The following notes were compiled during the discussion portion of the meeting and are divided by main topics (listed in no particular order):

Town Center Design:
Little Village feel
Slowing down the traffic
Design should be site specific
Tasteful change
History as identity
Curb and cutter to provide a town center feel
Lighting and trees to help provide a town center feel
Left turn lanes needed on Hwy. 61
Sidewalks needed
Ability to walk or bike from place to place within town is needed

Signage/Gateway entrances:
Where is the gateway signage located?
Are there two different zones? Announcing the Lutsen and then the town center?
Do these zones correspond to where the speed limit changes?
Onion River wayside to Town Park should be the gateways
Gateway at Poplar River?
Announcing the town center on the entry or gateway signage
Rock and wood mentioned as materials
Lundie style architecture as part of identity

Gitchi-Gami Trail (and possible connecting trails):
Co. Rd. 34 to the Caribou trail is funded
Will need land owners permission to get to Arrowhead Electric
All options for the trail are in for this study- including the county roads south of 61
2nd home population is large and would enjoy running or biking into town center without having to cross Hwy. 61
Frontage road possibilities for the trail
If trail is located on frontage road
Caribou trail relationship to the town was brought up
Paved vs. non-paved trail

ATV and non-motorized discussion:
Snowmobiles can use the Gitchi-Gami Trail if on the MNDOT right-of-way
ATVs are not allowed in the summertime. Kevin Johnson as DNR contact mentioned
Lutsen should be non-motorized only
Lutsen trails should be about the enjoyment of nature  
Lutsen trails are quiet trails  
There is an increased need for ATV trails  
ATV and snowmobiles need to get into town for gas  
Motorized and non-motorized should be on separate trails  
DNR is working on opening more trails to ATVs  
Can there be spur trails to accommodate this need instead of being on the Gitchi Gami trail?

Highway 61:  
40 mile zone is way too long  
30 miles/hr is needed in order to not have a clear zone (50’ either side of the road from edge of pavement or curb)  
Above 30 miles/hr MNDOT mandates a clear zone (see above)  
Emergency vehicles need to get out on Hwy. 61 from Caribou trail- people won’t stop  
Left turn lanes needed on 61  
Curb and gutter?

Stormwater:  
Stormwater issues with the new highway- ditch vs. curb and gutter- what are the options?  
Rain gardens and other sustainable practices are mentioned as a possible solution  
Depth to bedrock is a constraint

Expanding the cemetery- behind church or above town hall on federal land

Tourism:  
Promoting tourism- debate on whether or not you can cut off motorized traffic  
Private trail needed for locals that is separate from tourist activities  
Concerns about bringing in too much traffic from the Twin Cities

Poplar River:  
Should there be public access to the Poplar River? Is this even a possibility with the steep topography?

Ideas to get input from all:  
How are we getting all property owners input? Including second home owners  
Mass mailings and the steering committee  
Monthly newsletter to all vacation homes property- could be used to spread the word on the project and keep people informed
Thank you for attending last week’s Steering Committee workshop! We really appreciated the input we received on the designs. If I gave a whole recap of the meeting, I would have pages and pages of notes for you. So... I will just a brief summary and speak to our goals for the next meeting which will be on March 22nd. The time and place is yet to be determined.

The Gitchi Gami trail: options were discussed with Kevin Johnson from the DNR. For next time, we will studying the option in the right-of-way to the north of hwy. 61 from Arrowhead Electric to the Caribou Trail. We will have section drawings of how the trail could potentially fit in with the town center concept designs, the frontage road, and highway 61. Stormwater/drainage/topography and slope/vegetation and plantings will be included in this study. We will also be talking to Todd Campbell, the new project manager for hwy. 61 and hope to have him present at the next meeting.

A previous design for the Gitchi Gami trailhead was brought up and we will be looking into this as well.

Character: We asked you to look at pictures and choose your ideal character for the town center commercial buildings. We also asked you to identify your ideal character for possible town center housing. We will bring back a summary of the results for the next meeting. Our new drawings for next time will also concentrate on the types of character chosen.

Town Center Concept Sketches:
Two concept sketches were shown and discussed. Many people liked the “town square concept” but had concerns about the realities of this type of project—such as a septic system and wells. We will continue our efforts in studying these issues and researching alternative options such as septic package plants.

The idea of “affordable housing” raised much discussion. This is a huge issue in this area and actually is really needed. It seemed like the label “affordable housing” was the biggest concern. It was discussed that this type of pedestrian-friendly housing that is denser and within walking distance to the town center would be great for seniors and families alike. We will work on finding a different label for the housing within the town center. Next time we hope to bring back several well-formed town center concepts/drawings that build off of the “town square concept” shown at the meeting.

As I said, there was much more said in the three hour meeting than I could recap here. Be assured that your concerns are in our notes and we are taking them into consideration as we move forward.
A steering committee workshop was held in February. In that meeting we received many comments/inputs on the Gitchi Gami Trail alignment through Lutsen, discussed some town center concepts, and received feedback on what people saw as the character of Lutsen and the potential character of a future town center. Based on that meeting we were able to refine our concepts and present them Tuesday night at a preliminary design meeting held in the Lutsen Church basement. Here are the topics that were presented/discussed at Tuesday night’s meeting:

1. Gitchi Gami Trail:

   -An existing regional trail map was shown that spanned from the Poplar River to the Caribou Trail. The DNR has funding for the trail and an alignment with property owners’ consent to Arrowhead Electric. This portion of the trail was shown as a solid line on the map. It is in the power line corridor after crossing Poplar River and then makes its way to the right-of-way along Highway 61 before reaching Arrowhead Electric.

   From this point the trail was shown as a dashed line and split into two options along the right-of-way: one is on the north side and one is on the south side of the highway.

2. Zoning and Linear Systems:

   -A map of the existing town center from Arrowhead Electric to Lutsen Church was shown with dashed lines for the Gitchi Gami Trail on the north and south side of the highway.

   -Town Center ‘Gateway’ locations were shown to the west of Arrowhead Electric and to the east Lutsen Church. This is where the speed could drop to 30 m.p.h., town center signage would be placed, there could possibly be curb and gutter along the highway, ‘Town Center Plantings’ could be incorporated helping to signify that you are entering the town center of Lutsen.

   -Zoning as specified from Lutsen’s town plan is also shown on this map. One of the only changes we would be suggesting is that in the ‘LGC’ area the density could be more than .25/acre with an option for single-family residential to enter this area as ‘Town Center Housing’.

   -Within the ‘LGC’ area a thicker red line was drawn indicating our ‘Town Center Study” area. This line is carried out through the town center concept drawings as well.

   -A section line (in red) was cut just to the east of Lutsen Church for studying the highway/frontage road/Gitchi Gami trail spacing.

3. Highway/Frontage Road/Gitchi Gami Trail Section Studies
Section studies were cut at a pinch point east of the Lutsen Church where a home is approx. 12’ from
the R.O.W.

The studies shown were: existing conditions, a very ‘bare minimum’ MNDOT typical rural section at 40
m.p.h., a curb and gutter option at 30 m.p.h., and a section showing the trail on the south side.

From these studies it was apparent that there is more room on the north side (100’ of R.O.W.) of the highway
for a frontage road and/or trail. On the south side there are steeper slopes and there is only 50’ of R.O.W.
causing the trail to be within 2’ of the road with guardrails on either side.

People responded well to the curb and gutter option because it allowed a separation between the trail, the
highway, and the frontage road and allowed the plantings to come in closer to the highway creating a narrow
visual corridor.

In terms of stormwater runoff, the rural section with its ditches works best. Curb and gutter eliminates the
ditches and would require some other type of detention or treatment before moving into the creek.

For next time, more studies will be done that take a closer look at the stormwater for the curb and gutter
option Discussions will continue with the DNR and with MNDOT to ensure we are meeting trail and highway
requirements as well as having something that works well for Lutsen.

4. Town Center Concepts:

-Two concepts were shown for the town center. These drawings are meant to be a vision for the future,
to help the community of Lutsen see what their zoning and town plan could possibly accomplish, and how
having a plan for the future can help the community retain and protect the character of Lutsen and become an
even greater resource along the North Shore. Both concepts worked to emphasize the feeling of community,
to create a pedestrian-friendly cohesive town center, and to focus the town center and housing on amenities
such as the creek or open green spaces as well as thinking about potential stormwater collection/treatment
facilities.

-Town Square Concept- this concept focuses the town center core around a small square. (See Town Square
axon drawing for a closer look at the square). It is a very traditional plan that would be pedestrian-friendly.
“The square” uses the land quite efficiently and therefore allows for more commercial/retail buildings. As the
design moves up the hill it changes to live/work units, small single-family tuck-unders and single-family rear
attached that focus on a common green space. (See drawing of Town Center Housing Types 1&2). Beyond
that the housing shifts to single-family residential rear detached on 60’x120’ lots. (See drawing of Town
Center Housing Type 3)