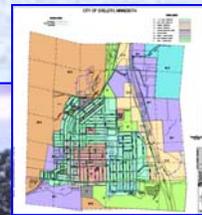




City of Eveleth Comprehensive Plan Update October 2009





City of Eveleth Comprehensive Plan Update July 2009

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Table of Contents

INTRODUCTION..... 1
 Comprehensive Plan Vision3

CULTURAL AND NATURAL RESOURCES 8
 Cultural and Natural Resources Goal.....9
 Recommendations R1–R11 10-15
 Map: Eveleth Resources

HOUSING 16
 Housing Goal 16
 Recommendations H1-H11 17-20
 Map: Eveleth Occupancy

ECONOMIC DEVELOPMENT 21
 Economic Development Goal 21
 Recommendations E1-E9 22-25

TRANSPORTATION 26
 Transportation Goal 26
 Recommendations T1-T8..... 26-29
 Map: Eveleth Transportation

INTERGOVERNMENTAL COOPERATION 30
 Intergovernmental Cooperation Goal 30
 Recommendations C1-C5..... 30-31
 Map: Central Saint Louis County

UTILITIES AND COMMUNITY FACILITIES 32
 Utilities and Community Facilities 32
 Recommendations U1-U8 32-34
 Map: Eveleth Community Facilities

LAND USE 36
 Land Use Goal..... 36
 Recommendations L1-L11..... 35-38
 Map: Eveleth Zoning

IMPLEMENTATION 39
 Implementation Goal 39
 Recommendations IM1-IM2 39-40

Table of Contents

Figures

Figure 1: Median Age6

Tables

Table 1: Regional Population Analysis6
Table 2: Eveleth Population Projection6
Table 3: Eveleth Population by Age6
Table 4: Housing7
Table 5: Ownership7

Maps

Open Land in East Eveleth 17
Highway 53 Corridor 36
Residence Possibilities 37

Appendices

Appendix A: Project Partners A-1

INTRODUCTION

In 2008, the City of Eveleth identified the need for an update of their Comprehensive Plan. The City of Eveleth contracted with the Arrowhead Regional Development Commission, to facilitate the process.

What is a Comprehensive Plan?

A comprehensive plan is the policy framework that communities use to guide development and land use activities. Land uses include housing, roads, commercial and industrial uses, recreation, open space, natural resources, and public facilities.

Minnesota statutes (Section 462.352(5)) also define comprehensive plans:

“Comprehensive municipal plan means a compilation of policy statements, goals, standards, and maps for guiding the physical, social and economic development, both private and public, of the municipality and its environs... and may include, but is not limited to, the following: statements of policies, goals, standards, a land use plan, including proposed densities for development, a community facilities plan, a transportation plan, and recommendations for plan execution. A comprehensive plan represents the planning agency's recommendations for the future development of the community.”

The Minnesota Department of Administration's Local Planning Assistance Center, in its guide to local planning (Under Construction, 2002) also notes that the comprehensive plan and the planning process defines the community's long-term choices and goals:

A comprehensive plan is as much a process to engage the public in local decisions as it is to create a document for guiding development. The planning process is fundamentally a way for people with different perspectives to articulate the sort of community they would like to live in and leave behind. Planning can also help create a stable, predictable, fair set of policies and ground rules within which development, entrepreneurship and the marketplace can flourish. Above all, it is about making places better.¹

¹ **What is a Comprehensive Plan?** Section quoted from City of Duluth Comprehensive Plan FAQ webpage. Retrieved July 30, 2008. <http://www.duluthmn.gov/city/compplan/faq.html>

Eveleth Planning Process and Public Participation

In October 2008, a Planning Committee was formed to work through the process of updating the plan. This committee was made up of residents, downtown and Highway 53 corridor business owners, and representatives from the Planning Commission, Eveleth Economic Development Authority, and other city boards and commissions. The method used to complete the Comprehensive Plan Update was a five step process.

- 1.Assets and Threats Assessment
- 2.Vision Development
- 3.Issue Identification
- 4.Recommendation Development
- 5.Adoption and Implementation

After the formation of the Planning Committee, a public meeting was held to solicit input from residents, business owners, and other stakeholders. At this public meeting the attendees were asked to identify assets and threats that exist within Eveleth. The attendees were also asked to identify their vision for the City of Eveleth. This public meeting was attended by 23 people and served as a kick-off to the Comprehensive Plan Update process. The input gathered at this meeting was used throughout the process of developing the plan document. Attendees were asked to send further input via mail/email throughout the process.

The Planning Committee then met to begin developing the Comprehensive Plan. The vision statements collected at the public meeting were reviewed and a collaborative vision was developed that would serve as a guide throughout the development of the plan. The Committee used the lists of assets and threats as a starting point for identifying the issues within Eveleth. After identifying the issues, a list was developed and classified into the following eight sections: Natural and Cultural Resources, Housing, Economic Development, Transportation, Intergovernmental Cooperation, Utilities and Community Facilities, Land Use, and Implementation. Recommendations were developed to address the issues in Eveleth. The Committee went through each section of issues and developed recommendations for the city to follow to rectify the issues. The draft document was developed by the Planning Committee afterwards.

The Draft Comprehensive Plan Update was made available for public review at City Hall and via the internet. A second public meeting was held to gather further input and review the recommendations of the Plan. At the second meeting, attendees reviewed all recommendations for the plan and were given a chance to comment and suggest changes. The Planning Committee then reviewed all comments received, made changes, and finalized the draft.

Prior to adoption of the plan, the Eveleth Planning Commission and Eveleth Economic Development Authority reviewed and submitted input into the process. The official adoption of this document provided another opportunity for the public to comment through a public hearing held by the Planning Commission.

COMPREHENSIVE PLAN VISION

In the future, Eveleth will be a quaint, vibrant city with historical and cultural assets and quality businesses and recreational opportunities. Residents will enjoy a diverse housing stock, efficient transportation and recreation connections, and quality community facilities.

COMPREHENSIVE PLAN GOAL STATEMENTS

Natural and Cultural Resources: *Eveleth will promote the natural, historical, and cultural aspects of the community by offering resources that provide residents with opportunities to recreate and develop community pride.*

Housing: *Eveleth will have many housing options, including high-end and affordable options, which meet the needs of all residents and workforce. Affordable housing for young families, lower income households, and seniors will continue to be available.*

Economic Development: *The Highway 53 corridor and downtown area will be economically vibrant with Eveleth's strong workforce and clean appearance. Businesses in the community will be diversified to establish economic stability and will provide many amenities to the residents.*

Transportation: *Eveleth will provide an efficient transportation infrastructure and regional connections. Eveleth will have well-maintained roads and safe bicycle and pedestrian facilities.*

Intergovernmental Cooperation: *Eveleth will work cooperatively with neighboring local governments, St. Louis County, and state agencies to explore cooperative efforts.*

Utilities and Community Facilities: *Eveleth will provide essential services and utilities to the residents and businesses and provide community facilities, including recreation areas, which meet the needs of all residents.*

Land Use: *Eveleth will have strong policies that promote wise land use and will actively plan for the future.*

Implementation: *Eveleth will actively work to complete the strategies identified in the comprehensive plan and will review implementation progress periodically.*

History and Settlement of Eveleth

The first appearances of the “Misabay Heights” on any map were on the one published by J.N. Nicollet in 1841. Later, government surveyors reported the occurrence of iron in scattered areas of this region. In his 1866 report, Harry E. Eames, the first Minnesota State Geologist, made specific reference to iron ore in the Mesabi district.

Perhaps Mr. David T. Adams, one of the early settlers, who resided in Eveleth into the 1920’s, related the most authoritative account of the early history of Eveleth. Mr. Adams maintained that iron ore was found in the Eveleth group of mines as far back as 1883. His attention was called to the possibility of an iron range existing on the southeastern slope of the Missaba Heights and the discovery of drift iron ore on the eastern end of the Range.

In August, 1891, a tornado passed over the Mesabi Range uprooting many huge pine trees and exposed some iron ore deposits. This led to the discovery of ore in the Biwabik area (east of Eveleth). With an earlier 1890 discovery of iron in the vicinity of Mountain Iron (northwest of Eveleth), many prospectors expected the iron formation to be found on a straight line connecting Biwabik and Mountain Iron. However, geological shifting had caused a bend (or “horn”) in the alignment to include the area where Eveleth now sits.

The recorded discovery of deposits of ore in the Eveleth area occurred in July 1892, when Mr. Adams was using a spring pole drill. However, it was not until October 1892 that the Adams Mining Company was formed. The discovery of ore deposits and formation of the Adams Mining Company are generally considered the beginning of Eveleth. In the winter of 1892-93 the Adams Mining Company employed 45 men in the mine.

Village of Eveleth

On April 22, 1893, the first plat of the Village of Eveleth was filed with the Register of Deeds (reporting a population of 200 residents). The plat was approximately a mile southwest of the present location, on land then included in the Adams-Spruce Mine (Douglas Avenue between Jones and Monroe Streets). Other discoveries (Cheeseborough, Cloquet, Vega, and Fayal Mines) are now part of the Adams-Spruce Mine. There is speculation that the plat was prepared in the fall of 1892, but could not be filed until the spring thaw of 1893.

The name Eveleth was adopted in honor of Erwin Eveleth, a timber cruiser employed by Robinson & Finn, who owned the lands upon which the city is now located. Robinson & Finn were interested in the great white pine forest that covered the area. When Mr. Eveleth reported erratic behavior of his compass (due to the presence of iron) Robinson & Finn reserved the mineral rights when the timber was sold. At the time, there was no knowledge of how vast the iron ore deposits were that were underlying the hills and lakes of these lands covered with a great white pine forest. Mr. Adams suggested the name “Eveleth” because it could be easily pronounced by the many Scandinavians who were

coming to the area to live.

Unfortunately, the disastrous financial panic of 1893 almost coincided with the founding, and the tiny settlement was hard-pressed to survive. No new buildings were added to the four or five that formed the nucleus. In 1895, ore was discovered beneath the town site and five years later the village was moved to its present location.

City of Eveleth

In 1902, the community was incorporated as a City of the Fourth Class, operating under a home rule charter.

Mining was Eveleth's chief industry for many years. The open-pit method was the favored process here. Visitors can still view the colorful man-made excavations, from which depths millions of tons of iron ore have been taken and hauled by rail to Duluth. The Adams-Spruce Mine was operated by both underground and open-pit methods. The Leonidas Mine, the deepest underground mine in the world at that time, had reached a depth of over 650 feet. Today, with the development of a low-grade ore called taconite, mining is again Eveleth's chief industry.²

Planning in Eveleth

The Eveleth City Council initiated the first Comprehensive Plan which was adopted in 1970. The Eveleth Planning Commission was appointed to review the Guide Plan, Zoning Ordinance, Zoning Map and Subdivision Regulations; then update and adopt them in accordance with state statutes.

More recently, Eveleth has completed a variety of planning documents including an update of the Comprehensive Plan in 2000, the Eveleth Highway 53 Corridor Study (underway), City of Eveleth Housing Study, and other various planning and design projects.

² History and Settlement of Eveleth, Village of Eveleth, and City of Eveleth quoted from: 2000-2010 Comprehensive Plan for Eveleth Minnesota (Pg 3-4).

Demographics

This section provides a demographic profile of the City of Eveleth from 1980 through 2006. Demographic information is based upon United States Census reports for the years 1990, 2000, and current estimations and analysis of Census data by the State of Minnesota Office of Administration's Office of Geographic and Demographic Analysis.

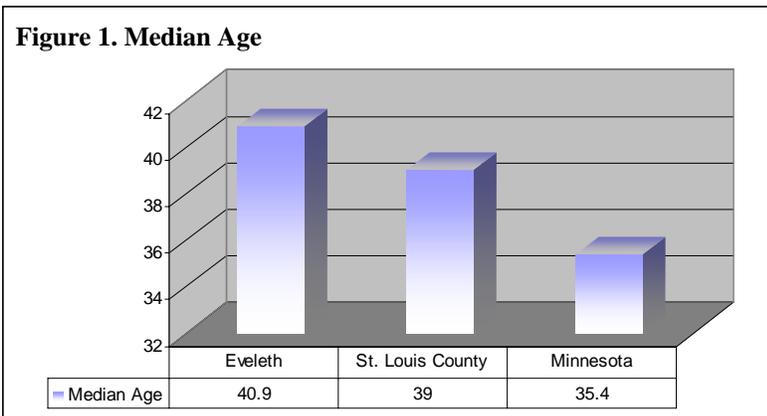


Table 1. Regional Population Analysis

	Eveleth	Quad Cities	St. Louis County	Minnesota
2000 Population	3,865	17,868	200,528	4,919,479
1990 Population	4,064	18,770	198,213	4,375,099
Percent change from 1990 population	-5.1%	-4.8 %	1.2 %	12.4 %
2007 population estimate	3,617	16,929	196,108	5,263,493

Source: MN Dept. of Admin <http://www.lmic.state.mn.us/datanetweb/php/census2000>, 03/12/09

Population in both St. Louis County and Minnesota grew from 1990 to 2000, but the population decreased in Eveleth and the Quad Cities, and continues to decrease according to population estimates performed by the State Demographer.

Table 2. Eveleth Population Projection, 2010 – 2035

Year	2010	2015	2020	2025	2030	2035
Population	3591	3537	3484	3432	3379	3315

Source: MN Dept. of Admin <http://www.lmic.state.mn.us>, 3/12/09

Population is projected to continue to decrease by eight percent between 2010 and 2035. Major industrial projects proposed for the Iron Range will have a large affect on population, however.

Table 3. Eveleth Population by Age

Population under 18 years	833
Population 18 years and over	3,032
Population 65 years and over	817

Source: MN Dept. of Admin <http://www.lmic.state.mn.us>, 3/12/09

Population of local governments can be effected by many factors including: economy, educational options, business growth/decline, and many other factors. Currently there are six major projects proposed for the Iron Range which could greatly affect the region.

Figure 1 illustrates that Eveleth has an aging population. The City's median age is nearly 41, which is over four years higher than the state median and nearly two years higher than the County's median age. Over seventeen percent (17.4%) is age 65 or above and generally not considered part of the work force population. The workforce population, age 18 to 64, comprises the bulk of the City's population. At 3,032 residents, this group makes up about sixty-five percent of the City's population. The natural trend shows a gradual aging of the City's population. This may change if an influx of workforce aged population accompanies regional industrial projects.

According to the Minnesota Department of Administration Office of Geographic and Demographic Analysis there are 1,717 households and 971 families in Eveleth. The average household is 2.80 people in size.

Number of housing units	1,965	
Number of owner-occupied housing units	1,196	60.9%
Number of renter-occupied housing units	521	26.5%
Number of vacant housing units	248	12.6%
Median owner occupied housing value	\$46,700	
Median contract rent per unit	\$375	
Source: US Census Bureau (American Factfinder), 03/12/09		

By comparison, the median home value for St. Louis County is \$75,000 and the Minnesota median is \$122,400. Eveleth is far below the county and state median home values. The median rent per unit in Minnesota is \$566 and for St. Louis County is \$415. Eveleth's median rent per unit is \$40 less than St. Louis County median rent.

Status	Units	Percent
Owned	1,196	69.7 %
Rented	521	30.3 %
Total	1,717	100 %
Source: MN Dept. of Admin http://www.lmic.state.mn.us , 03/12/09		

CULTURAL AND NATURAL RESOURCES

Background and Assessment

The Iron Range is a prominent region in Northeastern Minnesota known for its large deposits of iron ore. Eveleth is a city in the central area of the Iron Range, and it portrays the culture of a mining town. It is home to United Taconite, a major employer in the region. Visitors and residents can gain perspective of mining operations from the Leonidas Overlook, which provides views of United Taconite mining operations and activities.

Also prominent in Eveleth is the presence of winter recreation activities. The City is home to the U.S. Hockey Hall of Fame Museum which provides history and memorabilia of hockey history in the region and nation. Eveleth is also home to the "World's Largest Free Standing Hockey Stick" which is a popular attraction for visitors. The Range Recreation Civic Center is also located in Eveleth and provides curling facilities for the area. The Hippodrome is an enclosed ice facility that is used by the local hockey teams.

People who live in Eveleth often have strong ties to the community and are proud to live here. Eveleth has a number of community events that are held throughout the year which draw visitors into the City, and also provide a time for the community to gather. There are many volunteer and service based organizations in Eveleth that help plan these events and also provide unity and camaraderie throughout town.

Eveleth has many natural and outdoor resources to offer its residents, including six established parks and open space areas, an off-site campground, and golf course. These areas are located throughout town, within neighborhoods and are well utilized.

The parks in Eveleth include:

Northside Park (located on Park Avenue)

- Ice Rink
- Walking Path
- Basketball Court
- Playground Equipment
- Tree House
- Barbecue Grills

Monroe Park (located on Monroe Avenue between Lincoln and Grant Avenue)

- Slides (2)
- Tricycle Trail
- Swings (2)
- New Equipment
- Climbing Gym

Southside Park (located behind the Eveleth Country Foods IGA)

- Baseball Fields (3)
- Tennis Courts
- Skate Park
- Slide
- Climbing Gym
- Merry Go-Round

Fayal Park (located on Superior Street)

- Swing Sets (2)
- Basketball hoop
- Climbing Gym
- Merry Go-Round

Leonidas Park (located in West Eveleth)

- Playground equipment
- Skating Rink
- Basketball hoop
- Various New Playground Toys

Dog Park (located on north side of City near Park Avenue)

Fenced area where dogs are permitted to run unleashed

While Eveleth has several natural public areas, opportunities for improvement do exist. The following goal statement was used as a guide through the development of objectives and subsequent recommendations.

CULTURAL AND NATURAL RESOURCES GOAL

Eveleth will promote the natural, historical, and cultural aspects of the community by offering resources that provide residents with opportunities to recreate and develop community pride.

Objective: Provide public areas for residents and visitors of Eveleth to enjoy the outdoors and expand recreation opportunities.

Fayal Pond Area

Fayal Pond is an asset which provides residents with a place to watch wildlife, enjoy open space, and recreate. Fayal Pond is located along the southern border of Eveleth, adjacent to U.S. Highway 53, making it a popular rest area for highway travelers. The area has parking onsite and is located near the future site of the Mesabi Trail Head facility. The Mesabi Trail Head facility will be located east of Highway 53 and will likely

draw trail users and highway travelers alike. The area has further potential for attracting more visitors into Eveleth. An accessible connection between Fayal Pond and the Trail Head Facility will connect trail users and visitors to the area. Fayal Pond area is currently maintained by Eveleth Public Works and has potential to be developed into a formal welcome area or way side rest.

Recommendation R1: Develop an action plan for the Fayal Pond Area that addresses its potential for a formal welcome area, alternative access points, interpretation, information distribution, and enhanced landscaping.

- ◆ This action plan should gather input from the Planning Commission, Eveleth Economic Development Authority, and Parks Commission as to how the area can benefit all facets of the City.
- ◆ Addressed in the plan should be increased parking solutions, site maintenance improvements/changes, address flooding issues, and surrounding area improvements.

Mesabi Trail Head Facility

The Mesabi Trail is a regional trail that connects many communities throughout northeastern Minnesota. There are currently 120 miles of paved trail that provide access for biking, rollerblading, and pedestrian use. The trail is the result of efforts by residents and the St. Louis and Lake County Regional Rail Authority which has been an advocate for converting abandoned railroads into trails. When the trail is complete, Eveleth will be connected to one of the longest continuous paved trails in the United States. The Mesabi Trail's presence in Eveleth could make it a major destination for trail users. Currently, the Mesabi Trail connects to Eveleth in the SE corner of the City near Highway 53 and travels southeast to Veteran's Park and Campground on Ely Lake and east to other Iron Range cities and attractions.

The Mesabi Trail enters the City near the future site of the Mesabi Trail Head Facility. This facility will provide trail and area information and will be the hub of trail users. Its location near Highway 53 will give it high visibility and is projected to increase bike and pedestrian traffic in the area. Eveleth will benefit from the trail users and other visitors that the facility brings in. Currently, there is not a quality bike and pedestrian friendly connection from the Mesabi Trail Head Facility to Eveleth business districts.

Recommendation R2: Work with St. Louis County Regional Rail Authority to identify a safe strategy for connecting the Mesabi Trail and Trail Head Facility to Eveleth business districts and support utilizing the Trail Head Facility as a Gateway to the Iron Range.

- ◆ A connection could consist of utilizing existing sidewalk systems or the development of a new trail. Eveleth should work with the Regional Rail Authority and other interested partners to identify funding sources for construction costs and develop a detailed plan to connect the Mesabi Trail Head Facility with Eveleth and other business districts.

Recommendation R3: Develop a local non-motorized trail system that can connect into the Mesabi Trail. (See also Transportation section)

- ◆ A City trail or identified bike and pedestrian route would draw visitors off the Mesabi Trail into town and also provide the residents with local recreational opportunities.
- ◆ A perimeter trail around Eveleth should be explored. This would also provide an opportunity for residents to access the amenities in their neighborhoods more easily, without using a motorized vehicle.
- ◆ Funds for trail facilities are available through a variety of local, state, and federal sources. Addressing the individual neighborhood trail needs and desires of the City would need to be done prior to seeking funds.

Objective: Support local facilities for local community gatherings and attracting visitors.

Local Facilities

Eveleth has a number of buildings and facilities that give residents a place to gather and recreate together, while building culture and community pride. Facilities such as the Hippodrome, Curling Club, Eveleth Auditorium, and U.S. Hockey Hall of Fame Museum are assets to the residents and also draw visitors into Eveleth. These facilities have their own funding and management challenges.

Recommendation R4: Encourage private funding groups to rehabilitate and increase utilization of their facilities.

- ◆ The City should continue to recognize that these facilities provide a place for residents to meet and are vital in developing community concord in Eveleth. While the City may not be able to contribute financially, other partnerships could be developed to make the facilities more viable.

Historic Buildings

There are several historic buildings within Eveleth, (e.g. Eveleth Auditorium, City Hall, Swedish Hall, Italian Hall, Finnish Hall, Land Office, Public Library) that establish a strong presence of history in the City. Historic buildings provide opportunities for business expansion and housing opportunities, with many successful examples of historic building rehabilitation in the region (e.g. SRO Building). Building rehabilitation can be a strong form of economic development and encourage business expansion or development.



Recommendation R5: Eveleth will recognize the importance of historic buildings that add character and charm to the City by appointing a Historic Preservation Commission.

- ◆ Eveleth will encourage the owners of historic buildings and facilities that are economically viable to preserve their character, which is important in

remembering the history of Eveleth.

- ◆ City-owned historic buildings (e.g. City Hall, Eveleth Auditorium) should also be preserved when economically viable for City.
- ◆ Eveleth should open communication with building owners about cooperation or collaborative efforts for preserving and utilizing historic buildings.
- ◆ One task of the commission will include developing a Historic Preservation Plan, which should identify the historic buildings in Eveleth and the importance of each building.
- ◆ A Historic Preservation Commission would help lead preservation efforts of historic buildings in Eveleth and may result in acquiring funding.

Historic Preservation Commission
Community's appoint Historic Preservation Commissions (HPCs) to identify, protect, and preserve the community's historic and archaeological resources. These citizen commissions can conduct historic resource surveys, recommend local designation of historic properties, develop and enforce design guidelines for locally designated historic properties, and undertake preservation education in the community. Establishing an HPC can lead to the eligibility of programs and federal grants.

Community Facilities

While Eveleth currently has many facilities that are used for a variety of public gatherings and events, there is not one facility that is currently identified as a "community center building". Having a community center is important, because it is a focal point for community activity and can also be a revenue generator for the City of Eveleth. A facility that can be utilized for both public and private events would be a valuable amenity for residents.

Recommendation R6: Conduct an analysis of the current City-owned buildings in Eveleth and identify whether they are being utilized to their fullest potential.

- ◆ An analysis and inventory of City-owned buildings will give Eveleth a tangible list to review and open discussion of how buildings could be better utilized for community and City benefit.
- ◆ Partnerships with local organizations may be helpful in fully utilizing facilities.

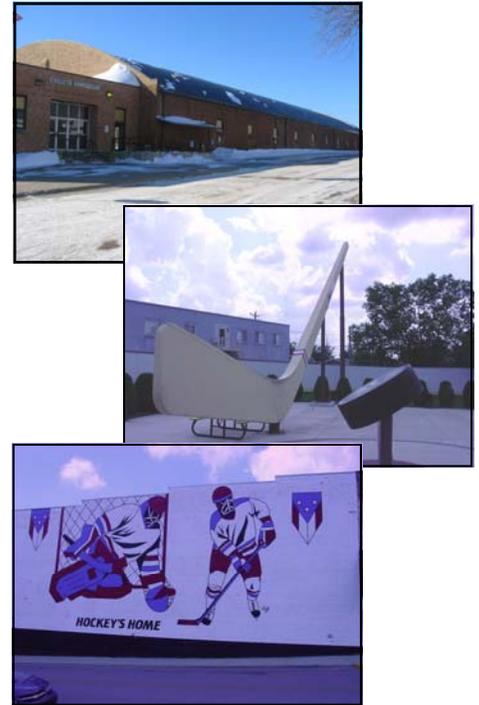
Recommendation R7: Consider the development of a community center that can be utilized for public and private events.

- ◆ First, the City should consider converting current City-owned facilities into a community center. Cooperation/space sharing should be explored with current buildings, like the Hockey Hall of Fame Museum building. The Eveleth Auditorium is a possibility for a community center, although much renovation would be needed.
- ◆ The City should identify the need and future use of a community facility and consider the size and other needs.
- ◆ Utilizing an existing historic facility may provide the opportunity to encourage involvement and education of local history.

Objective: Promote and maintain attractions to draw people into Eveleth.

Hockey Assets

Eveleth has a number of hockey assets that lead to Eveleth's image of a hockey town. The "Big Stick" is a unique asset in Eveleth and is a common destination of visitors to Eveleth who want to see the largest hockey stick replica. There are some way-finding signs that identify the location of various attractions, including the Big Stick Plaza. However, the area does not seem to cohesively fit in the downtown area and improvements could be made for more utilization. Further enhancement and advertisement of the site is needed to make it a quality attraction that helps to market the City. The Big Stick Plaza has potential to be a focal point and draw visitors into downtown and support businesses. Eveleth also has the U.S. Hockey Hall of Fame Museum which offers history and memorabilia of local and national hockey. The city owned Hippodrome is a fully enclosed hockey ice arena.



Recommendation R8: Develop a plan that identifies interpretation opportunities, promotes downtown cohesiveness, adds activities, beautifies, and helps to advertise hockey assets in Eveleth.

- ◆ Utilizing past design efforts for the site should be a priority.
- ◆ Developing the site will be an asset to businesses and residents.
- ◆ The Big Stick Plaza is a landmark, which Eveleth could utilize for promotion and marketing campaigns. This effort should be coordinated with other downtown economic development strategies.

Leonidas Overlook

The Leonidas Overlook has potential to be a region-wide tourist attraction by providing an interesting window into active mining activity on the Iron Range. Currently, the overlook is undeveloped with needed safety and access improvements. The site is utilized by locals, but is generally underutilized by visitors as it is not actively marketed. By addressing safety, lighting, and interpretation the site could be a popular attraction for those interested in mining on the Iron Range.

Recommendation R9: Work with the Leonidas Overlook property owner towards implementing interpretation, lighting, and other improvements that could would improve Leonidas Overlook.

- ◆ Other items that need to be considered are safety and liability of the site and how to more successfully promote the site as an attraction.

- ◆ Partnerships with the United Taconite and Mesabi Trailhead Facility should be sought that would benefit in developing a promotional plan and funding needs. Setting a meeting with all identified stakeholders would help to set goals and identify what options are available.
- ◆ A site plan may help to identify a clear vision for the area, and would help to create concrete action steps for implementation and for seeking funding.

Objective: Improve way-finding and interpretation throughout the City.

Way-finding

Within the City of Eveleth there are a variety of cultural and recreation assets hidden throughout town, including the Hippodrome, public parks, City campground, Leonidas Overlook, and historic buildings. Finding these facilities is sometimes difficult for visitors. While Eveleth has made efforts to identify these local assets, further steps could be taken to further inform visitors. Interpretation of the history and culture of Eveleth should be addressed which will provide education to residents and visitors. Currently, access to Southside Park is limited with park users often parking or crossing privately owned land.



Recommendation R10: Evaluate the functionality of the current way-finding system and identify additions or improvements to this system that will provide better access to community amenities.

- ◆ Improving way-finding and community connectivity will make businesses, community assets, and other resources more accessible.
- ◆ This includes reviewing way-finding for passenger vehicles, those entering town walking or biking on the Mesabi trail, and other motorized trail users.
- ◆ Eveleth should prioritize other areas or facilities that should be included on the current signage that exists; including historical buildings such as Mining Captain's Homes and Immigrant Halls.
- ◆ Partnerships can be created with the Eveleth Merchant's Association or other tourist based organization that could contribute to the efforts and funding of developing a map that identifies where in Eveleth attractions can be found, giving visitors direction.
- ◆ Access or way-finding to Southside Park should be analyzed to prevent parking or land access issues.

Interpretation

Eveleth has a rich history and culture that is interesting to both residents and visitors. Improvement in identifying and capitalizing on opportunities to provide interpretation on Eveleth's history and culture is important. This not only creates more community awareness but also could be an attraction element.

Recommendation R11: Work to implement an interpretation plan that will create opportunities for residents and visitors to learn its rich history.

- ◆ A City appointed Cultural Commission should be explored to implement this process.
- ◆ Places for implementation include the old trolley paths around town, the Big Stick, Leonidas Overlook, mining activity, and historic buildings or events that are important to the City's history.
- ◆ Exploring partnership opportunities with the historical society, Eveleth Heritage Committee, or Eveleth Merchants Association could lead to funding or staff support for developing the plan.

Views from Leonidas Overlook



HOUSING

Background and Assessment

Eveleth is a community with a diverse housing stock that ranges in age, size, arrangement, and location. In 2000, the City of Eveleth completed a housing study which was a comprehensive analysis of the overall housing needs within the City. Eveleth continues to implement these recommendations.

The housing study identified several barriers and limitations to housing development in Eveleth. Housing issues included competition with neighboring communities, limited population growth and aging population; new owner-occupied home construction is deterred because of value gaps. In general the housing stock in Eveleth is aging; there are capacity limitations; mining economy fluctuation; the need for infrastructure improvements; and fewer housing choices due to lower incomes. The document focused primarily on preservation, maintenance, and improvement of existing housing stock, promotion of appropriate housing stock, taking advantage of housing subsidy opportunities, and developing a realistic action plan that is practical.

Eveleth continues to have a variety of needs. The Range Readiness Housing Work Team has been established to work with communities in identifying priorities and strategies to improve housing stock.

HOUSING GOAL

Eveleth will have many housing options, including high-end and affordable options, which meet the needs of all residents and workforce. Affordable housing for young families, lower income households, and seniors will continue to be available.

Objective: Eveleth should promote housing development and infill.

Iron Range Housing Market Analysis

The Iron Range Housing Market Analysis was a project of the Greater Minnesota Housing Fund and the Range Readiness Initiative Housing Work Team. The project was developed to identify housing needs when major industrial projects are developed in the region. The Quad Cities area is expected to have a need of between 479 and 611 permanent housing units over the next five years.

Recommendation H1: Review and implement goals of the Iron Range Housing Market Analysis.

- ◆ After review of the Market Analysis, Eveleth should continue to support efforts to expand or develop work force housing.

- ◆ Eveleth should continue to support regional efforts, including work of the Range Readiness Initiative Housing Work Team.

Housing Rehabilitation and Development

There is a need for improved housing stock within Eveleth. There are some homes that are severely blighted with unhealthy living conditions within the City. These properties portray a negative community image and can create divisions in communities. Some blighted properties could be rehabilitated while others are dilapidated beyond repair.

Several vacant lots are being underutilized in Eveleth. Also, there are additional areas throughout the City that have the potential for housing development but due to zoning, ownership, or lack of development goals, they go unused and remain vacant. While Eveleth is “landlocked” on many sides by mining activities, there is significant properties within Eveleth that have development potential to expand the housing stock in Eveleth.

Recommendation H2: Support the demolition of dilapidated buildings that are beyond repair.

- ◆ This will both eliminate dilapidated buildings, alleviating neighborhoods of blight, and also provide infill development opportunities.
- ◆ Eveleth can work with other agencies to promote this activity.
- ◆ Eliminating these structures will be instrumental in revitalizing Eveleth’s image.

Recommendation H3: Identify land within Eveleth with housing development potential. (See also Land Use Section)

- ◆ These areas should be identified and zoned accordingly to result in a more streamlined development process.
- ◆ Areas east of Highway 53, beyond the commercial corridor, should be explored as future residential areas.



Open land in East Eveleth

Recommendation H4: Identify vacant city-owned lots that are being underutilized and identify a plan for those areas.

- ◆ The City should begin with an inventory of City land and work to determine plans for these areas.

Objective: *Eveleth should continue to progressively solve blight issues.*

Blight

Blight continues to be an ongoing issue within Eveleth. Blighted properties reduce surrounding property values and decrease the quality of life for residents. Blight creates animosity between neighbors and can destroy healthy neighborhoods. Eveleth has begun to realize the many negative effects blight has on communities and has begun to take proactive measures in dealing with blight. Many property owners that have blighted buildings have been contacted about correcting blight. Several blight issues have been rectified.

Recommendation H5: Develop a proactive blight reduction program.

- ◆ Hold public informational meetings describing what blight is and programs that can be used to gain financial assistance for removing blight, distribute information that educates property owners on blight issues, and develop other efforts that will stop blight before it happens.

Recommendation H6: Review the blight ordinance and establish enforcement.

- ◆ The ordinance should be specific and comprehensive to eliminate questions and expedite the process of dealing with blight.
- ◆ Specific processes and timelines should be identified so that property owners are well informed and know the process after their property is cited.
- ◆ Eveleth should identify and organize enforcement efforts.

Objective: Provide safe and well-maintained homes to residents in Eveleth.

Building Safety

The City of Eveleth does not currently have a building code. The State of Minnesota has a State Building Code which covers the basic requirements that cities can adopt. Many cities adopt the State Building Code, while others go above and beyond these standards to better meet their needs and goals. Eveleth does not currently have a rental housing code.

Recommendation H7: Initiate the process of adopting a building code.

- ◆ This will develop proper standards for new structures in the future, but will not impede economic development.
- ◆ Review the Minnesota State Building Code and invite a State Building Official to meet with the City Council would provide a starting point to open the discussion.

- ◆ The process should also identify the costs associated with adopting and administering the new code.
- ◆ Neighboring cities should be referenced to identify if adopting the State Building Code is enough or if Eveleth should develop its own code to address specific City needs.
- ◆ Designate a building official to enforce the code and coordinate the building permit process. Partnerships should be sought between other area local governments who employ a building official part time.

Recommendation H8: Initiate the process of developing a Rental Housing Code.

- ◆ This code would preserve the rights and safety of renters.
- ◆ The development of this code may help to solve some of the blight issues within Eveleth, including considering measures like limiting the number of rental units per neighborhood.
- ◆ Eveleth should work to identify landlord responsibilities including maintenance, safety precautions, and neighborhood engagement through information distribution.

Objective: Encourage existing housing stock rehabilitation efforts in Eveleth.

Home Rehabilitation

In May 2000, during the drafting of the Eveleth Housing Study, housing conditions were analyzed. Roughly 46 percent of the single-family homes were considered to be in sound condition, while the remaining 54 percent were considered in need of minor repair, major repair, or should be torn down. At the time of the survey, approximately 29 percent of the housing units were considered to be renter occupied. Rehabilitation funding is helpful to home owners to make improvements to rehab structures.

Recommendation H9: Develop, partner, or promote home rehabilitation efforts for owner-occupied and rental housing.

- ◆ This could include local, regional, and state efforts which include grant and low-interest loan options (e.g. Arrowhead Economic Opportunity Agency).
- ◆ Eveleth should work with the agencies that are currently working in the region on housing rehabilitation efforts.
- ◆ Eveleth should identify which programs are currently available to homes in Eveleth and make this information available to residents and identify if further local efforts are needed to assist in rehabilitation of the housing stock in Eveleth.

Recommendation H10: Explore programs that aid prospective home buyers to acquire housing in disrepair and rehabilitate it.

- ◆ Eveleth efforts could include eliminating fees, taxes, or other costs associated with acquiring and rehabbing homes, or other programs that may include low interest loans, etc.
- ◆ Similar programs around the region should be evaluated to identify whether they would be successful in Eveleth.

Objective: Coordinate with other local, regional, and state housing efforts.

Housing Efforts

Partnering with housing and human service agencies that work in Eveleth is essential to the success of Eveleth Housing. Coordinating with these agencies helps to identify and obtain funding sources and to prioritize projects that are needed in communities.

Recommendation H11: Participate in housing efforts of local, state, and regional agencies and programs.

- ◆ Partnerships should include Range Readiness Initiative, Minnesota Housing Finance Agency, Iron Range Resources, Arrowhead Economic Opportunity Agency, Greater Minnesota Housing Fund and others.
- ◆ Partnering with these agencies will give Eveleth useful assistance and access to funding opportunities that arise.



ECONOMIC DEVELOPMENT

Background and Assessment

The City of Eveleth has the Economic Development Authority which is a City Council appointed Board that addresses economic needs within the City and advises the City Council in economic development related decision making.

In 2007, Eveleth undertook a study to identify development strategies for the Highway 53 Corridor. The work will be completed in four phases with two already completed. The first phase included an assessment of the current situation and projected growth for the area. The next phase analyzed the market position of Eveleth, and identified industries and companies that are possible for the area. This analysis included interviews with business owners about the community assets and challenges to running or starting a business in Eveleth. A number of Action Steps were developed for the City that included addressing blight, infrastructure expansion, business relationships, partnerships, City identity, and corridor development. The next two phases will include explorations for public programs and resources for economic development will be made and several sources identified and the development of strategies will then be developed to facilitate employment and economic growth.

Eveleth also developed a Grant Avenue Redevelopment Plan that listed several strategies for rehabilitation efforts in the downtown area including a list of tasks that could be performed soon and which would make instant improvements. This plan was completed by John Cook in 2006 for the City of Eveleth.

ECONOMIC DEVELOPMENT GOAL

The Highway 53 corridor and downtown area will be economically vibrant, with Eveleth's strong workforce and clean appearance. Businesses in the community will be diversified to establish economic stability and will provide many amenities to the residents.

Objective: Plan for the redevelopment of Alice Location.

Alice Location

The Alice Location is located south of downtown, with access to Fayal Road. The land is City-owned and is currently leased out to a few tenants who use it for a variety of uses. The area is currently zoned as Manufacturing. The area is not being fully utilized and suffers from blight. A redevelopment plan needs to be identified for the area, to make it a place for new and expanding businesses to locate.

Job Opportunity Building Zone (JOBZ)

The JOBZ initiative is a state program established in 2004 to benefit rural economic development. The goal of the program is to stimulate economic development activity in rural Minnesota by providing local and state tax exemptions to companies that start up or expand in targeted areas of Greater Minnesota. Eveleth has two of these

This area is currently a JOBZ zone with tax benefits for businesses. The area has potential for businesses that do not fit in with the traditional downtown commercial use, but should still be located near downtown.

Recommendation E1: Develop a strategy to redevelop Alice Location. (See also Land Use Section)

- ◆ The City should work collaboratively with the Planning Commission and Economic Development Authority to establish a plan for the area.
- ◆ The City should work with leaseholders to clean up the area and prepare for future development and encourage potential businesses to locate here.
- ◆ The City should make it a priority to plat the area in order to get it ready for development. Infrastructure needs for the area include water, sewer, sanitary sewer extensions and public roadways.

Objective: Promote revitalization efforts for commercial areas downtown.

Downtown

Downtown Eveleth businesses have a long history of providing goods and services to the residents of Eveleth. Businesses in the downtown area include restaurants, retail, banks, and gas stations. The area also has the attraction of the "Big Stick" which can be an important force drawing visitors into downtown. In 2006 Eveleth worked with John Cook to develop a Grant Avenue Redevelopment Plan that identifies some strategies that could be taken to revitalize the downtown area.

Recommendation E2: Prioritize revitalization efforts in the downtown area.

- ◆ The City and the Economic Development Authority should review the John Cook Grant Avenue Redevelopment Plan and identify which strategies should be followed up on and what action can be taken to help these efforts.
- ◆ The City of Eveleth should look for opportunities for revitalization efforts downtown and continually evaluate the progress being made.

Recommendation E3: Develop design criteria for Downtown and Highway Commercial areas in order to promote aesthetically pleasing commercial districts.

- ◆ Eveleth Planning Commission should work to develop the design criteria including the differences between the Highway and Downtown Commercial districts. A design district with boundaries and specific standards would be the most effective way to begin implementing design criteria.

Recommendation E4: Participate in local economic development efforts and collaborate with others in encouraging businesses to locate in Eveleth.

- ◆ Developing a community business team should be explored. This team would provide assistance and advice to prospective businesses and should consist of city representative, other business owners, EDA, and Eveleth Merchants Association.

- ◆ These efforts would support business start-up and administration and encourage businesses to locate in downtown Eveleth.
- ◆ Eveleth should develop a written process that prospective businesses can use that would outline the steps necessary for starting a business in Eveleth.

Recommendation E5: Support efforts to enhance vacant lots and eliminate commercial buildings that are beyond repair in the downtown area.

- ◆ Buildings that are uninhabitable and unrealistic to rehab should be eliminated to create opportunities for infill development.
- ◆ Vacant lots should be kept up to prevent areas from becoming blighted properties, and opportunities explored for turning vacant lots into pocket parks or usable areas.
- ◆ Blighted commercial properties should be identified and dealt with. Blight efforts that are addressed in the housing sections should be used to deal with commercial properties as well.

Recommendation E6: Work with regional partners that support commercial revitalization.

- ◆ Iron Range Resources provides grants for the purpose of demolition and removal of commercial buildings to make way for new development or new businesses. Iron Range Resources also provides other grants for expanding infrastructure and other business building improvements.
- ◆ Other money, including Community Development Block Grant dollars, can be accessed to develop projects in downtown areas as well.

Downtown Parking

Parking areas downtown include on-street parking along Grant Avenue and most side streets, and a public lot which is located one half block up from Grant Avenue behind a number of businesses. The public lot provides a number of extra spots and is well used on week days. There continues to be a shortage of parking spots for business patrons due to a number of factors including the absence of parking time-limits and business employees filling spots.

Recommendation E7: Proactively seek additional parking opportunities for downtown.

- ◆ Address parking changes when Grant Avenue is reconstructed. This includes addressing the need for the pedestrian bump-outs and determining if eliminating these would create more parking spots. The negative effect of pedestrian accessibility will need to be addressed. Pedestrian accessibility will become increasingly important if connections to the Mesabi Trail and a local trail system are developed downtown.
- ◆ Eveleth should consider regulating parking time limits in the City ordinance. Properly addressing parking time limits may be a way to keep downtown employees or residents from taking up spaces in front of businesses for the duration of the day.

- ◆ Eveleth should proactively seek additional parking lot opportunities. When vacant lots become available, decisions regarding infill development or parking expansion should be weighed.
- ◆ In future downtown revitalization efforts, parking should be addressed. Innovative parking solutions should be continually sought.
- ◆ Eveleth should promote making visible downtown parking facilities that incorporate green space or other beautification measures.

Objective: Promote business in Eveleth.

Eveleth Economic Development Authority

The Economic Development Authority (EDA) currently works to promote business and the economic climate in Eveleth.

Recommendation E8: Work through the Eveleth Economic Development Authority to promote business growth.

- ◆ Working with businesses should be a priority and helping businesses to locate in Eveleth and identifying the procedures related to locating a business (i.e. building permits, city land use zones). This should include information distribution to the prospective businesses including which businesses Eveleth already has and does not have.
- ◆ The City and area businesses should collaborate in a regional marketing program that would highlight Eveleth's assets.



Virginia Eveleth Economic Development Authority

The Virginia Eveleth Economic Development Authority (VEEDA) was established in 1996 as a joint venture of the Cities of Virginia and Eveleth. VEEDA developed Progress Park, which is a 240 acre business park located between Eveleth and Virginia. The high-tech industrial park is in a JOBZ zone (which gives tax incentives to businesses that locate here). The area currently has eleven lots available.

Recommendation E9: Encourage VEEDA to develop a comprehensive development and marketing plan for Progress Park.

- ◆ A comprehensive development plan should include actively promoting the sites that are still available. Information should include what the site values, utility locations, possibilities for each site, and an inventory of businesses currently located in Progress Park.



TRANSPORTATION

Background and Assessment

Eveleth is located along U.S. Highway 53, a major artery in Northeast Minnesota. U.S. Highway 53 is a 10 ton, four-lane highway that stretches north to International Falls and south to Duluth. This highway has an Average Daily Traffic (ADT) of 11,500 vehicles along the southerly border and 14,000 vehicles along the northerly border of Eveleth.

County State Aid Highway 101 (Fayal Road) is another major artery through Eveleth, topping off at 5,600 vehicles per day, which has mainly local traffic that also accesses Highway 53. Other major routes in town include Park Avenue (ADT 4,450) and Grant Avenue (ADT 3,750). Eveleth also has many local roads that average more than 1,000 vehicles per day.

In the previous Comprehensive Plan developed by the City, there were several proposed trails identified including a trail that looped through Eveleth Downtown, out to the Leonidas Overlook, and a nature hiking trail into east Eveleth. These trails were never constructed. However the Mesabi Trail is connected to Eveleth in the Southeast corner of the City near Fayal Pond. This trail also has a connection south to Eveleth Veterans Park on Ely Lake.

TRANSPORTATION GOAL

Eveleth will provide a solid transportation infrastructure and regional connections. Eveleth will have well-maintained roads and safe bicycle and pedestrian facilities.

Objective: Safety and Access from Highway 53 onto Hat Trick Avenue and Industrial Park Drive.

Intersection of Highway 53 and Industrial Park Blvd/Hat Trick Avenue

This intersection is difficult to enter/exit Highway 53 because of the higher speeds and reduced sight lines caused by elevation. This intersection is also instrumental in drawing traffic off Highway 53 into the attractions and businesses along the Highway 53 corridor. There is currently a traffic signal north of this intersection at the intersection of Park Avenue/Progress Park Parkway and Highway 53, which is also a well used artery that delivers traffic to and from Highway 53.

Recommendation T1: Advocate to the Minnesota Department of Transportation the need for safety improvements at the intersection of Highway 53 and Industrial Park Drive/Hat Trick Avenue.

- ◆ Minnesota Department of Transportation uses an Inventory Control Evaluation to determine if a traffic signal is needed in an intersection. Depending on the

criteria for installing the traffic signal, local governments often contribute all or part of the cost which should be considered.

- ◆ Alternatives to improve safety at the intersection should be considered along the corridor including speed changes or other traffic calming methods.

Objective: Increase safety and accessibility to local amenities for bicycles, pedestrians, and other recreational vehicles.

Trail Connections

The connection to the Mesabi Trail provides transportation alternatives and recreation opportunities for residents and visitors of Eveleth. Connecting this trail to the entire City will increase the use and accessibility of the trail. Currently Mesabi Trail access from West Eveleth and other neighborhoods in Eveleth is minimal. Additional connections to local parks and amenities are needed throughout town. Funding for constructing trails and other transportation related projects is available from a variety of sources including the Department of Natural Resources and the Northeast Minnesota Area Transportation Partnership Enhancements Process. A designated State Snowmobile spur travels along the Highway 53 Corridor through Eveleth. This spur provides access to the businesses along Highway 53; however, there is limited access to the other businesses in Eveleth.

Recommendation T2: Identify trail needs and priorities for connections throughout Eveleth and to the Mesabi Trail. (See also Natural Resources Section)

- ◆ An important connection in Eveleth is developing an access to the Mesabi Trail Head Facility which should see a lot of bicycle traffic from the Mesabi Trail.
- ◆ Connecting area businesses to recreational opportunities should be included in the plan (e.g. parks, snowmobile trail). Crossing Highway 53 will need to be addressed.
- ◆ The plan should address priority trails, phases, and funding opportunities.

Recommendation T3: Identify a snowmobile trail route that connects all Eveleth business districts with the U.S. Highway 53 corridor trail, and safe access to both sides of the Highway.

- ◆ Eveleth should collaborate with the State of Minnesota, local businesses, and residents to identify a route that snowmobile users can use to access local businesses. This process may include utilizing some local roads as designated

DNR Local Trail Connections Program

The Minnesota DNR offers a local trail-funding program whose purpose is to promote relatively short trail connections between where people live and desirable locations they wish to visit. Projects must result in a trail linkage that is immediately available for use by the general public. The minimum grant amount is \$5,000 and the maximum grant amount is \$100,000. There is a 50% "cash match" for eligible elements of the project proposal.

Federal Transportation Enhancements

Transportation Enhancements is a category of transportation projects that are eligible for federal funding under the Transportation Equity Act: A Legacy for Users (TEA-LU). Enhancements' projects are defined as transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. In Northeast Minnesota \$1.5 million annually is available for eligible projects including trail construction through this program.

snowmobile routes. Funding is available for making snowmobile trail connections.

Recommendation T4: Advocate for a Safe Routes To School Plan to be completed that identifies additional pedestrian and bicycle needs and develops strategies for connections.

- ◆ Safe Routes To School efforts are generally spearheaded by school districts. However, these plans not only apply to children traveling to school but also help to improve general neighborhood connectivity.

Objective: Provide a well maintained local road system.

Roads Review

Eveleth currently maintains all city streets within the City limits and continually analyzes City streets and makes maintenance improvements when needed.

Recommendation T5: Continue regular analysis of the functionality and condition of transportation infrastructure annually. (See Section 7)

- ◆ This analysis will give City staff and administration a forecast for when roads are going to need maintenance or improvements.
- ◆ The Capital Improvement Plan should include transportation needs including road and sidewalk improvements.

Objective: Collaborate with other agencies for providing regional connections.

State Transportation Planning

Eveleth is located along the intersection of U.S. Highway 53 and Trunk Highway 37. Highway 53 is the most traveled road in the City and provides the residents with connections to neighboring cities and the Northeast region of Minnesota. The Minnesota Department of Transportation places a priority on U.S. Highway sections with high traffic volumes. U.S. Highway 53 is a four-lane highway with three entrances into Eveleth. The City should participate in corridor and District planning processes in order to lobby for continued maintenance and improvements to both highways.

Recommendation T6: Participate in Minnesota Department of Transportation District 1 planning processes in order to lobby for continued maintenance and improvements to U.S. Highway 53 and Trunk Highway 37.

- ◆ Work with Minnesota Department of Transportation to plan proactively for transportation needs in Eveleth.

Safe Routes to School Plan

The purpose of a Safe Routes to School Plan is to identify barriers and unsafe conditions for children walking and biking to school. The SRTS program is designed to work with school staff, students, and parents to evaluate the school's surrounding, educate on the SRTS concept, enforce safety-related policies, and encourage participation. These key areas of evaluation, education, enforcement and encouragement help create a community where students can travel to school on their own and parents and school staff feel comfortable about their safety.

Objective: Support the Mesabi Trail.

Mesabi Trail

Still under construction, the Mesabi Trail will eventually stretch from Grand Rapids to Ely in Northeast Minnesota and connect 25 communities. The Mesabi Trail Head Facility is planned to be built in Eveleth which will provide parking for trail users as well as other resources and possibly commercial activity.

Recommendation T7: Support the construction of the Mesabi Trail and Trail Head Facility. (See also Natural Resources Section)

- ◆ The trail and Trail Head Facility are essential to Eveleth and will contribute to increased number of visitors in Eveleth, but may also spawn additional commercial development along the Highway 53 corridor. Eveleth should promote the use of this facility as an Iron Range Gateway facility.
- ◆ Supporting the entire trail is important to raise the awareness and use of the trail, which will affect Eveleth.

Objective: Provide transportation connections that facilitate growth within Eveleth.

Station 44 Road and Industrial Park Drive Connection

Currently there is no connection between Station 44 Road and Industrial Park Drive. This area has potential for development and this road would open up development opportunities.

Recommendation T8: Develop a road connecting Station 44 Road and Industrial Park Drive/ Progress Park Parkway.

- ◆ This would open up development opportunities for development and provide additional access to businesses and facilities in these areas.

INTERGOVERNMENTAL COOPERATION

Background and Assessment

Eveleth is located in central St. Louis County within the Quad Cities area, which includes Mountain Iron, Gilbert, Virginia, and Eveleth. Also, Eveleth is located on the heart of the Mesabi Iron Range in Northeastern Minnesota. Eveleth is a member of intra-City boards and joint powers agreements that allow for collaboration with neighboring cities.

INTERGOVERNMENTAL COOPERATION GOAL

Eveleth will work cooperatively with neighboring local governments, St. Louis County, and state agencies to explore cooperative efforts.

Objective: Promote collaboration of inter-city and intra-city boards, commissions, and efforts.

Intra-City Collaboration

There are several boards and commissions within the City of Eveleth governmental structure.

Recommendation C1: City Commissions, local groups, and associations should continue to collaborate and exchange ideas and information and advise City efforts.

- ◆ Board members and representatives should attend other commission/committee meetings to provide information and input, and to promote the exchange of information. This should include City Council, Planning Commission, Eveleth Economic Development Authority, Parks Commission, Board of Adjustment, Fire Commission, Golf Course Commission, Library Commission, Charter Commission and Police Commission.
- ◆ Presentations and requests for input should be common between entities.

Recommendation C2: Eveleth Charter Commission should periodically review City's compliance with Commission and organizational structure.

- ◆ Periodic reviews will provide the city with input on how to better use the commissions as advisory boards.

Inter-City Collaboration

Eveleth also participates in several inter-City efforts in the area. Those collaborations include; Virginia Eveleth Economic Development Authority, Eveleth Virginia Airport Authority, Joint ATV/OHM/Snowmobile Trail Board, Joint Recreation Board, Quad Cities Joint Recreation Authority Board, and Joint Cable Television Access Board. These boards collaborate on efforts that are better addressed through joint efforts.

Recommendation C3: Continue to actively participate in and identify joint efforts with other local governments on the Iron Range.

- ◆ City representatives who participate on these Boards should continually report back to the City Council.
- ◆ Collaborations should include Virginia Eveleth Economic Development Authority, Eveleth Virginia Airport Authority, Joint ATV/OHM/Snowmobile Trail Board, Joint Recreation Board, Quad Cities Joint Recreation Authority Board, and Joint Cable Television Access Board.
- ◆ Other opportunities for collaboration should be sought.

Objective: Continue to keep the residents in Eveleth safe.

Emergency Protection

Eveleth currently provides its own fire, ambulance, and police protection services. This includes a paid per call fire department, 24-hour ambulance service, and full-time 24-hour police staff.

Recommendation C4: Proactively address emergency service protection for Eveleth.

- ◆ This includes working with area cities to develop partnerships and explore options in providing cooperative emergency service protection.

Objective: Collaborate with St. Louis County and State of Minnesota officials.

St. Louis County and Minnesota officials

Eveleth is located within the 6th District in St. Louis County which is currently represented by Commissioner Keith Nelson, whose office is in Virginia. St. Louis County continues to work with local governments to work towards mutual goals. Eveleth is also represented in the State Capital and in the United States Capital.

Recommendation C5: Collaborate and inform St. Louis County and Minnesota elected officials of the needs in Eveleth regarding resources, housing, economic development, transportation, and other issues that arise.

- ◆ Set annual meetings with county staff and county board to address the needs of Eveleth.
- ◆ Work to maintain a working relationship with all County Departments including Planning and Development, Land Department, HRA, Public Works, Assessor, etc.
- ◆ Eveleth should also invite state and national elected officials to City Council meetings and keep them abreast of any new efforts.

UTILITIES AND COMMUNITY FACILITIES

Background and Assessment

Eveleth currently provides water and sanitary sewer for the residences and businesses in town. Eveleth also has a variety of other community facilities. Eveleth currently operates the Eveleth Municipal Golf Course. The golf course is a nine-hole course that provides quality golf and scenic views of St. Mary's Lake. Eveleth also owns and operates Ely Lake Veterans Park which provides many recreation opportunities and draws visitors.

UTILITIES AND COMMUNITY FACILITIES GOAL

Eveleth will provide essential services and utilities to the residents and businesses and provide community facilities, including recreation areas, which meet the needs of all residents.

Objective: Continue promotion efforts of city facilities including Veterans Park on Ely Lake, Library, Hippodrome, and Golf Course.

Veterans Park on Ely Lake

Ely Lake Veterans Park includes forests and open areas, campground, beach, boat docking and launching, and facilities for events. The park is utilized for day use, overnight camping, and special events.

Recommendation U1: Continue to utilize and promote Ely Lake Veterans Park.

- ◆ Identify strategies for more groups to utilize the park. The Ely Lake Veterans Park Project plan should be reviewed for its implementation and further strategies should be developed.

Eveleth Golf Course

The Eveleth Golf Course is a nine-hole golf course that is located south of Eveleth (not within the city boundaries) and owned and operated by the City of Eveleth.

Recommendation U2: Continue to utilize and promote Eveleth Municipal Golf Course.

- ◆ Plan proactively to meet facility needs and increase revenue.

Hippodrome

The Hippodrome is a city-owned facility that provides hockey facilities to Eveleth area hockey teams.

Recommendation U3: Continue to utilize and promote the Hippodrome.

- ◆ Proactively plan to meet facility needs.

The Eveleth Library

Eveleth Library is open six days a week in the winter and five days a week in the summer, providing reading material and computer access to area residents.

Recommendation U4: Continue to utilize and promote the Eveleth Public Library.

- ◆ Review the library needs annually.



Objective: Continue to provide quality infrastructure and amenities to residences and businesses.

Capital Improvement Plan

In 2008, Eveleth adopted an Assessment Policy and Capital Improvement Plan (for 2008). The Assessment Policy identified street improvement needs, a cost estimate and breakdown for each project, and project recommendations.

Recommendation U5: Continue to update and implement the Capital Improvement Plan which prioritizes projects for construction.

- ◆ Continue street replacement and utility improvements as needed.
- ◆ Continue analysis of utility and street conditions. This will aid City Administration in budget forecasts and subsequent years Capital Improvement Plan development.

Broadband Internet

Most Eveleth residents and businesses currently have access to broadband internet, however access to ultra high speed internet within Eveleth is limited. Broadband, especially ultra high speed broadband, is a valuable asset that can encourage commercial and economic development.

Recommendation U6: Encourage the upgrade and expansion of Internet infrastructure in Eveleth.

- ◆ Participate in regional initiatives and efforts that will bring the connection of upgraded internet infrastructure to Eveleth to meet business technology needs.

Objective: Proactively plan for utility extensions to facilitate future development.

Utility Extensions

Utility costs are often the deciding factors in whether developments are done in a community. Eveleth currently offers water and sewer service to its residences and businesses. Utilities are not only important for existing buildings, but are very influential in new developments. Frequently, cities will extend utilities to encourage development in areas.

Recommendation U7: Proactively maintain and expand utilities to support and promote development.

- ◆ Utilize grants from state and federal sources to help off-set the costs for utility expansion. Iron Range Resources or other sources (e.g. 569, CDBG) can be utilized to extend infrastructure that promotes economic or business development.

Recommendation U8: Work with Virginia Eveleth Economic Development Authority to expand utilities to encourage business infill in Progress Park.

- ◆ Eveleth should work cooperatively with VEEDA to meet the needs of Progress Park.



LAND USE

Background and Assessment

Since 1969, Eveleth has regulated land use within the City and still continues to administer a planning and a zoning ordinance. There are currently nine different zones on the City of Eveleth Zoning Map.

There are two residential districts; one and two family Residential and multifamily Residential. There are two commercial districts identified in Eveleth, general commercial and highway commercial. These districts accommodate commercial activities compatible with downtown Eveleth and commercial use along Highway 53. Districts M-1, M-2, and M-3 include light industrial, manufacturing, and mining activity. Other districts include Public for parks and recreation activities and Open designation for natural, undeveloped areas not suitable for intensive development.

LAND USE GOAL

Eveleth will have strong policies that promote wise land use and will actively plan for the future.

Objective: Identify an area within Eveleth for smaller industrial sites.

Light Industrial

Eveleth has some industrial activities utilizing the City owned buildings in the Alice Location. The buildings located here are aging and the City does not have a vision in place for the Alice Location.

Recommendation L1: Identify a plan for utilizing the city-owned portions of the Alice Location as a suitable area for industries that do not have a significant negative impact on the downtown business area due to noise, exhaust, or other issues. (See also Economic Development Section)

- ◆ This may include redeveloping the land, selling the land with agreements in place for redevelopment, or other similar opportunities.
- ◆ Funds should be sought for redeveloping the area.
- ◆ Identifying an industrial area would also help to direct these uses out of the downtown commercial area, which is not a desirable area for industrial use.



Objective: Identify and promote the highest and best use for land with development potential in Eveleth.

Land east of U.S. Highway 53

There are varying zoning districts east of Highway 53 including Highway Commercial, Open, Light Industrial, Manufacturing, Mining, and One and Two Family Residential. There is not a development plan for much of the undeveloped land east of Highway 53.

Recommendation L2: Identify the best use of land east of Highway 53 Corridor and rezone accordingly.

- ◆ This can be part of the zoning ordinance update, but further analysis of what the highest and best use of land within the City should be identified.
- ◆ Land that is zoned as Open Conservation or Mining Manufacturing should be looked at for rezoning and the possibility of additional residential and commercial development opportunities.

U.S. Highway 53 Corridor

The land that borders Highway 53 on each side is zoned as both Highway Commercial and Light Industrial. The land south of the Highway 37 underpass is zoned as Open Conservation. Much of the northern portion of the Highway 53 corridor in Eveleth is zoned as Light Industrial which does not allow for commercial use.

Recommendation L3: Prioritize the land along the entire U.S. Highway 53 Corridor as commercial development.

- ◆ If the entire corridor was zoned Highway Commercial, the corridor could begin to be developed as a commercial strip. There are significant other lands within Eveleth that could be utilized for manufacturing.
- ◆ This would support economic development by providing visible commercial stores to draw in vehicles from U.S. Highway 53.



Land West of US Highway 53 Corridor and East of Park Avenue

Currently this land is not developed and is used as a snow dump and sliding hill. It is zoned Light Industrial, Highway Commercial, and Open Space and is currently owned by the City of Eveleth.

Recommendation L4: Identify the feasibility of residential use in this area west of the Highway 53 Corridor, and consider rezoning to Residential (R1 or R2) or commercial use.

- ◆ Exploration of existing restrictions on the land is needed to be sure the land can supporting housing and the highest and best use should be identified.



West Eveleth Residential

West Eveleth currently is primarily a residential area that has undeveloped land. Currently, the east and west portions of West Eveleth have potential for development. A plan for these areas would help to promote development and prioritize use; for example, low or high density housing.

Recommendation L5: Continue efforts for single family housing infill in West Eveleth.

- ◆ Identify solutions through participation in local and regional housing efforts to encourage further housing development in West Eveleth.

Station 44

Station 44 does not currently have a development plan but has potential for residential and commercial use. The area is located near U.S. Highway 53 and is currently zoned residential.

Recommendation L6: Develop a plan that includes both residential and commercial uses in the Station 44 area.

- ◆ The Commercial uses may be located near the Highway 53 Corridor and connect with commercial activity associated with the Mesabi Trail Head Facility. The rest of Station 44 would be comprised of residential use.

Objective: Eveleth should identify expansion possibilities.

Annexation

City of Eveleth has used the annexation process to acquire more land for development in the past. Development within Eveleth continues to be difficult as much of the land is already developed or is existing mining land. Annexing additional areas in the future may be an option that Eveleth should explore.

Recommendation L7: Develop an annexation statement.

- ◆ This statement can be used as a guide to identify when Eveleth should consider

annexing land.

- ◆ Eveleth should consider consolidation of services during annexation.

Planning

The City of Eveleth Zoning Ordinance was adopted in 1969 and has been revised numerous times since, including the last revision in 2004. The zoning code is in need of modernization and reorganization in order to better protect the rights of residents and businesses, and also to guide development within the City. Currently, the Planning Commission meets intermittently as business arises. The Zoning Ordinance does not have an adult use business district, which could have impacts on the city.

Recommendation L8: Begin the process to revise the zoning ordinance by modernizing and addressing current needs/goals of the Comprehensive Plan including adopting an adult use business ordinance.

- ◆ The zoning ordinance should directly reflect the 2009 Comprehensive Plan Update.
- ◆ The ordinance should be revised with intent of full enforcement.
- ◆ Review the zoning map and identify if any changes in zoning districts should be made.
- ◆ When the ordinance is revised, there will likely be changes to the zoning map due to changes in the vision for a number of areas. During this process the City should work to identify what the best use of land is within the City.

Recommendation L9: Planning Commission should review the City Zoning Map and make changes consistent with the Comprehensive Plan.

- ◆ This should be completed concurrently or after the revision of the Zoning Ordinance.

Recommendation L10: Planning Commission should meet regularly to address planning business, implement the Comprehensive Plan, and work to fully meet planning needs.

- ◆ The first step should be to revise the City zoning ordinance.
- ◆ The Planning Commission and other City commissions/committees should develop an implementation list derived from the Comprehensive Plan Update to ensure implementation of the Plan.

Recommendation L11: Planning and zoning permitting process should be streamlined and simplified to better communicate to potential applicants the planning process.

- ◆ This includes developing planning process timelines, what is to be expected for each individual application, explanation of the 60-day rule, and applicants rights and responsibilities in the process.
- ◆ Regular Planning Commission meetings will lead to promptly addressing planning and zoning issues.

IMPLEMENTATION

Cities have a number of tools that they can use in implementation of the objectives and recommendations listed in the Comprehensive Plans. Many of the objectives can simply be completed by City Departments while others will need to be changed in the City Ordinance and other regulations before they can be implemented.

This section includes an Implementation Matrix that lists each recommendation, the action steps necessary to complete the recommendation, parties/departments involved, and the timeline needed to complete the objective. Action steps will range from completing more in depth and detailed processes to setting up meetings with involved parties to open communication. Identifying the department or group that will be responsible for implementation is very important to making the goals of the Comprehensive Plan become accomplishments. Having a committee/commission that can spearhead each effort will help to make significant progress. Timelines could range from as short as six months to recommendations that are ongoing and will be continued efforts.

IMPLEMENTATION GOAL

Eveleth will actively work to complete the strategies identified in the comprehensive plan and will review implementation progress periodically.

Objective: Fully implement the Comprehensive Plan after City adoption.

Commission Assignments

Eveleth currently has several Commissions that were organized for advisement to the City Council. Many of the recommendations that are developed in the Plan will fall under the Commissions duties.

Recommendation IM1: All appointed Commissions will review the Eveleth Comprehensive Plan Update and develop work tasks for implementation of the Plan.

- ◆ This is a very important part of the task and will help to assign responsibilities and will identify what each City Commissions will need to follow up on.
- ◆ City planning staff should meet with each Commission to review the Comprehensive Plan Document and help to develop strategies for implementation.

Zoning Ordinance

Eveleth's zoning code is in need of revision in order to encourage desired development and simplify administrative aspects of zoning and development within the City.

Recommendation IM2: Review and revise the Zoning Ordinance to reflect the Comprehensive Plan Update.

- ◆ The new zoning code will reflect the goals and land uses envisioned in the Comprehensive Plan and will include modern standards, zones, and land uses.



APPENDIX A: PROJECT PARTNERS

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