## Overall Land Use

Noise and night lighting will be specifically considered in all land use decisions. The night skies, the stars and the Aurora Borealis are still vibrantly visible throughout the Township as a result of maintaining guidelines for lighting.

### Residential

Residential density should be greatest near areas of concentration of commercial and public services and employment opportunities.

Residential areas should have ready and convenient access to public parks open areas or green space.

### Commercial

**To provide opportunities for commercial facilities that meet the needs of residents and visitors**

The commercial center for the Town will be centered around the village core of Tofte. The core should include mixed uses such as residential, commercial, offices, and other similar uses which create a vibrant and attractive setting for both visitors and residents. The village core should be accomplished in part through higher density zoning and the use of zero lot lines when appropriate, and mixed uses that are compatible.

If expansion of the commercial area were to occur, it would first be expanded in the village core before expanding to areas outside and adjacent to the core. In addition, expansion should not be permitted to adversely impact residential or open space districts.

Commercial fishing on Lake Superior should be encouraged. Encouragement may include allowing small-scale fish houses, ramps, and boat houses along the shore provided that adjacent property is not adversely affected.

### Design and Scale of Development

**To use and keep current the Tofte Design guidelines that ensure public or private development utilizes place-specific design to create a built environment that:**

- Reinforces local character, sense of place and images of Tofte;
- Reflects the context of the site;
- Respects natural features, landform and vegetation.

Develop sign standards which control size, number, color, location of signs, and other features and allow the opportunity for effective communication while protecting the visual amenities of the area. These standards should assure compatibility of signs with surrounding land uses, protect property values, and be consistent with desired future conditions.

Design standards appropriate to each District should be developed and utilized in consideration of Planned Unit Developments and Conditional Uses. Standards to be developed should address concepts such as:

- Building height, massing and scale;
- Materials and color;
- Vegetation removal;
- Design specific to the particular site and function rather than generic design and cost to implement.
To minimize adverse impacts on residents and property owners, and the natural environment, Tofte recognizes the need to separate motorized and non-motorized recreational uses and to limit the number of trails in the area:

- Provide trail access and parking for ATV users on public land adjacent to the Sawbill Trail and work with Cook County to provide access to services in the Town with the trail terminating at Highway 61.
- Trail access from the Town for snowmobiles is provided by the Tofte Trail connecting with the North Shore State Trail.
- Encourage and pursue with other collaborators the construction of a spur trail from the Town Center to the Superior Hiking Trail.
- Encourage and pursue with other collaborators the construction of a connection from the Town Center to the Sugar Bush Cross-country ski trail system.
- All trails will be constructed in a manner that is consistent with practices that provide adequate trail facilities and protect the natural resources.

In Areas with dense residential development such as the Town’s community center, and in areas along Highway 61 and Lake Superior, provide for developed recreation areas and access to undeveloped open space, public land, Lake Superior, and similar areas.

<table>
<thead>
<tr>
<th>Economic Considerations</th>
<th>To encourage the development of a strong local economy featuring diversity, sustainability, a range of economic opportunities, and an efficient development pattern.</th>
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</thead>
<tbody>
<tr>
<td>The Town will, when funds allow, plan for the orderly development of the village core, necessary capital improvements, and a maintenance plan.</td>
<td></td>
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<tr>
<td>Support a diversification of the local economy. Encourage businesses that provide livable wages and year-round employment opportunities and are minimally polluting</td>
<td></td>
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</tbody>
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**Transportation**

The Town will work with the Minnesota Department of Transportation to encourage planning, improvements and maintenance of Highway 61 that in general, will:

- Maintain safety.
- Protect view corridors both landward and lakeward from the corridor.
- Recognize the aesthetic experience of driving this corridor as an economic asset of the Town.
- Reinforce the village core community center. Consider the North Shore Scenic Drive Interpretive Plan design strategies and examples when replacing signage or developing facilities.

The Town will support actions that retain Highway 61 as a two-lane highway with the following characteristics:

**In areas outside of the Town Center:**

- Adequate shoulders for safety and maneuvering.
- Reduced speed zones in developed areas.
- Ditching that adequately controls drainage but are small enough to minimize clearing.
- Vegetation that reduces the attraction of deer to the roadside.
- Paths for bicycling, in-line skating, walking and similar means of transportation should be provided within the corridor usually the right of way, but not along the roadway proper or the shoulder.

**In the Town Center area:**

- Curbs, gutters, and sidewalks for pedestrian use.
- Pedestrian Lighting (down lighting to help maintain the Town’s dark skies)
- Paths for bicycles and other similar uses.
- Design speed of 30 MPH.
- Minimizing turn lanes
- Center median with trees and vegetation.
- Encourage public parking in areas off of the Highway in other parts of the town that can provide pedestrian access to the Village Core.
- Provide for pedestrian access across Highway 61 through an overpass or underpass.