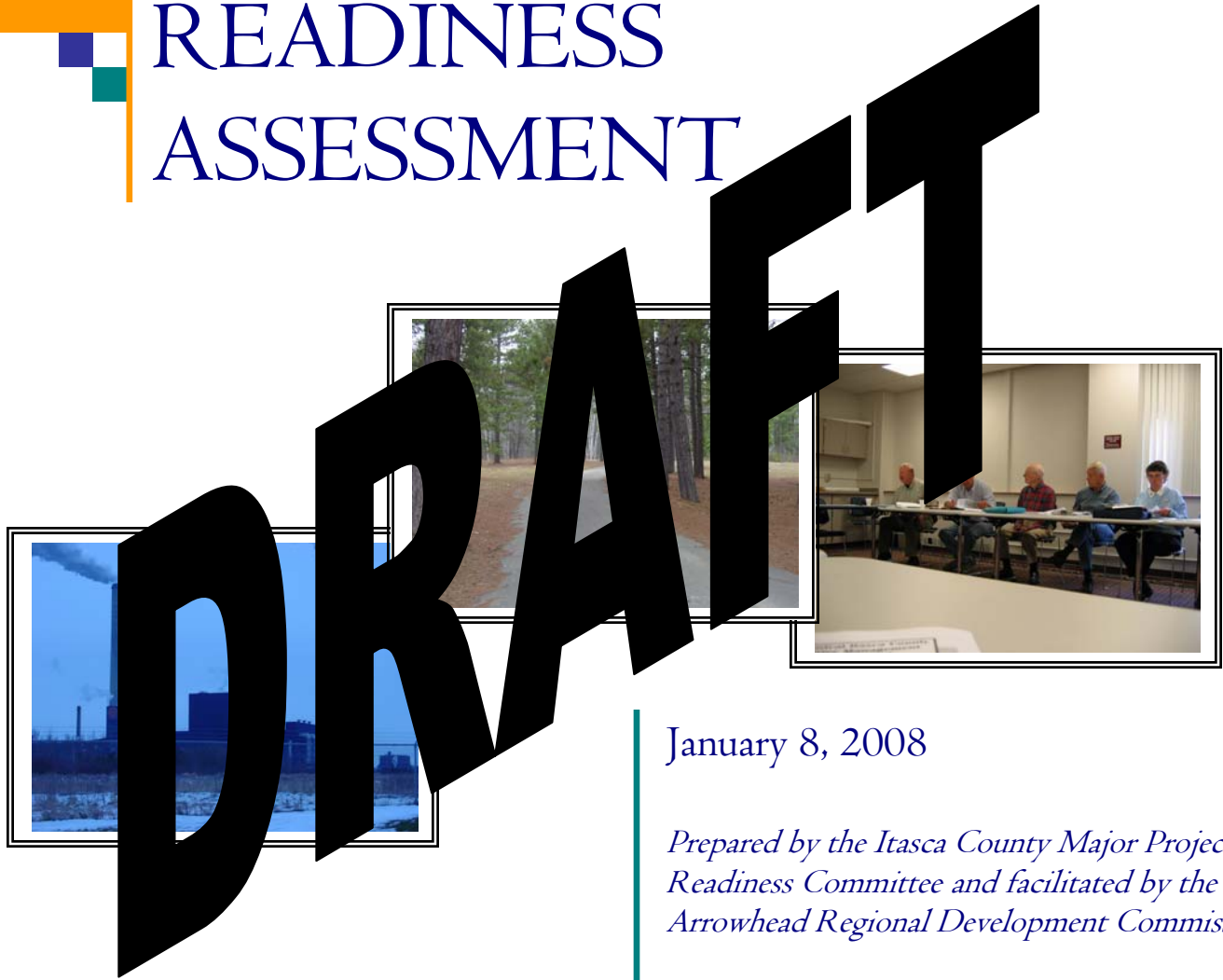


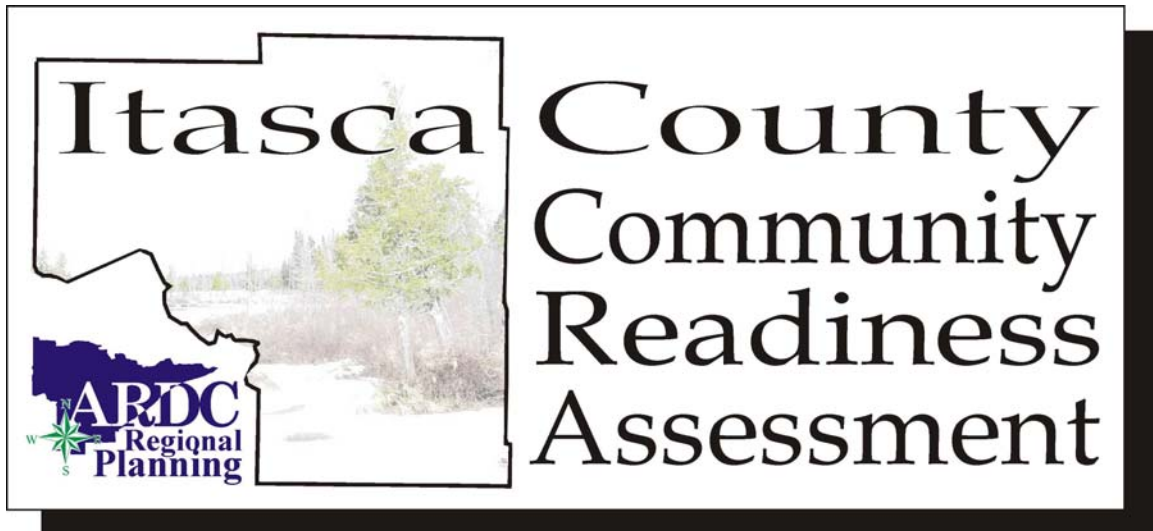
ITASCA COUNTY COMMUNITY READINESS ASSESSMENT



January 8, 2008

*Prepared by the Itasca County Major Project
Readiness Committee and facilitated by the
Arrowhead Regional Development Commission*





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Funding for this project was provided by Itasca County, Range Area Municipalities and Schools, Excelsior Energy, and ARDC's EDA Community Planning Grant

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SECTION 1: INTRODUCTION

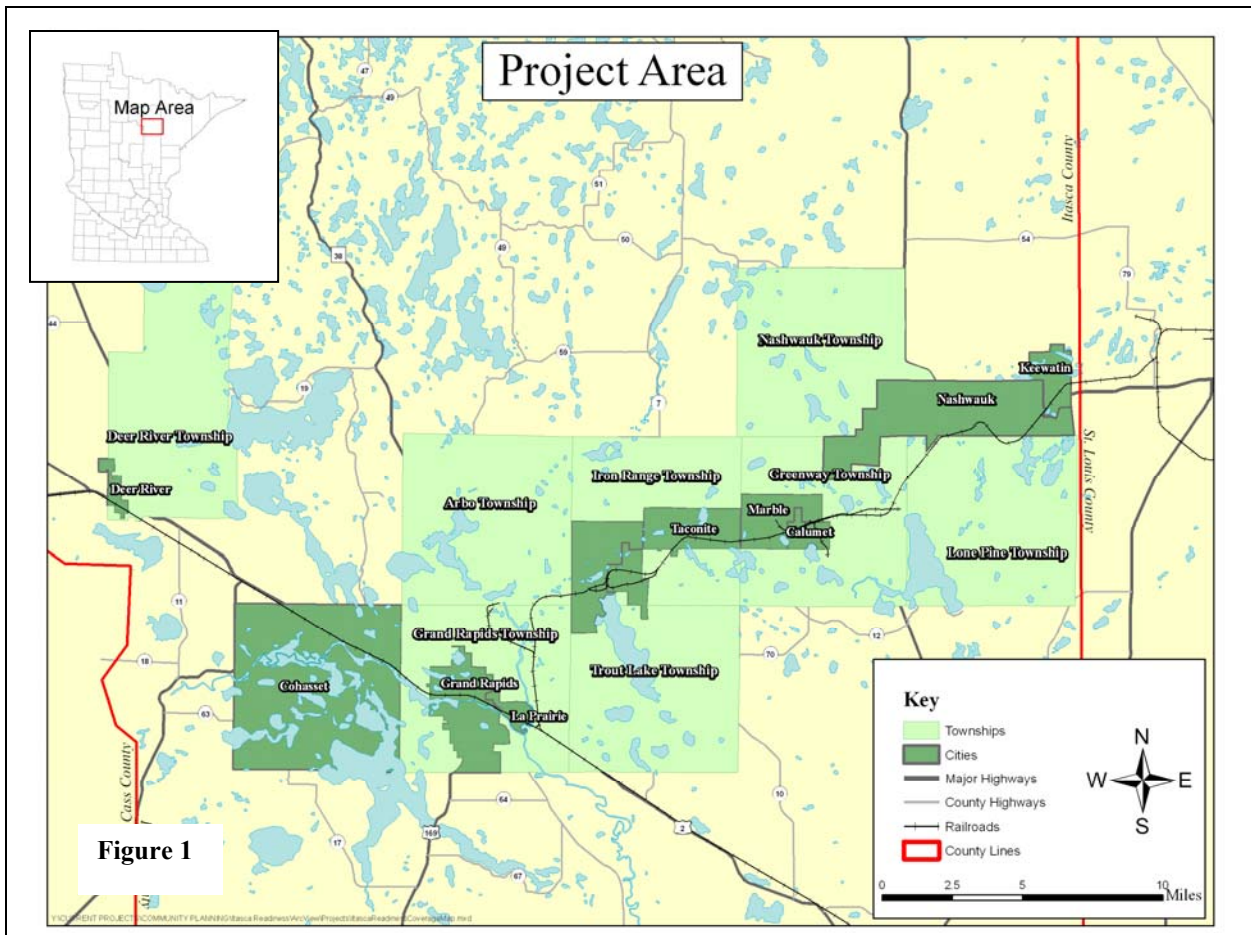
Project Purpose

The purpose of the Itasca County Major Projects Readiness Assessment is to determine what steps Itasca County, Minnesota and its communities need to undertake in order to ensure the area's infrastructure is able to successfully support the development of one or more proposed major industrial projects. Potential impacts to be examined include increased housing demand, increased traffic, increased utility needs, increased law enforcement needs, increased land development, and more.



Process Description

Recently, several major industrial projects have been proposed in Itasca County. These projects will have major impacts on the communities the projects are located in or near. The Arrowhead Regional Development Commission (ARDC), the designated regional





planning agency and economic development district for the seven county Arrowhead Region, recognized the potential for impacts and after prompting from local officials and Itasca County organized this assessment process. ARDC developed a scope of work and defined what funds would be needed to complete the assessment. Itasca County, Range Area Municipalities and Schools (RAMS), Excelsior Energy, and ARDC all provided a portion of the necessary funding.

ARDC formed the Itasca County Readiness Assessment Committee in the spring of 2007 by recruiting elected officials and administrators from the County, Cities, and Townships in central Itasca County, to participate. ARDC also invited interested members from involved agencies to attend. These participants included representative of housing agencies, economic development groups, the major project proponents, private consultants, and several other organizations.

The Committee began meeting in April of 2007 and met each month until the assessment was completed. Dave Lotti, Mayor of Marble was elected chair, and Tom Sampson, Mayor of Keewatin, was elected vice-chair. Over the course of the project, ARDC and the Committee researched and reviewed the major projects, their potential impacts, the administrative capacity of each community involved, and the current infrastructure needs of each community. Such research was conducted by surveys sent to the communities, phone exchanges and most often face to face meetings October of 2007 between ARDC staff and community leaders. Those meetings, typically lasting no less than one hour apiece, were invaluable in gathering information on zoning needs, infrastructure needs and determining the availability of developable land. Based on this discussion, the Committee developed several recommendations that would result in the entire area being more prepared for the impacts that the major projects will bring. The Committee feels that this preparedness will lead to economic improvement without sacrificing quality of life in Itasca County.

**Itasca County Readiness Assessment
Impacted Communities**

Cities		Townships	
1.	Grand Rapids*	1.	Trout Lake
2.	La Prairie	2.	Arbo
3.	Coleraine	3.	Iron Range
4.	Bovey	4.	Greenway
5.	Taconite	5.	Lone Pine**
6.	Marble	6.	Nashwauk
7.	Calumet	7.	Deer River
8.	Nashwauk	8.	Grand Rapids*
9.	Keewatin		
10.	Cohasset		
11.	Deer River		

*These two will be discussed together as one unit

**Includes Pengilly

Figure 2: The list above indicates the communities that are likely to have direct impacts to their housing, infrastructure, and services. Other communities in the County may have some impacts, but they are less likely to be as significant or as direct.



The Major Projects

There are several major projects proposed to be located in or very near to Itasca County. Even if just one of these projects is realized, it will have significant impacts. All of the information is from the Range Readiness Initiative.

UPM Blandin Paper Mill – Thunderhawk Project

- The project is for expansion and the construction of a new paper line.
- The expansion would increase paper production from 447,000 tons to 761,000 tons annually.
- Wood consumption would increase from 203,000 cords to 400,000 cords annually.
- The EIS is complete and the adequacy determination for the EIS was made on May 17, 2006.
- Project cost is \$650 million.
- Employment: Permanent – 50; Construction – 506 in 2006, 823 in 2007, and 15 in 2008.

Excelsior Energy

- A coal-fired Integrated Gasification Combined Cycle process will produce synthetic coal gas, which will be burned to power the electrical generation process.
- Application for preconstruction permits was filed with the Minnesota Public Utilities Commission on June 19, 2006.
- Construction will consist of 2 phases with one 600 megawatt unit in each phase.
- The preferred site is near Taconite, the alternative site is north of Hoyt Lakes.
- 7.5 million tons of coal will produce 1,200 megawatts of electricity annually.
- Gasification of coal will consume about 5,000 gallons of water per minute.
- Public scoping meetings were conducted on August 22nd in Taconite and on August 23rd in Hoyt lakes.
- Project cost is \$1.5 billion.
- Employment: Permanent – 100 to 150 per unit; construction – 1000 for 42 months.

Minnesota Steel Industries

- The proposal is to construct an integrated steelmaking facility near Nashwauk.
- The project will include a taconite mine, concentrator, pellet plant, direct reduced iron plant, and an electric furnace steelmaking facility.
- This will be the only single-site integrated steelmaking operation in North America.



- It is estimated that the plant will consume about 200 megawatt-hours of electricity, 40,000 scfm (standard cubic feet per minute) of natural gas, and 3900 gpm (gallons per minute) of water.
- Environmental review and permitting for the facility began in January 2005; the Environmental Impact Statement is available for review.
- Construction is expected to begin in 2007, with production slated 2011.
- Project cost is \$1.6 billion.
- Employment: Permanent – 700; Construction – 2000.

United States Steel, Keewatin Taconite – Scrubber installation

- Installed a new particulate wet scrubber during 2005.
- The scrubber was brought on-line during October 2005.
- Keewatin Taconite can now burn western coal in the pellet furnace, which results in a current cost savings of about \$15.0 per long ton of pellets.
- The cost savings was about \$4.50 per long ton of pellets after hurricane Katrina (Fall 2005).
- Project cost was \$50 million.

Laurentian Energy

- This is a partnership between Virginia Public Utilities and Hibbing Public Utilities.
- The project includes the installation of two biomass-fired grate boilers, a wood yard near the Hibbing-Chisholm Airport, and several tree plantations developed to supply biomass.
- Electricity and steam will be produced from biomass.
- The utility partnership has a 20 year contract to provide 35 megawatts of electricity to Xcel energy at a rate of \$102 per megawatt-hour.
- Project cost is \$80 million.
- Employment: Retain 70 full time jobs; create 65-100 new jobs.

Taconite aggregate

- The Minnesota Department of Transportation is testing the suitability of taconite waste rock as aggregate for bituminous and Portland cement concrete at the MnROAD facility located near Otsego, Minnesota (I94).
- NRRI has a \$1.7 million in funding to study taconite aggregate.
- Possibility of shipping taconite aggregate to Great Lakes Port Cities.



Clay Boswell Power Plant

- Minnesota Power plans to reduce particulate and mercury emissions by up to 90 percent and cut nitrogen oxide and sulfur dioxide emissions by more than 80 percent at its Boswell 3 generating unit in Cohasset, Minn.
- Particulate emissions would be reduced by installing a baghouse.
- Mercury emissions would be reduced by installing activated carbon technology in combination with the baghouse.
- Sulfur Dioxide emissions would be reduced by installing a wet flue gas desulfurization.
- Emissions of nitrogen oxides would be reduced by installing low-NO_x burners and selective catalytic reduction.
- This project is a \$200 million air control upgrade.
- Construction on the Boswell Unit 3 Emission reduction retrofit is planned to begin in 2007 and be completed by year end 2009.





SECTION 2: COMMUNITY NEEDS

At the first Committee meeting the group held a discussion of the potential issues this assessment should examine. Summarized and categorized, the issues that concerned the committee included:

- Temporary Housing for construction workers
 - Displacement of current low-income renters
 - Rentals without licensure
 - Long term RV use (wastewater concerns)
 - Temporary Housing Developments a.k.a. “Man Camps” (siting, security)
- Permanent Housing for industrial employees
- Major increase in building permit applications
- Increased law enforcement needs
 - Speeding
 - Crime
- Increased school class sizes
- Congestion on Trunk Highway (TH) 169
- No vacancy at hotels/resorts
- Cultural diversity
- Temporary dining facilities
- Road conditions impacted by increased truck loads
- Transportation funding for local governments
- Brownfield reuse
- Lack of transit and air travel options



Based on that discussion, ARDC created the following areas of concern that will be explored in more detail; Housing, Land Use and Zoning, Transportation, TH169, Law Enforcement, Schools and the GIS layers. ARDC and the Committee reviewed these issues in detail in order to develop the narratives on each subject.

Housing

The concerns of the Committee regarding housing were multi-faceted. Some of the more immediate concerns involved the temporary housing of construction workers and associated employees. The Committee expressed concern that the workers may be willing to pay above market rates for rental units that some of



the current residents, especially those that have lower incomes, can not afford. With very few rentals available this may result in the displacement of current residents and such a displacement could be very detrimental to the community.

The Committee is also concerned that some residents may attempt to rent out rooms or homes without going through the proper procedures and getting properly licensed. This could mean that the rental unit may be unsafe for the renter or that the rental unit could be negatively impacting the community (e.g. parking congestion).

Another concern is the long-term, but informal, use of recreational vehicles (RVs, campers) as temporary housing. This situation could have impacts on neighbors due to noise and overuse of a property. The Committee also has concerns that people using RV's for a lengthy period of time may not properly dispose of wastewater. A related concern is the potential increased demand for manufactured homes in the project area. Some manufactured homes may not fit into every neighborhood and may have different inspection and licensure aspects.

The Committee also discussed the potential for large, temporary "Man Camps." Man Camps are neighborhoods of temporary homes specifically for use by construction workers. Usually these camps are near the construction site and are away from other residences. Infrastructure such as utilities and roads need to be created for the camps, and often the camps have their own services such as convenience stores and diners.

The Committee also discussed the impacts of the major projects on permanent housing. Each of the projects proposed will create many new, permanent jobs. The Committee discussed the need for subdivision, zoning, and development rules in communities to ensure that new developments are done in the Communities' best interests.

To better understand the housing issues in the project area, ARDC contracted with a housing inspector to review the housing stock in the municipalities most closely associated with the major projects, including:

- Bovey
- Calumet
- Coleraine
- Keewatin
- Marble
- Nashwauk
- Taconite



The housing consultant did a windshield survey of each of the communities and determined if each home in the City was dilapidated, substandard, or standard. Dilapidated meant that the house needed more than \$50,000 in repairs, substandard meant that it needed repairs of less than \$50,000, and Standard meant it did not need significant repairs. Overall, the communities have a strong housing stock, with a fairly high amount of substandard houses, but very few dilapidated units. Very few of the homes are unoccupied. Detailed results for each community were included in the profiles in Section 3.

Another issue discussed by the Committee is that of hotel/motel/resort use by construction workers. It could result in the loss of a bed for a tourist and this is a concern because if a person rents a hotel/motel/resort room for over 30-days, lodging tax is not charged. This could result in smaller budgets for tourism entities that hold implications for the local communities.

Land Use and Zoning

ARDC completed a significant review of existing zoning and land use regulations in Itasca County and its municipalities that could be impacted by the major projects. Each review examined the entity's comprehensive plan, zoning code, and subdivision ordinance. ARDC looked for several specific items, including Comprehensive Plans, zoning of Temporary Housing and RV Parks, and ordinances for Street Standards, Subdivisions, Mobile Home, and Adult Use.

An up-to-date *Comprehensive Plan* is an important element to a community facing impacts from a major project. The Comprehensive Plan is a community generated document that sets a vision for an entity. The plan will usually address infrastructure, economic development, community life, and recreation. The Plan's primary purpose however is to be a basis for the community's zoning ordinance. A zoning ordinance that is backed up by a community vision that was developed with strong community input is a stronger document than an ordinance that does not have a comprehensive plan. A comprehensive plan also puts a community in a better position when seeking grants and when proposing to complete community projects. Communities in this project area should review their comprehensive plans to ensure that they accurately reflect the community's position on the siting of a major project with in their limits or their vision for major project related commercial and/or residential development.

Each zoning ordinance should include a *Temporary Housing* section. A temporary housing ordinance provides a location for increased populations in a town during a specified period of time, like a fair or a construction project. In the case of a construction project, this ordinance provides protection for the employees by having minimum standards for the housing built for temporary uses. Temporary housing also can address things like tents, RV's, campers, and



trailers. Regarding man camps, the ordinance should specify the dimensions and quality of materials to be used to construct these temporary structures. Of particular concern is the regulating of wastewater for temporary housing-it should be addressed in the ordinance. The ordinance also can provide insight into what will be done with the housing when its purpose has been served. Most often, the property should be returned to its original use.

An *RV Park ordinance* is also important. It is possible that without an ordinance, people could park their RVs anywhere in the city for extended periods of time. This could constitute a nuisance in many areas of a community. Also, it is important that RVs manage their wastewater appropriately. If not a part of the temporary housing ordinance the RV ordinance should also regulate the conditions and the allowable lengths of time for the use of RVs or tents at private residences.

A *street standards ordinance* is a set of regulations that an entity should have for its roadways and sidewalks. Developers of new subdivisions and commercial areas will have to follow the regulations if they want their streets to be administered by the entity. The ordinance will have specifications to the width of streets, angles of intersections, the maximum length of blocks, the use of cul-de-sacs, the placement and width of sidewalks, and the surface material of roads. It will also have ordinances regarding snow removal on streets and sidewalks, parking regulations, and right-of-way laws.

A subdivision is defined as “the division of a lot, tract, or parcel of land into two or more lots, plats, sites, or other divisions of land for the purpose, whether immediate or future, of sale or of building development. It includes re-subdivision and, when appropriate to the context, relates to the process of subdividing or to the land or territory subdivided.” A *subdivision ordinance* is a list of regulations relating to the division of a piece of land.

The principle importance of a subdivision ordinance is its regulatory power over how and where certain land in a city or town will be designated. A subdivision ordinance prevents a large commercial shopping mall from being located between two residential houses and it prevents an adult use business from being located next to a day care or an elementary school. These ordinances provide a sense of order to the community in question. They allow people to choose a quiet, rural lifestyle, or a fast-paced, urban way of life, all within a single community.

Subdivision ordinances provide efficiency for a community. Without one, the citizens would be driving and across town to get different shopping done, going to the bank, getting groceries, picking up the kids from daycare, etc. Often times, especially in small towns, a subdivision provides all these things in one area of



town. A subdivision ordinance saves time and money by grouping related buildings, businesses, government offices together, and reducing the amount of transit needed. Not to mention it often keeps these high volume activities away from residential neighborhoods, allowing a quiet, peaceful place to reside for the citizens of the community.

Mobile Homes have often become permanent fixtures in communities. Their changing function is due in part to their relatively low cost compared with traditional homes. By definition, mobile homes do not have basements, however, some are permanently grounded with masonry foundation. A mobile home ordinance provides for certain regulations relating to the construction and placement of manufactured homes. Often, a mobile home park ordinance springs from a subdivision established for that purpose.

Mobile homes are often located within a designated and zoned park. These locations provide an efficient way to connect these homes to the city's water and sewage systems. These two utilities (water and sewage) are important reasons to establish a mobile home ordinance. An ordinance also offers security to its mobile home users by regulating health concerns and guaranteeing appropriate access.

An adult use ordinance creates laws either allowing or preventing commercial entities from operating their adult-themed businesses. Adult use businesses include, but are not limited to, gentleman's clubs and adult bookstores; these businesses are deemed adult in nature due to the exclusion of people based on age.

Adult use ordinances regulate if and where an adult use business can operate. While not of a direct relationship to construction projects, the Readiness Committee feels that an increase in population could create some demand for these types of businesses in their communities. Freedom of speech related court cases have shown that if a community does not designate a commercial area to allow adults use businesses that the business can legally locate in any commercial area in the entity. This means that an adult use business could be located right next to a school, church or other location the community may find objectionable.

A good adult use ordinance will designate an adult use business district that is at least 500 or 1,000 feet away from schools, churches, parks, and trails. The ordinance will also establish a licensing system, customer age minimums, outdoor advertising requirements, and more.

Examples of good zoning ordinances that address the above issues can be found at www.arrowheadplanning.org/zoningexamples.



Transportation

The Committee acknowledges the importance of the area's transportation system in the daily life of its citizens and businesses. They also recognize that there may be some impacts on the transportation system if the major projects occur.

Concerns include:

- Damage to local roads from heavy loads
- Speeding and other unsafe driving practices
- Proliferation of new roads to be maintained by local entities
- Railroad improvement needs
- Canisteo Pit water level issues
- Mesabi Trail maintenance
- Lack of transit
- Lack of air travel options
- Congestion Problems

ARDC also determined each involved community's transportation planning activities of the past, noting if an entity does road improvement planning on a regular basis.

Trunk Highway (TH) 169 between Grand Rapids and Virginia, Minnesota is also known as the Cross Range Expressway. Serving Minnesota's Iron Range, TH 169 is also a major north to south route that connects the Range to the Twin Cities. It serves as a regional corridor in northeast Minnesota that transports people, supports industry, and enhances local, regional and state economies.

Construction of the expressway began in the mid-1970's with the vision of a 60 mile, four-lane divided highway connecting all of the communities of the Mesabi Iron Range. Congressman Oberstar and Governor Perpich observed that the economic and social development of the Mesabi Iron Range could only be realized if the area were connected to the Interstate Highway System. Their plan was to have such a highway begin in Grand Rapids and link to the U.S. Highway 53 Expressway in Virginia. The Iron Range would then be linked to the rest of the country by a modern four lane highway through the merging of the U.S Highway 53 Expressway into Interstate Highway 35 via the construction of Minnesota Highway 33.

Today just over nine miles of the roadway is still only two lanes. Located between Bovey and Pengilly, the final remaining section is a significant issue to the communities of Itasca County and its completion will give the Minnesota Iron Range a direct modern highway connection with the nation. Completing the remaining nine miles of the Cross Range Expressway, in today's numbers, is



currently estimated to cost \$60 million and is dependent upon special High Priority Congressional Funding.

Currently, the TH 169 corridor is designated as an expansion corridor from Bovey to Pengilly and a preservation corridor on the four-lane segments. The road is functionally classified as a principal arterial. Mn/DOT defines arterials as “road ways that connect major interstate corridors, regions, urban places and major traffic generators at a high level of service.”

The average daily traffic between Grand Rapids and Nashwauk varies from 11,500 to 6,300. The crash rates range from .8 to 1.4, which is higher than State and District averages (.4 and .5 respectively).

Figure 3: Most Recent Traffic Counts and Crash Rates

Location	ADT	Crash Rate
Grand Rapids to Bovey	11,500	0.8
Bovey to Pengilly*	6,300	1.1
Pengilly to Nashwauk	6,400	1.4

Source: Mn/DOT

*Two-Lane Locations

There are three Mn/DOT identified segments within the Itasca Readiness Assessment area.

Segment 169D: From Grand Rapids to Bovey, TH 169 is a four-lane urban and rural highway. A short urban section in Grand Rapids (TH 2 to 9th Avenue East) is under construction and is being reconstructed to a five lane section. The four-lane section from Coleraine past Bovey to CSAH 15 (Bovey Bypass) was recently opened to traffic and will be completed in FY 2008. The section from 9th Avenue East to Coleraine is programmed for a mill and overlay in 2009.

Segment 169E: From Bovey to Pengilly, TH 169 is a rural two-lane roadway, the only remaining two-lane section between Grand Rapids and Virginia (the “Cross-Range Expressway”). Mn/DOT has received many requests from the public to expand Segment 169E to four lanes. Expansion to four lanes from Bovey to Pengilly is dependent on receiving special earmarked federal funding. A pavement reclamation project on the two-lane section from CSAH 15 (Bovey) to TH 65 (Pengilly) is programmed for 2010.

Segment 169F: This four-lane segment of highway is from Pengilly to Virginia. Pavement improvement projects are planned on this segment in the first planning period (2008 to 2014). A pavement improvement project from TH 65 (Pengilly) to TH 73 (Hibbing) is a candidate project for 2012.



Mn/DOT has split the remaining expansion into several phases. These phases are currently estimated to cost \$59.3 million (2008 dollars). Due to funding priorities at this time, Mn/DOT does not plan to construct these phases until at least 2024. That timeframe could be moved up if additional funds are identified and delegated to Trunk Highway 169.

Most of the major industrial projects being proposed for the western part of the Mesabi Iron Range have had to complete some level of environmental documentation. Often, transportation impacts are a part of the environmental examination. Concerns raised in relation to projects include:

- Congestion of the two lane portion of TH 169 due to left turns causing all traffic behind to come to a stop
- Potential damage to roads by heavy loads
- Speeding and unsafe driving practices
- Increased rail traffic could cause additional crossing challenges limiting turning opportunities, thus obstructing traffic, at points where roads run parallel to tracks

While some of the environmental documents discuss TH 169 in relationship to a specific industrial project, an examination of the cumulative impacts has never been studied by a project proposer or by Mn/DOT. The Itasca County Major Project Readiness Assessment Committee is concerned that, due to increased traffic, the two-lane section of the highway may not meet the needs of its users when the industrial projects are being constructed and when they are operating. The two potential projects with the largest potential impacts are the Mesaba Energy and Minnesota Steel.

**Figure 4: Forecast Traffic Volumes on TH 169 & CSAH 7:
With Excelsior/Mesaba Energy West Range Project - 2008 & 2009**

Year	TH 169		CSAH 7		New CSAH 7	
	West of CSAH 7	East of CSAH 7	North of New CSAH 7	South of New CSAH7	West of Excelsior/Mesaba Energy Plant	East of Excelsior/Mesaba Energy Plant
2000	5,800	5,500	1,100	1,100	0	0
2002	6,500	5,800	n/a	n/a	0	0
2004	7,200	5,700	n/a	n/a	0	0
Forecast 2008 Build	8,900	7,100	1,500	470	1,250	3,100
Forecast 2028 Build	10,500	8,400	1,700	460	1,250	1,550

Source: Excelsior Energy

Specific impacts to TH 169 by Minnesota Steel are not as clear. The Final SDD identified traffic-related issues as not likely to result in substantial impacts and, therefore, traffic was not identified as requiring detailed analysis in the EIS. The traffic operations memorandum (SEH, January 2005) stated the only needed improvements to TH 169 is the construction of right and left turn lanes at the



new access road intersection. The document does state that the new access road will have traffic volumes of 1,800 vehicles per day in 2029. It can be inferred that nearly all of those 1,800 vehicles will directly feed onto TH 169.

The communities on the Expressway have long supported its completion as a four-lane highway. Many again passed resolutions of support in 2007. Other entities, such as Chambers of Commerce, have also been supportive.

Resolutions have been received from:

- Itasca Economic Development Corporation (IEDC)
- The City of Cohasset
- The City of Calumet
- The City of Grand Rapids
- The City of La Prairie
- The City of Nashwauk
- Trout Lake Township
- Nashwauk Township
- Hibbing Area Chamber of Commerce

More resolutions are expected.

The Itasca County Major Project Readiness Assessment Committee met with Mn/DOT District One Officials to discuss their concerns on October 24, 2007 in Marble. The Committee expressed their ideas regarding the roadway and Mn/DOT explained its funding and prioritization process and how it has resulted in the four-lane completion falling so far into the future. At that meeting, Peter Makowski, assistant to Congressman James Oberstar, asked the Readiness Committee to develop a packet of information about the situation. Mr. Makowski said he would share it with Mr. Oberstar, who is the Chair of the House Transportation Committee. He stated that Mr. Oberstar would then meet with Mn/DOT to discuss the project.

The Readiness Committee will continue to monitor this process and will continue to support the completion of the Expressway.

A map in Appendix E shows Mn/DOT's current approach to Highway 169.



Law Enforcement

The Committee expressed concerns about an increased need for law enforcement as a result of the implementation of the major projects. Concerns include speeding vehicles, issues at Temporary Housing Developments, tensions due to cultural differences, and simply an increase in population.

Schools

Other issues discussed include an increase in students at local schools. Concerns were raised that schools may have to address increased enrollment of new children moving into a school district.

Geographic Information Systems

ARDC undertook an assessment of each community's available Geographic Information System (GIS) layers. Potential layers include utility locations, roads, parks, land parcels, and much more. Having the layers would allow a community to better address project impacts by having a clear understanding of the location and condition of the community's existing and potential infrastructure. The community profiles in Section 3 show the results of the GIS assessment.

A Geographic Information System (GIS) is a computer system for capturing, storing, checking, integrating, manipulating, analyzing and displaying data related to positions on the Earth's surface. Typically, a Geographical Information System is used for handling maps of one kind or another. These might be represented as several different layers where each layer holds data about a particular kind of feature. Each feature is linked to a position on the graphical image on a map and a record in an attribute table.



Hidden in most data is a geographical component: an address, postal code, census block, city, county, or latitude/longitude coordinate. With GIS, you can explore the spatial element of your data to display soil types, track crime patterns, analyze animal migration patterns, find the best location for an expanding business, model the path of atmospheric pollution, and make decisions for many types of complicated problems.

SECTION 3: COMMUNITY PROFILES

This section contains a detailed profile of each community involved in the assessment. The profiles are based on a survey of the communities that included questions about their city, town or county and its operational capacity. A copy of the survey is located in Appendix A. The profiles also contain information about communities procured from the United State Census, the Minnesota State Demographer, a review of community plans, and a review of zoning ordinances.



Clay Boswell Energy Plant

Itasca County Community Profile

Itasca County is located in northern Minnesota on the western end of the Mesabi Iron Range. Its economic bases are tourism, forestry, and mining. Itasca County is responsible for zoning regulations over all lands outside municipal boundaries.

Planning and Zoning

The Itasca County zoning ordinance, like those of many of the cities in this study, does not have language regarding temporary housing nor does it address adult use businesses. The RV park ordinance has the two main components (site and design standards) but lacks a process for applications, fees, and permits. Itasca County has the most complete mobile/manufactured home ordinance of any of the zoning ordinances in this study but lacks regulations of inspections, variances, and penalties associated with non compliance. Itasca County regulates subdivisions.

Geographic Information Systems (GIS)

Itasca County has an extensive GIS program. The County makes much of this information available on their web site, including property parcel data.



City Of Bovey Community Profile

The City of Bovey is a city of 715 people located between Coleraine and Taconite on Highway 169. The City's median age is 38.5 years, with 63.9 percent of eligible workers in the work force and a median family income of \$33,750. 12.3 percent of residents are below the poverty line. The median value for a single family home in 2000 was \$37,200. The City is part of ISD 316. Recommendations for how Bovey can further enhance its community are found on page 59.

The Canisteo Mine Pit is located in northern Bovey. The pit is no longer mined, and water level in the pit is rising steadily. There are concerns about the pit wall's stability in the face of the rising water and City officials feel that the water needs to be diverted soon to avoid a possible flood. City leaders are working with state officials to find a solution before the pit is breached.

Despite the concerns about the pit, Bovey City leaders are positive about the future of their community. The City has some new housing, a downtown that is now more pedestrian friendly, and an active elementary school. City leaders understand the importance of the proposed major projects in Itasca County and are eager to assist in the project development effort when called upon.

All information contained in this profile was developed as a result of a May 2007 housing windshield survey, a September 2007 questionnaire, and an October 2007 meeting with City leaders.

Planning and Zoning

Bovey does not have a current Comprehensive Plan or Zoning Ordinance. Much of their outdated ordinance does not address the key components identified in this assessment (see page 9).

Housing

The windshield study of Bovey only noted one dilapidated house, located in the center of the main residential district. The remaining houses are made up of standard (51 percent) and substandard (49 percent) houses. There are a total of 270 houses in Bovey. Nearly all of the houses are located in the southwest part of the City in a single, gridded residential district. There is a new residential area northwest of the main housing area. This new district is home to nearly 95 percent standard houses, the highest of any area in the City.

The City of Bovey has two significant properties with possibilities for housing that total about 40 acres. Both are near utilities. One property is ranked as having a Medium level of interest for residential housing, but could become High if Itasca County (the property is tax-forfeit) agrees to work with the City to have it developed. The remaining property is owned by the City and is ranked as High. The City would consider a temporary housing facility on the site if it



resulted in permanent infrastructure to be used for permanent housing after the temporary facility is no longer there.

Current Infrastructure Concerns

Bovey’s sewage system is currently 20 years old. It is sometimes over capacity and the City occasionally has to transport solids to Grand Rapids. Expansion of the existing sewage system is estimated to cost \$800,000 to \$900,000. To assist in the expansion, the City has applied for a \$512,000 sewer/water Iron Range Resources (IRR) Community Infrastructure Grant.

The City has also requested \$256,000 from IRR for a \$3.512 million Highway 169 turnback project. This project would reconstruct the bypassed section of Highway 169, which still serves as the City’s main street.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for Bovey. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning for the City are still needed.

Emergency Services

The City of Bovey has two full time police officers through a joint powers agreement with Coleraine. Ambulance service is provided by Meds One Ambulance Service out Grand Rapids. Information about fire protection is provided in the table below.

Figure 5: City of Bovey Fire Protection Information

Description of Bovey Wildland/Urban Interface Area Bovey Fire Department Kevin Odden November 16, 2005	
Jurisdiction: defines structural and wildland fire protection responsibilities for WUI.	City of Bovey and Trout Lake Twp and unorganized 55-23W. Mutual Aid with Itasca County Chiefs Association DNR Forestry
Local Preparedness Capability: Emergency protection capabilities (equipment, resources) available for community protection.	<ul style="list-style-type: none"> ▪ 6 passenger Grass Rig 200 gallons ▪ One thousand gallon pumper ▪ One 750 gallon pumper ▪ One three thousand gallon tanker/pumper (FEMA grant) ▪ Power auger ▪ Portable pumps
Fire Department Needs: List of any outstanding fire department needs.	<ul style="list-style-type: none"> ▪ Six wheeler with foam unit ▪ Snowmobile ▪ Dry hydrants ▪ Underground storage tanks ▪ Recruitment and Retention of Volunteers

Source: Itasca County



City Of Calumet Community Profile

The City of Calumet, population 383, is located on Highway 169 between Nashwauk and Marble. Statistically, Calumet is one of the youngest communities in Itasca County, with a median age of 34.7 years. Only 50 percent of the eligible workers are in the work force and median family income is \$35,000. Just over 17 percent of their population is living below the poverty line. The City has very few vacant housing units. The median value for a single family home in 2000 was \$33,800. The City is part of ISD 316. Recommendations can be found on page 60.

Planning and Zoning

Calumet does not have a current Comprehensive Plan or Zoning Ordinance. Much of their existing outdated ordinance does not address the key components identified in this assessment (see page 9).

Housing

The windshield survey revealed nine dilapidated houses in Calumet. Of the remaining houses there is an equal divide between standard and substandard, both comprising 47 percent of the 149 total houses. In Calumet, the City has identified thirteen properties totaling 130 acres. One property is ranked as being of High interest for residential development, five are ranked Medium, and seven are ranked Low. Eight of the properties are near roads and utilities.

The property ranked High is a 23.7 acre piece of property owned by the City for which Calumet leaders may be willing to consider a temporary housing development. The development would be asked to meet several requirements, including the installation of permanent infrastructure and the provision of security.

Current Infrastructure Concerns

A \$600,000 grant was requested from IRR's Community Infrastructure Grant Program with an estimated \$300,000 going towards sewer and water and the additional \$300,000 going to curbs, gutters, and streets in Calumet. This grant would be used towards infrastructure in the City's proposed new development.

The City is divided by Highway 169 and has stated concerns about dangers posed to pedestrians by an increase in industry-related traffic. That concern may significantly increase if the Highway is expanded to four-lanes.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for Calumet. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning for the City are still needed.



Emergency Services

The City of Calumet has no police force, law enforcement is provided by the county. Ambulance service is provided by the City of Nashwauk. Information about fire protection is provided in the table below.

Figure 6: City of Calumet Fire Protection Information

Description of Calumet Wildland/Urban Interface Area Calumet Fire Department Jerry Larson December 5, 2005	
Jurisdiction: defines structural and wildland fire protection responsibilities for WUI.	<ul style="list-style-type: none"> ▪ City of Calumet ▪ Mutual Aid with Itasca County Fire Chief association ▪ DNR (Hibbing Area)
Local Preparedness Capability: Emergency protection capabilities (equipment, resources) available for community protection.	<ul style="list-style-type: none"> ▪ Two 1500 pumper with 1000 gpm ▪ One 1500 tanker ▪ Type 6 300 gallon grass rig with foam (six passenger) ▪ 4 wheeler with 50 gallon tank ▪ hydrants/ water tower for water ▪ portable pump
Other: concerns not captured in previous categories.	<ul style="list-style-type: none"> ▪ Calumet is approximately 5 square miles ▪ Historically the Calumet protection area includes Greenway township ▪ Response time is excellent with 3-15 minutes.
Fire Department Needs: List of any outstanding fire department needs.	<ul style="list-style-type: none"> ▪ Recruitment and Retention ▪ PPE needed for structural and wildland fires ▪ Remodel Fire Hall for improved access ▪ Communication upgrade ▪ Hazard Reduction within protection area

Source: Itasca County



City Of Cohasset Community Profile

The City of Cohasset, population 2,481, is an above averaged sized city in Itasca County. The City has a median age of 41.3 years. The City also has a relatively high median family income for the area at \$48,489, which is close to national average of \$48,201. Sixty-four percent of the population is in the work force and number of individuals below the poverty line is 12.4 percent. There is a nine percent vacancy rate. Cohasset has a Comprehensive Plan, a zoning map, and a land use ordinance; all of which were updated in early 2007 and are reviewed periodically throughout the year. The City is a part of ISD 318 and has an elementary school in the City with older children going to nearby Grand Rapids. The median value for a single family home in 2000 was \$116,400. Recommendations can be found on page 61.

Planning and Zoning

The City's recently updated Comprehensive Plan lists a vision "To retain and strengthen Cohasset's historic pattern of an interwoven village center and surrounding rural and lakeshore area."

Cohasset has a concise plan for road improvement including a program to pave all gravel roads in Cohasset and continue proactive road maintenance. Like many communities, Cohasset relies on one main highway (Highway 2) and several smaller County Roads (CR 17, 62, 63, and 76) to connect to the greater region, especially Grand Rapids.

The Clay Boswell Minnesota Power generating plant is one of the major parts of the community. Cohasset wants to work with Minnesota Power to develop light industry and non-industrial enterprises on the property used by the Boswell plant.

The City has a designated Zoning Officer position who handles all zoning applications during the year. Cohasset had a total of 10 zoning applications in 2006. The City has yet to adopt the Minnesota State Building Code, and as such only issues land use permits. The City is aware of blighted buildings and has petitioned the State Government for funds to do a housing redevelopment/rehab program, but has been denied in the past.

Cohasset's zoning ordinance addresses nearly all the issues described in this assessment (see page 9) and generally can be looked at as a good example for other communities. Cohasset's zoning ordinance lacks language regarding temporary housing, but offsets this deficiency with their subdivision ordinance. The City limits camping to 14 days at a time on developed lots. The City defines a temporary structure as a structure without a foundation and which is removed when a designated time period is elapsed. This period cannot exceed 60 days in a calendar year. This does not apply to structure necessary to the completion of



construction work, which may include manufactured homes of less than 24 feet in width. These temporary buildings are allowed up to 1 year in time or whenever the project is finished, whichever comes first. No more than one manufactured home or RV is allowed on a single property to be used as temporary housing for a homeowner working on his house. This period may not exceed 6 months.

The City ordinance covers the most important parts of manufactured home regulations, including minimum design standards (materials, dimensions) and the procedure for obtaining the proper permits. Placement of new or replacement manufactured home will be treated as new building and will be subject to this ordinance. All manufactured homes must be anchored to a foundation. Manufactured homes must be connected to public utilities, have all wheels removed, be taxed as real property, and have been issued a residential zoning permit. Manufactured home parks require a conditional use permit and are only allowed where existing sewage services are established.

Housing

The City of Cohasset has not identified any properties it would like to see developed.

Current Infrastructure Concerns

The City of Cohasset has not expressed any concerns over its infrastructure. Its sewer system is generally new, adequate, and linked with Grand Rapids, which has adequate capacity.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for Cohasset. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning for the City are maintained in a GIS coverage administered by the City's contract engineer.

Emergency Services

The City of Cohasset has no police officers, so law enforcement is provided by the county. Ambulance service is provided by Meds One Ambulance Service out of Grand Rapids. Information about fire protection is provided in the table on the following page.



Figure 7: City of Cohasset Fire Protection Information

Description of Cohasset Wildland/Urban Interface Area Cohasset Fire Department Denny Lemler March 21, 2006	
<p>Jurisdiction: defines structural and wildland fire protection responsibilities for WUI.</p>	<ul style="list-style-type: none"> ▪ Cohasset Fire Dept., DNR, USFS have state mutual aid agreements ▪ City of Cohasset is organized and the Fire Department administrator ▪ All townships within this protection area are 'unorganized'
<p>Local Preparedness Capability: Emergency protection capabilities (equipment, resources) available for community protection.</p>	<ul style="list-style-type: none"> ▪ Cohasset Fire Hall Houses: <ul style="list-style-type: none"> ○ One-main line pumpers 1500 gpm with 1000 gallon tank ○ One-1000 gpm with 750 gallons ○ Portable pump on skid trailer 750 gpm ○ One-1000 gpm pto pump wildland pumper ○ One-wildfire initial attack unit 250 gpm with foam capability ○ One-three thousand gallon water tender with pumping capabilities ○ Rescue/Man power vehicle ○ Adequate communications (there are dead zones within protection area). ▪ Wildland fire PPE and structure fire gear <ul style="list-style-type: none"> ○ Ice Angel ○ Zodiac ○ Rapid deployment craft ○ Six by Six Polaris ATV ○ Orion Rescue Sled ○ Small portable truck & tank on a pull behind trailer ○ Two-three thousand gallon drop tanks ○ One-two thousand gallon drop tank ○ Extrication equipment ○ Defibrillator ○ SCBA full cascade system with 21 complete SCBA systems with 45 bottles ○ Two dry hydrants one in the north & one located in the southern portion of the protection area. ▪ Cohasset has mutual aid agreements county wide, Grand Rapids is bordering to the east & Deer River to the west.
<p>Other: concerns not captured in previous categories.</p>	<ul style="list-style-type: none"> ▪ Average response time is 4 minutes. Outlying areas would average 15-20 minutes depending on road and weather conditions. ▪ This is a large protection area with 126 square miles- the southern portion is remote. ▪ This area has seen rapid growth and one of the largest population increases in the county.
<p>Fire Department Needs: List of any outstanding fire department needs.</p>	<ul style="list-style-type: none"> ▪ Communication equipment upgrades: radios hand held, mobiles and bases ▪ Wildland fire truck/rescue rig replacement ▪ Dry hydrants need upgrading ▪ Future upgrade of pumper (1987) ▪ Recruitment and Retention (support legislation that subsidizes businesses to encourage RFD staff) ▪ Training

Source: Itasca County



City Of Coleraine Community Profile

The City of Coleraine has a population of 1,110 people. The City's median age is 37.3 years, with 63.9 percent of eligible workers in the work force and a median family income of \$52,361, which is higher than the national average. 12.4 percent of residents' incomes are below the poverty line. The median value for a single family home in 2000 was \$66,500. The City is part of ISD 316. Recommendations for Coleraine can be found on page 62.

Planning and Zoning

The City of Coleraine has had a comprehensive plan since 1993, which is the same year it developed zoning maps and land use ordinances. The Comprehensive Plan does not explicitly state a vision, but essentially the plan says that the City of Coleraine is a true mix of rural and urban lifestyle. The City values its natural resources and needs them to maintain this cross cultured way of life. The community is forward thinking and continues to evolve away from the mine community of the mid 1900's.

The plan also attests that the future Coleraine is a progressive, attractive city that continues to grow as more people seek the high quality of life in the City. The Plan outlines several plans for development. There are plans to add up to 145 houses to the proposed golf course project (currently ongoing). They also want to develop areas for low and moderate income housing, which often is not readily available. The City wants to focus housing downtown on apartments. The Comprehensive Plan advocates for the City to support existing property owners with upkeep and renovations, to promote the development of new multiple family housing in the old downtown area for families of all income levels, and to encourage subdivisions near the new golf course.

The City of Coleraine encourages expansion in the commercial nodes already present near Trout Lake and TH 169. By concentrating businesses, it will reduce the costs of utilities. As with housing developments, the City wants to evaluate all commercial proposals and make sure they are compatible with the existing enterprises. To reduce the problem of parking shortages in the City, Coleraine will require all new businesses to build parking lots for employees and customers. The City will allow home-based businesses as long as they don't interfere with the residential quality of their neighborhood. Coleraine also wants to begin using Research Park as a light industrial district.

While the existing Comprehensive Plan for the City sets a good path, it is generally outdated and no longer reflects all aspects of the Community's future. The zoning ordinance also does not effectively address the issues identified in this assessment (see page nine).



Housing

The City of Coleraine has a very well maintained housing stock. There are new, high market homes on Eagle Pointe and Eagle Drive near the golf course. The consultant noted zero dilapidated houses. Substandard designated houses make up only 37 percent of the 353 total houses in Coleraine. These houses need minor repair work with costs less than \$50,000. The remaining houses were designated standard and need little to no repairs. The highest concentration of standard-designated houses is located on the western residential district. Approximately 80 percent of the houses in this area are considered standard.

The City of Coleraine identified nine properties totaling 295.3 acres. Six of the available properties are in platted subdivisions with lots for sale. Two others have medium potential for permanent housing. There is a 280-acre property on the south edge of the City for which the landowner has high interest in developing. The landowner would consider a temporary housing development on that property. There may be road and utility access issues for that property that will need to be addressed.

Current Infrastructure Concerns

The City's sewer system is part of the Trout Lake district. Capacity is limited for the sewer plant and improvements are needed.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for Coleraine. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning for the City are not known to be maintained in a GIS format.

Emergency Services

The City of Coleraine has two full time police officers and lends those services to surrounding townships. Ambulance service is provided by Meds One Ambulance Service out Grand Rapids while the volunteer fire department provides first responders. Information about fire protection is provided in the table on the following page.



Figure 8: City of Coleraine Fire Protection Information
Description of Coleraine Wildland/Urban Interface Area
Coleraine Fire Department
Randy Savich December 7, 2005

<p>Jurisdiction: defines structural and wildland fire protection responsibilities for WUI.</p>	<ul style="list-style-type: none"> ▪ City of Coleraine ▪ Annual Contracts with 3 townships (trout lake, Arbo & grand rapids townships) ▪ Mutual aids with Itasca county fire chief associations, DNR
<p>Local Preparedness Capability: Emergency protection capabilities (equipment, resources) available for community protection.</p>	<ul style="list-style-type: none"> ▪ One pumper 1000 gallons with 1250 gpm ▪ One pumper 750 gallons with 1000 gpm ▪ One type 6 engine grass rig with 250 gallons ▪ First responder rig ▪ Snowmobile ▪ Rescue sled ▪ Boat ▪ Extrication equipment Jaws of life (new) ▪ 2 portable pumps 300 gpm ▪ 2 generators ▪ Cascade system for SCBA ▪ Emergency management services (director, police dept) ▪ Deliberator ▪ Dry hydrant on prairie lake
<p>Other: concerns not captured in previous categories.</p>	<ul style="list-style-type: none"> ▪ 18,000 acres ▪ Response time 12-15 minutes for the entire area. ▪ This protection area has a few smaller, narrower roads that pose an access challenge
<p>Fire Department Needs: List of any outstanding fire department needs.</p>	<ul style="list-style-type: none"> ▪ Water storage tanker ▪ Dry hydrant on trout lake ▪ ATV to help service mine areas, recreational areas. ▪ Update grass rig ▪ Drop tank ▪ Nozzles ▪ Communications equipment ▪ Facility (storage space) ▪ Wildland PPE ▪ Large diameter hose, hose for grass rig ▪ Recruitment and retention of volunteers ▪ Letting more volunteers help on calls

Source: Itasca County



City of Deer River Community Profile

The City of Deer River, population 903, is located in the west central portion of Itasca County. The City has a median age of 41 years and a median family income of \$32,273, well below the national average. 12.4 percent of the population is below the poverty line. Their workforce of 53.4 percent (10 percent below the national average) suggests that many families have a single person working. Deer River has a Community Action Plan, which is similar to a Comprehensive Plan. A good portion of the community's housing is occupied by renters, which is unique to the study area. Additionally, six percent of housing units are unoccupied in the City. The median value for a single family home in 2000 was \$53,900. The City is part of ISD 317. Recommendations for the City of Deer River are found on page 63.

Planning and Zoning

Deer River's Community Action Plan (CAP) was established December 1999. The plan describes the Community Vision as being: The Deer River Community will nurture growth for business, industry, health care, and education while maintaining an environmentally sound and esthetically pleasing environment for its community. The plan focuses on economic development, housing, and human resources. It is important to note that the plan included input from neighboring communities and agencies, including the Leech Lake Indian Reservation and the Chippewa National Forest.

The City of Deer River wants to make its City accessible for pedestrians, as well as motor travelers. A connection of the Deer River City Recreation Trail to downtown districts, health care buildings, and recreation fields was recommended.

One of the biggest initiatives proposed in the Community Action Plan is the construction of a new recreation area. This area would include playing surfaces for soccer, basketball, baseball, and football. The intent is to place this new center in a centrally located area, where it will foster a sense of community.

The plan states that a new governmental services building would add efficiency to the lives of Deer River's residents. They are proposing a centrally located building, or set of buildings near each other, that would house all the services needed by the residents of Deer River.

Housing

The main focus of housing initiatives in Deer River is the construction of more general residential housing units. Another recommendation calls for expanding the existing nursing home and adding more assisted living units. The addition of a mobile home park on the north end of the City is also discussed. The City is



also committed to keeping its relationship with Habitat for Humanity strong, pledging to build at least one new house every year for the next five years.

Another item that may impact housing in the study area is the City's plan to build a new motel. There are not currently any modern or upgraded motels in the immediate Deer River vicinity. This is especially important in connection with the construction of a new casino. The motel itself will add several new jobs to the community as well.

Infrastructure

One of the capital improvements discussed in the City is the improvement of the waterline infrastructure at White Oak Learning Center. The water pressure available would not be sufficient in the event of an emergency. They also want to improve the sewers and water throughout the City.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for Deer River. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning for the City are not available.

Emergency Services

The City of Deer River has three full time, five part time and fifteen reserve police officers. Ambulance service is provided by Deer River Healthcare. Information about fire protection is provided in the table on the following page.



Figure 9: City of Deer River Fire Protection Information

Description of Deer River Wildland/Urban Interface Area Deer River Fire Department Jim Daigle, Bill Brink October 25, 2005	
<p>Jurisdiction: defines structural and wildland fire protection responsibilities for WUI.</p>	<ul style="list-style-type: none"> ▪ Deer River Fire Dept has mutual aid agreements with Cohasset, Grand Rapids, Bigfork, Remer, Cass Lake, and Squaw Lake RFDs. Also with the US Forest Service and DNR ▪ 4 townships (Deer River, Morse, Otteanagen, Bowstring townships) with 11 unorganized townships and tribal lands ▪ City of Deer River, Zemple, Ball Club, and Inger
<p>Local Preparedness Capability: Emergency protection capabilities (equipment, resources) available for community protection.</p>	<ul style="list-style-type: none"> ▪ Deer River Fire Hall: ▪ 1200 gallon pumpers with 1000 gallon tanks, ▪ 2 tankers (2000 and 3500 gallon with 600 gal/minute capacity) ▪ Type 6 grass unit (300 gallons with 250 gpm pump) ▪ Fire Rescue Unit (extrication tools and jaws of life)
<p>Other: concerns not captured in previous categories.</p>	<p>Deer River Fire Department has a large response area with a 500 square mile service area (25 miles travel distance to the west or north lying areas)</p>
<p>Fire Department Needs: List of any outstanding fire department needs.</p>	<ul style="list-style-type: none"> ▪ Dry Hydrants ▪ Fire Fighter recruitment and retention ▪ Training ▪ Rural water supply

Source: Itasca County



City Of Grand Rapids Community Profile

The City of Grand Rapids is located in south-central Itasca County. With a population of 7,764, it is the largest community in Itasca County and is projected to grow. The median age of Grand Rapids is 40.9 years. Grand Rapids has an average median income for the region of \$39,468, with 63.9 percent of the population in the workforce and a poverty rate of 12.4 percent. The City recently updated Comprehensive Plan and adopted a new zoning map in April of 2007. The City has a vacancy rate of 9 percent. The median value for a single family home in 2000 was \$78,000. The City is part of ISD 318. Recommendations can be found on page 63.

Planning and Zoning

Grand Rapids had 350 building permits processed in 2006, which is significantly more than any other community in Itasca County. The City has its own fire and police forces, and regularly lends those services to nearby communities.

The Grand Rapids *Comprehensive Plan* was completed October 2003. Its vision states that “Grand Rapids is a unique blend of small town hospitality and character with big City conveniences. Grand Rapids offers its residents an excellent quality of life with outstanding educational opportunities, excellent medical care, exceptional cultural and recreational amenities, and an unequaled sense of community spirit. Grand Rapids provides families safe, friendly, affordable, and inclusive neighborhoods that reflect the natural beauty of the surrounding countryside. Grand Rapids is Minnesota’s gateway to North woods tourism and its hub for forest products”.

One of the goals of Grand Rapids’ Comprehensive Plan is improved transportation and Grand Rapids becoming a “walkable city.” To accomplish this goal, they are developing plans to create new walkways and trails that will connect different areas of the City together. An improved airport situation is sought by making it more convenient for citizens to fly and developing the airport into a useful site for public gatherings and other activities. They will also create a long-term railroad usage plan.

The economic development of Grand Rapids was the most widely researched aspect of the Comprehensive Plan and developed basic principles to guide the City. They want to strengthen local business, focus on expanding existing businesses over bringing in new businesses, nurture clusters of industries and provide more affordable housing options in Grand Rapids.

The residential district of Grand Rapids is broken down into two new categories to address the upcoming annex of Grand Rapids Township. These are the Residential Growth and Rural Residential districts. The Rural Residential district



represents areas in the annex zone that are rural in nature and will not have City services available for some time, but still encouraged for residential development.

The City of Grand Rapids has the most complete zoning ordinance of all the communities in Itasca County. It includes detailed aspects of five out of the six zoning subdivisions ARDC has identified as critical to the readiness assessment. Grand Rapids fails to address the issue of temporary housing, especially as it relates to the influx of construction workers set to build the proposed steel plant. It is important to address these issues, including maximum occupancy regulations, construction standards, and safety conditions, among others. Grand Rapids does a good job of addressing the adult use businesses issue. They are, however, lacking a few parts, including a mandate on multiple-use adult businesses, the role of the video-viewing booth, and appropriate signage and window displays regulations. Grand Rapids addresses the key issues relating to RV parks, regulating site and construction standards, but fails to provide the same oversight in their manufactured home ordinance. The subdivision of land ordinance is one of the most complete examples found in this study, but it is lacking regulations on general specifications relating to building materials and land sites for development, and a flood plain plan. Grand Rapids does provide extensive detail on construction of new roads, addressing the materials to be used and minimum width and length requirements.

The City of Grand Rapids allows for Mobile Home parks in the R-3 districts. The park must be located on 10 acres of land with 20 feet between properties. All homes in the park must be connected to the City's utility supply. The City also allows buildings to be used for different than intended purposes for up to one year. If the land or building is sold, the temporary use of that building immediately retracts to its original use.

The City of Grand Rapids includes street condition standards in their zoning ordinance. They require that all streets be graded, have three inches of gravel packed down, and then be covered with concrete. The streets must include a concrete curb and gutter; sidewalks are not required unless deemed necessary for certain pedestrian activities, such as walking to school and shopping. Any new improvements must be certified by the City Engineer.

There are standards for street width for all different types of streets. These range from 80 feet for major and minor arterials to 50 feet for marginal access streets. If any streets deflect from each other by more than ten degrees, they must be connected by a curve with a radius of at least 100 feet. All sidewalks are between four and ten feet wide, with commercial areas being the widest. Crosswalks are



required on blocks that are more than 900 feet long. Blocks cannot exceed 1800 feet in length.

Housing

The City of Grand Rapids has twenty-seven properties targeted for residential development totaling 305.1 acres. Eleven of these properties have high potential for permanent housing development, fourteen have medium potential, and three are already being developed. Thirteen are near roads and 10 already have roads constructed in them. Eleven properties are near existing utilities and 10 already have utilities. Of the properties already being developed, one is divided into about 38 affordable housing units, one has about 33 lots remaining for sale, and one has about 20 lots remaining for sale.

None of the identified sites are considered by City leaders to be a potential location for a temporary housing development, although the City is not against hosting such a facility. The City also mentioned that putting a temporary housing facility in an industrial zoned property may be feasible.

Current Infrastructure Concerns

Grand Rapids notes several road improvements that would enhance their community, but feels that its sewer and water systems are in good condition. Road improvements include access changes near the Children's Museum and another is continued improvements to 7th Avenue which is a route with increasing traffic amounts serving the southeast part of the community. The Seventh Avenue project has a cost of \$4,305,311. The City is seeking both IRR and Federal transportation funds for the project.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for Grand Rapids. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning have been put into GIS coverages by the City. The City has staff members that are proficient with GIS software.

Emergency Services

The City of Grand Rapids has 20 full time police officers and a 15 member volunteer police reserve unit. Ambulance service is provided by Meds One Ambulance Service. Information about fire protection is provided in the following table.



Figure 10: City of Grand Rapids Fire Protection Information

Description of Grand Rapids Wildland/Urban Interface Area Grand Rapids Fire Department Dale Rosier December 1, 2005	
<p>Jurisdiction: defines structural and wildland fire protection responsibilities for WUI.</p>	<ul style="list-style-type: none"> ▪ City of Grand Rapids ▪ Township Service Contracts ▪ Mutual Aid with County chief Association, DNR, USFS
<p>Local Preparedness Capability: Emergency protection capabilities (equipment, resources) available for community protection.</p>	<ul style="list-style-type: none"> ▪ 3-class A pumpers (two 1000 gal, one-3000gal) with 1000 gpm pumps with foam ▪ 2100 gal water tender ▪ 100 aerial tower ladder truck ▪ Mini pumper for high risk cabin areas with limited access 300 gal tank with 300gpm pump (type 4 engine). ▪ Heavy rescue with extrication tools, Water Rescue equipment, confined space rescue equipment, mobile air trailer for airpaks ▪ First response vehicle ▪ Brush truck with slip on unit and 300 gal tank (type 6) ▪ Air crash rescue ½ city ½ county owned with 1500 gallons of water with foam capability and dry chemical capabilities stationed at airport ▪ Chemical assessment team (state contract) ▪ River defense trailer (containment booms) at public works ▪ Water tank 10,000 underground at Grand Village nursing home ▪ Water supply points at Harris twp site and Wabana twp. site
<p>Other: concerns not captured in previous categories.</p>	<ul style="list-style-type: none"> ▪ Grand Rapids has a very large protection area 40 miles long x 18 miles wide ▪ Response time 4 to 25 minutes for outlying areas ▪ 272 square miles
<p>Fire Department Needs: List of any outstanding fire department needs.</p>	<ul style="list-style-type: none"> ▪ Staff Recruitment and Retention ▪ Dry hydrants ▪ Facility storage space (south side fire hall proposed) ▪ Full time Fire Inspector ▪ Communication infrastructure and equipment upgrade to 800 MGHZ. (county wide)

Source: Itasca County



City Of Keewatin Community Profile


The City of Keewatin is west of Hibbing on TH 169 and has a population of 1,164 people. The median age is 37.7 years. They have an average-sized workforce with 63.9 percent of eligible workers in the workforce, but a lower-than-average median family income at \$34,688. The poverty rate is 12.4 percent. Keewatin's utility capacity is enough to support the existing population, but a large influx of people to the community could require an expansion. There is a five percent vacant house rate. The median value for a single family home in 2000 was \$40,900. The City is part of ISD 319. Recommendations can be found on page 63.

The Keewatin Comprehensive Plan was completed in 1998. Its vision states that: "The City of Keewatin, MN prides itself on the residential atmosphere we possess. We look to maintain this feeling of civic pride as we improve services for our citizens. Our citizens are our biggest asset, and we continue to make Keewatin an enjoyable place to raise a family by improving our already stellar schools and by adding new businesses to the community to enhance the community feeling in our City."

The City of Keewatin's zoning ordinance has regulations on five of the six zoning issues identified in this assessment (lacking manufactured home). However, they do lack several important regulations in each category. They need to develop procedures for issuing permits for manufactured homes, RV parks, and temporary housing. They do have an extensive definition of terms list on adult use businesses, which gives them a good starting point to expand upon. They currently do not have any other adult use regulations in place. They have regulations for the minimum design standards for subdivisions, but lack a procedure for creating new subdivisions. Again, they have an excellent terms list, giving them an opportunity to create a model ordinance in the future.

Manufactured homes are allowed in the original plat area of the City of Keewatin provided they are at least 14 feet in length and at least 400 square feet of floor area. They are allowed everywhere else if they are 18 feet in length and at least 700 square feet in floor area. Both types must have a permanent foundation and be connected to the sewer and water lines of the City. It is unlawful for any person to leave or park a recreational camping vehicle on or within the limits of any street or right-of-way for a continuous period in excess of twenty-four (24) hours, except where signs are erected designating the place as a campsite or in a mobile home park. The travel trailer must not be used as living quarters during this time.

The City of Keewatin does not allow the construction of any road or sidewalk without the permission of the City. All construction must be up to the standards set forth by the City, which are located in the City Clerk's office. They are



available for copy there. All repairs shall be made or contracted for by the City to any street in the City.

Housing

The City of Keewatin has a total of 419 houses in their City limits. Overall, the housing quality is good. In the community, 56 percent of the houses are substandard, with most needing just minor repair work. A total of four dilapidated houses, which would require more than \$50,000 to meet standard levels, were identified. The remaining homes met inspection standards and were considered to be in good shape. There is a mobile home park in the south part of town, located on East Taconite Avenue.

The City of Keewatin has identified three properties for housing development. A City owned 74 acre parcel, a 18.5 acre parcel owned by the University of Minnesota (also suitable for commercial development), and a 50.2 acre US Steel property.

Current Infrastructure Concerns

Keewatin updated their public utility system in 1998 and it is now adequate to serve the current population. The City has a repair-as-you-go philosophy to the streets and sidewalks. The City of Keewatin has identified water and sewer improvements needed that total \$866,475. A request has been made to IRR for \$350,000. In order to run water and sewer to the City owned 74-acre parcel water and sewer lines will have to be expanded.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for Keewatin. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning for the City are not yet available in GIS coverages. Keewatin is a pilot community for the Laurentian GIS Collaborative, a program of the Arrowhead Regional Development Commission (ARDC). That project will greatly enhance Keewatin's usage of GIS and the development of critical data layers.

Emergency Services

The City of Keewatin has three full time police officers and two part time officers. Ambulance service is provided by the City of Nashwauk. Information about fire protection is provided in the table on the following page.



Figure 11: City of Keewatin Fire Protection Information

Description of Keewatin Wildland/Urban Interface Area Keewatin Fire Department Jeff Graves February 1, 2006	
<p>Jurisdiction: defines structural and wildland fire protection responsibilities for WUI.</p>	<p>The Keewatin Fire Rescue Dept. services the community of Keewatin</p> <ul style="list-style-type: none"> ▪ This department has mutual aid agreements with Itasca County Chiefs Association and Hibbing Fire Dept. ▪ Contract with Keewatin Taconite which has 46 square miles of land with several structures and big equipment: shovel, drill, trucks, tire piles. This is a gated, restricted access area. As first responders this department is called for all emergencies. ▪ An area south of Keewatin is in the Nashwauk RFD's jurisdiction-but is primarily serviced by the Keewatin Fire and Rescue Dept.
<p>Local Preparedness Capability: Emergency protection capabilities (equipment, resources) available for community protection.</p>	<ul style="list-style-type: none"> ▪ One pumper with 1000 gallon tank with 1250 gpm pump ▪ 750 gallon pumper with 1000 gpm pump ▪ Type 6 unit- brush rig with 250 gallons with pump ▪ Rescue rig with generator ▪ Extrication equipment with lifting bags ▪ ATV with trailer and sled ▪ Zodiac ▪ Ice rescue boat ▪ SCBA –msa with their own cascade system
<p>Other: concerns not captured in previous categories.</p>	<p>Keewatin has a concentrated population center with a small rural population. Response time within the city limits is excellent with 4 minutes or less and roughly 4-10 minutes within mining property.</p>
<p>Fire Department Needs: List of any outstanding fire department needs.</p>	<ul style="list-style-type: none"> ▪ Recruitment and Retention ▪ Wildland PPE ▪ Wildland fire training ▪ Hand held radios ▪ Communication upgrade ▪ In process of updating pumper ▪ Portable pump ▪ Fire product F500 for potential coal fire problems. ▪ Extension ladder (e.g. 35 foot) with equipment trailer

Source: Itasca County



City Of La Prairie Community Profile

The City of La Prairie, population 605, is a small but growing community with a median age of 40.4 years. 63.9 percent of the population is in the work force. The City has a median income of \$50,250 and a poverty rate of 12.4 percent. LaPrairie is in the process of completing a Comprehensive Plan update for their community. There are no schools in LaPrairie, students are split up between Grand Rapids and Coleraine, both less than a 10-minute drive away. The City has 5.62 miles of roads, and has a 5-year transportation plan in place. Only four percent of housing units are vacant. The median value for a single family home in 2000 was \$88,600. The City is part of ISD 316. Recommendations can be found on page 65.

Planning and Zoning

The City is currently updating their Comprehensive Plan. La Prairie has zoning maps and land use ordinances and a zoning administrator who processed three applications last year. LaPrairie has had a building code since 1990, managed by the building official, who handed out twenty-three permits in 2006.

The La Prairie zoning ordinance has a small section on adult use businesses, but is missing important aspects compared to the example used for comparison (Two Harbors Adult Use Business Ordinance). They need to address everything from a decision on issuing licenses (including for liquor) and minimum age restrictions, to the role of the Health Inspector and the proximity of adult use businesses to local schools, religious buildings and residential neighborhoods. For legal reasons, they also need to develop a justification for their ordinance, or it could be construed as an infringement of free speech under the First Amendment. The most important aspects of the RV ordinance are missing, including site and construction standards and the application processes. La Prairie needs to add the necessary ordinances for manufactured homes, including minimum design standards and a list of necessary services for residents of the park. La Prairie has a section on subdivisions, including such information as maintaining access to roads and utility service. They need to make additions, however, most notably a procedure for creating a subdivision. La Prairie's zoning ordinance does not contain a section on street conditions.

The City of La Prairie recently adopted a zoning ordinance for the City. There is language regarding the way in which they will build and maintain their streets and roads. Temporary housing, in the form of an RV or trailer or any other form is not permitted beyond 14 days without a permit from the City of La Prairie. Permits will be for a specific period of time and will not exceed 90 days.

Regarding manufactured homes, the ordinance states that they shall be securely anchored to prevent floatation. New manufactured homes on established



property will not be allowed unless they meet the flood evacuation plan of the City, which is submitted by the owner of the land for approval. Travel vehicles are allowed on personal parcel land, existing RV parks, or condominium-type associations and are exempt from the guidelines of this ordinance. If they add more than \$250 worth of improvement, they become subject to all guidelines under the new property consideration. New RV parks are subject to all 100-year flood plan guidelines as well.

Housing

The City of La Prairie has seven potentially developable properties totaling 336.6 acres. Two are ranked as having High potential; three are ranked Medium, and two are ranked Low. Six properties are near roads and five properties are near utilities. In the opinions of City leaders, two of these properties may be suitable for a temporary housing development. More details are available in Appendix B.

Current Infrastructure Concerns

The property the City recently has (or will have) annexed are on individual wells and septic systems. Extending City utilities may not be feasible for the northernmost properties, but the City would like to provide water and sewer to most of the other potential development areas. The City's sewage is treated by the City of Grand Rapids system and has capacity for growth.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for La Prairie. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning coverages for the City have been developed by a private consulting firm.

Emergency Services

The City of La Prairie has no police force, so its law enforcement is provided by the County, for which the City contracts for additional hours. Ambulance service is provided by Meds One Ambulance Service out of Grand Rapids. Fire service is provided by Grand Rapids.



City Of Marble Community Profile

The City of Marble has a population of 695. The City's median age is 35 years. Marble does not have a Comprehensive Plan, but does have a zoning map and a land use ordinance. The median family income is \$36,667 and there is less than 60 percent of the eligible population in the work force, which is below the national average. The City's poverty rate is 12.4 percent and a vacancy rate of 9 percent. Marble is in ISD 316. The median value for a single family home in 2000 was \$44,300. Recommendations can be found on page 65.

Planning and Zoning

The City's zoning operation is headed up by the Mayor (zoning officer), who is assisted by a citizen-based zoning committee and the City Council. They processed eighteen applications last year. The building code is also located within the language of the zoning ordinance. The City Council has done an exploratory study into blighted and abandoned properties. The City is working with KootAsca on a housing rehabilitation project worth approximately \$700,000.

The City does not have a current Comprehensive Plan and its Marble's zoning ordinance does not address adult businesses, subdivision, and major development proposals but it has regulations for mobile and manufactured homes and temporary housing. The zoning ordinance is clearly outdated and needs to be updated soon.

Housing

The City of Marble has a well maintained housing stock, with only one house designated as dilapidated. Very few houses need major repair work in the range of \$25,000-\$50,000, but several need minor repairs. These houses make up the substandard category, totaling 49 percent of the 252 houses. The remaining houses were marked standard and need little to no repairs. Overall, 90 percent of the houses require repairs in the \$0-\$25,000 range. The City's housing is divided into two districts, one south and the other north of Highway 169. The south side contains approximately 20 percent of the total houses in the City and also contains a mobile home park. The north side contains a single, grid-like district.

The City of Marble has two potential properties totaling 134.1 acres. One has a High level of interest for permanent housing development and the other a Medium potential. The High level property is near roads and utilities and is a potential site for a temporary housing development if such a proposal meets City regulations. In the southwest corner of Marble there is an existing trailer court with water and sewer already available near by. This area has potential to be used as a temporary housing development, although the City Council may not



be interested in such a use at that location. A private company has already begun construction of several townhomes in the western part of the City.

Current Infrastructure Concerns

The City's major infrastructure concerns are regarding water lines that are 80-90 years old. According to City leaders, many of the trenches for these lines were dug by hand and many of the lines meander back and forth underground as they weave around boulders and other obstacles. The city has also indicated that a water tower would serve as a major upgrade to their water system.

The White Earth Band has obtained land to the southwest of Marble in the City of Taconite. In the past the Band has shown an interest in building a 300-unit assisted living center with 100 units of short term rentals. White Earth has proposed to connect this project to Marble's utility infrastructure rather than Taconite's because Marble's system is nearer to the property. In order to support such a project, Marble would have to invest in its water and sewer systems significantly.

Marble is currently undertaking a \$1,974,142 project to provide infrastructure for 16 new town homes. The city has requested \$130,142 from IRR to enhance that project.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for Marble. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning for the City are not yet available in GIS coverages.

Emergency Services

The City of Marble has no police officers. Law enforcement services are provided by the County. Ambulance service is provided by the City Nashwauk and Meds One Ambulance Service in Grand Rapids. Information about fire protection is provided in the table on the following page.



Figure 12: City of Marble Fire Protection Information

Description of Marble Wildland/Urban Interface Area Marble Fire Department Jason Williams, Bob Staydohar December 15, 2005	
<p>Jurisdiction: defines structural and wildland fire protection responsibilities for WUI.</p>	<ul style="list-style-type: none"> ▪ Marble RFD is under jurisdiction of the city of Marble ▪ There is a 3 year fire protection contract with Greenway Township ▪ Mutual aid agreement with Itasca County Chiefs Association With DNR (Hibbing).
<p>Local Preparedness Capability: Emergency protection capabilities (equipment, resources) available for community protection.</p>	<ul style="list-style-type: none"> ▪ One Type 6 engine with 250 gallon tank ▪ One 1000 gallon pumper with 1200 gpm with foam capabilities ▪ One pumper tanker with 1000 gallon tank with 750 gpm ▪ Rescue first responder vehicle ▪ Two Rescue sleds ▪ Six wet suits ▪ Extrication unit: Jaws of Life ▪ A pumping station on Swan Lake donated by Butler Taconite ▪ Hydrant water within city of Marble
<p>Other: concerns not captured in previous categories.</p>	<ul style="list-style-type: none"> ▪ This protection area is approximately 32 Square miles. ▪ Excellent response time within the city of Marble (2-3 minutes) and a 7-minute response time to outlying areas.
<p>Fire Department Needs: List of any outstanding fire department needs.</p>	<ul style="list-style-type: none"> ▪ Wildland Fire PPE ▪ Snowmobile ▪ ATV four wheeler with water tank ▪ Replacement of 1983 tanker ▪ Dry hydrant ▪ Fire Hall is too small, built in 1982 and no longer meets the needs of the equipment. ▪ Upgrade Communications systems ▪ New cascade system with compressor to refill SCBA ▪ Recruitment and Retention of Staff

Source: Itasca County



City Of Nashwauk Community Profile

The City of Nashwauk is located in the northeast portion of Itasca County. It has a population of 935, and has a median age of 43.1 years (higher than most of Itasca County). The City also has a higher than average poverty rate of 14.6 percent. Just 46.3 percent of the eligible population is in the work force and the City has an unemployment rate of 9.3 percent. The median family income is \$31,938, and the median house value is \$44,100. The City's vacant housing represents seven percent of total houses. The median value for a single family home in 2000 was \$44,100. The City is part of ISD 319. The City contains a school, upgraded utilities, and commercial development. Recommendations for Nashwauk can be found on page 66.

Planning and Zoning

The City is currently developing an updated Comprehensive Plan and will soon update their zoning ordinance. The City has current zoning maps. The current City of Nashwauk zoning ordinance lacks relevant language concerning temporary housing, adult use businesses, subdivisions, and street standards.

Nashwauk does have a good RV park ordinance that stipulates the utility, street, refuse disposal, and fire service standards for the park. In their manufactured home ordinance, they lay out the process for obtaining permits and also have a solid definition of terms listed, which is a good foundation for expanding their ordinance. Currently, mobile homes are subject to the same regulations of immobile homes. They must be hooked up to the same utilities and are also subject to the same property taxes of immobile homes.

The City Ordinance does mention temporary housing for construction or renovation purposes only. However, they make no mention of the length of time that the temporary house may remain erected.

The City does not lay out a specific standard for their street conditions. They mention that any private citizen must first acquire a permit to dig up the road or sidewalk for any purpose. They must repair the street or sidewalk to the previous condition under guidelines set forth by the City.

Housing

The homes in the older section of town, located in the western portion of the City, are well maintained for their age. Many of these houses are in need of minor repairs worth between \$5,000 and \$25,000. These houses are included in the substandard category, which makes up 42 percent of the 447 total houses in the City limits. A total of five dilapidated houses were noted, which would need more than \$50,000 worth of repairs to meet housing standards. Three of the five dilapidated houses are on 4th Street between Hawkins and Central Avenues in



the northeast part of the old residential district. The remaining homes (57 percent) were marked standard and need few or no repairs.

The City of Nashwauk has four potential residentially developable properties totaling 304 acres. Three of the potential properties are near roads, and two are near utilities. One property has a Low potential in becoming permanent housing development, one is ranked Medium, and one is High. One 75 acre property has been identified as being viable for a temporary housing development only. More information on developable property is found in Appendix B.

Current Infrastructure Concerns

The City of Nashwauk's infrastructure needs to be addressed, especially in light of the Minnesota Steel Plant locating in the City. Particularly, much of the City's sanitary sewer is in need of improvements. The City has requested \$400,000 from IRR for needed sanitary improvements that will cost a total of \$1,393,275. The City of Nashwauk also submitted a grant application to IRR requesting \$306,850 for the infrastructure of a \$3,006,850 assisted living facility. Additionally, the City submitted four \$350,000 IRR grant applications, all for infrastructure, in order to support a \$1,689,800 industrial park project, an \$8,918,850 housing project, a \$790,000 Central Industrial Park project, and the \$2.651 million water and sewer needs of the Minnesota Steel project (\$250,000 is already approved for this project). Capacity at the sewer treatment facility for these projects does exist.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for Nashwauk. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning for the City are being developed for Nashwauk by a private consultant. Nashwauk is a pilot community for the Laurentian GIS Collaborative, a program of the Arrowhead Regional Development Commission (ARDC). That project will greatly enhance Nashwauk's usage of GIS and the development of critical data layers.

Emergency Services

The City of Nashwauk has two full time police officers. Ambulance service is provided by the City. Information about fire protection is provided in the table on the following page.



Figure 13: City of Nashwauk Fire Protection Information

Description of Nashwauk Wildland/Urban Interface Area Nashwauk Fire Department John Calaguire December 15, 2005	
<p>Jurisdiction: defines structural and wildland fire protection responsibilities for WUI.</p>	<ul style="list-style-type: none"> ▪ Under jurisdiction of the City of Nashwauk and Nashwauk Township ▪ Fire contract with Lone Pine township and unorganized townships ▪ Mutual Aid agreements with Itasca County chiefs association, the City of Hibbing and DNR (Hibbing)
<p>Local Preparedness Capability: Emergency protection capabilities (equipment, resources) available for community protection.</p>	<ul style="list-style-type: none"> ▪ Two 1250 pumpers with one thousand tank ▪ One tanker with 2000 gallon tank with wildland capabilities ▪ One tanker with 2800 gallons ▪ Two brush trucks with pumps ▪ Rescue truck ▪ 4 wheeler (for wildland fire, structure fires and first responder) ▪ Snowmobile and rescue sled ▪ Extrications equipment : Jaws of Life, high angle rescue ropes ▪ Scuba dive team ▪ Cold water rescue equipment ▪ Gas detection equipment for carbon monoxide ▪ Thermal imaging camera ▪ Two pumping stations located in Lone Pine and Nashwauk township ▪ Portable pump for drafting ▪ Nashwauk has its own EMT with city ambulance housed at fire hall ▪ All fire personnel are first responders but ambulance provides service
<p>Other: concerns not captured in previous categories.</p>	<p>This is a large protection. Furthest response time is 18 minutes servicing the Buck Lake area. Nashwauk RFD has 258 square miles.</p>
<p>Fire Department Needs: List of any outstanding fire department needs.</p>	<ul style="list-style-type: none"> ▪ Equipping 4 wheeler with tank and pump ▪ Turn out gear bunker gear ▪ Cleaning equipment for turn out gear ▪ Wildland fire PPE ▪ New cold water rescue suits ▪ Communication upgrades ▪ Recruitment and Retention ▪ Restriction on volunteers for availability (unable to take time away from work). ▪ Training requirements and demands on volunteers (personal time) poses challenges for RFDs. Lead for Homeland security

Source: Itasca County



City Of Taconite Community Profile

The City of Taconite, Minnesota has a population of 315. It is a younger community, with a median age of 37.9 years. 63.9 percent of the eligible population is in the workforce and earning a median family income of \$50,417. There is a vacant housing rate of 9 percent. Taconite has nearly double the percent of families below the poverty line compared to the state of Minnesota. The median value for a single family home in 2000 was \$40,400. The City is part of ISD 316. Recommendations can be found on page 67.

The City has a newly developed Comprehensive Plan (April 2007). Taconite uses the Itasca County Sheriff for law enforcement services and gets their fire services through a Fire Department that is the result of a joint powers agreement with Iron Range Township. The City does not have any school buildings in the city limits. City phone lines are at capacity and Taconite does not have any natural gas, but there is a sanitary sewer system which is operating within capacity. Taconite has a 240-acre annexation pending that will result in more developable property. The City does not have a five year transportation plan and no road improvement projects are currently underway.

Planning and Zoning

The City of Taconite's recently developed Comprehensive Plan has the following vision:

In the future, the City of Taconite is a growing community with job opportunities stemming from new industrial and commercial development. Residents will have housing options, high-quality public services, and recreation services provided by the City's responsible, proactive government. The City's modern communication system quickly links residents to the rest of the region, nation, and world. Taconite has excellent access to US Highway 169, Scenic Road 7, a regional trail system, and public transit. Residents also benefit from a Class 1 railroad along with a well-maintained local street system.

The City of Taconite Comprehensive Plan includes sections on Transportation, Recreation, Buildings and Services, Economic and Community Development, and Land Use and Zoning. The plan recommends to Mn/DOT a widening of 169 (currently two-lanes) around Taconite because of the extra traffic that the potential energy plant will bring when construction and operation occurs. The City recommends repairs to the rail line near the City to ensure it can run at full capacity.

The City is accessed by the 132-mile Mesabi Trail. The City notes a problem with keeping snowmobiles off the Trail in the winter; this snowmobile traffic



significantly speeds up the deterioration of the Trail, making scheduled maintenance more difficult to budget.

Taconite provides water, sewer, waste collection, and cable TV services for its residences. Those utilities have the capacity to support the current population plus any growth which may develop on suitable undeveloped land. The City is currently experiencing a decrease in population, which reduces their tax base and harms their ability to provide repairs for these services in the future. To offset these increasing costs, they have suggested sharing services and costs with neighboring towns. A new fire station may be needed if the Energy Plant gets built. The department currently uses a building owned by Iron Range Township. An important recommendation is to build a City website. This will allow community members an easy access way to keep informed about City business and events.

Taconite is working an orderly annexation of Iron Range Township to be completed in 2012. This will include a total of 4,480 acres of land. The annexation will triple the population of Taconite upon completion. Even with annexation, developable land is limited due to mining operations.

The City of Taconite wants to promote new development, but not at the cost of losing their heritage. The residents love the small town, close-knit community they have built and don't want to get away from their roots. In this regard, the City wants to establish some new zoning districts, including one for Parks and Institutions and one for Farm and Rural Residential areas. Taconite is also looking for programs to redevelop land and make better uses out of it. The City is creating an infill incentive program, where property owners would be encouraged to knock down obsolete buildings and create new opportunities in its place. Much of the housing in the area is older-most of the houses built before 1940.

Taconite is currently updating their zoning ordinance. Taconite needs to address all six categories of their zoning ordinance to be able to regulate the change that is going to happen in the region in the coming years. Only manufactured homes were even mentioned in the zoning ordinance, but that language lacked the necessary stipulations to effectively regulate their city. Some things that need to be addressed are procedures for subdivision creation; minimum standards for both land and buildings in RV and manufactured home parks; a list of road improvement standards, including the required materials to be used in the construction of new roads; a list of services that need to be provided, by either the city or company, to temporary housing residents; and a decision concerning the concentration of adult use businesses, either the clustering method or the dispersal method.



Taconite zoning is handled by the Zoning Board Council. The Council does not meet regularly, instead the 3 to 5-member Council meets when zoning issues arise.

The existing City of Taconite zoning ordinance establishes a two-year maximum time period for a structure to be considered as temporary. Mobile homes are not allowed in districts currently zoned for residential purposes. The City allows single mobile homes in the “M” district with a conditional use permit. Conditional use permits are issued for a period of one year and may be renewed each January. These homes must be serviced by the City’s utilities and design of such a home is subject to the approval of the Planning and Zoning Commission.

Housing

The City of Taconite has an overall good housing stock. Two dilapidated houses were noted which would require more than \$50,000 to become standard; both were inhabited. Only 29 percent of Taconite’s 111 houses are designated as substandard. The remaining houses (70 percent) are categorized as standard. The residential districts of Taconite are in the west and southeast portions of the City and both contain one dilapidated house. The district in the southeast only contains 17 homes; the other district has the remaining 94 homes.

The City of Taconite has identified two properties for residential development totaling 275.7 acres; one with High potential and one with Medium potential. Of the two properties a 56.5 acre piece may be a possibility for a temporary housing development. There is also a property owned by the White Earth Reservation that has been proposed as an assisted living facility location in the past. It is unclear as to the current future of that property.

Current Infrastructure Concerns

The City of Taconite has a grant application in to IRR for \$350,000 to assist with \$1,489,800 in needed water improvements.

Geographic Information Systems (GIS)

Itasca County has property parcels in a GIS coverage for Taconite. Trail, road, and railroad coverages are available from the State of Minnesota. Utilities and zoning for the City are being developed for Nashwauk by a private consultant.

Emergency Services

The City of Taconite has no police officers. Ambulance service is provided by Meds One Ambulance Service out of Grand Rapids. Information about fire protection is provided in the table on the following page.



Figure 14: City of Taconite Fire Protection Information

Description of Taconite Wildland/Urban Interface Area Taconite Fire Department Don Hanson November 15, 2005	
<p>Jurisdiction: defines structural and wildland fire protection responsibilities for WUI.</p>	<p>Mutual Aid with:</p> <ul style="list-style-type: none"> ▪ Itasca County Chief Association (Bovey, Marble & Balsam, Grand ▪ Rapids, Coleraine, Calumet) ▪ DNR-Forestry (Grand Rapids) ▪ First responder & industrial training ▪ EMTs
<p>Local Preparedness Capability: Emergency protection capabilities (equipment, resources) available for community protection.</p>	<ul style="list-style-type: none"> ▪ Grass Rig ▪ Tanker-1500 gallons ▪ Two pumpers (one with high pressure) ▪ Polaris ranger (personally owned) ▪ Polaris 6 wheeler (personally owned) ▪ 4 wheelers-personally owned ▪ Tanker housed in Iron Range Township ▪ Main Fire Station in City of Taconite
<p>Other: concerns not captured in previous categories.</p>	<p>City of Taconite is the governing body with financial support from Iron Range Township</p>
<p>Fire Department Needs: List of any outstanding fire department needs.</p>	<ul style="list-style-type: none"> ▪ Taconite RFD needs a new water tender tanker ▪ ATV's for emergencies and for remote fires ▪ PPE for dual purposes- grass fires & structure fire

Source: Itasca County



Arbo Township Community Profile

Arbo Township, population 898, is a steadily growing community with a median age of 42.1 years. The Township has a land management plan in place which designates township property as either a recreational or a natural resource area. Zoning for the township is handled by Itasca County. The Township has neither its own police force nor its own fire department. The Itasca County Sheriff's office provides police support, while both Grand Rapids and Coleraine equally share fire fighting responsibilities. Arbo is a part of ISD 318, but has no school buildings in its township. The Township does have land available for commercial development.

Deer River Township Community Profile

Deer River Township, population 691, has a median age of 38.9 years. This community recently decreased in size when Deer River City annexed 20 acres of residential land from the township. They have nearly 60 percent of the eligible people in the labor force. These workers produce a median family income of \$42,813. Nearly the entire population lives in owner occupied houses, with less than ten people renting (3 percent). There is almost 15 percent of the population living below the poverty line (the national average is 12.5 percent). The Town relies on Itasca County for their zoning responsibilities. The City of Deer River provides both the police and fire services for the Township. Deer River Township is part of ISD 317, but has no schools within Township limits.

Grand Rapids Township Community Profile

Grand Rapids Township is currently being annexed by the City of Grand Rapids and Trout Lake Township. The City of Grand Rapids is in charge of all zoning and planning responsibilities for the Township. The City is also in charge of the building codes and permits as well as all utilities. This annexation is scheduled to more than double the population of the City of Grand Rapids and nearly quadruple the land area by its completion in 2010.

Greenway Township Community Profile

Greenway Township, population 2,018, has a median age of 39.3 years. This community has 59 percent of the eligible population in the labor force. These workers produce a median family income of \$45,568. A large percentage of the population lives in owner occupied houses, with 328 people renting (16.25 percent). There is 12.4 percent of the population living below the poverty line (the national average is 12.5 percent). The Town relies on Itasca County for their zoning responsibilities. The County provides law enforcement while fire services for the Township are provided by both Marble and Calumet. Greenway Township is part of ISD 316, and has no schools within Township limits.



Iron Range Township Community Profile

Iron Range Township is one of the younger communities in Itasca County, with a median age of 37.2 years. They have a total population of 651 people. Like the other Townships, Iron Range Township relies upon Itasca County for its planning and zoning responsibilities. The Township also uses the County for its transportation planning and road capacity information. The community does not have its own police force, but does staff its own fire department in conjunction with Taconite. Iron Range Township is a part of ISD 316, but does not have any schools located inside their township boundaries. The students attend Greenway High School in Coleraine.

Lone Pine Township Community Profile

Lone Pine Township, population 526, has an average median family income for the United States at \$51,250 per year. Less than half of the eligible population is in the workforce (48 percent). Lone Pine also has a very low poverty level, 4.4 percent, which is three times better than the national average. Lone Pine does not have a Comprehensive plan, nor do they have zoning maps or land use ordinances. These tasks are handled by Itasca County, who also provides law enforcement for the community while the City of Nashwauk provides the fire protection. Students attend both Nashwauk/Keewatin and Greenway high schools.

Nashwauk Township Community Profile

Nashwauk Township is an above average sized Township of 1,666 people. There is a work force of 52.4 percent of the eligible population and an average family median income of \$37,269. They do not have a Comprehensive plan in place and use Itasca County services for zoning and ordinance tasks as well as law enforcement. The community has thirty-six miles of road that are all gravel. The Township does have some land available for residential development, but nothing is set aside for the commercial or industrial sectors.

Trout Lake Township Community Profile

Trout Lake Township, population of 951, has 72.7 percent of the eligible population in the work force; nearly nine percent higher than the national average. The community has a median family income of almost \$52,000 per year and one of the highest median house values in Itasca County of \$91,600. Zoning and building issues are handled by Itasca County. There are no schools within Townships limits; Trout Lake residents rely on the County for law enforcement and nearby cities for fire services. The Town has advocated for the annexation of portions Iron Range Township in the past and is currently attaching a portion of Grand Rapids Township. Concerns have been raised by the Township about the Grand Rapids Township attachment. Issues stated include paved road



maintenance and land use density differences with the original part of the Township. Recommendations for Trout Lake Township can be found on page 67.



SECTION 4: RECOMMENDATIONS

Based on the Committee's discussion and ARDC's research, the following are the recommended actions that should be taken in order to be prepared for the impacts of the major projects.

The recommendations are broken into Regional tasks and tasks for specific communities.

Regional Recommendations

R1: Meet with each participating local entity to describe the results of the assessment and the recommendations for their community.

The presentation will be completed by ARDC staff to the participating City Councils, Town Boards, and County Board. It will describe the assessment process and with review the entity's profile. The presentation will also cover the detailed recommendations developed in the assessment regarding the entity's preparedness. ARDC will discuss potential steps and funding options for completing those recommended actions.

Responsible Party:

- ARDC

Action Steps:

- A. Contact each entity to learn their designated meeting dates (COMPLETE)
- B. Schedule presentation with each entity (due January 15, 2007)
- C. Complete presentations (due March 31, 2007)

Funding:

- ARDC via Readiness contract/EDA

R2: Ask the Western Mesabi Mine Planning Board to add the Community Readiness Assessment as a standing item on their agendas.

The Itasca County Community Readiness Committee will ask the Western Mesabi Mine Planning Board to do the following:

- Have community readiness as a standard agenda item for discussion and review community project updates that are provided to the Board by the





Range Readiness Initiative, the Arrowhead Regional Development Commission, and the Iron Range Housing Expeditor

- Monitor the effort to complete the Cross-Range Expressway as a four lane highway and act as a conduit between member communities, Mn/DOT, and Congressman Oberstar’s office regarding project funding efforts
- Identify community readiness concerns that come up as the major projects progress and work with Itasca County, the Range Readiness Initiative, and ARDC to find ways to address those concerns

Responsible Party:

- ARDC

Action Steps:

- A. Send a memo to the Mining Board regarding this request (COMPLETE)
- B. Present desires to the Mining Board (COMPLETE)
- C. Provide Mining Board with updates (ongoing)

Funding:

- ARDC via Readiness contract/EDA

R3: Participate in the Regional Housing Strategy process

The Range Readiness Initiative, a team formed by Iron Range Resources has embarked on a housing strategy that will benefit the Itasca Readiness project area. The process will include a housing market analysis, the development of a “project expediter” position, and the completion of an overall housing plan. Of these, the market analysis and the project expediter are considered high priority. Itasca communities should participate and support this effort wherever appropriate.

Responsible Party:

- Member Communities
- Housing Expeditor

Action Steps:

- A. Have housing updates at Western Mesabi Mine Planning Board meetings (ongoing)
- B. Meet and work with Housing Expeditor at the appropriate times (ongoing)

Funding:

- None needed



R4: Participate in the Iron Range GIS Collaborative.

Communities in the project area should stay aware of the Iron Range GIS Collaborative process and should participate in the process where appropriate. Communities should officially join the collaborative when process is at the correct stage.

Responsible Party

- Member Communities

Action Steps:

- A. Have GIS Collaborative updates at future meetings of the Western Mesabi Mine Planning Board when provided by ARDC or the two pilot communities (Nashwauk and Keewatin)

Funding:

- None needed

R5: Advocate for the completion of the 4-lane expansion of TH 169.

The Itasca Community Readiness Committee has developed a profile of Trunk Highway 169 in Itasca County that strongly advocates for the completion of the road as a four-lane highway between Grand Rapids and Hibbing. The Committee recommends that communities and interested entities continue to advocate for that goal into the future.

Responsible Party

- Member communities and entities

Action Steps:

- A. Send profile to the area's congressional delegation and Mn/DOT (COMPLETE)
- B. Meet with Mn/DOT Officials to discuss the impacts and the future of TH 169 (COMPLETE)
- C. Secure resolutions of support from each corridor community supporting the expansion (COMPLETE)
- D. Secure resolutions of support from member communities and entities advocating for the increase of the state and federal gas taxes (Underway)

Funding:

- None needed



R6: Develop a Regional Infrastructure Assessment and Improvement Plan.

The Itasca County Readiness Committee has assembled a list of desired infrastructure projects for the participating communities. The list gives a basic description and cost estimate for the projects. See Appendix C for that information. The Committee has considered taking future steps with the infrastructure needs list that would better define the projects and perhaps seek funding for them in a joint venture of the Communities. The Committee recommends that the Range Readiness Initiative explore those ideas.

Responsible Party:

- Range Readiness Initiative

Action Steps:

- A. Develop best assessment of infrastructure possible using currently available information (COMPLETE)
- B. Determine if more in-depth assessment is needed for some or all communities (COMPLETE)
- C. Seek funding for more-in-depth assessment and/or improvement plan (Ongoing by RRI)
- D. Complete infrastructure plan (either regionally or community by community) (Ongoing by RRI)
- E. Develop implementation plan (Ongoing by RRI)
 - Prioritize projects
 - Develop funding ideas (regional State bonding application, federal sources)
 - Create and fund lobbying team

Funding:

- Steps A, B (COMPLETE)
- Steps C-E (RRI)

R7: Develop a Residential Developable Property Assessment.

The Itasca Community Readiness Committee has assembled information regarding available properties proposed for residential development for the project area. Information includes location and size of property, the owner of the property, and infrastructure availability for the property. The Range Readiness Initiative's Housing Expeditor can now use that information to assist communities to achieve their housing visions. The Expeditor will give communities the finance tools and expertise needed to develop housing.



Responsible Party

- Housing Expeditor

Action Steps:

- A. Develop best assessment of properties possible using currently available information (COMPLETE)
- B. Determine if more in-depth assessment is needed for some or all communities (COMPLETE)
- C. Publish map and document outlining all properties complete with contact information and descriptions (COMPLETE)
- D. Assist Communities with housing developments (Ongoing-Expeditor)

Funding:

- RRI

R8: Develop a Regional Small Cities Development Grant Application.

The Itasca Community Readiness Committee led the development of an application for a Small Cities Development Grant. This program could help to fund critical home and business improvements through grants and low-interest loans to property owners. ARDC worked with the Committee to write and submit the application to DEED. Kootasca Community Action, a very experienced entity with this program, agreed to administer it for the Communities. Unfortunately, the grant application was not funded by DEED. The Communities should try again next year.

Responsible Party

- Member communities, ARDC

Action Steps:

- A. Secure resolutions of support from communities (COMPLETE)
- B. Develop and submit application (COMPLETE)



Local Recommendations

The following are recommendations that should be undertaken by each municipality and Itasca County. The Townships are generally included under Itasca County's recommendations. In summary, the local recommendations will include:

- Each community should have an updated comprehensive plan
 - Example plans can be found at www.arrowheadplanning.org
- Each community should have an updated future land use map
- Each community should have a current Zoning Ordinance that includes modern language regarding temporary housing, mobile homes, camping/RVs, adult-use businesses, street and sidewalk standards, subdivisions, and sanitation
 - Model ordinances for these issues can be found at www.arrowheadplanning.org/zoningexamples
 - Subdivision ordinances should provide language regarding the use of and the requirements for Planned Unit Developments
 - The ordinance should include efficiency tools, including a table of contents, zoning district summaries, and application checklists
- Each community should identify potential areas for residential, industrial, and commercial development and identify the necessary infrastructure improvements that will be needed to make such development viable
- Each community should have a updated condition assessment of its utilities and infrastructure
- Each community should have five-year infrastructure maintenance and improvement plans for roads, sidewalks, and any other infrastructure for which a municipality is responsible
- Each community should have access to GIS shapefiles of their zoning districts, future land use map, ownership parcels, future mining boundaries, roads, sidewalks, trails, sewer lines, public facilities and parks, water lines, and any other infrastructure/utilities -these files should include the critical attributes of each item
- Each community should be aware of potential emergency service needs for the major projects and should address those needs with the project proposers as soon as possible

The following are recommendations specific to each community.



Bovey Recommendations:

The City of Bovey should undertake the following in order to be prepared for the potential impacts of the proposed major industrial projects for the Iron Range.

1. Develop a new Comprehensive Plan. A Comprehensive Plan provides legal justification for a City's land use decisions and ordinances. Comprehensive Plans also provide the opportunity for residents to guide the City's future by identifying issues and staying ahead of trends by planning for change and development. A complete Comprehensive Plan should include a vision statement for the community's future; a demographic and civic background section; statements of goals and policies; recommendations to achieve the stated goals; a land use element including zoning maps; and an implementation element setting timelines and delegating authority to carry out the recommended tasks. Often times the Comprehensive Plan goals and policy statements are divided in categories such as transportation and public infrastructure, land use, parks and recreation, economic development, and other similar groups. A Comprehensive Plan should also include, possibly as appendices, sections documenting the planning process, especially the public participation element.
2. Develop a modern future land use map that reflects the Comprehensive Plan. The map should be developed in a Geographic Information System format that reflects ownership parcels.
3. Develop a new zoning ordinance. The ordinance should reflect the comprehensive plan, use modern language, have a modern codification and address the major areas identified in this assessment, including temporary housing, camping/RVs, street standards, subdivisions, manufactured/mobile homes, and adult use businesses.
 - a. The Comprehensive Plan, Land Use Map, and Zoning Ordinance are needed by many of the communities participating in this assessment. Bovey should explore the idea of partnering with those other communities to secure funding that will pay planning professionals to facilitate the plan, map, and ordinance development process for those Cities.
 - b. The zoning ordinance development process should be followed by the development of a new GIS based zoning district map.
4. Address sewer capacity. The City occasionally ships overflow to Grand Rapids. The City needs to address this capacity issue in order to allow new development in the community.
 - a. The City should complete a five-year road and sidewalk plan. The plan should identify, prioritize, and seek to fund road and sidewalk improvements around the City.



- b. Bovey should work cooperatively with neighboring communities to address infrastructure improvements. A regional infrastructure grant application or bonding proposal may have more success than a single community.
5. Develop the City owned parcel on the east side of town and work with Itasca County to develop the adjacent tax-forfeit parcel.
 - a. The City should work with the RRI Housing Expeditor to get started on those efforts.
 - b. The City of Bovey should explore the option of allowing temporary housing on this site if the potential developer agrees to the City's conditions. Conditions should include construction of permanent infrastructure, developer provided security, and a strict sunset date. After the temporary housing is removed the City can develop permanent housing at the site.

Calumet Recommendations:

The City of Calumet should undertake the following in order to be prepared for the potential impacts of the proposed major industrial projects for the Iron Range.

1. Develop a new Comprehensive Plan. A Comprehensive Plan provides legal justification for a City's land use decisions and ordinances. Comprehensive Plans also provide the opportunity for residents to guide the City's future by identifying issues and staying ahead of trends by planning for change and development. A complete Comprehensive Plan should include a vision statement for the community's future; a demographic and civic background section; statements of goals and policies; recommendations to achieve the stated goals; a land use element including zoning maps; and an implementation element setting timelines and delegating authority to carry out the recommended tasks. Often times the Comprehensive Plan goals and policy statements are divided in categories such as transportation and public infrastructure, land use, parks and recreation, economic development, and other similar groups. A Comprehensive Plan should also include, possibly as appendices, sections documenting the planning process, especially the public participation element.
2. Develop a modern future land use map that reflects the Comprehensive Plan. The map should be developed in a Geographic Information System format that reflects ownership parcels.
3. Develop a new zoning ordinance. The ordinance should reflect the comprehensive plan, use modern language, have a modern codification and address the major areas identified in this assessment, including



- temporary housing, camping/RVs, street standards, subdivisions, manufactured/mobile homes, and adult use businesses.
- a. The Comprehensive Plan, Land Use Map, and Zoning Ordinance are needed by many of the communities participating in this assessment. Calumet should explore the idea of partnering with those other communities to secure funding that will pay planning professionals to facilitate the plan, map, and ordinance development process for those Cities.
 - b. The zoning ordinance development process should be followed by the development of a new GIS based zoning district map.
4. Address infrastructure needs. The City needs to add infrastructure in order to allow future development.
- a. The City should complete a five-year road and sidewalk plan. The plan should identify, prioritize, and seek to fund road and sidewalk improvements around the City.
 - b. Calumet should work cooperatively with neighboring communities to address infrastructure. A regional infrastructure grant application or bonding proposal may have more success than a single community.
5. Encourage residential developments
- a. The City should work with the RRI Housing Expeditor to get started on those efforts.
 - b. Develop the City-owned parcel on the southeast side of town. The City of Calumet should explore the option of allowing temporary housing on this site if the potential developer agrees to the City's conditions. Conditions should include construction of permanent infrastructure, developer provided security, and a strict sunset date. After the temporary housing is removed the City can develop permanent housing at the site.
 - c. The City should work with private landowners to encourage residential development on their parcels.

Cohasset Recommendations:

The City of Cohasset should undertake the following in order to be prepared for the potential impacts of the proposed major industrial projects for the Iron Range.

1. Implement the City's new Comprehensive Plan by updating the zoning ordinance and working to achieve the plan's goals.
2. Update the City's zoning ordinance to address the lacking language on temporary housing.



Coleraine Recommendations:

The City of Coleraine should undertake the following in order to be prepared for the potential impacts of the proposed major industrial projects for the Iron Range.

1. Develop a new Comprehensive Plan to replace the existing outdated document currently in use. A Comprehensive Plan provides legal justification for a City's land use decisions and ordinances. Comprehensive Plans also provide the opportunity for residents to guide the City's future by identifying issues and staying ahead of trends by planning for change and development. A complete Comprehensive Plan should include a vision statement for the community's future; a demographic and civic background section; statements of goals and policies; recommendations to achieve the stated goals; a land use element including zoning maps; and an implementation element setting timelines and delegating authority to carry out the recommended tasks. Often times the Comprehensive Plan goals and policy statements are divided in categories such as transportation and public infrastructure, land use, parks and recreation, economic development, and other similar groups. A Comprehensive Plan should also include, possibly as appendices, sections documenting the planning process, especially the public participation element.
2. Develop a modern future land use map that reflects the Comprehensive Plan. The map should be developed in a Geographic Information System format that reflects ownership parcels.
3. Develop a new zoning ordinance. The ordinance should reflect the comprehensive plan, use modern language, have a modern codification and address the major areas identified in this assessment, including temporary housing, camping/RVs, street standards, subdivisions, manufactured/mobile homes, and adult use businesses.
 - a. The Comprehensive Plan, Land Use Map, and Zoning Ordinance are needed by many of the communities participating in this assessment. Coleraine should explore the idea of partnering with those other communities to secure funding that will pay planning professionals to facilitate the plan, map, and ordinance development process for those Cities.
 - b. The zoning ordinance development process should be followed by the development of a new GIS based zoning district map.
4. Address infrastructure needs. The City needs to add infrastructure in order to allow future development.
 - a. The City should complete a five-year road and sidewalk plan. The plan should identify, prioritize, and seek to fund road and sidewalk improvements around the City.



- b. Coleraine should work cooperatively with neighboring communities to address infrastructure. A regional infrastructure grant application or bonding proposal may have more success than a single community.
- 5. Encourage residential developments
 - a. The City should work with the RRI Housing Expeditor to get started on these efforts.
 - b. Develop any City-owned parcels in town.
 - c. The City should work with private landowners to encourage residential development on their parcels. The City could consider temporary developments on private parcels if the landowner is willing and the project meets the City's conditions which should include construction of permanent infrastructure, developer provided security, and a strict sunset date. After the temporary housing is removed, the City should insist that the landowner develop permanent housing at the site.

Deer River Recommendations:

The City of Deer River has a Community Action Plan from 1999. It is recommended that this be updated and then included into a Comprehensive Plan as implementation steps. Deer River did not provide enough other information to make recommendations at this time.

Grand Rapids Recommendations:

The City of Grand Rapids appears to be quite ready to address the impacts of potential projects. Additions could be made to the Grand Rapids zoning code that address temporary housing, maximum occupancy regulations, construction standards, and safety conditions. Their adult use zoning ordinance should also include points on multiple-use adult businesses, the role of video-viewing booths, appropriate signage and window displays. The construction code may not adequately address site and construction standards for manufactured homes. The subdivision of land ordinance may lack regulations on general specifications relating to building materials and land sites for development and a flood plain plan.

Keewatin Recommendations:

The City of Keewatin should undertake the following in order to be prepared for the potential impacts of the proposed major industrial projects for the Iron Range.

- 1. Update the City's Comprehensive Plan. The existing Plan is beginning to be outdated in key areas.



2. Develop a modern future land use map that reflects the updated Comprehensive Plan. The map should be developed in a Geographic Information System format that reflects ownership parcels.
3. Develop an updated zoning ordinance. The ordinance should reflect the comprehensive plan, use modern language, have a modern codification and address the major areas identified in this assessment, including temporary housing, camping/RVs, street standards, subdivisions, manufactured/mobile homes, and adult use businesses.
 - a. The Comprehensive Plan, Land Use Map, and Zoning Ordinance are needed by many of the communities participating in this assessment. Keewatin should explore the idea of partnering with those other communities to secure funding that will pay planning professionals to facilitate the plan, map, and ordinance development process for those Cities.
 - b. The zoning ordinance development process should be followed by the development of a new GIS based zoning district map. Keewatin's participation as a pilot community in the Laurentian GIS Collaborative should assist in this process.
4. Address infrastructure needs. The City needs to add infrastructure in order to allow future development.
 - a. The City should complete a five-year road and sidewalk plan. The plan should identify, prioritize, and seek to fund road and sidewalk improvements around the City.
 - b. Keewatin should work cooperatively with neighboring communities to address infrastructure. A regional infrastructure grant application or bonding proposal may have more success than a single community.
5. Encourage residential developments
 - a. The City should work with the RRI Housing Expeditor to get started on these efforts.
 - b. Develop any City-owned parcels in town.
 - c. The City should work with private landowners to encourage residential development on their parcels. The City could consider temporary developments on private parcels if the landowner is willing and the project meets the City's conditions which should include construction of permanent infrastructure, developer provided security, and a strict sunset date. After the temporary housing is removed, the City should insist that the landowner develop permanent housing at the site.



La Prairie Recommendations:

The City of La Prairie is currently updating its Comprehensive Plan. Following its completion, the City should update its zoning ordinance. Of particular note is the need to expand the adult use zoning ordinance, including information on how decisions will be made in issuing licenses (including liquor), what the minimum age restriction will be, the role of the health inspector and proximity to schools, religious buildings, and residential neighborhoods. The City is also advised to expand its regulations of RVs, including the addition of site, construction standards and application processes. Further, the addition of necessary ordinances for manufactured homes is also recommended, including minimum design standards and a list of necessary services for residents.

La Prairie could apply along side the other communities for a regional grant in order to help with the expenses of running sewer and water to their recently annexed properties in the north.

Marble Recommendations:

The City of Marble should undertake the following in order to be prepared for the potential impacts of the proposed major industrial projects for the Iron Range.

6. Develop a new Comprehensive Plan to replace the existing outdated document currently in use. A Comprehensive Plan provides legal justification for a City's land use decisions and ordinances. Comprehensive Plans also provide the opportunity for residents to guide the City's future by identifying issues and staying ahead of trends by planning for change and development. A complete Comprehensive Plan should include a vision statement for the community's future; a demographic and civic background section; statements of goals and policies; recommendations to achieve the stated goals; a land use element including zoning maps; and an implementation element setting timelines and delegating authority to carry out the recommended tasks. Often times the Comprehensive Plan goals and policy statements are divided in categories such as transportation and public infrastructure, land use, parks and recreation, economic development, and other similar groups. A Comprehensive Plan should also include, possibly as appendices, sections documenting the planning process, especially the public participation element.
7. Develop a modern future land use map that reflects the Comprehensive Plan. The map should be developed in a Geographic Information System format that reflects ownership parcels.



8. Develop a new zoning ordinance. The ordinance should reflect the comprehensive plan, use modern language, have a modern codification and address the major areas identified in this assessment, including temporary housing, camping/RVs, street standards, subdivisions, manufactured/mobile homes, and adult use businesses.
 - a. The Comprehensive Plan, Land Use Map, and Zoning Ordinance are needed by many of the communities participating in this assessment. Marble should explore the idea of partnering with those other communities to secure funding that will pay planning professionals to facilitate the plan, map, and ordinance development process for those Cities.
 - b. The zoning ordinance development process should be followed by the development of a new GIS based zoning district map.
9. Address infrastructure needs. The City needs to add infrastructure in order to allow future development.
 - a. The City should complete a five-year road and sidewalk plan. The plan should identify, prioritize, and seek to fund road and sidewalk improvements around the City.
 - b. Marble should work cooperatively with neighboring communities to address infrastructure. A regional infrastructure grant application or bonding proposal may have more success than a single community.
10. Encourage residential developments
 - a. The City should work with the RRI Housing Expeditor to get started on these efforts.
 - b. Develop any City-owned parcels in town.
 - c. The City should work with private landowners to encourage residential development on their parcels. The City could consider temporary developments on private parcels if the landowner is willing and the project meets the City's conditions which should include construction of permanent infrastructure, developer provided security, and a strict sunset date. After the temporary housing is removed, the City should insist that the landowner develop permanent housing at the site.

Nashwauk Recommendations:

The City of Nashwauk is currently updating its Comprehensive Plan. Following its completion, the City should update its zoning ordinance. Of particular note is the need to regulate temporary housing and adult use businesses. Minimum street standards are needed.

Nashwauk has significant infrastructure needs that have been identified. As stated for the other communities, Nashwauk should combine with neighboring



cities to fill out a regional grant application in order to help meet its infrastructure concerns.

Taconite Recommendations:

The City of Taconite has a recently updated Comprehensive Plan. The City of Taconite zoning ordinance addresses all six areas but lack the necessary stipulations to be effective in regulating manufactured homes. It also requires the addition of procedures for subdivision, and minimum standards for land and building dimensions in RV and manufactured home parks. A list of road improvement standards should be introduced and include required materials to be used in construction; a list of services that need to be provided to temporary housing residents, by the city or the company, and ordinances regulating the concentration of adult use businesses, either their clustering or dispersal.

The City could consider temporary developments on available parcels if the landowner is willing and the project meets the City’s conditions which should include construction of permanent infrastructure, developer provided security, and a strict sunset date. After the temporary housing is removed, the City should insist that the landowner develop permanent housing at the site.

Trout Lake Township Recommendations:

Trout Lake Township should undergo a Community Planning process in anticipation of the land attachment. The planning process should create a vision for the community in light of the attachment and should address the concerns the attachment presents.





APPENDIX A: COMMUNITY SURVEYS

The following are copies of the surveys that were sent to each community in the project area.

Itasca County Joint Community Readiness Assessment Community Interview Questionnaire

Name of Interviewee: _____

Name of Interviewer and Title/Position: _____

Name of Community: _____ Date: _____

Name of Closest "Mega-Project": _____

1. Does the Community have a Comprehensive Plan and/or articulated Community Vision? If yes, when was it adopted? May we borrow and/or have a copy? Is it available on the Internet?
2. Does the Community have a current zoning map and land use ordinance? A subdivision ordinance? If yes, when were they last revised? May we borrow and/or have a copy? Is it available on the internet?
3. Who handles planning/zoning responsibilities for the Community? How many zoning applications were processed for the Community in 2006, i.e., conditional use permits, variances, zoning changes and/ or subdivision requests?
4. Does the Community have a building code? If yes, when was it adopted and who administers it? How many building permits were issued in 2006?
5. Has a housing study ever been conducted for the Community which identified blighted and/or abandoned properties? Has the Community made any efforts at redevelopment?
6. Does the Community have a local police department? If not, who provides police protection? Does the community have a local fire department? If not, who provides fire protection? What are the average response times?
7. What school district is the community located in? How many students? What is the capacity of school buildings located in the Community?



8. Does the Community have information on the amount and size of land available for development broken down by use, i.e., residential, commercial and industrial? What about developable land with utilities on site and/or pending? Has the community identified any sites for temporary housing?
9. Are there any recent annexations that have occurred or are currently pending?
10. What is the current capacity for sewer (sanitary/storm), water, telephone and high-speed internet service, electricity and natural gas public utilities? Are there any capital improvement or expansion projects planned?
11. What is the capacity of the existing road network? Are there any road improvement projects currently under construction? Does the community have a 5-year transportation plan? If yes, can we borrow and/or have a copy? Is it available on the Internet?
12. Are there any community initiatives currently underway, i.e., large-scale residential, commercial and/or industrial developments?
13. Other issues/concerns?



Itasca County Joint Community Readiness Assessment Follow Up Questionnaire September 2007

Name of Respondent: _____

Title/Position: _____

Name of Community: _____ Date: _____

14. Has your community identified property within its boundaries that is suitable for housing development? If so, please describe the property(s).

- a. Where are they located (provide a map if possible and/or describe the location(s) here)?
- b. How large are they (acres if possible)?
- c. Is the property easily accessed by existing roadways?
- d. Is the property easily accessed by existing utilities?
 - Wastewater?
 - Electricity?
 - Telephone?
 - Cable Television?
 - Water?

15. Does your community have major infrastructure concerns that could limit housing development?

- a. Do you have failing roads that won't support increased traffic? Do you have a cost estimate for the repairs?
- b. Do you have aged or unstable sewer pipes or treatment facilities? Do you have a cost estimate for the repairs?
- c. Do you have a stable, safe water supply? Are existing water pipes a concern in any way?
- d. Do you have any other infrastructure/utility concerns?

16. Do you have up-to-date infrastructure maps for your community? In what format do you have them? (Circle appropriate answers)

- a. On paper?
 - Water
 - Wastewater
 - Cable TV
 - Electricity
 - Phone



- b. In a computer file?
Water Wastewater Cable TV Electricity Phone
- c. In a GIS computer file?
Water Wastewater Cable TV Electricity Phone
- d. Are the maps proprietary information of a consulting engineer or can they be shared?
Water Wastewater Cable TV Electricity Phone

17. Do you have up-to-date zoning maps for your community? In what format do you have them?

- a. On paper?
- b. In a computer file?
- c. In a GIS computer file?
- d. Are the maps proprietary information of a consulting engineer or can they be shared?

18. In your opinion, would your community be open to a Temporary Housing Development (“Man Camp”) being located in your community? Would you be more welcome to a Temporary Housing Development if it created permanent infrastructure that could later be used for permanent housing?

19. Does your Community have a “Future Land Use Map” that is used to guide future development? If yes, is the map part of a Comprehensive Plan or been officially adopted in another manner? Please send us a copy if you have one available.

20. Does your Community have access to high-speed internet connections? Which type?

- Wireless Cable TV Phone/DSL



APPENDIX B: DEVELOPABLE PROPERTIES SUMMARY

As part of the Itasca County Major Projects Readiness Assessment, staff from the Arrowhead Regional Development Commission (ARDC) met with City leaders from the Cities of Nashwauk (Oct 10th), Bovey (Oct 11th), La Prairie (Oct 11th), Calumet (Oct 16th), Coleraine (Oct 16th), Grand Rapids (Oct 19th), Marble (Oct 24th), Keewatin (Nov. 29th), and Cohasset (Nov. 29th) to identify suitable properties for housing development, infrastructure concerns, and to acquire zoning and land use information. Taconite had provided a detailed summary of their properties to ARDC and so no meeting was needed. Meetings with Cohasset and Keewatin have not yet occurred, but are now scheduled. Those cities will be added at a later date.

ARDC sought to learn what properties Cities believe have potential to be developed into residential properties, where they are located, if roads and utilities are nearby, and if the landowners have shown interest in developing their property. Based on the conversation with City leaders, ARDC ranked each potential property as having High, Medium, or Low potential for housing. To earn a “High” rating, the property simply needed to be near existing infrastructure and have a willing landowner. ARDC also asked City leaders about their interest in hosting a Temporary Housing Facility (“Man Camp”).

The information garnered from these meetings is summarized below and is shown on the series of maps and tables included in this document. The information will be made available to any community, landowner, or developer that requests it. It also will be provided to the Range Readiness Initiative’s Housing Expeditor.

Grand Rapids:

The City of Grand Rapids has twenty-seven targeted properties totaling 305.1 acres. Eleven of these properties have high potential for permanent housing development, fourteen have medium potential and three were already developed. Thirteen are near roads and 10 already have roads constructed in them. Eleven properties are near existing utilities and 10 already have utilities. Of these properties, three are already developed. One is divided into about 38 affordable housing units, one has about 33 lots remaining for sale, and one has about 20 lots remaining for sale.

None of the identified sites are considered by City leaders to be a potential location for a temporary housing development, although the City is not against hosting such a facility. The City also mentioned that putting a temporary housing facility in an industrial zoned property may be feasible.

La Prairie:

The City of La Prairie has seven potentially developable properties totaling 336.6 acres. Two are ranked High; three are ranked Medium, and two are ranked Low. Six properties are near roads and five properties are near utilities. In the opinion of City leaders, two of these properties may be suitable for a temporary housing development.

Coleraine:

The City of Coleraine identified nine properties totaling 295.3 acres. Six of the available properties are in platted subdivisions with lots for sale. Two others have medium potential for permanent housing. There is a 280 acre property on the south edge of the City for which the landowner has high interest in developing. The landowner would consider a temporary housing development on that property. There may be road and utility access issues for that property that will need to be addressed.

**Bovey:**

The City of Bovey has two proposed two properties for housing that total about 40 acres. Both are near utilities. One property is ranked as medium, but could become High if the County (the property is tax-forfeit) agrees to work with the City to have it developed. The remaining property is owned by the City and is ranked as High. The City would consider a temporary housing facility on the site if it resulted in permanent infrastructure to be used for permanent housing after the temporary facility is no longer there.

Taconite:

The City of Taconite has two properties totaling 275.7 acres; one with High potential and one with Medium potential. Of the two properties a 56.5 acre piece may be a possibility for a temporary housing development. There is also a property owned by the White Earth Reservation that has been proposed as an assisted living facility location in the past. It is unclear as to the current future of that property.

Marble:

The City of Marble has two potential properties totaling 134.1 acres. One has a High level of interest for permanent housing development and the other a Medium potential. The High level property is near roads and utilities and is a potential site for a temporary housing development.

Calumet:

In Calumet, the City has identified thirteen properties totaling 130 acres. One property is ranked High, five are Medium, and seven are Low. Eight properties are near roads and utilities. The property ranked as being High is a 23.7 acre piece of property owned by the City that is a potential site for a temporary housing development.

Nashwauk:

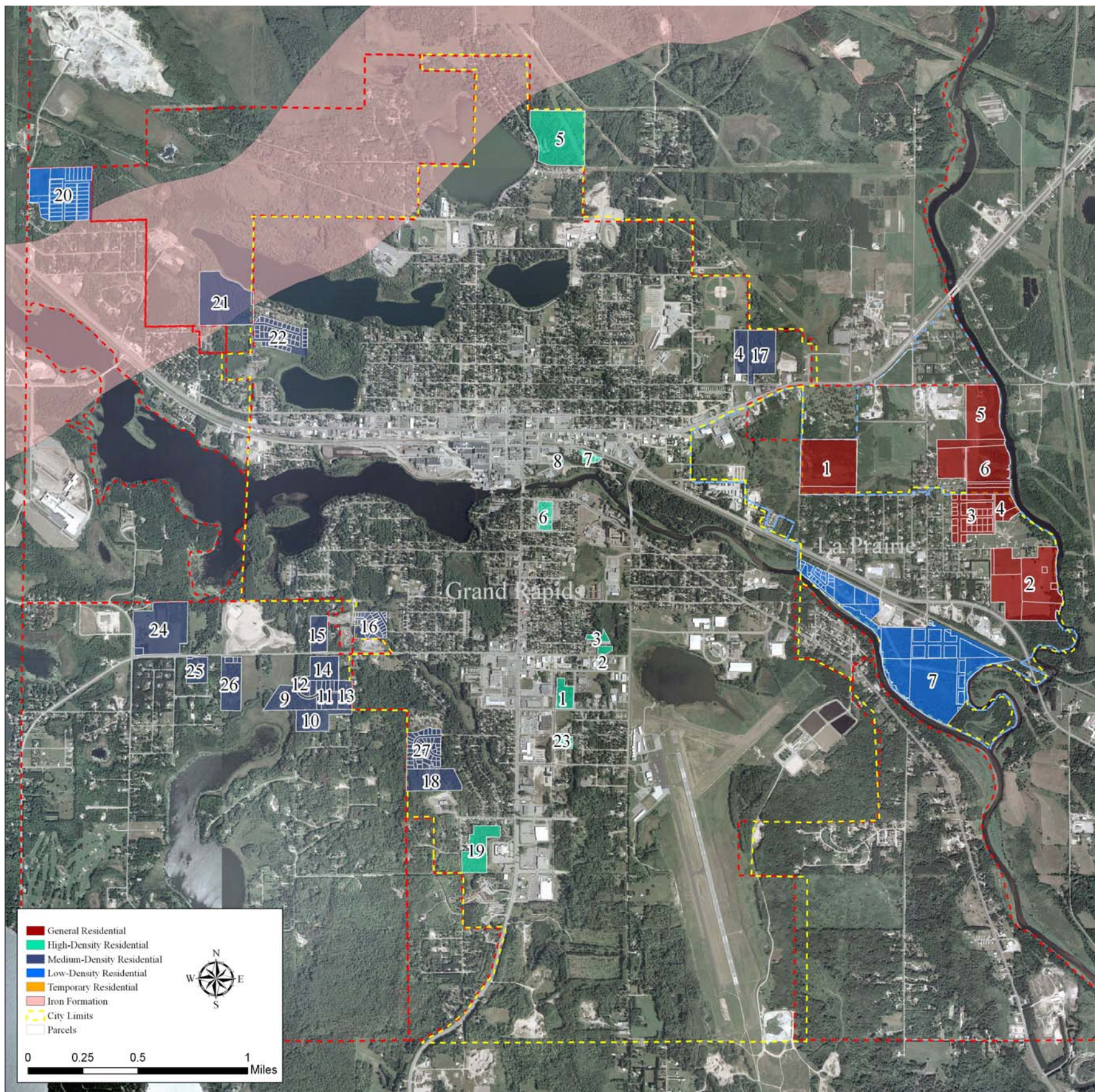
The City of Nashwauk has four potential properties totaling 304 acres. Three of the potential properties are near roads, and two are near utilities. One property has a Low potential in becoming permanent housing development, one is ranked Medium, and one is High. One 75 acre property has been identified as being viable for a temporary housing development only.

Keewatin

The City of Keewatin identified 142.7 acres of land potentially available for development. There is a high level of interest in developing the primary site which is a 74 acre property owned by the City. This property is near streets but requires the expansion of water and sewer lines in order to connect the development to the existing system. There is also an 18.5 acre property near utilities and streets that has development interest, and a 50.2 acre property, near both roads and utilities, that the City would like to see annexed and residentially developed.

Cohasset

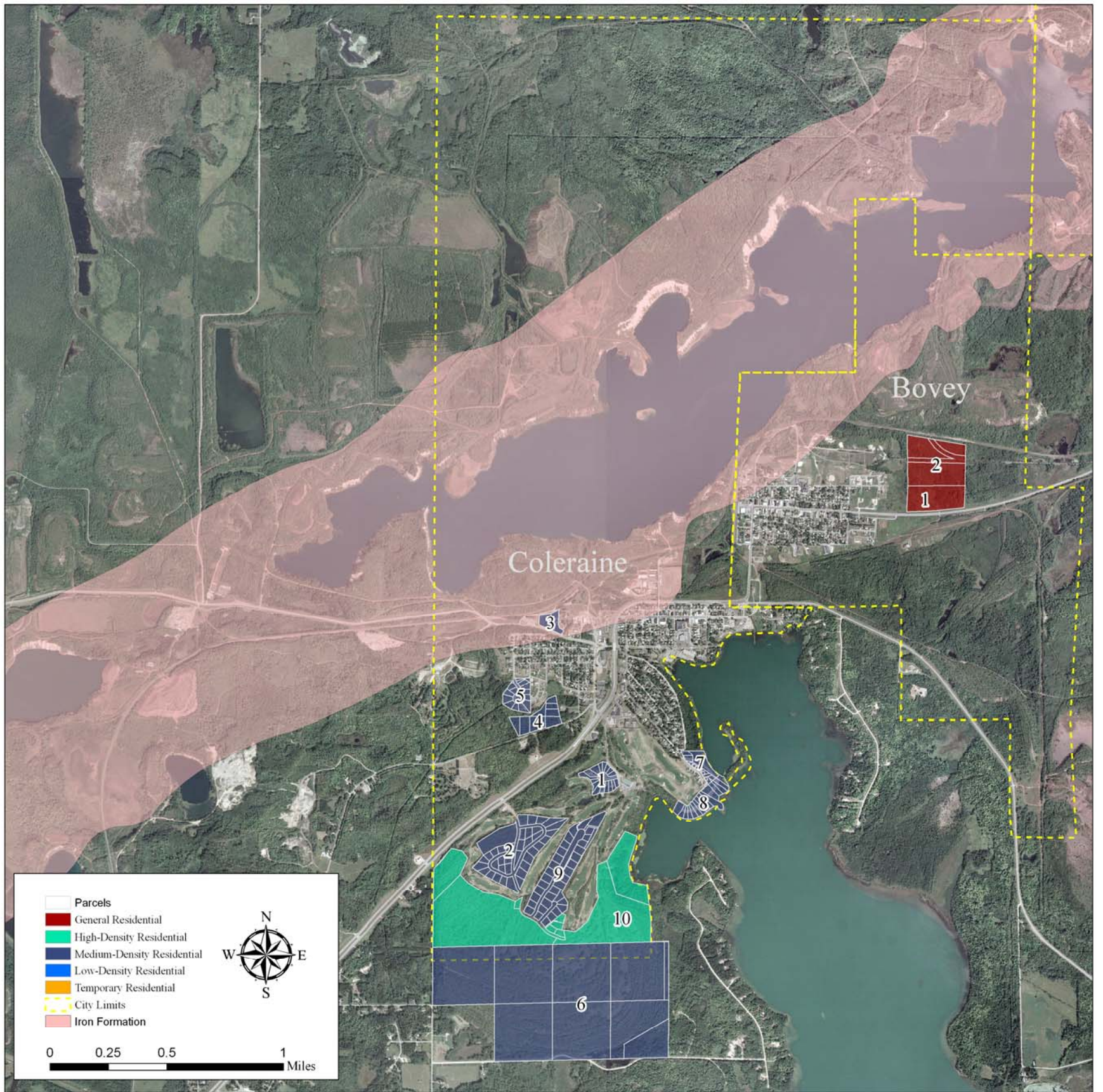
The City of Cohasset chose to not identify any properties for development at this time. City leaders feel that there is existing housing that can meet the housing demand in their City.



Developable Residential Properties in Grand Rapids & La Prairie

Polygon #	Primary Owner Name	# of acres	Platted for Increased Densities?	Roads?	Utilities?	Potential Temporary Housing Site?	Potential/Interest for Permanent Housing?	Comments
1	Daniel J. Hoolihan	41.0	No	Nearby	Nearby	Maybe	Medium	
2	Hammerlund Partnership	58.0	Preliminary	Nearby	Nearby		High	
3	Richard & Wanda Karpik; several others	23.0	Yes	Nearby	Nearby		High	
4	<i>Tax Forfeit</i>	4.2	No	Nearby	No		Low	
5	Jody Johnson	24.8	No	No	No		Medium	
6	Multiple	45.7	No	Nearby	Nearby		Low	Much of this property is occupied by utility easements
7	Multiple (inc. Industrial Forest)	127.6	Partially	Nearby	Nearby	Maybe	Medium	
1	Grand Square Associates LLC	5.8	No	Nearby	Nearby		High	Higher density desirable, potential for affordable units
2	<i>City of Grand Rapids</i>	1.4	Partially	Yes	Yes		High	Higher density desirable, potential for affordable units
3	<i>City of Grand Rapids</i>	1.9	Partially	Yes	Yes		High	Higher density desirable, potential for affordable units
4	J & P Building Company	8.0	No	Nearby	Nearby		Medium	
5	<i>Grand Rapids Housing & Redevelopment</i>	36.4	No	Nearby	Nearby		Medium	Powerline Easement Splits Property, potential for affordable units
6	Grand Itasca Clinic & Hospital	NA	No	Yes	Yes		Developed	38 affordable housing units will be made available soon
7	John & Charlene Swann	2.3	No	Yes	Yes		Medium	Demo and Reszone Needed
8	<i>Grand Rapids Economic Development</i>	0.6	No	Yes	Yes		Medium	Rezone Needed
9	Horseshoe Properties, LLC	11.3	No	Nearby	Nearby		High	Likely to be higher-income homes
10	Miranda & Michael Block	10.7	No	Nearby	No		Medium	Likely to be higher-income homes
11	Horseshoe Properties, LLC	8.4	Partially	Yes	Yes		High	Likely to be higher-income homes
12	Horseshoe Properties, LLC	3.5	Yes	Yes	Yes		High	Likely to be higher-income homes
13	Pete Houwman	7.2	No	Nearby	No		Medium	Likely to be higher-income homes
14	Horseshoe Properties, LLC	10.2	No	Nearby	Nearby		Medium	Likely to be higher-income homes
15	Janet & Rick Deutsch	8.1	No	Nearby	Nearby		Medium	Likely to be higher-income homes
16	Legacy Development	NA	Yes	Yes	Yes		Developed	20 lots for sale
17	Glorvigen Rental	16.9	No	Nearby	Nearby		Medium	
18	St. Joseph's Catholic Church	15.4	No	Nearby	Nearby		High	
19	DW Jacobson, Sr.	14.8	No	Nearby	Nearby		High	Potential for Higher Density
20	Robert Rucinski/Virginia Trust	41.2	Yes	No	No		Medium	Utilities are quite far away
21	Vernon Erickson	33.4	No	Nearby	Nearby		Medium	
22	Mark & John Hawkinson	12.0	Yes	Nearby	Nearby		High	
23	PSD, LLC	NA	Yes	Yes	Yes		High	Likely to be developed as 6 twin homes
24	Blandin Paper Company	34.3	No	No	No		Medium	
25	Edith Dahlgren	7.5	No	No	No		Medium	
26	Thomas & Rebecca Mock	14.3	No	No	No		Medium	
27	Ink Development, LLC	NA	Yes	Yes	Yes		Developed	33 lots for sale

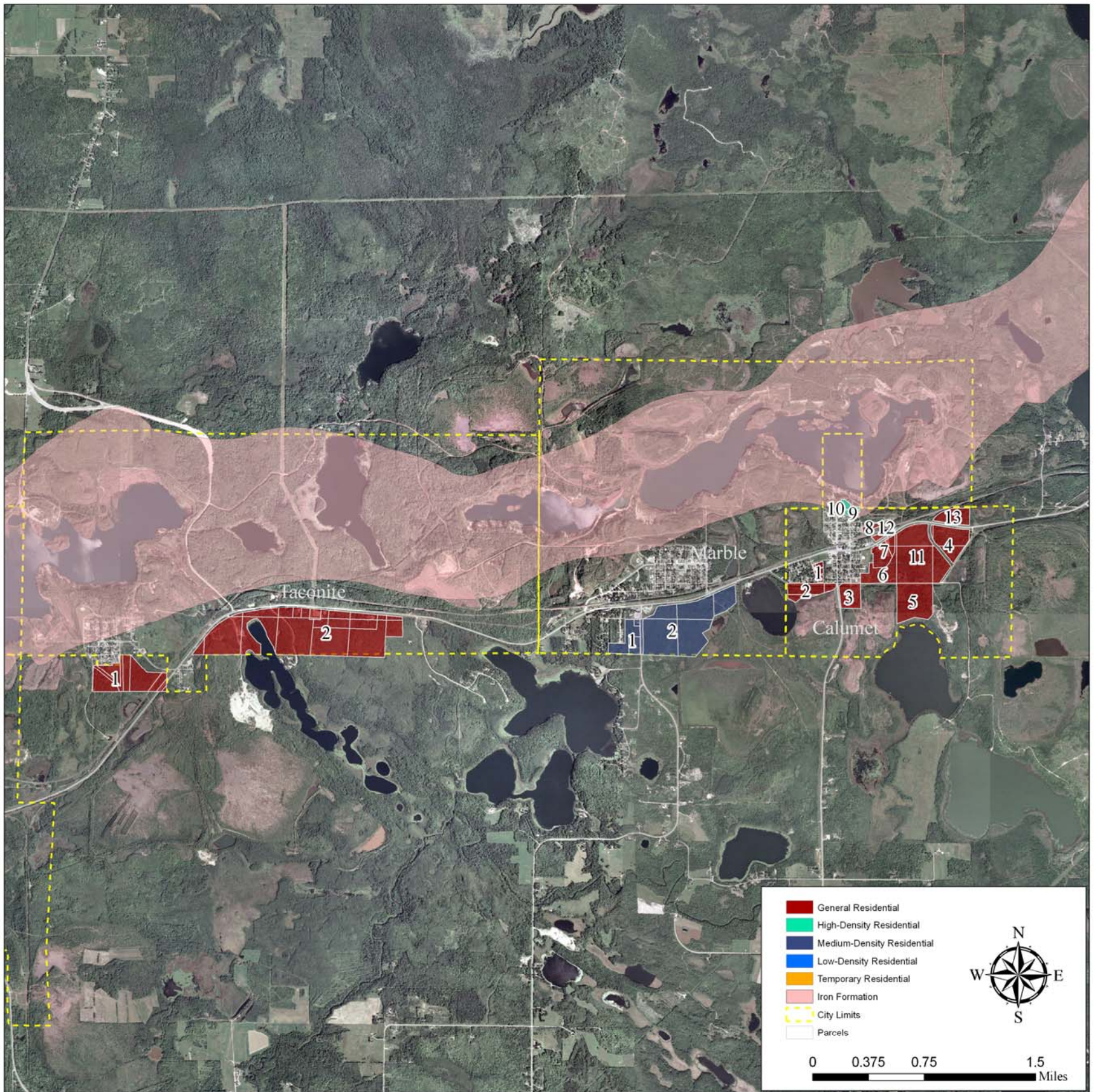
Properties in Italics are owned by a public entity.



Developable Residential Properties in Coleraine & Bovey

Community	Polygon #	Primary Owner Name	# of acres	Platted for Increased Densities?	Roads?	Utilities?	Potential Temporary Housing Site?	Potential/Interest for Permanent Housing?	Comments
Coleraine	1	Multiple Owners	NA	Yes	Yes	Yes		Developed	Only a few lots left
	2	Wildwood Pointe LLC	NA	Yes	Yes	Yes		Developed	About 19 lots for sale
	3	James Ohman	4.0	No	No	Nearby		Medium	
	4	Multiple Owners	11.3	Yes	No	Nearby		Medium	
	5	<i>City of Coleraine</i>	NA	Yes	Yes	Yes		Developed	About 4 lots for sale
	6	Eagle Properties of Itasca County	280.0	No	No	Nearby	Yes	High	
	7	Multiple Owners	NA	Yes	Yes	Yes		Developed	Some lots for sale
	8	Multiple Owners	NA	Yes	Yes	Yes		Developed	Some lots for sale
	9	Wildwood Pointe LLC	NA	Yes	Yes	Yes		Developed	About 38 lots for sale
	10	Wildwood Pointe LLC	NA	No	No	Nearby		High	
Bovey	1	<i>City of Bovey</i>	16.5	No	No	Nearby	Maybe	High	Adjacent to County Tax Forfeit
	2	<i>Tax Forfeit (County)</i>	31.2	No	No	Nearby		Low	Adjacent to City Property

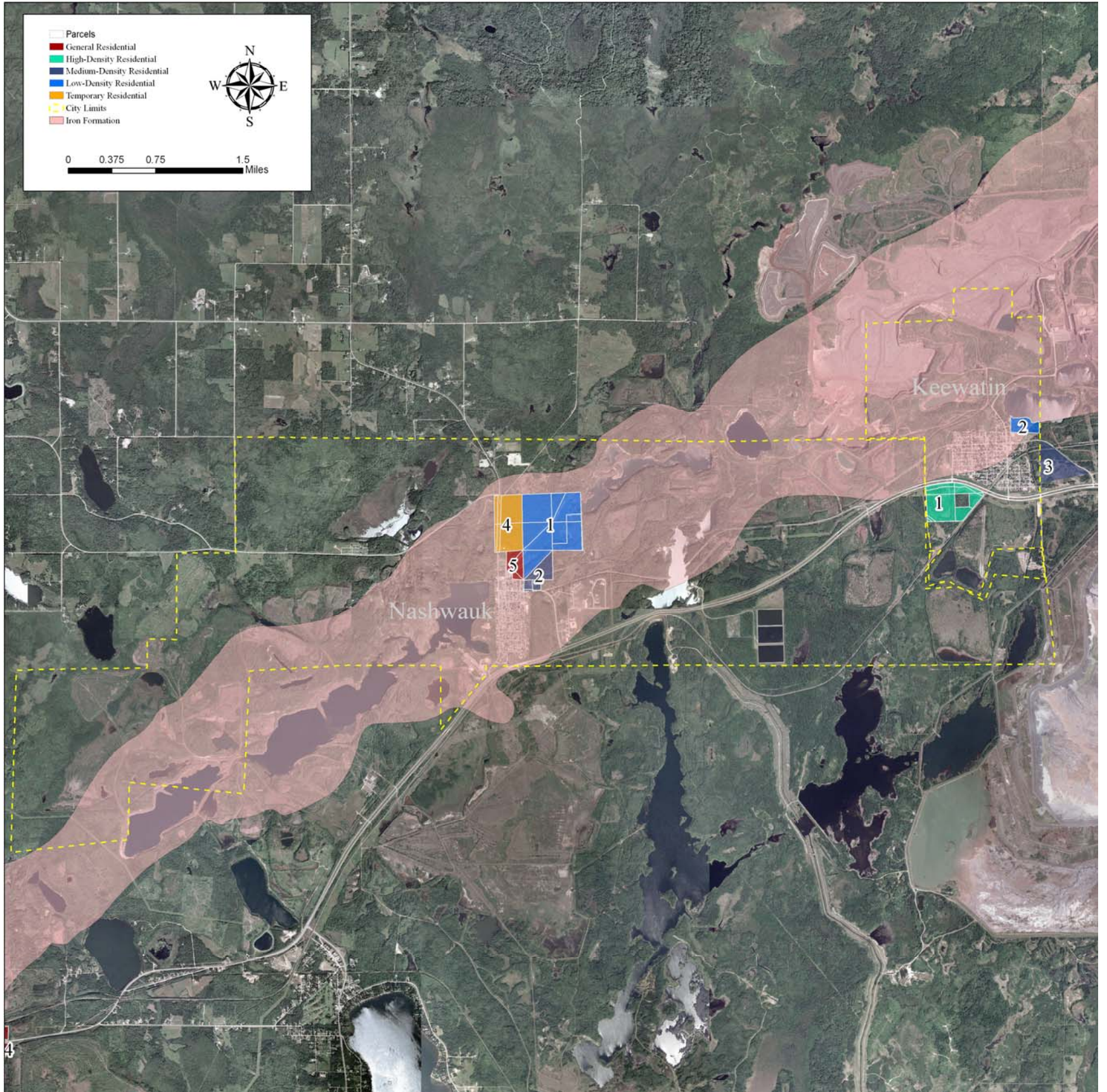
Properties in a italics are owned by a public entity.



Developable Residential Properties in Taconite, Marble, & Calumet

Community	Polygon #	Primary Owner Name	# of acres	Platted for Increased Densities?	Roads?	Utilities?	Potential Temporary Housing Site?	Potential/Interest for Permanent Housing?	Comments
Taconite	1	<i>City of Taconite</i>	56.5	No	No	No	Yes	High	
	2	Multiple	219.2	No	No	No		Medium	
Marble	1	Harley & Madonna Jenson	23.1	No	Nearby	Nearby	Yes	High	Adjacent to Existing Mobile Home Park
	2	Multiple (inc. Mining Industry)	111.1	No	No	No		Medium	
Calumet	1	Multiple	4.6	No	Nearby	Nearby		Medium	
	2	<i>City of Calumet</i>	17.5	No	Nearby	Nearby		Medium	
	3	Great Northern Prosperities	15.2	No	Nearby	Nearby		Low	
	4	Brandon & Dean Apitz	26.5	No	No	No		Low	
	5	Ricky, Theresa & Patrick Olek	38.2	No	No	No		Low	
	6	<i>City of Calumet</i>	23.7	Preliminary	Nearby	Nearby	Yes	High	
	7	Multiple	15.5	No	No	No		Low	Existing Junkyard
	8	<i>City of Calumet</i>	3.0	No	Nearby	Nearby		Medium	
	9	Patricia & Darryll Leen	1.9	Yes	Nearby	Nearby		Medium	On Iron Formation
	10	<i>State of Minnesota</i>	3.1	No	Nearby	Nearby		Low	
	11	Brandon & Dean Apitz	65.1	No	No	No		Low	
	12	<i>City of Calumet</i>	2.3	No	Nearby	Nearby		Medium	
	13	Kris & Carey Anderson	13.4	No	No	No		Low	

Properties in Italics are owned by a public entity.



Developable Residential Properties in Nashwauk & Keewatin

Polygon #	Primary Owner Name	# of acres	Platted for Increased Densities?	Roads?	Utilities?	Potential Temporary Housing Site?	Potential/Interest for Permanent Housing?	Comments
1	<i>Tax Forfeit (County)</i>	178.9	No	No	No		Low	
2	<i>City of Nashwauk</i>	28.7	No	Nearby	Nearby		High	
3	US Steel Corp	919.0	No	No	No		Low	Now proposed as commercial
4	1st National Bank Building	75.2	No	Nearby	No	Yes	Temporary Only	
5	<i>City of Nashwauk</i>	21.2	No	Nearby	Nearby		Medium	
1	<i>City of Keewatin</i>	74.0	No	Nearby	No		High	
2	<i>City of Keewatin</i>	18.5	No	Yes	Yes		Low	
3	US Steel Corp	50.2	No	Nearby	Nearby		Medium	

Properties in a italics are owned by a public entity.



APPENDIX C: COMMUNITY INFRASTRUCTURE ASSESSMENT

Bovey

Bovey is part of the Trout Lake Sewer System. Bovey's sewage system is currently 20 years old. It is sometimes over capacity and the City occasionally has to transport solids to Grand Rapids. Expansion of the existing sewage system is estimated to cost \$800,000 to \$900,000. To assist in the expansion, the City has applied for a \$512,000 sewer/water Iron Range Resources (IRR) Community Infrastructure Grant.

The City has also requested \$256,000 from IRR for a \$3.512 million Highway 169 turnback project. This project would reconstruct the bypassed section of Highway 169, which still serves as the City's main street.

Calumet

A \$600,000 grant was requested from IRR's Community Infrastructure Grant Program with an estimated \$300,000 going towards sewer and water and the additional \$300,000 going to curbs, gutters, and streets in Calumet. This grant would be used towards infrastructure in the City's proposed new development.

The City is divided by Highway 169 and has stated concerns about dangers posed to pedestrians by an increase in industry-related traffic. That concern may significantly increase if the Highway is expanded to four-lanes.

Cohasset

The City of Cohasset has not expressed any concerns over its infrastructure. Its sewer system is generally new, adequate, and linked with Grand Rapids, which has adequate capacity. Previous studies have shown that there are concerns¹ regarding the high number of private sewer treatment systems (septics) in the community, particularly for those on lakes and the Mississippi Rivers system, as failing septics on water bodies are a pollution source.

Coleraine

The City's sewer system is part of the Trout Lake district. Capacity is limited for the sewer plant and improvements are needed.

Deer River

One of the capital improvements discussed in City documents is the improvement of the waterline infrastructure at White Oak Learning Center. The water pressure available would not be sufficient in the event of an emergency. They also want to improve the sewers and water throughout the City.

¹ See www.arrowheadplanning.org/itascawastewater



Grand Rapids

Grand Rapids notes several road improvements that would enhance their community, but feels that its sewer and water systems are in good condition. Road improvements include access changes near the Children's Museum and another is continued improvements to 7th Avenue which is a route with increasing traffic amounts serving the southeast part of the community. The Seventh Avenue project has a cost of \$4,305,311. The City is seeking both IRR and Federal transportation funds for the project.

Keewatin

Keewatin updated their public utility system in 1998 and it is now adequate to serve the current population. The City has a repair-as-you-go philosophy to the streets and sidewalks. The City of Keewatin has identified water and sewer improvements needed that total \$866,475. A request has been made to IRR for \$350,000. In order to run water and sewer to the City owned 74-acre parcel water and sewer lines will have to be expanded.

La Prairie

The property the City recently has (or will have) annexed are on individual wells and septic systems. Extending City utilities may not be feasible for the northernmost properties, but the City would like to provide water and sewer to most of the other potential development areas. The City's sewage is treated by the City of Grand Rapids system and has capacity for growth.

Marble

The City's major infrastructure concerns are regarding water lines that are 80-90 years old. According to City leaders, many of the trenches for these lines were dug by hand and many of the lines meander back and forth underground as they weave around boulders and other obstacles. The City has also indicated that a water tower would serve as a major upgrade to their water system.

Nashwauk

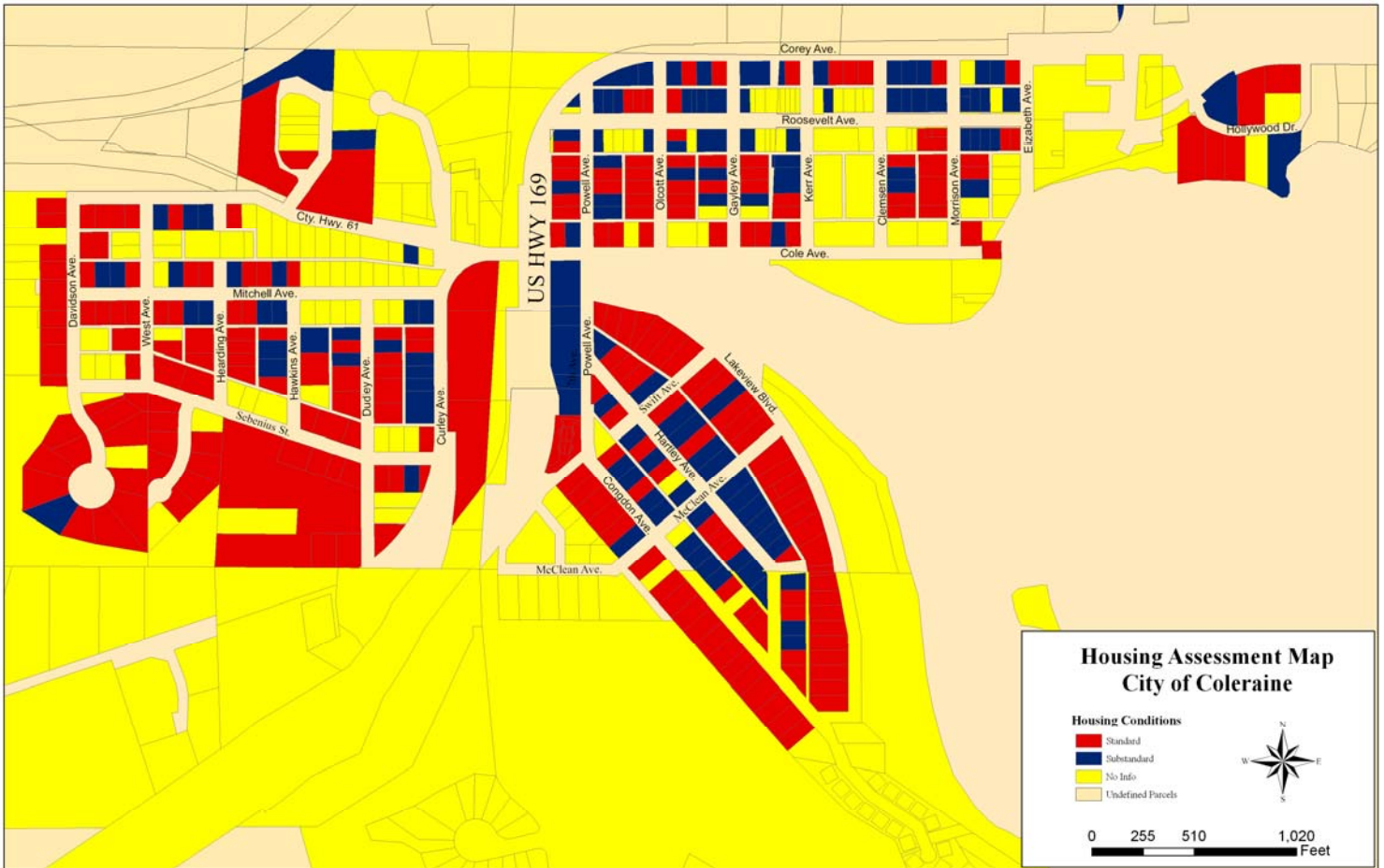
The City of Nashwauk's infrastructure needs to be addressed, especially in light of the Minnesota Steel Plant locating in the City. Particularly, much of the City's sanitary sewer is in need of improvements. The City has requested \$400,000 from IRR for needed sanitary improvements that will cost a total of \$1,393,275. The City of Nashwauk also submitted a grant application to IRR requesting \$306,850 for the infrastructure of a \$3,006,850 assisted living facility. Additionally, the City submitted four \$350,000 IRR grant applications, all for infrastructure, in order to support a \$1,689,800 industrial park project, an \$8,918,850 housing project, a \$790,000 Central Industrial Park project, and the \$2.651 million water and sewer needs of the Minnesota Steel project (\$250,000 is already approved for this project). Capacity at the sewer treatment facility for these projects does exist.

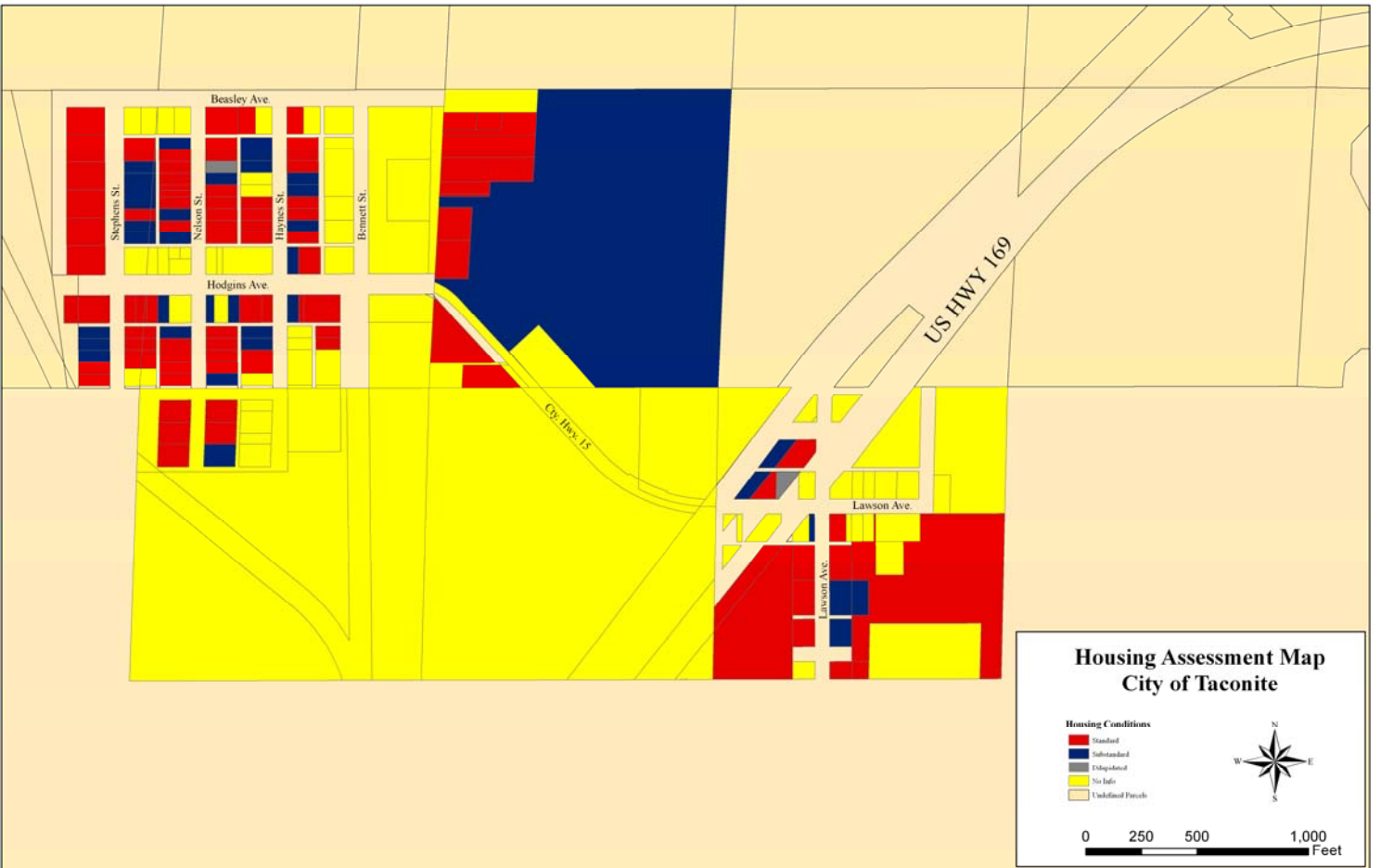
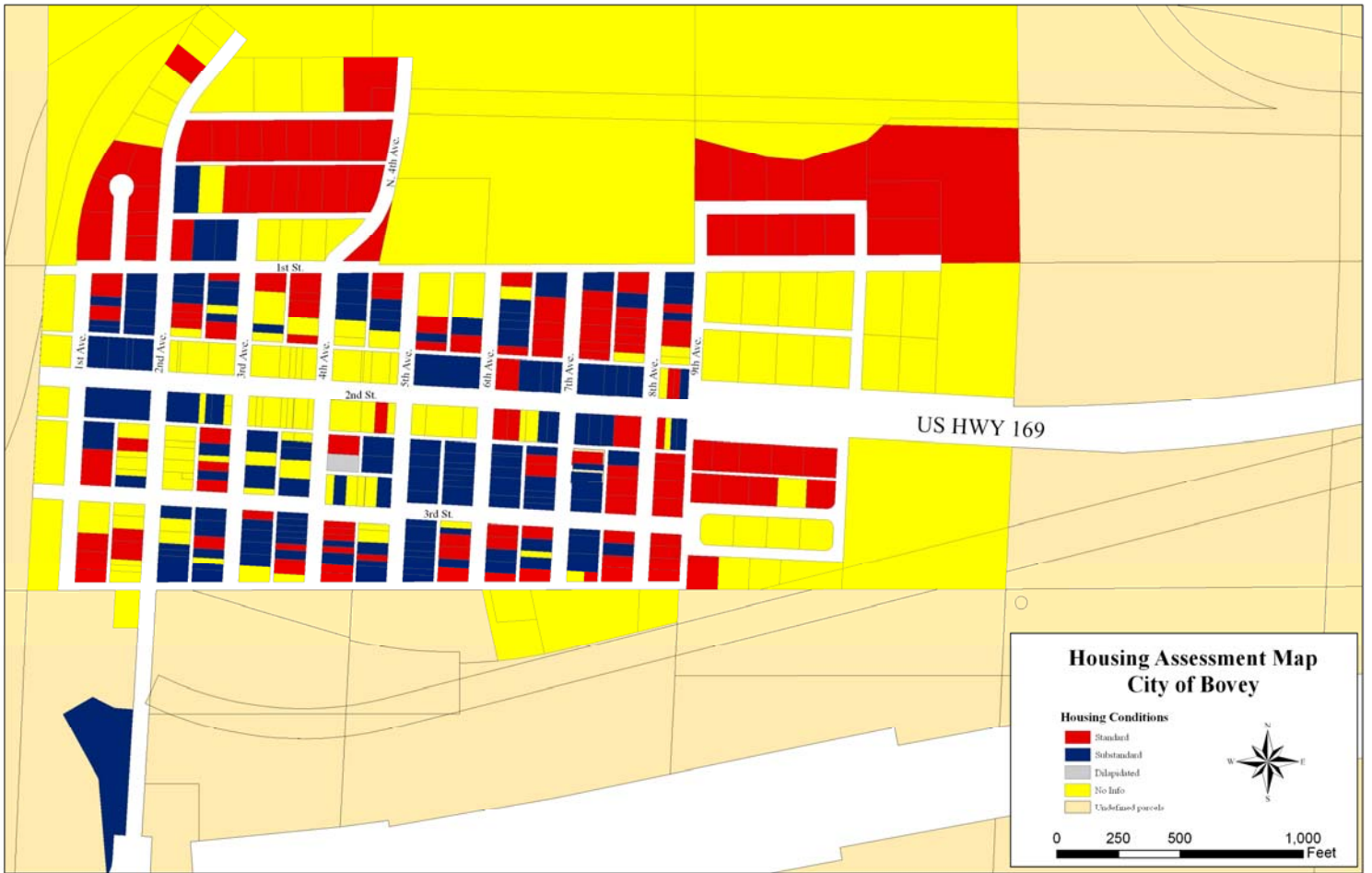
Taconite

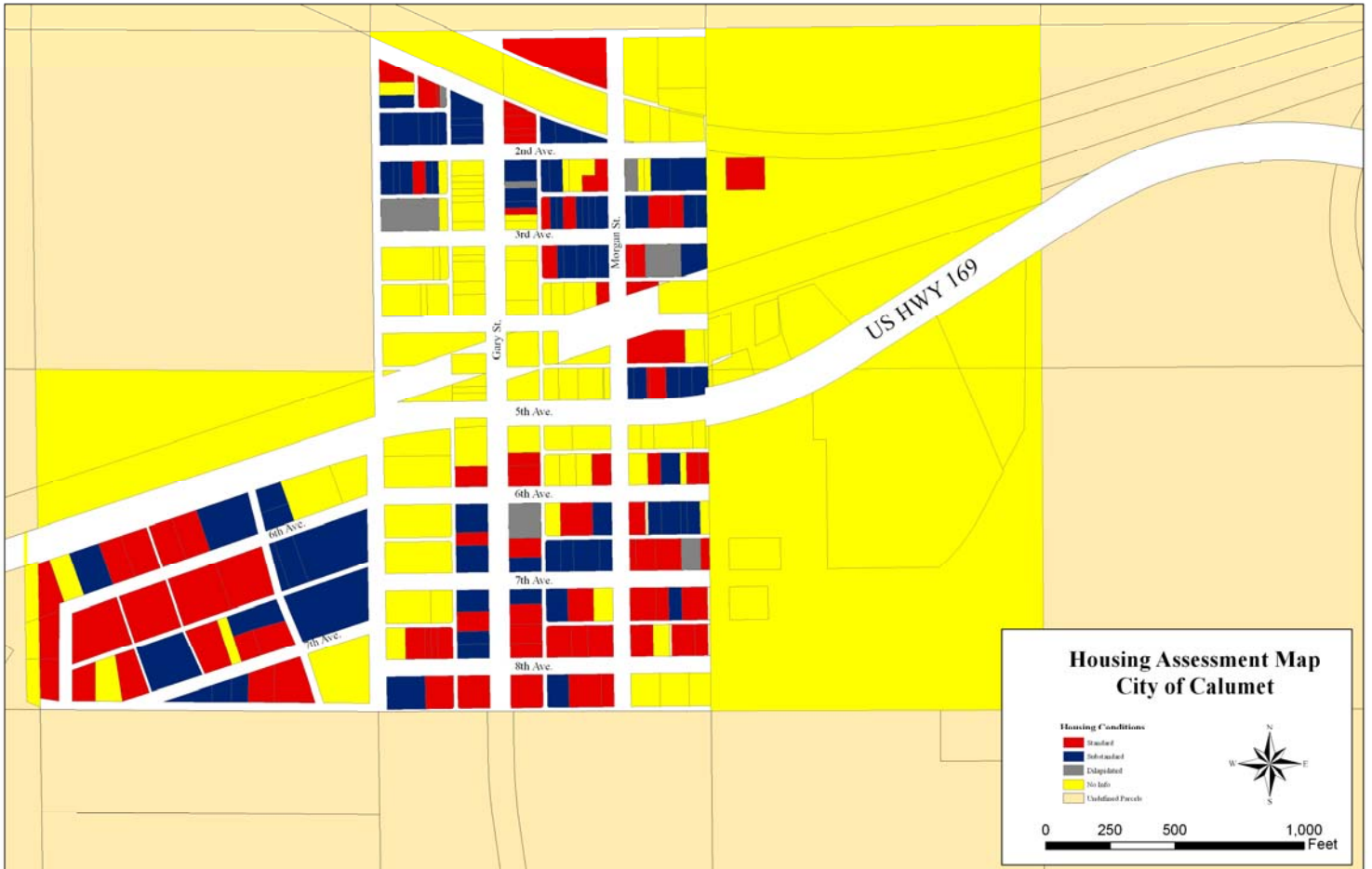
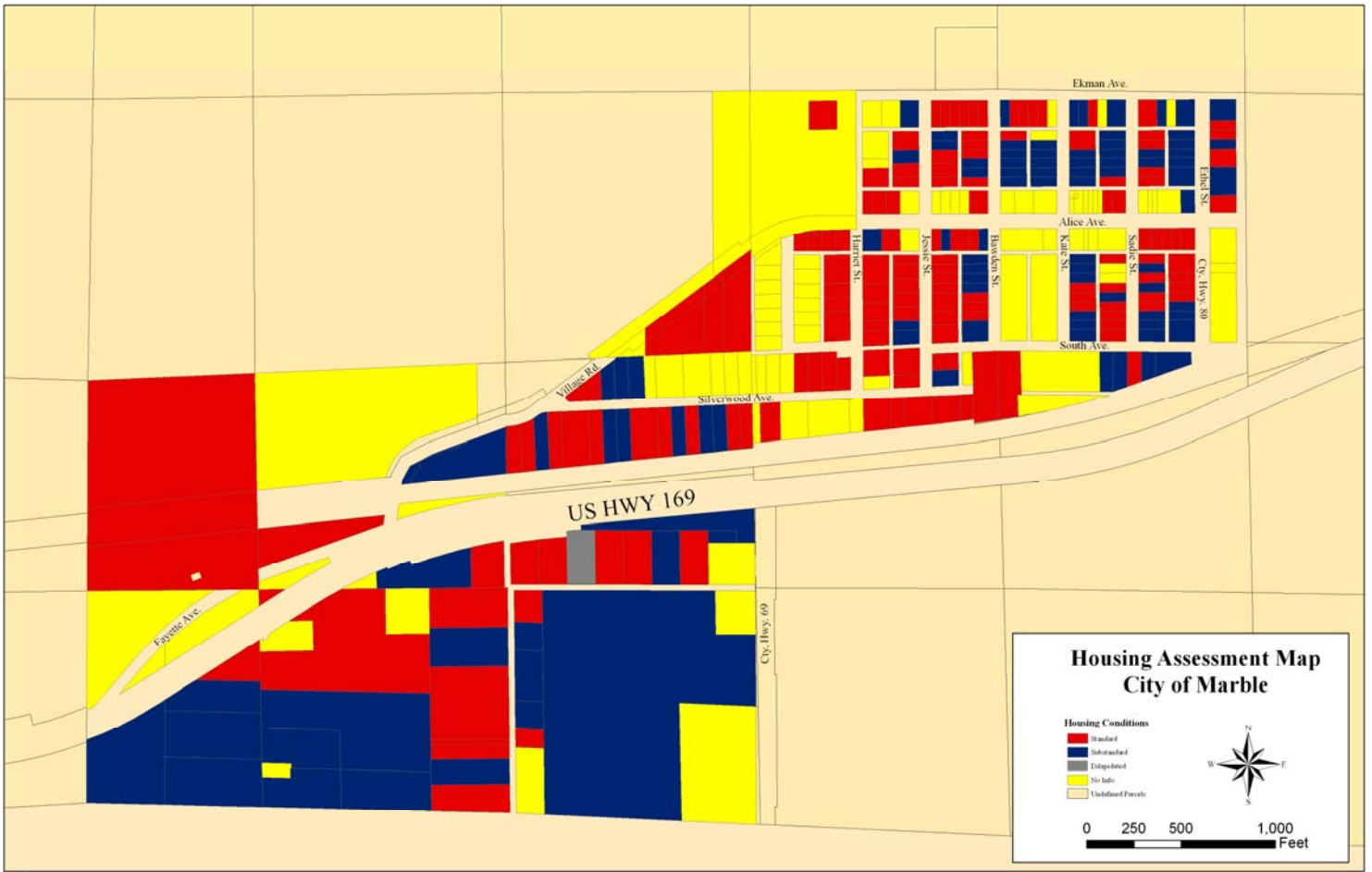
The City of Taconite has a grant application in to IRR for \$350,000 to assist with \$1,489,800 in needed water improvements.

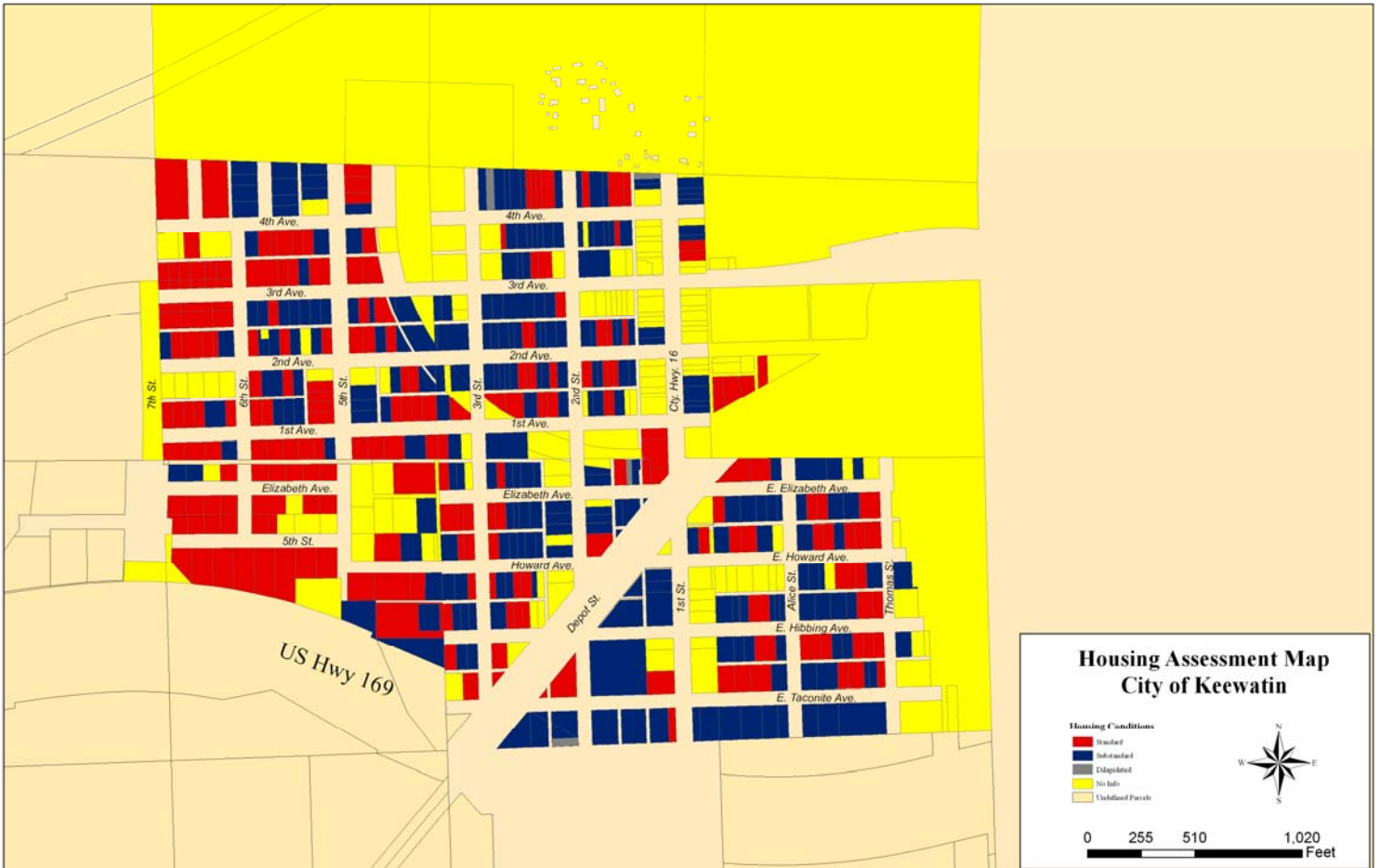
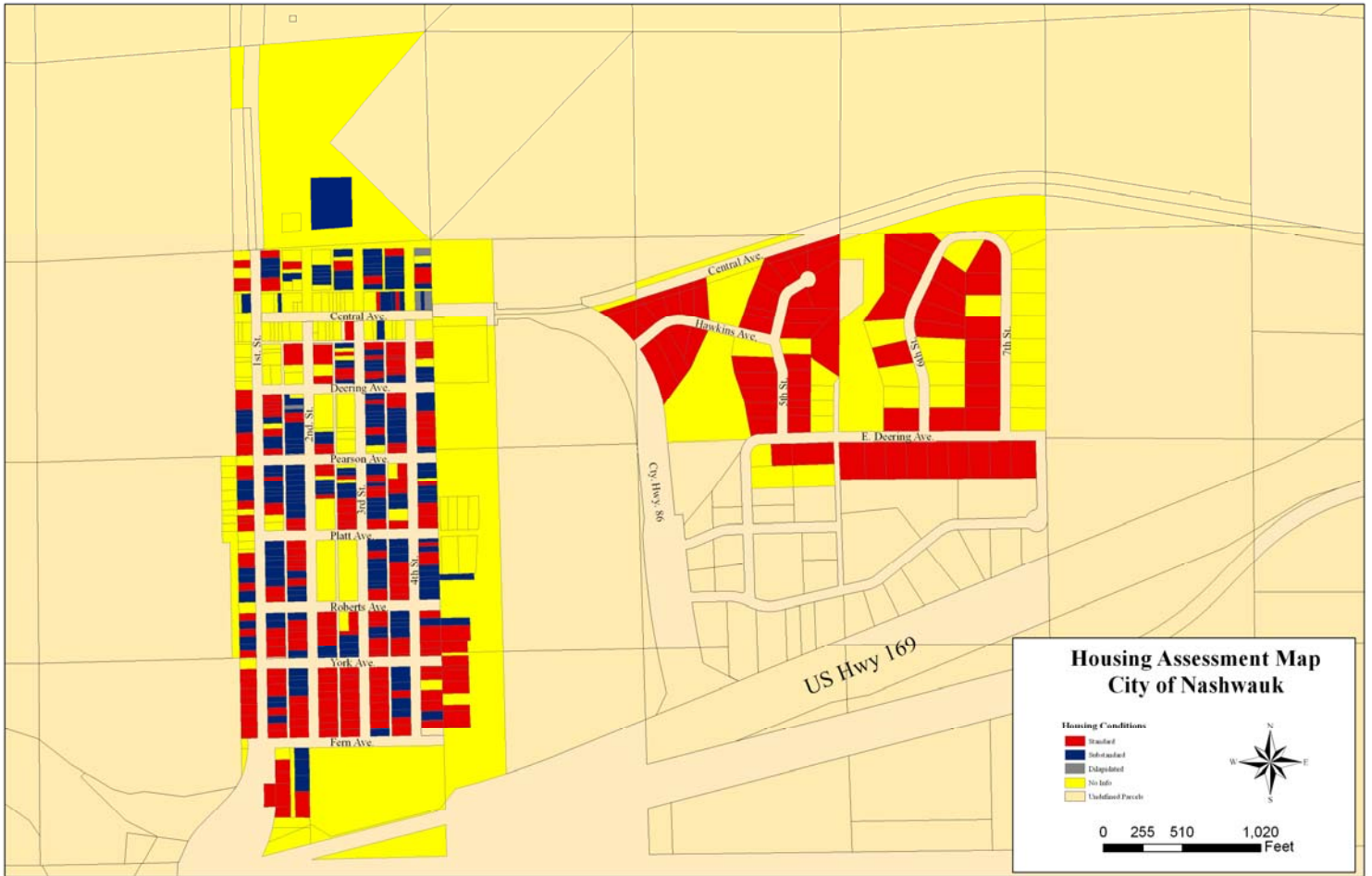
APPENDIX D: HOUSING WINDSHIELD SURVEY

As part of the Itasca Readiness Assessment, ARDC contracted with Jim Miller, an independent housing inspector, to conduct windshield surveys of the communities likely to be the most impacted by the Minnesota Steel project. That project is likely to be the first to come online east of Grand Rapids. Narrative results of the windshield survey are a part of the community profiles (see Section 3). The maps showing the communities are found in this appendix.











APPENDIX E: TH 169 PROFILE

History

Trunk Highway (TH) 169 between Grand Rapids and Virginia, Minnesota is also known as the Cross Range Expressway. Serving Minnesota's Iron Range, TH 169 is also a major north to south route that connects the Range to the Twin Cities. It serves as a regional corridor in northeast Minnesota that transports people, supports industry, and enhances local, regional and state economies.

Construction of the expressway began in the 1960's with the vision of a 60 mile, four-lane divided highway connecting all of the communities of the Mesabi Iron Range. Congressman Oberstar and Governor Perpich observed that the economic and social development of the Mesabi Iron Range could only be realized if the area were connected to the Interstate Highway System. Their plan was to have such a highway begin in Grand Rapids and link to the U.S. Highway 53 Expressway in Virginia. The Iron Range would then be linked to the rest of the country by a modern four lane highway through the merging of the U.S Highway 53 Expressway into Interstate Highway 35 via the construction of Minnesota Highway 33.

Today just over nine miles of the roadway remains as only two lanes. Located between Bovey and Pengilly, the final remaining section is a significant issue to the communities of Itasca County who feel its completion will give the Minnesota Iron Range a direct modern highway connection with the nation. Completing the remaining nine miles of the Cross Range Expressway, in today's numbers, is currently estimated to cost \$60 million and is dependent upon special High Priority Congressional Funding.

Updated Conditions (from Mn/DOT District One Long Range Plan)

The TH 169 corridor is designated as an expansion corridor from Bovey to Pengilly and a preservation corridor on the four-lane segments. The road is functionally classified as a principal arterial. Mn/DOT defines arterials as "road ways that connect major interstate corridors, regions, urban places and major traffic generators at a high level of service."

The average daily traffic between Grand Rapids and Nashwauk varies from 11,500 to 6,300. The crash rates range from .8 to 1.4, which is higher than State and District averages (.4 and .5 respectively).



Most Recent Traffic Counts and Crash Rates (from Mn/DOT)

Location	ADT	Crash Rate
Grand Rapids to Bovey	11,500	0.8
Bovey to Pengilly*	6,300	1.1
Pengilly to Nashwauk	6,400	1.4

*Two-Lane Location

There are three Mn/DOT identified segments within the Itasca Readiness Assessment area.

Segment 169D

From Grand Rapids to Bovey, TH 169 is a four-lane urban and rural highway. A short urban section in Grand Rapids (TH 2 to 9th Avenue East) is under construction and is being reconstructed to a five lane section. The four-lane section from Coleraine past Bovey to CSAH 15 (Bovey Bypass) was recently opened to traffic and will be completed in FY 2008. The section from 9th Avenue East to Coleraine is programmed for a mill and overlay in 2009.

Segment 169E

From Bovey to Pengilly, TH 169 is a rural two-lane roadway, the only remaining two-lane section between Grand Rapids and Virginia (the “Cross-Range Expressway”). Mn/DOT has received many requests from the public to expand Segment 169E to four lanes. Expansion to four lanes from Bovey to Pengilly is dependent on receiving special earmarked federal funding. A pavement reclamation project on the two-lane section from CSAH 15 (Bovey) to TH 65 (Pengilly) is programmed for 2010.

Segment 169F

This four-lane segment of highway is from Pengilly to Virginia. Pavement improvement projects are planned on this segment in the first planning period (2008 to 2014). A pavement improvement project from TH 65 (Pengilly) to TH 73 (Hibbing) is a candidate project for 2012.

Current Expansion Scenario

Mn/DOT has split the remaining expansion into several phases. These phases are currently estimated to cost \$59.3 million (2008 dollars). Due to funding priorities at this time, Mn/DOT does not plan to construct these phases until at least 2024. That timeframe could be moved up if additional funds are identified and designated to Trunk Highway 169.



Major Project Potential Impacts

Each of the major projects being proposed for the western part of the Mesabi Iron Range has had to complete some level of environmental documentation. Often, transportation impacts are a part of the environmental examination. Concerns raised in relation to projects include:

- Congestion of the two lane portion of TH 169 due to left turns causing all traffic behind to come to a stop
- Potential damage to roads by heavy loads
- Speeding and unsafe driving practices
- Increased rail traffic could cause additional crossing challenges limiting turning opportunities, thus obstructing traffic, at points where roads run parallel to tracks

While some of the environmental documents discuss TH 169 in relationship to a specific industrial project, an examination of the cumulative impacts has never been studied by a project proposer or by Mn/DOT. The Itasca County Major Project Readiness Assessment Committee is concerned that, due to increased traffic, the two-lane section of the highway may not meet the needs of its users when the industrial projects are being constructed and when they are operating.

Forecast Traffic Volumes on TH 169 & CSAH 7: With Excelsior/Mesaba Energy West Range Project - 2008 & 2009

Year	TH 169		CSAH 7		New CSAH 7	
	West of CSAH 7	East of CSAH 7	North of New CSAH 7	South of New CSAH7	West of Excelsior/Mesaba Energy Plant	East of Excelsior/Mesaba Energy Plant
2000	5,800	5,500	1,100	1,100	0	0
2002	6,500	5,800	n/a	n/a	0	0
2004	7,200	5,700	n/a	n/a	0	0
Forecast 2008 Build	8,900	7,100	1,500	470	1,250	3,100
Forecast 2028 Build	10,500	8,400	1,700	460	1,250	1,550

Source: Excelsior Energy

Specific impacts to TH 169 by Minnesota Steel are not as clear. The Final SDD identified traffic-related issues as not likely to result in substantial impacts and, therefore, traffic was not identified as requiring detailed analysis in the EIS. The traffic operations memorandum (SEH, January 2005) stated the only needed improvements to TH 169 is the construction of right and left turn lanes at the new access road intersection. The document does state that the new access road



will have traffic volumes of 1,800 vehicles per day in 2029. It can be inferred that nearly all of those 1,800 vehicles will directly feed onto TH 169.

Community Support

The communities on the Expressway have long supported its completion as a four-lane highway. Many again passed resolutions of support in 2007. Other entities, such as Chambers of Commerce, have also been supportive. Resolutions have been received from:

- Itasca Economic Development Corporation (IEDC)
- The City of Cohasset
- The City of Calumet
- The City of Grand Rapids
- The City of La Prairie
- The City of Nashwauk
- Trout Lake Township
- Nashwauk Township
- Hibbing Area Chamber of Commerce
- Grand Rapids Area Chamber of Commerce
- City of Keewatin
- City of Marble

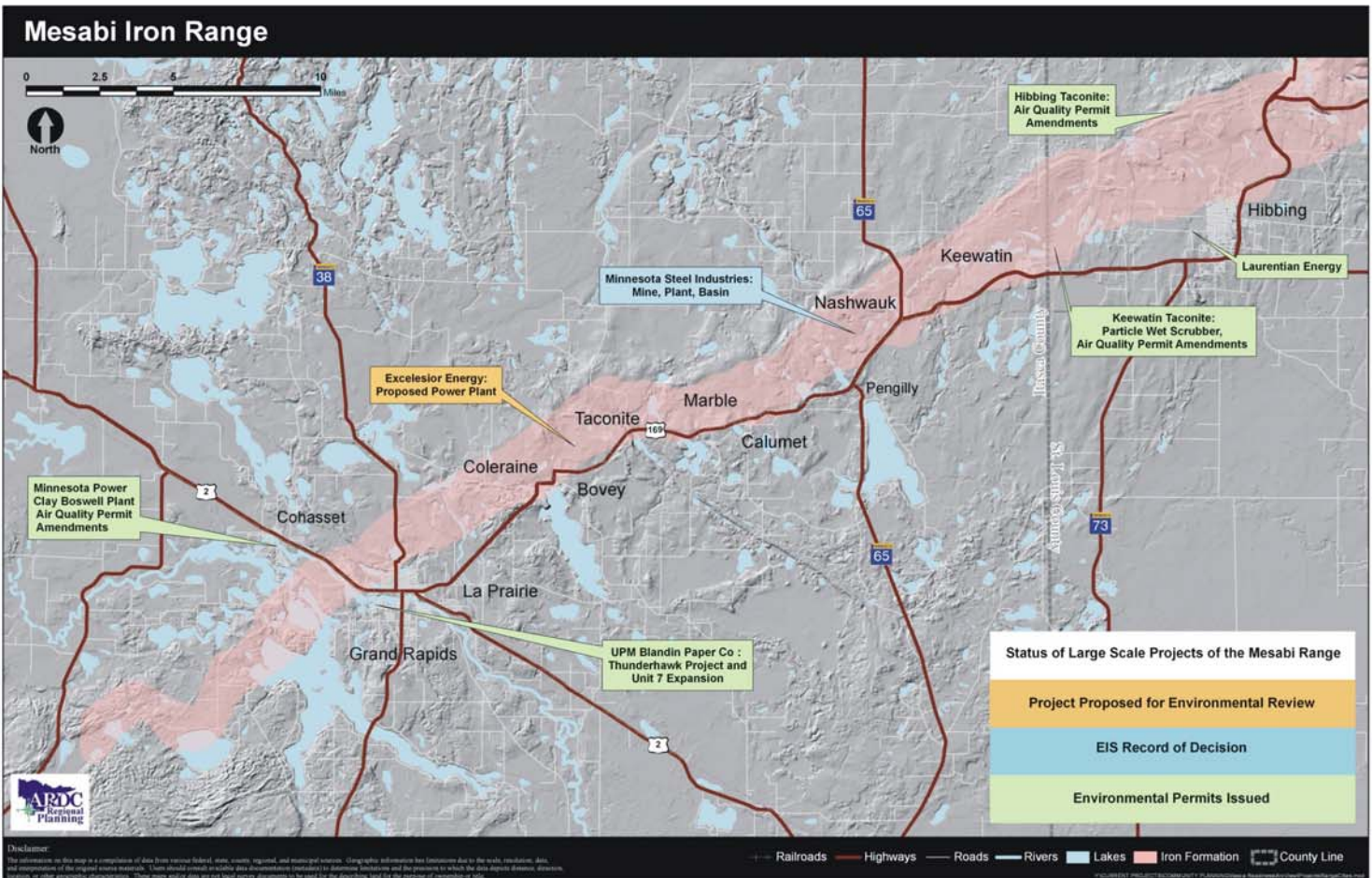
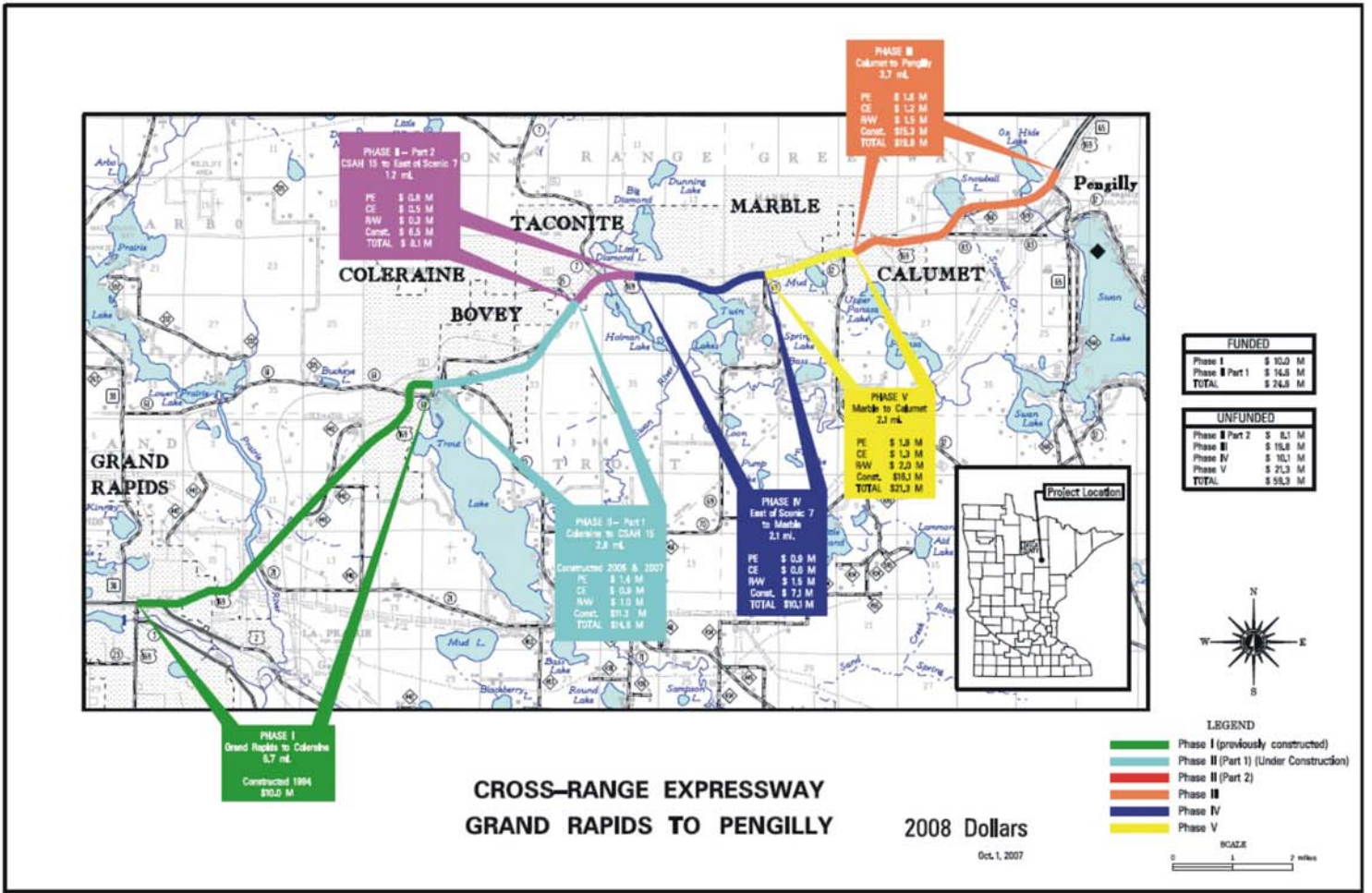
More resolutions are expected.

Proposed course of action

The Itasca County Major Project Readiness Assessment Committee met with Mn/DOT District One Officials to discuss their concerns on October 24, 2007 in Marble. The Committee expressed their ideas regarding the roadway and Mn/DOT explained its funding and prioritization process and how it has resulted in the four-lane completion falling so far into the future. At that meeting, Peter Makowski, assistant to Congressman James Oberstar, asked the Readiness Committee to develop a packet of information about the situation. Mr. Makowski said he would share it with Mr. Oberstar, who is the Chair of the House Transportation Committee. He stated that Mr. Oberstar would then meet with Mn/DOT to discuss the project.

The Readiness Committee will continue to monitor this process and will continue to support the completion of the Expressway.

The following maps show the major projects occurring on the Iron Range and the current planned phases of the Expressway expansion.





APPENDIX F: WHAT IS ARDC?

The Arrowhead Regional Development Commission (ARDC) is a multi-disciplined planning and development organization whose jurisdiction encompasses the Northeast Minnesota counties of Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, and St. Louis.

In accordance with the Minnesota Regional Development Act, the Commission serves as an advocate for local governments in Northeast Minnesota, provides leadership in the development of projects that benefit the Arrowhead Region and serves as a catalyst to identify needs and seek solutions to issues of regional significance. This role is especially important with regard to problems and opportunities that are multi-jurisdictional in scope or impact. Throughout its existence, ARDC has developed numerous planning and implementation programs aimed at meeting the needs of the Arrowhead Region.

ARDC also serves as an umbrella agency for a wide variety of local, state, and federal initiatives. These programs include services to aging, human services, transit transportation, metropolitan planning, economic development, community development, and natural resources. Other responsibilities of ARDC include the development and maintenance of resource data to support the preparation of comprehensive development plans for units of government.



ARDC holds many public forums each year



Digital copies of this plan can be found on ARDC's Regional Planning Web Site (www.arrowheadplanning.org).

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