parcels' new life as revenue producing elements consistent with a community's plan.

Chisholm Comprehensive Plan: 2012

Chapter 5

Project Concepts

Pictures make it much easier to visualize how plan concepts can change Chisholm. This chapter highlights specific project concepts that are key to realizing Chisholm's potential to become the Iron Range community in which people choose to live and work.

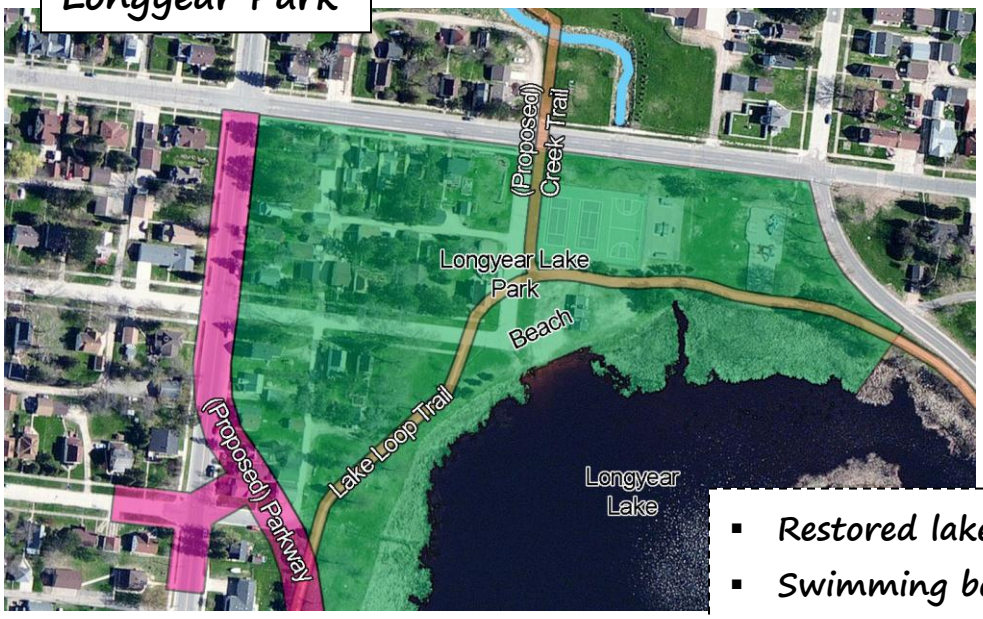
Festival Park

- Event stage facing up Lake Street
- Support facilities
- Shared parking with business district
- Restored waterway
- New parkway
- Trail along lakeshore
- EH Lawrence site as part of park or private redevelopment

Boat Launch & Mesabi Trail Head

- Boat launch & parking
- Pavilion
- Picnic facilities
- Restrooms
- Restored waterway
- Enhanced trail along lakeshore

Longyear Park



- Restored lakeshore
- Swimming beach
- Play equipment
- Tennis courts
- Pavilion
- Upgraded lakeshore trail

City Services Block

- Upgrade City Hall
- Retain library
- Build new fire hall along 1st Street NW
- Existing fire hall available for private redevelopment

School Campus

- Vacate 4th Street SW & 3rd Avenue SW ~ replace with internal site flow
- Enhance play area
- Expand parking
- Room for building expansion
- Potentially relocate bus barn
- Potentially bring PreK-6 grades to campus

City Garage Site Redevelopment

- Relocate city garage
- Private residential redevelopment
- Enhanced integration with adjoining residential uses

Chisholm Comprehensive Plan: 2012

Chapter 6

Implementation

Chisholm will enable its future by orchestrating the community's willingness to undertake a series of actions. This chapter identifies the first steps needed to initiate these actions. The first three are organizational in nature while the others are specific projects or groups of projects. The first three should be given priority as they help pave the way for the projects. The projects are not listed in any sense of priority since their timing depends on many factors, not all of which are in Chisholm's control.

Community Implementation Leadership

Actions:

1. City Council and administration adopt the updated comprehensive plan and make its implementation a priority.
2. Review roles of the city entities (City, EDA, CDA, HRA), non-city entities (ISD 695, Ballkan Township, IRRRB, MnDNR, MnDOT, County) and major private entities in the plan implementation recommendations.
3. Create an implementation team and give it a concrete job description.
4. Prioritize implementation steps with initial ones having high expectations of success in order to create momentum and confidence.

City / Balkan Township Collaboration

Actions:

1. Mutual benefit is the driving principle. Make it the basis for establishing a working committee between the two entities.
2. Identify possible joint projects.
3. Analyze fiscal and social impact of each.
4. Seek outside funding assistance based on the new model of cooperation between local units of government.
5. Select and implement a relatively simple project with strong benefits to serve as a prototype for additional areas of collaboration.

Highway 169/CR 5 Relocation

Actions:

1. Establish informal working group with HibTac, MnDOT, and County to set the set the understanding that the parties understand that these road alignment changes are within the planning threshold of all parties.
2. Keep local legislators, IRRRB and Laurentian Vision Partnership informed.

Industrial Development

Actions:

1. Promote Chisholm/Balkan as a joint destination for new industry especially mining support businesses.
2. Expand and upgrade existing industrial area.
3. Work with private owner to west of Chisholm to initiate process for creating new industrial area along rerouted CR 5.

Parkway Entrance

Actions:

1. Meet with agencies such as MnDOT, County Highway Department, and MnDNR to make them aware of this intention as part of a larger strategy for the Longyear Lake area.
2. Develop a lake parkway master plan.
3. Research funding sources.

Longyear Lake Restoration

Actions:

1. Develop *Case Statement* to describe how the combined proposed actions are intended to restore the water body to a naturally functioning system for recreational, aesthetic, civic, economic and environmental benefits.
2. Seek peer review of the *Case Statement* by MnDNR, environmental groups, recreational groups, and the like for purposes of building support.
3. Develop restoration plan with sequence of activities to implement and research funding sources.

Community Infrastructure

Actions:

1. Continue to upgrade and priorities capital improvements (e.g., streets and utilities) consistent with the comprehensive plan such as using them to implement identified development and redevelopment projects.
2. Conduct talks with ISD 695, Balkan Township and St. Louis County about coordinated capital improvement planning and financing, possible joint administration operations, and other means of maximizing utilization of resources.

Trail Development

Actions:

1. In conjunction with trail user groups develop trail alignments and description of support facilities to illustrate local and regional benefit.
2. Meet with relevant agencies and user groups to communicate Chisholm's intentions, critique the plan, prioritize projects, and solicit support.
3. Segment plan into specific projects and tap into user group volunteer energy to initiate implementation.

Festival Park

Actions:

1. Develop two schematic design options – with and without E.H. Lawrence property included in the park.
2. Decide if public function requires Lawrence site. If not, seek a compatible private development on that property. If so, include the property in the funding and development strategy.
3. Become familiar with how civic event parks are managed and the economic benefits they bring to the community (both free and paid events) to build support for the project.

City Garage Relocation/Site Development

Actions:

1. Develop design program for what is required to replace City facility.
2. Encourage Balkan Township and the school district to do the same for their respective facilities.
3. Pursue formal agreement to co-locate. Limit the agreement to just this project as a trial test of more extensive multi-jurisdictional cooperation.
4. Research funding sources, stressing the cooperation and consolidation of needs.

Boat Launch & Mesabi Trail Head

Actions:

1. In conjunction with the Mesabi Trail organization (St. Louis and Lake County Regional Rail Authority) and MnDNR, develop design program for uses and facilities. Make clear that this project is an integral component of restoration and use of Longyear Lake.
2. Develop schematic design of the facility.
3. Promote and seek support from user groups and relevant agencies.
4. Stress regional and state-wide user benefit.

Longyear Park

Actions:

1. Develop design program and identify activities with emphasis as a community resource.
2. Stress youth recreation and fitness as an alternative to electronic or virtual pastimes.

City Services Block

Actions:

1. Construct fire hall behind library to contemporary standards.
2. Re-use existing fire hall with its prominent frontage on Lake Street for new retail/professional uses.

Business District

Actions:

1. Expand parking on half-blocks to rear of Lake Street and encourage business owners to develop attractive rear entrances.
2. Continue storefront rehabilitation program. Stress private improvements versus actions such as new street furniture.
3. Develop a proactive downtown revitalization program to prepare properties for reuse and redevelopment. Partners would include HRA, EDA, CDA, Chamber of Commerce, and the City. Areas of action could include demolishing buildings and preparing land for new development and assisting owners to remodel buildings into viable enterprises. A first step would be to prepare a property by property assessment.

Pit Lake Management Area

Actions:

1. Establish a cooperative project team including Chisholm, Balkan Township, Buhl and land owners.
2. Develop schematic master plan for the area. Consider incorporating this into an overarching plan that includes Longyear Lake recreation projects and new trails.
3. Promote and seek support from user groups, relevant agencies, and potential funding sources.
4. Stress regional and state-wide user benefit.

School Campus Redevelopment

Actions:

1. Make consolidated campus a means to better educational opportunities and a source of civic pride.
2. Develop a schematic design to vacate streets, provide for internal circulation, landscaping, reinforce axis to Lake Street, and the like.
3. Review operational and physical aspects of relocating bus barn to co-locate with City/Balkan Township public works garage.
4. City and HRA develop joint program to implement, acquire land, vacate streets, and other actions.

Housing Initiatives

Actions:

1. Create working partnership between City, HRA, EDA, CDA, Community Foundation, and others focused on improving housing stock, especially south of Lake Street.
2. Approach implementation from several directions – new market-rate development to the north of the ore body, removal of dilapidated structures, creating land assembly parcels for low cost sale to private developers, promote redevelopment sites at old City garage and the Vaughan School.
3. Work with other municipalities, St. Louis County, and local legislators to make tax-forfeit lands easier to acquire and package for resale.
4. Work with Balkan Township and large tract land owners regarding policies for extending public services into township.

Chisholm Comprehensive Plan: 2012

Appendix

A/ Demographics

Table A-1. Chisholm Population, 2000 and 2010						
			Change		Percent of Total	
Age Group	2010	2000	No.	Percent	2010	2000
<5	350	265	85	24.3%	7.0%	5.3%
5 - 9	312	286	26	8.3%	6.3%	5.8%
10 - 14	281	306	-25	-8.9%	5.6%	6.2%
15 - 19	272	396	-124	-45.6%	5.5%	8.0%
20 - 24	263	263	0	0.0%	5.3%	5.3%
25 - 29	349	270	79	22.6%	7.0%	5.4%
30 - 34	336	281	55	16.4%	6.8%	5.7%
35 - 39	287	308	-21	-7.3%	5.8%	6.2%
40 - 44	253	364	-111	-43.9%	5.1%	7.3%
45 - 49	301	422	-121	-40.2%	6.0%	8.5%
50 - 54	373	317	56	15.0%	7.5%	6.4%
55 - 59	424	216	208	49.1%	8.5%	4.4%
60 - 64	279	159	120	43.0%	5.6%	3.2%
65 - 69	208	176	32	15.4%	4.2%	3.5%
70 - 74	142	230	-88	-62.0%	2.9%	4.6%
75 - 79	141	268	-127	-90.1%	2.8%	5.4%
80+	405	433	-28	-6.9%	8.1%	8.7%
Total	4,976	4,960	16	0.3%		

Source: US Census.

Table A-1 shows:

- Chisholm grew slightly over the last decade.
- Younger and middle aged population grew while older age groups decreased.
- Loss in 10-14 age group reflects regional pattern of fewer births but also indicates a gain of 16 persons from the corresponding <5 group in 2000.

- Large loss in 15-19 age group reflects traditional decline in this group as older members of it leave for college and military. Again, it also is only a 14 person decline from the corresponding 5-9 age group in 2000.

Table A-2. Chisholm Population by Age Group				
			Change	
Age Decade	2010	2000	No.	Percent
0 - 9	662	551	111	16.8%
10 - 19	553	702	-149	-26.9%
20 - 29	612	533	79	12.9%
30 - 39	623	589	34	5.5%
40 - 49	554	786	-232	-41.9%
50 - 59	797	533	264	33.1%
60 - 69	487	335	152	31.2%
70 - 79	283	498	-215	-76.0%
80+	405	433	-28	-6.9%
Total	4,976	4,960	16	0.3%

Source: US Census

Table A-3. Area Population Change, 1990 - 2010							
Year	Chisholm	Hibbing	Balkan	Buhl	Great Scott	Kinney	Total
1990	5,290	18,046	841	915	366	257	25,715
2000	4,960	17,071	811	983	423	199	24,447
2010	4,976	16,361	832	1,000	392	169	23,730
Change							
1990-2000	-330	-975	-30	68	57	-58	-1,268
2000-2010	16	-710	21	17	-31	-30	-717
1990-2010	-314	-1,685	-9	85	26	-88	-1,985
% Change							
1990-2000	-6.2%	-5.4%	-3.6%	7.4%	15.6%	-22.6%	-4.9%
2000-2010	0.3%	-4.2%	2.6%	1.7%	-7.3%	-15.1%	-2.9%
1990-2010	-5.9%	-9.3%	-1.1%	9.3%	7.1%	-34.2%	-7.7%

Source: US Census

B/ Chisholm School Enrollment

Table B-1. Chisholm School Enrollment

Grade	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
Kg	52	55	72	64	66	57	70	68	62	64
1	59	46	53	68	64	64	57	63	72	62
2	63	58	52	52	67	67	63	57	61	70
3	66	64	57	51	53	67	62	61	58	60
4	62	67	55	55	52	54	66	64	57	57
5	68	58	61	50	54	50	57	66	61	58
6	68	65	61	60	54	55	53	50	68	59
7	63	68	77	68	63	64	66	58	51	62
8	67	61	62	64	66	53	65	57	49	51
9	60	57	64	63	55	67	48	52	48	39
10	54	54	58	54	62	57	55	45	44	45
11	66	53	47	54	48	56	54	50	44	44
12	70	65	52	46	47	46	51	50	50	42
Total	818	771	771	749	751	757	767	741	725	713
K - 3	240	223	234	235	250	255	252	249	253	256
4 - 6	198	190	177	165	160	159	176	180	186	174
7 - 12	380	358	360	349	341	343	339	312	286	283

Average Class Size

K - 3	60	56	59	59	63	64	63	62	63	64
4 - 6	66	63	59	55	53	53	59	60	62	58
7 - 12	63	60	60	58	57	57	57	52	48	47

Source: MDE: district for current year.

Table B-1 indicates that elementary grades have held their own in terms of enrollment. However, upper grade figures reflect losses, primarily to Hibbing, through open enrollment.

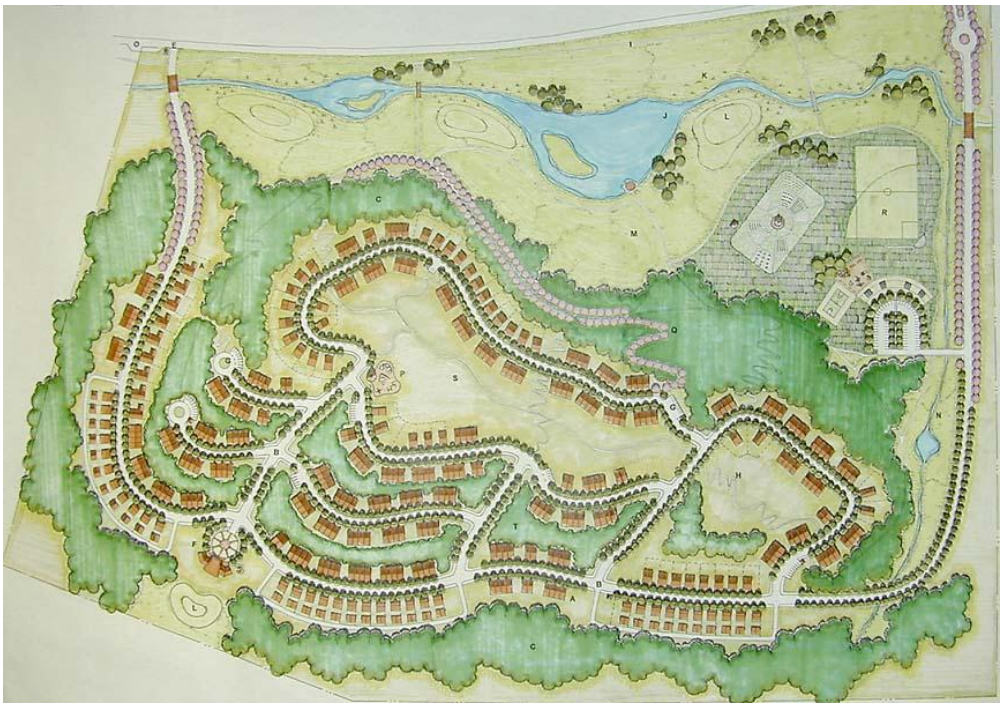
C/ Basic Community Economic Information

Table C-1. Top 10 Employers in Chisholm		
Employer	**Product/Services/NAICS**	**Employee Count**
Delta Airlines	Passenger Transport	415
NHS Northstar Specialized Services	Health and Human Services	265
Range Center	Health and Human Services	204
Heritage Manor	Skilled Nursing Care Facility	130
Chisholm Public Schools	Elementary and Secondary Schools	112
Minnesota Twist Drill	Fabricated Metal Products	112
City of Chisholm	Government Offices	81
Jubilee Foods	Grocery	28
Valentini's Supper Club	Restaurant	26
E.H. Lawrence Construction	Contractor/Developer	25

Source: Chisholm EDA

D/ Planning Process

Table D-2. Public Meetings		
	Date	**Purpose**
1	January 23, 2012	Gain public input into desired future, events or situations that may impact Chisholm's future, and potential community actions/projects.
2	May 21, 2012	Gain public commentary on the proposed draft plan.
3	TBD	City Council consideration to approve the plan.

E/ Subdivision Example

This image illustrates how subdivisions can designed to creatively incorporate wetlands, rock outcrops and other natural features while still achieving desired levels of development. Image Source: University of Idaho Community Design and Planning Research.