

NOTICE OF AGENDA

ECONOMIC DEVELOPMENT AUTHORITY (EDA) MEETING

[City of Forest Lake - Link to Meeting Livestream](#)

Forest Lake City Center – Council Chambers
Forest Lake, Minnesota

February 2, 2026 – 6:00 PM (*new time*)

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Election of Officers
5. Approve the Agenda (Action)
6. Open Forum - Citizen Petitions, Requests and Concerns: Please sign in at the front table.
The Open Forum is available for residents to express personal opinions for any item of business. Please limit your comments to three (3) minutes.
7. Consent Agenda Considerations (Action Items)*

**EDA may remove any item from the consent agenda for specific consideration.*
8. Regular Agenda (Action Items)
 - a. Southwest Area Study
 - i. Acceptance of Headwaters Parkway Extension Report
 - ii. Roadway Phasing Policy Recommendations
9. Discussion
 - a. Downton Master Plan Review
 - b. 2026 Workplan
10. Updates
 - a. City
 - i. Citywide Transportation Updates
 - b. Washington County
 - c. Forest Lake Area Chamber of Commerce
 - d. Other

11. Adjourn

EDA MISSION STATEMENT

Assist and support the economic climate of the City of Forest Lake through programming and communication to achieve the greatest outcome for its citizens and businesses by:

- Marketing the City and its assets
- Supporting existing businesses
- Supporting new businesses
- Creating partnerships
- Providing a vision for the future of commercial areas

Date: February 2, 2025
To: President Leif Erickson and EDA Commissioners
From: Abbi Wittman, Community Development Director
Re: Annual Election of Officers

Per the EDA's Governing Resolution, the EDA is made up of the following officer positions:

1. President
2. Vice-President
3. Secretary
4. Treasurer
5. Assistant Treasurer

Annually, the EDA shall elect a President, Treasurer, and Secretary however it has been past practice to elect all five positions annually. A few things to note:

- The President and Vice-President cannot be the same
- The Secretary, Treasurer and Assistant Treasurer may be held by the same Commissioner
- The offices of Secretary and Assistant Treasurer need not be held by a Commissioner

The EDA should elect all five positions which shall serve their term to January 31, 2027.

Requested Action

Staff recommends the EDA move to elect all five positions with, at least the Secretary position, being held by City staff.

BYLAWS OF FOREST LAKE ECONOMIC DEVELOPMENT AUTHORITY

ARTICLE I - THE AUTHORITY

Section 1. Name of Authority. The name of the Authority shall be "Forest Lake Economic Development Authority" (which may sometimes be referred to as the "EDA" or the "Authority"), and its governing body shall be called the Board of Commissioners (the "Board"). The Board shall be the body responsible for the general governance of the Authority and shall conduct its official business at meetings thereof.

Section 2. Seal of Authority. The Authority shall have an official seal, as required by Minnesota Statutes, Section 469.096, Subdivision 1.

Section 3. Office of Authority. The offices of the Authority shall be located at 220 North Lake Street, Forest Lake, MN 55025.

ARTICLE II - OFFICERS

Section 1. Officers. The officers of the Authority shall be President, Vice-President, Treasurer, Assistant Treasurer, and Secretary. The President, the Vice-President and the Treasurer shall be members of the Board and shall be elected annually, and no Commissioner may be both President and Vice-President simultaneously.

Section 2. President. The President shall preside at all meetings of the Board. Except as otherwise authorized by resolution of the Board, the President and the Secretary (the Vice-President, in the Secretary's absence or incapacity) shall sign all contracts, deeds and other instruments made or executed by the Authority, except that all checks of the Authority shall be signed by the Treasurer and Assistant Treasurer. At each meeting the President shall submit such recommendations and information as he or she may consider proper concerning the business, affairs and policies of the Authority.

Section 3. Vice-President. The Vice-President shall perform the duties of the President in the absence or incapacity of the President. In case of the resignation or death of the President, the Vice-President shall perform such duties as are imposed on the President until such time as the Board shall select a new President.

Section 4. Secretary. The Secretary shall keep minutes of all meetings of the Board and shall maintain all records of the Authority. The Secretary shall also have additional duties and responsibilities as the Board may from time to time and by resolution prescribe.

Section 5. Treasurer. The Treasurer shall have the care and custody of all funds of the Authority and shall deposit the same in the name of the Authority in such bank or banks as the Board may select. The Treasurer and Assistant Treasurer shall sign all orders and checks

for the payment of money and shall pay out and disburse such moneys under the direction of the Board. The Treasurer shall keep regular books of accounts showing receipts and expenditures and shall render to the Board, at least annually (or more often when requested), an account of such transactions and also of the financial condition of the authority. The Assistant Treasurer shall act as the Treasurer's agent and assistant to perform the above-described duties, subject to the Treasurer's approval thereof.

Section 6. Additional Duties. The officers of the Authority shall perform such duties and functions as may from time to time be required by the Board or the bylaws or rules and regulations of the Authority.

Section 7. Vacancies. Should the office of President, Vice-President, Treasurer, Assistant Treasurer or Secretary become vacant, the Board shall elect a successor from its membership at the next regular meeting, or at a special meeting called for such purpose, and such election shall be for the unexpired term of said officer.

Section 8. Additional Personnel. The Board may from time to time employ such personnel as it deems necessary to exercise its powers, duties and functions. The selection and compensation of such personnel shall be determined by the Board.

ARTICLE III - MEETINGS

Section 1. Regular Meetings. The Board may hold regular meetings according to a meeting schedule, if any, adopted or revised from time to time by resolution of the Board.

Section 2. Special Meetings. Special meetings of the Board may be called by the President or any two members of the Board for the purpose of transacting any business designated in the call. The call for a special meeting may be delivered at any time prior to the time of the proposed meeting to each member of the Board or may be mailed to the business or home address of each member of the Board at least two (2) days prior to the date of such special meeting. At such special meeting no business shall be considered other than as designated in the call, but if at least four members of the Board are present at a special meeting, any and all business may be transacted at such special meeting. Notice of any special meeting shall be posted and/or published as may be required by law.

Section 3. Emergency Meetings. Emergency meetings shall be held pursuant to Minnesota Statutes, Chapter 471.705, as amended.

Section 4. Quorum. The powers of the Authority shall be vested in the Board. Three Commissioners shall constitute a quorum for the purpose of conducting the business and exercising the powers of the Authority and for all other purposes, but a smaller number may adjourn from time to time until a quorum is obtained. When a quorum is in attendance, action may be taken by the Board upon a vote of a majority of the Commissioners present.

Section 5. Order of Business. At the regular meetings of the Board the following shall be the order of business:

- 1. Roll call.
- 2. Approval of the minutes of previous meeting.
- 3. Bills and communications.
- 4. Reports.
- 5. Unfinished business.
- 6. New business.
- 7. Adjournment.

All resolutions shall be written or transcribed and shall be retained in the journal of the proceedings maintained by the Secretary.

Section 6. Adoption of Resolutions. Resolutions of the Board shall be deemed adopted if approved by not less than a simple majority of all Commissioners present, unless a different requirement for adoption is prescribed by law. Resolutions may but need not be read aloud prior to vote taken thereon and may but need not be executed after passage.

Section 7. Rules of Order. The meetings of the Board shall be governed by the most recent edition of Robert's Rules of Order.

ARTICLE IV - MISCELLANEOUS

Section 1. Amendments to Bylaws. The bylaws of the Authority shall be amended only by resolution approved by at least three of the members of the Board.

Section 2. Fiscal Year. The fiscal year of the Authority shall coincide with the fiscal year of the City of Forest Lake.

Dated: October 13, 1998

By the Board of Commissioners of the Forest Lake EDA.

Raymond J. Daninger,
President

Robert Morehead,
Secretary

STAFF REPORT



MEETING DATE: February 2, 2026
TO: President Leif Erickson and EDA Members
STAFF ORIGINATOR: Abbi Wittman, Community Development Director
AGENDA ITEM: SW Area Study

INTRODUCTION:

As the EDA may remember, the EDA authorized the study of the Headwaters Parkway extension and the development of policies related to infrastructure phasing. The Study contained two components: identification of the Headwaters Parkway preferred alignment and infrastructure phasing policies.

Regarding the Parkway Extension, late last year the EDA made recommendation to the City Council that extension alternative #2 was most desirable. The City Council agreed with the EDA and set the preferred alternative. Enclosed are findings of the study, including a preliminary cost estimate and street and utility layouts. The EDA will be asked to accept the Headwaters Parkway Extension Report.

Regarding the infrastructure phasing policies, both the EDA and City Council indicated they wanted to see policies related to appropriate infrastructure phasing. Two recommendations are being made:

1. The City adopt *Premature Development* language in its Subdivision Regulations; and
2. The City adopt a *Right-sizing Approach* which would allow for roadways less than needed for full build out (example: build two lane road now with development when four lanes are needed in future).

Regarding the infrastructure phasing policies, the EDA will be asked to make recommendation to the City Council regarding adoption of these new policies.

ANALYSIS:

As previously noted, the City Council has already determined the preferred alignment of Headwaters Parkway. Thus, no further analysis is required. However, additional analysis and discussion should occur about the *Right-sizing Approach*.

Under the *Right-sizing Approach*, the City allows development to occur with minimized or "right-sized" transportation improvements and city pays for expansions of capacity, turn lanes, signals, roundabouts, etc. at some point in the future. This strategy allows for roadways less

than needed for full build out (example: build two lane road now with development when four lanes are needed in future). There are several options for city funding for transportation projects including general levy tax dollars, assessments, franchise fees, and/or tax abatement.

Criteria for consideration of this approach may include:

- Land must be adjacent to, or contiguous with land that is already developing or developed.
- Land must be in a segment of roadway corridor that is not presently designed or planned for full buildout.
- City must have or approve a roadway design standard for roadway infrastructure that is not designed for the full buildout.
- Only for specific roadways or those with classifications of collector roads and higher.
- The existing and proposed increase in trips from pending development is less than half of expected roadway capacity.
- If half of the r-o-w/roadway width is proposed with immediate development, land must be available or possible for future development to complete the r-o-w/roadway width in the future.

This strategy assumes the following requirements for new developments benefiting from the policy:

- Developer provides adequate R-O-W according to the future street classification at time of platting and whether adjacent land is available to be platted in the future with space for road improvements.
- Developer or City calculates need for stormwater improvements to serve future infrastructure improvements, and area(s) required for future stormwater improvements are conveyed to City or platted with easements. Stormwater pond oversizing can also be required by a developer at the time of new development to reduce project costs of future roadway improvements.

Pro	Con
<ul style="list-style-type: none"> • Developer pays for only the roadway needed at the time • City pays for only the maintenance needed at the time • Less impact on environment 	<ul style="list-style-type: none"> • Tipping point of reaching full capacity of underbuilt roadway • Uncertainty of when to build out the roadway and pressure the next developer in line must pay for it • Future cost to the city to build out the roadway

As this assessment shows, there are opportunities and constraints related to this type of policy. However, staff believe that with specific policy in place (as drafted in the enclosed *draft Ordinance*), there is little harm in having a policy indicating the City may consider reduced design standards. By allowing this, it helps the development community determine alternative options that may benefit them.

RECOMMENDATION:

Staff recommends the EDA review the Southwest Area Study materials and, if favorable:

1. **Move to accept the Southwest Area Study; and**
2. **Move to recommend the City Council approve Premature Development and Interim Design regulations.**

ATTACHMENTS:

Southwest Area Study

Draft Premature Development and Interim Design Ordinance

Southwest Area Study

Headwaters Parkway Extension

City of Forest Lake, MN
January 26, 2026



Real People. Real Solutions.

Submitted by: Ryan Goodman, PE
Bolton & Menk, Inc.
3507 High Point Drive N Bldg. 1
Suite E130
Oakdale, MN 55128
P: 612-597-7140

Certification

Preliminary Report

For

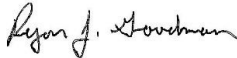
Southwest Area Study
(Headwaters Parkway Extension)

City of Forest Lake
24X.136671.000

January 26th, 2026

PROFESSIONAL ENGINEER

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.



Signature: _____

Typed or Printed Name: Ryan Goodman

Date: 1/26/2026 License Number: 46664

Table of Contents

I.	EXECUTIVE SUMMARY	1
II.	ALIGNMENT DETERMINATION.....	2
III.	ASSUMPTIONS	3
IV.	FINDINGS.....	4
V.	CONCLUSION.....	5

Appendix

- Appendix A: Preliminary Cost Estimate
- Appendix B: Utility & Street Improvement Layouts
- Appendix C: Proposed Distribution System
- Appendix D: Wetland Delineation Report

I. EXECUTIVE SUMMARY

In late 2024 the Economic Development Authority was awarded a Washington County Pre-development Finance Fund grant to assist with the development of a study focusing on future infrastructure in the southwest corner of the City. This two-part study has identified two future alignments (Figure 1 – Alignment Options) of Headwaters Parkway to be further evaluated. Option 1 being the northern option, and Option 2 being the southern option.

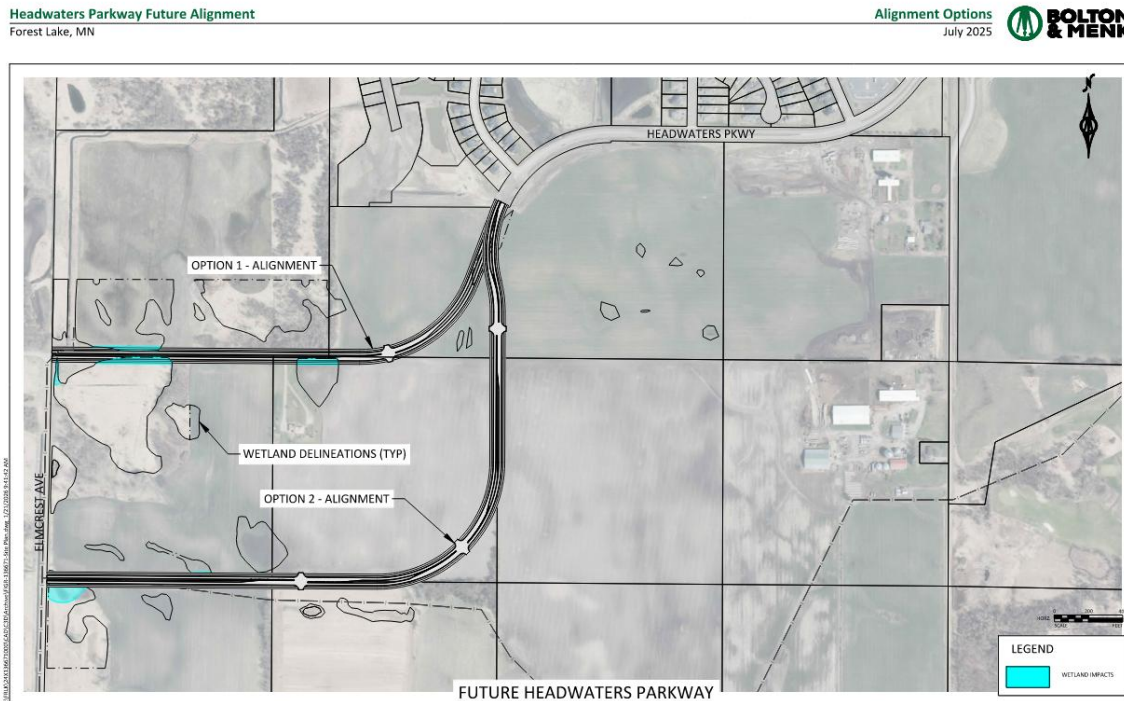


Figure 1 – Alignment Options

Wetland delineations were completed for the parcels shown below (Figure 2 – Wetland Delineation), which were evaluated for potential alignment extension options. With this information, we were able to better examine the two identified potential alignments and their impacts to wetlands in the area. With this information, City staff met with landowners in the area and the EDA to discuss the alignment options. A preferred alignment was identified as Option 2 for the study and further evaluated for street construction, sanitary sewer, watermain extension, and stormwater management. From this evaluation a preliminary cost estimation has been completed and provided at the end of this report in Appendix A. The cost estimation provided does not include wetland mitigation costs, or private utility costs which will be necessary to develop the Headwaters Parkway Extension as displayed. This report details the findings of the preferred alignment and provides a determination that the proposed Headwaters Parkway extension best serves future southern development and street connectivity.



Figure 2 – Wetland Delineation

II. ALIGNMENT DETERMINATION

Option 1 and Option 2 were reviewed with the TEP to discuss wetland impacts, both short and long term, for each alignment, as well as determine what the process moving forward would be for each alignment. The alignment options were evaluated for consistency with future development plans along the Headwaters corridor. Additional input on these options was received from property owners as well throughout the engagement process. Based on the information considered, a list of pros and cons was prepared for City Staff to review and select a preferred alignment.

Option 1:

Pros

- Consistent with Underlying PUD and Comprehensive Plan
- Shorter, less costly roadway alignment
- Would not require going through the 103E petition process

Cons

- Provides fewer options for on-site wetland mitigation
- Existing Elmcrest intersection (at 90-degree turn) is problematic
- Does not provide access to all undevelopable land areas between Elmcrest/Fenway and Headwaters/190th
- Greater area of immediate wetland impact

Option 2:

Pros

- Separation of future land uses
- Provides access to all developable land area between Elmcrest/Fenway and Headwaters/190th
- Creates an Elmcrest Avenue intersection distanced from the 90 degree turns
- Provides for access to the future JD4 stormwater project
- 103E petition process does not come with a substantial project cost increase
- Has ample room for on-site mitigation within JD4 project footprint
- Fits within developer's proposed layouts
- Lesser are of immediate wetland impact

Cons

- 103E Petition process can be time consuming and require a meeting without public comment due to impacts to JD4 project
- Longer, more expensive roadway

On December 8th, 2025, the City Council selected Option 2 as the preferred alignment to further evaluate for street improvements, utility improvements, stormwater management, and preliminary cost estimations.

III. ASSUMPTIONS

- Existing ground conditions are based on publicly available Lidar and not topographic survey
- Headwaters Parkway will be constructed in a manner that minimizes earthwork by closely matching the existing topography to the extents possible.
- Future intersection improvements at Elmcrest, such as a roundabout, were NOT evaluated as part of this study.
- Wetland mitigation and private utility costs were NOT evaluated as part of this study.
- Stormwater BMP sizes were calculated based upon the added impervious surface of the Headwaters Parkway extension, and the required conveyance from undeveloped areas that must be routed through the basins.
- Stormwater treatment for residential areas will be provided separately from the proposed Headwaters Parkway Extension BMPS 3 and 4.

IV. FINDINGS

SANITARY SEWER

Lift Station 12C and the outlet force main piping were reviewed for capacity based on existing flow and proposed flow from future developments along Headwaters Parkway to confirm that an 8" PVC sanitary sewer extension will be serviceable. This review yielded the following results (as shown in Appendix B Plan Sheet G2.01 – Sanitary Sewer Capacity):

- **Red Area (RA)**
 - Additional area that can be served by existing Lift Station 12C pump.
- **Blue Area (BA)**
 - Additional area that can be served by Lift Station 12C by upgrading pumps.
- **Orange Area (OA)**
 - Additional area that may be served by Lift Station 12C with upgraded pumps in the future depending on actual flows to the Lift Station at the time of development.
- **Magenta Area (MA)**
 - Additional area that may be served via a new lift station and pumped to the Met Council Interceptor sanitary sewer line as shown in sheet G2.01 in Appendix B.

WATERMAIN

Watermain has been preliminarily laid out for diameter, location, and bury depth to remain compliant with the 2014 Water Study Proposed Distribution System (Appendix C: Proposed Distribution System) and surrounding Headwaters Parkway extensions.

STORMWATER

The Option 2 alignment will result in approximately 5.8 acres of new impervious surface. Given the grades on site (see sheet G2.02 in Appendix B for Drainage Areas), a significant portion of the proposed extension will be routed to future BMPS south of the Hidden Creek South development. The Green drainage area will be routed to BMP 2, the Blue drainage area will be routed to BMP 3, and the Magenta drainage area will be routed to BMP 4.

The proposed Headwaters Parkway Extension BMPS will need to be sized to provide rate control and stormwater treatment for the proposed roadway. A total basin volume of approximately 150,000 cubic feet will be needed to provide the required water quality, rate control, and flood storage. The stormwater treatment area will be approximately one acre after accounting for the required storage and maintenance access.

V. CONCLUSION

Bolton & Menk, Inc., was asked to complete a comprehensive study of the Southwest Area – Headwaters Parkway Extension to evaluate scope and costs of extending the street, sanitary sewer, watermain, and constructing stormwater management features.

Based upon the available information, including development lot count and existing topography from Lidar, it was determined that an 8" PVC gravity sanitary sewer extension is feasible up to the southernmost intersection at station 15+00, and a 12" PVC watermain extension is feasible along the entire Headwaters Parkway extension. The ultimate watermain terminus will be dependent on future development buildout to form loops accordingly.

Storm Sewer construction will consist of two drainage systems. The first of which, collecting all drainage north of the intersection at station 25+00 and directing water to BMP 3, which will also be sized to convey undeveloped areas from east of the Headwaters Parkway extension.

The second drainage system will collect all drainage southwest of the intersection at station 25+00 and direct water to BMP 4, which will be a joint stormwater feature with the JD4 project south of the Headwaters Parkway alignment.

Appendix A: Preliminary Cost Estimate

APPENDIX A: PRELIMINARY ENGINEER'S ESTIMATE

*WETLAND MITIGATION COSTS NOT INCLUDED IN THIS COST ESTIMATE

SOUTHWEST AREA STUDY
 CITY OF FOREST LAKE, MN
 BMI PROJECT NO. 24X.136671

DATE: 1/26/2026

Item No.	Item	Estimated Quantity	Unit	Unit Price	Total Amount
PART 1 - SANITARY SEWER					
1	CONNECT TO EXISTING SANITARY SEWER PIPE	1	EA	\$1,500.00	\$1,500.00
2	8" PVC SANITARY SEWER	3130	LF	\$60.00	\$187,800.00
3	4' DIA. SANITARY SEWER MH, INCL R-1642 CSTG. & HDPE ADJ RINGS	13	EA	\$8,000.00	\$104,000.00
4	4' DIA. SANITARY MH OVERDEPTH	90	VF	\$500.00	\$45,000.00
5	IMPROVED PIPE FOUNDATION	940	LF	\$10.00	\$9,400.00
PART 1 - SANITARY SEWER TOTAL ESTIMATED CONSTRUCTION COSTS:					\$347,700.00
PART 2 - WATER MAIN					
6	CONNECT TO EXISTING WATER MAIN	1	EA	\$2,500.00	\$2,500.00
7	12" PVC WATER MAIN, C900 DR 18	4540	LF	\$80.00	\$363,200.00
8	8" PVC WATER MAIN, C900 DR 18	400	LF	\$60.00	\$24,000.00
9	6" PVC WATER MAIN, C900 DR 18	100	LF	\$50.00	\$5,000.00
10	12" GATE VALVE AND BOX	9	EA	\$5,000.00	\$45,000.00
11	6" GATE VALVE AND BOX	5	EA	\$3,500.00	\$17,500.00
12	HYDRANT	5	EA	\$7,000.00	\$35,000.00
13	DUCTILE IRON FITTINGS	1450	LBS	\$15.00	\$21,750.00
14	IMPROVED PIPE FOUNDATION	1520	LF	\$10.00	\$15,200.00
PART 2 - WATER MAIN TOTAL ESTIMATED CONSTRUCTION COSTS:					\$529,150.00
PART 3 - STORM SEWER					
15	12" RCP STORM SEWER	585	LF	\$65.00	\$38,025.00
16	18" RCP STORM SEWER	1464	LF	\$75.00	\$109,800.00
17	24" RCP STORM SEWER	3411	LF	\$85.00	\$289,935.00
18	51"x31" RCP ARCH STORM SEWER	127	LF	\$230.00	\$29,210.00
19	18" RCP APRON	3	EA	\$2,250.00	\$6,750.00
20	24" RCP APRON, INCL TRASH GUARD	5	EA	\$2,500.00	\$12,500.00
21	51"x31" RCP ARCH APRON, INCL TRASH GUARD	2	EA	\$4,000.00	\$8,000.00
22	2' X 3' CB, INCL CSTG AND HDPE ADJ RINGS	14	EA	\$3,000.00	\$42,000.00
23	4' DIA. STORM SEWER CBMH, INCL CSTG AND HDPE ADJ RINGS	3	EA	\$4,500.00	\$13,500.00
24	5' DIA. STORM SEWER CBMH, INCL CSTG AND HDPE ADJ RINGS	9	EA	\$5,000.00	\$45,000.00
25	6' DIA. STORM SEWER CBMH, INCL CSTG AND HDPE ADJ RINGS	1	EA	\$5,500.00	\$5,500.00
26	5' DIA. STORM SEWER CBMH, 3' SUMP, INCL CSTG AND HDPE ADJ RINGS	1	EA	\$5,500.00	\$5,500.00
27	4' DIA. STORM SEWER MH, INCL R-1642 CSTG AND HDPE ADJ RINGS	2	EA	\$4,500.00	\$9,000.00
28	4' DIA. STORM SEWER MH, 3' SUMP, INCL R-1642 CSTG AND HDPE ADJ RINGS	1	EA	\$5,000.00	\$5,000.00
29	5' DIA OUTLET CONTROL STRUCTURE W/ GRATE (SKIMMER OR OVERFLOW)	3	EA	\$6,000.00	\$18,000.00
30	STORM DRAIN INLET PROTECTION	28	EA	\$200.00	\$5,600.00
31	CULVERT END PROTECTION	8	EA	\$250.00	\$2,000.00
32	RIPRAP, CL 3	40	CY	\$100.00	\$4,000.00
33	GRANULAR BEDDING	5460	LF	\$2.00	\$10,920.00
34	IMPROVED PIPE FOUNDATION	1640	LF	\$10.00	\$16,400.00
PART 3 - STORM SEWER TOTAL ESTIMATED CONSTRUCTION COSTS:					\$676,640.00

APPENDIX A: PRELIMINARY ENGINEER'S ESTIMATE

*WETLAND MITIGATION COSTS NOT INCLUDED IN THIS COST ESTIMATE

SOUTHWEST AREA STUDY
 CITY OF FOREST LAKE, MN
 BMI PROJECT NO. 24X.136671

DATE: 1/26/2026

Item No.	Item	Estimated Quantity	Unit	Unit Price	Total Amount
PART 4 - STREET IMPROVEMENTS					
35	MOBILIZATION	1	LS	\$500,000.00	\$500,000.00
36	TRAFFIC CONTROL	1	LS	\$10,000.00	\$10,000.00
37	TOPSOIL STRIP, SALVAGE & REINSTALL	1	LS	\$125,000.00	\$125,000.00
38	SUBGRADE PREPARATION	23500	SY	\$0.75	\$17,625.00
39	SUBGRADE EXCAVATION (EV)	1570	CY	\$18.00	\$28,260.00
40	COMMON EXCAVATION - BMP (P) (EV)	96550	CY	\$14.00	\$1,351,700.00
41	COMMON EXCAVATION - STREET (P) (EV)	18670	CY	\$14.00	\$261,380.00
42	COMMON EMBANKMENT - STREET (P) (CV)	13060	CY	\$14.00	\$182,840.00
43	SELECT GRANULAR BORROW, MODIFIED (CV)	13060	CY	\$22.50	\$293,850.00
44	AGGREGATE BASE, CLASS 5 (100% CRUSHED)	18560	TN	\$20.00	\$371,200.00
45	GEOTEXTILE FABRIC, TYPE 5, NON-WOVEN	23500	SY	\$2.50	\$58,750.00
46	B618 CONCRETE CURB AND GUTTER	9170	LF	\$20.00	\$183,400.00
47	PARKWAY CONCRETE CURB AND GUTTER	8680	LF	\$20.00	\$173,600.00
48	6" CONCRETE PEDESTRIAN RAMP	1200	SF	\$15.00	\$18,000.00
49	TRUNCATED DOMES	240	SF	\$50.00	\$12,000.00
50	6" CONCRETE APPROACH NOSE	180	SF	\$12.00	\$2,160.00
51	4" CONCRETE MEDIAN	4190	SF	\$8.00	\$33,520.00
52	TYPE SP 9.5 WEARING COURSE MIXTURE (3,C) - STREET (3" THICK)	3240	TN	\$92.00	\$298,080.00
53	TYPE SP 12.5 WEARING COURSE MIXTURE (3,C) - STREET (2" THICK)	2160	TN	\$90.00	\$194,400.00
54	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B) - TRAIL (3" THICK)	1890	TN	\$85.00	\$160,650.00
55	BITUMINOUS MATERIAL FOR TACK COAT	1200	GAL	\$3.00	\$3,600.00
56	SILT FENCE TYPE MACHINE SLICED	20520	LF	\$3.00	\$61,560.00
57	4" PERFORATED HDPE DRAIN TILE, GEOTEXTILE WRAPPED	1500	LF	\$12.50	\$18,750.00
58	TURF RESTORATION	11740	SY	\$5.00	\$58,700.00
59	4" SOLID LINE, WHITE MULTI-COMP	1250	LF	\$4.00	\$5,000.00
60	LEFT TURN ARROW MESSAGE, WHITE MULTI-COMP	13	EA	\$300.00	\$3,900.00
61	PERMANENT BARRICADE	4	EA	\$250.00	\$1,000.00
62	SIGNAGE	1	LS	\$15,000.00	\$15,000.00
63	STREET NAME SIGN (2 BLADES), INCL POST AND HARDWARE	3	EA	\$250.00	\$750.00
64	INSTALL PRIVATE UTILITY CONDUIT CROSSING	900	LF	\$10.00	\$9,000.00
65	STREET LIGHTING	1	LS	\$125,000.00	\$125,000.00
66	MATERIALS AND UTILITY TESTING	1	LS	\$75,000.00	\$75,000.00
PART 4 - STREET IMPROVEMENTS TOTAL ESTIMATED CONSTRUCTION COSTS:					\$4,653,675.00
SUMMARY					
PART 1 - SANITARY SEWER TOTAL ESTIMATED CONSTRUCTION COSTS:					\$347,700.00
PART 2 - WATER MAIN TOTAL ESTIMATED CONSTRUCTION COSTS:					\$529,150.00
PART 3 - STORM SEWER TOTAL ESTIMATED CONSTRUCTION COSTS:					\$676,640.00
PART 4 - STREET IMPROVEMENTS TOTAL ESTIMATED CONSTRUCTION COSTS:					\$4,653,675.00
10% CONTINGENCY					\$620,716.50
TOTAL UTILITY & STREET CONTRACT CONSTRUCTION COSTS					\$6,827,881.50
25% ADMIN, LEGAL, DESIGN, CONSTRUCTION ENGINEERING					\$1,706,980.00
LETTER OF CREDIT AMOUNT ENTERED IN IMPROVEMENT AGREEMENT					\$8,534,861.50

Appendix B: Utility & Street Improvement Layouts



EXISTING LIFT STATION 12C

HEADWATERS PARKWAY

RA

RED AREA:
DEVELOPMENT AREA CAN BE SERVED VIA
GRAVITY SEWER TO LIFT STATION 12C WITH
ITS EXISTING PUMPS

FENWAY AVENUE N

TAYLOR
CONCEPT
PLAN = 111
LOTS

124 LOTS

49 LOTS

HEADWATERS PARKWAY EXTENSION

ASSUMED DENSITY
3 LOTS/ACRE X 40 ACRE
= 120 LOTS

ASSUMED DENSITY
3 LOTS/ACRE X 40 ACRE
= 120 LOTS

ASSUMED DENSITY
3 LOTS/ACRE X 16.7 ACRE
= 50 LOTS

BA

BLUE AREA:
DEVELOPMENT AREA CAN BE SERVED VIA
GRAVITY SEWER TO LIFT STATION 12C BY
UPGRADING PUMPS.

OA

ASSUMED DENSITY
3 LOTS/ACRE X 23.3 ACRE
= 70 LOTS

ORANGE AREA:
DEVELOPMENT AREA MAY BE SERVED VIA
GRAVITY SEWER TO LIFT STATION 12C BY
UPGRADING PUMPS IN THE FUTURE
DEPENDING ON ACTUAL FLOWS AT THE
TIME OF DEVELOPMENT.

MET COUNCIL INTERCEPTOR LINE

MA

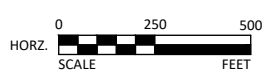
MAGENTA AREA:
DEVELOPMENT AREA TO BE SERVED VIA
NEW LIFT STATION AND PUMPED BACK
TO GRAVITY SEWER VIA FORCE MAIN.

NEW LIFT STATION WILL BE
REQUIRED TO SERVE MAGENTA AREA
(NOT INCLUDED IN COST ESTIMATION)

CONNECT TO MET COUNCIL
INTERCEPTOR LINE
(NOT INCLUDED IN COST ESTIMATION)

190TH STREET N

ELMCREST AVENUE N



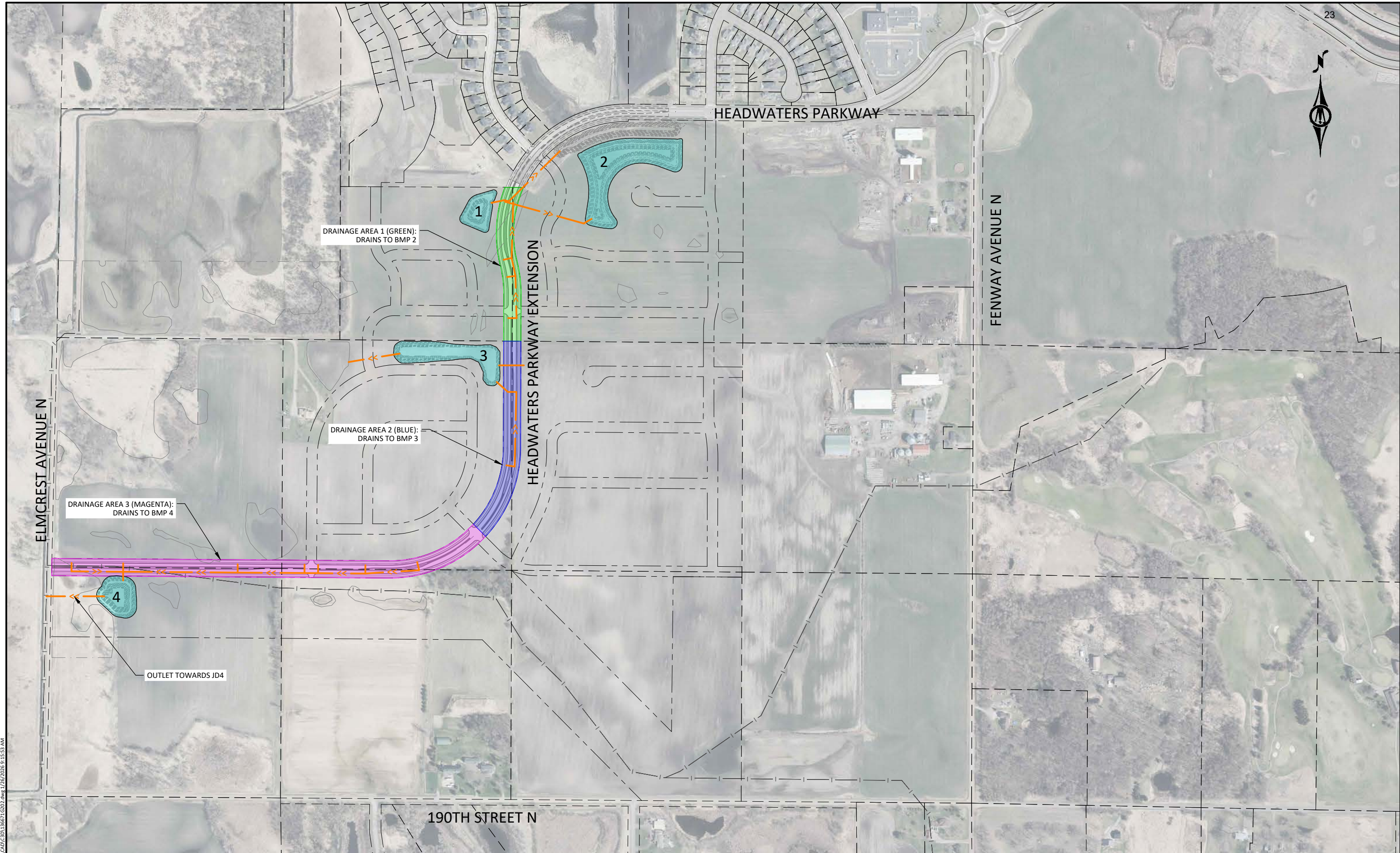
3507 HIGH POINT DRIVE NORTH
BLDG. 1 - SUITE E130
OAKDALE, MN 55128
Phone: (651) 704-9970
Email: Oakdale@bolton-menk.com
www.bolton-menk.com



DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

FOREST LAKE, MINNESOTA
SOUTHWEST AREA STUDY
HEADWATERS PARKWAY
SANITARY SEWER CAPACITY

SHEET
G2.01



DRAINAGE AREA 1 (GREEN):
DRAINS TO BMP 2

DRAINAGE AREA 2 (BLUE):
DRAINS TO BMP 3

DRAINAGE AREA 3 (MAGENTA):
DRAINS TO BMP 4

OUTLET TOWARDS JD4

HEADWATERS PARKWAY EXTENSION

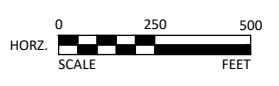
HEADWATERS PARKWAY

FENWAY AVENUE N

ELMCREST AVENUE N

190TH STREET N

© Bolton & Menk, Inc. 2026. All Rights Reserved
A:\PLN\24X136671\000\CAD\G2.02.dwg, 1/26/2026 9:15:53 AM



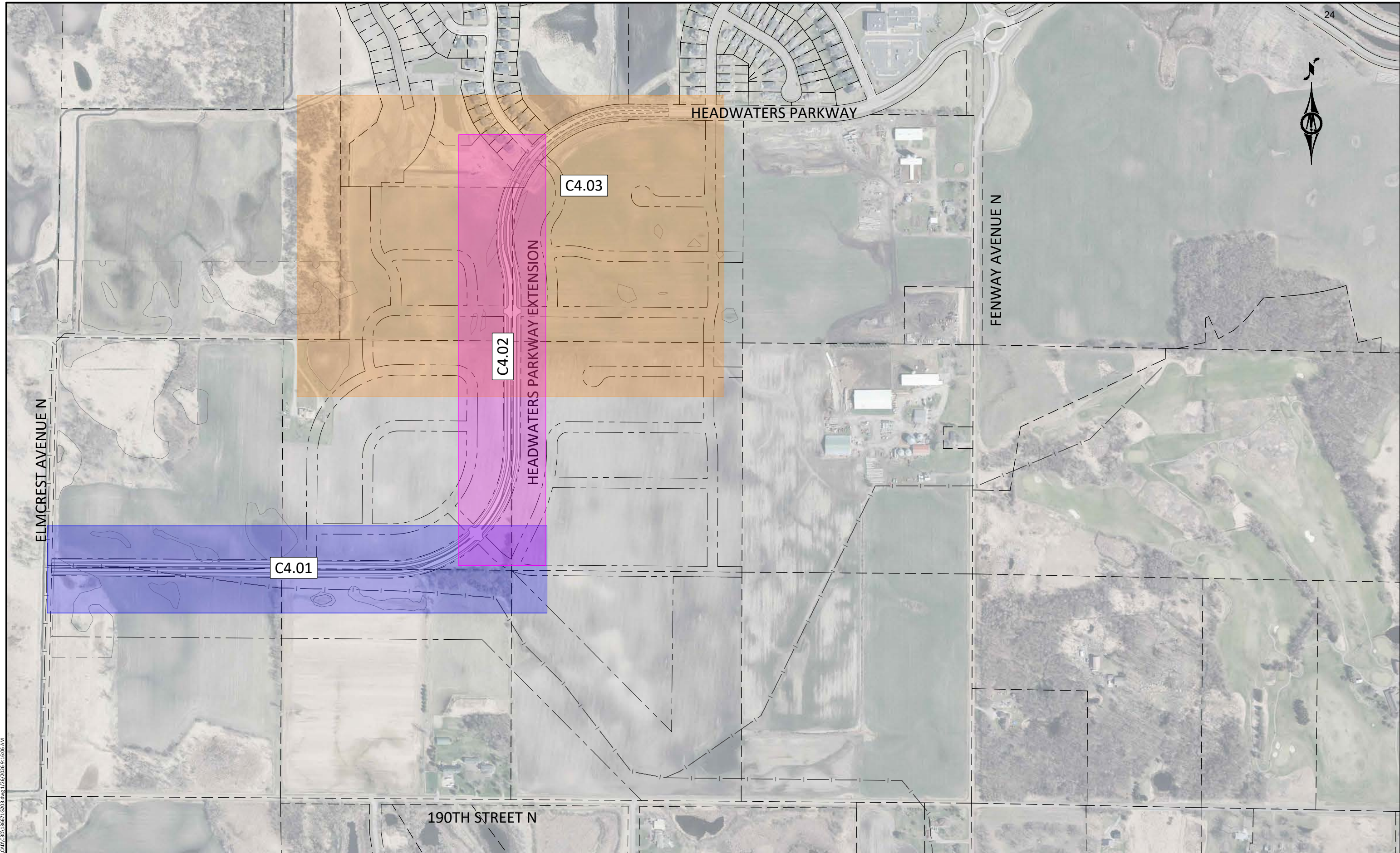
3507 HIGH POINT DRIVE NORTH
BLDG. 1 - SUITE E130
OAKDALE, MN 55128
Phone: (651) 704-9970
Email: Oakdale@bolton-menk.com
www.bolton-menk.com



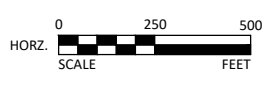
DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

FOREST LAKE, MINNESOTA
SOUTHWEST AREA STUDY
HEADWATERS PARKWAY
DRAINAGE AREAS

SHEET
G2.02



© Bolton & Menk, Inc. 2026. All Rights Reserved
24X.136671.000 CAD (CAD) 136671.000.dwg 1/26/2026 9:16:06 AM



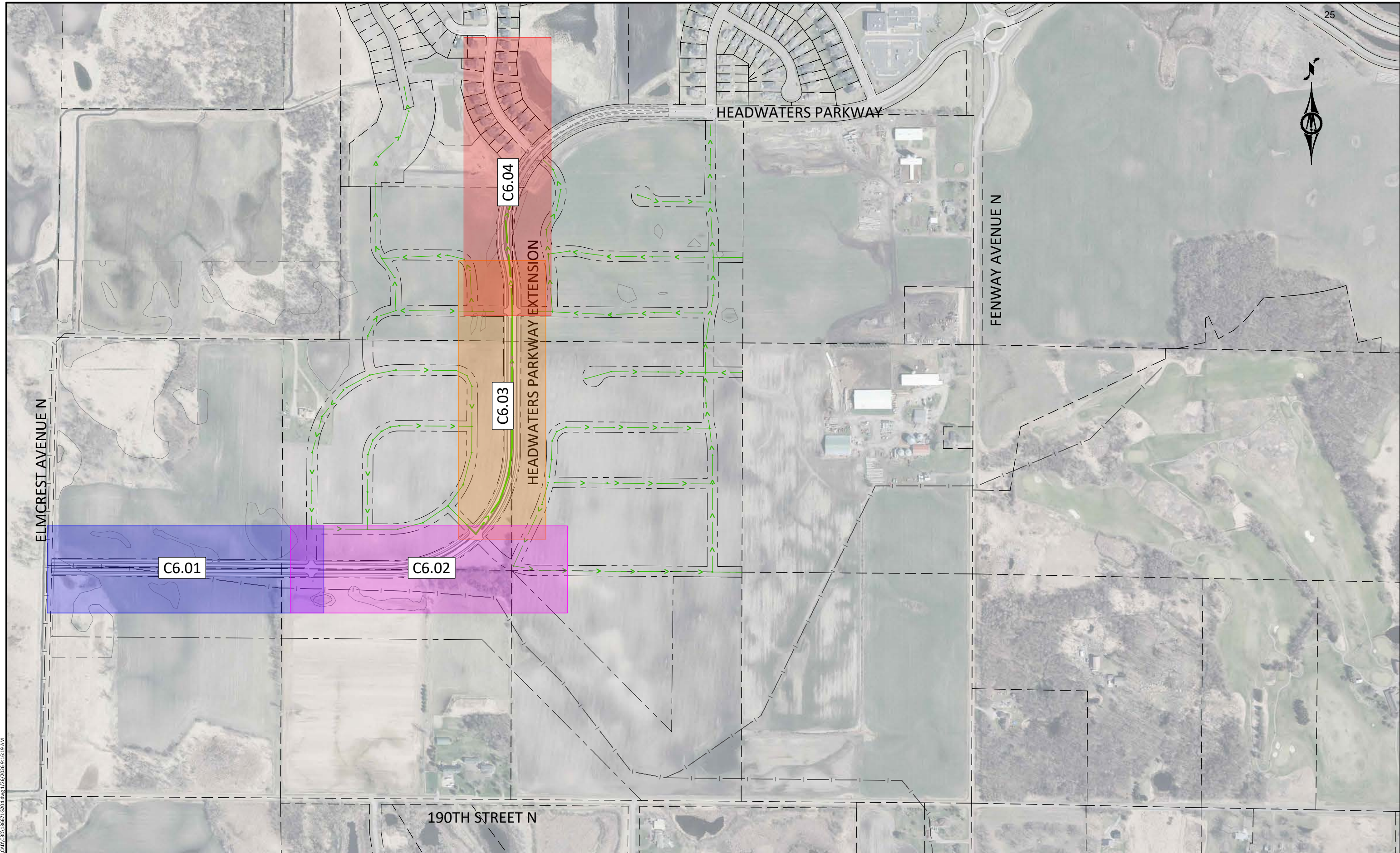
3507 HIGH POINT DRIVE NORTH
BLDG. 1 - SUITE E130
OAKDALE, MN 55128
Phone: (651) 704-9970
Email: oakdale@bolton-menk.com
www.bolton-menk.com



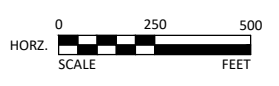
DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

FOREST LAKE, MINNESOTA
SOUTHWEST AREA STUDY
HEADWATERS PARKWAY
VIEW FRAMES

SHEET
G2.03



© Bolton & Menk, Inc. 2026. All Rights Reserved
A:\PLN\24X136671\000\CAD\CAD136671.GDW Layer: 1/26/2026 9:16:19 AM



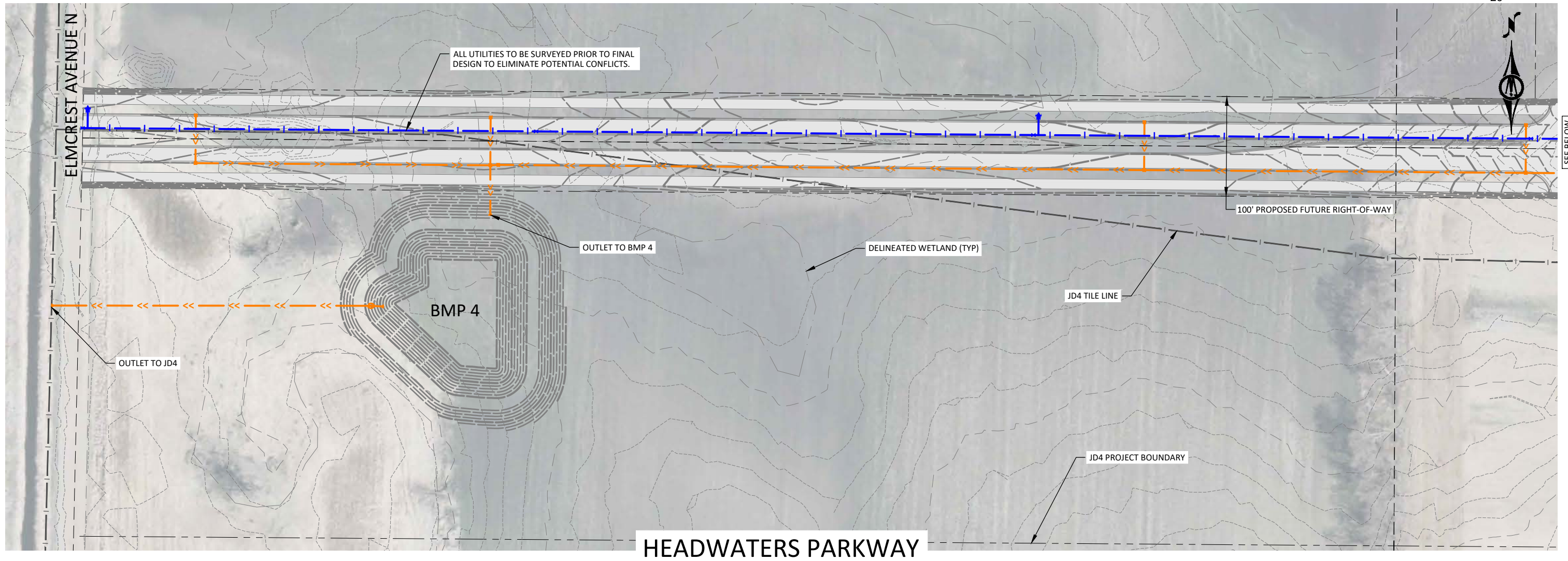
3507 HIGH POINT DRIVE NORTH
BLDG. 1 - SUITE E130
OAKDALE, MN 55128
Phone: (651) 704-9970
Email: Oakdale@bolton-menk.com
www.bolton-menk.com



DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

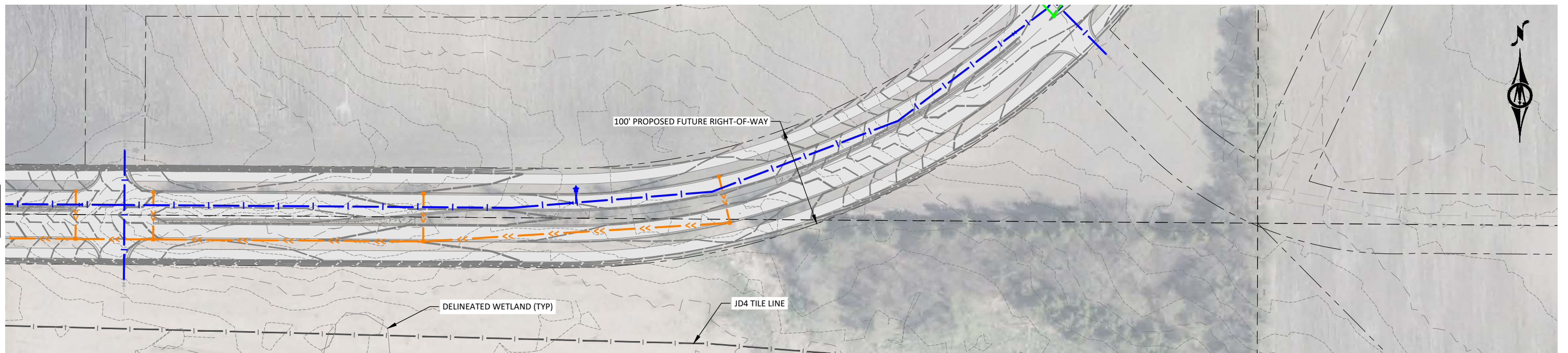
FOREST LAKE, MINNESOTA
SOUTHWEST AREA STUDY
HEADWATERS PARKWAY
VIEW FRAMES

SHEET
G2.04



SEE BELOW

SEE SHEET C4.02



SEE ABOVE

© Bolton & Menk, Inc. 2026. All Rights Reserved. 24X.136671.000 (C4.01) 1/26/2026 9:16:36 AM

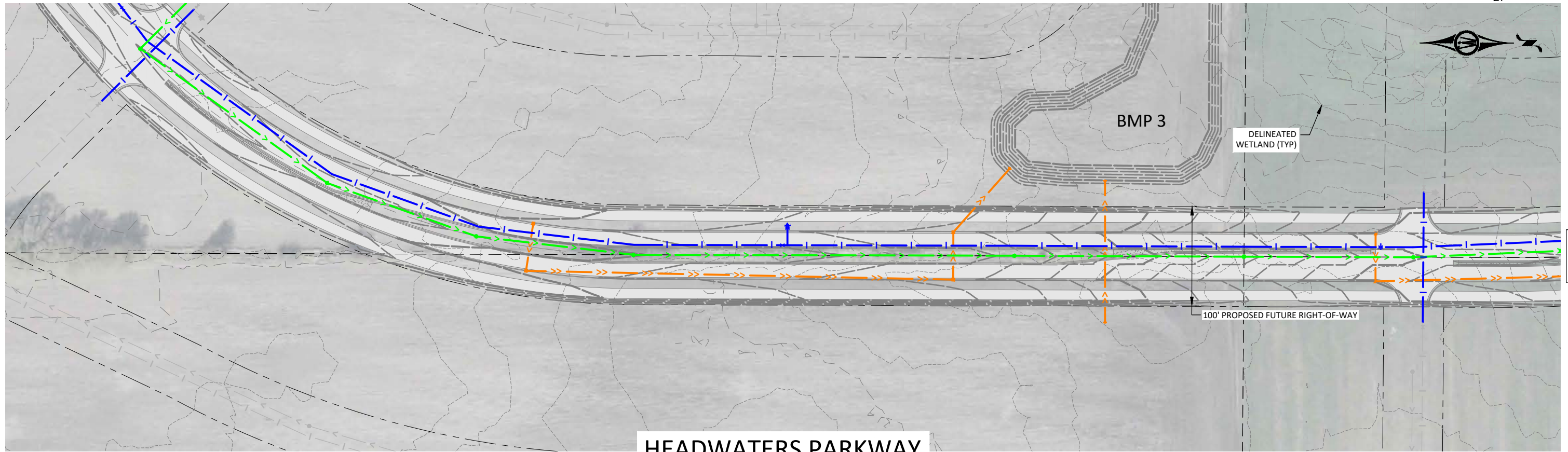


3507 HIGH POINT DRIVE NORTH
 BLDG. 1 - SUITE E130
 OAKDALE, MN 55128
 Phone: (651) 704-9970
 Email: Oakdale@bolton-menk.com
 www.bolton-menk.com

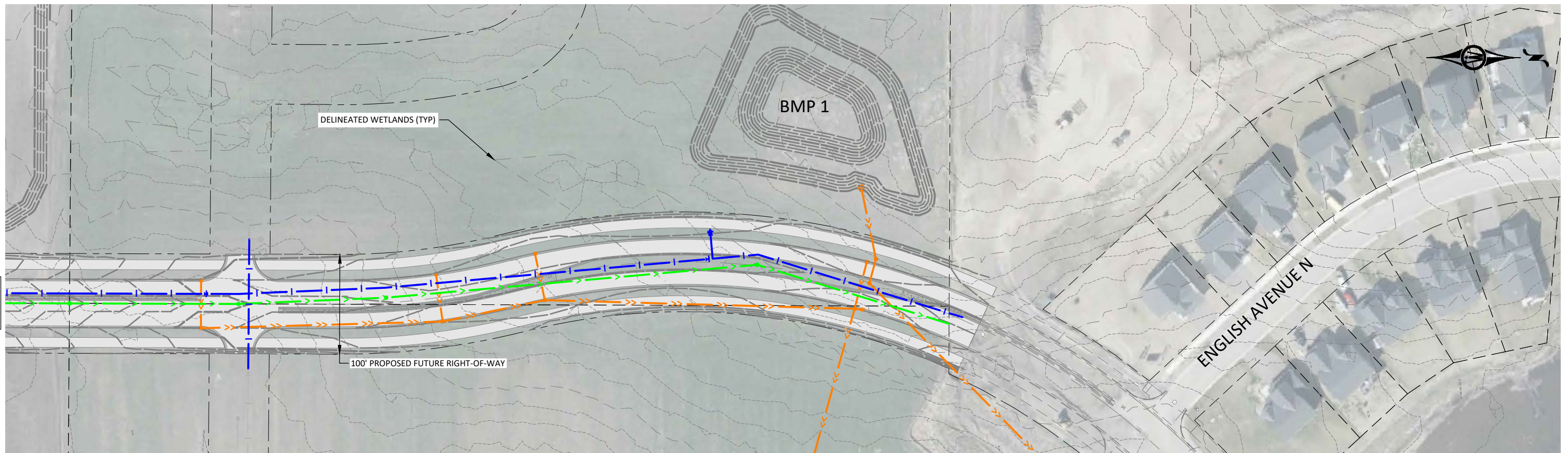


DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

FOREST LAKE, MINNESOTA
 SOUTHWEST AREA STUDY
 HEADWATERS PARKWAY
 UTILITY IMPROVEMENTS



SEE BELOW



SEE ABOVE

© Bolton & Menk, Inc. 2026. All Rights Reserved. 24X.136671.000 CAD (C4.02) 1/26/2025 9:16:45 AM

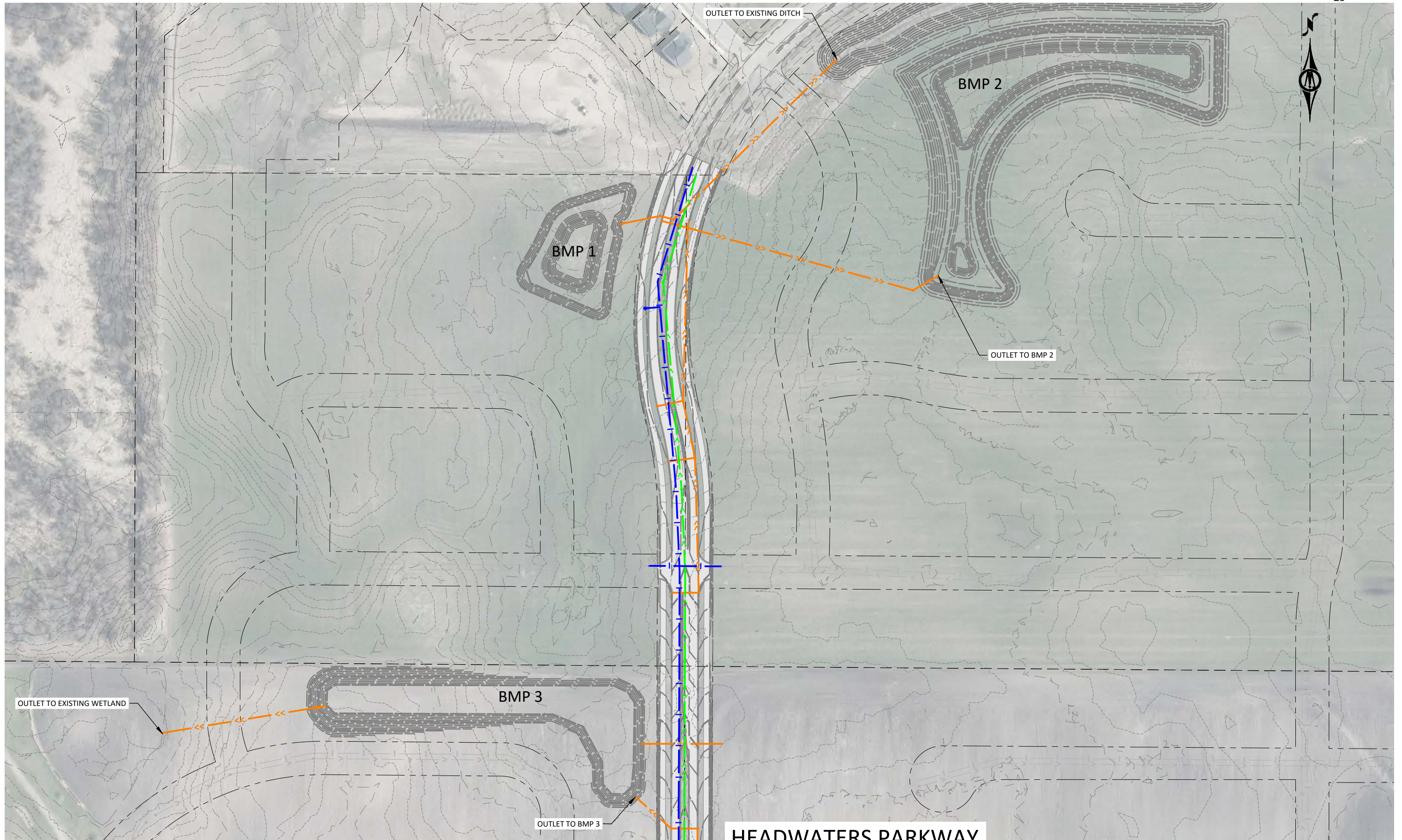


3507 HIGH POINT DRIVE NORTH
 BLDG. 1 - SUITE E130
 OAKDALE, MN 55128
 Phone: (651) 704-9970
 Email: Oakdale@bolton-menk.com
 www.bolton-menk.com

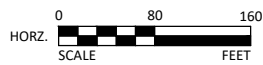


DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

FOREST LAKE, MINNESOTA
 SOUTHWEST AREA STUDY
 HEADWATERS PARKWAY
 UTILITY IMPROVEMENTS



© Bolton & Menk, Inc. 2026. All Rights Reserved
24X.136671.000 (CAD) 1/26/2025 9:16:54 AM

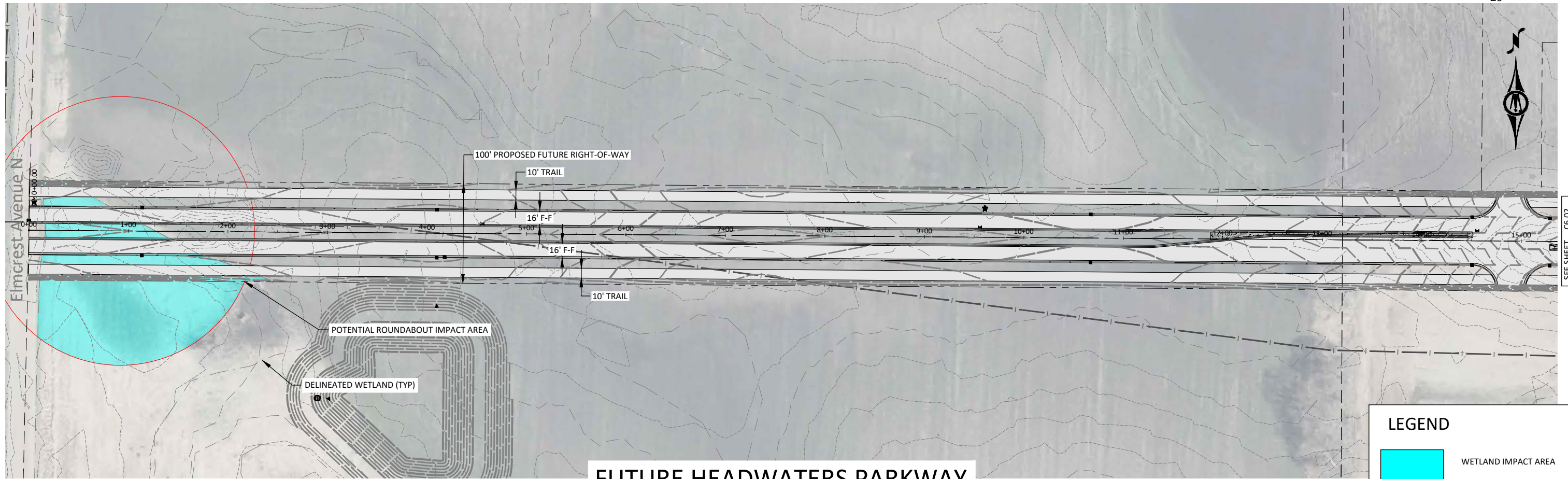


3507 HIGH POINT DRIVE NORTH
BLDG. 1 - SUITE E130
OAKDALE, MN 55128
Phone: (651) 704-9970
Email: Oakdale@bolton-menk.com
www.bolton-menk.com




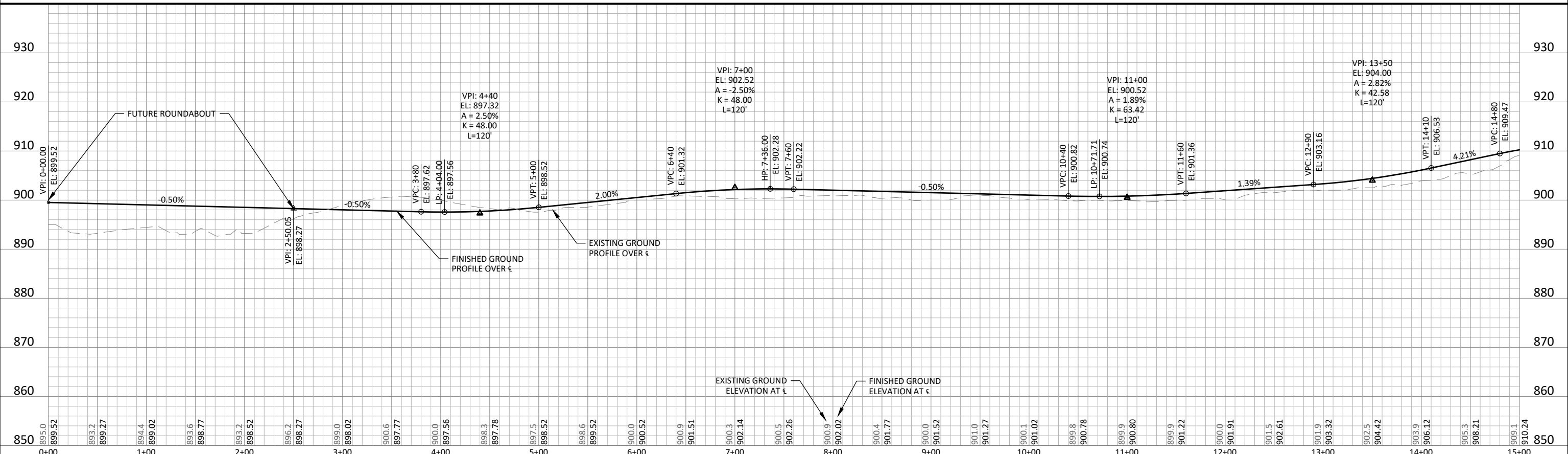
DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

FOREST LAKE, MINNESOTA
SOUTHWEST AREA STUDY
HEADWATERS PARKWAY
UTILITY IMPROVEMENTS

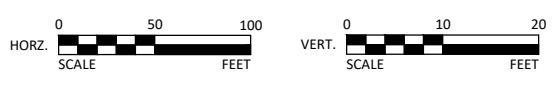


LEGEND

 WETLAND IMPACT AREA



© Bolton & Menk, Inc. 2026. All Rights Reserved. File Path: \\24x136671\000\CAD\C6.01\C6.01.dwg 1/26/2025 9:17:20 AM



3507 HIGH POINT DRIVE NORTH
 BLDG. 1 - SUITE E130
 OAKDALE, MN 55128
 Phone: (651) 704-9970
 Email: Oakdale@bolton-menk.com
 www.bolton-menk.com

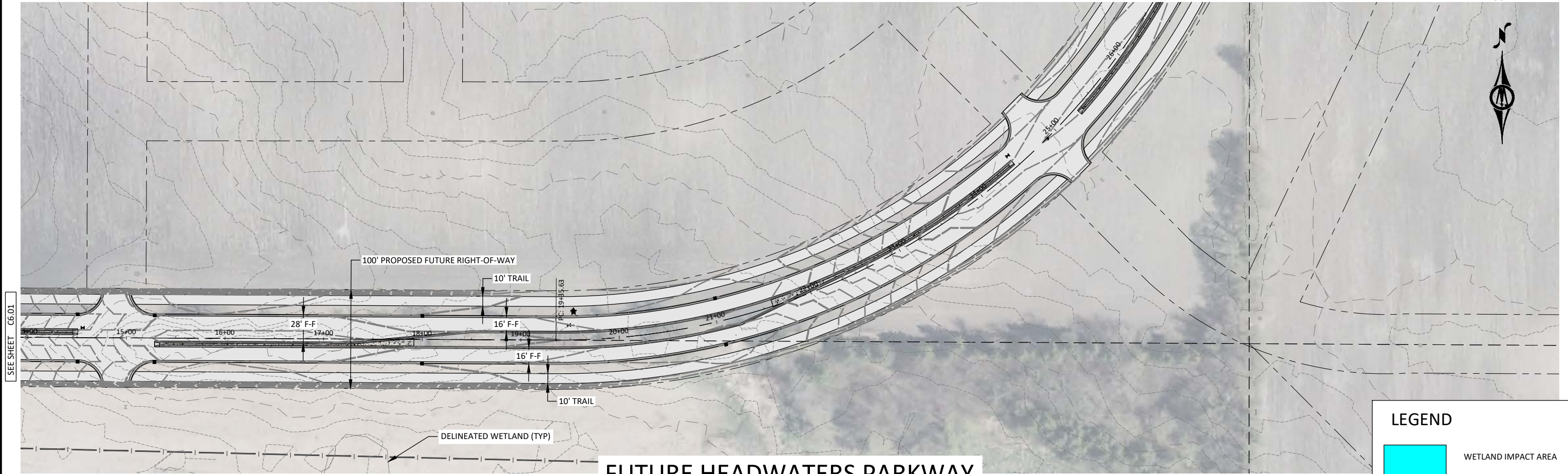


DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

FOREST LAKE, MINNESOTA
 SOUTHWEST AREA STUDY
 HEADWATERS PARKWAY
 STREET IMPROVEMENTS

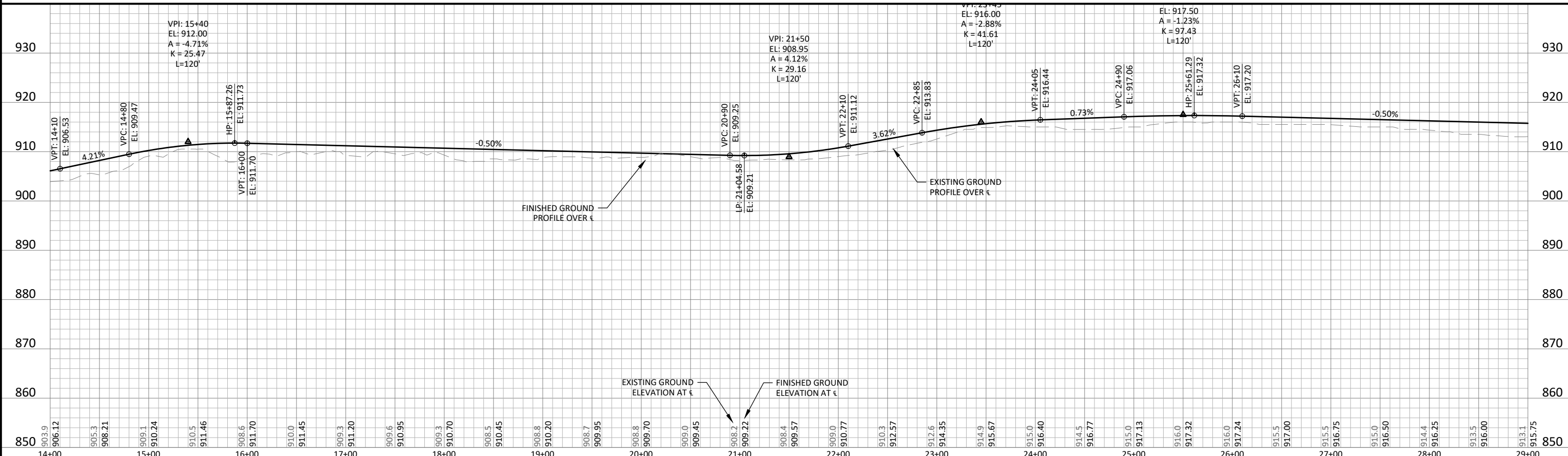
SHEET
C6.01

SEE SHEET C6.02

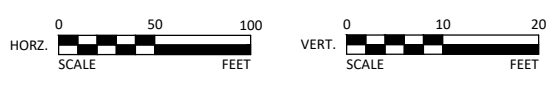


LEGEND

WETLAND IMPACT AREA



© Bolton & Menk, Inc. 2026. All Rights Reserved. File: 24X.136671.000\CADD\CADD\36671_C6.02.dwg 1/26/2025 9:17:32 AM



3507 HIGH POINT DRIVE NORTH
 BLDG. 1 - SUITE E130
 OAKDALE, MN 55128
 Phone: (651) 704-9970
 Email: Oakdale@bolton-menk.com
 www.bolton-menk.com



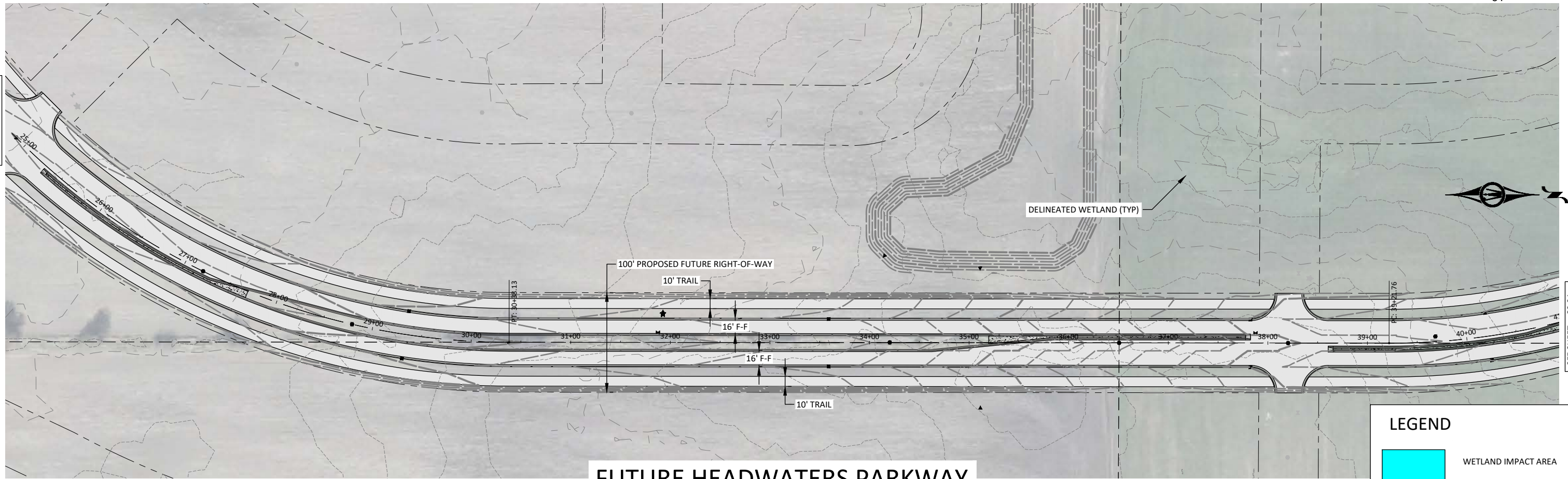
DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

FOREST LAKE, MINNESOTA
 SOUTHWEST AREA STUDY
 HEADWATERS PARKWAY
 STREET IMPROVEMENTS

SHEET
C6.02

SEE SHEET C6.02

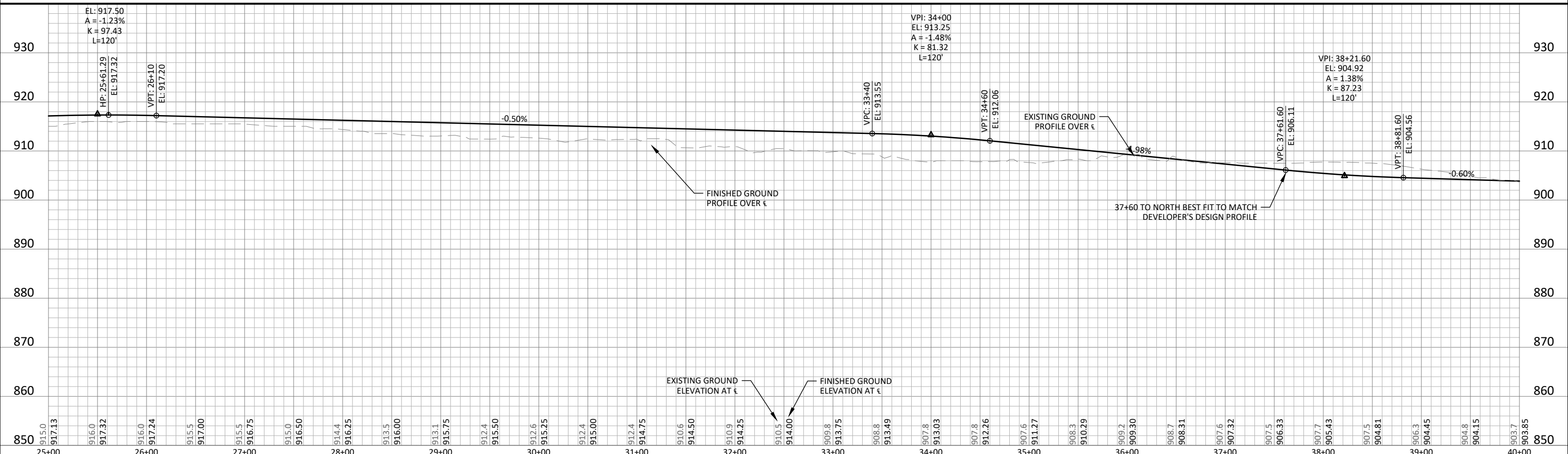
SEE SHEET C6.04



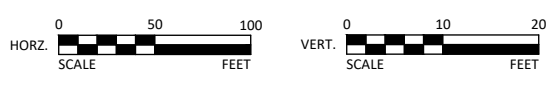
FUTURE HEADWATERS PARKWAY

LEGEND

WETLAND IMPACT AREA



© Bolton & Menk, Inc. 2026. All Rights Reserved. PL\PLN\24X136671\000\CADD\C6.03\DWG1\C6.03.dwg 1/26/2026 9:24:26 AM



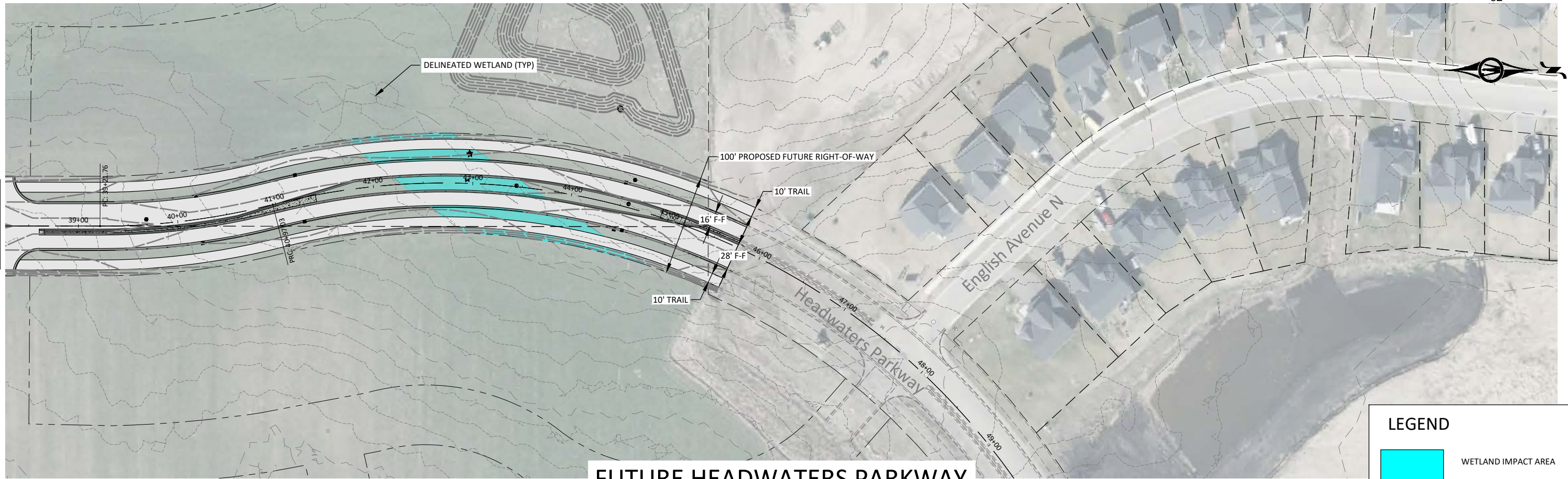
3507 HIGH POINT DRIVE NORTH
 BLDG. 1 - SUITE E130
 OAKDALE, MN 55128
 Phone: (651) 704-9970
 Email: Oakdale@bolton-menk.com
 www.bolton-menk.com



DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

FIRST LAKES, MINNESOTA
 SOUTHWEST AREA STUDY
 HEADWATERS PARKWAY
 STREET IMPROVEMENTS

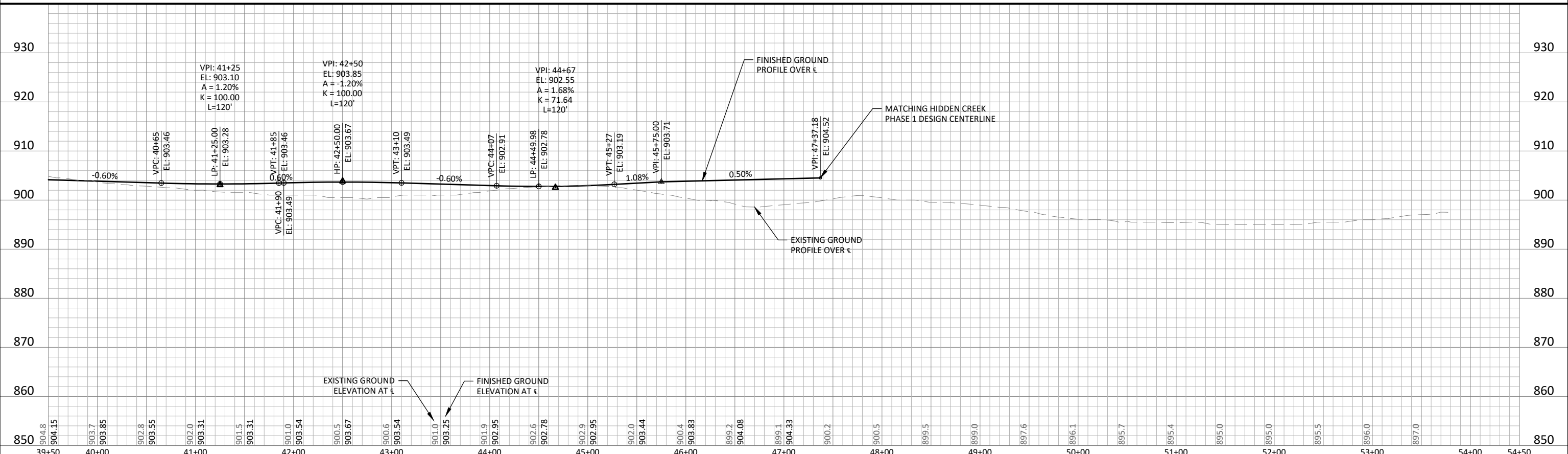
SHEET
C6.03



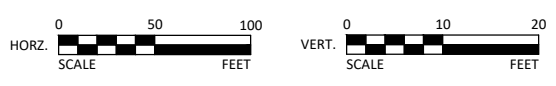
FUTURE HEADWATERS PARKWAY

LEGEND

WETLAND IMPACT AREA



© Bolton & Menk, Inc. 2026. All Rights Reserved. File Path: \\P:\124\136671\000\CAD\C6.04\C6.04.dwg 1/26/2025 9:17:52 AM



3507 HIGH POINT DRIVE NORTH
 BLDG. 1 - SUITE E130
 OAKDALE, MN 55128
 Phone: (651) 704-9970
 Email: Oakdale@bolton-menk.com
 www.bolton-menk.com



DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.	24X.136671.000		

FOREST LAKE, MINNESOTA
 SOUTHWEST AREA STUDY
 HEADWATERS PARKWAY
 STREET IMPROVEMENTS

SHEET
C6.04

Appendix C: Proposed Distribution System

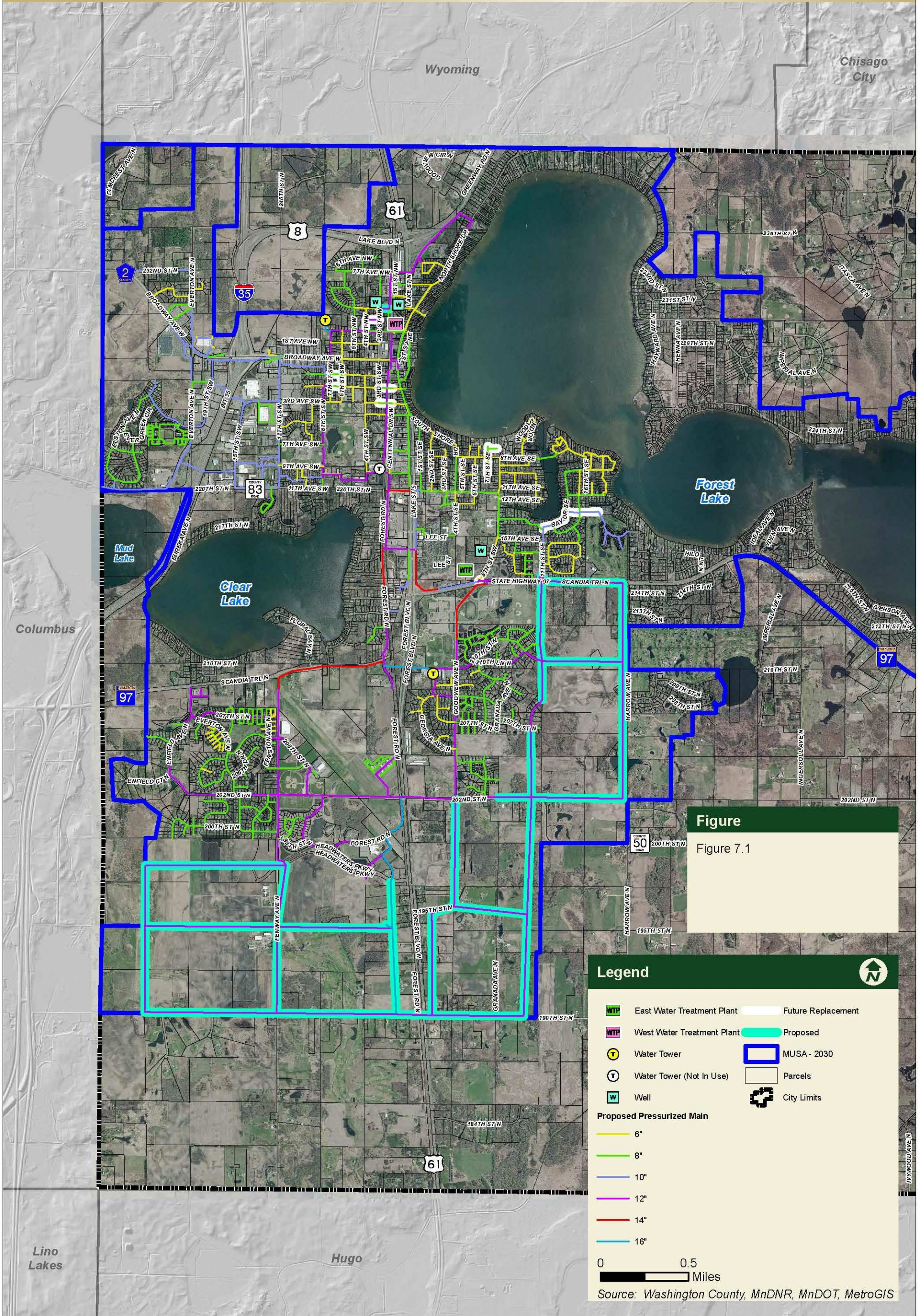





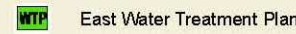
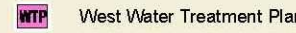
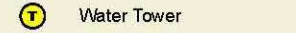
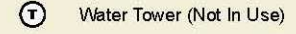
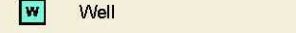








Figure
Figure 7.1

Legend

-  East Water Treatment Plant
-  West Water Treatment Plant
-  Water Tower
-  Water Tower (Not In Use)
-  Well
-  Future Replacement
-  Proposed
-  MUSA - 2030
-  Parcels
-  City Limits

Proposed Pressurized Main

-  6"
-  8"
-  10"
-  12"
-  14"
-  16"

0 0.5 Miles

Source: Washington County, MnDNR, MnDOT, MetroGIS

Appendix D: Wetland Delineation Report

Headwaters Parkway Extension

Wetland Delineation Report

Forest Lake, Washington County, Minnesota
City of Forest Lake
May 16, 2025



Forest Lake
AS GOOD AS IT SOUNDS



Real People. Real Solutions.

Prepared by:

Bolton & Menk, Inc.
2638 Shadow Lane Suite 200
Chaska, MN 55318
P: (952) 448-8838
BMI Project No. 24X.136671.000

Table of Contents

I.	Introduction	1
II.	Wetland Delineation Methodology	1
III.	Background Information	2
IV.	Climate Data	3
V.	Findings	4
VI.	Conclusion	27

Tables

Wetland Summary	27
-----------------------	----

Exhibits

Monthly Temperature Range.....	3
Antecedent Precipitation Conditions.....	4

Appendix

Appendix: Exhibits

I. Introduction

The City of Forest Lake is proposing an extension to the Headwaters Parkway located in the southwestern city limits of Forest Lake, MN. The study area consists of natural wetlands, forests, and agriculture fields. A Level I wetland delineation was performed on the agricultural lands within the study area prior to the Level II field delineation. The delineation of aquatic resources was performed within the study area for assessment and design purposes. This report details the findings of the field delineation completed on November 18th, 2024, and May 12th, 2025.

The project is found in Section 30, in Township 32 North of Range 21 West.

II. Wetland Delineation Methodology

The wetland boundaries were delineated and staked in the field in November 2024 and May 2025, using methods described in the “Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)”. Wetlands identified were classified using “Classification of Wetlands and Deepwater Habitats of the United States (Cowardin, et al., 1979)”, “Wetlands of the United States (United States Fish and Wildlife Service Circular No. 39, 1971 edition)” and “Wetland Plants and Plant Communities of Minnesota and Wisconsin” (Eggers and Reed Third Edition). Subsequently, the three mandatory technical criteria for wetland determinations are as follows:

Hydrophytic Vegetation. A hydrophytic plant community is present when the dominant plant species present can endure prolonged inundation and/or soil saturation during the growing season. A plant’s Wetland Indicator Status is determined using the 2016 National Wetland Plant List for Minnesota, published by the Army Corp of Engineers.

Hydric Soils. A hydric soil is defined as a soil that is formed under conditions of saturation, flooding or ponding long enough during the growing season (the portion of the year when there is above ground growth and development of vascular plants and/or soil temperature at 12 inches below the soil surface is above 41 degrees Fahrenheit or higher) to develop anaerobic conditions in the upper part.

Wetland Hydrology. An area has wetland hydrology if it experiences 14 or more consecutive days of flooding, ponding or a water table within 12 inches of the surface during the growing season at a minimum frequency of five out of ten years. This is determined by using both primary and secondary Wetland Hydrology indicators.

III. Background Information

Prior to conducting a field investigation of this site, Exhibits A through E were used to complete a preliminary evaluation. The data gathered during the preliminary investigation was used as described below:

Exhibit A is a location map of the study area.

Exhibits B is an aerial photo with topographic information overlaid on it. This provides information regarding topography of the site, helping to identify areas that may have wetland characteristics.

Exhibit C is the National Wetlands Inventory of the site and surrounding properties. This information is used to complete a preliminary investigation of the wetlands that may or may not exist on the site.

Exhibit D is used to identify waters that are regulated by the DNR. This exhibit shows where there are DNR public waters relative to the site.

Exhibit E is the Washington County Soil Survey and is used to identify hydric soils that may lie within the study area.

Delineation Exhibits F and G were prepared from the information gathered at the site.

Exhibit F is the site map showing the delineated aquatic resources.

Exhibit G includes the wetland delineation data sheets.

Exhibit H are the site maps showing the off-site hydrology assessment.

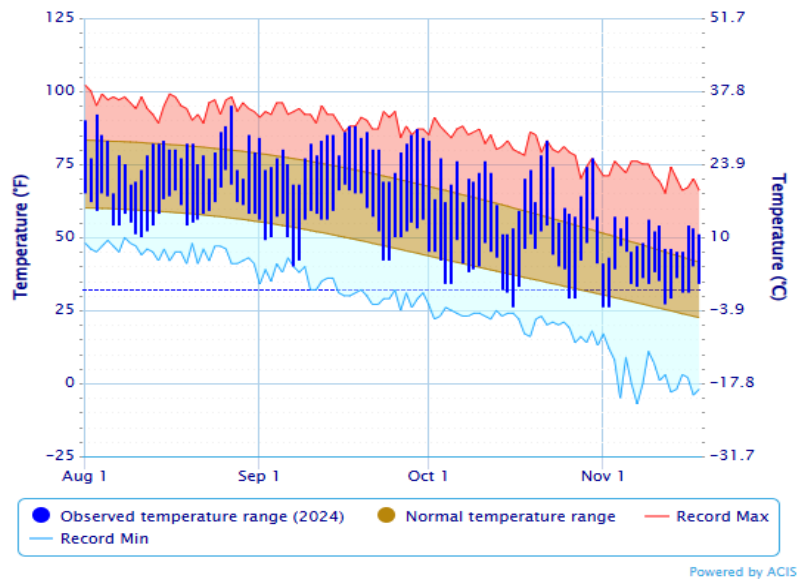
Exhibit I includes the off-site hydrology assessment data sheet.

IV. Climate Data

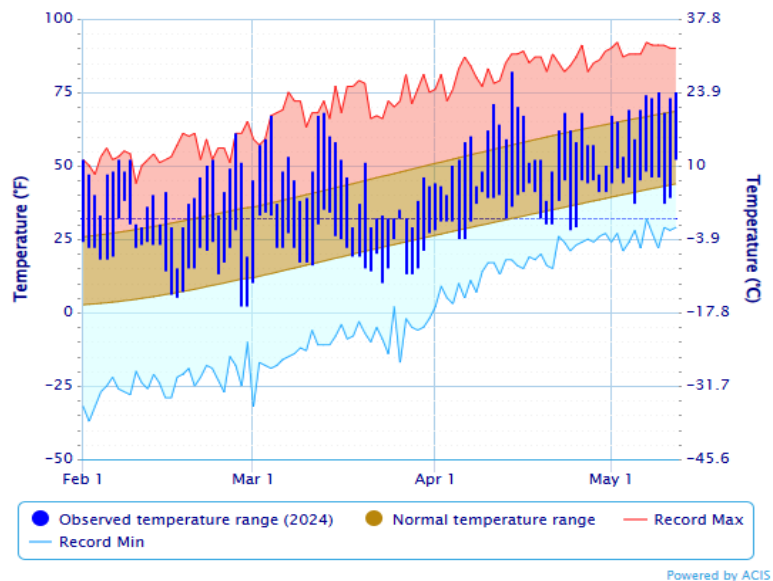
The tables below show the average temperature range along with the daily maximums and minimums temperatures for the three months prior to the November and May field delineations. September and October experienced several consecutive days above the normal temperature range as well as February and the beginning of March. Average low temperatures were mostly within normal range from August to November and February to May.

Temperature Range

Daily Temperature Data – FOREST LAKE 5NE, MN



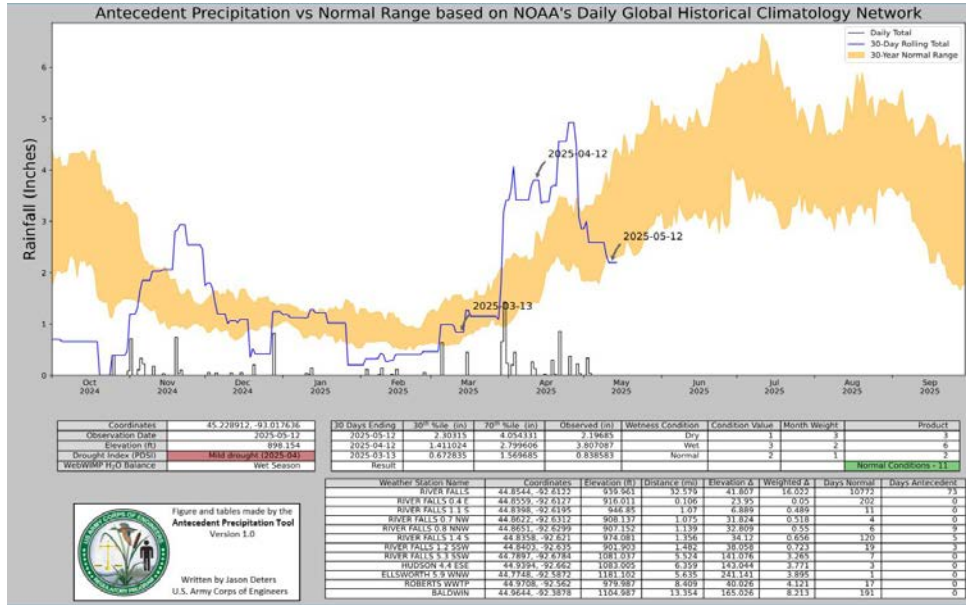
Daily Temperature Data – FOREST LAKE 5NE, MN



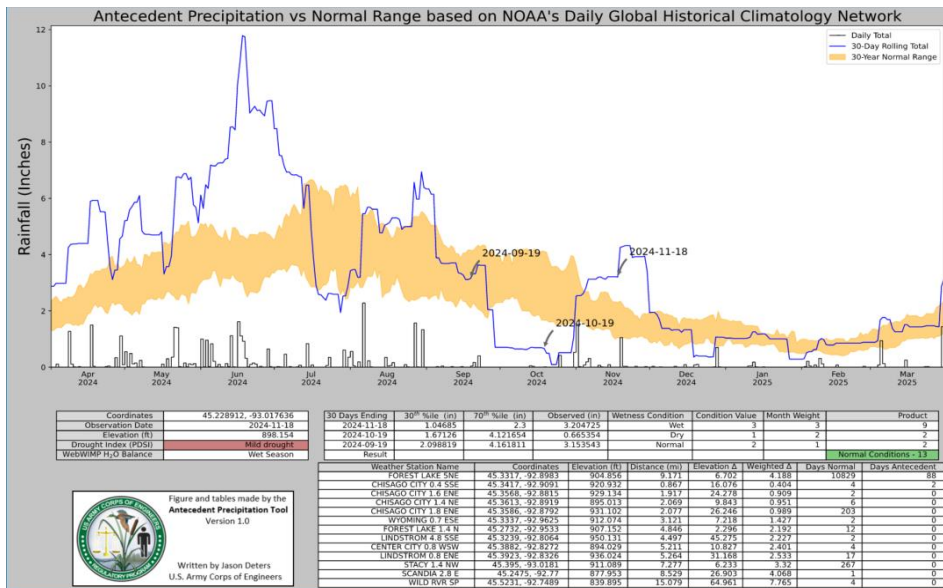
Antecedent precipitation was evaluated using a combination of the NRCS Method and the Rolling Totals Method. The analysis found that precipitation was normal over the past three months, prior to the November and May site visits.

Antecedent Precipitation Conditions

November 2024 Field Visit



May 2025 Field Visit



This climatic data was gathered using the National Weather Service (Climate (weather.gov), Minnesota State Climatology Office, Nearest Station Precipitation Data Retrieval (High DEN05-city radius retrieval 071210 (state.mn.us), and Precipitation Data Retrieved from a Gridded Database (Precipitation Data Retrieval (state.mn.us). As well as the ACIS NOAA Regional Climate Centers Website (AgACIS (rcc-acis.org). The information was retrieved from the WETS station, Forest Lake (212881).

V. Findings

On November 18, 2024, and May 12, 2025, field investigations were performed to evaluate and verify the existence and boundaries of any aquatic resources located within the study area. The Level I delineation was used during the Level II delineation to verify the existence of wetlands within the agriculture fields inside the study area. Twelve wetlands and two tributaries were found to exist within the study area. The following describes the aquatic resources identified, together with a brief description of wetland types and observations made during the field investigation.

Wetland 1:

NWI Cowardin: PEM1Ad

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: Types 2

Field Observation Eggers and Reed: Fresh (wet) Meadow

Soil Mapping Unit(s): 544-Cathro muck

Wetland 1 is in the northwest portion of the study area and extends north outside of the study area. A drainage ditch exists on the west and east side of Wetland 1.

The field investigation found that the site has met all three wetland indicators and is a palustrine emergent persistent temporarily flooded partial drained/drainage (PEM1Ad) wetland. One transect and several sample points were taken to determine the wetland boundary.

At the W1-A wetland pit location, the plant community is dominated by buckthorn, red-osier dogwood, and reed canary grass. The W1-B upland pit location is dominated by buckthorn, reed canary grass, and Canadian goldenrod. Both pit locations (W1-A & W1-B) met hydrophytic vegetation.



Photo 2: Wetland 1 and Tributary 1 (Looking south)

Soils in the W1-A wetland pit location were dug to a depth of 24-inches and met the hydric soil indicator F6-Redox Dark Surface. Soils in the W1-B upland pit location were dug to 28-inches and did not meet any of the hydric soil indicators.

The W1-A wetland location met the secondary hydrology indicators D2-Geomorphic Position and D5- FAC-Neutral Test. The W1-B upland pit location did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrology and hydric soil at the upland pit location.



Wetland 1 samples point W1-A & W1-B (Looking northeast)

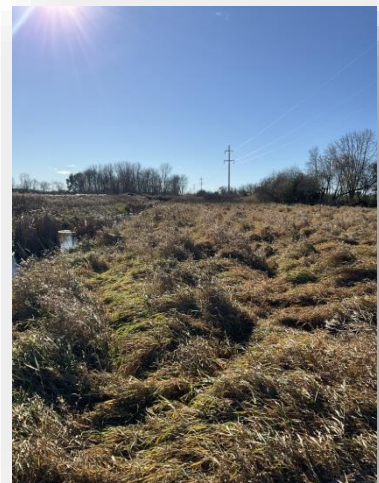


Photo 1: Wetland 1 and Tributary 2 (Looking south)

Wetland 2:**NWI Cowardin:** PUBFx, PEM1Ad**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** Types 2**Field Observation Eggers and Reed:** Fresh (wet) Meadow**Soil Mapping Unit(s):** 75-Bluffton loam

Wetland 2 is in the northwest portion of the study area and located east of Lyons Street and south of a private driveway.

The field investigation found that the site has met all three wetland indicators and is a palustrine unconsolidated bottom semi permanently flooded (PUBFx) wetland and a palustrine emergent persistent temporarily flooded partial drained/draind (PEM1Ad) wetland. Two transects and several sample points were taken to determine the wetland boundary.



Photo 3: Wetland 2 (Looking southwest)



Wetland 2 sample points W2-A & W2-B (looking south)

At the W2-A & W2-C wetland pit locations, the plant community is dominated by reed canary grass. The W2-B & W2-D upland pit locations are dominated by Canadian goldenrod, smooth brome, boxelder, and common burdock. Wetland pit locations (W2-A & W2-C) met hydrophytic vegetation.

Soils in the W2-A and W2-C wetland pit locations were dug to a depth of 24-inches and 27-inches. Sample pit W2-A and W2-C met the hydric soil indicator A12-Thick Dark Surface. Soils in the W2-B and W2-D upland pit locations were dug to 27-inches and 24-inches. Sample pit W2-B met hydric soil indicator A12-Thick Dark Surface and sample

pit W2-D did not meet any of hydric soil indicators.

Sample pit location W2-A and W2-C met the secondary hydrology indicators D2-Geomorphic Position and D5- FAC-Neutral Test. The W2-B and W2-D upland pit locations did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrology and hydrophytic vegetation at both upland pit locations (W2-B & W2-D) and the lack of hydric soils at upland sample point W2-D.



Wetland 2 sample points W2-C & W2-D (looking northwest)

Wetland 3:**NWI Cowardin:** PEM1C**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** Types 2/Type 3**Field Observation Eggers and Reed:** Fresh (wet) Meadow, Shallow Marsh**Soil Mapping Unit(s):** 75-Bluffton loam

Wetland 3 is on the west side of the study area and located east of Lyons Street and south of Wetland 2.

The field investigation found that the site has met all three wetland indicators and is a palustrine emergent persistent seasonally flooded (PEM1C) wetland. One transect and several sample points were taken to determine the wetland boundary.



Photo 4: Wetland 3 (Looking northeast)



Wetland 3 sample points W3-A & W3-B (looking northwest)

At the W3-A wetland pit location, the plant community is dominated by reed canary grass. The W3-B upland pit location is dominated by smooth brome. Wetland pit location W3-A met hydrophytic vegetation.

Soil in the W3-A wetland pit location was dug to a depth of 25-inches and met the hydric soil indicator A12-Thick Dark Surface. Soil in the W3-B pit location were dug to a depth of 24-inches and met hydric soil indicator A12-Thick Dark Surface.

Sample pit location W3-A met the secondary hydrology indicators D2-Geomorphic Position and D5- FAC-Neutral Test. Sample pit location W3-B met secondary hydrology indicators D2-Geomorphic Position.

The determining factor for this delineation was the lack of hydrology and hydrophytic vegetation at the upland pit location.

Wetland 4:**NWI Cowardin:** PUBFx**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** Types 2**Field Observation Eggers and Reed:** Fresh (wet) Meadow**Soil Mapping Unit(s):** 541-Rifle muck

Wetland 4 is in the southwest portion of the study area and located east of Lyons Street and north of 190th Street North. Historical imagery observations suggest Wetland 4 was once used as a grazing pasture and included a cattle pond near the northern boundary. The field investigation observed the



Wetland 4 soil pit locations W4-A & W4-B (Looking west)

cattle pond had been filled and the pasture had returned to wetland.

The field investigation found that the site has met all three wetland indicators. The NWI has labeled the old, now non-existent, cattle pond a palustrine unconsolidated bottom semi permanently flooded (PUBFx) wetland. The delineated portion of Wetland 4 should be considered a palustrine emergent persistent seasonally flooded (PEM1C) wetland. One transect and several sample points were taken to determine the wetland boundary.



Photo 5: Wetland 4 (looking south)

At the W4-A wetland pit location, the plant community is dominated by reed canary grass. The W4-B upland pit location is dominated by common wheat and common burdock. Wetland pit location W4-A met hydrophytic vegetation.

Soil in the W4-A wetland pit location was dug to a depth of 42-inches and met the hydric soil indicator A12-Thick Dark Surface. Soil in the W4-B pit location were dug to a depth of 24-inches and did not meet any hydric soil indicators.

Sample pit location W4-A met the secondary hydrology indicators C2-Dry Season Water Table, D2-Geomorphic Position, and D5- FAC-Neutral Test. Sample pit location W4-B did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators at the upland pit location.

Wetland 5:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: Types 1

Field Observation Eggers and Reed: Seasonally Flooded Basin

Soil Mapping Unit(s): 75-Bluffton loam

Wetland 5 is in the central portion of the study area and is within an active agriculture field.

The field investigation found that the site met wetland hydrology and hydric soil indicators but not hydrophytic vegetation indicators. Wetland 5 is within an active agriculture field limiting the opportunity for hydrophytic vegetation to naturally grow. Wetland 5 should be considered a palustrine emergent temporarily flooded (PEMA) wetland. One transect and several sample points were taken to determine the wetland boundary.

At the W5-A wetland pit location, the plant community is dominated by common wheat. The W5-B upland pit location is also dominated by common wheat. Sample pit locations W5-A and W5-B did not meet hydrophytic vegetation.

Soil in the W5-A wetland pit location was dug to a depth of 26-inches and met the hydric soil indicator A12-Thick Dark Surface. Soil in the W5-B pit location were dug to a depth of 24-inches



Wetland 5 soil borings W5-A & W5-B (looking east)



Photo 6: Wetland 5 (looking south)

and did not meet any hydric soil indicators. Soil at both pit locations is disturbed from agriculture activities.

Sample pit location W5-A met the secondary hydrology indicators B6-Surface Soil Cracks, C9-Saturation Visible on Aerial Imagery, D1-Stunted or Stressed Plants, D2-Geomorphic Position. Sample pit location W5-B did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators at the upland pit location.

Wetland 6:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: Types 1/Type 2

Field Observation Eggers and Reed: Seasonally Flooded Basin, Fresh (wet) Meadow

Soil Mapping Unit(s): 123-Dundas fine sandy loam

Wetland 6 is in the central portion of the study area. A portion of Wetland 6 is within an active agriculture field.

The field investigation found that the site has met wetland hydrology and hydric soil indicators but not hydrophytic vegetation indicators. Wetland is within an active agriculture field limiting the opportunity for hydrophytic vegetation to naturally grow. Wetland 6 should be considered a palustrine emergent seasonally saturated (PEM1B) wetland. One transect and several sample points were taken to determine the wetland boundary.

At the W6-A wetland pit location, the plant community is dominated by common wheat. The W6-B upland pit location is dominated by white oak and common wheat. Sample pit locations W6-A and W6-B did not meet hydrophytic vegetation.

Soil in the W6-A wetland pit location was dug to a depth of 24-inches and met the hydric soil indicator A12-Thick Dark Surface. Soil in the W6-B were dug to a depth of 24-inches and did not meet any hydric soil indicators. Soil at both pit locations is disturbed from agriculture activities.

Sample pit location W6-A met the secondary hydrology indicators C2-Dry-Season Water Table, C9-Saturation Visible on Aerial Imagery, D2-Geomorphic Position. Sample pit location W6-B did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators at the upland pit location.



Wetland 6 (looking north)

Wetland 7:**NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** Types 1**Field Observation Eggers and Reed:** Seasonally Flooded Basin**Soil Mapping Unit(s):** 123-Dundas fine sandy loam

Wetland 7 is in the southwest portion of the study area and within an active agriculture field.

The field investigation found that the site has met wetland hydrology and hydric soil indicators but not hydrophytic vegetation indicators. Wetland 7 is within an active agriculture field limiting the opportunity for hydrophytic vegetation to naturally grow. Wetland 7 should be considered a palustrine emergent temporarily flooded (PEMA) wetland. One transect and several sample points were taken to determine the wetland boundary.

At the W7-A wetland pit location, the plant community is dominated by common wheat. The W7-B upland pit location is also dominated by common wheat. Sample pit locations W7-A and W7-B did not meet hydrophytic vegetation.

Soil in the W7-A wetland pit location was dug to a depth of 24-inches and met the hydric soil indicator F3-Depleted Matrix. Soil in the W7-B pit location was dug to depth of 24-inches and did not meet any hydric soil indicators. Soil at both pit locations is disturbed from agriculture activities.

Sample pit location W7-A met primary hydrology indicator A2-High Water Table and secondary hydrology indicators C2-Dry-Season Water Table and C9-Saturation Visible on Aerial Imagery. Sample pit location W7-B did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators at the upland pit location.

***Wetland 7 (looking north)*****Wetland 8:****NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** Types 1**Field Observation Eggers and Reed:** Seasonally Flooded Basin**Soil Mapping Unit(s):** 544-Cathro muck

Wetland 8 is in the southwest portion of the study area and within an active agriculture field.

The field investigation found that the site has met wetland hydrology and hydric soil indicators but not hydrophytic vegetation indicators. Wetland 8 is within an active agriculture field limiting the opportunity for hydrophytic vegetation to naturally grow. Wetland 8 should be considered

***Wetland 8 (looking east)***



Photo 7: Wetland 8 (looking east)

a palustrine emergent temporarily flooded (PEMA) wetland. One transect and several sample points were taken to determine the wetland boundary.

At the W8-A and W8-B pit locations, no observable plant communities existed during the time of the delineation due to agriculture activities and limited late fall season growing opportunities. Sample pit locations W8-A and 86-B did not meet hydrophytic vegetation.

Soil in the W8-A wetland pit location was dug to a depth of 24-inches and met the hydric soil indicator A12-Thick Dark Surface. Soil in the W8-B pit location was dug to depth of 24-inches and did not meet any hydric soil indicators. Soil at both pit locations is disturbed from agriculture activities.

Sample pit location W8-A met primary hydrology indicator B8-Sparsely Vegetated Concave Surface and B9-Water-Stained Leaves. Sample pit location W8-B did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators at the upland pit location.

Wetland 9:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: Types 1/Type 3

Field Observation Eggers and Reed: Seasonally Flooded Basin, Shallow Marsh

Soil Mapping Unit(s): 123-Dundas fine sandy loam

Wetland 9 is in the southern portion of the study area and within an active agriculture field.

The field investigation found that the site has met wetland hydrology, hydric soil indicators, and hydrophytic vegetation indicators. Wetland 9 is within an active agriculture field limiting the opportunity for hydrophytic vegetation to naturally grow. Wetland 9 should be considered a palustrine emergent persistent seasonally flooded (PEM1C) wetland. One transect and several sample points were taken to determine the wetland boundary.

At sample point W9-A the plant community is dominated by reed canary grass and cattail. No dominant vegetation was found at sample pit W9-B. Sample pit location W9-A met hydrophytic vegetation.

Soil in the W9-A wetland pit location was dug to a depth of 24-inches and met the hydric soil indicator A12-Thick Dark Surface. Soil in the W9-B pit location was dug to depth of 24-inches and met hydric soil indicator F6-Redox Dark Surface. Soil at both pit locations is disturbed from agriculture activities.



Wetland 9 Sample Points W9A & W9B (looking north)



Photo 8: Wetland 9 (looking northwest)

Sample pit location W9-A met secondary hydrology indicators C2-Dry Season Water Table, D2-Geomorphic Position, and D5-FAC-Neutral Test. Sample pit location W9-B did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrophytic vegetation and hydrology indicators at the upland pit location.

Wetland 10:

NWI Cowardin: PFO1A

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: Types 2

Field Observation Eggers and Reed: Fresh (wet) Meadow

Soil Mapping Unit(s): 123-Dundas fine sandy loam

Wetland 10 is in the northern portion of the study area. Wetland 10 was delineated into two sections due to the limits of the study area.

The field investigation found that the site has met wetland hydrology, hydric soil indicators, and hydrophytic vegetation



Photo 9: Wetland 10 (looking southeast)



Wetland 10 Sample Points W10A & W10B (looking south)

indicators. Wetland 10 is a palustrine forested persistent temporarily flooded (PEM1B) wetland. One transect and several sample points were taken to determine the wetland boundary.

At sample point W10-A the plant community is dominated by reed canary grass and cattail. Sample pit W10-B was dominated by Kentucky bluegrass. Sample pit location W10-A met hydrophytic vegetation.

Soil in the W10-A wetland pit location was dug to a depth of 26-inches and met the hydric soil indicator A12-Thick Dark Surface. Soil in the W10-B pit location was dug to depth of 24-inches and met hydric soil indicator A12-Thick Dark Surface.

Sample pit location W10-A met secondary hydrology indicators C2-Dry Season Water Table, D2-Geomorphic Position, and D5-FAC-Neutral Test. Sample pit location W10-B did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrophytic vegetation and hydrology indicators at the upland pit location.

Wetland 12:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: Types 1

Field Observation Eggers and Reed: Seasonally Flooded Basin

Soil Mapping Unit(s): 123-Dundas fine sandy loam

Wetland 12 is in the western portion of the study area and is in an agriculture field east of Lyons Street.

The field investigation found that the site has met wetland hydrology and hydric soil indicators but not hydrophytic vegetation indicators. Wetland 12 is within an active agriculture field limiting the opportunity for hydrophytic vegetation to naturally grow. Wetland 12 should be considered a palustrine emergent temporarily flooded (PEMA) wetland. One transect and several sample points were taken to determine the wetland boundary.

At sample point W12-A and W12-B the plant communities are dominated by common wheat. Sample pit location W12-A did not meet hydrophytic vegetation.

Soil in the W12-A wetland pit location was dug to a depth of 24-inches and met the hydric soil indicator A11-Depleted Below Dark Surface. Soil in the W12-B pit location was dug to depth of 24-inches and met hydric soil indicator F3-Depleted Matrix. Soil at both pit locations is disturbed from agriculture activities.

Sample pit location W12-A met secondary hydrology indicators C9-Saturation Visible on Aerial Imagery and D2-Geomorphic Position. Sample pit location W12-B did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrophytic vegetation and hydrology indicators at the upland pit location.



Wetland 12 (looking southeast)

Wetland 15:**NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** Types 1**Field Observation Eggers and Reed:** Seasonally Flooded Basin**Soil Mapping Unit(s):** 123-Dundas fine sandy loam

Wetland 15 is in the western portion of the study area and is in an agriculture field east of Lyons Street.

The field investigation found that the site has met wetland hydrology and hydric soil indicators but not hydrophytic vegetation indicators. Wetland 15 is within an active agriculture field limiting the opportunity for hydrophytic vegetation to naturally grow. Wetland 15 should be considered a palustrine emergent temporarily flooded (PEMA) wetland. One transect and several sample points were taken to determine the wetland boundary.

At sample points W15-A and W15-B the plant communities is dominated by common wheat. Sample pit location W15-A did not meet hydrophytic vegetation.

Soil in the W15-A wetland pit location was dug to a depth of 30-inches and met the hydric soil indicator F6-Redox Dark Surface and F8-Redox Depressions. Soil in the W15-B pit location was also dug to depth of 30-inches and also met the hydric soil indicator F6-Redox Dark Surface and F8-Redox Depressions. Soil at both pit locations is disturbed from agriculture activities.

Sample pit location W15-A met secondary hydrology indicators C2-Dry Season Water Table and D2-Geomorphic Position. Sample pit location W15-B did not meet any hydrology indicators.

The determining factor for this delineation was the lack of hydrophytic vegetation and hydrology indicators at the upland pit location.

***Wetland 12 (looking southeast)*****Sample Point 1B:****NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** None**Field Observation Eggers and Reed:** None**Soil Mapping Unit(s):** 123-Dundas fine sandy loam

Sample Point 1B is a concave depressed area in an agriculture field east of Lyons Road. Sample Point 1B is in the southwest portion of the study area and northeast of Wetland 4. Sample Point 1B relates to Level I Site S1b.

The field investigation found that the site has met wetland hydric soil indicators but not hydrophytic vegetation or hydrology indicators. Sample 1B is within an active agriculture field limiting the opportunity for hydrophytic

***Sample Point 1B (looking west)***

vegetation to naturally grow.

At Sample Point 1B the plant community is dominated by common wheat. Sample Pit 1B does not meet hydrophytic vegetation.

Soil at Sample Point 1B was dug to a depth of 32-inches and met the hydric soil indicator A12-Thick Dark Surface. Soil at Sample Point 1B has been disturbed by agriculture activities.

Sample Pit 1B did not have any hydrology indicators. A drain tile inlet is located near where the sample point was taken.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation and hydrology indicators.

Sample Point 1C-1:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 123-Dundas fine sandy loam

Sample Point 1C-1 is a concave depressed area in an agriculture field east of Lyons Road. Sample 1C-1 is in the southwest portion of the study area and southwest of Wetland 5. Sample Point 1C-1 relates to the east side of Level 1 Site S1c.



Sample Point 1C-1 (looking northeast)

The field investigation found that the site did not meet any hydrophytic vegetation, hydric soil, or hydrology indicators. Sample Point 1C-1 is within an active agriculture field limiting the opportunity for any hydrophytic vegetation to naturally grow.

At Sample Point 1C-1 the plant community is dominated by common wheat. Sample Point 1C-1 does not meet hydrophytic vegetation.

Soil at Sample Point 1C-1 was dug to a depth of 24-inches and did not meet any hydric soil indicators. Soil at Sample Point 1C-1 has been disturbed by agriculture activities.

Sample Pit 1C-1 did not have any hydrology indicators.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.

Sample Point 1C-2:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 123-Dundas fine sandy loam

Sample Point 2 is a concave depressed area in an agriculture field east of Lyons Road. Sample 1C-2

is in the southwest portion of the study area and east of Wetland 7. Sample Point 1C-2 relates to the west side of Level 1 Site S1c.

The field investigation found that the site did not meet any hydrophytic vegetation, hydric soil, or hydrology indicators. Sample Point 1C-2 is within an active agriculture field limiting the opportunity for any hydrophytic vegetation to naturally grow.

At Sample Point 1C-2 the plant community is dominated by common wheat. Sample Point 1C-2 does not meet hydrophytic vegetation.

Soil at Sample Point 1C-2 was dug to a depth of 24-inches and did not meet any hydric soil indicators. Soil at Sample Point 1C-2 has been disturbed by agriculture activities.

Sample Pit 1C-2 did not have any hydrology indicators. A drain tile inlet exists in proximity to the sample pit and is altering the surrounding natural hydrology.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.

Sample Point 2:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 123-Dundas fine sandy loam

Sample Point 2 is a concave depressed area in an agriculture field east of Lyons Road. Sample Point 2 is in the west portion of the study area, south of Wetland 2 and east of Wetland 3. Sample Point 2 relates to Level I Site S2.

The field investigation found that the site did not meet any hydrophytic vegetation, hydric soil, or hydrology indicators. Sample Point 2 is within an active agriculture field limiting the opportunity for any hydrophytic vegetation to naturally grow.

At Sample Point 2 the plant community is dominated by common wheat. Sample Point 2 does not meet hydrophytic vegetation.

Soil at Sample Point 2 was dug to a depth of 24-inches and met hydric soil indicator F6-Redox Dark Surface. Soil at Sample Point 2 has been disturbed by agriculture activities.

Sample Point 2 met secondary hydrology indicator C9-Saturation Visible on Aerial Imagery but did not meet a second secondary hydrology indicator. A drain tile inlet exists in proximity to the sample pit and is altering the surrounding natural hydrology.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation and hydrology indicators.



Sample Point 2 (looking north)

Sample Point 3A:**NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** None**Field Observation Eggers and Reed:** None**Soil Mapping Unit(s):** 123-Dundas fine sandy loam

Sample Point 3A is a concave depressed area in an agriculture field in the southern portion of the study area. Sample Point 3A is northeast of Wetland 4. Sample Point 3A relates to Level 1 Site S3a.

The field investigation found that the site did not meet hydrophytic vegetation and hydrology indicators.

At Sample Point 3A the plant community is dominated by common wheat and common burdock. Sample Point 4 does not meet hydrophytic vegetation.

Soil at Sample Point 3A was dug to a depth of 24-inches and met hydric soil indicator F7-Depleted Dark Surface.

Sample Point 3A met secondary hydrology indicator C9-Saturation Visible on Aerial Imagery but did not meet a second secondary hydrology indicator.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation and hydrology indicators.

Sample Point 4:**NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** None**Field Observation Eggers and Reed:** None**Soil Mapping Unit(s):** 123-Dundas fine sandy loam

Sample Point 4 is a concave depressed area in an agriculture field east of Lyons Road. Sample Point 4 is in the southwest portion of the study, northeast of Wetland 4 and southwest of Wetland 5. Sample Point 4 relates to Level 1 Site S4.

The field investigation found that the site met hydric soil indicators, but did not meet hydrophytic vegetation and hydrology indicators. Sample Point 4 is within an active agriculture field limiting the opportunity for any hydrophytic vegetation to naturally grow.

At Sample Point 4 the plant community is dominated by common wheat. Sample Point 4 does not meet hydrophytic vegetation.

Soil at Sample Point 4 was dug to a depth of 24-inches and met hydric soil indicator F6-Redox Dark Surface. Soil at Sample Point 4 has been disturbed by agriculture activities.

Sample Point 4 met secondary hydrology indicator C9-Saturation Visible on Aerial Imagery. A drain



Sample Point 4 (looking northwest)

tile inlet exists in proximity to the sample pit and is altering the surrounding natural hydrology.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation and hydrology indicators.

Sample Point 5:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 75-Bluffton loam

Sample Point 5 is a concave depressed area in an agriculture field east of Lyons Road. Sample Point 5 is in the west portion of the study, southeast of Wetland 2 and northwest of Wetland 5. Sample Point 5 relates to Level 1 Site S5.

The field investigation found that the site did not meet hydrophytic vegetation, hydric soil indicators, and hydrology indicators. Sample Point 5 is within an active agriculture field limiting the opportunity for any hydrophytic vegetation to naturally grow.

At Sample Point 5 the plant community is dominated by common wheat. Sample Point 5 does not meet hydrophytic vegetation.

Soil at Sample Point 5 was dug to a depth of 24-inches and did not meet hydric soil indicators. Soil at Sample Point 5 has been disturbed by agriculture activities.

Sample Point 5 did not meet any hydrology indicators. A drain tile inlet exists in proximity to the sample pit and is altering the surrounding natural hydrology.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.



Sample Point 5 (looking east)

Sample Point 6A:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 123-Dundas fine sandy loam

Sample Point 6A is a concave depressed area in an agriculture field east of Lyons Road. Sample Point 6A is in the south portion of the study and south of Wetland 5. Sample Point 6A relates to Level 1 Site S6a.

The field investigation found that the site did not meet hydrophytic vegetation, hydric soil



Sample Point 6A (looking north)

indicators, and hydrology indicators. Sample Point 6A is within an active agriculture field limiting the opportunity for any hydrophytic vegetation to naturally grow.

At Sample Point 6A the plant community is dominated by common wheat. Sample Point 6A does not meet hydrophytic vegetation.

Soil at Sample Point 6A was dug to a depth of 24-inches and did not meet hydric soil indicators. Soil at Sample Point 6A has been disturbed by agriculture activities.

Sample Point 6A did not meet any hydrology indicators.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.

Sample Point 6C:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 123-Dundas fine sandy loam

Sample Point 6C is a concave depressed area between agriculture fields. Sample Point 6C is in the south portion of the study and east of Wetland 8. Sample Point 6C relates to the west side of Level 1 Site S6c.

The field investigation found that the site met hydrophytic vegetation and hydric soil indicators, but did not meet any hydrology indicators.

At Sample Point 6C the plant community is dominated by green ash, boxelder, smooth brome, reed canary grass, and early goldenrod. Sample Point 6C met hydrophytic vegetation.

Soil at Sample Point 6C was dug to a depth of 24-inches and met hydric soil indicator F6-Redox Dark Surface.

Sample Point 6C only met one secondary hydrology indicator, D5-FAC-Neutral Test. A drain tile inlet exists in proximity to the sample pit and is altering the surrounding natural hydrology.

The determining factor for this sample point not being in a wetland was the lack of hydrology indicators.

Sample Point 7:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 225-Nessel fine sandy loam



Sample Point 6C (looking east)

Sample Point 7 is a depressed concave area in an agriculture field. Sample Point 7 is in the southern portion of the study and south of Wetland 8.

The field investigation found that the site did not meet hydrophytic vegetation and hydrology indicators, but did meet hydric soil indicators.

At Sample Point 7 no plant community exists due to a recent crop harvest. Sample Point 7 did not meet hydrophytic vegetation.

Soil at Sample Point 7 was dug to a depth of 30-inches and met hydric soil indicator A12-Thick Dark Surface. Soil at Sample Point 7 has been disturbed by agriculture activities.

Sample Point 7 only met secondary hydrology indicator D2-Geomorphic Position. Sample Point 7 did not meet hydrology indicators.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation and hydrology indicators.

Sample Point 8:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: None

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 225-Nessel fine sandy loam

Sample Point 7 was taken on a convex backslope in an agriculture field. Sample Point 8 is in the southern portion of the study and south of Wetland 8.

The field investigation found that the site did not meet hydrophytic vegetation, hydric soil, or hydrology indicators.

At Sample Point 8 no plant community exists due to recent crop harvest. Sample Point 8 did not meet hydrophytic vegetation.

Soil at Sample Point 8 was dug to a depth of 28-inches and did not meet any hydric soil indicators. Soil at Sample Point 8 has been disturbed by agriculture activities.

Sample Point 8 did not meet any hydrology indicators.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.

Sample Point 9:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 123-Dundas fine sandy loam



Sample Point 9 (looking southeast)

Sample Point 9 was taken in a concave depressed area in an agriculture field. Sample Point 9 is in the northern portion of the study and south of Wetland 10. Sample Point 9 relates to Level 1 Site S8.

The field investigation found that the site did not meet hydrophytic vegetation or hydrology indicators but did meet hydric soil indicators.

At Sample Point 9 no plant community exists due to recent agriculture activity. Sample Point 9 did not meet hydrophytic vegetation.

Soil at Sample Point 9 was dug to a depth of 12-inches and met hydric soil indicator F6-Redox Dark Surface. Soil at Sample Point 9 has been disturbed by agriculture activities.

Sample Point 9 did not meet any hydrology indicators. A drain tile inlet exists within proximity to the sample point location.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation and hydrology indicators.

Sample Point 11A:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 113-Webster loam

Sample Point 11A was taken in a concave depressed area in an agriculture field. Sample Point 11A is in the northern portion of the study. Sample Point 11A relates to Level 1 Site S11a.

The field investigation found that the site did not meet hydrophytic vegetation, hydric soils, or hydrology indicators.

At Sample Point 11A no plant community exists due to recent agriculture activity. Sample Point 11A did not meet hydrophytic vegetation.

Soil at Sample Point 11A was dug to a depth of 24-inches and did not meet any hydric soil indicators. Soil at Sample Point 11A has been disturbed by agriculture activities.

Sample Point 11A did not meet any hydrology indicators. A drain tile inlet exists within proximity to the sample point location.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.

Sample Point 12A:**NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** None**Field Observation Eggers and Reed:** None**Soil Mapping Unit(s):** 113-Webster loam

Sample Point 12A was taken in a concave depressed area in an agriculture field. Sample Point 12A is in the northeastern portion of the study. Sample Point 12A relates to Level 1 Site S12a.

The field investigation found that the site did not meet hydrophytic vegetation, hydric soils, or hydrology indicators.

At Sample Point 12A no plant community exists due to recent agriculture activity. Sample Point 12A did not meet hydrophytic vegetation.

Soil at Sample Point 12A was dug to a depth of 24-inches and did not meet any hydric soil indicators. Soil at Sample Point 12A has been disturbed by agriculture activities.

Sample Point 12A did not meet any hydrology indicators. A drain tile inlet exists within proximity to the sample point location.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.

***Sample Point 12A*****Sample Point 12B:****NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** None**Field Observation Eggers and Reed:** None**Soil Mapping Unit(s):** 113-Webster loam

Sample Point 12B was taken in a concave depressed area in an agriculture field. Sample Point 12B is in the northeastern portion of the study. Sample Point 12B relates to Level 1 Site S12b.

The field investigation found that the site did not meet hydrophytic vegetation, hydric soils, or hydrology indicators.

At Sample Point 12B no plant community exists due to recent agriculture activity. Sample Point 12B did not meet hydrophytic vegetation.

Soil at Sample Point 12B was dug to a depth of 24-inches and did not meet any hydric soil indicators. Soil at Sample Point 12B has been disturbed by agriculture activities.

***Sample Point 12B***

Sample Point 12B did not meet any hydrology indicators. A drain tile inlet exists within proximity to the sample point location.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.

Sample Point 12C:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 113-Webster loam

Sample Point 12C was taken in a concave depressed area in an agriculture field. Sample Point 12C is in the northeastern portion of the study. Sample Point 12C relates to Level 1 Site S12c.

The field investigation found that the site did not meet hydrophytic vegetation, hydric soils, or hydrology indicators.

At Sample Point 12C no plant community exists due to recent agriculture activity. Sample Point 12C did not meet hydrophytic vegetation.

Soil at Sample Point 12C was dug to a depth of 24-inches and did not meet any hydric soil indicators. Soil at Sample Point 12C has been disturbed by agriculture activities.

Sample Point 12C did not meet any hydrology indicators. A drain tile inlet exists within proximity to the sample point location.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.



Sample Point 12C (looking west)



Photo 10 (looking south)



Sample Point 10 (looking north)

Sample Point 14:

NWI Cowardin: None

PWI (Hydro) ID: None

HGM: Depression

Field Observation Circular 39: None

Field Observation Eggers and Reed: None

Soil Mapping Unit(s): 113-Webster loam

Sample Point 14 was taken in a swale landform in an agriculture field. Sample Point 14 is in the southeastern portion of the study. Sample Point 14 relates to Level 1 Site S14.

The field investigation found that the site did not meet hydrophytic vegetation, hydric soils, or hydrology indicators.

At Sample Point 14 no plant community exists due to recent agriculture activity. Sample Point 14 did not meet hydrophytic vegetation.

Soil at Sample Point 14 was dug to a depth of 24-inches and did not meet any hydric soil indicators. Soil at Sample Point 14 has been disturbed by agriculture activities.

Sample Point 14 did not meet any hydrology indicators. A drain tile inlet exists within proximity to the sample point location but outside of the study area. Sample Point 14 is up gradient of the off-site drain tile. Topography in the immediate area surrounding the sample point directs the hydrology towards the off-site drain tile inlet.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.



Sample Point 14

Sample Point 15:**NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** None**Field Observation Eggers and Reed:** None**Soil Mapping Unit(s):** 113-Webster loam

Sample Point 15 was taken in a concave depressional area adjacent to an agriculture field. Sample Point 15 is in the southern portion of the study. Sample Point 15 relates to Level Site S15.

The field investigation found that the site did not meet hydrophytic vegetation and hydrology indicators but did meet hydric soil indicators.

At Sample Point 15 the dominant plant community is boxelder and Kentucky bluegrass. Sample Point 15 did not meet hydrophytic vegetation.

Soil at Sample Point 15 was dug to a depth of 24-inches and met hydric soil indicator F6-Redox Dark Surface.

Sample Point 15 did not meet any hydrology indicators. A drain tile inlet exists within proximity to the sample point.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation and hydrology indicators.

Sample Point 16A:**NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** None**Field Observation Eggers and Reed:** None**Soil Mapping Unit(s):** 123-Dundas fine sandy loam

Sample Point 16A was taken in a concave swale in an agriculture field. Sample Point 16A is in the eastern portion of the study. Sample Point 16A relates to the southern portion of Level 1 Site S16.

The field investigation found that the site did not meet hydrophytic vegetation, hydric soil, or hydrology indicators.

At Sample Point 16A no plant communities exist due to agriculture activities. Sample Point 16A did not meet hydrophytic vegetation.

Soil at Sample Point 16A was dug to a depth of 24-inches and did not meet any hydric soil indicators.

Sample Point 16A did not meet any hydrology indicators.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.



Sample Point 16A

Sample Point 16B:**NWI Cowardin:** None**PWI (Hydro) ID:** None**HGM:** Depression**Field Observation Circular 39:** None**Field Observation Eggers and Reed:** None**Soil Mapping Unit(s):** 123-Dundas fine sandy loam

Sample Point 16B was taken in a concave swale in an agriculture field. Sample Point 16B is in the eastern portion of the study. Sample Point 16B relates to the northern portion of Level 1 Site S16.

The field investigation found that the site did not meet hydrophytic vegetation, hydric soil, or hydrology indicators.

At Sample Point 16B no plant communities exist due to agriculture activities. Sample Point 16B did not meet hydrophytic vegetation.

Soil at Sample Point 16B was dug to a depth of 26-inches and did not meet any hydric soil indicators.

Sample Point 16B did not meet any hydrology indicators.

The determining factor for this sample point not being in a wetland was the lack of hydrophytic vegetation, hydric soil, and hydrology indicators.



Sample Point 16B

Tributary 1:**NWI Cowardin:** R5UBFx**PWI (Hydro) ID:** None**HGM:** Riverine**Field Observation Circular 39:** None**Field Observation Eggers and Reed:** None**Soil Mapping Unit(s):** 544-Cathro muck

The Tributary 1 sample point was taken from observations along the western side of the study area. Tributary 1 is a drainage ditch that runs on the east side and parallel to Wetland 1. Tributary 1 flows north approximately 900lf to where it joins another drainage ditch. At this sample point, the tributary was approximately 25-feet wide from the top of bank, with an OHWM width of approximately 15-feet. The bank heights of the creek were approximately 3-feet tall on either side, with a water depth of approximately 12-inches or less.



**Photo 2: Wetland 1 and Tributary 1
(Looking south)**

Tributary 2:

NWI Cowardin: PEM1Ad
PWI (Hydro) ID: None
HGM: Riverine
Field Observation Circular 39: None
Field Observation Eggers and Reed: None
Soil Mapping Unit(s): 544-Cathro muck

The Tributary 2 sample point was taken from observations along the western side of the study area. Tributary 2 is a drainage ditch that runs on the west side and parallel to Wetland 1. Tributary 2 flows north approximately 367lf to where it intersects Tributary 1. At this sample point, the tributary was approximately 14-feet wide from the top of bank, with an OHWM width of approximately 13-feet. The bank heights of the creek were approximately 3-feet tall on either side, with a water depth of approximately 3-inches or less.



Photo 1: Wetland 1 and Tributary 2 (Looking south)

VI. Conclusion

The delineation was performed on November 18th, 2024, and May 12th, 2025. The boundaries of the wetlands were staked in the field with three foot “Wetland Delineation” pin flags. The location of the pin flags were surveyed by Bolton & Menk, Inc. using a Juniper Geode Data Collector and tied to the Washington County coordinate system. The delineated limits are believed to be the upper limits of where all three of the required wetland criteria were present.

Bolton & Menk, Inc., was asked to determine the boundaries of those jurisdictional wetlands that exist upon this property as defined by the Wetland Conservation Act.

Based upon all available information, the existing conditions that currently prevail, and the on-site investigation, evidence supports the presence of twelve wetlands within the boundaries of the study area.

Wetland Summary		
Id #	Wetland Type ^	Size*
W1	Type 2	0.67 ac
W2	Type 2	6.75 ac
W3	Type 2/3	0.84 ac

W4	Type 2	3.08 ac
W5	Type 1	1.47 ac
W6	Type 1/2	0.66 ac
W7	Type 1	0.32 ac
W8	Type 1	0.56 ac
W9	Type 1/3	0.20 ac
W10	Type 2	8.80 ac
W12	Type 1	0.07 ac
W15	Type 1	0.17 ac
Total:		23.59 ac

**size measured within study area
^wetland type within study area*

Sincerely,

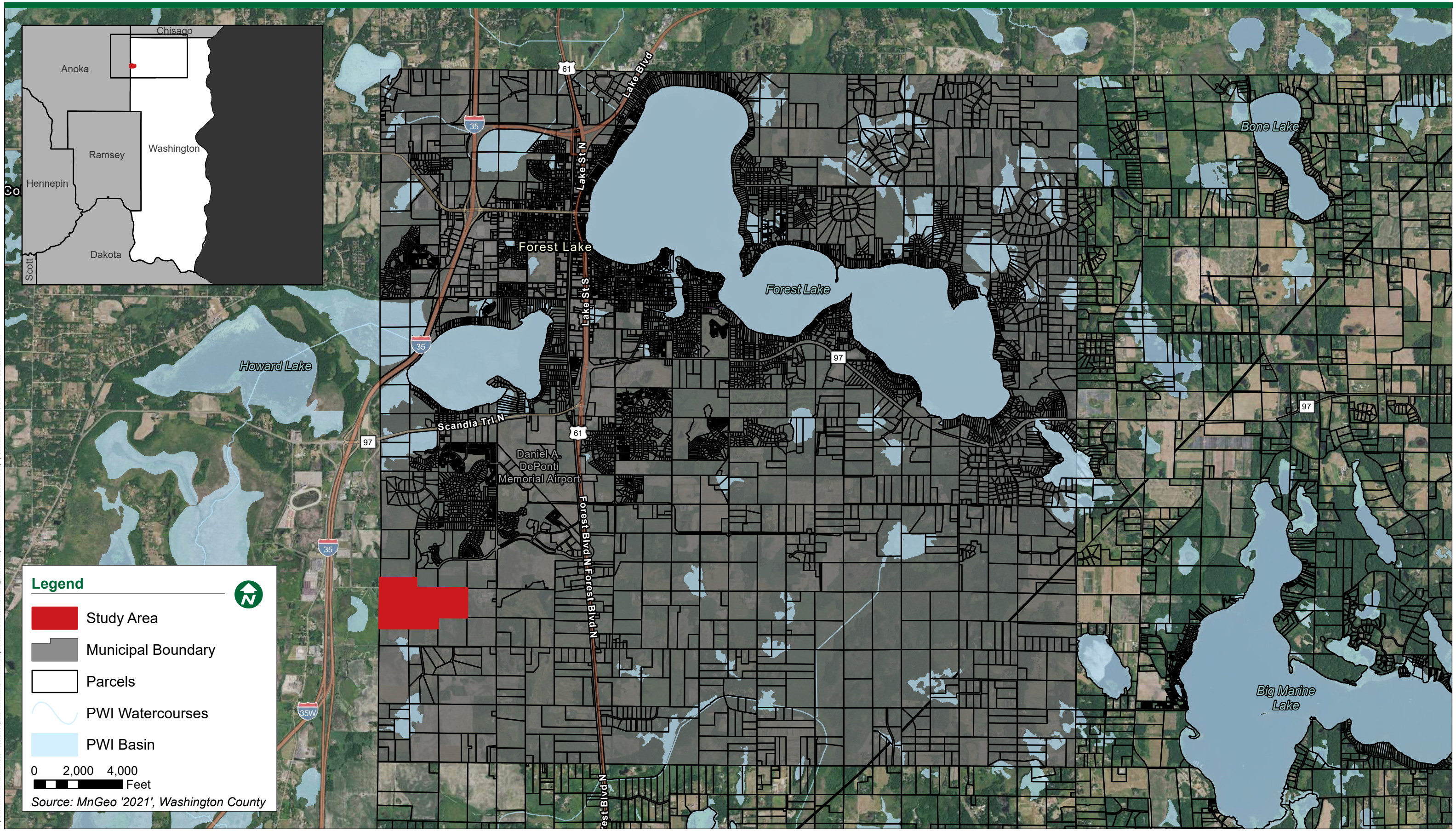
Bolton & Menk, Inc.



John Daniel Nelson II

Certified Wetland Delineator (Wetland Delineator In-Training), No. 5525

Appendix: Exhibits



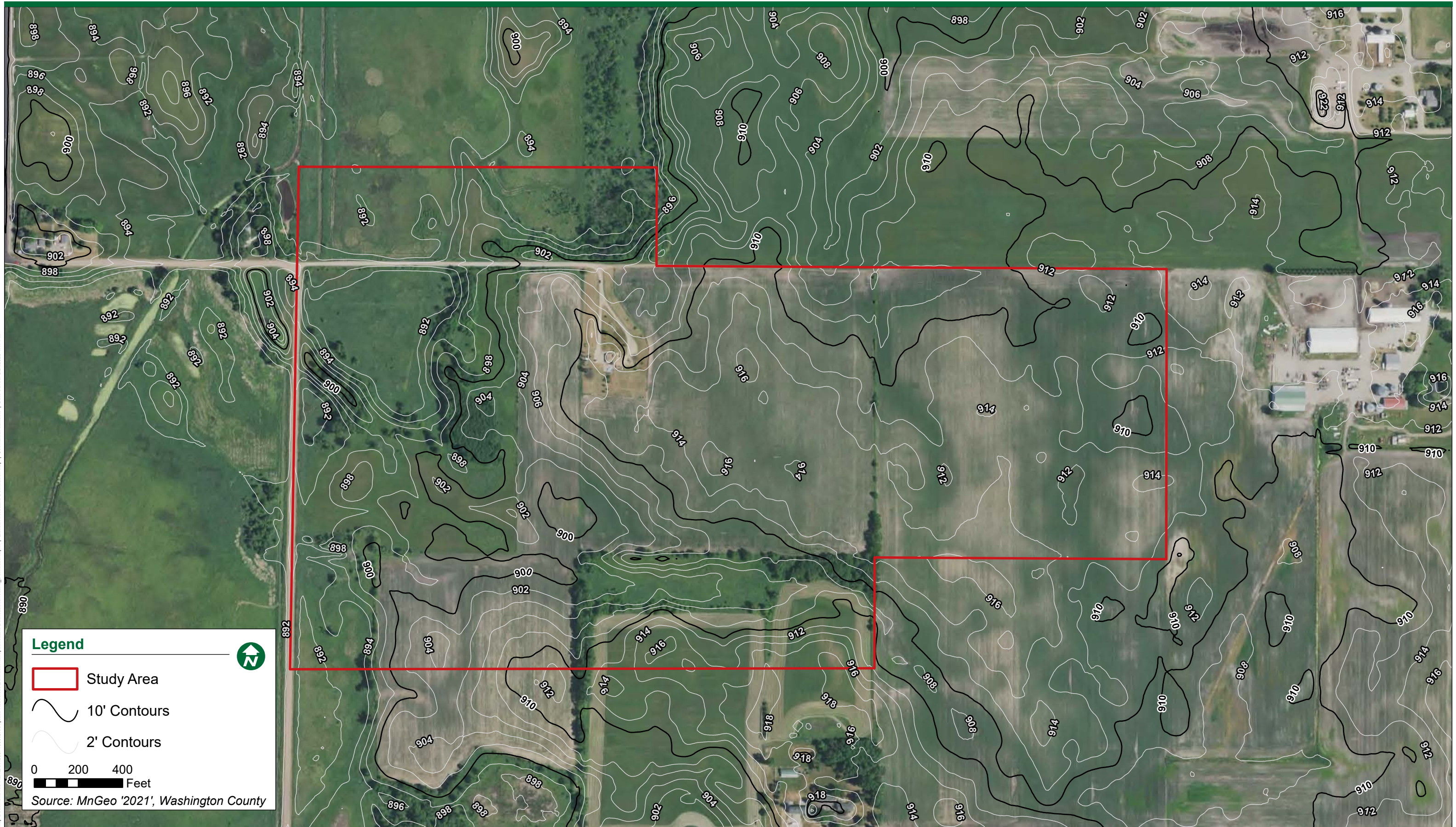
Legend

- Study Area
- Municipal Boundary
- Parcels
- PWI Watercourses
- PWI Basin

0 2,000 4,000
Feet




Source: MnGeo '2021', Washington County

Map Document: H:\FR\K\24\186671000\GIS\Aquatic Resources\Delin\Map\Map\Wetland_Delineation.aprx | Exhibit F: Wetland Delineation Map | Username: danielhe | Date Saved: 5/21/2025 4:47 PM




Map Document: H:\FR\24\1867\1000\GIS\Aquatic Resources\Definitions\Maps\Wetland_Delineation.aprx | Exhibit F: Wetland Delineation.aprx | User: daniehe | Date Saved: 5/21/2025 4:47 PM

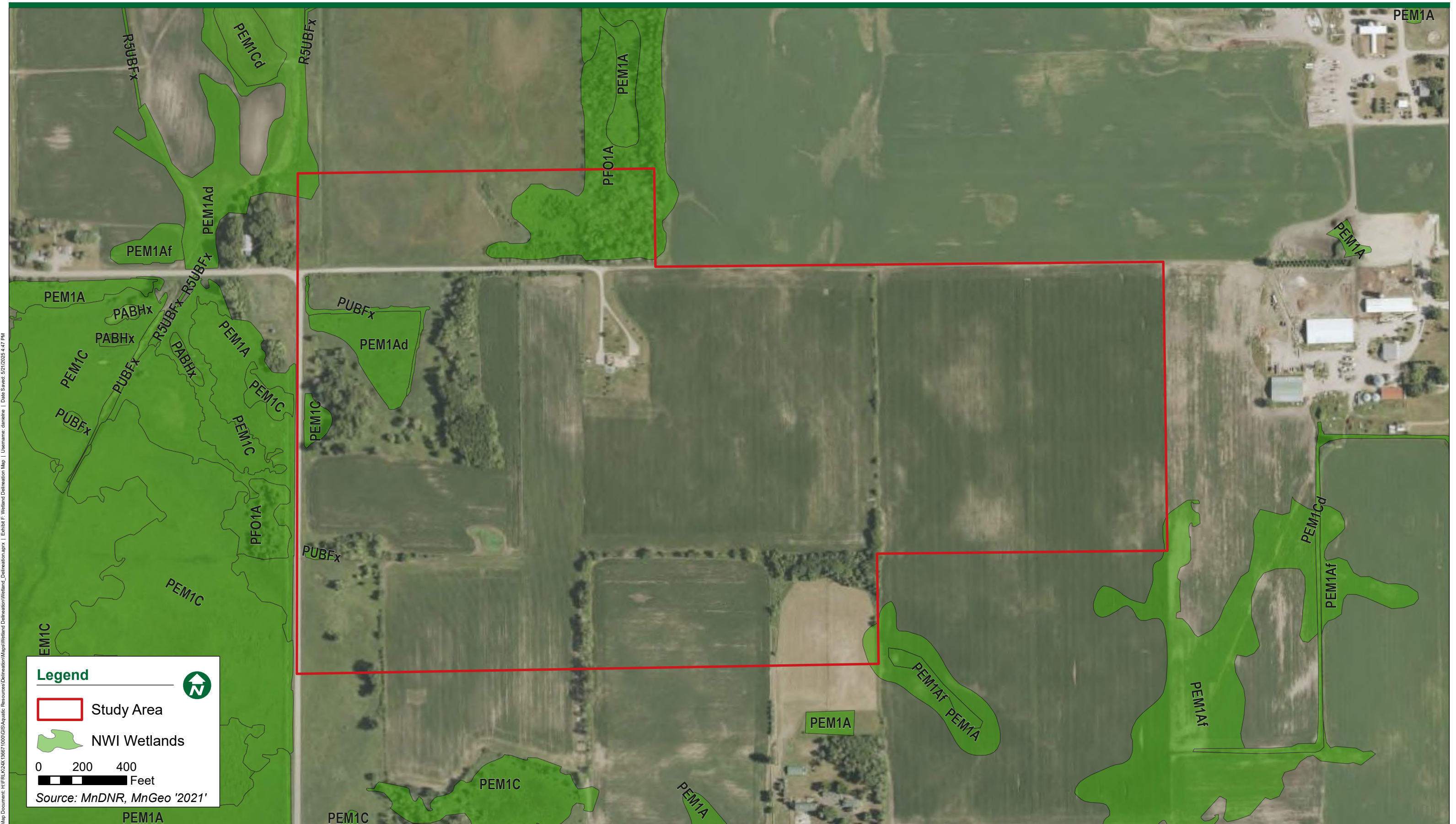
Legend

-  Study Area
-  10' Contours
-  2' Contours

0 200 400
Feet

Source: MnGeo '2021', Washington County





Map Document: H:\FR\24\1867\1000\GIS\Aquatic Resources\Delin\Map\Wetland_Delineation\Wetland_Delineation.aprx | Exhibit F: Wetland Delineation Map | Username: daniehe | Date Saved: 5/21/2025 4:47 PM



Rice
Creek
Marsh




Legend

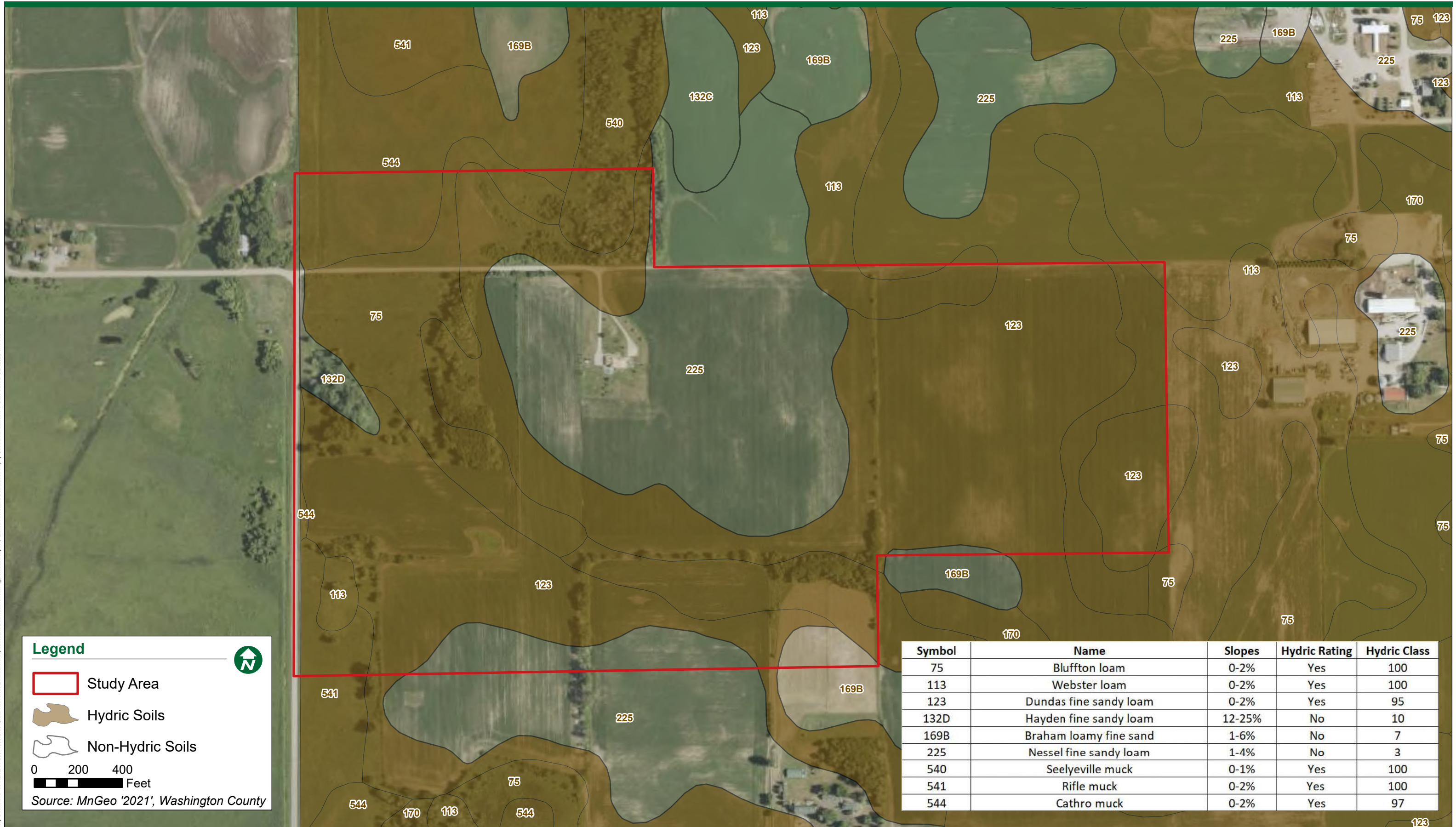
- Study Area
- PWI Watercourse
- PWI Basin

0 500 1,000
Feet

Source: MnDNR, MnGeo '2021'



Map Document: H:\FRK\24\1867\1000\GIS\Aquatic Resources\Delination\Map\Wetland_Delineation.aprx | Exhibit F: Wetland Delineation Map | Username: danielhe | Date Saved: 5/21/2025 4:47 PM



Symbol	Name	Slopes	Hydric Rating	Hydric Class
75	Bluffton loam	0-2%	Yes	100
113	Webster loam	0-2%	Yes	100
123	Dundas fine sandy loam	0-2%	Yes	95
132D	Hayden fine sandy loam	12-25%	No	10
169B	Braham loamy fine sand	1-6%	No	7
225	Nessel fine sandy loam	1-4%	No	3
540	Seelyeville muck	0-1%	Yes	100
541	Rifle muck	0-2%	Yes	100
544	Cathro muck	0-2%	Yes	97

Legend

- Study Area
- Hydric Soils
- Non-Hydric Soils

0 200 400
Feet

Source: MnGeo '2021', Washington County

Map Document: H:\FR\24\136671000\GIS\Aquatic Resources\Delin\Map\Wetland_Delineation.aprx | Exhibit F: Wetland Delineation Map | Username: daniehe | Date Saved: 5/21/2025 4:47 PM



Map Document: H:\FRLK\24\1867\1000\GIS\Aquatic Resources\Delineation\Wetland Delineation.aprx | Exhibit F: Wetland Delineation Map | Username: daniehe | Date Saved: 5/22/2025 9:20 AM



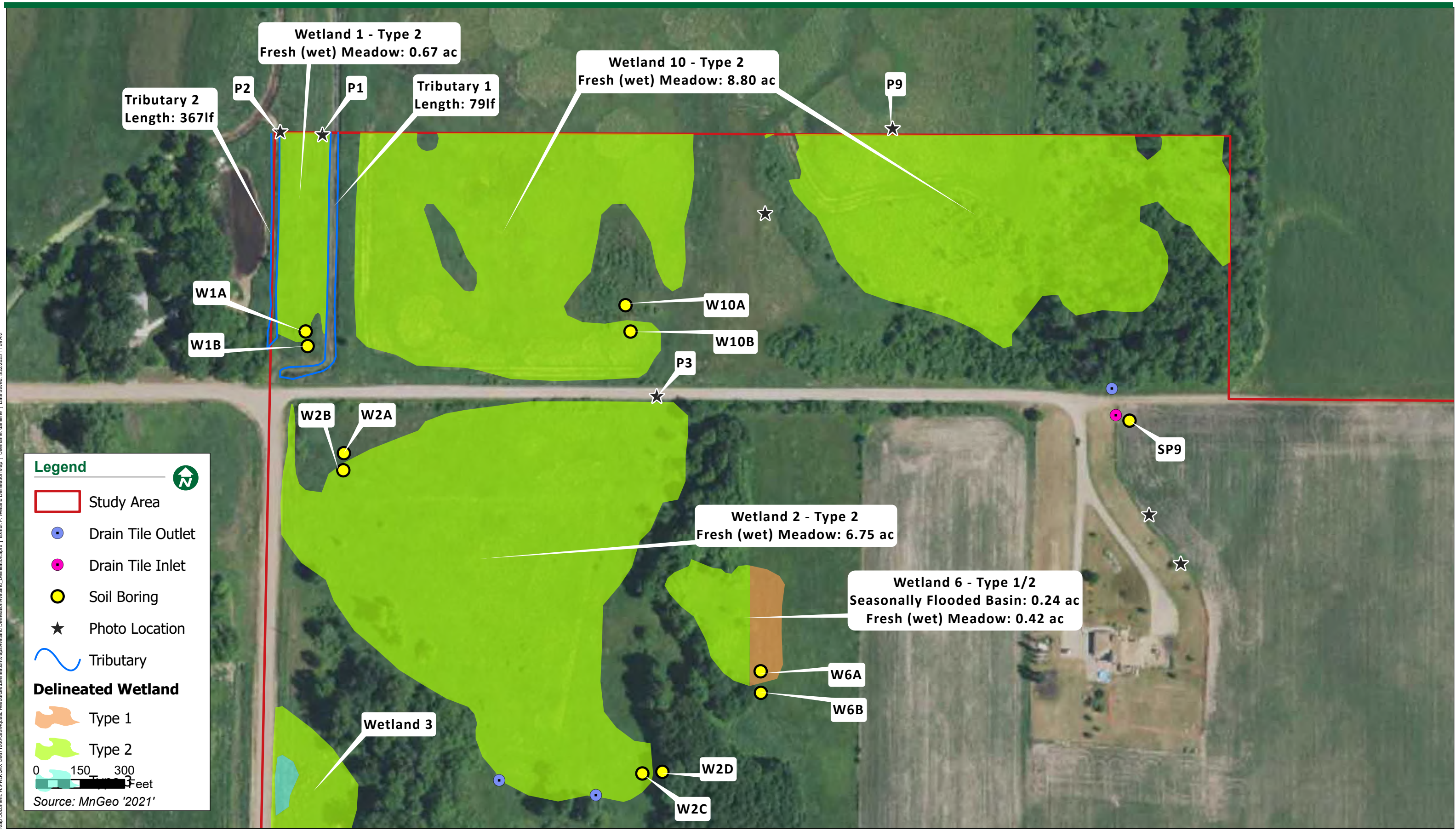
Legend

- Study Area
- Drain Tile Inlet
- Drain Tile Outlet
- Tributary

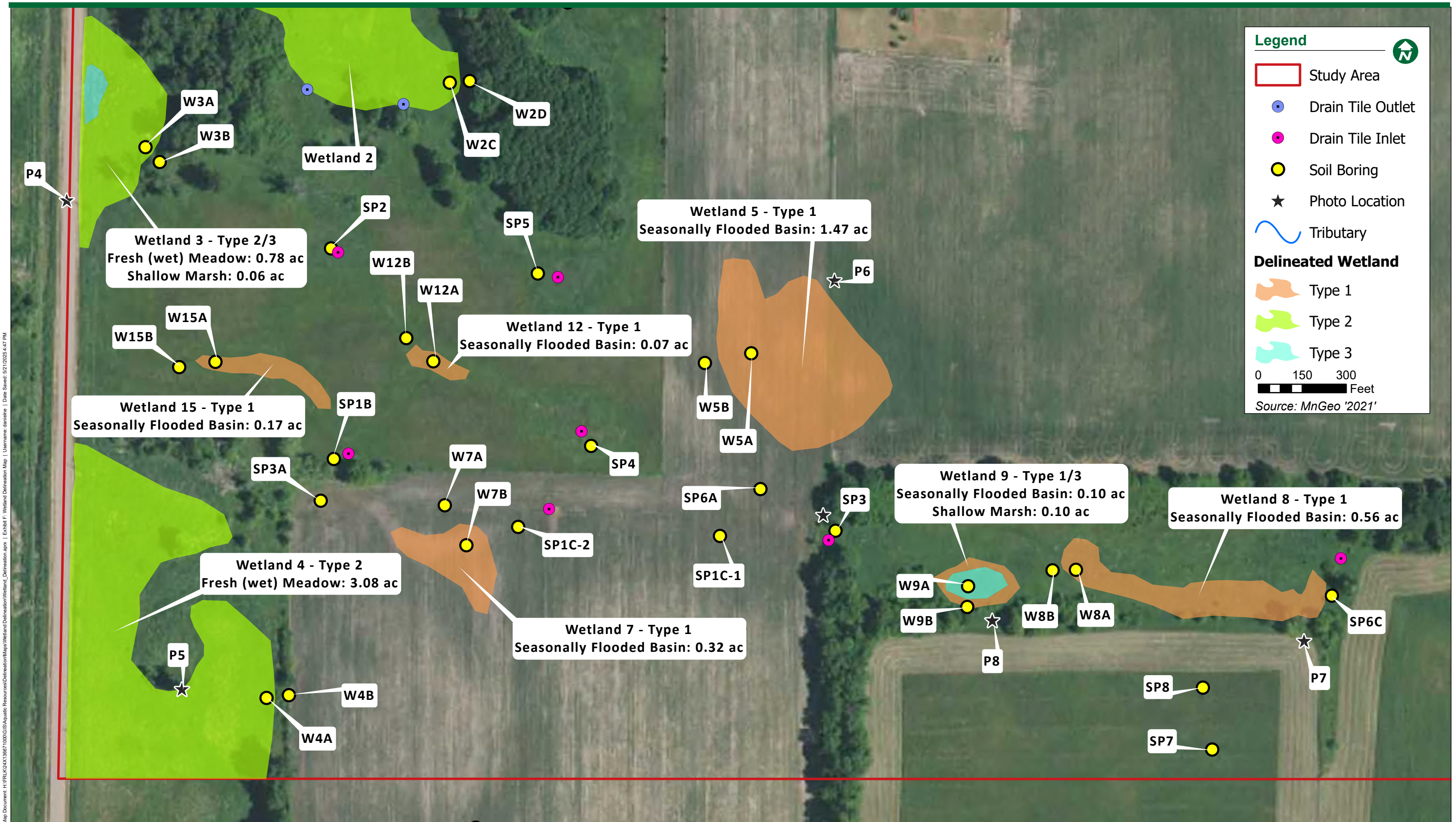
Delineated Wetland

- Type 1
- Type 2
- Type 3

0 150 300
Feet
Source: MnGeo '2021'



Map Document: H:\FR\K\24\1367\1000\GIS\Aquatic Resources\Delineation\Map\Wetland_Delineation.aprx | Exhibit F: Wetland Delineation Map | User: daniel | Date Saved: 5/22/2025 11:09 AM







Map Document: H:\FR\K\24\13667\000\GIS\Aquatic Resources\Wetland Delineation\Wetland Delineation.aprx | Exhibit F: Wetland Delineation Map | Username: dmjeline | Date Saved: 5/21/2025 4:47 PM



Legend



-  Study Area
-  Drain Tile Outlet
-  Drain Tile Inlet
-  Soil Boring
-  Photo Location
-  Tributary

Delineated Wetland

-  Type 1
-  Type 2
-  Type 3

0 150 300
Feet

Source: MnGeo '2021'

Map Document: H:\FR\K\24\13667\000\GIS\Aquatic Resources\Delineation\Wetland Delineation.aprx | Exhibit F: Wetland Delineation Map | Username: dmjeline | Date Saved: 5/21/2025 4:47 PM



Legend

- Study Area
- Drain Tile Outlet
- Drain Tile Inlet
- Soil Boring
- Photo Location
- Tributary

Delineated Wetland

- Type 1
- Type 2
- Type 3

0 150 300
Feet

Source: MnGeo '2021'

Map Document: H:\FRM\24\1987\1000\GIS\Aquatic Resources\Delineation\Wetland\Delineation.aprx | Exhibit F: Wetland Delineation Map | User: danleke | Date Saved: 5/21/2025 4:47 PM

CITY OF FOREST LAKE
WASHINGTON COUNTY, MINNESOTA
ORDINANCE NO. _____

**AN ORDINANCE AMENDING TITLE XV, CHAPTER 152, SECTIONS 152.073, 152.074, AND 152.037,
PERTAINING TO PREMATURE SUBDIVISIONS**

THE CITY COUNCIL OF THE CITY OF FOREST LAKE ORDAINS AS FOLLOWS:

Section 1. Amendment. Title XV, Chapter 152, Section 152.073 PUBLIC IMPROVEMENTS of the Forest Lake City Code is hereby amended by adding **bold and underline** proposed additions to the code and deleting the **~~strikeout~~** language as follows:

(A) Required public improvements.

(1) All improvements required by this chapter shall be constructed in accordance with city design standards and the plan requirements of this chapter. The following improvements shall be constructed at the expense of the developer:

- ~~(1)~~ **(a)** Site grading, road grading and surfacing;
- ~~(2)~~ **(b)** Erosion control and related appurtenances to meet local Watershed District permitting requirements;
- ~~(3)~~ **(c)** Concrete curbs and gutters;
- ~~(4)~~ **(d)** Pedestrian sidewalks or trails, if required;
- ~~(5)~~ **(e)** Sanitary wastewater facilities;
- ~~(6)~~ **(f)** Water distribution facilities;
- ~~(7)~~ **(e)** Storm water drainage facilities;
- ~~(8)~~ **(f)** Street signs and pavement markings;
- ~~(9)~~ **(g)** Streetlights;
- ~~(10)~~ **(h)** Private utility services and utility relocation if required;
- ~~(11)~~ **(i)** Permanent reference monuments and monument boxes;
- ~~(12)~~ **(j)** Landscaping and screening;
- ~~(13)~~ **(k)** Site restoration;
- ~~(14)~~ **(l)** Sealcoat on public roads on a schedule determined by the city;
- ~~(15)~~ **(m)** Other improvements specified by an approved PUD; and
- ~~(16)~~ **(n)** Other public improvements as may be required by the City Council.

- (2) Interim Design and Construction of Public Roads. In certain situations, the City Council may choose to allow for public roadway infrastructure to be constructed in a manner that does not represent full buildout conditions. The City Council shall only consider such approvals for projects that meet the following criteria:
- (a) The following collector roadways qualify for this type of approval: Fenway Avenue North, 180th Street North, 190th Street North, Harrow Avenue North, and Imperial Avenue North.
 - (b) The proposed plat must be adjacent to, or contiguous with land that is already developing or developed.
 - (c) The proposed plat must contain a segment of roadway corridor that is not presently designed or planned for full buildout.
 - (d) City must have or approve a roadway design standard for roadway infrastructure that is not designed for the full buildout.
 - (e) An assessment of right of way or easements needed at full buildout will be required to demonstrate that sufficient right of way or easement area will be available at full buildout.
 - (f) Right of way dedication and/or easements for a plat or project must be consistent with the requirements for roadway and stormwater management at full buildout.

Section 2. Amendment. Title XV, Chapter 152, Section 152.074 APPROVAL OR DENIAL OF PRELIMINARY PLAT of the Forest Lake City Code is hereby amended by adding **bold and underline** proposed additions to the code and deleting the ~~strikeout~~ language as follows:

- ~~(B) Premature subdivisions. Any plat of a proposed subdivision deemed premature for development shall be denied by the City Council.~~
- ~~(1) Conditions establishing premature subdivisions. A subdivision may be deemed premature should any of the conditions set forth in the provisions which follow exist:~~
 - ~~(a) Lack of adequate drainage.~~
 - ~~(b) Lack of adequate water supply.~~
 - ~~(c) Lack of adequate roads or highways to serve subdivision.~~
 - ~~(d) Lack of adequate wastewater treatment systems.~~
 - ~~(e) Inconsistency with the adopted comprehensive plan.~~
 - ~~(f) Public improvements, such as recreational facilities, or other public facilities reasonably necessitated by the subdivision which must be provided at public~~

~~expense cannot be reasonably provided for within the next 2 fiscal years.~~

~~(g) The proposed subdivision is inconsistent with the Minnesota Environmental Review Program, Minnesota Rules Ch. 4410, as may be amended, and could adversely impact critical environmental areas, or potentially disrupt or destroy historic areas which are designated or officially recognized by the city, in violation of federal and state historical preservation laws.~~

~~(2) The burden shall be upon the applicant to show that the proposed subdivision is not premature.~~

~~(C)~~ **(B)** Denial of preliminary plat. The City Council may deny the subdivision if it makes any 1 or more of the following findings:

Section 3. Enactment. Forest Lake City Code Title XV, Chapter 152, Section 152.037 PREMATURE SUBDIVISION PROHIBITED is hereby enacted as follows:

§ 152.037 PREMATURE SUBDIVISION PROHIBITED

Any plat of a proposed subdivision deemed premature for development shall be denied by the City Council. The burden of proof shall be upon the applicant to show that the proposed subdivision is not premature.

A subdivision may be deemed premature should any of the conditions set forth in the provisions that follow exist:

- (A) Lack of adequate drainage.**
- (B) Lack of adequate water supply.**
- (C) Lack of adequate roads or highways to serve subdivision.**
- (D) Lack of adequate wastewater treatment systems.**
- (E) Inconsistency with the adopted comprehensive plan.**
- (F) Public improvements, such as recreational facilities, or other public facilities reasonably necessitated by the subdivision which must be provided at public expense cannot be reasonably provided for within the next 2 fiscal years.**
- (G) The proposed subdivision is inconsistent with the Minnesota Environmental Review Program, Minnesota Rules Ch. 4410, as may be amended, and could adversely impact critical environmental areas, or potentially disrupt or destroy historic areas which are designated or officially recognized by the city, in violation of federal and state historical preservation laws.**

Section 4. Summary Publication. Pursuant to Minnesota Statutes Section 412.191, in the case

of a lengthy ordinance, a summary may be published. While a copy of the entire ordinance is available without cost at the office of the City Clerk, the following summary is approved by the City Council and shall be published in lieu of publishing the entire ordinance:

This is an amendment of the City’s Ordinance to relocate the City’s premature subdivision into the General Provisions/Administrative Code section.

Section 5. Effective Date. This Ordinance shall be in full force and effect upon its adoption and publication as provided by law.

Passed in regular session of the City Council on the _____ day of _____, 2026.

CITY OF FOREST LAKE

By: _____
Blake Roberts
Its: Mayor

Attested:

By: _____
Jolleen Chaika
Its: Assistant City Administrator

(Published in the *Forest Lake Times* on _____, 2026)

STAFF REPORT

MEETING DATE: February 2, 2026

TO: President Leif Erickson and EDA Members

STAFF ORIGINATOR: Abbi Wittman, Community Development Director

AGENDA ITEM: Downtown Plan Review

INTRODUCTION:

At the EDA's last meeting, the EDA reviewed its current workplan to determine if workplan updates were desired. At that time, the EDA indicated they would like to review the Downtown Plan (adopted in 2022) to determine if there were items in that plan the EDA could assist the City with. Enclosed is a copy of the approved Downtown Plan for EDA review and discussion.

ANALYSIS:

The Downtown Plan is divided up into several directives (as shown on pages 51-57) and summarized below.

Directive	Actions
Lake Street Corridor	Work with MnDOT and County to narrow lanes/widen streetscapes; Implement a ped-oriented streetscape with street trees; Redesign ped crossings; and Maintain/expand on-street parking
District Parking	Coordinate future redevelopment for district parking opportunities; Conduct feasibility/impact study of creating structured parking; Consider skyway; <i>Conduct parking study</i> ; and Consider zoning code adjustments
Retail Loop (Broadway to 2 nd NW)	Consider zoning code adjustments to compel retailing at street front; and Offer financial incentives to establish continuous retail frontage
Social Sidewalk Network	Expand sidewalks using the door-to-door and social sidewalk philosophies; and Concentrate sidewalk investments within the 10-minute walking loop of downtown
Wayfinding	<i>Create a district-wide wayfinding signage strategy that incorporates previously-prepared branding strategies</i>
Integrated Recreational Experience	Establish an amenity-rich, pedestrian loop around downtown; Reconfigure circulation from Lake Street to the park; <i>Create a mid-block broad and amenity-rich pedestrian promenade from Lake Street to the Park</i> ; and Create a trail and teen-focused wayside park on 1 st Street SE alignment

Viewshed to the Lake	<i>Consider design solutions such as art and lighting for the Broadway Avenue round-about that allows visitors to see lake; Create gateway landscaping along Broadway Avenue at Lake Street; Relocate the beach house; and Analyze viewshed impacts in future landscaping</i>
Centennial Drive	Narrow the street to extent feasible; Collaborate with property owners to implement streetscape enhancements; Where feasible, add on-street parking; and Incorporate the corridor into district wayfinding signage strategy
Redevelopment Opportunities	Identify potential redevelopment sites and build relationships with property owners and development interests; Ensure zoning and design guidance is in place to appropriately direct proposals; Ensure a spectrum of financial participation tools are in place to level development; and Use the Downtown Master Plan as a guiding document in developer coordination
Lakefront Recreation	Conduct boat launch relocation study; secure and develop alternative boat launch/trailer parking; Expand Lakeside Memorial Park; Construct a performance venue; and Install expanded and more guest-friendly transient boat slips

Staff has highlighted items recently discussed by the EDA and/or City Council.

RECOMMENDATION:

Staff recommends the EDA review the enclosed Downtown Master Plan and discuss if any project identified in the plan should be added to the EDA's workplan.

ATTACHMENTS:

Downtown Master Plan (2022)



FOREST LAKE

DOWNTOWN PLAN

Adopted July 25th, 2022





TABLE OF CONTENTS

01 OVERVIEW	1	03 ENGAGEMENT	27
Plan Focus.....	1	Stages of Engagement.....	27
Study Area.....	3	Stage 1: Vision & Values.....	28
Planning Process.....	3	Stage 2: Exploring Alternatives.....	36
Timeline for Creating a Plan.....	4	Stage 3: Converging on a Preferred Plan.....	41
02 ANALYSIS	5	04 VISION	45
Land Use.....	6	Overview.....	45
Frontage.....	6	Vision Statement.....	45
Development Patterns.....	6	Audiences.....	45
Green Space & Nature.....	8	05 PLAN DIRECTIVES	49
Circulation.....	10	Introduction.....	49
Pedestrian Amenities.....	12	Downtown Guide Plan.....	49
Real Estate Values.....	14	Downtown Directives.....	51
Commercial Lease Rates.....	14	<i>FIGURE 5.1 FOREST LAKE DOWNTOWN GUIDE PLAN</i>	
Occupancy.....	14	<i>FIGURE 5.2 EXISTING LAKE STREET SECTION</i>	
Business Inventory.....	16	<i>FIGURE 5.3 DISTRICT PARKING SECTION, OP1</i>	
Visitor Base.....	18	<i>FIGURE 5.4 DISTRICT PARKING SECTION, OP2</i>	
Attractions.....	20	<i>FIGURE 5.5 DISTRICT PARKING SECTION, OP3</i>	
Parking.....	21	<i>FIGURE 5.6 DISTRICT PARKING PLAN, OP1</i>	
Opportunities & Constraints Summary	24	<i>FIGURE 5.7 DISTRICT PARKING PLAN, OP2</i>	
<i>FIGURE 2.1 LAND USE & FRONTAGE DIAGRAM</i>		<i>FIGURE 5.8 DISTRICT PARKING PLAN, OP3</i>	
<i>FIGURE 2.2 PARK PROXIMITY DIAGRAM</i>		06 ACTIVATION PLAN	59
<i>FIGURE 2.3 GREEN SPACE & NATURE DIAGRAM</i>		The Value of Activation.....	59
<i>FIGURE 2.4 SOCIAL SIDEWALK NETWORK</i>		Methods and Tools.....	60
<i>FIGURE 2.5 SIDEWALKS & TRAILS DIAGRAM</i>		Sample Calendars.....	61
<i>FIGURE 2.6 PEDESTRIAN AMENITIES DIAGRAM</i>		Recommendations.....	62
<i>FIGURE 2.7 LAKESIDE MEMORIAL PARK</i>		07 IMPLEMENTATION	63
<i>FIGURE 2.8 LAND VALUES DIAGRAM</i>		Implementation.....	63
<i>FIGURE 2.9 BUILDING VALUES DIAGRAM</i>		Downtown Guide Plan Projects.....	64
<i>FIGURE 2.10 VACANT PARCELS DIAGRAM</i>		Actions Matrix.....	71
<i>FIGURE 2.11 BUSINESS INVENTORY</i>		<i>FIGURE 7.1 DOWNTOWN GUIDE PLAN PROJECTS, COSTS, & PHASING</i>	
<i>FIGURE 2.12 PARKING DIAGRAM</i>		<i>TABLE 7.1 DOWNTOWN PLAN IMPLEMENTATION ACTIONS</i>	
<i>FIGURE 2.13 EXISTING PARKING QUANTITIES BY QUADRANT</i>		08 APPENDIX	73
<i>FIGURE 2.14 DESIGN OPPORTUNITIES & CONSTRAINTS DIAGRAM</i>			





ACKNOWLEDGMENTS

Thanks to all those who contributed to preparation of the Forest Lake Downtown Plan and especially those devoted substantial time, energy, wisdom, and creativity.

FOREST LAKE STAFF LEADERSHIP:

Patrick Casey, City Administrator

Dan Udem, Assistant City Administrator, Downtown Plan Lead

Abbi Wittman, Community Development Director

FOREST LAKE CITY COUNCIL:

Mara Bain, Mayor

Sam Husnik, Councilmember

Kathy Bystrom, Councilmember

Kelly Monson, Councilmember

Hanna Valento, Councilmember

FOREST LAKE ECONOMIC DEVELOPMENT AUTHORITY:

Mara Bain, Mayor / EDA President

Sam Husnik, EDA Commissioner

Judy Huntosh, EDA Commissioner

Jennifer Lorge, EDA Commissioner

Leif Erickson, EDA Commissioner

Blake Roberts, EDA Commissioner

Mark Finneman, EDA Commissioner

KEY PLAN CONTRIBUTORS:

Forest Lake Lake Association – Jerry Grundtner

Forest Lake Chamber of Commerce – Nannette LaNasa

Forest Lake Downtown Committee Members

Residents of the City of Forest Lake

Funded in part through a Predevelopment Grant from the Washington County CDA



800 Washington Ave. N, #103
Minneapolis, MN 55401



Downtown Plan
Forest Lake, MN



OVERVIEW

PLAN FOCUS

This Plan is intended to coalesce and communicate a vision, guide public investment and influence private investment in downtown Forest Lake. Communities that do this, best position themselves to strive for the future they seek.

Downtowns are districts with an interdependence between public and private spaces, amenities, infrastructure and activities. Planning for the future of downtown as a district rather than just individual properties or projects over time has an inherent power that is simply good business.

Forest Lake recognizes the power of envisioning the future of its downtown district. Community leaders prepared for a planning process for months and launched the creation of a downtown plan in 2021. The plan has taken roughly a year to prepare and with ongoing attention, it will serve as a guide to investments and actions over the next fifteen (or so) years.

By engaging the community, understanding the district and its context, and suggesting creative and targeted solutions, the plan will be a vital tool in accomplishing the community's vision.

Of course, the plan is only step one. Implementation is the real work and will demand continued attention to the vision and investments (public and private) necessary to accomplish it.

The Vision, Downtown Guide Plan and associated directives described in Chapters 4 and 5 will take time to accomplish. Across the lifespan of the plan, it will be easy to lose track of "why." Although it is recognized that circumstances will no doubt change, the plan will act as a guidepost to decision-making.

Although the Plan has many graphic sketches and depictions that are used to express a notion of urban patterns and character, the intent of the plan is not to suggest the actual architectural design of improvements. Imagery is intended to express architectural and urban design parameters that communicate plan directives and character rather than suggest actual building or site design.

The Plan for Downtown Forest Lake is focused on preparing for opportunities, directing public investments, and ensuring that property reinvestments are accomplished in ways that not only benefit the investor but contribute to the urban fabric and vitality of the district.



Historic images of Downtown



Historic images of Downtown

Some of the directives expressed in the Downtown Guide Plan are dependent on other actions happening first. That’s okay. This plan is an expression of long-term vision and Forest Lake will be presented with opportunities to accomplish directives that, today, seem unlikely. Those of us helping the community prepare the Downtown Master Plan see this situation often with our client communities. There is something about the act of preparing a vision that leads to new opportunities popping up.

The goal of the plan is to arrange the building blocks of urban place in inspired and innovative ways that guide downtown Forest Lake to a dynamic and vital future. The three fundamental building blocks present in any urban place and around which the plan is built are development patterns, urban systems and design character.

In addition to these three, it is important to think of downtown’s physical attributes as a stage upon which downtown life happens. The stage needs to be functional and safe and inspiring but people are the actors that bring downtown to life. The better we design and build the stage, the more dynamic the performance. In the plan, we call this ACTIVATION and Chapter 6 is devoted to it.

Finally, Chapter 7 outlines an implementation strategy and budgets for the projects suggested in the plan. Some may believe the plan represents an extraordinary amount of public investment. It certainly is not insignificant. A few things to consider around expense are:

1. Forest Lake will find partner agencies, grants, public/private partnerships and other forms of assistance to reduce Forest Lake’s share of the overall investment demand.
2. The Forest Lake Downtown Plan represents a fairly typical level of public investment compared with other communities with robust downtown districts (some of which you may wish downtown Forest Lake were more like).
3. The vision Forest Lake has expressed in its Downtown Plan and the implementation of the plan will draw private investment that will increase downtown property tax capacity that, in turn, will help offset public investments.



Development Patterns

represent broad patterns of land use and density. Suggestions in regard to development patterns are expressed in the Plan in the form of a modified land use plan and modifications to the zoning regulations



Urban Systems

are the infrastructure, public facilities, superstructure, and ecology that make a place function and allow an urban environment to sustain itself. Suggestions in regard to urban systems are expressed in the Plan in the form of a composite master plan and series of initiatives



Design Character

is the site design, architectural character, and relationship between public and private space expressed in the Plan by a series of site concept drawings and design guidelines



STUDY AREA

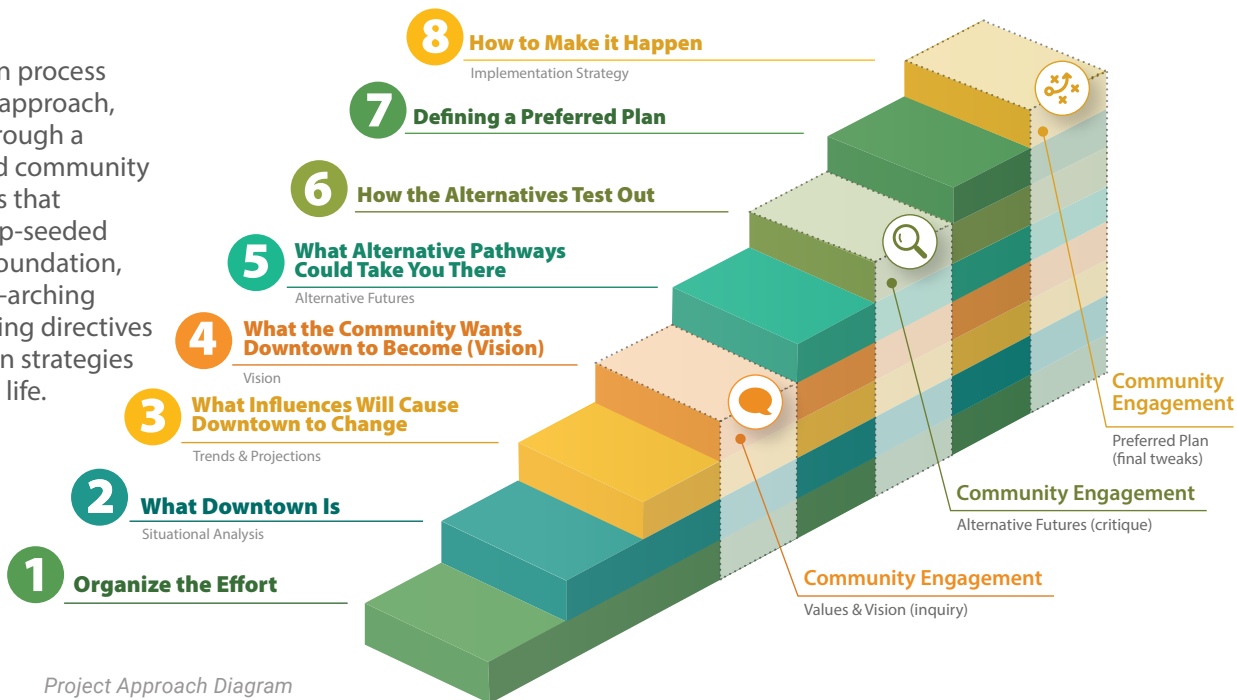
The plan is focused on roughly 72 acres centered on the Lake Street and Broadway Avenue intersection. The study area extends between 3rd Avenue SW and 4th Avenue NW and between 3rd Street SW and the Forest Lake, Lake 1 shoreline. The study area generally represents the historic downtown core of Forest Lake. The primary gateways into the district are either end of Lake Street, Broadway Avenue and, more recently, either end of the Hardwood Creek Regional Trail.

The study area includes a broad mix of development patterns, architectural character, building age and other factors. The unifying features, however, are (or can be) the draw of the Lake, the street network, the urban forest and the common interests of the community.



PLANNING PROCESS

The Downtown Plan process follows a stair-step approach, guiding the City through a series of phases and community engagement efforts that investigate the deep-seeded questions, set the foundation, and lead to an over-arching vision with correlating directives and implementation strategies to bring the Plan to life.



Project Approach Diagram

TIMELINE FOR CREATING THE PLAN

The planning process spanned 14 months, beginning in March 2021 and included a number of Downtown Committee, City Council, and Stakeholder meetings. Three community workshops were held (both in person and online) to gather feedback from the community on the Plan's vision, alternative directives, and preferred approach.

STEP 1	ORGANIZE THE EFFORT March 2021	<ul style="list-style-type: none"> • Downtown Committee Meeting
STEP 2	WHAT DOWNTOWN IS (SITUATIONAL ANALYSIS) March - April 2021	
STEP 3	STEP 3 - WHAT INFLUENCES WILL CAUSE DOWNTOWN TO CHANGE (TRENDS & PROJECTIONS) April 2021	<ul style="list-style-type: none"> • Downtown Committee Meeting
STEP 4	WHAT THE COMMUNITY WANTS DOWNTOWN TO BECOME (VISION) May - June 2021	<ul style="list-style-type: none"> • Community Workshop • Downtown Committee Meeting • City Council Meeting
STEP 5	WHAT ALTERNATIVE PATHWAYS COULD TAKE YOU THERE (ALTERNATIVE FUTURES) June - August 2021	<ul style="list-style-type: none"> • Downtown Committee Meeting
STEP 6	HOW THE ALTERNATIVES TEST OUT September - December 2021	<ul style="list-style-type: none"> • Downtown Committee Meeting • Community Workshop
STEP 7	DEFINING A PREFERRED PLAN January - April 2022	<ul style="list-style-type: none"> • Downtown Committee Meeting
STEP 8	HOW TO MAKE IT HAPPEN (IMPLEMENTATION STRATEGY) April - July 2022	<ul style="list-style-type: none"> • Community Workshop • Downtown Committee Meeting • City Council Meeting





ANALYSIS

A SNAPSHOT IN TIME

Understanding what downtown is today offers a basis for achieving what is desired tomorrow. In the following pages we will explore the existing conditions of the downtown district in four layers of analysis:

- **Land Use:** The framework of residential, office, commercial, institutional, and parkland parcels that comprise downtown.
- **Public Realm:** Shared spaces accessible to all, including street and trail corridors, parks, and privately owned public spaces.
- **Private Properties:** If a property is not a part of the dedicated public realm, it falls under the category of private property. This includes commercial, residential, and office spaces.
- **Downtown Activation:** Community events and adequate parking to support local happenings and businesses.

In examining these categories, we will take a closer look at the features that make up each layer:

 Land Use	 Public Realm	 Private Properties	 Downtown Activation
<ul style="list-style-type: none"> • Residential • Office • Commercial • Institutional • Parkland 	<ul style="list-style-type: none"> • Green Space and Nature • Sidewalks and Trails • Pedestrian Amenities 	<ul style="list-style-type: none"> • Real Estate • Business • Visitor Base 	<ul style="list-style-type: none"> • Attractions • Parking



Lakeside Memorial Park



LAND USE

Downtown has a healthy mix of retail, office and residential land uses. The presence of residents, workers, shoppers, and visitors helps ensure activation throughout the day and seasons.

Commercial retail uses in combination with retail frontage predominate the east side of Lake Street between 1st Street SE and 2nd Avenue NW with a lesser presence on the west side in the same stretch. Beyond this stretch to the north and the south, commercial retail has a more minor presence.

Office is mixed throughout the downtown district. While the presence of office uses is a very healthy sign of downtown, when it predominates the street frontage, it can have negative impacts on retail traffic. It brings employment to the district which bolsters retail services like dry cleaning, daycare, dining, pharmacy and entertainment. Changes in work patterns accelerated by the pandemic have had profound impacts on office tenancy and it is unclear what the lasting impacts will be. Current projections favor district-scale office location like downtown Forest Lake over regional locations.

Pockets of medium-density and low-density residential are present within downtown, which is beneficial for the overall land use mix. Increasing the density of residential within the district, or transitioning single-family residences to live-work spaces or retail shops is a strategy often seen in successful downtown realms.

Downtown has a only a few vacant few parcels along Lake Street that, once developed, will help stitch together the fabric of downtown by providing a more active street frontage.

FRONTAGE

An important aspect of downtown retail strategy is establishment of the retail loop. This concept suggests that retail success of a district is dependent on the unbroken cadence of activated storefronts + dining. Gaps in storefronts caused by service commercial, office or residential uses or through vacant parcels diminish retail viability and lessen shopper enthusiasm. The downtown district has experienced a significant transition away from retail storefronts and toward office/service - a trend addressed with strategies in the Downtown Plan.

DEVELOPMENT PATTERN

Forest Lake is to be commended for maintaining a traditional pattern of building frontage at the street with parking behind in its downtown district. For decades, it has not been easy for communities to resist the suburban development pattern of buildings set back with parking in front. Having the traditional pattern in place provides the opportunity to focus on "next-level" investments rather than attempt to reverse unfortunate past patterns.



Mixed-use development (office, residential, retail) with commercial retail street frontage on Lake Street



Commercial retail frontage on Lake Street



Office development adjacent to Lakeside Memorial Park





FIGURE 2.1 LAND USE AND FRONTAGE DIAGRAM





Play features at Lakeside Memorial Park



Forest Lake shoreline and boat slips at Lakeside Memorial Park

GREEN SPACE & NATURE

An adequate amount of well-located, well-connected, and well-cared for parks and green spaces are important within a thriving city and public realm.

LAKESIDE MEMORIAL PARK

Lakeside Memorial Park is a 4-acre park in the core of downtown along the shore of Forest Lake. It is the most prominent downtown green space, beloved by the community, and a primary downtown recreational destination. Park features include:

- Open lawn
- Gazebo
- Beach
- Playground
- Benches/seating
- Beachhouse w/restrooms
- Private boat club dock
- Public-use transient boat dock
- Picnic facilities
- Walking paths

Located at the termination of W Broadway Ave, the park can be reached by vehicles via Broadway Avenue, 1st Street SE or 2nd Avenue NE. Numerous concrete sidewalks and alleyways in the retail district lead and connect to paved trails within the park, and many crossings throughout the parking area are marked for pedestrian access. Lastly, both public and private boat slips are available for lake users, and a sandy swimming beach can be used for paddboarders and other watercrafts to access the water. Unfortunately, a lack of clear wayfinding signage is a barrier to visitors attempting to locate entrances, safe crossing points, parking for both boats and vehicles, and even the park itself, given its obscured location behind local shops and restaurants and the large expanse of parking.

“BORROWED” OPEN SPACES

Formal parks provide the clearest example of greenspace in a district, but vegetation such as tree cover and permeable ground allow for “borrowed” greenspace even though it may exist on private land. Examples of this in the study area today are the numerous vacant parcels along Highway 61, open landscaped areas surrounding local businesses, alleyways between buildings that offer glimpses of the park and lake, and the Hardwood Creek Regional Trail corridor lined with trees and lawn. Trees and vegetated ground cover are not only great contributions to a welcoming public realm, but play an important role in combatting urban heat island effects and helping to manage runoff.

PROXIMITY TO PARKS AND OPEN SPACE

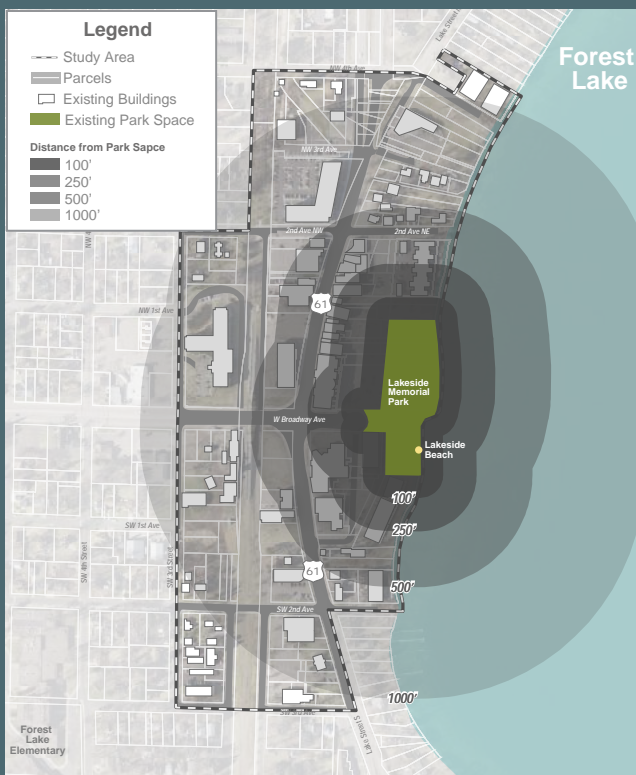


FIGURE 2.2 PARK PROXIMITY DIAGRAM

PUBLIC REALM



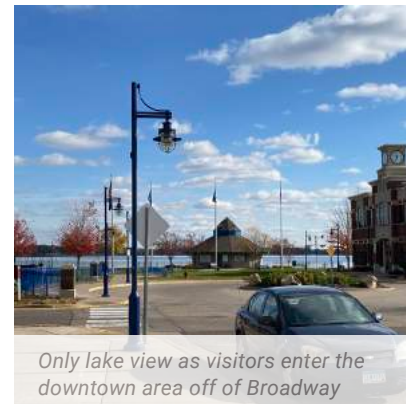
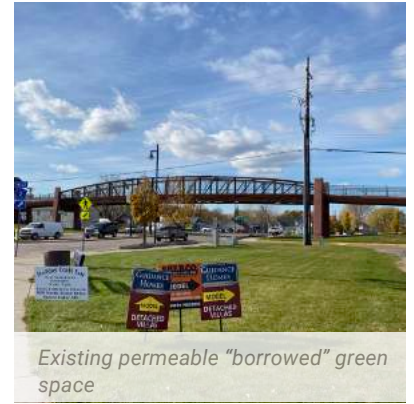


FIGURE 2.3 GREEN SPACE AND NATURE DIAGRAM

PEDESTRIAN NETWORK

A robust sidewalk network into and within the district will be important to its continued success as a commercial district. Today, numerous streets in the adjacent neighborhood are without sidewalks and many that do exist offer a less than pleasant walking experience due to sidewalk placement/design and adjacent traffic. The adjacent neighborhood is within walking proximity and is therefore, downtown’s “built-in” constituency but these downtown guests need sidewalk infrastructure and pleasant sidewalk environments to convince them to walk downtown. There are six pedestrian access points into the study area, most along street corridors with few pedestrian comfort amenities or clear wayfinding. While the current sidewalks generally meet universal access standards, some access barriers exist in the southern portion of the study area and varying sidewalk widths impact guests choosing to use them. FYI - pedestrian crossings are addressed in the Pedestrian Amenities section of this chapter.



Hardwood Creek Regional Trail overpass of W Broadway Avenue

BIKE NETWORK

Currently, three entrance points within the downtown study area support cyclists including either end of the Hardwood Creek Trail and W. Broadway Avenue. Within downtown, there is not a bike network or support amenities (lock-ups, water, wayfinding, identified routes, etc.). This leads to bikers passing by the district.

The Hardwood Creek Regional Trail connects with 36 miles of regional trail and several local trails beyond the downtown district. The Hardwood Creek Trail offers significant opportunity for downtown identity, visitorship and economic activity. However, there is little to no invitation of trail users to stop and explore downtown Forest Lake. The regional trail crosses local streets at three intersections within the study area and bridges over West Broadway Avenue, which acts as a visual gateway into downtown and offers outstanding views of the downtown and Forest Lake, Lake 1.

The W. Broadway Avenue shared-use trail extends from the I-35 corridor to Lake Street. It is an important element of pedestrian and bike infrastructure. Although it provides a functioning bike/ped corridor, it has several challenges from a user-comfort standpoint that cause it to not be robustly used. Those challenges include the number of driveway and street crossings, the trail’s close proximity to the curb, and adjacent traffic volume and speeds. The trail lands in the downtown district at the Lake Street roundabout, which many residents perceive (accurately or not) as a challenging bike/ped crossing point.

ACCESS TO DESTINATIONS

The Lake Street commercial corridor the central economic engine of the downtown district. It is obviously centered on transportation routes. True “access” to storefronts and services however, is much more nuanced with a focus on parking (car or bike) and the pedestrian experience once a visitor parks then walks to their destinations. In these ways (wayfinding and visitor experience of parking and walking), downtown has many opportunities to improve.

Lakeside Memorial Park and beach is one of downtown Forest Lake’s most popular destinations. It can be reached directly as a pedestrian from Lake Street via the W Broadway Avenue intersection. Other pedestrian links are nearly but not quite complete and require manoeuvring through parking lots for some stretch to reach the park.

SOCIAL SIDEWALKS

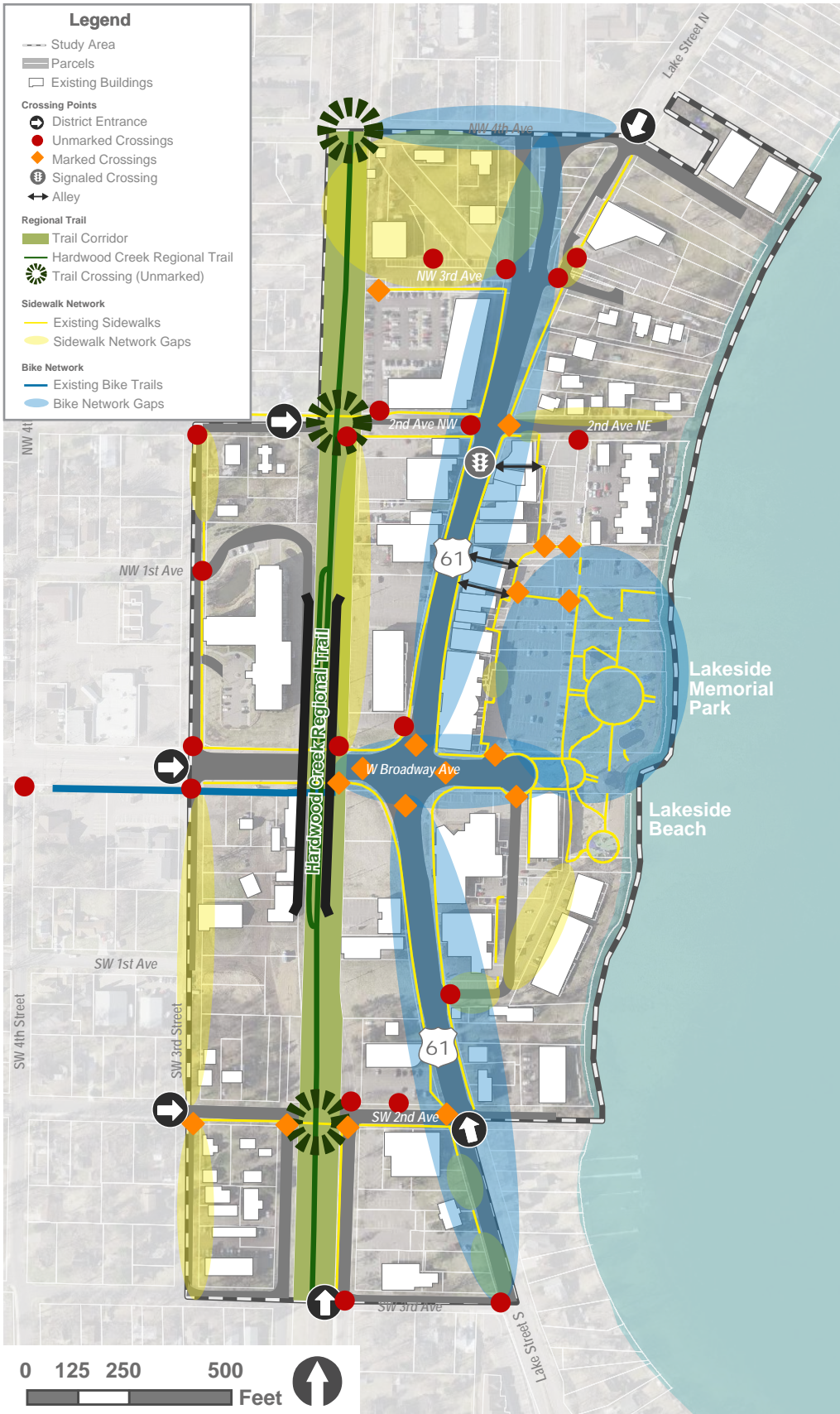
Sidewalks over the 5’ foot “magic minimum” measurement with ADA compliant design contribute to a social sidewalk network. Sidewalks narrower than 5 feet are better than nothing but lose the social value of walking side-by-side; a critical aspect of robust use. 95% of the sidewalks in the study area today meet the minimum width requirement to contribute to the social sidewalk network.



FIGURE 2.4 SOCIAL SIDEWALK NETWORK

PUBLIC REALM





Alleyway between local businesses with lake and park views



Existing bituminous trail along the south edge of W Broadway Avenue



Hardwood Creek Trail crossing of local street



Lake Street streetscape

FIGURE 2.5 SIDEWALKS AND TRAILS DIAGRAM



Lake Street streetscape and parking bay



W Broadway / Lake Street roundabout



Pedestrian-activated mid-block ped crossing of Lake Street



Trash and recycling receptacles

PEDESTRIAN AMENITIES

Pedestrian comfort and security (both real and perceived) are important to creating and maintaining a bustling public realm. Comforts and functional amenities such as well-scaled and connected sidewalks (addressed earlier), comfortable street crossings, traffic calming, inviting lighting, tree canopy, cared-for landscaping, and visitor comforts are central to the set of amenities needed to support pedestrian activities and a successful district.

CROSSINGS & CALMING

Figure 2.6 illustrates street crossings of various type in the downtown district. In general, crossings of local streets are in good locations, function well and meet basic universal access design standards. However, crossings and calming of Lake Street are not as robust as needed to support a vibrant, pedestrian-oriented shopping district.

Both the quantity and comfort of pedestrian crossings of Lake Street are primary barriers to downtown visitorship. Community feedback in the planning process had a strong focus on perceptions of traffic safety at the W Broadway roundabout but traffic speed, the lack of a controlled crossing at the south end of the district and confusion about how to use the pedestrian-activated crossing at the north end of the district also contribute to feelings of unsafe conditions for pedestrians. We know through research that successful retail districts provide visitors with a shopping *loop* experience, which makes street crossings and traffic safety pivotal elements.

LIGHTING

Lighting in the downtown district is primarily vehicle-oriented and most prominent along Lake Street with lower levels of lighting along local streets and in parking areas. Lakeside Memorial Park is the primary area of pedestrian-oriented lighting (lower height and closer together). Light levels vary through the district, which is common and expected. Lighting, however, when designed strategically at the district scale is a form of wayfinding and a cue that this place is meant for people as pedestrians. Lighting can be used to create safe environments, guide visitors along preferred routes and as an invitation to linger/socialize at key downtown destinations.

TREES AND LANDSCAPING

Trees are one of the most important elements of creating an inviting pedestrian environment. The shade they provide is critical in encouraging walking and their presence, like pedestrian lighting is a cue that this is a place for people. Because Lake Street is a State highway constructed in a certain era, street trees were not allowed. The lack of trees on the street has a significant negative impact on the corridor's character and the level of pedestrian activity it realizes. Street trees are present elsewhere in the district and are instrumental in creating pleasant pedestrian spaces.

Landscaping in addition to trees provides aesthetic interest to visitors and sends a message that this place is cared for (or not). Landscaping in Lakeside Memorial Park is excellent while landscaping on Lake Street and Centennial Drive is generally lacking.

COMFORT AMENITIES

Comfort amenities can have a significant impact on visitor's length of stay in a downtown district as well as their interest in returning. Today, most of downtown's comfort amenities like restrooms, benches, drinking water, and waste receptacles exist within Lakeside Memorial Park. They exist sparingly on Lake Street and the Hardwood Creek Regional Trail. Future strategies for both trail and streetscape amenities will, no doubt have a strong focus on comfort amenities.



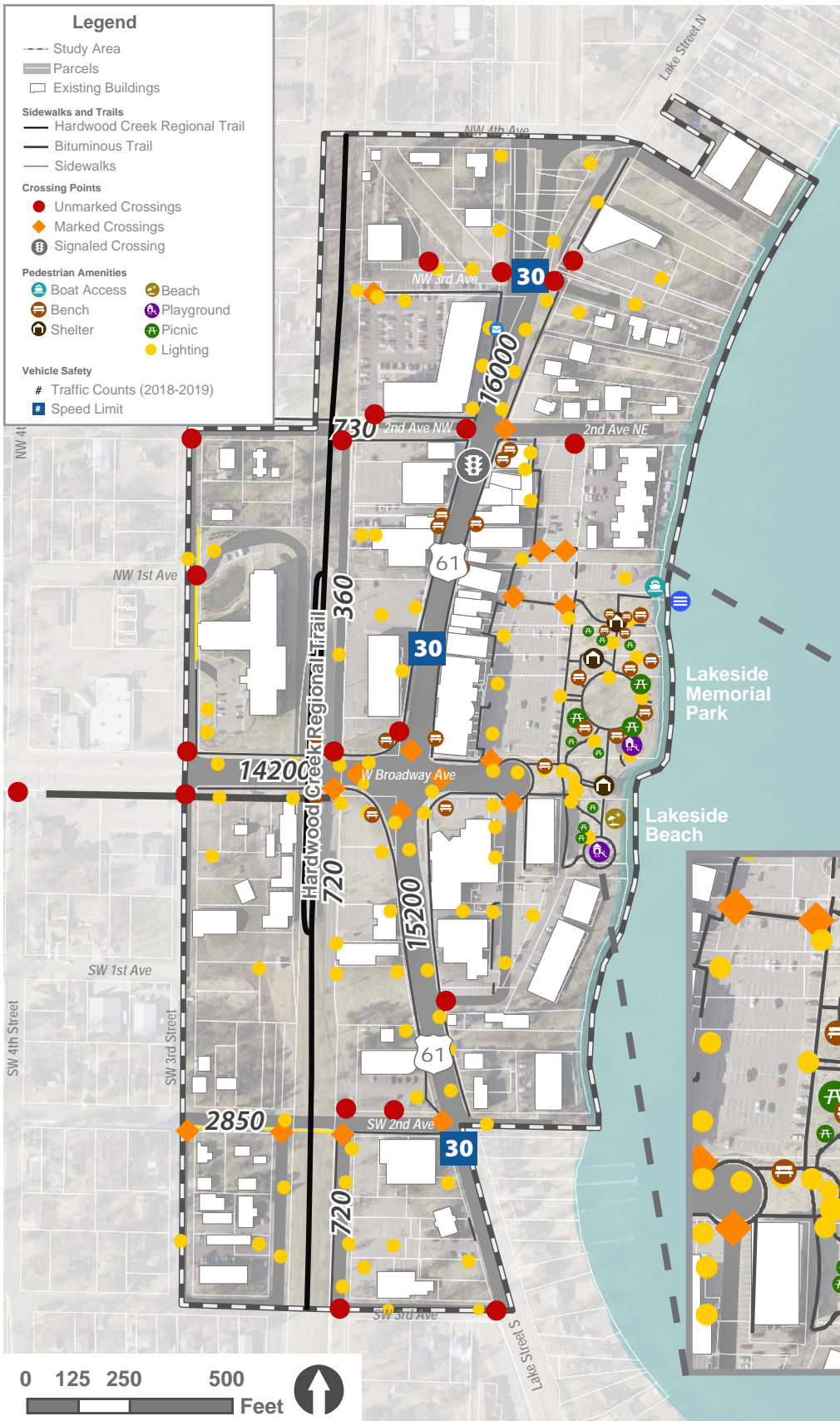


FIGURE 2.6 PEDESTRIAN AMENITIES DIAGRAM - FULL STUDY AREA



Visitor center and restrooms at Lakeside Memorial Park



Benches and pedestrian-scale lighting at park entrance



FIGURE 2.7 LAKESIDE MEMORIAL PARK ZOOM VIEW



Downtown's newest redevelopment - a mixed-use project with commercial and residential street frontage and 4 stories of residential above.

REAL ESTATE VALUES

Real estate value is derived by an intangible combination of history and prospect. Thriving downtown districts translate into good property investments. This is generally a very good thing although there is an interesting dynamic many communities face between real estate value and the interest/need to assemble multiple properties for redevelopment.

Forest Lake has downtown properties arguably in need of redevelopment and many of them are too small or too narrow for today's development interests. Developers have been and continue to be interested in downtown Forest Lake and patiently assemble properties for their future development interests. This ongoing activity will be an important adjunct to Forest Lake's public realm investments that are an outgrowth of the Downtown Plan.



A wide gap between buildings is temporarily used as space to advertise

COMMERCIAL LEASE RATES

There are many nuances to lease rates of downtown properties but at their core, they are a direct outgrowth of property value, which is a direct outgrowth of district vibrancy or sales potential.

Although a detailed analysis of lease rates in downtown Forest Lake has not been conducted, anecdotal feedback suggests that office lease rates are comparable to other similar districts and retail lease rates are somewhat lower than other downtown districts recognized for their vibrancy. These realities are likely the result of 1) strong interest in locating professional and retail services in proximity to the broader Forest Lake community, 2) the challenging pedestrian environment and public realm aesthetics of downtown that lead to a difficult retail setting, and 3) some downtown buildings in poor condition that do not meet the needs of contemporary retailing.



Business for sale

OCCUPANCY

Downtown occupancy is relatively strong. There are few vacant storefronts, most of which are in buildings in poor condition. There is also some low occupancy in very new development that still gaining a foothold in the commercial mix of downtown.

There are several sites where buildings have been torn down (in some cases for many years) and new buildings have not replaced them. This is likely due to the dimensions and access configurations of particular sites. Many of these sites will need assembly with adjacent parcels to make for viable redevelopments.



Vacant parcel along Highway 61



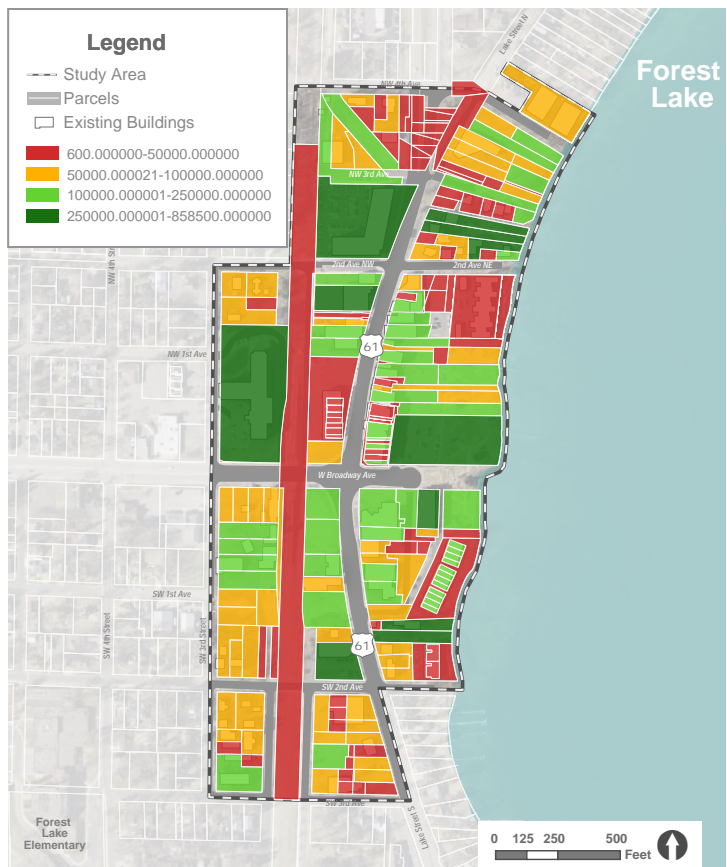


FIGURE 2.8 LAND VALUES DIAGRAM

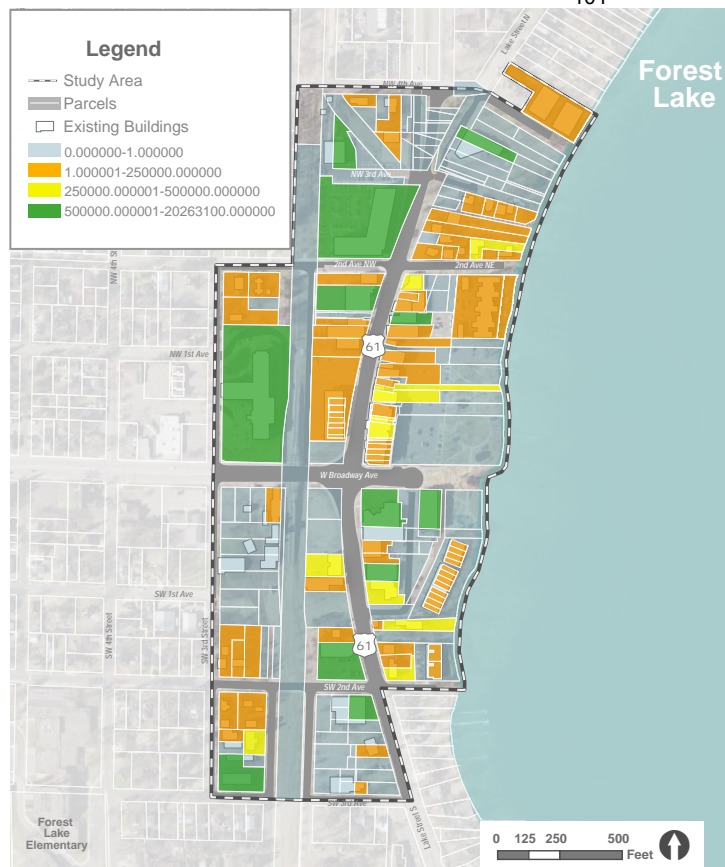


FIGURE 2.9 BUILDING VALUES DIAGRAM

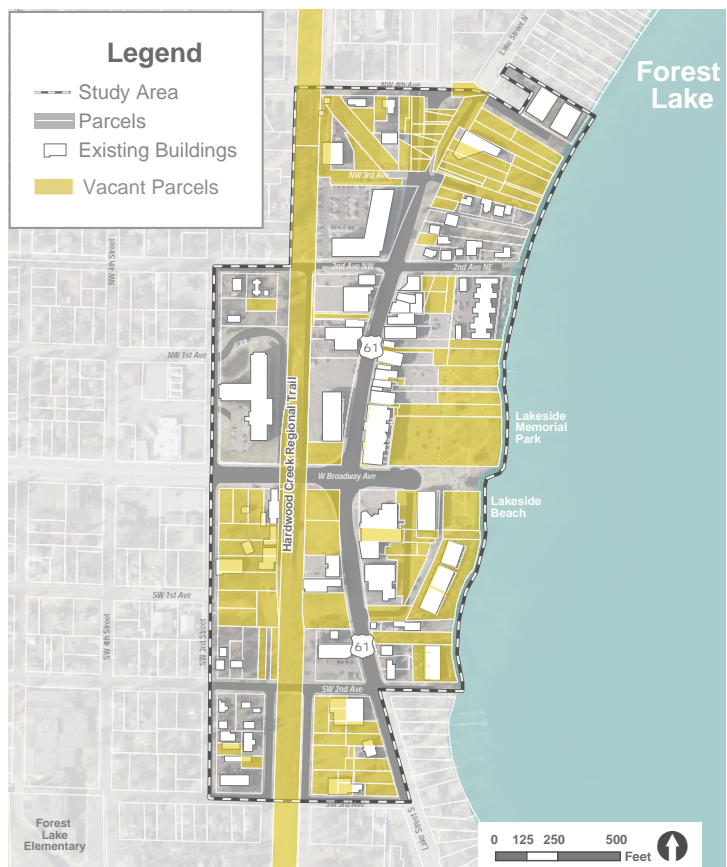


FIGURE 2.10 VACANT PARCELS DIAGRAM



Vacant parcel



Vacant parcel

BUSINESS INVENTORY

Businesses in the study area have been inventoried as part of the planning process. The inventory is further evidence of the healthy mix of retail and commercial uses in the downtown district. While the mix of uses is a good one, placement of the varying uses is challenging the functionality and guest attraction of downtown as a whole.

Businesses seem to be making location decisions around two key factors; the convenience of parking and the condition/functionality of buildings. These are important, logical, and smart factors to drive location on a business-by-business basis. However, the community interest is to lift up the whole district as a vibrant destination. Therefore, many of the directives recommended later in the Downtown Plan are meant to help overcome parking and access disparities, property condition, the discomfort of walking in the district, and the aesthetics of the Lake Street corridor.

These issues are strategically important because they mitigate for shortcomings with a particular property and allow downtown to be experienced by visitors as district rather than a collection of one-visit/one-use commercial destinations.

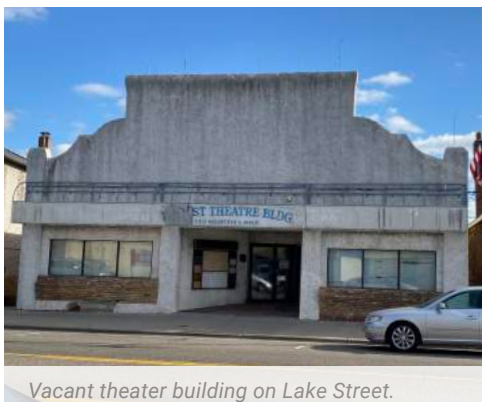
What other communities find as they move through the process to implement a district vision is that 1) challenging properties become less difficult to lease and their investment levels increase, and 2) storefronts that have been transitioning over time to office or service retail begin to be reoccupied by storefront retail. These shifts begin to reestablish a cohesive retail loop (discussed earlier in this chapter) and draw more pedestrians willing to circulate the district for multiple stops in a single visit.



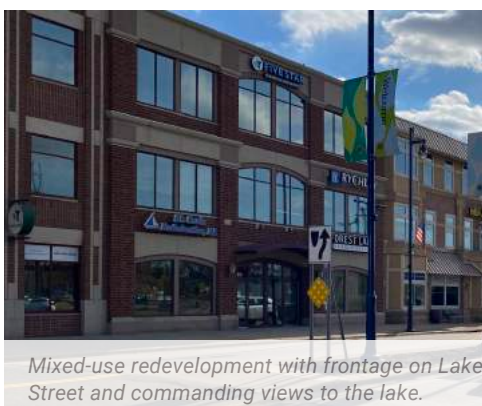
Local business with small patio space out front



Restaurant building on Lake Street with rear outdoor patio overlooking the lake.



Vacant theater building on Lake Street.



Mixed-use redevelopment with frontage on Lake Street and commanding views to the lake.





FIGURE 2.11 BUSINESS INVENTORY

Retail

- ② The Lash Lounge
- ④ Liquor Works
- ⑧ Diamond Find
- ⑨ Trade Wins Sports
- ⑩ LiQuiVape
- ⑭ La Grande Beauty Spa and Boutique
- ⑰ Verizon
- ⑳ iLash Beauty Bar
- ㉑ North Woods Optics
- ㉒ Downtown Barbers
- ㉓ Sienna Cole Bridal
- ㉔ Remodeled Relics
- ㉕ Rolseth Drug
- ㉖ Parrot Adoption Education Program
- ㉗ Forest Lake Pets
- ㉘ Salon EnV
- ㉙ Dick’s Tattoo
- ㉚ TitleSmart, Inc.
- ㉛ Snap Fitness
- ㉜ Reub’s Tire Shop, Inc.

Restaurant/Dining

- ⑥ Kodiak Coffee
- ⑪ New Bangkok Thai
- ⑫ Vannelli’s by The Lake
- ⑱ Rancho Loco Grill & Bar
- ㉞ Domino’s Pizza
- ㉟ Fireside Getaway Restaurant & Bar
- ㊱ Mallards Restaurant

Office

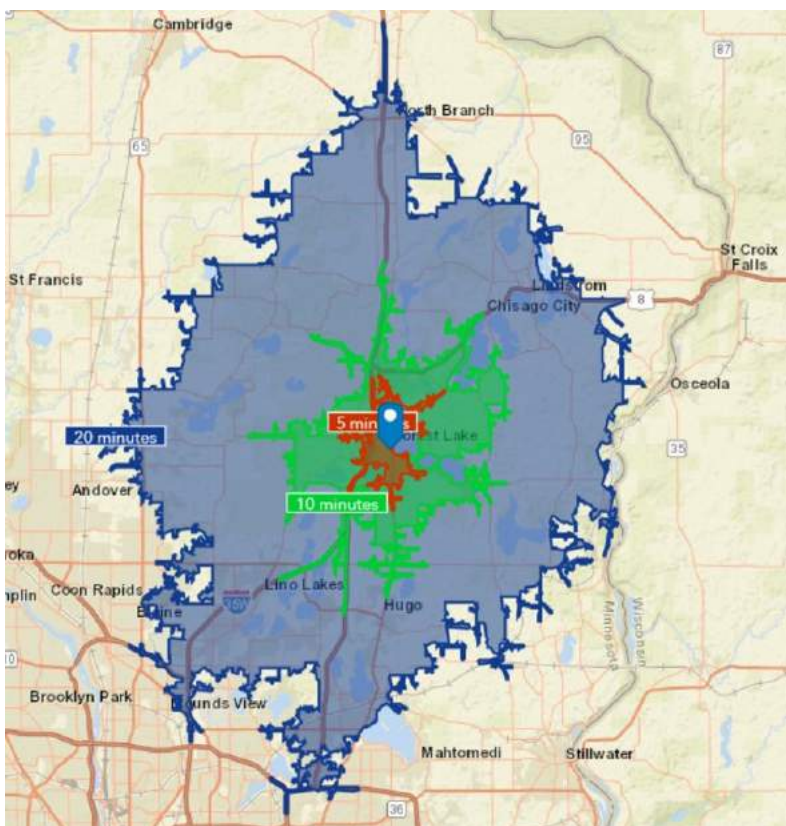
- ① Wells Fargo Bank
- ③ Butts, Schneider & Butts, LLP
- ⑤ Miller & Stevens Law
- ⑦ E J Houle Inc
- ⑬ Brian Leneweaver Coldwell Banker Realty
- ⑮ Johnson / Turner Legal
- ⑯ Timothy Garry, Coldwell Banker Burnet
- ⑰ VerBout Services
- ⑱ Five Star Financial Resources
- ⑳ St Croix Endodontics
- ㉑ Fry & Associates
- ㉒ iSmile Orthodontics
- ㉔ Fairview Health Services
- ㉖ American Family Insurance
- ㉘ Sewing and Fitting Mentor
- ⑳ LaBelle Real Estate Group
- ㉙ St. Croix Valley Peach
- ㉚ Aaron M Peterson: Allstate Insurance
- ㉜ Chad Smoley, White Oaks Real Estate, LLC
- ㉞ Mattson Funeral Home

VISITOR BASE

The visitor base is the population that is most likely to patronize businesses within the downtown. A larger visitor base means more potential activity and revenue for the district. Having potential customers nearby supports local business and generates regular visits into downtown.

While contemporary travel patterns tend to favor retail districts adjacent to highway interchanges for their convenience, downtown main streets offer a slower, more pleasant experience, and can see major success when they strategically lean into this aesthetic. The study area's population is not large enough to support the market alone, so attracting visitors from outside the downtown boundary is essential. Marketing downtown Forest Lake as a unique destination, limiting barriers to knowledge and access, and investing in the public realm can help to position the district to capture more of the visitor base's potential spending.

Study Area restaurants only capture 14% of the restaurant spending within a 5 minute drive time and 3% of the restaurant spending within a 10 minute drive time. There is significant spending capacity to be captured by attracting nearby residents to downtown.



POPULATION WITHIN DRIVING TIMES OF THE DEFINED STUDY AREA:

Drive Time	Population
Study Area	383
5 Minutes	8,869
10 Minutes	31,228
20 Minutes	191,777

SPENDING BY PEOPLE LIVING WITHIN DRIVING TIME OF THE DEFINED THE STUDY AREA:

Drive Time	Retail	Food/Drink
Study Area	\$3,480,028	\$376,160
5 Min	\$108,368,308	\$11,628,585
10 Min	\$438,1\$71,379	\$47,172,001
20 Min	\$2,859,340,261	\$309,845,616

HOW DO SALES NUMBERS IN THE STUDY AREA RELATE TO SPENDING BY PEOPLE LIVING NEAR THE STUDY AREA?

Study Area Sales	
Study Area	\$28,744,855 \$2,990,014

Drive Time	Retail	Food/Drink
Study Area	826%	795%
5 Min	27%	26%
10 Min	7%	6%
20 Min	1%	1%







Arts in the Park

ATTRACTIONS

Downtown Forest Lake holds several well-attended events throughout the year that attract people to the district and help to support local businesses, including:

- 4th of July
- Flake Festival
- Hometown Holiday
- Arts in the Park
- Winter Plunge

These large events are major undertakings and provide memorable experiences for attendees, but do little for the day-to-day perception of downtown. In order to encourage a more consistently vibrant atmosphere, the city should incorporate small-scale activation on a weekly basis, so that visitors feel downtown always has something interesting going on. If there are events or attractions that happen elsewhere in the community, consider relocating or inviting them to take place in downtown, in order to draw energy to the district and position it as an activity hub.



Flake festival



Arts in the Park



4th of July festivities

DOWNTOWN ACTIVATION



PARKING

Parking is an essential part of a successful retail corridor and should be convenient and easy to use.

LAND USE ISOLATION

Currently, large surface parking lots for local businesses along Highway 61 are oriented towards the rear, which isolates shops and services from assets such as Lakeside Memorial Park and the Hardwood Creek Regional Trail. These parking lots also prevent restaurants and eateries from taking advantage of park or lake views, make bike and pedestrian connections difficult to establish, and affect businesses' ability to draw in customers from all sides. With a busy highway corridor down the center, visitors who park on the east side of Highway 61 may find it hard to cross over to reach retail on the west side, deterring potential business.

BOAT/TRAILER PARKING

Insufficient boat and trailer parking near the public lake access causes chaos and confusion for those trying to launch their crafts and store their trailers and vehicles nearby. The connected commercial lot results in unofficial boat parking during the warmer seasons when boating is at its peak.

SEASONAL USE

Like any city, Forest Lake faces the obstacles of seasonal parking shortages. Finding the balance between having too much parking in the colder months, and too little in the summer months when festivals and events are being held, the beach is in use, and the park is a popular destination, can be a challenge. Lack of vehicular wayfinding causes confusion and makes pedestrians feel uncomfortable crossing surface lots to reach their destinations.

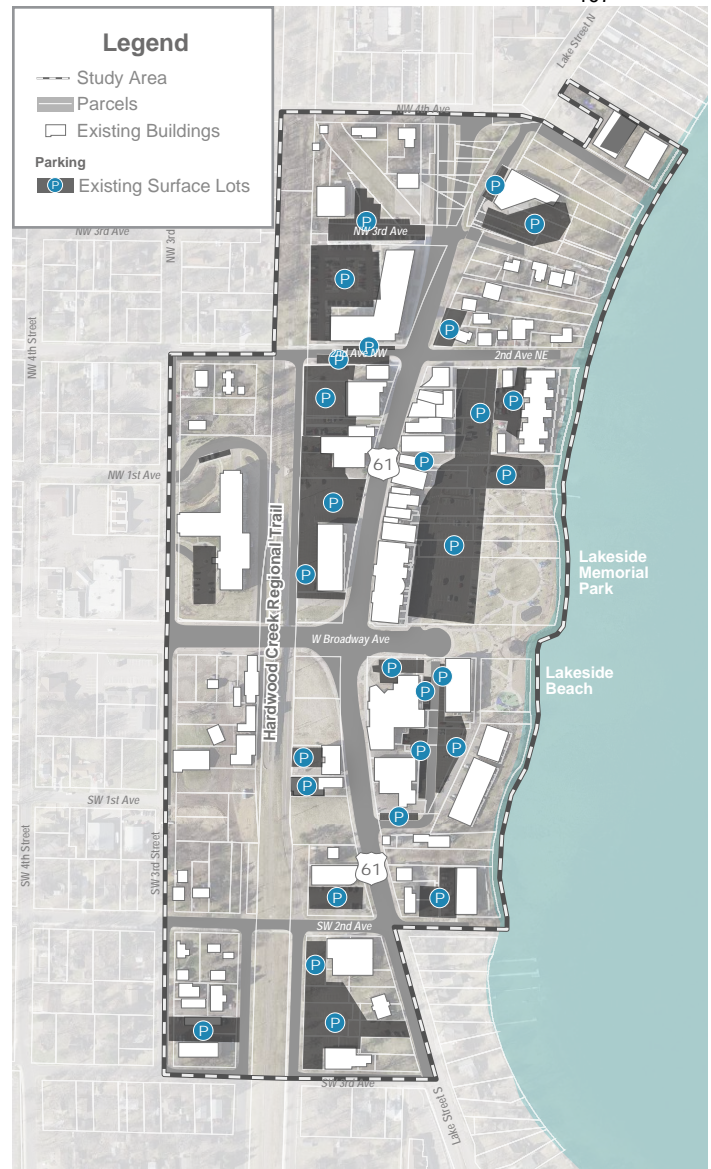


FIGURE 2.12 PARKING DIAGRAM



Existing boat parking



Parking between Lakeside Memorial Park and local businesses



Parking along Highway 61



Parking spaces being utilized by vendors at the Arts in the Park Event

DOWNTOWN PARKING ANALYSIS

Understanding where parking is and how much of it exists is only one aspect of determining whether or not there is “enough.” The definition of “enough” parking has evolved over time, and is influenced by several factors. The following analysis uses existing development and parking quantities to assess parking surplus or shortfall under three different scenarios.

SCENARIO 1:

This scenario uses Forest Lake’s current zoning standard of 5 stalls per 1,000 sf of retail/office, and 1 visitor stall per residential unit as the definition of “enough” parking. This was a fairly normal downtown parking standard in years past, but across the past decade, most communities have reduced downtown parking requirements to be similar to Scenario 2 below.

	NW Quadrant	NE Quadrant	SW Quadrant	SE Quadrant
Retail / Office (in gross square feet)	82,000	82,000	9,000	57,000
Parking Demand	410	410	45	285
Residential Units	-	12	-	-
Parking Demand		12		
Total Parking Demand	410	422	45	285
Current Parking Count	239	274	48	133
<i>Surplus / Shortfall</i> by Quadrant	171	148	3	152
District-wide Shortfall	468			

SCENARIO 2:

This scenario considers today’s standard for a primarily auto-oriented downtown setting, utilizing a metric of 4 stalls per 1,000 sf of retail/office, and 0.3 visitor stall per residential unit.

	NW Quadrant	NE Quadrant	SW Quadrant	SE Quadrant
Retail / Office (in gross square feet)	82,000	82,000	9,000	57,000
Parking Demand	328	328	36	228
Residential Units	-	12	-	-
Parking Demand		4		
Total Parking Demand	328	332	36	228
Current Parking Count	239	274	48	133
<i>Surplus / Shortfall</i> by Quadrant	89	58	12	95
District-wide Shortfall	230			

SCENARIO 3:

This scenario illustrates typical metrics for downtown parking in a transit-oriented district: 2.5 stalls per 1,000 sf of retail/office, and 0.15 visitor stall per residential unit. Downtown Forest Lake does not fit the transit scenario, but it is interesting to see that there would be more than enough existing parking under this scenario.

	NW Quadrant	NE Quadrant	SW Quadrant	SE Quadrant
Retail / Office (in gross square feet)	82,000	82,000	9,000	57,000
Parking Demand	205	205	23	143
Residential Units	-	12	-	-
Parking Demand		2		
Total Parking Demand	205	207	23	143
Current Parking Count	239	274	48	133
<i>Surplus / Shortfall</i> by Quadrant	34	67	26	10
<i>District-wide Surplus</i>	117			



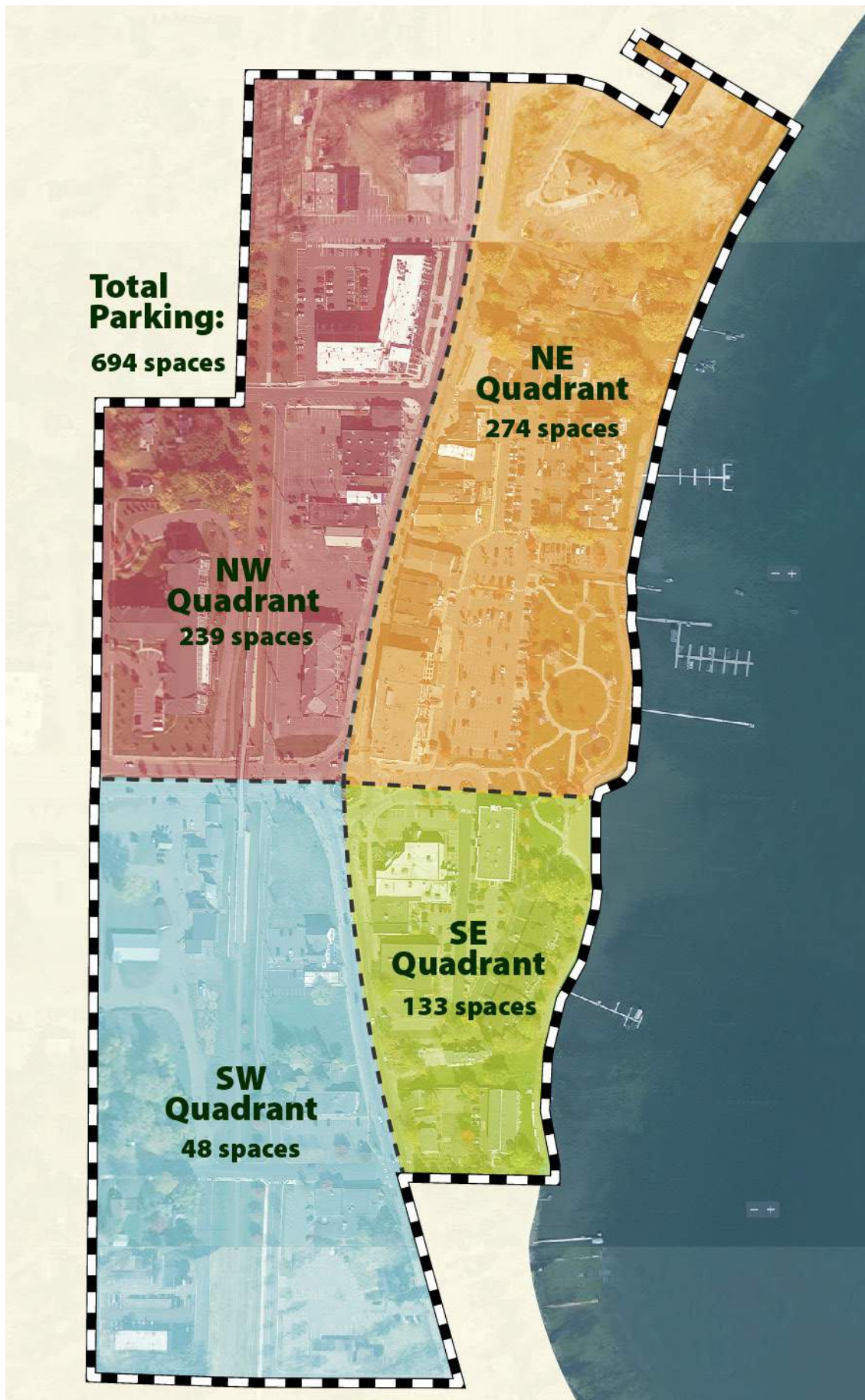


FIGURE 2.13 EXISTING PARKING QUANTITIES BY QUADRANT

OPPORTUNITIES AND CONSTRAINTS

110

Forest Lake's Downtown faces a number of challenging design factors that inhibit its ability to be the thriving downtown center it has the potential to become. Figure 2.14 pinpoints specific locations where improvements could be made.



Lake Street and Lakeside Memorial Park are isolated from one another

1 LAKE STREET COMMERCIAL SPINE AND LAKESIDE MEMORIAL PARK ARE ISOLATED FROM ONE ANOTHER

Large expanses of surface parking lots separate the retail corridor from Lakeside Memorial Park and its many amenities.

2 LAKESIDE MEMORIAL PARK DOES NOT "FLOW" BACK INTO THE COMMUNITY

Currently, the only buildings located within close proximity of the park are medium-density residential and office retail uses.

3 PEOPLE LIKE WALKING AND STROLLING CIRCUITS - DOWNTOWN LACKS PLEASANT/INTERESTING WALKING LOOPS

There are many existing gaps in the bike and pedestrian network within downtown that make loops and circuits difficult to use or establish.

4 POOR CONNECTIONS FROM THE HARDWOOD CREEK REGIONAL TRAIL INTO DOWNTOWN LIMITS "BIKE-INS"

Lack of well marked or signaled crossings, busy traffic, vacant parcels, and expansive parking lots isolate the trail from the rest of the downtown core.

5 THE LAKE IS A BIG RECREATIONAL DRAW

Forest Lake is popular with local residents and visitors, especially in the summer months. More could be done to make it a winter destination.

6 BOAT TRAILER PARKING CONFLICTS WITH OTHER PARKING DEMANDS

Seasonal use challenges between boat users, park users, and retail or other services has parking in short supply during the warm weather months.

7 PEDESTRIAN ACTIVITY ALONG LAKE STREET IS NEARLY NON-EXISTENT - CUSTOMERS USE REAR BUILDING ENTRANCES MOST OF THE TIME

The busy highway and lack of available parking along Lake Street pushes most visitors to use the large surface lots behind buildings.

8 MOST STOREFRONTS HAVE TRANSITIONED RETAIL MERCHANDISE TO SERVICE RETAIL AND OFFICE

Many small local shops and eateries have been short-lived in downtown, and buildings have transitioned to offices and other services.

9 ROUNDABOUT IS AN INTIMIDATING PEDESTRIAN CROSSING

Lack of signaled crossings and the need to cross two lanes of moving traffic makes the roundabout feel chaotic and dangerous for pedestrians.

10 LACK OF SIDEWALKS AND PLEASANT WALKING CORRIDORS FROM SURROUNDING NEIGHBORHOODS LIMIT "WALK-INS"

Many of the sidewalks from downtown end at the entrance of surrounding neighborhoods and don't continue onto local streets.

11 SOME PARKING IS NOT WELL-CONNECTED TO SPECIFIC DEMANDS AND WAYFINDING IS LACKING

Despite the number of large surface lots in the downtown area, the overall ratio of stalls to businesses and other destinations causes a shortage.



Poor connections from the Hardwood Creek Regional Trail



Busy roundabout is an intimidating pedestrian crossing

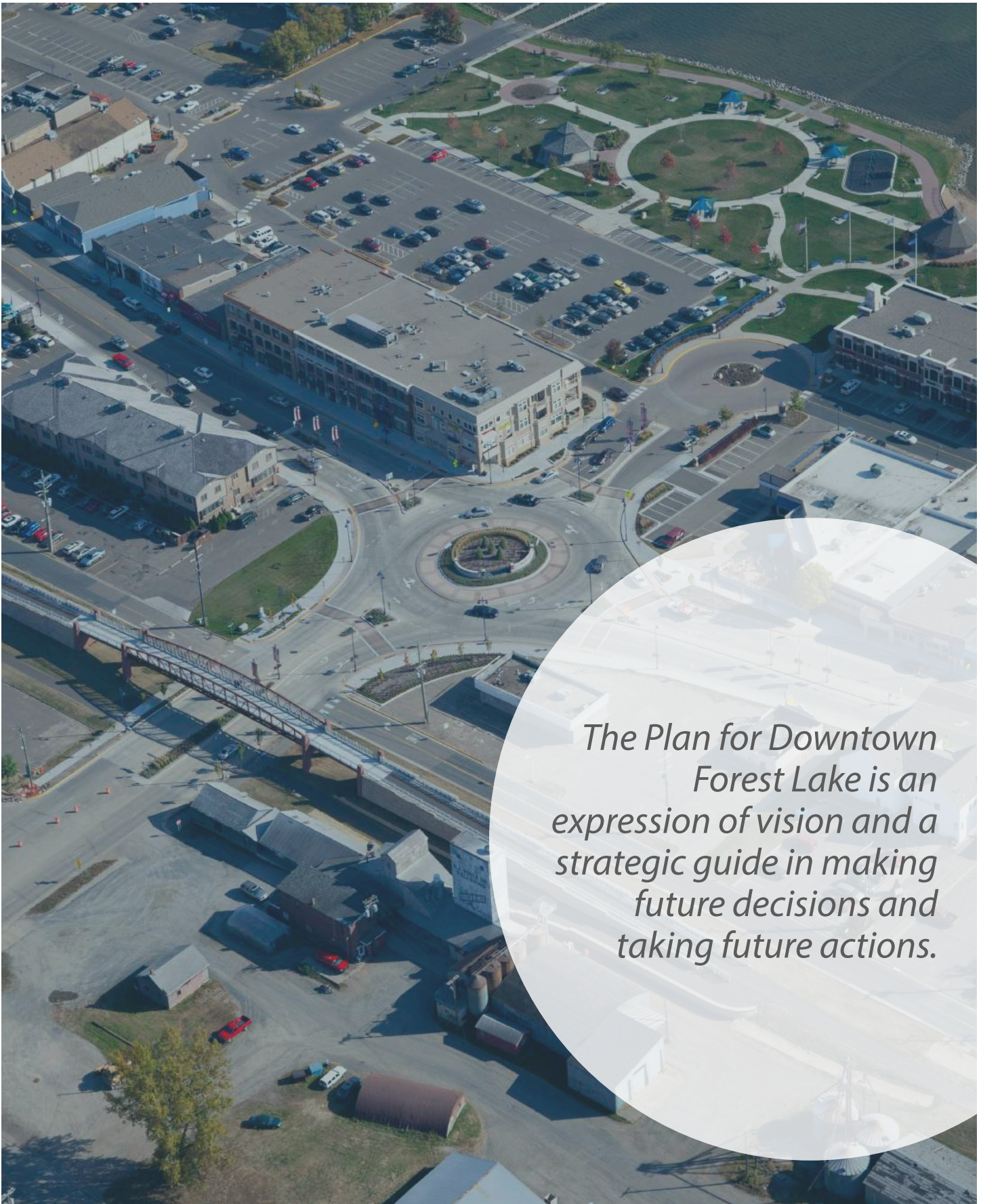


Lake Street is an uninviting pedestrian corridor





- 12** LAKE STREET IS AN UNINVITING PEDESTRIAN CORRIDOR
Lack of bike and pedestrian amenities, wayfinding, human-scale lighting, and busy vehicular traffic make Lake Street an uninviting space for visitors to spend time.
- 13** MANY DOWNTOWN BUILDINGS HAVE ARCHITECTURAL POTENTIAL BUT ARE NOT WELCOMING
Many of the buildings along Lake Street are historic and retain some of their traditional charm and character, but are in varying states of disinvestment or vacancy.
- 14** CONTINUOUS HIGHWAY TRAFFIC IS A MAJOR IMPACT ON THE DOWNTOWN EXPERIENCE
Lack of signals, crossings, or other traffic calming measures along the corridor give vehicles the right of way, forcing pedestrians to take a back seat.



The Plan for Downtown Forest Lake is an expression of vision and a strategic guide in making future decisions and taking future actions.





STAGES OF ENGAGEMENT

The public input process for the Forest Lake Downtown Plan was designed to gather feedback from the general public and important stakeholders through both formal and informal community engagement events.

Community engagement was organized around three stages of the planning process: 1) expression of vision/values, 2) critique of concept alternatives, and 3) draft plan review. Each stage employed in-person and online tools and tactics that provided the community multiple ways of staying informed about progress and providing meaningful input.

1 STAGE 1: VISION AND VALUES

2 STAGE 2: EXPLORING ALTERNATIVES

3 STAGE 3: CONVERGING ON A PREFERRED PLAN

STAGE 1: VISION & VALUES

To start off community engagement, the consulting team attended one of Downtown Forest Lake’s most popular events, Arts in the Park, to speak with locals and visitors and gather input on existing conditions. Guests were directed via handouts to an online project portal where they could participate in surveys and leave geographically relevant markers on an interactive map to discuss issues and opportunities within the downtown study area.

JULY 2021 | ARTS IN THE PARK

The local Arts in the Park celebration is an annual summer event held in Forest Lake’s Lakeside Memorial Park. Popular with locals and visitors alike, the live music, local artisan market, and food trucks always yields a great turnout of attendees. In late July of 2021, the consulting team set-up a booth alongside City Staff to meet with locals and discuss their thoughts and concerns regarding the existing conditions of the study area and introduce the project to the public. Within the booth was a map for collecting comments, some fun props for social media, and fliers that were handed out to passersby directing them to the project website, online survey, mapping tool, and ideas wall.



WE WANT TO HEAR FROM YOU!
 Community Engagement for the Forest Lake Downtown Plan is underway! Visit the online site to leave your feedback!

**FOREST LAKE DOWNTOWN PLAN
 JUNE-AUGUST
 ONLINE ENGAGEMENT**

The Mapping Tool
 Use the interactive mapping tool to drag and drop pins on or near the location of your comment!

The Word Wall
 What word would you use to describe Downtown? Use the word wall to leave your feedback!

Visit the Project Website: <https://www.investinforestlake.com/downtown-planning>

Participants at Arts in the Park 2021

STEP 1: VISION AND VALUES



ONLINE SURVEY, IDEAS WALL, AND INTERACTIVE MAPPING TOOL

The consulting team used a public engagement platform to set up an online survey, ideas wall, and interactive map to collect public input through a variety of questions, conversational prompts, and drag-and-drop map elements. These tools all launched at similar times and were interconnected to make navigation easy from one exercise to the next. They were featured on the project website created by the City to keep residents updated on project opportunities, and the City of Forest Lake Facebook page. Each tool received thousands of site visits from hundreds of unique users who actively engaged with the site in some manner, and a variety of helpful comments on how users view the downtown study area as it sits today.

ONLINE SURVEY SUMMARY

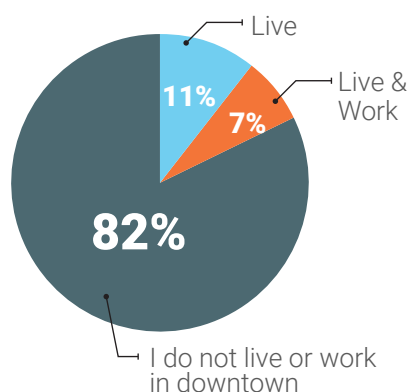
The online survey, located in a tab alongside the interactive mapping tool, consisted of four multiple choice and open-ended questions that asked participants to describe the way they currently interact with the study area. Do they live nearby? How frequently do they visit and why or why not? The survey received 28 responses from unique stakeholders, many of whom also left comments on the mapping tool. A summary of the survey results can be seen in the graphics below.

PARTICIPATION SUMMARY

The numbers below capture different analytics measured to show the total activity on both sites:

	Word Wall	Map Tool
Total Visits (Total number of visits to the site)	1516	2233
Unique Users (Number of individual IP addresses to visit the site)	530	697
Comments (Number of unique individuals to engage with the site)	81	252

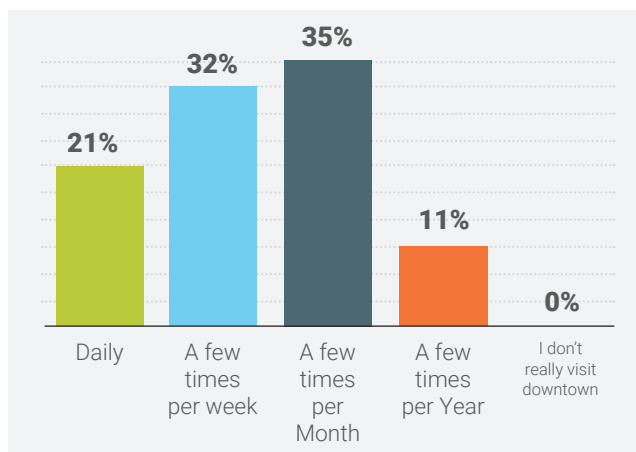
Do you live or work Downtown?



Why do you go Downtown?



How frequently do you visit Downtown?



If you don't visit Downtown often, why?





Screenshot of online word wall results

IDEAS WALL

The online Idea Wall tool functions as a digital post-it board where participants can leave their own responses as well as agree/disagree with comments left by other users. Visitors to the site were asked to use one word to describe Downtown as it sits today. An enthusiastic 81 comments were left by 75 unique stakeholders, often going far beyond the one-word description to give in-depth and detailed answers as to why they view, use, or do not use the downtown. A pattern began to develop among these responses, splitting the input into two defined categories of **how the user views the area today**, and **what they believe it has the potential to be in the future**.

A summary of the words or phrases used in the overall comments appears below. *The full-length comments can be found in the document appendix.*



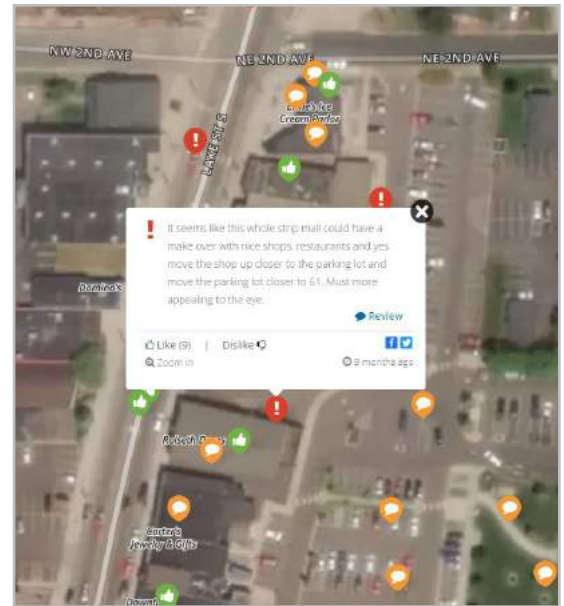
INTERACTIVE MAP SUMMARY

The interactive mapping tool features a drag-and-drop function that prompts users to select a category that best aligns to the comments they wish to make, and then drops a digital pin at the desired location to leave feedback. Users may also use a like/dislike function on comment boxes to agree or disagree with comments made by other users. The pins were split into four separate categories to be used on a plain aerial map of the existing site with the study area outlined. The map received over 250 comments left by 96 unique stakeholders.

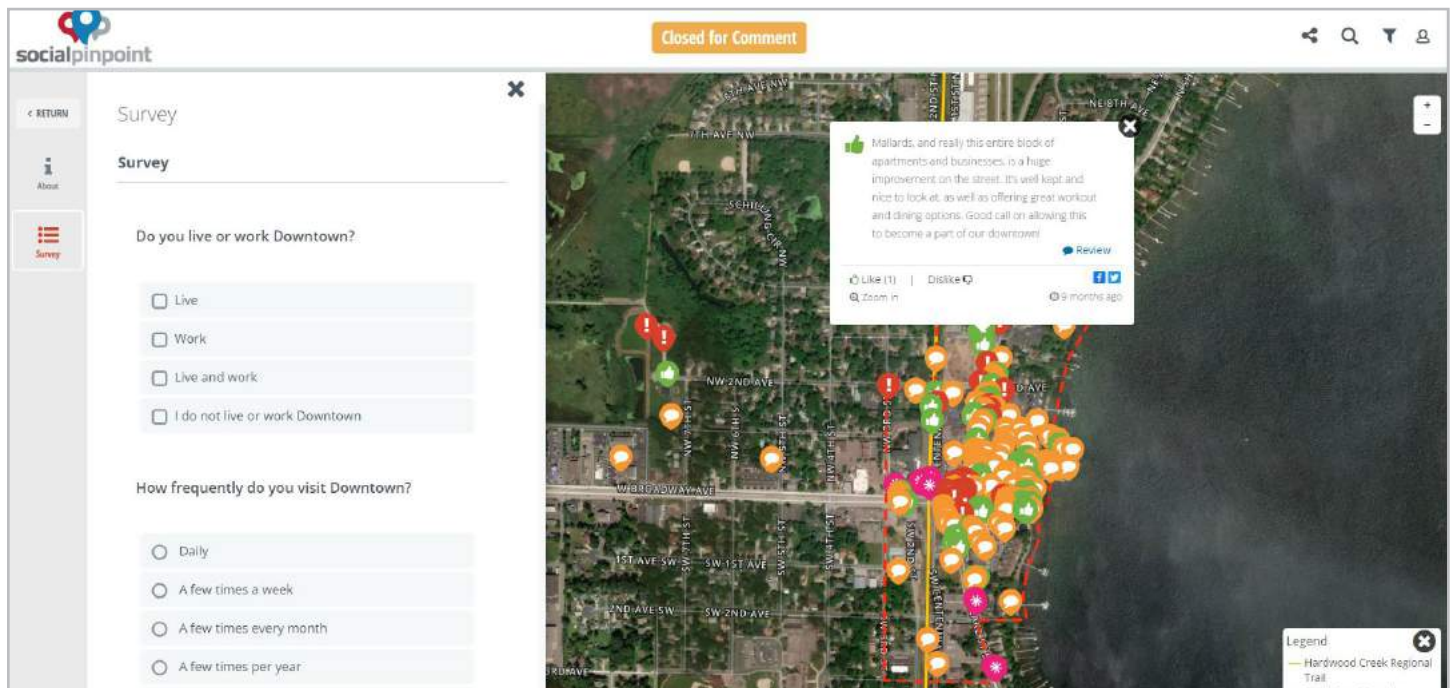
A summary of the comments received can be seen on the following pages. *A table with all comments organized by marker/category can be found in the document appendix.*

COMMENTS ABOUT THE DOWNTOWN RETAIL CORE:

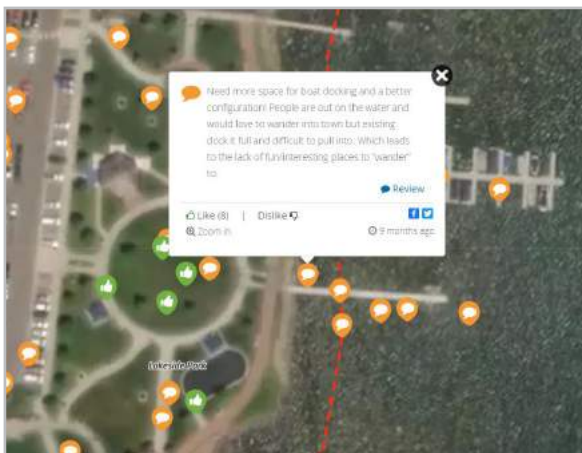
- Locals visitors have seen many great restaurants and shops come and go over the years. What do we need to change or do to keep them around? Residents don't want to see chain shops end up in this area; they love locally-owned and unique retail in this setting.
- Too much prime real estate has been taken over by office uses and services. Would like to see more boutique retail and eateries on the ground floor and facing the park and lake.
- Many who engaged in the mapping exercise agree that downtown holds huge potential to be a great lakefront attraction with the right changes.
- Participants think many of the old buildings have charm and architectural promise if they were fixed up and invested in, and the fronts would be more inviting with pedestrian amenities along the sidewalks. Shops like Daniella's and Kodiak Coffee are a point of pride within the community.
- People would like to visit and support downtown more often, but confusing parking, busy traffic, and a lack of destinations often result in the decision to find a nearby lakefront experience elsewhere.



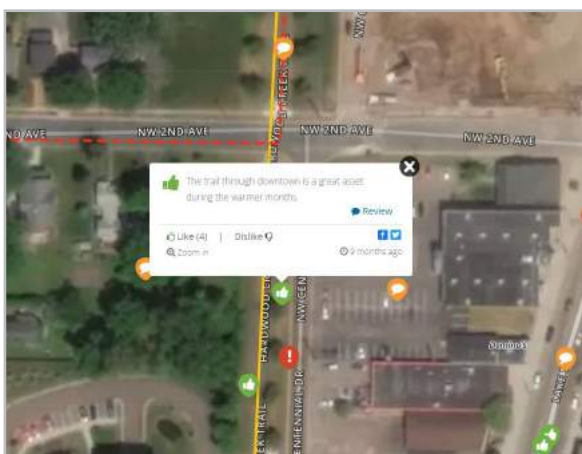
Comments about the downtown retail core



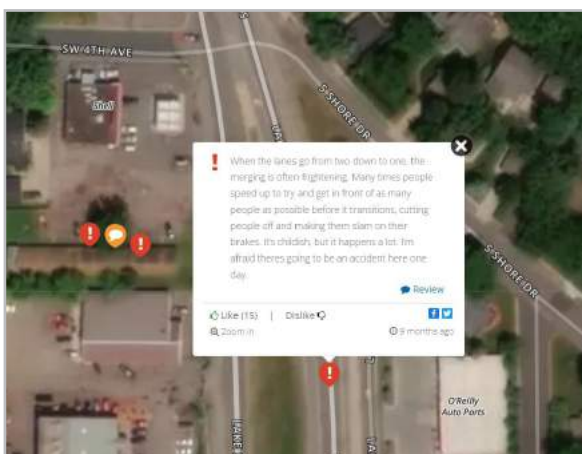
The interactive mapping tool and corresponding online survey



Comments on Lakeside Memorial Park



Comments on paths and trails



Comments were received outside of the study area

- The street is very uninviting and scary to pedestrians, lacks signage and wayfinding, bike racks, benches, and other comfort amenities. Crossings feel unsafe and are sparse. Many avoid the noise and bustle of the fast traffic and use the backside of businesses instead, leaving the street without life or a pedestrian presence.
- There needs to be more of a focus on accessibility (for wheelchairs, strollers, walkers, etc.)
- The roundabout is a huge safety concern for motorists and pedestrians.
- Participants want more branded, visual gateways into the downtown area that would give it a unique identity.

COMMENTS ABOUT LAKESIDE MEMORIAL PARK:

- The park updates made years ago have been seen as a huge improvement to the space, but people would like to see more programming that appeals to all age groups.
- Visitors love the playgrounds and beach area, many wish both were a larger portion of the park.
- Participants are definitely interested to see more events in the park, and all-season programming/activation/events.
- Having public boat docks is great in the summers, people like the idea of arriving by lake to grab a bite to eat downtown. They want a roll-up and roll-out atmosphere and connection with lake recreation/traffic. However, "Your boat Club" was controversial in the comments, and boat parking needs a better configuration and or/separate location to resolve parking conflicts.
- People want to see more walking and biking opportunities. They find the downtown retail district so scary to cross, it's a barrier to visiting the park.
- The park is small with limited paths, a path around the lake would be desired by many.
- The park is the only green space along main street, but there are plenty of vacant parcels that could be used for dog parks, pocket parks, etc.

COMMENTS ABOUT PATHS AND TRAILS:

- People view the Hardwood Creek Regional Trail adjacent to the downtown as a huge asset all year long.
- People would love to see more amenities along the trail and wayfinding that highlights the downtown area.
- Many areas of downtown need to be cleaner. This segment of the trail received many comments about trash and animal waste.





Favorite Places/Primary Destinations



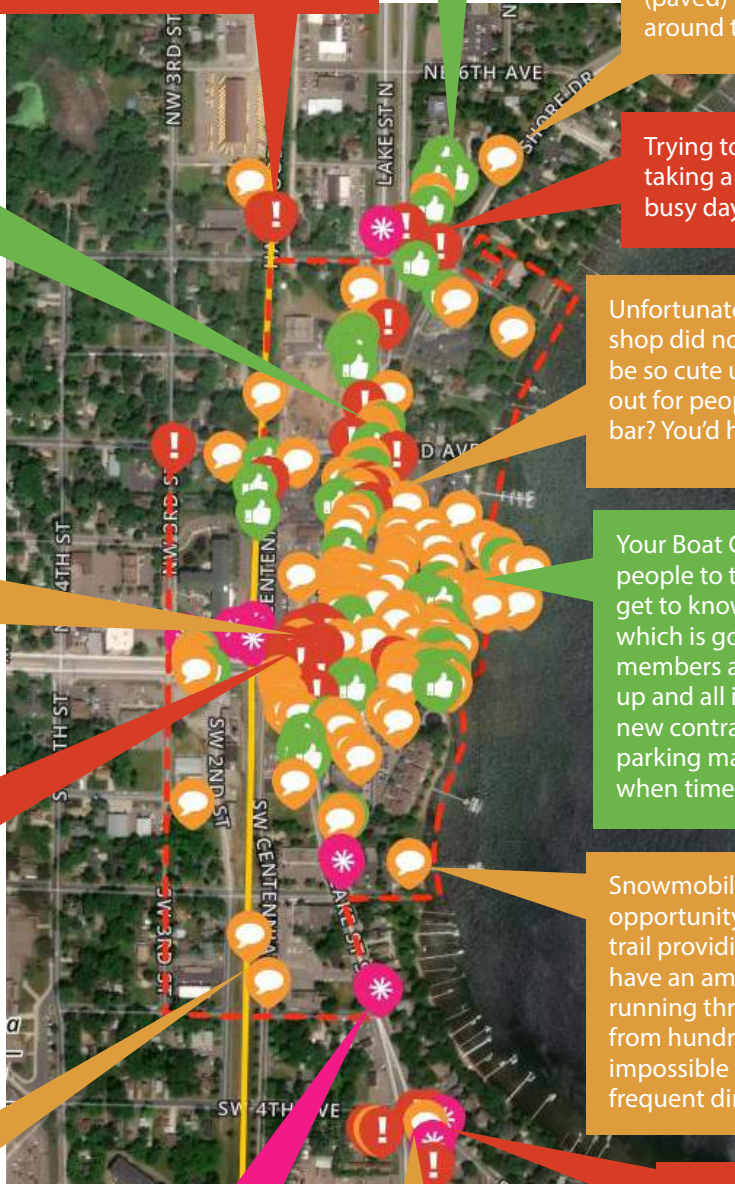
Safety Concerns



Where Do You Enter Downtown?



Ideas/Suggestions for Downtown



This area is constantly full of canine feces. It's disgraceful and doesn't look good for anyone passing through. It's also not sanitary and dogs can carry diseases and it can get into the ground and infect many other dogs and even humans.

The Fireside and Glazing Memories businesses have done a fantastic job of breathing new life into this building! Our town is capable of having such a fantastic downtown area.

The noise from vehicles and motorcycles exiting the roundabout really takes away from enjoying outdoor seating at the establishments near the roundabout.

For this to be the center of the city, it is too dangerous for walkers, bikers. There is no where to walk or bike that is away from fast cars in this area except the path. We should have something along the lake and going into the downtown area as well where it would bring a lot more business.

Love the decorative trees however, I think we should consider some edible fruit bearing trees.

I think many people from town enter from the south. The approach from this direction is pleasant until the roundabout, but north of that it leaves much to be desired.

This should be considered the entrance area despite it not being in your dotted line area. Also, this is a dangerous spot.

While this specific area is outside the corridor presented, it is certainly a major entrance point to the downtown district and one could argue that the corridor in this direction should be considered and constructed similar to downtown.

I'd love to see the store here connected to the bike path. It'd open the opportunity for the city or the business to operate bike rentals!

Personally wish there was a safe way (paved) to go for bike rides or walks around the lake!

Trying to leave North Shore Trail by taking a left on 61 is frustrating on a busy day or in the evenings.

Unfortunately the ice cream/sandwich shop did not survive but this area could be so cute updated with bistro tables out for people to gather. Ice cream? Wine bar? You'd have my business!

Your Boat Club has brought many people to try out our beautiful lake and get to know our shops and restaurants which is good for our economy. The members and staff are required to clean up and all is tidy. I agree perhaps a new contract to help pay for additional parking may be something to consider when time to renegotiate.

Snowmobiles. There is a missed opportunity that there is not a dedicated trail providing access to the lake. We have an amazing major dedicated trail running through town bringing people from hundreds of miles, but it is almost impossible for anyone to stop and frequent dining establishments.

IN-PERSON AND ONLINE VISION WORKSHOP

An in-person workshop was held at Forest Lake City Hall at the end of September, 2021. The event was attended by 36 in-person participants and 6 online attendees. After a brief project introduction and presentation, participants were asked to form groups and discuss current and hoped-for motivators that attract locals and visitors to visit Downtown Forest Lake, and determine the audience that future investment in the downtown should strive to attract.

The audience and motivators exercises prompted dozens of in-depth conversations that helped identify who is currently visiting the downtown area, who and what is missing, and narrowed the groups' selections down to the top five most important among all attendees.

The information gathered was then used to produce a vision statement and guiding principles that will act as a guide for future investments and changes within the study area, giving the City a community-founded direction for the future of Downtown Forest Lake.



Slides from the workshop's results presentation



Sharing ideas at the September 2021 Vision Workshop



STAKEHOLDER INTERVIEWS

A series of focus groups and stakeholder interviews were held throughout the length of the project, creating a space where owners of small local and franchise businesses, property owners, chamber members, and Forest Lake Association representatives could meet with City staff and the consulting team to discuss current issues and concerns surrounding the identified study area. These events were attended by 27 downtown stakeholders, 16 downtown business owners, and 5 downtown property owners. A summary of the main topic areas discussed in these sessions are located below.

COMMENTS ABOUT PARKING:

- Parking is downtown's greatest challenge.
- Some perceive there isn't enough.
- Some believe the parking lot next to Memorial Park should be converted to expanded parkland.
- If you look at an aerial photo of downtown, most of it is parking lot.
- Customers sometimes can't find place to park.
- Structured parking could be an option – look to Edina 50th & France as model.
- No one can find place to park on Tuesday nights (Arts in the Park).
- Signage about the other two boat launches might reduce parking conflicts at downtown launch.
- The City should consider purchase of land elsewhere to reduce traffic at downtown boat launch.

COMMENTS ABOUT PEDESTRIAN ACTIVITY:

- The shopping circuit (reason/ability to stroll through downtown) is broken.
- Downtown is not pedestrian-friendly and that fact is a major barrier to downtown success.
- Crossing Hwy 61 within the downtown district is a hazardous venture.
- Roundabout doesn't work as a pedestrian-friendly crossing location.
- Roundabout at the high school has good pedestrian safety measures, could be a model.

COMMENTS ABOUT AREA CHARACTER:

- Downtown looks like a mess – a hodgepodge of building styles and not well invested/cared for.
- The City doing a downtown plan signals positive change because the city is trying to establish a vision.
- There used to be more of a small-town atmosphere.
- 61 has gotten way worse – more traffic, less downtown character.
- Landscape care is lacking, especially on vacant properties.

COMMENTS ABOUT BUSINESS CLIMATE:

- Businesses facing the lake are not well supported by pedestrian amenities and public realm improvements.
- There is very little reason for shoppers to come downtown.
- Highway 61 is not a business-friendly street.
- Forest Lake has not been a business-friendly local government.
 - More transparency needed
 - More communication needed
 - More participation of city leadership in the business community needed
 - People worry about repercussions of voicing concerns about local government

COMMENTS ABOUT ACTIVATION:

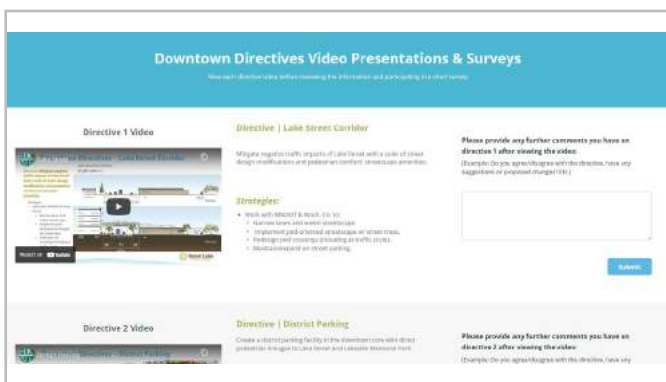
- Downtown businesses are told they cannot participate in Arts in the Park because they are not arts & crafts makers/retailers.
- As a way to engage, downtown businesses may be willing to sponsor Arts in the Park.
- More winter events are needed.
- Downtown businesses are unsure how snowmobiling fits into the retailing picture in Forest Lake.
- Skating rink would be a hit – maybe it could be groomed on the lake for space consideration.
- Need added attractions to draw people downtown in winter.
- Downtown access to/from Heartland Trail needs to be greatly improved.

STAGE 2: EXPLORING ALTERNATIVES

Phase 2 community engagement efforts focused on collecting feedback on eleven directives for Downtown by identifying issues and opportunities based on the existing conditions analysis. These findings were then used to develop and study alternative scenarios that might provide solutions to big concerns. Draft Downtown Framework and Downtown Plan diagrams were presented as a part of the workshop to illustrate how each of the directives could be applied to the Downtown District and form the basis for a successful Downtown Plan.



Participants were notified of and able to register for the upcoming in-person workshop via the online website.



Visitors to the site could be walked through each directive with a voiced-over video from the design team.

JANUARY 2022 | ALTERNATIVES REVIEW, PROJECT DIRECTIVES

Both an online discussion and in-person workshop at City Hall were held to gather feedback from the community on the directives and draft diagrams. The in-person and online event was attended by more than twenty-five participants. Both meetings were led through a detailed presentation with intermittent Q&A, and a large group discussion at the end to address any further concerns. A Social Pinpoint project landing page was launched shortly before the alternatives review workshop to give those who were planning to attend a chance to review content beforehand, as well as to provide a resource for those who were unable to attend either meeting.

Short videos voiced-over by the design team were uploaded to the site to walk visitors through the details of each directive, and the draft plan diagrams were uploaded to the site as downloadable links for at home printing. Each of the directives was accompanied by an open survey for comments, and a larger general comments box was provided for additional or non-specific thoughts. A summary of these comments, as well as the feedback collected from the public and online workshops, can be viewed on the following pages. To see all comments collected, please visit the appendix.

PARTICIPATION SUMMARY

The numbers below capture total activity on the Phase II Social Pinpoint site:

Total Visits
(Total number of visits to the site)

517

Unique Users
(Number of individual IP addresses to visit the site)

215

Survey Responses
(Number of unique individuals to engage with the site surveys)

66

GENERAL COMMENTS SUMMARY

- The roundabout seems to cause more problems than it solves for Lake Street. Need better traffic calming measures.
- Need to find a balance between bringing more people to the area and causing congestion during peak times
- The Downtown Framework and Plan are big steps in the right direction.
- The downtown needs to be attractive to all generations and age groups.
- Concerns about adding more parking
- Concerns about adding more housing
- More assistance and support to keep local businesses thriving and afloat



DOWNTOWN DIRECTIVES COMMENTS SUMMARY:

Below is a list of comments received from the online project portal for each of the directive video presentations.



LAKE STREET CORRIDOR

- I like what I hear and see. This is definitely going in the right direction.
- Will trees slow down the commuting traffic? There are studies that imply that trees close to the road slow down residential traffic, but I don't see anything on commercial traffic being slowed due to trees.
- I would agree with making the area pedestrian-friendly. As one who lives right in this zone, I find the current setting uncomfortable and unfriendly. The shade from trees will go along way to help that. I would also suggest slower traffic speeds which will help with safety and noise.
- I think this is a good idea. I have crossed at the walkway at the traffic circle and not everyone stops.
- The pedestrian crossings at the roundabout are DANGEROUS! As you are coming around the circle you can't see anyone crossing there.

P

DISTRICT PARKING

- I assume this means a parking structure, and if so, it must be attractive and be buffered by green space to soften the impact on the area. Also, a strong downtown core must be a blend of commercial and residential facilities. Strong downtowns must have a strong residential component. More places like Lighthouse Lofts are imperative. I love being able to walk to restaurants and shopping. Office space may be a thing of the past with remote working. Shared offices, mixed with residential and commercial may be what is needed. Also, auto charging stations must be a part of this plan.
- I'd want to know more about how much parking might be needed under different scenarios. Things like: summer vs. winter, weekends vs. weekdays, and parking needed under different commercial build-out scenarios.
- No skyway!! Waste of funds.
- Will the skyway be locked after a certain time at night? If you reduce the parking requirement for the zoning code, you adjust it for the entire city of Forest Lake located in that Commercial Zone. Does this have a negative impact on future growth with limited parking being built for businesses? Or do you plan to create a new zoning code and have to reconstruct or update every code for the city?
- Yes. Absolutely vital for the downtown.



CENTENNIAL DRIVE

- I drive Centennial every day. It is boring. It is not welcoming. I support this directive. Realistically I don't see how it can be narrowed any further. I don't support parallel parking on the trail side. That green space is important. I do support both green space and sidewalk and lighting on the business side. Wayfinding signage is an excellent idea. Also, more benches on both sides in the green spaces. Pedestrians want to be able to stroll and sit and right now the area has only one bench over on the trail.
- That street is too narrow to begin with! Especially right off of Broadway.
- This seems like it has potential. In some ways it is suggesting turning Centennial Drive into a secondary "main street." Are businesses willing to embrace this concept and create attractive entrances facing Centennial Drive? Have you also considered doing something similar with traffic to what Lindstrom has done, splitting Highway 61 as it passes through this corridor?
- Will this street continue to be utilized as a 'short cut' to avoid the roundabout on Lake Street and Broadway? Will it increase thru traffic? What is the purpose? Is it to pull into new parking lots? Or is it to circumvent the cluster at the roundabout?



RETAIL LOOP

- Excellent! However, retailing is best served on the first floor of a residential building. This model is used extensively in Europe and is now also being pushed in Minneapolis. You need people living in a downtown area to give it viability. And, again you need to add more benches.
- Fully agree and support this idea. Stillwater is a prime example of what to strive for. At the same time, DT Stillwater has been dramatically changed (improved) with traffic volume shifted to the new bridge across the St. Croix river. What if Centennial Drive became Highway 61 as it passes through DT Forest Lake? That would allow what is now Lake Street to be completely transformed into a pedestrian and retail oasis.
- I agree with the strategy of Directive 4. This aspect of Forest Lake needs to be reclaimed. As a Forest Lake resident and small business owner I would welcome the opportunity to move my business closer to home. I have hesitated to do so and have even started looking at downtown White Bear Lake as a new location once my lease is up. The condos, apartments and generic office buildings have done more to separate the community then bring it together.
- I think much of downtown needs to be services such as accountants, law firms etc. I don't think it can be exclusive retail any more.
- Nothing is mentioned of the buildings that have these store front gaps being demolished, or if the owners will be responsible for the new unanimous/continuous store fronts. I believe a lot of people would like to see the intended plans to envision the sight-line and feel of downtown. Is there a rendering available to view?
- Parking is a concern. Narrowing the street would only make things more dangerous to those getting out of vehicles.



DOWNTOWN GREENWAY LOOP

- I feel Directive 5 emphasizes a core problem/issue - Highway 61 is and will continue to be the barrier to so many possibilities. I think about what could be done if Lake Street was "gone" in this corridor. Shifting the highway 61 traffic to the west.... Expensive and wild idea - elevate highway 61 traffic as it passes through DT. That opens up tons of possibilities for development.
- Prioritize fixing some roads around the city that are not downtown first. North Shore Trail might wash into the lake before you figure out how to fund this.
- Wonderful idea, but not enough. The park is too small to begin with and needs to incorporate coffee shops or gathering space along the lake. The residential units between the current park and the funeral home need to be removed and the park should be further developed. The lake is the selling point for Forest Lake but is totally not being utilized. Yes, there will be screams. But for the good of the whole, it needs to happen. Bikers coming down the trail could be encouraged to stop and take a break, have lunch, or just sit and look at the lake. Note some of the developments on the Greenway Trail.



LAKE RECREATION

- A dedicated snowmobile access would be welcome.
- Love the idea of having winter recreation available here!
- Love this idea!! Year round activities is a must for community engagement.
- This directive is essential and the proposals excite me a lot. These types of things are imperative but also point out that the park shoreline MUST be expanded. This directive is exciting.
- Yes! More transient boat slips are necessary if you want boaters to come into the area to dine or shop. Thank you for thinking of this component. Again, consider the cost of bio-engineering as well.





TRAIL INVITATION

- Another park for our parks and rec to maintain. Will the cost of this upkeep be supported by eliminating another park in Forest Lake? Who monitors the building? Will bikers really stop to play games and bring a large amount of revenue to downtown? I have difficulty understanding the feasibility and likelihood of this directive to generate enough revenue to pay for itself.
- Excellent! Excellent! Excellent! I live in the Light House Apartments and my windows overlook the trail. Many users already use the 2ndAve/Trail green space to stop and rest because there is a table there with benches. This proposal is excellent!
- Good - I think about how the towns along the Root River Trail connect to and connect to the bike trail.
- Splash pad possible?
- Yes, the trail needs a reasonable connection to the park plus signage to encourage its use.



SOCIAL SIDEWALK NETWORK

- 100% agree with Directive 8.
- A waste of funds. The sidewalks are already adequate.
- I have noticed worn areas in the grass where pedestrians walk in this area, so yes, the sidewalks are warranted. Remember to add this into the cost of snow removal budget calculations.
- Wonderful idea. The trail is wonderful but it is also a visual and psychological barrier that keeps people from thinking about crossing it. In addition, there are no neighborhood sidewalks. If I want to walk to Grillium on a sidewalk, I have to go up to Broadway and then over. To go through the neighborhood I have to walk in the street. Also, beating this drum again, put benches for resting.



VIEWSHED TO THE LAKE

- I have little doubt that lots of people traveling through DT Forest Lake on Lake St. can hardly see or even notice the lake.
- Not sure how it would be done, but an excellent idea.
- We have a lot of issues with drivers at this roundabout already, so another distraction (oh look! The lake!) is a good thought on paper, but reality is that drivers will be distracted and they all pretty much can't figure out how round-a-bouts work now.



WAYFINDING

- Absolutely. Plus it will not cost so much.
- Great idea! This can be a low cost, efficient way to direct people to our local businesses.
- This is great stuff. Create a brand, and help visitors and users find and explore what they want- need. Also incorporate historical displays with information - tell the story of Forest Lake.
- Wonderful!



ACTIVATION

- Absolutely essential! Again, though, increasing the population density becomes important. But events will do a great deal to increase pedestrian traffic. Great ideas!
- Beautiful ideas! I can even see yoga in the park, or meditation in the park. The art and music ideas are wonderful and I always enjoy any craft events, so keep those coming. Great ideas, Forest Lake.
- The right idea - ongoing activities and events to draw people to the area. A thought - is there a way to incorporate a dog park into this overall project? Having one would draw people year-round.

STEP 2: EXPLORING ALTERNATIVES

Facilitator
All changes saved!
3
Share

PLACE STICKERS	DIRECTIVE	DESCRIPTION	STRATEGIES	COMMENTS
	DIRECTIVE: LAKE STREET CORRIDOR	Mitigate negative traffic impacts of Lake Street with a series of street design modifications and pedestrian comfort/streetscape amenities.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	
	DIRECTIVE: DISTRICT PARKING	Create a district parking facility in the downtown core with direct pedestrian linkages to Lake Street and Lakeside Memorial Park.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	
	DIRECTIVE: CENTENNIAL DRIVE	Redesign Centennial Drive as a streetcar station and parking and businesses.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	
	DIRECTIVE: RETAIL LOOP (BROADWAY - 2ND HW)	Tighten the land use pattern between Broadway Avenue and 2nd Avenue NW to establish core retail corridors on both sides of Lake Street.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	
	DIRECTIVE: DOWNTOWN GREENWAY LOOP	Integrate Lakeside Memorial Park into the downtown pedestrian circuit.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	
	DIRECTIVE: LAKE RECREATION (Visiting Spider)	Expand recreational programming in all directions along the Lake Street corridor.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	
	DIRECTIVE: TRAIL INVITATION	Establish an inviting pathing network into downtown from the Hardwood Creek Trail.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	
	DIRECTIVE: SOCIAL SIDEWALK NETWORK	Establish a door-to-door sidewalk network designed as "social" sidewalks through the surrounding neighborhood in all directions into downtown.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	
	DIRECTIVE: VIEWSHED TO THE LAKE	Open the viewshed to Lake Street from the Broadway Avenue / Lake Street intersection.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	
	DIRECTIVE: WAYFINDING	Establish direct wayfinding to direct visitors to popular destinations and district parking.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	
	DIRECTIVE: ACTIVATION	In addition to larger and more prominent events, expand regular, regular downtown happenings.	<ul style="list-style-type: none"> Align with BREEZE design. Consider future transit mode integration. Realign and expand streetcar with streetcar. Realign and expand streetcar with traffic circle. Realign and expand streetcar with traffic circle. 	

Framework

Legend

- Improved Pedestrian Paths
- District Parking Structures
- New Local Highway
- Downtown Loop Trail
- Realigned Retail Loop
- Subway Landscaping
- Realigned Beach Line or Wayfinding Connections
- Redevelopment Opportunities
- Neighborhood Connections
- Future Redevelopment
- New Mixed-Use Creek Trail Waycise
- Centennial Drive Streetcar

Online participants used an interactive tool called Mural to vote on their top 5 priority directives from the complete list, and leave comments on the Framework Diagram and Downtown Plan.



STAGE 3: CONVERGING ON A PREFERRED PLAN

The final stage of engagement included gathering feedback from community members, city leaders, and direct stakeholders. Feedback was obtained via online engagement, a public open house and direct stakeholder engagement. The feedback has been documented in the following pages. It has led to both modifications and clarifications in the final plan document.

JUNE 2ND OPEN HOUSE

A final community open house was held June 2, 2022 to gain feedback on the draft plan. Review materials were placed around the room, plan directives were presented and a robust q&a session was held. Attendance, at over 60 people, was tremendous. The key topic attendees wanted to discuss was relocation of the downtown boat launch. There were questions about its viability, cost, and potential relocation sites. In addition to the boat launch, there was a broad range of discussion topics. Several comment cards were collected and are reflected in following participation summary.

ONLINE FEEDBACK

Housed on the Social Pinpoint site for Forest Lake Downtown Plan public engagement, was comment opportunity complimented by 7 short videos explaining the master planning process for Downtown Forest Lake. After each video, residents were asked to offer comments and feedback to help shape the final plan.

DIRECT STAKEHOLDER FEEDBACK

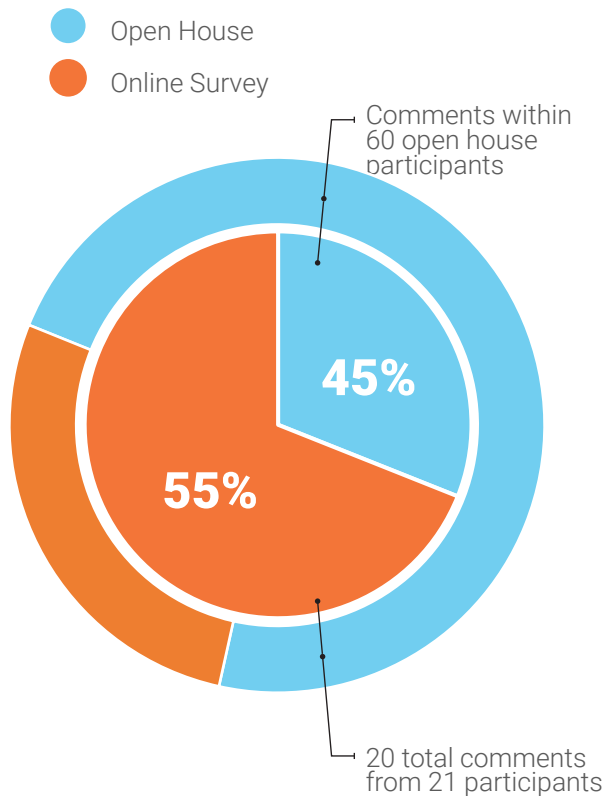
Washington County Transportation staff and the Parks, Trails & Lakes Commission provided direct stakeholder feedback that is specifically in the pages to follow.

PARTICIPATION SUMMARY

The numbers below capture total activity on the Phase III Social Pinpoint (online) site:



Quantification of open house participant comments compared with online comments



OVERALL FEEDBACK

Feedback summaries of the third and final stage of engagement are provided below.



COMMENTS FROM OPEN HOUSE

- Concerns: written comments from the Open House show concerns about Forest Lake not being bike friendly and the Downtown area not being boater friendly. Other concerns are that the playground is not in a good location and that future planned activities should not be directly adjacent to residential.
- Design Suggestions: community members gave many design suggestions, the most prominent being the desire to spur business development in the Downtown area. There were also 3 comments to move the boat launch, and 2 people suggesting to relocate funeral home and move the launch in its place. Finally, there were multiple suggestions to move parking to the West side of Lake Street to preserve the lake front appeal.

COMMENTS FROM ONLINE SURVEY

- Concerns: comments from the online survey show the most concern about projects being too expensive for the city. There were also comments about not eliminating the boat launch.
- Design Suggestions: the most prominent comments about the future design of Downtown were to spur small business in the area.

COMMENTS & CONSIDERATIONS FROM WASHINGTON COUNTY:

- Many proposed directives impact Lake Street, Broadway Avenue, and the Hardwood Creek Regional Trail. Washington County should be included in the design process of any of them.
- Proposed additions or relocations of pedestrian-activated crossings of Lake Street will require close analysis to understand feasibility and appropriate approaches.
- Addition or change to pedestrian crossings at the Broadway & Lake roundabout could compel similar changes to other roundabouts in the city to ensure uniform user expectations.

CONCERNS FROM PARKS, TRAILS, & LAKES COMMISSION:

- Concern about relocating the playground in Lakeside Memorial Park.
- Response: The final document does not include a suggested alternative location for the playground.
- Concern about the cost and user impact of relocating the boat launch.
- Response: Clarifying language has been added to the final document about conducting a boat launch relocation study that analyzes feasibility/possibilities to relocate downtown boat trailer parking and the boat launch. The document notes the recommended actions that would be contingent on boat launch relocation.
- Concern about feasibility, cost and impacts of constructing a band shell in Lakeside Memorial Park.
- Response: Clarifying language has been added to the final document about proposed band shell orientation to minimize (and improve from current conditions) noise impacts to surrounding residential properties. Detailed feasibility and structural analysis of a band shell would be conducted as an early implementation step.
- Concern about relocating the beach house and especially relocating it to a lease situation in an adjacent building.
- Response: A suggested alternative to relocate to an adjacent private building has been removed from the final document. Clarifying language has been added to the document that the current beach house will likely reach the end of its useful life within the implementation window of the Downtown Plan and, if that occurs, to consider an alternative location that will keep the view to the lake as open as possible from Broadway/Lake Street intersection.
- Questions about the proposed lakeside parkway.
- Response: A lakeside parkway would include an on-street parking bay that could accommodate food trucks. The parkway would represent a shift in parking and traffic configuration from the current parking lots but would not equate to reduction in parking.
- Expressed support for lake recreation, added transient boat slips, canoe/Kayak launch, Hardwood Creek Trail Wayside Park,

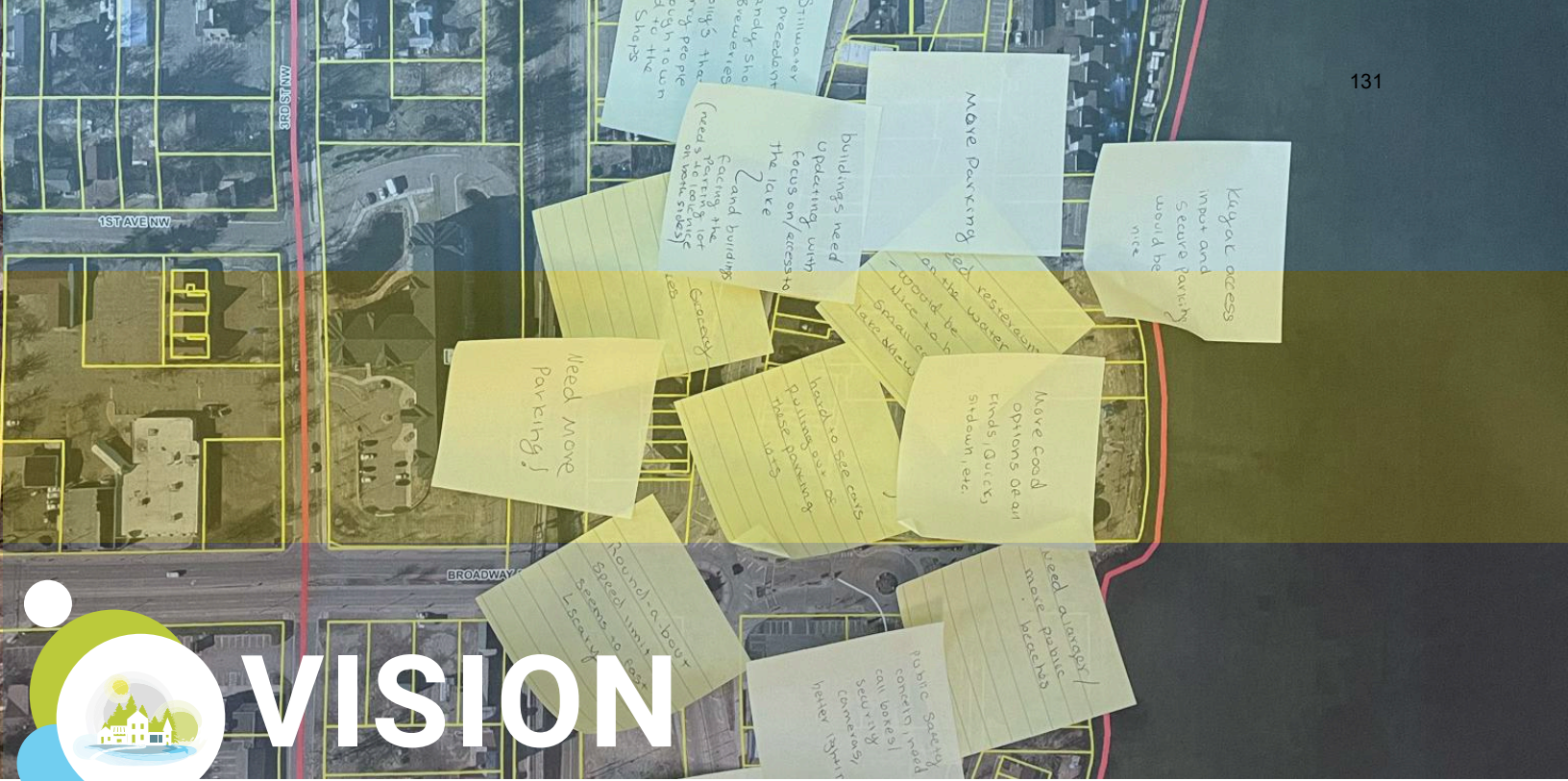


PAGE INTENTIONALLY LEFT BLANK



The information gathered was used to produce a vision statement and plan directives that will act as a guide for future investments within the study area, resulting in a community-founded direction for the future of Downtown Forest Lake.





VISION

OVERVIEW

The vision for downtown Forest Lake was built on an engagement process that involved nearly 700 participants. Truly a community-grounded endeavor, people collaborated to:

1. Explore various approaches to a vision for downtown,
2. Understand the audiences downtown will serve in the future, and
3. Establish consensus around a downtown vision that captures the nuanced interests of downtown’s audience.

VISION STATEMENT

The Vision Statement for downtown Forest Lake built through community consensus and adopted by the City Council is:

“TO CREATE A DISTRICT WELCOMING TO A BROAD AUDIENCE OF BUSINESSES, VISITORS, AND NEIGHBORS, AND A VIBRANT PLACE WITH DISTINCTIVE AND MEMORABLE WAYS TO EXPERIENCE IT, INCLUDING DINING, SOCIALIZING, RECREATING, SHOPPING, AND LIVING LIFE.”

The vision statement was adopted by the Forest Lake City Council on October 11, 2021.

AUDIENCES

Care was taken to identify the variety of audiences that downtown does or will serve in the future and to project their needs and interests. The audience profiles detailed on the following pages were developed as part of the visioning exercise, in which participants selected their top five. Ultimately, audience categories of **businesses, visitors, and neighbors** were broadly incorporated into the final vision. Together, they provide a fascinating look into the variety of audiences downtown will serve.



Participants in the vision workshop



Participants in the vision workshop

CUSTOMER

Description:

A customer visits downtown to fulfil a need for goods or services. Customers are the lifeline of a downtown and tell others about their experience. Customers take in a broad and complex set of inputs to determine whether what they buy in addition to what they experience in the process of buying aligns with their value judgement. Customers visiting a shopping “district” tend to place more value on the experience outside the store than other types of destinations.

DINER

Description:

A diner seeks food and drink. With that desire, they carry a broad range of connected interests in speed, socialization, quality, uniqueness, and experience. Parking convenience and/or sidewalk connectedness are usually paramount values. Options within a district is usually important to the diner, especially for return visits.

BOATER

Description:

One of the Downtown Forest Lake’s greatest asset is its lake front. Boaters may be permanent or seasonal lakeside dwellers, seasonal fisherman, recreation-seekers, or even nature enthusiasts, but they all have the potential to turn into other subcategories of visitors if the downtown area has enough to offer.

FOODIE

Description:

A foodie is an individual who will travel far and wide for a delicacy and the experience and atmosphere that is attached to food or drink. These visitors mostly come to an area with the intention of supporting restaurants, breweries, bakeries, distilleries, ice cream parlours, etc. for a taste of local flavor. Often influenced by or influencers of social media, these guests can have a powerful impact on the local economy and the well-being of locally owned or travelling businesses (i.e. food trucks).

SHORT-TERM RENTER

Description:

Short-term renters are individuals who may be passing through an area for means of short-term employment or renting as a way to vacation and explore an area (i.e. Airbnb, VRBO). These visitors have selected an area for a short time can provide economic benefits to a downtown area, they can be future return visitors, and influence the visits of others based on their experience.

FAMILY GUEST

Description:

A family guest in a visitor who may be long-term or short-term, often staying with a permanent resident in the area but may use hospitality services. If an area has great spaces for hosting family reunions, baby showers, birthday parties, etc., it is more prone to attracting these types of guests. Depending on how many positive experiences this type of guest has, having family in the area may influence their decision to stay.

PROSPECTIVE RESIDENT

Description:

A prospective resident may use local real estate services to attain a permanent or seasonal property within the area. They may have already used short-term rental services in the past to experience the downtown, frequent retailers and restaurants, or attend events. Prospective residents are often a good sign that an area or downtown has a draw, enough balance of employment and character to attract a desire to live in the area. Any of the other subcategories may eventually fall into this one.

Intentional Visitor

AUDIENCE SUB-CATEGORIES:

SHOPPER

Description:

A shopper visits the downtown with the purpose of supporting a retailer. Whether they are running daily errands or an out-of-town guest antiquing, they are vital to supporting a small-town economy. Not all shoppers leave with the intended purchase, and some may find more than they were looking for, prompting a future visit.

RECREATION-SEEKER

Description:

A recreation-seeker is an individual or group who values uniqueness and visits an area for purpose of experiencing an often specific feature. From beach-goers, to regional trail cyclists, boaters, fisherman, and even photographers, a downtown that offers a variety of options or rentals and uses its natural resource assets to attract tourism does well in this category. These visitors often turn into customers of other means and help support the local economy and retailers around the downtown area. They are often looking to make an experience and memory out of their visit.



BRICK & MORTAR RETAILER

Description:

A brick and mortar retailer has a shop in downtown. They value the things their customers value – convenient parking, safety and security and inviting atmosphere. They want to be part of a robust business district because their business success is, to some degree, dependent on the district's climate. Positive working relationships and mutual values with City government reduce their stress.

OFFICE BUSINESS

Description:

An office business operates a non-retail company in downtown. Customers or clients may periodically visit their office but customer traffic is not a large part of their location decision. They want their location to reflect their values, to be convenient to both their homes and their client universe and for their property expenses to be affordable. They value convenient parking, a safe environment and access to goods and services important to their lifestyles and businesses.

EMPLOYEE

Description:

An employee works downtown. Working in a district with walkable convenience or gift shopping as well as dining options are all bonuses to their day. They would like some peaceful green space to visit on breaks and over lunch. As surrounding and in-district pedestrian and bike facilities improve, they may have the opportunity to ditch the car for their commute but usually, safe, secure and convenient parking is very important.

HOSPITALITY BUSINESS

Description:

The hospitality business serves dining, meeting events and overnight stay. Quality of the district's environment and fun close-by activities are paramount to location. Venues will cause peak parking demands that, if not well strategized, may cause conflicts with district retailers. Venues may bring visitors to the district that would otherwise not experience downtown so good impressions will lead to return visits. With dining, return visits are critical. They often employ significant numbers making safe, convenient employee parking strategies important.



MAKER/ARTIST

Description:

A maker or artist may also fall into a category of retailer and/or neighbor but in this case, they are actually creating and making their wares in downtown. They may have special space and equipment needs for manufacture, assembly and display. The activity of things being made in public view can contribute to the excitement of the downtown district (think of the North House Folk School in Grand Marais).

Business Interest

AUDIENCE SUB-CATEGORIES:

POP-UP RETAILER

Description:

The pop-up retailer takes short-term advantage of an unused building or vacant lot to merchandise and sell retail wares. They often rely on their retail activity itself along with social media rather than traditional advertising to draw customers. Pop-up retailers can contribute to district excitement by revolving in new retail energy and they sometimes have a following that will find them wherever they "pop up". Flexible and fast permit procedures are important to them.

EVENT ORGANIZER

Description:

An event organizer coordinates activities or events in downtown. They sometimes have intense permit needs with city government. Their events will cause peak parking demands that, if not well strategized, may cause conflicts with district retailers. They may bring visitors to the district that would otherwise not experience downtown so good impressions will lead to return visits.

INVESTOR

Description:

An investor believes financial returns of the money they put in will outweigh the costs + risks of a capital investment in real estate or business. They have a vested interest in district success. As a result, investors are often attracted and emboldened by surrounding investments being made in private or public properties.

LIVE-IN

Description:

A live-in neighbor lives within the downtown district. This group values places to socialize, exercise, and grab good food. They demand secure, proximate parking for themselves and convenient parking for their guests. They want quietude through the evenings. They love showing off their downtown to guests and bumping into friends. The lake made them consider living in downtown but the quality of the public realm and walking-distance businesses that meet their daily needs will keep them there.

BIKE-IN

Description:

A bike-in neighbor lives within a ten-minute casual ride of the downtown district. They share value and needs with walk-in neighbors with the primary additions of an accommodating street network (inherently quiet traffic or dedicated lanes/trails) all the way to the downtown core and bike services (repair, secure storage) in multiple, strategic locations throughout downtown.



WALK-IN

Description:

A walk-in neighbor lives within a convenient, ten-minute walk of the downtown district. They must have continuous, social sidewalks from their front door to the downtown core in order to become and remain a loyal constituent. This is especially important to child and elderly caregivers. Downtown is part of their routine walking network for exercise, socialization, recreation, dining and shopping. Downtown needs regular happenings and seasonal surprise to keep their walks interesting. Walkers beget walkers so if they have the infrastructure they need, numbers will grow, social bonds will strengthen and, over time, walking-distance neighborhoods will care for downtown as their own.

Neighbor

AUDIENCE SUB-CATEGORIES:

DRIVE-IN

Description:

A drive-in neighbor lives outside of a ten minute casual bike ride or walk, and outside of the downtown district. This group places value on convenience, easy parking, and clear wayfinding. They moved outside of the downtown area for proximity to major highways, larger lots, or larger homes, but love to visit the downtown when events are happening, to get a bite to eat, or take a stroll in the park near the lake. Downtown needs regular events, ample parking, and clear signage to make their trips enjoyable.

DAILY COMMUTER

Description:

The daily commuter passes through downtown by auto or bike but needs compelling reasons to stop. Unless downtown is convenient, interesting, dynamic and "peopled" it is only an inconvenience to their commute – something to get through as quickly as possible. If downtown provides convenience retail, they may stop for essentials. If downtown intrigues them, they will come for a visit with friends and family to explore more. If they like downtown enough, they may start envisioning themselves living or working here.

RECREATIONAL TRAIL USER

Description:

The recreational trail user is on Hardwood Creek Regional Trail and needs compelling reasons and inviting infrastructure to be drawn into downtown. They will be in search of food or service or may just want to explore a new place. They need wayfinding, inviting routes into downtown from the trail and secure lock-up facilities once they arrive. If they like what they experience, they'll be back with friends and family.



Pass-through Visitor

AUDIENCE SUB-CATEGORIES:

PERIODIC DRIVE-THRU

Description:

The periodic drive-through visitor might use downtown as a route to the cabin or to visit relatives. They have more time-flexibility than the commuter but similar needs and interests. Like the commuter, if downtown offers convenience retail, they may make a quick stop for essentials. If downtown intrigues them, they will come for a visit with friends and family to explore more. If they like downtown enough, they may start envisioning themselves living or working here.

REGIONAL EXPLORER

Description:

The regional explorer is intentional about finding and visiting places that are unique, cool, or quirky. They want to know the region in which they live and will spend their free time visiting new places. They will return to their favorites over and over but making it to this category means a places is both interesting and accommodating of visitor needs. If they like downtown enough, they may start envisioning themselves living, working or starting a business here.





PLAN DIRECTIVES

INTRODUCTION

This chapter manifests the vision for downtown Forest Lake into 1) a set of directives built from key findings and translate into recommended actions and 2) a physical plan for improvements called the **Downtown Guide Plan**. Some of the recommended actions are policy or program shifts w/o physical change to downtown while others translate into physical downtown changes that are illustrated in the Downtown Guide Plan.

DOWNTOWN GUIDE PLAN

The Downtown Guide Plan on the following page illustrates the recommended actions that will lead to physical downtown change. Features of the Downtown Guide Plan include:

- Transformed Lake Street streetscape with wider sidewalks, narrower traffic lanes, pedestrian/aesthetic amenities, and ped-activated crosswalks.
- As more redevelopment occurs, creation of a district parking ramp.
- Creation of a 1-mile downtown loop trail that interlinks the Hardwood Creek Trail, Lake Street, Lakeside Memorial Park, and downtown shoreline.
- Creation of a Lakeside Parkway with on-street parking bay that establishes a coherent, continuous and pleasant vehicle loop between Lake Street and Lakeside Memorial Park.
- Establishment of a concentrated and continuous loop of retail storefronts along Lake Street between Broadway Avenue and 2nd Avenue NW.
- Gateway enhancements to Broadway Avenue.
- Streetscape enhancements to Centennial Drive.
- Addition of district wayfinding signage throughout the downtown district.
- Establishment of a social sidewalk network linking the surrounding neighborhood with the downtown district.
- Establishment of a trail wayside park that draws Hardwood Creek Trail users into downtown and offers teen recreation in the form of a skate park/spot.
- Securing of alternative boat trailer parking and boat launch site to allow for relocation of downtown trailer parking and, if feasible, boat launch.
- Enhancements to Lakeside Memorial Park including: canoe/kayak landing, bandshell, expanded transient boat slips, beach house upgrade, winter ice recreation, shoreline rehabilitation, and a veteran's memorial plaza.
- Better snowmobile access between Hardwood Creek Trail and the lake.



Speed skating on Forest Lake's proposed oval



Street-oriented dining with views of the lake

Forest Lake Downtown Guide Plan

0 200 400 Feet



Downtown Loop Trail

Lakeside Parkway

Relocate Existing Boat Launch

Lake Street Skyway

Redevelopment Opportunity Sites

Optional District Parking Structure Locations

-100 to 200 stall capacity

Continuous Retail Loop

-Concentrated retail storefronts from Broadway to 2nd Ave NW

Canoe / Kayak Launch and Secure tie-Up

Gateway Landscaping

Veteran's Memorial

Possible Beach House Relocation (Adjacent to Playground)

Redevelopment Opportunity Sites

Neighborhood Trail Connector

Centennial Drive Streetscape Improvements

Downtown Loop Trail

Regional Trail Wayside Park

Lake Street Streetscape

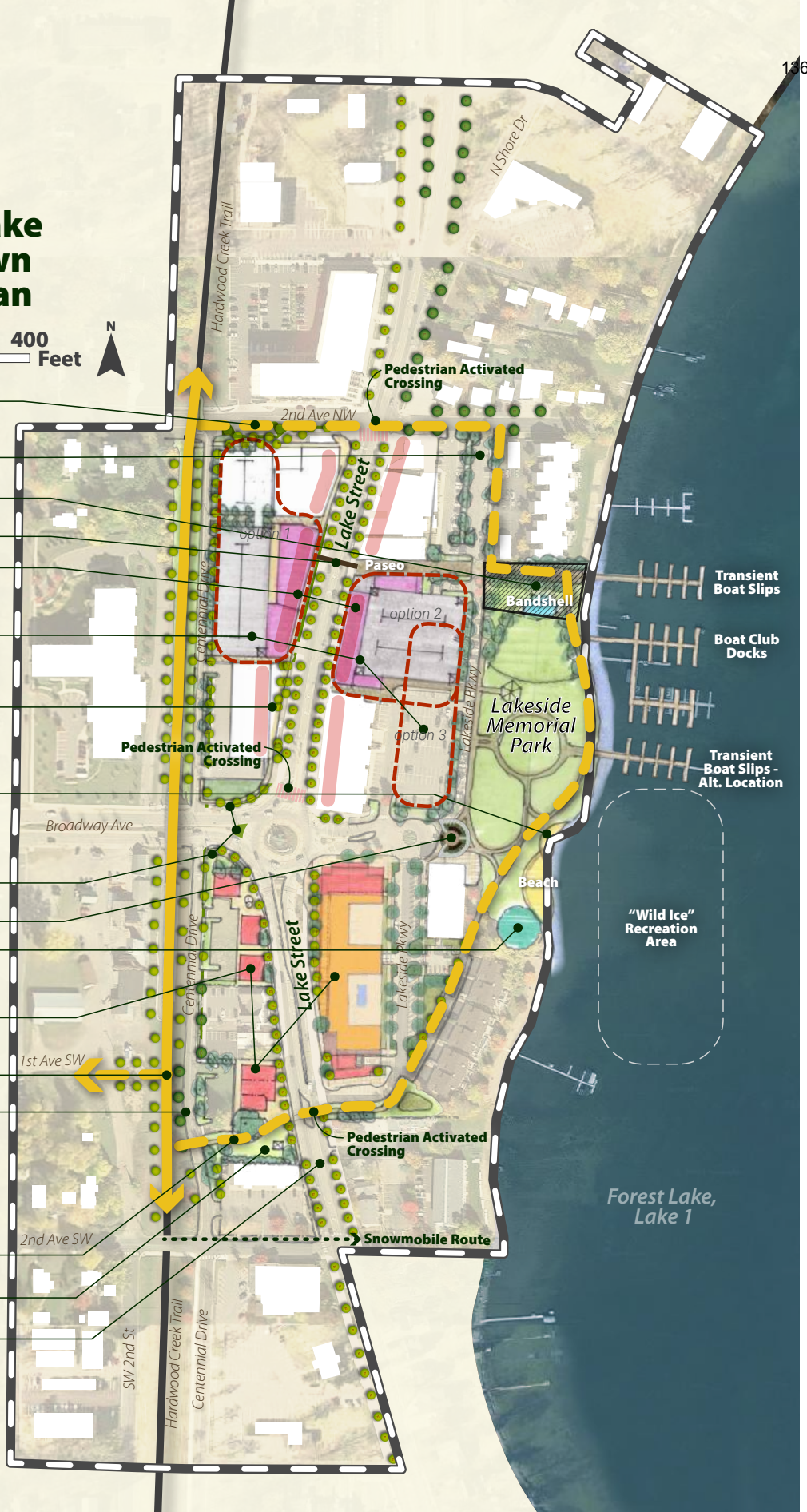


FIGURE 5.1 FOREST LAKE DOWNTOWN GUIDE PLAN



DOWNTOWN DIRECTIVES

The following pages identify key findings, associated plan directives and action steps resulting from each directive. Written actions on the following pages are encapsulated in the Downtown Guide Plan on the previous page.



LAKE STREET CORRIDOR

FINDING:

Because traffic noise, volume, and speed on Lake Street are not mitigated with pedestrian comforts and amenities, pedestrians avoid the corridor and over time, so have the types of retailers that seek pedestrian districts in which to locate.

DIRECTIVE:

Mitigate negative traffic impacts of Lake Street with a suite of street design modifications and pedestrian comfort/ streetscape amenities.

ACTIONS:

Work with MNDOT and Washington County to:

- Narrow lanes and widen streetscape.
- Implement a ped-oriented streetscape w/ street trees.
- Redesign ped crossings (including at traffic circle).
- Maintain/expand on-street parking.

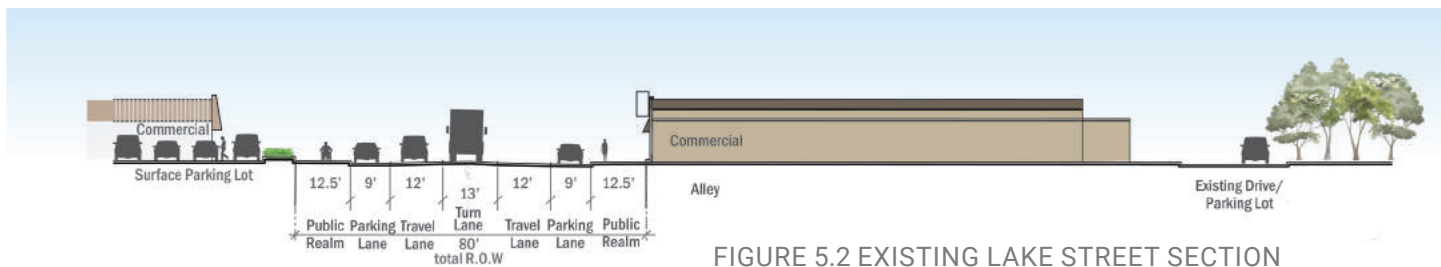


FIGURE 5.2 EXISTING LAKE STREET SECTION

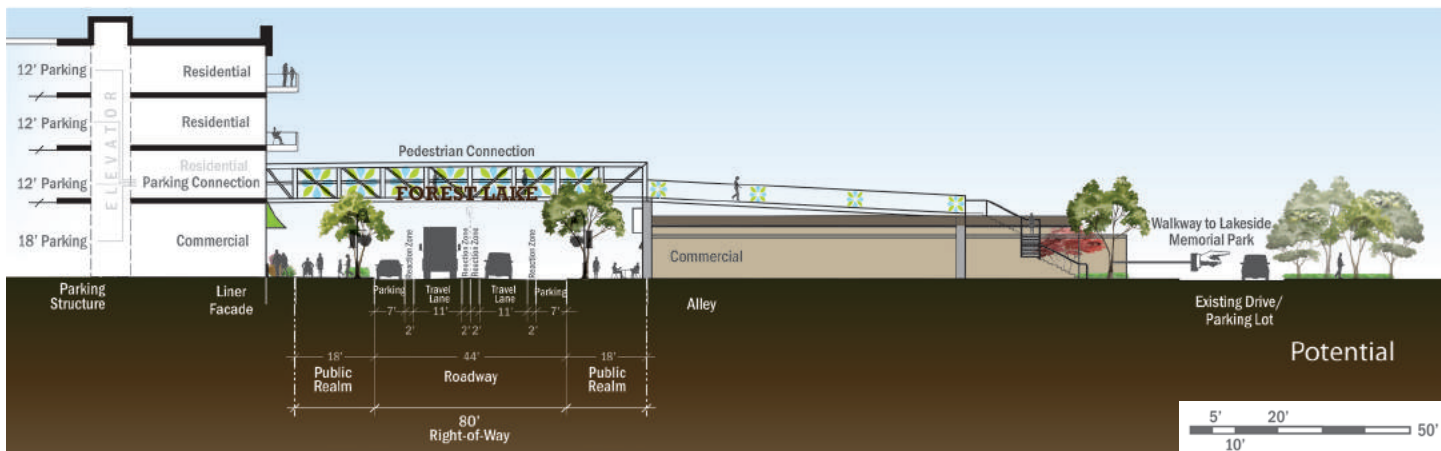


FIGURE 5.3 DISTRICT PARKING SECTION, OPTION 1 (SHOWING IMPROVED LAKE STREET STREETScape)

DISTRICT PARKING

FINDING:

Based on preliminary analysis, three of the four downtown quadrants are shy of adequate parking capacity and the greatest parking demand is east of Lake Street. Parking shortage east of Lake Street is a limiting factor in downtown carrying capacity; however, surface parking in that quadrant is currently maximized, pinched by boat trailer parking and would require structured parking.

DIRECTIVE:

Implement approaches that increase downtown parking capacity open to downtown visitors. Identify alternative scenarios for a district parking facility in the downtown core with varying approaches to creating direct pedestrian linkages to Lake Street and Lakeside Memorial Park.

ACTIONS:

- Coordinate with future redevelopments for district parking opportunities.
- Relocate the downtown boat launch and associated trailer parking to a location outside the core downtown to reduce parking conflicts and free up surface parking.
- Conduct feasibility/impact study of creating structured parking in the current parking lot adjacent to Lakeside Memorial Park.
- With district parking option west of Lake Street, consider skyway.
- Conduct a detailed downtown parking study as part of the first opportunity for district parking.
- Consider zoning code adjustment to reduce parking requirements.

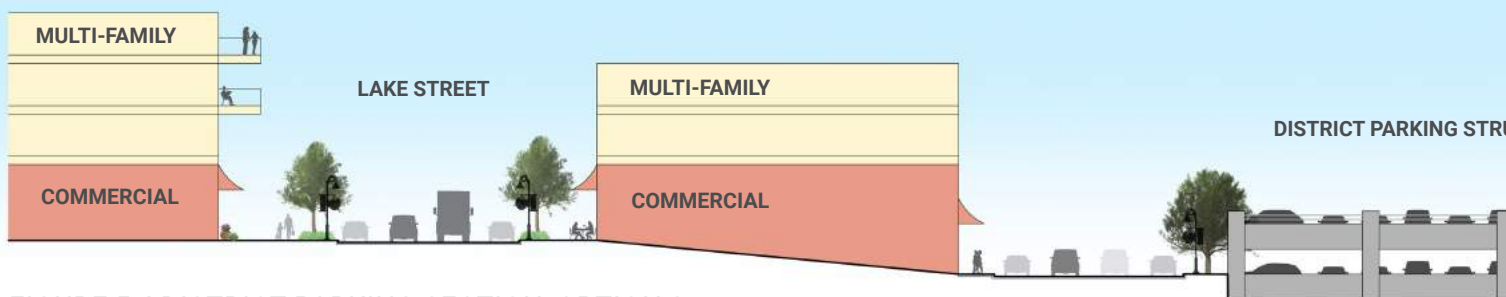


FIGURE 5.4 DISTRICT PARKING SECTION, OPTION 2

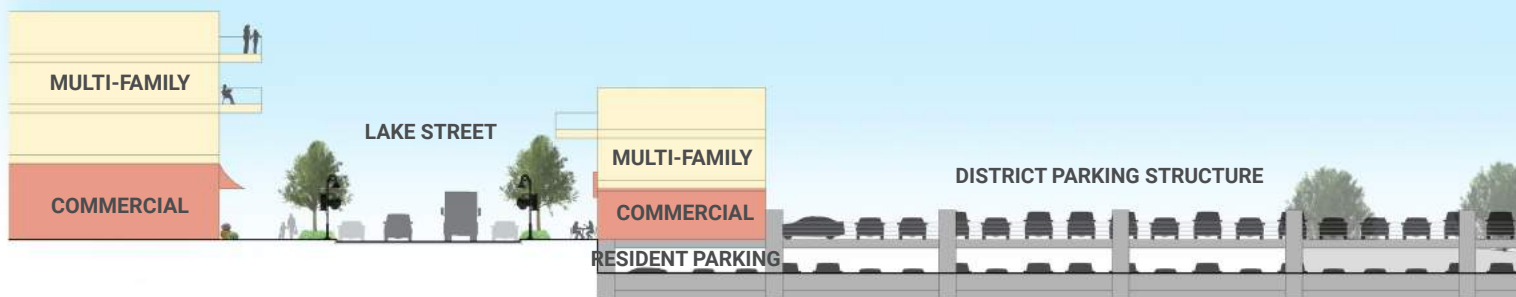


FIGURE 5.5 DISTRICT PARKING SECTION OPTION 3

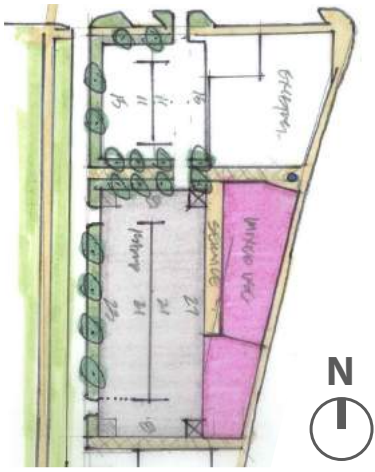


FIGURE 5.6 DISTRICT PARKING PLAN, OPTION 1

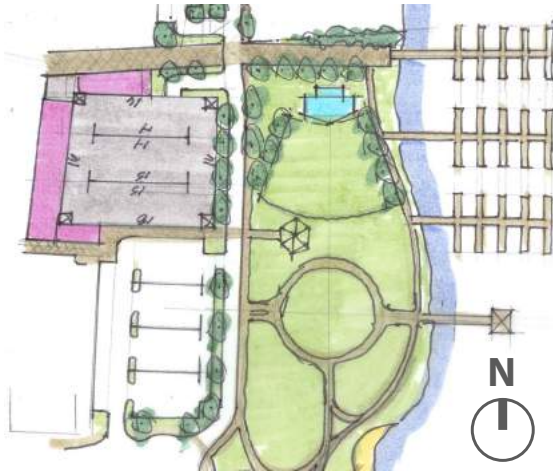


FIGURE 5.7 DISTRICT PARKING PLAN, OPTION 2

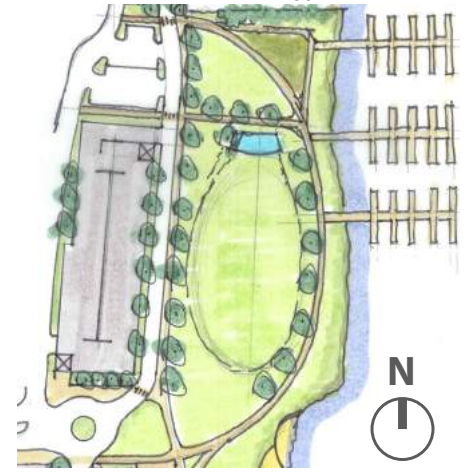


FIGURE 5.8 DISTRICT PARKING PLAN, OPTION 3



RETAIL LOOP (BROADWAY TO 2ND NW)

FINDING:

The evolution of retailing suggests that downtown will likely not support the volume of traditional storefronts needed to re-establish the extent of downtown shopping that once existed. There are currently many gaps in storefronts, causing the district to struggle as a cohesive shopping loop. Other directives will transform the pedestrian experience. This one is focused on establishing a continuous pedestrian circuit of storefronts within a subset of the district.

DIRECTIVE:

Tighten the land use pattern between Broadway Avenue and 2nd Avenue NW to establish continuous retail storefronts on both sides of Lake Street.

ACTIONS:

- Make minor adjustments to zoning code to compel retailing at the streetfront.
- Offer financial incentives to establish continuous retail frontage.



SOCIAL SIDEWALK NETWORK

FINDING:

Few sidewalks link the surrounding neighborhood to the downtown district. Sidewalks that do exist lack door-to-door links, social design, or pedestrian comfort. As a result, few neighbors choose to walk downtown from their homes even if they live within a convenient, 10-minute walk.

DIRECTIVE:

Establish a door-to-door sidewalk network designed as “social” sidewalks through the surrounding neighborhood with direct connections into downtown.

ACTIONS:

- Expand sidewalks using the door-to-door and social sidewalk philosophies.
- Concentrate sidewalk investments within the 10-minute walking loop of downtown.



WAYFINDING

FINDING:

Navigating downtown can be confusing to those who don't know it well.

DIRECTIVE:

Establish district wayfinding to direct visitors to popular destinations and district parking.

ACTIONS:

- Create a district-wide wayfinding signage strategy that incorporates previously-prepared branding strategies.



INTEGRATED RECREATIONAL EXPERIENCE

FINDING:

Because of its isolation from the “circuit” of downtown, Lakeside Memorial Park and the Hardwood Creek Trail are only a marginal economic and experiential contributors to the downtown district.

Also, there are few recreational activities in the downtown to support teens.

DIRECTIVE:

1. Create new ways to integrate Lakeside Memorial Park with the broader downtown district and link the park with Hardwood Creek Trail and Lake Street.
2. Establish an inviting gateway and teen-centered experience into downtown from the Hardwood Creek Trail on a currently vacant parcel.

ACTIONS:

- Establish an amenity-rich, pedestrian trail loop around downtown and through Lakeside Memorial Park.
- Reconfigure circulation from Lake Street to the Park by creating a continuous parkway loop with on-street parking bay adjacent to the park and connecting with Lake Street via 1st Street SE and 2nd Avenue NE.
- Create a broad and amenity-rich pedestrian promenade or “paseo” from Lake Street to the Park mid-way between Broadway Avenue and 2nd Avenue NW.
- Create a trail and teen-focused wayside park on the 1st Street SE alignment between Lake Street and Centennial Drive. Program could include skate park / spot, bike lockers & service, picnic facilities & shelter, play features / games, drinking fountain, lawn & shade, wayfinding & information kiosk.



VIEWSHED TO THE LAKE

FINDING:

Visitors barely gain a glimpse of Forest Lake, Lake 1 from the downtown street network. Seeing the lake as they travel through offers visitors a subtle yet powerful connection to Forest Lake's core identity.

DIRECTIVE:

Maintain the viewshed to Forest Lake, Lake 1 from the Broadway Avenue / Lake Street intersection.

ACTIONS:

- Consider design solutions such as art and lighting for the Broadway Avenue round-about that allows visitors to see beyond it to Forest Lake.
- Create gateway landscaping along Broadway Avenue at Lake Street.
- When the current beach house reaches the end of its useful life, modify its location to a place that does not obscure the view to Forest Lake from Broadway Avenue.
- Analyze viewshed impacts in future landscaping decisions.



CENTENNIAL DRIVE

FINDING:

Centennial Drive is functional to those familiar with downtown but not an inviting or understood access/circulation route to most.

DIRECTIVE:

Redesign Centennial Drive as a strategically-important access route to parking and businesses.

ACTIONS:

- Narrow the street to extent feasible while maintaining two-way travel.
- Collaborate with adjacent property owners to implement streetscape enhancements including lighting and a sidewalk on the business side.
- Where feasible, add on-street, parallel parking.
- Incorporate the corridor into district wayfinding signage strategy.



ACTIVATION

FINDING:

Regular happenings in the categories of recreation and entertainment through all seasons will provide ongoing reasons for downtown visits.

DIRECTIVE:

In addition to larger and more prominent events, expand routine / regular downtown happenings.

ACTIONS:

Collaborate with the Forest Lake Chamber of Commerce and other organizations to develop every-day / routine downtown district events and happenings, especially through the winter.

- Music
- Sales
- Tours
- Art
- Crafts
- Recreation



REDEVELOPMENT OPPORTUNITIES

FINDING:

Key sites within the downtown district are well-suited to redevelopment.

DIRECTIVE:

Identify and prepare for private redevelopment opportunities as they arise.

ACTIONS:

- Identify potential redevelopment sites and continue to build relationships with downtown property owners and development interests.
- Ensure zoning and design guidance is in place to appropriately direct development proposals.
- Ensure a spectrum of financial participation tools are in place to leverage development for public interests.
- Use the Downtown Master Plan as a guiding document in developer coordination.



LAKEFRONT RECREATION

FINDING:

Lakeside Memorial Park is a tremendous asset that could accomplish even more visitor/recreation benefit. The lake itself is an under-utilized recreational asset that holds potential for greater programming through all seasons to draw people into downtown.

DIRECTIVE:

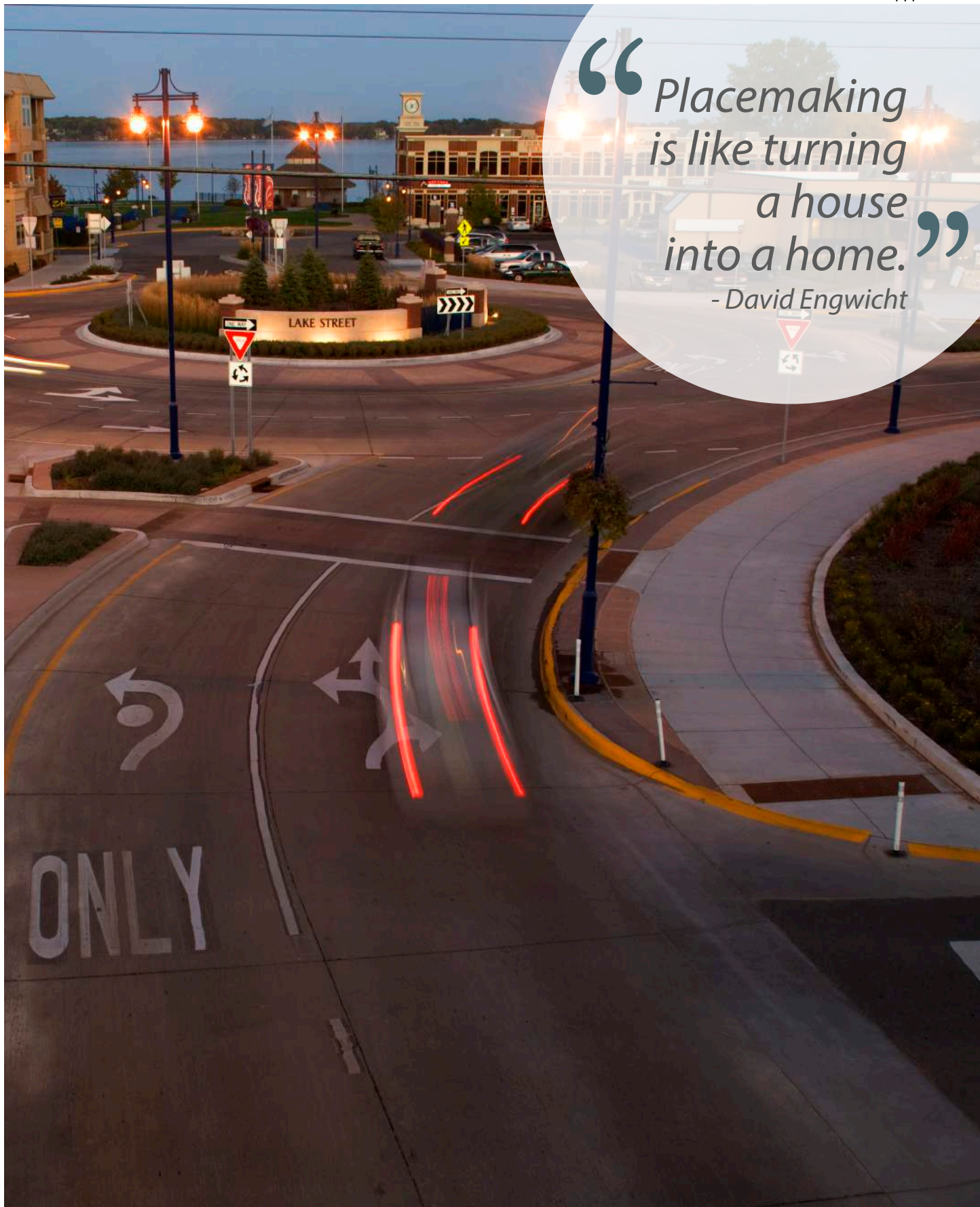
Expand recreational programming in all seasons in Lakeside Memorial park and at the downtown shoreline.

ACTIONS:

- Conduct boat launch relocation study to identify potential alternatives to downtown trailer parking, boat launch, or both.
- Secure and develop alternative boat trailer parking / boat launch site to allow for relocation of downtown facilities. Ideal location would be close to downtown but outside the core.
- Expand Lakeside Memorial Park across the relocated boat launch.
- Construct a performance venue (bandshell) in the Park with an orientation/design that will not impact surrounding residential neighbors. This action is dependent on boat launch relocation.
- Install expanded and more guest-friendly transient boat slips.
- Establish canoe/kayak launch and secure tie-up.
- Introduce winter ice programming such as broomball, pond hockey, free skating, and/or a speed skating.
- Enhance downtown snowmobile access route onto Lake 1.
- Rehabilitate shoreline through Lakeside Memorial Park and add overlook/pedestrian water access.
- Support construction of a Veteran's Memorial in the Park.



“Placemaking is like turning a house into a home.”
- David Engwicht





ACTIVATION PLAN

THE VALUE OF ACTIVATION

Investing in a public realm that looks the part sets the stage for an attractive downtown, but does not itself ensure a lively, animated environment. For that, activation is key. Activation creates a critical mass of energy that supports retail and restaurants, fosters healthy social settings, provides a feeling of safety and security, and motivates people to live and work in a downtown.

When done well, events, commercial businesses, and the environment combine to draw a representative swath of the community together along with visitors, making a welcoming and comfortable place where people want to spend time. Diverse and changing programming that flows from morning to evening, links weekdays to weekends, and spans seasons ensures repeat visits and increases time spent downtown. Pairing a pedestrian-friendly environment with a variety of things to see and do leads to chance meetings as well as planned gatherings, transforming Lake Street into a living room for the community rather than just a thoroughfare. Over time, residents will have memories and traditions anchored in the downtown, fostering feelings of attachment and connection that will encourage additional investment and stewardship. Property values will increase and economic activity will be self-sustaining. Activation breathes life into a downtown, celebrating local character, history, and identity. It makes a house a home.





METHODS AND TOOLS

Successful activation plans utilize a variety of events to keep people coming to the area throughout the year. Encountering even a few of these can help to transform a person's idea of downtown into an interesting destination where, at any time, something fun might be happening.

TYPES OF ACTIVITIES

SEASONAL EVENTS / OFFERINGS

Seasonal events are easy to schedule into a calendar and repeat year after year. These types of programming can become an annual tradition, and grow into a beloved part of a community's identity. Examples include:

- Business district trick-or-treating
- Speed skating races / training on the Wild Ice Oval
- Open skating on the lake
- Ice carving / snow sculptures
- Ice castles/bars/mazes
- Hockey or broomball games and tournaments
- Art Fairs
- Snowmobile or Speedboat races
- Fun runs
- Parades (boat and street)
- Cultural celebrations
- Farmers markets
- Makers markets
- Spring cleanups
- Holiday festivities
 - Light displays
 - Caroling
- Easter egg hunt
- Scavenger hunts
- Movies in the Park

DAY-TO-DAY INTERACTIONS WITH THE PUBLIC

Daily interactions are touchpoints with the public that ideally showcase a revolving set of activities from week to week. Using the streetscape as an interface, businesses can pique the interests of passersby to generate future business. Examples include:

- Setting up sidewalk sales
- Scheduling food trucks / carts
- Booking musicians or performances
- Holding weekly tastings
- Changing daily specials
- Selling business district coupon books
- Offering Forest Lake-themed coloring pages
- Advertising happy hours
- Hosting trivia nights
- Having local newspapers available
- Setting up lawn games
- Yoga or fitness classes in the park



CURATED INSTALLATIONS

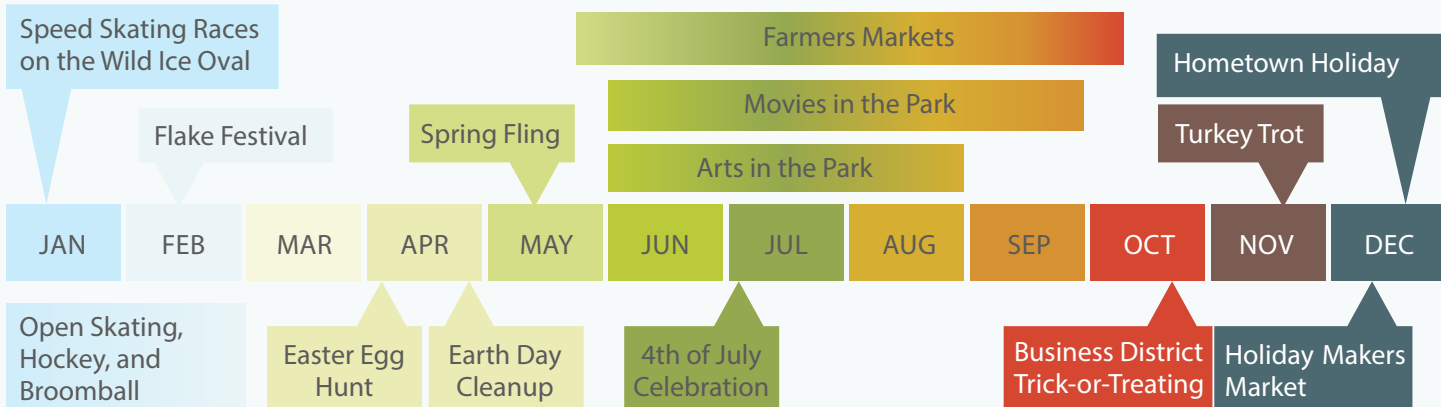
Investments in public art allow a community to express itself, celebrating the unique identities that set it apart from others. When local artists are involved, these commissions give back to the community and inspire local pride. Art, especially when interactive, can be a thoughtful, playful, and memorable way to activate the downtown realm. Examples include:

- Photo-worthy and “instagrammable” places
 - Framed views
 - Wings on walls
- Themed sculpture installations (think Chicago’s “Cows on Parade”)
- Historical interpretation
- Word walls
- Revolving or temporary artworks
- Storefront window displays
- Murals
- Projection art

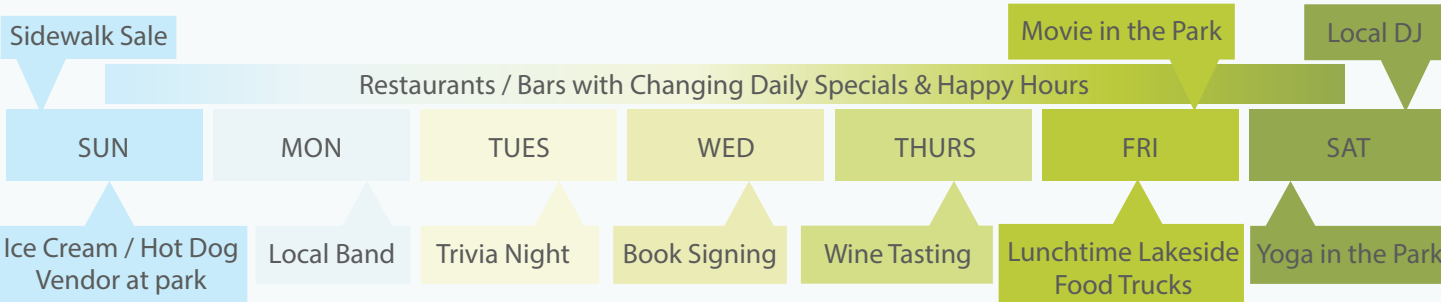


SAMPLE CALENDARS

SAMPLE SEASONAL EVENT CALENDAR



SAMPLE WEEKLY CALENDAR



RECOMMENDATIONS

The following recommendations will help to get an activation program off the ground:

1. Hire an activation coordinator to determine a public art and activation strategy and manage its curation across the downtown
2. Identify interested partners and champions
3. Form a subcommittee of business district stakeholders interested in activation
4. Determine an annual budget
5. Set fundraising goals
6. Plan to test out two new activation endeavors per year
7. Develop success metrics and track progress:
 - spending at local businesses
 - number of events planned
 - attendance at events



“ *The street is the river of life of the city.*

[People] come to these places not to escape, but to partake of it. ”

William H. Whyte



4	Paseo Project	\$879,336	Early Phase	Memorial Park quadrant of downtown. Broad pedestrian way from Lake Street to the Forest Lake shoreline roughly in line with the current boat launch.
5	Downtown Loop Trail Project	\$1,714,705	Early Phase	A nearly one-mile recreational trail loop around the downtown district.
6	Hardwood Creek Trail Wayside Project	\$888,129	Early Phase	A pocket park as a downtown gateway adjacent to the Hardwood Creek Trail.
7-a	Lakeside Parkway Project (Broadway - 2nd NE)	\$2,716,254	Later Phase	A parkway loop from the Lake Street/1 st St. SE intersection, past Lakeside Memorial Park to the Lake Street/NE 2 nd Avenue intersection.
7-b	Lakeside Parkway Project (1st St SE - Broadway)	\$1,918,145	Opportunistic	A parkway loop from the Lake Street/1 st St. SE intersection, past Lakeside Memorial Park to the Lake Street/NE 2 nd Avenue intersection.
8-a	Centennial Dr. Streetscape Proj. (Broadway - 2nd NW)	\$804,071	Opportunistic	Streetscape enhancement to the Centennial Drive corridor.
8-b	Centennial Dr. Streetscape Proj. (2nd SW - Broadway)	\$804,071	Opportunistic	Streetscape enhancement to the Centennial Drive corridor.
9	Broadway Avenue Gateway Project	\$141,648	Catalyst	Rehabilitation of gateway landscaping, lighting and furnishings on either side of Broadway Avenue between the Hardwood Creek Trail and Lake Street round-about.
10	1st Avenue SW Neighborhood Trail Connector Project	\$174,208	Opportunistic	A short trail link from the proposed wayside park, across the Hardwood Creek Trail, to SW 2 nd Street a block east of the regional trail.
	Ramp Relocation Project	\$1,000,000	Later Phase	Removal of the downtown motorized boat launch and associated parking to a predetermined location away from Lakeside Memorial Park.
	Downtown Boat Launch Project	\$1,594,200	Early Phase	Expansion of transient short-term temporary camps at downtown's Lakeside Memorial Park.
	Great Bandshell Project	\$2,430,530	Later Phase	A performance venue in the portion of Lakeside Memorial Park

IMPLEMENTATION

IMPLEMENTATION

Implementing the Forest Lake Downtown Master Plan is not a single step. It is considered a fifteen to twenty-year plan, although experience tells us that implementation will find its greatest success if organized across the next decade. Achieving the vision established in the plan involves a series of interrelated actions. This chapter provides a guide for actions and investments required to implement the master plan and set a vibrant trajectory for downtown Forest Lake. Several factors will be key to successfully realizing the vision. They apply regardless of the actual form and timing of the actions.

Commitment to the plan and patience go hand-in-hand. This plan does not simply seek to invest in downtown. It seeks to move the district toward a cohesive vision for the future. There is a difference. Commitment to the plan means the willingness to actively promote public and private investments that achieve the vision, and to deter actions that do not. Not all decisions will be easy.

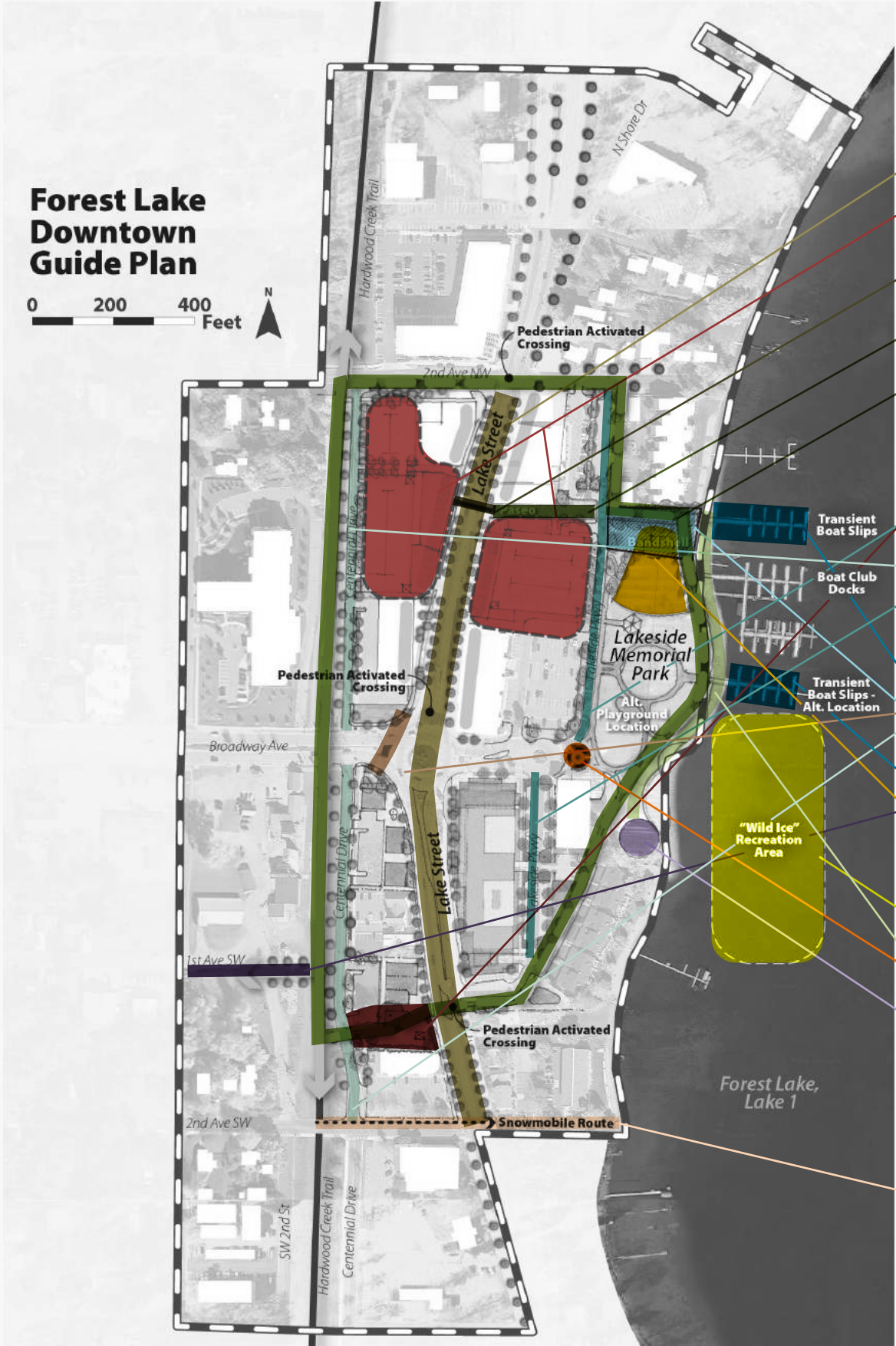
Comprehensiveness. The master plan is a comprehensive framework for guiding public and private investments in the downtown district. Viewed in its entirety, undertaking the plan may seem to be an overwhelming task. Implementing the plan, however, is not a single step but a series of actions that will span more than a decade.

Public/Private Partnerships. Leveraging public/private partnerships will make plan implementation achievable. This approach ensures that public monies are used to leverage desired public outcomes in combination with the interests of private investors.

Strategic Investments. With limited funds, every expenditure is strategic. It is not possible to immediately undertake all of the actions described in the plan. Needs and opportunities not contemplated in the plan may arise in the future. Every investment should be evaluated for its impact on achieving the vision for downtown.

Financial Planning. The ability to make strategic investments relies on the City's wise financial planning. Implementing the plan should be viewed as a series of interrelated actions. In some instances, downtown investments will yield revenues (such as TIF) that can offset related public investment demands. Other instances will require up-front public investments to attract private ones. The ability to coordinate public actions with private development will be key to implementation success. Failure to consider the implementation relationships between elements of the plan will lead to missed opportunities and increased risk for the City of Forest Lake.

Forest Lake Downtown Guide Plan



DOWNTOWN GUIDE PLAN PROJECTS

The Downtown Guide Plan illustrates a full-spectrum vision for downtown change. Identified projects that translate into capital investments are highlighted in the figure above and listed at right.



Project Legend		Project Estimates	Phase
1	Lake Street Streetscape Project	\$7,398,912	Early Phase
2	District Parking Ramp Project	\$8,119,540	Opportunistic
3	Lake Street Skyway Project	\$3,894,912	Opportunistic
4	Paseo Project	\$879,336	Early Phase
5	Downtown Loop Trail Project	\$1,714,705	Early Phase
6	Hardwood Creek Trail Wayside Project	\$888,129	Early Phase
7-a	Lakeside Parkway Project (Broadway - 2nd NE)	\$2,716,254	Later Phase
7-b	Lakeside Parkway Project (1st St SE - Broadway)	\$1,918,145	Opportunistic
8-a	Centennial Dr. Streetscape Proj. (Broadway - 2nd NW)	\$804,071	Opportunistic
8-b	Centennial Dr. Streetscape Proj. (2nd SW - Broadway)	\$804,071	Opportunistic
9	Broadway Avenue Gateway Project	\$141,648	Catalyst
10	1st Avenue SW Neighborhood Trail Connector Project	\$174,208	Opportunistic
11	Boat Ramp Relocation Project	\$327,175	Later Phase
12	Transient Boat Dock Project	\$265,942	Early Phase
13	Lakefront Bandshell Project	\$3,430,528	Later Phase
14	Wild Ice Winter Recreation Project	\$95,904	Catalyst
15	Veteran's Memorial Project	\$0	Catalyst
16	Beach House Project	\$941,850	Opportunistic
17	Shoreline Enhancement Project	\$275,649	Catalyst
18	Snowmobile Lake Trail Project	\$25,415	Catalyst
19	Downtown Plan Implementation Budget	\$400,000	Catalyst
Total Budget		\$35,216,394	

FIGURE 7.1 DOWNTOWN GUIDE PLAN PROJECTS, COSTS, AND PHASING

PROJECT BUDGETS

The projects outlined in this chapter are key to the incremental implementation of the Downtown Plan. The project budget estimates represent a preliminary, high-level accounting of hard and soft project costs plus escalation (inflation) based on the preliminary phasing strategy. This level of budgeting will be fundamental in building Capital Improvement Programs (CIPs) if future Forest Lake budgets and conducting informed decisions with potential financial partners.

- The budgets are built from high-level cost estimating based on a quantification of elements included with each project along with past project experience. Budgets include a full spectrum of anticipated construction, contingency, and professional service costs, which are referred to as hard and soft costs.
- Contingencies are included with each project budget. Project budgeting at this preliminary stage cannot anticipate all the obstacles each project will face. Carrying contingencies within the budget is an increasingly-used hedge against unanticipated costs.
- Design/Administration fees are included with each project budget. The budget generally identifies the industry norm for this category of cost although some projects use lower percentages based on their simplicity.
- Project hard and soft costs are calculated at the “current value of money.” However, escalation/inflation has also been factored into project budgets based on the preliminary implementation phasing strategy.

PHASING

The phasing categories identified with each project are as follows:



C Catalyst Projects: Relatively lower-cost that are ready to implement over the next two years from plan adoption.



E Early-Phase Projects: Projects identified for implementation within five years.



L Later-Phase Projects: Projects identified for implementation five to ten years out.



O Opportunistic Projects: Projects that are either dependent on other efforts or could be opportunistically coupled with the efforts of others. Forest Lake should be prepared and looking for opportunities to leverage in completing projects in this category.

PROJECT DESCRIPTIONS

E

1. LAKE STREET STREETScape PROJECT: \$7.4M

This project enhances pedestrian comfort and character along both sides of Lake Street through the district. The project includes narrowing parts of Lake Street to create wider sidewalk spaces and adding decorative lighting, electrical hookups, street trees, landscaping, decorative pavement, pedestrian-activated crossing signals, irrigation, furnishings, and wayfinding.

Some elements could be implemented opportunistically with adjacent redevelopment.

O

2. DISTRICT PARKING RAMP PROJECT: \$8.1M

This project constructs a parking ramp in one of three alternative locations identified in the Downtown Plan. The quantity of parking to be built (which drives cost) will remain fluid until a specific site is chosen and detailed parking analysis completed. Cost estimating is based on a 150-stall ramp, which does not fully satisfy but approaches what has been preliminarily identified as the current district parking shortfall. Two of the three identified sites are redevelopment opportunity sites and, as a result, a parking structure could be coupled with private redevelopment. Also, the identified site west of Lake Street could be a more expensive project than the other options if the skyway project is determined essential to connecting parking with the lakefront.

O

3. LAKE STREET SKYWAY PROJECT: \$3.9M

This project constructs a pedestrian skyway over Lake Street from an optional district parking ramp location to the Lakeside Memorial Park quadrant of downtown. The skyway would connect with the parking ramp elevator core on one end and include a rampway/stairs touching down on the paseo on the other end. Discussion through the downtown planning process suggests consideration of the skyway project only if a district parking ramp is constructed west of Lake Street.

E

4. PASEO PROJECT: \$880K

This project constructs a broad pedestrian way from Lake Street to the Forest Lake shoreline roughly in line with the current boat launch. The project includes decorative paving, street trees, landscaping, decorative lighting, furnishings, and wayfinding. The project could be implemented in conjunction with private redevelopment and is reliant on some form of land procurement (acquisition or otherwise) for the portion closest to Lake Street.

E

5. DOWNTOWN LOOP TRAIL PROJECT: \$1.7M

This project establishes a nearly one-mile recreational trail loop around the downtown district. Part of the loop is already in place with the Hardwood Creek Trail. The remaining project includes trail pavement, street crosswalks, pedestrian-scale lighting, landscaping, furnishings, and wayfinding. Note that the cost of pedestrian-activated crossing signals at Lake Street are included with the Lake Street Streetscape Project rather than this one.

E

6. HARDWOOD CREEK TRAIL WAYSIDE PARK PROJECT: \$890K

This project creates a pocket park as a downtown gateway and teen-centric space adjacent to the Hardwood Creek Trail. The wayside includes skate park/spot, picnic facilities, shelter, lighting, landscaping, water, bathrooms, bike lockers/racks, and wayfinding. The project could be implemented in conjunction with private redevelopment and is reliant on some form of land procurement (acquisition or otherwise).

L

7. LAKESIDE PARKWAY PROJECT

A. BROADWAY AVE TO 2ND AVE NE: \$2.7M

O

B. 1ST ST SE TO BROADWAY AVE: \$1.9M

This project constructs a parkway loop from the Lake Street/1st St. SE intersection, past Lakeside Memorial Park to the Lake Street/NE 2nd Avenue intersection. The north segment (A) is from Broadway Avenue to 2nd Avenue NE. The south segment (B) stretches from 1st Street SE to Broadway Avenue. The project will unify/make coherent the circulation to the park rather than vehicles circulating through a series of parking lots. The project includes reconfiguration of current parking lot adjacent to the park, an on-parkway parking bay and parkway paving, curb & gutter, decorative lighting, street trees, streetscape elements, and wayfinding.

The south segment (B) is placed in the opportunistic implementation category to suggest it can be coupled with adjacent redevelopment.

O

8. CENTENNIAL DRIVE STREETScape PROJECT

A. BROADWAY AVE TO 2ND AVE NW: \$800K

B. 2ND AVE SW TO BROADWAY AVE: \$800K

This project enhances the Centennial Drive corridor. The north segment is from Broadway Avenue to 2nd Avenue NW. The south segment stretches from 2nd Avenue SW to Broadway Avenue. Because the current right-of-way is too narrow to accommodate most of these improvements, the project will be implemented in cooperation with adjacent landowners. As a result, the project may be implemented incrementally and opportunistically. The project includes sidewalks, decorative lighting, ornamental street trees (to accommodate overhead power lines), landscaping and wayfinding.

C

9. BROADWAY AVENUE GATEWAY PROJECT: \$140K

The project includes the rehabilitation of gateway landscaping, lighting and furnishings on either side of Broadway Avenue between the Hardwood Creek Trail and Lake Street round-about.

O

10. 1ST AVENUE SW NEIGHBORHOOD TRAIL CONNECTOR PROJECT: \$170K

This project creates a short trail link from the proposed wayside park, across the Hardwood Creek Trail, to SW 2nd Street a block east of the regional trail. The alignment generally follows 1st Avenue SW. The project includes the trail, pedestrian lighting, and landscaping. The project could be implemented in conjunction with adjacent site improvements and in cooperation with the landowner.



- L** **11. TRAILER PKG / BOAT RAMP RELOCATION PROJECT: \$330K**
If a suitable relocation site can be determined and secured, this project relocates the downtown boat trailer parking and, if feasible, motorized boat launch to a yet-to-be-determined location away from Lakeside Memorial Park. The project includes demolition of the current launch, restoration of the launch area to parkland, and parking lot re-striping. Project budgeting does not include land procurement for a new launch or construction of new parking or launch. Costs and strategies for these items will be determined with a boat launch relocation study identified in the Downtown Plan Implementation Activities category.
- E** **12. TRANSIENT BOAT DOCK PROJECT: \$270K**
This project expands the number of transient (short-term stay) boat slips at downtown's Lakeside Memorial Park. The project also creates a more inviting and secure docking experience by building finger docks from a primary or terminal dock (today, boats tie up directly to a terminal dock, which many boat owners dislike). The Guide Plan illustrates two potential locations for the docks. One is reliant on relocation of the downtown boat launch.
- L** **13. LAKEFRONT BANDSHELL PROJECT: \$3.4M**
This project constructs a performance venue in the portion of Lakeside Memorial Park currently occupied by the boat launch. The project includes a bandshell structure with built-in restrooms, reconfiguration of surrounding walkways, landscaping, furnishings, and site lighting. The project is dependent on relocation of the downtown boat launch.
- C** **14. WILD ICE WINTER RECREATION PROJECT: \$100K**
This project establishes a lake-ice recreation facility on Lake One at the downtown lakefront. Most of the costs associated with the project are in the O&M category but there are capital costs in temporary lighting, rink boards, skate ramp and miscellaneous furnishings.
- C** **15. VETERAN'S MEMORIAL PROJECT: NOT ESTIMATED**
This project is currently being designed by a community group to be located the apex of Broadway Avenue in Lakeside Memorial Park. The project includes decorative paving, sculpture, landscaping, interpretive panels, furnishings, and decorative lighting.
- O** **16. BEACH HOUSE PROJECT: \$940K**
This project replaces the current beach house in an alternative location adjacent to the beach but less obstructive to views of the lake. The project includes public bathrooms, changing facilities, and a warming room for wintertime lake recreation. The project is placed in the opportunistic phasing category to leverage other park investments and because the current beach house has useful life remaining but will likely reach the end of its useful life within the implementation window of this plan.
- C** **17. SHORELINE ENHANCEMENT PROJECT: \$280K**
This project rehabilitates the Lakeside Memorial Park shoreline to be more esthetically-pleasing, to protect the shore from erosion and to provide greater foot-traffic access to the water. The project also creates a canoe/kayak beach landing with lock stanchions so boaters can secure their craft while visiting downtown.

C

18. SNOWMOBILE LAKE TRAIL PROJECT: \$30K

This project formalizes and clarifies the snowmobile access route from Hardwood Creek Trail to Forest Lake, Lake 1 via 2nd Avenue SW. The project includes wayfinding, landscape modifications and minor grading/soil stabilization.

C

19. DOWNTOWN PLAN IMPLEMENTATION ACTIONS: \$400K

There are studies and budget allocations apart from construction projects that will support project implementation. They include:

- Wayfinding Plan that leverages previous signage plans to create a district-wide wayfinding strategy that will guide visitors.
- Boat Launch Relocation Study to identify potential locations, costs and actions necessary to relocate the downtown boat launch.
- Ongoing Planning Services that “work the plan,” maintain partner communications and continually pursues implementation.
- Land Acquisition Fund that allows for seizing on acquisition opportunities needed to accomplish the plan.

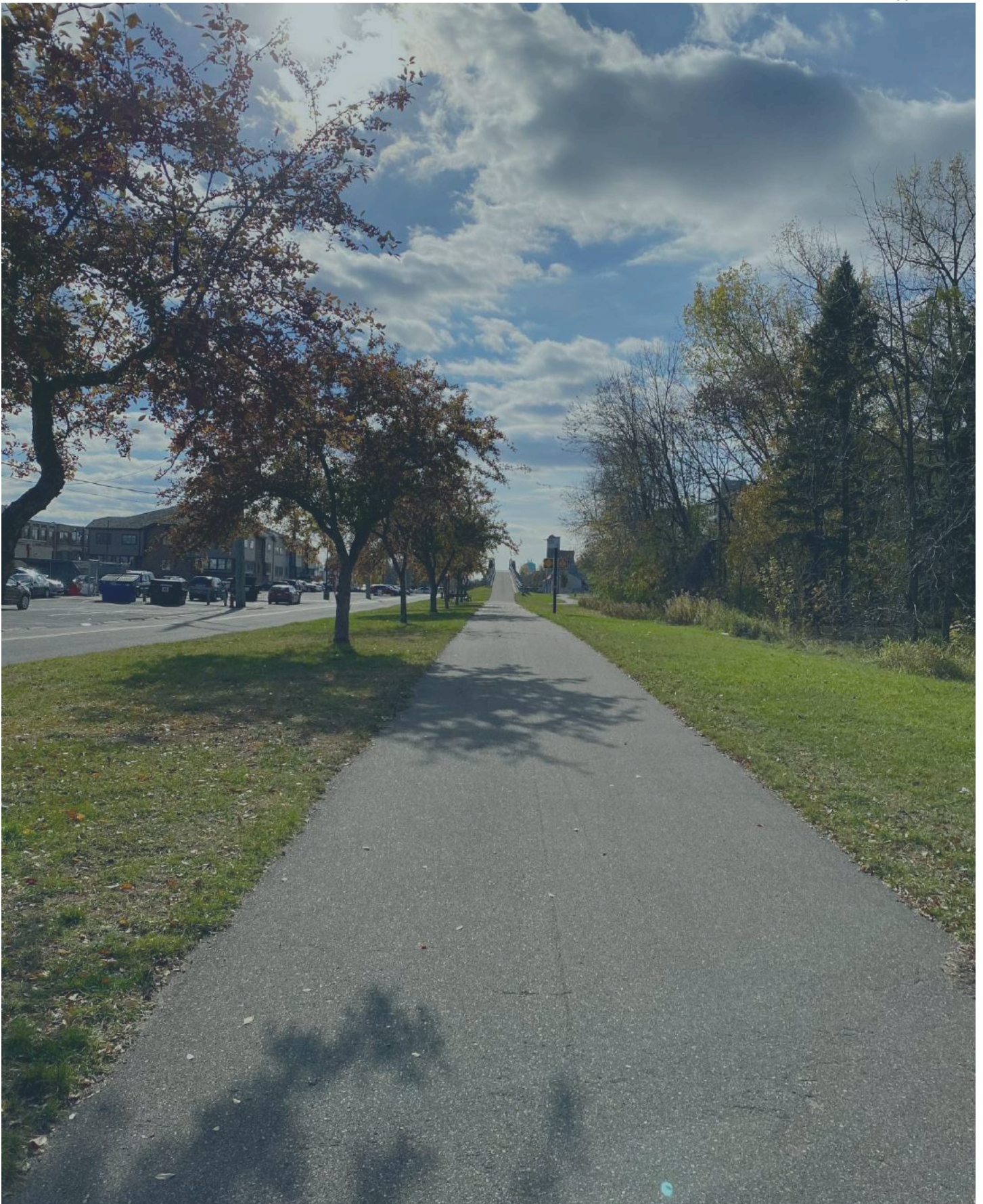


ACTIONS MATRIX

The vision for downtown Forest Lake will be achieved by the cohesive implementation of the actions adopted through the Downtown Plan. The following table outlines all the actions identified in the Directives chapter and the translation of the construction-related ones into titled projects.

ACTIONS	Budget	Phase
Incentives for retail frontage	\$100,000	Catalyst
Broadway Avenue Gateway Project	\$141,648	Catalyst
Shoreline Enhancement Project	\$275,649	Catalyst
Snowmobile Lake Trail Project	\$25,415	Catalyst
Downtown Land Acquisition Fund	\$200,000	Catalyst
Wild Ice Winter Recreation Project	\$95,904	Catalyst
Veteran's Memorial Project	\$0	Catalyst
Zoning code adjustments for parking, retail frontage and subdivision.	\$5,000	Catalyst
Coordinate with development interests.	N/A	Catalyst
District wayfinding strategy.	\$5,000	Catalyst
Keep development financial tools up-to-date.	N/A	Catalyst
New activation strategy.	N/A	Catalyst
Boat launch relocation study	\$15,000	Catalyst
Ongoing downtown planning services	\$50,000	Catalyst
Lake Street Streetscape Project	\$7,398,912	Early Phase
Paseo Project	\$879,336	Early Phase
Downtown Loop Trail Project	\$1,714,705	Early Phase
Hardwood Creek Trail Wayside Project	\$888,129	Early Phase
Transient Boat Dock Project	\$265,942	Early Phase
Lakeside Parkway Project (Broadway - 2nd NE)	\$2,716,254	Later Phase
Boat Ramp Relocation Project	\$327,175	Later Phase
Lakefront Bandshell Project	\$3,430,528	Later Phase
District Parking Ramp Project	\$8,119,540	Opportunistic
Lake Street Skyway Project	\$3,894,912	Opportunistic
Lakeside Parkway Project (1st St SE - Broadway)	\$1,918,145	Opportunistic
Centennial Dr. Streetscape Proj. (Broadway - 2nd NW)	\$804,071	Opportunistic
Centennial Dr. Streetscape Proj. (2nd SW - Broadway)	\$804,071	Opportunistic
1st Avenue SW Neighborhood Trail Connector Project	\$174,208	Opportunistic
Beach House Project	\$941,850	Opportunistic
District parking feasibility/impact study.	\$25,000	w/redevelopment
Expand sidewalk network in adjacent residential neighborhood.	N/A	ongoing

TABLE 7.1 DOWNTOWN PLAN IMPLEMENTATION ACTIONS





APPENDIX

COMMUNITY ENGAGEMENT

The following pages contain expanded results of the three stages of community engagement from July 2021 to June 2022.

Full length replies to survey questions, map comments, and in-person comment cards can be found here.

The three stages included:

1 STAGE 1: VISION AND VALUES

2 STAGE 2: EXPLORING ALTERNATIVES

3 STAGE 3: CONVERGING ON A PREFERRED PLAN



PARTICIPATION

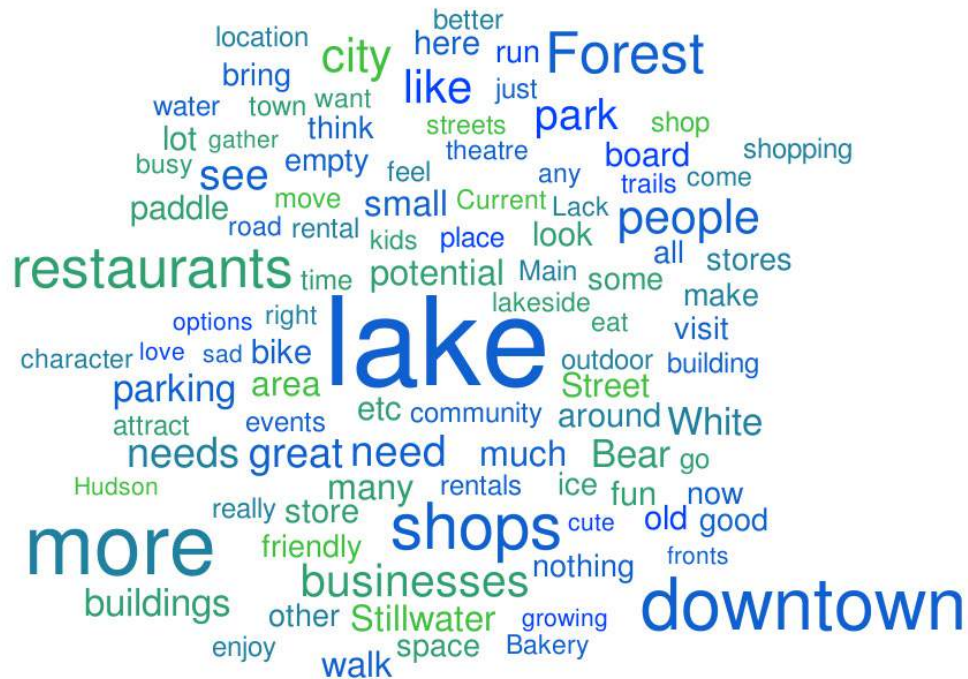
The numbers below capture different analytics measured to show the total activity on both sites:

	Word Wall	Map Tool
Total Visits (TOTAL NUMBER OF VISIT TO THE SITE)	1516	2233
Unique Users (NUMBER INDIVIDUAL IP ADDRESSES TO VISIT THE SITE)	1516	2233
Comments (NUMBER OF UNIQUE INDIVIDUALS TO ENGAGE WITH THE SITE)	81	252



WORD WALL (81 PARTICIPANTS)

Participants were asked to use one word to describe downtown, The word cloud below is a compilation of their comments, highlighting words mentioned multiple times in larger fonts.



Participants were asked to use one word to describe downtown, either **as it exists today**, or **what it has the potential to be**. (See the following pages for more descriptive explanations.)



Expanded Explanations

Many word wall participants wrote expanded and descriptive explanations for the words used to describe how they view downtown today, or the potential they see for it in the future. These can be found on the following pages:

WORD	EXPANDED EXPLANATION
Sparse	We have a nice lake and water front but nothing much to do around it. Instead of renovating the older buildings that had character some were torn down and replaced with nondescript unexciting "modern" buildings. The remainder of the older building are left to age without a plan. Forest Lake needs to pick a direction and make it happen for a 10 to 20 year period, not just for the term of the current elected officials.
Kid-Friendly	Needs more for kids to do! Better parks and maybe a splash pad.
Nothing to do/ Doesn't fill local needs	There is no reason to visit downtown. It needs to have charm and a welcoming environment that brings people especially with the lake nearby. People like the sense of an old time Main Street to shop, have a mom & pop diner where you can get breakfast and lunch, get your necessary groceries without having to go to big box stores. Gift shops, restaurants, groceries, barbers, RX, basic and simple. Move the rest to Broadway with the chain restaurants where it's a better fit.
Sustainable for local business	Please look into a larger public/private dock with slips like White Bear Lake has. The city can rent a large portion of them to fund the project and provide yearly revenue. The sections allocated for public short term use can be utilized by boaters to come visit the local shops and restaurants. This is a no-brainer here and would likely entice more businesses to open or develop there.
Study precedents	I agree with the comments suggesting we look to other cities with waterfronts for examples of how to renovate the downtown: showcase the lake, reserve the lake front and Main Street for businesses such as shopping/dining/tourism, and move the medical and legal companies to another location.
Difficult	Its difficult to navigate by car, difficult to park when things are busy. It's hard to see what is even all there since 61 is such a busy thoroughfare.
Uninviting/ Potential	Uninviting but with so much potential. Seeking downtowns like White Bear Lake, Stillwater and Hudson.
Dirty	Lots of litter (not in the immediate lake front area...that is well maintained) Not much to do or see "downtown." Could ice cream be sold by the city near the lake? Restaurant selection is not great but that isn't something the city can change. Just not a place you want to stroll around.
Un-kept/Dismal	Could be better. Highway 61 needs to be reconstructed and Lake Street access road needs to be placed from the park down to Scandia Trail. More streets on the west need to connect to Hwy. 61. City council needs to change ordinances, to reflect a growing city. Move all industrial companies to an Industrial park outside of downtown. The city as it is right now, looks dismal! Streets are a macramé of unfinished through streets. Impression: Un-kept, the exception was the lake park on Broadway.
Eyesore/Potential	Eyesore with so much potential. The theater is an eyesore. So many empty spaces. We need shops, to make the Main Street inviting. We could be another White Bear lake.
Run-down/Worn-out	Currently run-down/worn-out looking. Weeds and over run plants around the round about. Event signs left out past events. So many empty buildings. Traffic lines not repainted on round about.
Doesn't fill local needs	More shops for housewares a good supermarket would help store fronts are dumpy when I need a lot of items I am forced to go elsewhere. Nothing here meets needs of families.
Lack of Vision/ Walkable, Charm	Its clear that over the years there's been a complete lack of strategic vision in growing, maintaining, or building any charm within the city. Each part of the city was viewed as a project - but how did those projects factor in to the big picture? Mismatched buildings, office space on a busy lakeside, not enough visitor or boat/trailer parking with little to no solutions. It appears that walkable, charming, visitor friendly is what residents crave.
Pedestrian-friendly/ Recreation	Walking trails along the lake and more shops.
Uninviting	With gorgeous lake views and a couple of great restaurants, Forest Lake has the potential, but I think we should focus on the store fronts - how can we make downtown look more desirable?
Study Precedents	Downtown Forest Lake has potential but as of now there isn't any reason I would visit Main Street. It would be great to see it look like a White Bear Lake , Stillwater, or Hudson. More small shops, better restaurants, brewery, boutique hotel, etc...



Possible/ Recreation	Downtown forest lake is just waiting to happen. The waterfront is great for those of us who do not live on the lake, but there is not as much attractiveness to it as it could have. I think paddle boarding, volleyball, biking, skating, running, swimming . But also more shops and small businesses for the community. I think the waterfront needs to attract more people to come get their exercise and enjoy the water, and the businesses will follow. I think active lifestyle.
Messy	Bring back the old charm of Forest Lake. Now it's a mess of old and ugly new. City planning has been a mess since it took away many of the old stores and store fronts. There's no sense of welcoming to the town, like there used to be.
Boring	Too many 'businesses' and now ugly apartments/condos and not enough shops or restaurants that people would like to visit. Parking is stupid. Get rid of the center turn lane through downtown on 61. It took away parking and only 1 business/parking lot uses it. A friend wanted to visit Forest Lake and asked what was there to see, I told her nothing unless you need a dentist, a mortgage, etc. She thought we might have cute shops like White Bear Lake or Stillwater.
Pedestrian- friendly/ Accessible	The sidewalks are not safe for people with disabilities. They are cracked, bumpy, often littered, and too close to the side of the road. A person who uses a wheelchair or walker to get around can't safely run errands to downtown if they needed to get to the drug store or needed to visit the pet store, etc.
Personality/ Sustainable for local businesses/ Hometown charm	We need businesses owned by locals who know the citizens. Dona Le's, Charlie's, Wagners, Flare. People would come in to eat and employees and owners would know them by their first name. Retail used to be the same. Johnsons Sporting Goods, Setterholms, Rolseth Drug. They city should actively recruit locals that own businesses outside of Forest Lake to return here. Perhaps tax incentives could help.
Lack of Parking/ Gather/ Recreation	Lack of parking on busy days. Multiple empty shops. There really isn't a need for us to go downtown the way it is. Where are the family friendly spaces to eat? More outdoor space to gather and eat or socialize would be appreciated. We would like a cold stone or frozen yogurt shop. Paddle board rental would be great to get people out on the water. The park was redone recently but it's geared towards smaller kids now and there isn't a lot for the older elementary age kids to do.
Boring	Lack of entertainment. Kayak or paddle boat rental at lakeside park would be lovely. Perhaps an extended fishing pier would attract more use of the downtown. Really miss an ice cream shop right down there.
Boring	Lack of variety if you need to run an errand there you can. Draw people in with food and bakery a place to hang out. Restaurants with patios to enjoy the lake view. Make it more inviting or we will just keep going to Hudson, White Bear area, or Stillwater.
Lack of attractions	More restaurants and shops. Currently how it's built is for if you need to run errands-- not if you're looking to have fun or enjoy a day off. Winnick is probably the worst use of space and reinforces that Forest Lake isn't ready to outgrow the antiquated buildings and roads. Franchised stores do wonderfully well in the Midwest.
Congested, pit stop, disorganized... etc.	Current state: congested (cars), transitioning, lacking character, pit-stop, disorganized, outdated, not welcoming. Future: nature, small town feel, Northwoods, quaint, artsy, inclusive, embracing change. What I'd like to see: kayak, canoe, and paddle board rentals, snowshoe/ski rentals, more bike trails, singletrack, BMX/skate park, a public gallery or theater, more mom & pop shops, housing density, less parking lots in downtown, bike lanes, electric scooters, bike share, more plan-ful downtown.
Sustainable for Local Business/ Potential	Turn the old movie theater into a brewery! Bike and walking path all the way around North Shore. Sustainable small business shops and restaurants. Forest Lake has SUCH great potential!
Study Precedents	Look at what attracts people to Stillwater (a city that is consistently booming with people and thrived during a pandemic.) More small business feels and restaurants versus dentists, auto shops, and chain restaurants. Fill downtown with destination places! I rarely see people come enjoy downtown from their boats.
Lack of attractions/ Study Precedents	Make it somewhere we want to spend our time and money. There is a reason White Bear Lake and Stillwater are booming. Good restaurants and cute shops. Let's help our community thrive and clean out what isn't working and utilize the limited lake space we have to attract our own community.
Pedestrian- friendly/ Accessible	Walker/bike friendly, stores and restaurants accessible by foot.
Lack of attractions/vision	I've waited 30 years for Forest Lake to figure out the great resource available with the lake and beach near downtown. The changes made over that time are puzzling. There seems to be no idea of the type of jobs we want to attract or the environment we want to create for the families that live here. Currently there isn't many reasons to go downtown Flake, certainly none to stay there for any length of time. When we're looking for something to do or to grab dinner we go elsewhere. Time to move...
Recreation/ Gather	Bike trails!!! Would love to see a mountain bike trail! Walking trails Paddle board rental Yoga in the park Parks Skate board or BMX track - I see so many teens just having in parking lots - give them a cool place to gather.
Potential	Let's get some community events/festivals for each season (especially winter). Water/winter sport rentals and leagues, additional dining options near the lake, board walk, more opportunities to be active in the community.

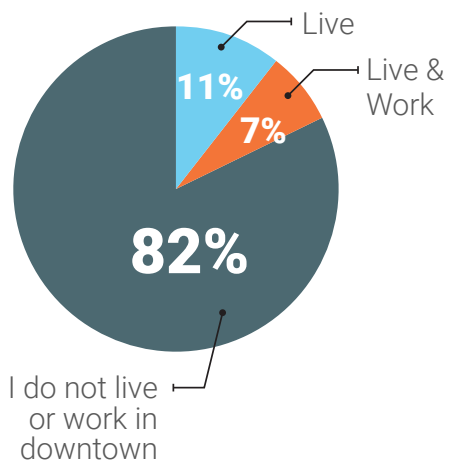
Beautiful Location	Beautiful location! Maybe some rentals for paddle boats, canoes and other fun water stuff at the beach location. It does feel a little crowded but I feel like it could be done. Empty building is definitely an eye sore. Would like to see more of a variety of restaurants and more outdoor activities for kids and parents. There is not really a night life in downtown forest lake. The most important thing for me is the roundabout causes a back up going north it is absolutely horrible!! More lanes!!
Un-shoppable/ Gather	So here are mine: Current state: Un-shoppable. Future vision: Gather. Made up mostly of offices so does not attract people to walk, shop and dine along the boulevard (the difference with White Bear Lake/Stillwater). Remove old theater! Create charming seating/alleyway areas for gathering/photos
Less CBD Please!	Less CBD stores, I know they are good for many but Forest Lake has so many. Dining on the Lake! Who puts a office building in prime eating location. A good restaurant there would bring in tons of foot traffic and shops might be able to make it. Its sad to see the Condo building nearly business empty! Quainter, walker friendly, Tuesday nights are great but you take your life in your hands crossing the streets. Vannellis needs a revamp! Put the deck on the lake side not the road.
Eye-sore	The biggest eye sore in Forest Lake is winnick supply. Wish he or the city would put up a tall fence that would cover up all that stuff. A tall privacy fence with some landscaping would be nice.
Nothing to do	Parking lot needs to be reduced for more shops to walk around. Old buildings need to be demolished and more updated shopping experiences. It is filled with businesses that aren't enjoyable.
Hometown feel/ History focus	Bring back a "hometown" feeling. Including history of Forest Lake. Empty buildings are a visual distraction and give a negative impression. The parking lot is in the wrong place. That area is beautiful, prime location to highlight the lake. Enlarge the playground area, create a walk for strolling. Increase events; include farmers market, food truck events, an ice skating rink, family friendly events, fishing, ice fishing fun, annual 5k, hockey events, Hockey Day MN, water skiing shows, fall festival, etc.
(Many)	Bakery, restaurants waterfront, outdoor seating, views, fresh food options, Panera, Noodles & Co., fun coffee shops, good sushi, live music, pizza places, more boutiques, candy, ice cream, fresh baked goods, Co-Op, clean, fine dining, steak house, dog park, ice skating, winter fun, paddle board rental, kayak rental, destination, vacation spot, resort living...
Sad	Sad is a word that describes downtown forest lake. So many closed businesses or buildings that need to be torn down. The few restaurants there don't offer a true lake patio with a close lake view. The parking lot seems to have eliminated so much potential. If the parking wasn't next to the lake think of the walk around shopping and restaurant potential. The shops that are there are mostly office/medical settings. The landscaping is tired and the lot across from Vannellis is wasted space.
Better Vision	Better vision for zoning and organization of the city and have a plan in place for the future. This city has pretty much been ruined because of not having this. Destruction of the historic downtown. Gas stations, restaurants, retail, schools, industrial and apartment complexes scattered everywhere. Not to mention the quality of the lake has gone south. Even the lakeside park is losing it's appeal with all the docks and "boat club" garbage sitting right there blocking the views of the lake.
Potential/ Local business	It looks really run down while the rest of Forest Lake is growing and updating. Please bring in smaller family businesses. Miss the bakery!
More to do/ Hometown feel	Need to fill the holes of closed businesses. This includes the one between Speedway and TCF bank. I love the small town feel, but the town my parents lived in had more commerce and character and less than 4k residents. Also, hockey day Minnesota would be a great way to bring people in if we could get it.
	You should check out Arnold's park Iowa and what they have done with their board walk area! It'd be fun to have a big outdoor concert space down by the lake! Get some bigger bands- offer free concerts every week. Seriously check out Arnold's park Iowa!
Dismal	The entire downtown is really sad. "As good as it sounds" is either eerily accurate or terrible misleading... because, it doesn't describe anything.
Study precedents/ More to do	Some buildings are run down and gross like the pet store. I agree with others, downtown needs more. I would love more places to walk and shop. A similar feel to Stillwater would be amazing!
Lifeless	There's nothing in Downtown Forest Lake to entice me to stay here for entertainment or anything else. Cities like Stillwater or White Bear Lake are full of activity, with shops and restaurants that overflow with character. Their packed sidewalks are a testament to a city that HAS LIFE!
Study precedents/ Sustainable for local businesses	I agree with the other commenter's. Follow Stillwater and White Bear vibes. Give incentives to bring small businesses in. Street side "window" shopping! Candy stores, Boutiques, a Bistro, cooks of Crocus Hill, Books & Candles, Soaps, Brewery/ Tap room, Wine tasting, Bike or Buggy rentals, Mini Golf, or a Holiday/ Christmas store. The Bakery is still missed! Please no more apartments or dental offices.



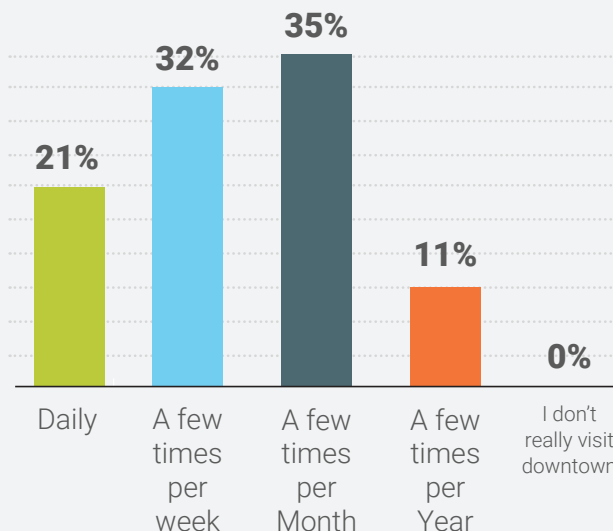
Dated/ Disappointing/ Messy/ Pedestrian focus	It would be great to see fun boutiques and shops, brewery, more dining/outdoor options etc. The stores/strip both directions on 61 are in disrepair and look messy. Clean-up in between the buildings, add flowers, beautify for all seasons. Lakeside is cute but small and confined. You can't walk near/around the lake to enjoy the view like Como or other pedestrian/cycle friendly lakes. It would be great to have a large, non-boating dock to sit at the lake.
Sad	The downtown area has so much potential but there is nothing that is attractive about it in the current state and nothing to draw people to the downtown area. More restaurants, more shops, and more outdoor areas for activities.
Limited	Need more shops and small bites to eat while enjoying the lake.
Pathetic/Study precedents	Downtown Forest Lake is honestly pathetic when compared to any other small/medium town. The road on highway 61 holds so much potential for tourism, shopping, etc. but it's terrible right now. Look at other similar sized towns and I think it's easy to see that Forest Lake has one of the very worst downtowns in the metro area.
Disadvantage	This downtown area was developed for cars. An example is that main street leads directly to the highway. If you don't have a vehicle you have a long walk to get to shopping, etc. People using mobile devices or who do not have a vehicle are at a disadvantage to getting to the businesses and discourages them from living here.

? SURVEY RESPONSES (28 RESPONSES)

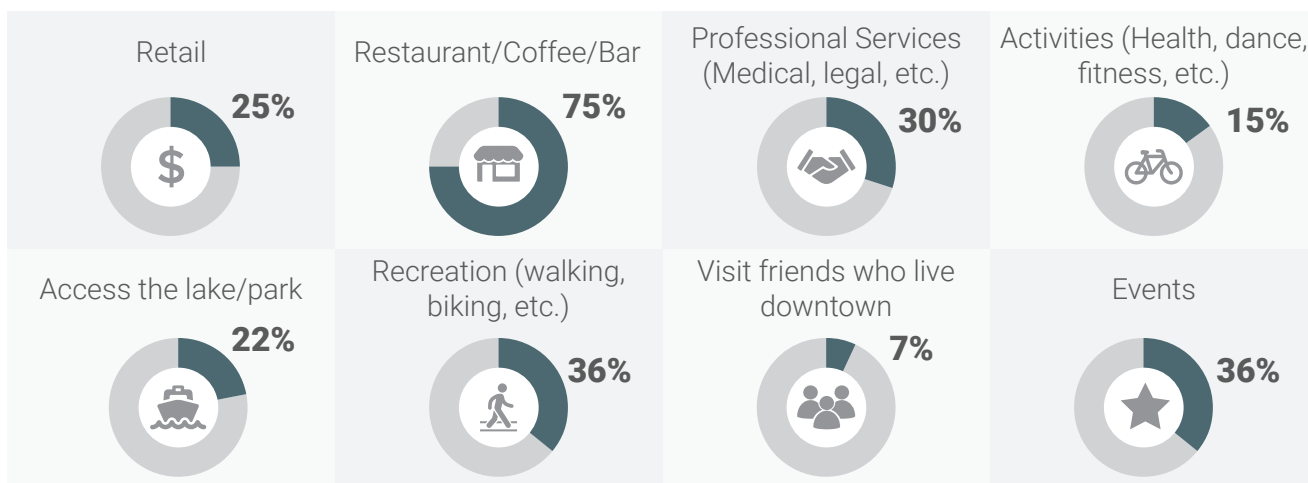
1 Do you live or work Downtown?



2 How frequently do you visit Downtown?



3 Why do you go Downtown?



Other

- Haircuts at Downtown Barbers/LaGrande Salon
- Live at Cherrywood Apartments and would love to walk the lake on nice days. Traffic on 61 is too busy to take husband downtown, parking problem, noise from VFW loud and inconsiderate in early in the morning, City is growing and needs improvements.

4 If you don't visit Downtown often, please let us know why

- Not Inviting
- Hassle
- Not a Destination
- Car-Centric
- Needs more by the lake
- Not much to do
- More restaurants and retail
- No shopping
- To busy with traffic at night
- Wish there was more for kids
- Freeway focused
- Dangerous crossing busy roads





INTERACTIVE MAP (252 RESPONSES)



Favorite Places/
Primary Destinations



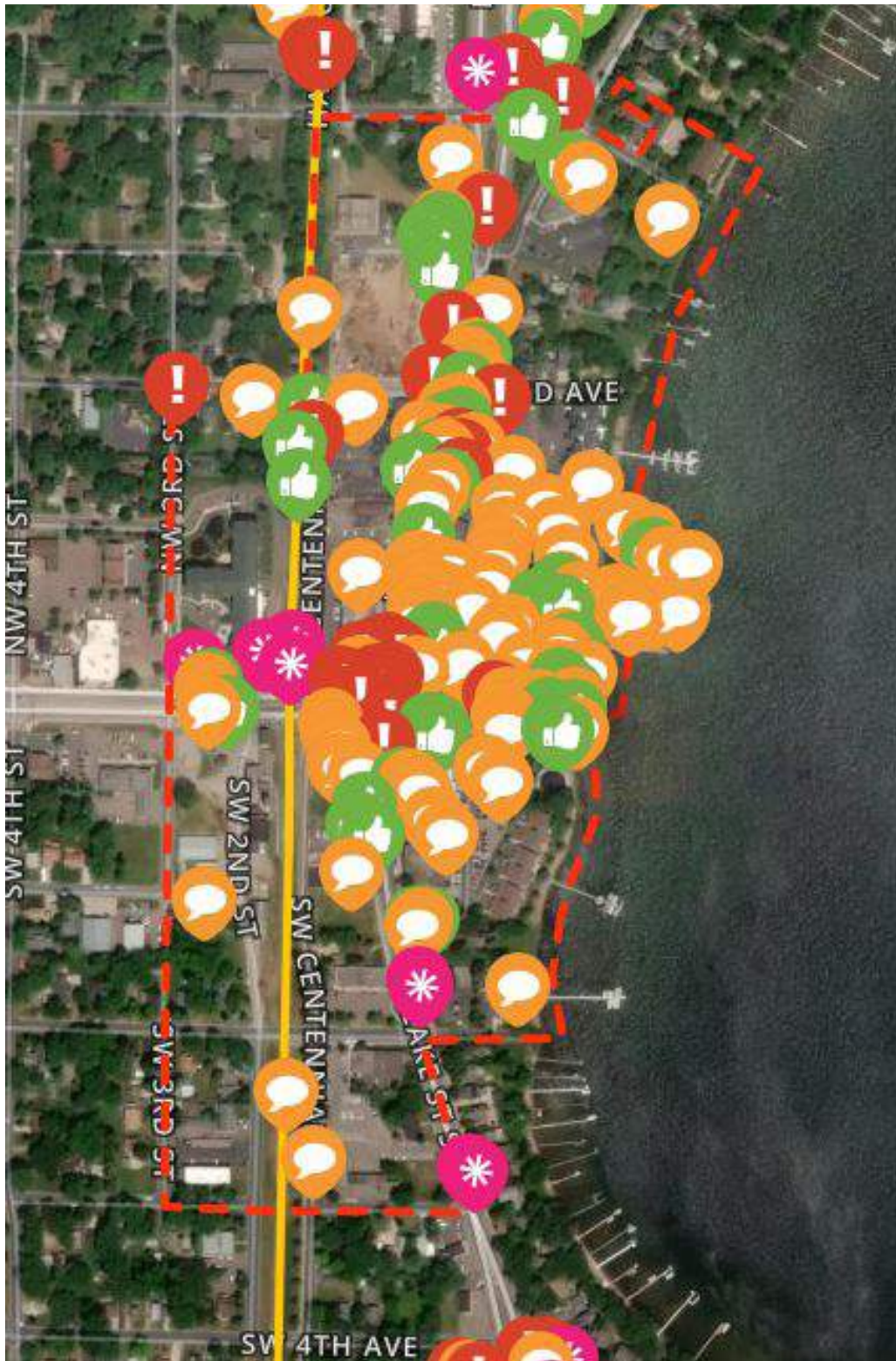
Safety
Concerns



Where Do You
Enter Downtown?



Ideas/Suggestions
for Downtown





Favorite Places/Primary Destinations

Comment General Location	Votes	Comment
North Shore Drive	+2	The gardens here are so lovely!
Mattson's	+1	Love the landscaping at Mattson's... can we hire them to do the city's landscaping? They've got a beautiful thing going on. :)
Mallards	+4	I love Mallards
Mallards	+1	Mallards is a great option with nice patio on backside .
Mallards	+2	Love having Mallards for a dining option!
Mallards	+5	Charlie Cat Chicken/Mallards is a wonderful family destination for dinner
Ernie's Ice Cream Parlor	+2	This ice cream shop was a huge favorite for my kids and even my extended family when they would come visit. It would be fun to see another great shop with treats take over, for those fun summer memories at the park and lake. I've watched this location change hands many times and I wonder if that is due to the price of renting/owning the building? Ernies was always buzzing with customers and well loved, so it doesn't seem like it would be for a lack of success on the part of the business.
Vintage Junkie	+5	Love Vintage Junkie and some of the other shopping spots. But the whole strip is really hit or miss, some of these businesses along here are not welcoming, even scary looking.
Fireside Getaway	+5	The Fireside and Glazing Memories businesses have done a fantastic job of breathing new life into this building! It's beautifully painted and up-kept, both front and back. I hope this sets a trend for other buildings on this street, as some of them are in terrible disrepair...almost scary looking. Our town is capable of having such a fantastic downtown area, given the chance. Perhaps there needs to be some sort of incentive for new businesses to move in and have a chance?
Fireside Getaway	+5/-2	Love the new Fireside restaurant
Vintage Junkie?	+1	Love the cute presence of this little home decor shop! They've painted it up really nicely and keep the front looking great through all seasons. I think the name may have changed, so I'm not sure what it is now, but it's still adding a great curb appeal to this street!
Rolseths Drug	+8/-2	Love Rolseths!
Downtown Barbers	-	My husband comes here for his haircuts and they always do a great job! The front could use a bit of sprucing up, as it's not very inviting...maybe some new paint or a bench to sit on or some flowers?
Rancho Loco Grill & Bar	+1	This is a great Mexican restaurant! After two pizza places failed in this location we have been pleasantly surprised at how well they are doing. We've had mostly good service here; the decor and view of the lake are really nice. The only negative is the way it is not stroller/wheelchair accessible, the flight of steps to the front door is quite steep and a deterrent to those with mobility issues who would otherwise frequent this beautiful spot.
Rancho Loco Grill & Bar	+5/-1	Love this little restaurant on the corner with the patio.
Vannellis	-1	Love Vannellis
Vannellis	-2	Vannellis is a great asset to the downtown area.
Vannellis	+2	Love lakeside memorial park and surrounding restaurants
New Bangkok Thai	+4/-5	Love New Bangkok Thai!



Comment General Location	Votes	Comment
Daniella's shop	-2	Loved Daniella's shop, good memories with the kids getting hot cocoa in the winter. I wish the pandemic hadn't destroyed so many wonderful small businesses.
Daniella's shop	+6	This is THE cutest historic, little iconic shop in Forest Lake. It should have remained a little ice cream shop. The look and feel of it must remain no matter who owns it. People look for it!
Spikes & Houles Feed, Seed, & Pet Supply	+10	Glad we have a local place for pet and hobby farm supplies! Keeps us and our money in town otherwise it's Blaine for Fleet Farm or Cambridge for Tractor Supply.
SW 2nd Street near Spikes and Houles	+4/-6	Love the taco truck! Glad I always know where to find it! How about setting up a food truck location we know we can head to when dinner is needed?
Kodiak Coffee	+4	Kodiak is the best!! Please do not put in another major chain like caribou or Starbucks. They don't have the charm and flavors like kodiak!
Kodiak Coffee	+3	Very glad we have a local coffee shop. Love that they carry good tea as well!
Kodiak Coffee	+7	We love having Kodiak as our local coffee shop!
Lakeside Park	+1	Love the new updated park! My daughter enjoys the search&find with the different animals hidden around, and the flat spongy mat is much nicer for the kids to run on than the shredded tire—a lot cleaner too!
Lakeside Park	-	Kids love the swim area but more shade needed!
Lakeside Park		Love the beach and the playground! We ride bikes here at least twice a week in the summer.
Lakeside Park	-	Fun park for the kids! Love the big swing sets for older "kids" too.
Lakeside Park	-	The playground is fun for our toddler but sadly we never take her there because we forget it's there. With such little to do in downtown, nowhere to walk and do anything, sit outside, nothing going on, we never go into Forest lake for any entertainment- always downtown white bear lake.
Lakeside Park	-	I didn't know how great the park/beach area was until I went to go kayaking the other weekend! The bean bag boards are awesome! Nice and sandy beach! Great playground for the kids!
Lakeside Park	-	It's nice having restrooms available.
Lakeside Park	+2	Love the park. Have more events to draw in more people and money to FL. And fix up the business fronts on the entire downtown area. It looks so dumpy! Architectural peaks on buildings, benches, floral windows boxes, sidewalk seating/umbrellas in summer to all help it look inviting! It looks so sad. Get the e-cigarette and military businesses out of there.
Lakeside Park	+8	I was sceptical when this park was replaced and it has actually been a great asset to the look of town.
Lakeside Park	-	Love lakeside! Forest lake could improve downtown by having a restaurant or two actually on or very near the water.
Lakeside Park	+8	We love the Memorial park/lake area. Like the playground and pavilion. Love arts in the park.
Lakeside Park	+5	Love the Arts in the Park on Tuesdays! So much fun to have a little farmers and makers market to support the community

Comment General Location	Votes	Comment
Lakeside Park	+1/-7	Your Boat Club has brought many people to try out our beautiful lake and get to know our shops and restaurants which is good for our economy. The members and staff are required to clean up and all is tidy. I agree perhaps a new contract to help pay for additional parking may be something to consider when time to renegotiate. The lake is public and comments from entitled people who say people should buy their own land to use it is reeeeediculous!
Hardwood Creek Trail	+2	I use the trails everyday for biking and walking my dog. LOVE it
Hardwood Creek Trail	+1	I also use the bike/walking path nearly every day. Love to be able to use the bridge over the highway. Agree, more trash/recycle/dog poo stations would be great. Maybe even a water fill station or two. Just need some areas along the train cleaned up (noted elsewhere)
Hardwood Creek Trail	+4	The trail through downtown is a great asset during the warmer months.





Favorite Places/Primary Destinations

Comment General Location	Votes	Comment
N Shore Dr/NE 4th Ave	+11	Add sidewalk all the way around the lake. North shore is dangerous for pedestrians.
N Shore Dr/NE 4th Ave	+4	Trying to leave North Shore Trail by taking a left on 61 is frustrating on a busy day or in the evenings. There's no other way to go. Ideally a roundabout.
Lake St N/NW 3rd Ave	+24	This intersection is commonly used by motorists, cyclists and pedestrians. It is difficult to exit the Mallards/Lighthouse Lofts parking lot in any direction at times. Incoming traffic does not slow down until after the merge point and traffic exiting the city begin to speed up at 2nd Avenue.
Lake St S/NE 2nd Ave	+1	Nowhere to safely cross street, or not enough visual for motorists that pedestrians are crossing
Lake Street S	+1	The road narrows with snow banks & parked cars. Consider widening or better snow removal. It's dangerous getting out of the car on the driver's side because of snow banks.
Earnie's Ice Cream Parlor	+3	This sidewalk along the lake side businesses is nice to have, I use it frequently when I'm taking my kids to the park. Unfortunately it's littered with sandwich boards and garbage cans half the time, forcing me to maneuver out into the road to get around them. It's a busy parking lot. It makes for an unnecessary risk for those who cannot easily skirt these obstacles (strollers, kids on bikes, wheelchairs, etc.)
Vacant Movie Theater	+10	The old theater building has needed to go for many years. On top of being an eyesore in the center of our main street, the windows and boarded up areas are ripe for something unfortunate to happen. It needs to be torn down immediately and the whole town will cheer! It was great back in the day, but its just time. My family jokes that we'll need to call in all the farm cats the day that goes down or we'll have a major rodent problem on our hands. Eeek, I'm afraid of what will be found!!
Vacant Movie Theater	+17	This building is terrifying (it looks like it is going to fall down) and makes the area look trashy. I like the idea of a "theater" for local plays etc. but not sure this is the location.
Vacant Movie Theater	+3	This building is scary. It needs to go.
Rolseth Drugs	+9	It seems like this whole strip mall could have a make over with nice shops, restaurants and yes move the shop up closer to the parking lot and move the parking lot closer to 61. Must more appealing to the eye.
Lakeside Park	-	There's a need for more handicapped parking places.
Roundabout		Please move the pedestrian lane at the roundabout. Either put it north of the current location by 50 yards or south of it closer to the south end of Vanelli's patio. I can't tell you how many times I see drivers slam on the breaks in the roundabout to let people cross. It defeats the point of it. Never understood the logic of that crossing placement.
Roundabout	+12/-1	Add back in the turn lanes so that anyone who is taking a right when entering the roundabout can continue unimpeded through the intersection. The center lanes are used for going straight or taking a left. Add better signage so people understand the process. People seem to have a hard time navigating roundabouts. Maybe a video on how the process works and when to use your turn signals could be shown on a website that is presented to the community?

Comment General Location	Votes	Comment
Roundabout	+3	There are 2 lanes that cars in the roundabout can use in the spot I marked, but I've almost been hit several times by vehicles coming from the north that do not yield to me if I'm in the right lane.
Roundabout	+4	Crosswalks in a roundabout feel incredibly dangerous. The point of a roundabout is to keep traffic moving. Stopping for a pedestrian is dangerous for pedestrian and all vehicles in the roundabout-not to mention counter-intuitive for drivers.
Roundabout	+2	Roundabout crosswalks are dangerous, especially for younger children and older adults that may lack mobility. Perhaps the addition of flashing lights like the 97/Goodview roundabout would help.
Roundabout	+25	The roundabout at Lake St (TH61) and Broadway Avenue was created in a way that is unsafe for pedestrian crossing, particularly children, elderly and handicap that take longer to navigate through it. It would be wise to consider adding flashing pedestrian lights similar to the new one near the public schools on TH97.
Roundabout	+23	ADD PEDESTRIAN SAFETY LIGHTS TO THIS AREA SO THAT PEDESTRIANS CAN BE SEEN WHILE CROSSING/WAITING TO CROSS!!!!!!
Roundabout	+16/-1	Not pedestrian friendly!
Roundabout	+5	For this to be the center of the city, it is too dangerous for walkers, bikers. There is no where to walk or bike that is away from fast cars in this area except the path. We should have something along the lake and going into the downtown area as well where it would bring a lot more business.
Roundabout	+5	Riding bikes from this side of town where we live, across 61 to get to the beach/playground is pretty scary with kids on bikes. Even if one car stops in the roundabout since it is two lanes another one just goes around them before they see us. Really wish there was a pedestrian bridge going from the bike trail to the park.
Roundabout	+12/-1	It'd be great to have two lanes again to keep traffic moving. Flashing lights needed for crosswalks.
Roundabout	-	I still think this is the worst intersection in the state.
Roundabout	+1	Traffic in the roundabout needs to SLOW DOWN to allow for ease of merging and a better flow of traffic so it works as a roundabout was intended. Maybe install speed bumps to slow traffic flow?
Roundabout	+3/-1	Now that most of us know how to use roundabouts, I'd like to see a second lane put back in.
Hardwood Creek Trail	+6/-4	Snowmobiles can be very disruptive and loud. Many travel a lot faster than the speed posted or do not stay on the trail. This may be a case of a few ruin it for the rest, but it is a concern.
NW 3rd Street	+11	Increased fast/loud traffic avoiding the roundabout/main street. Many drivers treat the side streets like a main thoroughfare, without much concern for the neighborhood.





Comment General Location	Votes	Comment
NE 4th Ave/Lake Street N	+9	Often enter from this way and it is very underwhelming /sad.
W Broadway Ave/ Hardwood Creek Trail Overpass	-	Enter from here.
W Broadway Ave/ Hardwood Creek Trail Overpass	-	I think this roundabout is the gateway to downtown! I also think this is the most inviting spot in the city! Especially during the winter with all the Christmas decorations!
W Broadway Ave/ Hardwood Creek Trail Overpass	+1	Love using the trail and local sidewalks.
W Broadway Ave/ Hardwood Creek Trail Overpass	-	We usually enter downtown off of the bike trail and then to the roundabout.
SW 2nd Ave/Lake St S	-	Enter here.
SW 2nd Ave/Lake St S	-	Enter here, coming from 61.
SW 3rd Ave/Lake St S	+3	I think many people from town enter from the south. The approach from this direction is pleasant until the roundabout, but north of that it leaves much to be desired.
SW 3rd Ave/Lake St S	+1	Enter here.



Comment General Location	Votes	Comment
Reub's Tire Shop	-	If you want to attract more people to downtown, you're going to need to provide more parking. For events such as Music in the Park, it's very difficult to find parking convenient to the event.
NW 3rd Ave/Lake St N	+2/-1	There should be a roundabout here to make it safer to enter/exit the parking lot at Lighthouse Lofts/ Mallards and Mattson's. Also those entering and leaving N Shore Trail.
Mattson Funeral Home	+2/-2	Please convince Mattson funeral home to give up their lake front. Well that whole building would be ideal for shops, but their yard just sits there. Make a depressing place a quaint place to hang out.
(Land behind) Mattson Funeral Home	+15	Lakefront bar & restaurant with historic Forest Lake feel.
Mallards	-	Add a bike rack.
Lake St S/NW 2nd Ave	-	I like what this business has done with this little building. It was an abandoned eyesore before, with potholes and odd cement pillars in the parking lot, but now it's very cute and welcoming. Big thumbs up to them for keeping this corner looking so presentable.
Earnie's Ice Cream Parlor	+5	Stop allowing leases and businesses that add no value or character to downtown- we do not need real estate, insurance companies and the like on the Main Street. If you want sustainable businesses, there needs to be a draw for people to come from the Cities.
Earnie's Ice Cream Parlor	+7	Unfortunately the ice cream/sandwich shop did not survive but this area could be so cute updated with bistro tables out for people to gather. Ice cream? Wine bar? You'd have my business!
Earnie's Ice Cream Parlor	+7/-5	We miss Ernie's! It was great small place to grab a quick bite and head back to to the boat
Fireside	+6	The old sex shop needs a complete face lift like Fireside! It is disgusting!
Fireside	+9	Hard to tell on this map but there are alleyways that would be great to make less "scary" and trashy looking. I love going to cities where they have el fresco dining in alleyways with lights overhead. Could be so quaint, welcoming, and small town feel.
Theater Building	+12	This building has got to Go! It's disrepair is dragging down the whole block. There could be so many other uses for that building/ location- like Keg & Case in St Paul. Take a run-down property, remodel/ bring back the original character and fill it with unique shops!
Theater Building	+4	Unfortunately I don't think this old building is salvageable. It's scary and the front looks really gross. Tear down and Move movie theater here or I'd love to see a food coop in town that can also help nearby farmers.
Theater Building	-	Better street parking, less parking lots.
Theater Building	-	Your map needs to be updated to reflect current businesses.
Theater Building	+1	Really cute little building with pawn shop sign- was leased out to a shipping company or the like for office space- really!? And now was just sold- sure hope the new owners turn it into something great- could have a cute store front and nice patio out back.



Comment General Location	Votes	Comment
Rolseth Drugs	+5/-1	As development occurs on the east side of Lake Street in this vicinity it should be considered to have a pedestrian ROW between buildings or a passageway under a constructed building so that it is easy to navigate from Lake Street shopping area to the park area without wrapping all the way around the block.
Carter's Jewelry & Gifts	-	The town needs more shops. Boutiques and bakeries and candy stores. Touristy shops would bring more traffic downtown.
Carter's Jewelry & Gifts	+9	We need a local bakery in town.
New Mixed use/ office building near roundabout	+7	Would love to see unique shops, a food co-op, cafés/coffee shops/bakery/deli-type restaurants with lakeside patios. We have Mallards, Fireside and Vannellis downtown so I'm not thinking those types of restaurants - smaller, deli/bakery/coffee shop type. More of a unique retail and gathering hub. A food co-op would serve Lighthouse Lofts, Cherrywood and other nearby residents well.
New mixed use/ office building near roundabout	+18	These shops should be ice cream shops and quaint shopping...not "business." Business should be on the Hwy 61 side.
New mixed use/ office building near roundabout	+7	Try and restore charm and less of these "ugly" hard to access buildings when thinking about things down the road. Small businesses would be preferred.
New mixed use/ office building near roundabout	+7	You're getting it loud and clear. There's been no previous vision so business buildings with one entrance with floors and elevators were built up by Gaughan and not anything to give people a reason to gather and spend time downtown. So unfortunate! The cute historic buildings that could have been preserved were demolished and the old theater sits right at the center like a giant eyesore!
New mixed use/ office building near roundabout	+2	We need to take advantage of being on the lake- create patios for eating outdoors, places for live music, etc. I love downtown white bear lake and go there frequently for everything- dining, shopping, and walking by the lake.
New mixed use/ office building near roundabout	+8	Inviting shops should go here, start your in-town shopping here or shops and restaurants that support the use of the lakefront park.
New mixed use/ office building near roundabout	+16	It's unfortunate that these are all dental offices or business offices, why would these not be reserved for shops and restaurants? People walking the park don't want to stop in to get their teeth cleaned, they want to look at stores and get a drink or an appetizer.
New mixed use/ office building near roundabout	+2	This building was a mistake and completely wasted prime Forest Lake real estate. Condos? Offices? Real Estate? We need to bring in businesses that can utilize this space to bring in tourism and future residents. Bakeries, breweries, fitness studios, etc.
New mixed use/ office building near roundabout	+6	Let's get a brewery, yoga/pilates studio, pizza, and donut shop in here!! Tons of opportunity for private-owned businesses that the community would enjoy.
Parking lot between Lakeside businesses/Park	+2	Electric Vehicle charging stations would help draw people.
Parking lot between Lakeside businesses/Park	-	This parking lot is dangerous when walking or riding a bike.
Parking lot between Lakeside businesses/Park	+1	Make it so the businesses are lakeside not the parking lot.

Comment General Location	Votes	Comment
Parking lot between Lakeside businesses/Park	-	It would be lovely to turn this into green space with gathering areas (a continuation of Lakeside Park) and improve the back side of the stores that face the lake. That area is prime for patios, shops, cafés, etc. Of course, the parking issue would need to be resolved.
Parking lot between Lakeside businesses/Park	+1	Please make restaurants facing the lakes. The businesses need to be placed in back so people that are there for tourism, relaxation, can enjoy all that Forest Lake has to offer. There also needs to be a walking/biking path around the lake.
Parking lot between Lakeside businesses/Park	+18	We wish that there was more green space with restaurants and local shopping facing the lake for a "calmer/quaint" experience. This area when "originally" built should have placed the parking area/lot on the Hwy 61 side with business (dentists, reality, accounting facing the road) and the lake side view should quaint shopping with restaurants and green space. The outside dining experience is not awesome with the parking lot there.
Parking lot between Lakeside businesses/Park	+10	This parking lot is wasting valuable real estate! The couple restaurants have horrible views, people want to see the lake!!!
Parking lot between Lakeside businesses/Park	-	We need a Bakery. Places also for teens to go do something. Roof top bar and restaurant where you can see a good view of the lake.
Parking lot between Lakeside businesses/Park	+1	Forest lake needs an identity- perhaps joules and the railroad history could be the emphasis- the historical society needs a home- perhaps start with a visitor center and historical society right in the middle of it all.
Parking lot between Lakeside businesses/Park	+14/-1	We would love more designated time for vendors/food trucks to give us a reason to walk around down by the lake.
Boat Launch	+3	Love that we have a boat launch, however space for it is minimal and the parking for trucks and boat trailers seems to be inconsistent with need. When pulling a boat in, it is hard to know before launch if you will have parking and parking can be so tight that pulling a trailer in and out can be tricky. I know it's more of a statement than idea, maybe this should have been a safety concern pin. Perhaps wider lanes, designated launch parking, or a complete relocation would be potential answers
Lakeside Park	-	Add a decorative splash pad! Kids and adults like a chance to cool off without jumping in the water, or just to be near water. Make it visually appealing, not just for kids enjoyment. Much like splash pads at the malls in Scottsdale AZ...interactive and attractive.
Lakeside Park	-1	Would love to have a dog park area in Forest Lake. Not necessarily right on the beach for health concerns, but close to the downtown action.
Lakeside Park	+8/-1	Would love updated signs and pavement markings to note that leashed dogs are now welcome. I feel weird bringing my leashed dog there since the outdated signs say he's not allowed.
Lakeside Park	-	More shaded areas would be great along with more picnic tables rather than only benches.
Lakeside Park	-	Swings are nice but add area to sit/shade + other activity like skate park or volleyball courts.
Lakeside Park	-	I'd like to see updated signage on park rules. Dogs are allowed in the park but there's still a huge sign that says they aren't. Very confusing. Also, it'd be nice to see some dog poop bag dispensers.
Lakeside Park	+4	In the winter it would be great if the paths were still clear and the city had some fun events like Duluth's Bentleyville or a European style Christmas market. Even partner with other towns like Scandia and Lindstrom.



Comment General Location	Votes	Comment
Lakeside Park	+1	This memorial is rather sad. It's not very well maintained and they don't try to push selling the spots to make it look like it was designed to. I'd like to see it revamped.
Lakeside Park	+6	Could use a good updating. The park is beautiful and well used by many. Even more-so since the pandemic. It would be great if the city could clear the walking path in winter as many continue to walk the park.
Lakeside Park	+1	While the new Lakeside Park was an improvement, too many trees were destroyed. It will take decades to repair, put some trees back.
Lakeside Park	+5	I wish there was something we could do about the extensive waterfowl on the beach—lots of poop all over the shore, docks, and water. It creates swimmers itch and an unpleasant smell. I would love to swim here with my kids, because the water depth is so nice, but these issues kind of ruin the experience. I realize it's their habitat, but just for this small section of the lake it would be nice to have an owl decoy or "don't feed the ducks" signs or something that would deter their presence.
Lakeside Park	-	Seems like a City Playground could be better than this playground - not enough there to keep kids interested.
Lakeside Park	-	Would love to see a larger swimming area roped off here. The beach is nice but the swimming area is only 3ft deep. Would be nice if the swimming area went further.
Lakeside Park	+6	Improve beach area. Very small with limited space.
Your Boat Club	+28	Your Boat Club has requested expansion and if that is ever approved it should be considered that they are required to provide a public amenity as part of the contract for them to use our public park for their business, particularly since they do not pay any property taxes. An extended public dock and fishing pier or public boat parking are two things to consider.
Your Boat Club	+8	Unless this company is bringing in revenue for the city, it doesn't make sense that they get such a prime location for the beach. I'd rather see this as additional public docks or a rental company for kayaks and paddleboards.
Your Boat Club	+24/-2	Get rid of this garbage called "Your Boat Club". It chokes up the scenery and wrecks the beauty of what is left of the park. And not everyone who utilizes it is respectful of the lake and it's residents. They should be required to purchase their own land and use that instead.
Your Boat Club	-4	Boat club is great- need more like-minded ways to bring visitors to downtown. They come for the boats and are willing to spend money but leave just as quickly as they came.
Boat Dock	+8	Need more space for boat docking and a better configuration! People are out on the water and would love to wander into town but existing dock is full and difficult to pull into. Which leads to the lack of fun/interesting places to "wander" to.
Boat Dock	+2	We need more boat parking. It is so hard to get a spot if you want to get downtown for dinner or lunch. Move the public launch, it doesn't need to be downtown. You would have more space to develop, better parking access for cars and better boat access for people coming to downtown by boat. People that are using the boat launch are not visiting downtown, they are dumping the boat in and getting on the lake. They could do that from anywhere on the lake.

Comment General Location	Votes	Comment
Boat Dock	+4	Echoing others' comments about needing more public dock space. We like to grab dinner while out on the boat, or visit Arts in the Park, but very often the dock is full. Would be nice to have a designated area for people to fish, as often people are fishing on the end of the dock (or we've seen swimming right there, too) and it gets crowded with boats trying to dock and maneuver around them safely.
Boat Dock	+18/-2	Eyesore from the park view! Get rid of the Boat Club and put these public docks in its place or purchase other land space to put them. Also make the dock multi functional so that
E Broadway Ave Park turn-around	+1	This roundabout is helpful with the flow of traffic, but there is only one sign posted about the direction/flow of traffic. It's confusing, especially for those entering from the park or restaurant lots, and I've seen cars go around the wrong way.
E Broadway Ave	+3	Add murals to showcase history of town and or character.
E Broadway Ave Roundabout	-	The noise from vehicles and motorcycles exiting the roundabout really takes away from enjoying outdoor seating at the establishments near the roundabout.
Lakeside Businesses behind Vanelli's	+14	I agree that we have too many offices on the lakeside. The best use of the retail space on the north end was the original ice cream and sandwich shop. It is perfect for a place with patio dining with a lake view, but now a Salon has taken it over. And upper level restaurant with rooftop bar?
Lakeside Businesses behind Vanelli's	+2	Would love to see a co-op somewhere in Forest Lake! Somewhere to have more holistic/natural food choices, grab lunch, etc. Would be even more awesome to have it close to the beach for convenience. I don't like having to drive to Cambridge or Shoreview for co-ops! Would love to have an option in town.
Lakeside Businesses behind Vanelli's	+31	Waste of prime Lakeshore!!! Businesses like offices and salons don't belong on the lakeshore. People want places to sit and enjoy the view while grabbing a meal, sipping a cocktail, or grabbing some ice cream with their kids!
Lakeside Businesses behind Vanelli's	+16	When I moved here I was really surprised this building was all offices. Seemed like the lake views were not being used to draw in the public.
Lakeside Businesses behind Vanelli's	-	There is simply not enough parking in this lot! Went to Vannelli's for lunch the other day and assumed they must be having an event in the banquet room because the lot was so full. Walked into Vannelli's and hardly anyone was in there! Asked the server why the lot was so crowded. She said all the employees from the office building park in this lot, plus then the Vannelli's employees in the lot as well...there are simply not enough parking spots for visitors! We really need a ramp somewhere!
Lakeside Businesses behind Vanelli's	+2	Forest Lake needs an indoor play area for kids. Not all kids play sports.
LiQuiVape	+12	Enough with the Vape shops. Our city seems not to enjoy variety. We have too many dentists, auto stores, vape shops, and banks. We can do better. PS- Not to mention how terrible they are for your health!
LiQuiVape	+12	Yes, actually put a brew pub and wine bar here and make the alley into a patio with string lights overhead. I live very close to here and that would create a new downtown atmosphere within walking distance to the park, boaters can tie up and walk to it and perfect for our 4th of July events.




Comment General Location	Votes	Comment
Trade Wins Sports	+7	This entire building is empty and clearly whoever owns it does not care. There has been a light post down by the old bank on the ground for about a year. Dangerous and an eyesore! This building needs a plan. It has so much potential. Yoga Studio, ice cream shop close to the kids playground, sushi, or a brewery like Common Loon in Chicago which could take up the whole building. I could see them all doing well.
Vacant Lot across SE 1st Street	-	Adding a splash pad for kids would help draw people down town as well as give family's something to do.
Daniella's shop		Would love for this to become an ice cream shop, maybe with a push cart they can bring into the park on occasion.
Daniella's shop	+10	Sad to see Daniella's go. This would have been more effective closer to the lake. Sad to see Ernie's go too-again, should be closer to the lake with less pavement between the shop and lake.
2nd Ave SE	+9/-17	Snowmobiles. There is a missed opportunity that there is not a dedicated trail providing access to the lake. We have an amazing major dedicated trail running through town bringing people from hundreds of miles, but it is almost impossible for anyone to stop and frequent dining establishments. It's easy in Stacy/Wyoming and easy in Hugo/Blacksmith...but Forest Lake gets passed by. A designated trail would provide access to the lake, connect to other trails, provide safety, a way to spend money...
Hardwood Creek Trail	+2	I would love to see more city wide trash cans. I notice way too much litter out and about downtown and I think adding several garbage cans could help with that and the dog waste along the trail and sidewalks.
Hardwood Creek Trail	+7	Love the decorative trees however, I think we should consider some edible fruit bearing trees too so the community could enjoy fresh free fruit (apple trees, pear trees, etc.). Also butterfly gardens with milkweed. There is a lot of grass along the trail that could be used for feeding people, birds and butterflies. Maybe Gerten's can donate some fruit trees...the community could clean up the spent fruit on the ground.
Vacant lot near Hardwood Creek Trail	+4/-2	Forest Lake needs an off-leash dog park!!! The closest one is on the lino/Shoreview border - Too far of a drive to get our pups some socialization.
Vacant lot near Hardwood Creek Trail	+5/-3	Having a dog park in Forest Lake would be a great addition.
Vacant lot near Hardwood Creek Trail	+15	This area would be great for parking and allow for more green space closer to the lake (i.e. existing parking lot that is prime real estate).
Vacant lot near Hardwood Creek Trail	+3	Agree. Something creative could be used with this empty space. It's prime for the 4th if July parade.
Vacant lot near Hardwood Creek Trail	+12	Create a mix of green space and parking. See photo.


Comment General Location	Votes	Comment
Vacant lot near Hardwood Creek Trail	+6	This area is so underutilized- could be a food truck hub, art fair area, tiny house shopping village- endless possibilities.
Vacant lot near Hardwood Creek Trail	+11	Maybe a covered area for the farmers market like St. Paul has? Could rent Segways or scooters or bikes from there as well. Perhaps restroom facilities for people using the trail, a refreshment stand, a map of downtown, etc. All attractively designed with lots of greenery and art and nature. Someplace that is calming and encourages traffic in the area to calm down and go a bit slower around the roundabout, too. Could maybe put some parking for the area behind Spike's?
Vacant lot near Hardwood Creek Trail	+6	Would be great to have this set up as a multi use events space (farmers market, food trucks, bike rentals, etc.)
Vacant lot near Hardwood Creek Trail	+8/-1	Is there value for the city to own these 3 properties? Right now they are nonconforming. (Lots between trail and NW 3rd Street)
Hardwood Creek Trail	+7	Need more trash bins along the trail "outside" of downtown (both north and south) so people can pick up after their pets and have somewhere to throw it. I currently have to put it under my windshield wiper to "transport" it home to throw away! Yuck!
Spikes & Houles Feed, Seed, & Pet Supply	+17/-4	Taco trailer is an eye sore. I'm sure they have great food and I support the food truck business, but there should be a designated area/times for food trucks/trailers to be used like Arts In The Park or other special venues. I think if they want to have a trailer parked all season then they should look into occupying a space like a normal indoor business. I also believe they should have proper permits if they are going to be doing business, if Forest Lake doesn't already have this.
Spikes & Houles Feed, Seed, & Pet Supply	+5	All about the food trucks. But there should be standards about where, when, and how. This is a prime space and the city should be capitalizing on this and advertising to bring people into town!
Spikes & Houles Feed, Seed, & Pet Supply	+13	I agree this food truck and some of the others around town are great. Perhaps, like in Downtown, they gather in the beach parking lot - and include one for ice cream! City could charge them rental space for a prime spot. Nearly every car parked at the lakeside park in the evening when I walk my dog (all year around) are people eating take out/ice cream in their car or at picnic tables and looking out at the lake. City could then add on to the social scene and draw more people to the city.




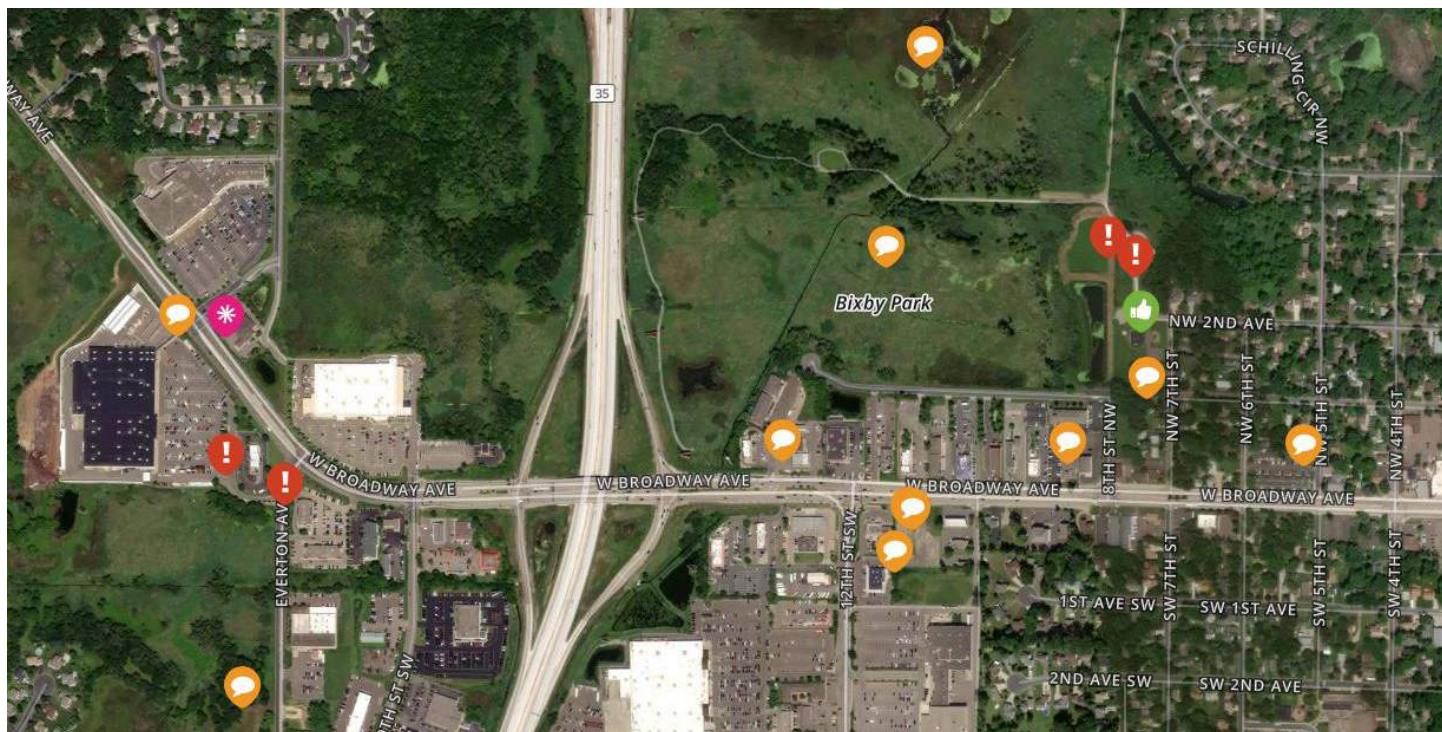
Comments Outside of the Study Area:

 Favorite Places/
Primary Destinations

 Safety
Concerns

 Where Do You
Enter Downtown?

 Ideas/Suggestions
for Downtown



Comment General Location	Votes	Comment
--------------------------------	-------	---------

Cedar Park	-	Kid's love this place.
------------	---	------------------------

Comment General Location	Votes	Comment
--------------------------------	-------	---------

Menards	+3	Unsafe intersection.
---------	----	----------------------

Menards	+5	This intersection is HORRIBLE and dangerous.
---------	----	--

Cedar Park		Needs new sign when the park hours are, need a stop sign on the corner, need speed limit sign, a lot of people speed and cut the corner and needs a parking lot. Also needs to be a gate by the water tower so people who are not supposed to be back there stay out.
------------	--	---

Cedar Park	+1	Pick up your dog poop.
------------	----	------------------------

Comment General Location	Votes	Comment
--------------------------------	-------	---------

W Broadway Rd/ Everton Ave N	-	It would be helpful to extend the sidewalk so that there is a safer option to walk to downtown.
---------------------------------	---	---

Comment General Location	Votes	Comment
Bixby Park	+1	The existing downtown area is far too small and congested. Also too expensive to change much. I suggest rather than existing downtown area call it City Center and move it to an area that can expand. There needs to be sidewalks and parking available. An entertainment venue like a perm band shell or similar. Where it is now 61 and Broadway will always be a problem. Should have bought houses and built a parking lot?
Taco Bell	+2	Can we get a Caribou in here?
Vacant Lot near Speedway	+4/-3	Perfect place for a Buffalo Wild Wings or another sit down restaurant.
Vacant Lot near Speedway	+2	Please do something to sell this lot to anyone but a dentist, bank, or fast food.
Vacant Lot near Speedway	-	A Chick-fil-A.
White Castle	-	Add a bike rack.
8th Street NW/NW 7th Stree	-	Connect these streets.
NW 5th street	-	Add a bike rack.
Menards	+3	Make this a 4 way stop to alleviate congestion at the other intersection into Menards.
Everton Ave	+7	Prevent large trees from being cut down all in the name of progress. It's too late for these oak trees but have a plan to keep as many trees and open space as possible. Shame on the person(s) who approved this destruction!



Comments Outside of the Study Area:



Favorite Places/
Primary Destinations



Safety
Concerns



Where Do You
Enter Downtown?



Ideas/Suggestions
for Downtown

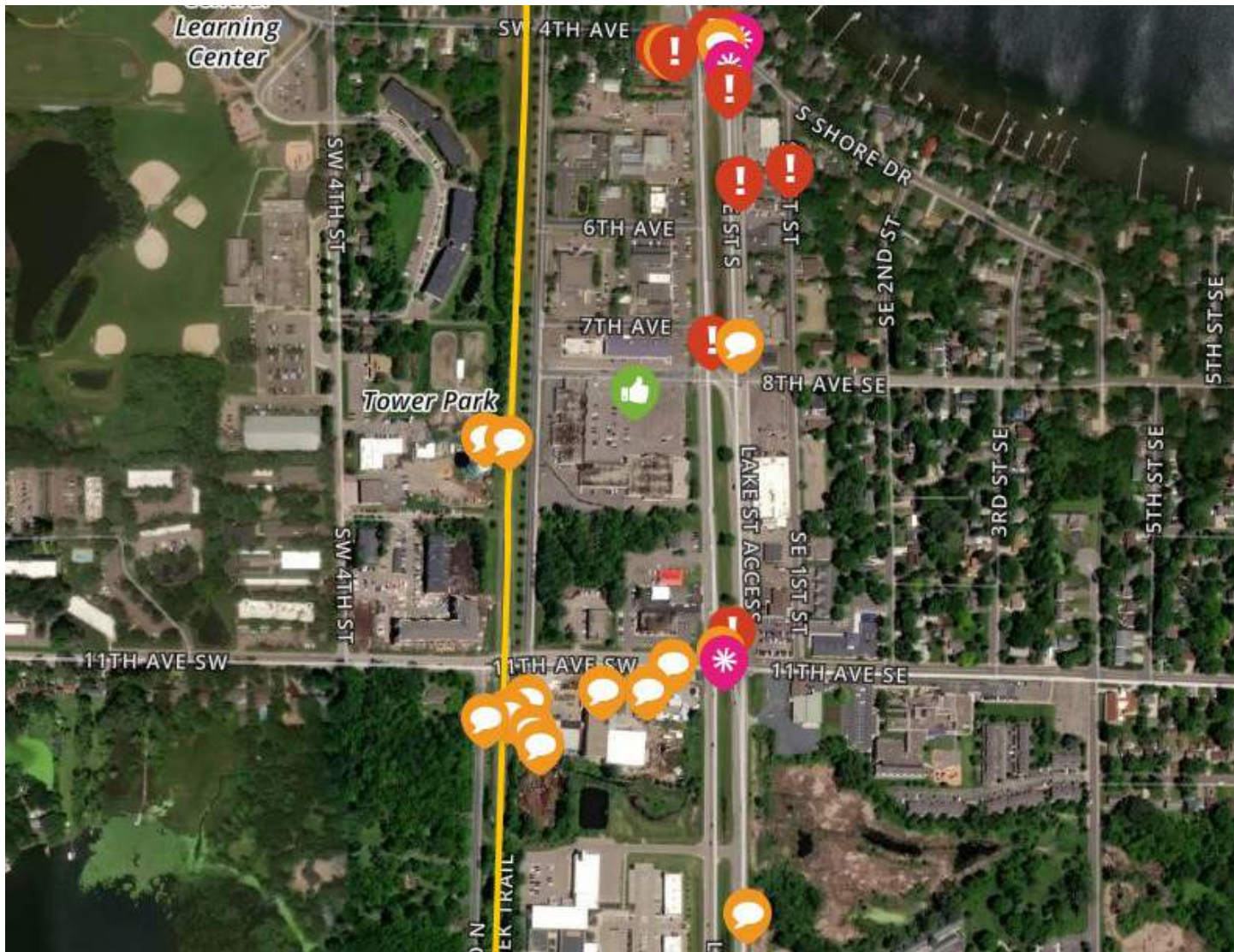


Comment General Location	Votes	Comment
NE 5th Ave/Lake Street N	+5/-1	We loved Coffee Smith as a food truck option a couple years ago, so nice and such great artisan coffee—something our city is severely lacking in! All we have is Starbucks. I was really missing good local coffee this summer. As another person commented, it's sad that the city is forcing them to tear apart the beautiful grounds. It was a great green space to chill and watch our kids run around. I get there are parking needs to be met, but still sad to see those beautiful hedges torn up.
NE 5th Ave/Lake Street N	+2	This is another historic, beautiful property. Hope to see the coffee shop get up and going very soon, thrive to include sandwiches and soups. It would be a fabulous gathering place and small event venue. EG: Gustav's Eatery in Lindström.
NE 5th Ave/Lake Street N	+1	I'd love to see the store here connected to the bike path. It'd open the opportunity for the city or the business to operate bike rentals!
NE 5th Ave/Lake Street N	+6	Cycle and Skate Shop - Include this in your city planning. It needs direction and a sidewalk or path from the trail to here.

Comment General Location	Votes	Comment
Should be in study area? Placed near trail/NW 4th Ave	-	The round-about in the center of the city is a major problem. It's too small to get traffic through the intersection efficiently. In mid- to late-afternoon it is almost impossible to enter the round-about from the park and businesses that face the lake. Also, the intersection to the north of the downtown round-about needs to be revised. Options: make it another round-about, install stop lights, or make it a four-way stop, which I know everyone would hate and probably abuse.
NE 5th Ave/Lake Street N	+6/-7	Really looking forward to Coffee Smith's reopening. A little frustrated that it's been delayed by the city's demands to literally pave paradise...
NE 5th Ave/Lake Street N	+8	Personally wish there was a safe way (paved) to go for bike rides or walks around the lake!

Comments Outside of the Study Area:

- Favorite Places/ Primary Destinations
- Safety Concerns
- Where Do You Enter Downtown?
- Ideas/Suggestions for Downtown



Comment Location	Votes	Comment
SW 8th Ave/Lake Street S	+1	This strip mall has so much potential! Some great retail shops are there now and a couple restaurants, a nail salon, and even a chiropractor. I think this mall is a great focal point for our town and more visibility should be given to it.

Comment General Location	Votes	Comment
Lake St Access	+1	South side is where I enter
Lake St Access	+18	I believe this area feels more like entering the downtown district and would be a great place for proper signage like "Welcome To Downtown Forest Lake"
Lake St S/11th Ave SE	-	Enter here

Comment General Location	Votes	Comment
420 Building	+19	This motel has to go.
Lake St S/Lake Street Access	+22	This should be considered the entrance area despite it not being in your dotted line area. Also, this is a dangerous spot.
Lake St S/8th Ave SE	+1	Eliminate the stop light at this intersection by closing off the median and allowing right turns only when you want to enter Lake Street South - highway 61. If not willing to close it off: Stop lights do not appear to be traffic sensitive, are not "current" so semaphores don't allow left turns on flashing yellow arrow. Through traffic on Lake St. S. often has to stop for no cars or perhaps only one car.
Trail at water tower	+4/-1	Another eyesore along the bike trail. It appears to be the city's junk lot. A pontoon? Likely not city owned. The water tower needs fresh look and this lot needs to move or have natural greenery as fencing along bike path.
Winnick Supply	+5	Winnick needs to move or keep up his toxic dump. Rusty scrap metal does not make a pleasant view on the bike trail, nor does a broken fence.
Winnick Supply		We need to zone properly. The south side of town has industrial buildings or unattractive buildings.
Winnick Supply	+6	This is an industrial business that now needs to be placed in an industrial park outside the main part of the city. If that cannot be done, we need city ordinances that require to beautify (and ensure safety - rusty sludge dump along bike trail) by putting natural fencing or something around the lot.
Winnick Supply	+1	A couple years ago was told either the MPCA or Washington County and Winnick have an agreement and timeline to get this scrap heap removed. Is that still the case? What is the timeline? As a comparison, here is a similar local business on highway 61 in Hugo. Operations are and the look from highway 61 puts Winnick to shame with clean, accessible recycling operations (NRI Metals 15717 Forest Blvd. Hugo, MN 55038)
Winnick Supply	+4	Winnick has got to go. A total eyesore taking up prime real estate. It only detracts from the community.
Winnick Supply	+10/-1	This business is a complete eyesore to our community. It should be moved to a location outside of the main city.
Winnick Supply	+3	Maybe unrelated, but this looks like complete garbage on your way downtown.
Lake St S/11th Ave SW	+8	Fix the ugly infrastructure. Power lines are everywhere and the semaphore at this location is literally held up by a chain. You can't make anything nice without cleaning up the roadway.
Lake St S/11th Ave SW	+6	This entire stretch of 61 is so sad. It's ugly, dumpy, it looks overgrown, and all around needs to be improved.

Comment General Location	Votes	Comment
420 building	+19	I agree that this place needs to go! I was in one of these apartments a couple years back and could not believe what I saw. From rodent feces, to newspaper lined windows, to a vent stack from an inch off the floor going through the roof telling me there is an obvious air quality issue they need to vent that way. I guarantee this place is not up to code and is a fire hazard. I would highly recommend city and fire departments to check into it as well...
420 building	+17/-1	Likely this place is not up to code and an eyesore. Again, city guideline or ordinance are needed that enforce upkeep of buildings so we don't end up looking so torn-down. Business owners have a responsibility.
Lake St S/Lake Street Access	+25	Better traffic control in this area. Too many people speeding both entering/leaving downtown - poses risks to pedestrian safety.
Lake St S/Lake Street Access	+26	While this specific area is outside the corridor presented, it is certainly a major entrance point to the downtown district and one could argue that the corridor in this direction should be considered and constructed similar to downtown. This area where South Shore Drive and TH61/Lake Street meet is dangerous for vehicle traffic making any movement and nearly impossible for pedestrian crossing.
Dairy Queen	+4/-1	Dairy Queen is another place we would love to ride our bikes to. But getting from the bike trail, across 61 safely is really scary and difficult with kids on bikes. There's just not an easy way to do it, even at the lights.
Dairy Queen	+12	The Dairy Queen drive-thru is a mess. It seems they don't have enough staff to keep the lobby open (not their fault, as everyone is understaffed) so every customer has to go through the drive-thru. This means the line is often backed up until it's out of the parking lot and in the street. Which blocks traffic and the line of sight for that whole section of street. This is not only inconvenient but also very unsafe.
Lake St 2/SW 8th Ave	+9	The pedestrian crossing at this intersection is a nightmare. It is so long and having kids in tow makes all the different traffic difficult to navigate. A pedestrian bridge across 61 from the bike trail would be really nice at least somewhere.
Winnick Supply	+7	Traffic is constantly backed up at the turn lanes on Lake Street. On 11th, traffic turning left has a middle intersection that many don't know how to navigate. This is a prime location for a roundabout.



Comments Outside of the Study Area:



Favorite Places/
Primary Destinations



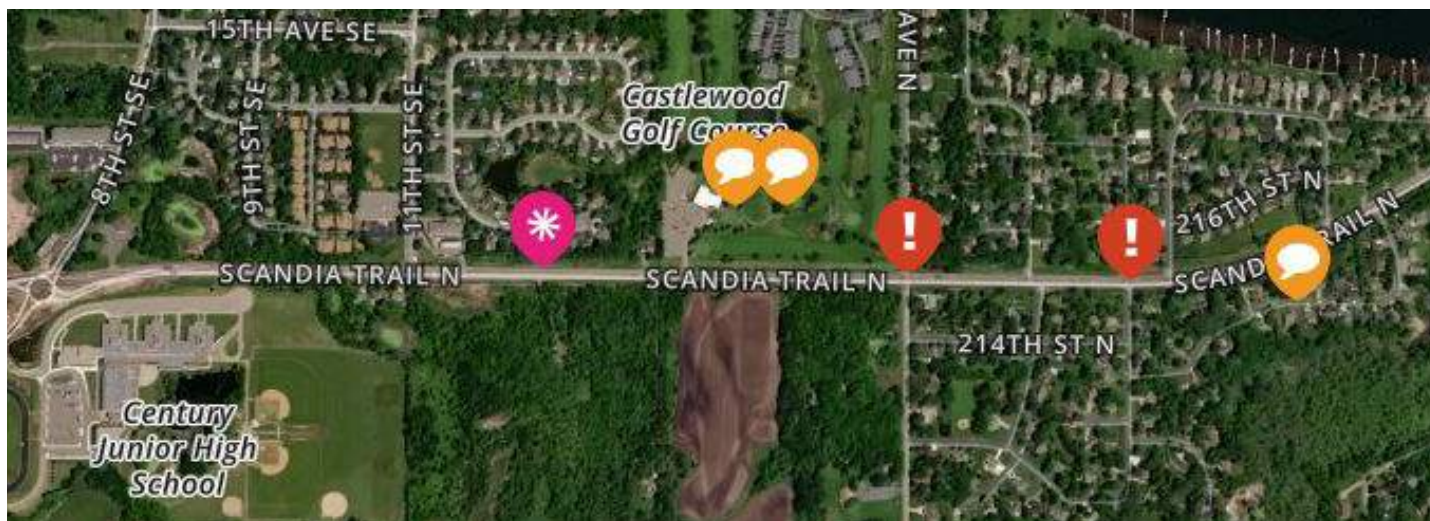
Safety
Concerns



Where Do You
Enter Downtown?



Ideas/Suggestions
for Downtown



Comment General Location	Votes	Comment
--------------------------------	-------	---------

Scandia Trail N

+1

There should be a trail along Highway 97 somewhere so people around the lake can access the trail system and the downtown area.

Comment General Location	Votes	Comment
--------------------------------	-------	---------

Scandia Trail N

+1

Finish building the clubhouse at Castlewood. Looks terrible. And, it's a terrible place for a clubhouse, it's going to get hit by golf balls.

Castlewood Golf
Course

+10/
-10

Get rid of the golf course and make it a park for all to enjoy. As far as I'm concerned, two in this town is already too many. If people want a dog park, then maybe this spot should be considered and have the other part landscaped with nice walking trails for summer use and cross country skiing in the winter.

Highway 97

-

Please place some safe walking trail along 97 so we can walk, bike, etc. Into downtown. Additionally, kids need a safe route to walk to the schools. Lots of walkers on the highway, very unsafe.

Comment General Location	Votes	Comment
--------------------------------	-------	---------

Scandia Trail N

+3

Hard to get on 97 from side streets/neighborhoods during higher traffic times.

Scandia Trail N

+2

Consider a roundabout here or on Harrow. With the new development down Harrow, leaving the Woodcroft developments on north and south of 97 is becoming evermore dangerous.



PARTICIPATION

The numbers below capture different analytics measured to show the total activity on the site:

PARTICIPATION SUMMARY

The numbers below capture total activity on the Phase II Social Pinpoint site:

 **Total Visits**
(Total number of visits to the site)

517

 **Unique Users**
(Number of individual IP addresses to visit the site)

215

 **Survey Responses**
(Number of unique individuals to engage with the site surveys)

66

GENERAL COMMENTS

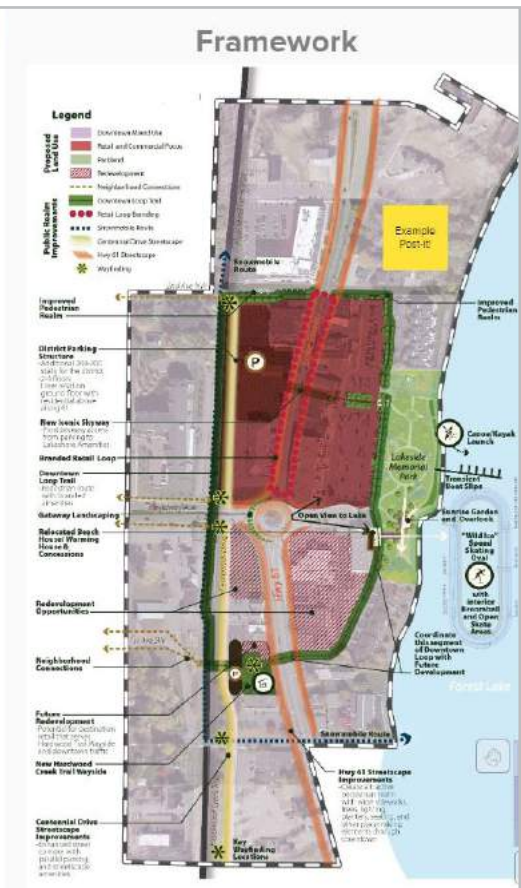
- This is great and really well thought out. Biggest concern is for residents of forest lake who still don't have access to sidewalks, there are still areas that have pedestrian crosswalks but no sidewalks to even access them, when we could be focusing on making forest lake less congested by offering motor vehicle free alternatives.
- Me and my wife recently moved to Forest Lake and are very excited to see where the future of the downtown district will be going. We would certainly love to see more restaurants and younger scene bars/hangouts. Breweries, speak-easy, crafty-restaurant options, more lake-view bars/restaurants would attract more 20's-40's demographics to the area and be beneficial to long-term city growth and sustainability. We are always looking for new places to go but seem like there could be some improvement here in FL. Stillwater, MN is one of our favorite water-front towns to go and spend our evenings but would be nice if downtown FL could offer some similar options closer. We have money and would like to spend it here in our local economy instead of driving closer to the cities!!!
- I had pictured a pier at Lake Side Park with a flat bottomed paddle boat that would carry about 100 people and give tours of the three lakes which could take approximately 2 hrs. There are several points of interest around the lakes and it could serve food and be used for small weddings or other special events. There would be a small miniature golf course near the pier for those awaiting the next tour. I think it would be very novel and draw outsiders to Forest lake for the summer months. I had thought about this during the Forest lake Centennial when there was a miniature golf course at lakeside and I had found a paddle boat on the St. Croix but couldn't put it all together. I'm just throwing it out there with all the other weird suggestions you probably are getting . Wish you success, Forest Lake sure needs it .
- I did attend the City Hall meeting in January (25th). I believe the easiest and most economical sense to improve Downtown Forest Lake is to eliminate the roundabout on Broadway. Stoplights would solve access issues to downtown including pedestrians and the trail system users. You could then modify Centennial Drive to one way with angled parking. I believe that Forest Lake is the only city on Highway 61 with a 'roundabout' in a downtown?
- We live in a neighboring city and are excited about these plans. We often want to go to Forest Lake for dates, but find our options to be limited. I think the plans would appeal to retailers. More parking, better signage, and enticing people to use Centennial Drive more (to limit traffic strain at the roundabout) are key elements. The skyway walkway is also ambitious and exciting! We love the park by the lake and are happy that area is the focus. Yes, make a skating loop with open skating areas! That's something a Minnesota lake city should showcase in the State of Hockey.
- Whatever plan is decided on, I hope none of these include more Condo's in our down town area!!!!



GENERAL COMMENTS CONTINUED...

- Where's the lake downtown? It's easy to miss. Driving along 61, there is a 1.5 second view of the lake if you're a passenger going through the roundabout. Next view is through the parking lot of the funeral home. That's it. Leave the open space alone behind the funeral home.
- I reviewed the plan directive, diagrams. I think its a big step in the right direction. One concern would be that the round about gets bogged down with traffic at peak times. Bringing in more people to the area will only worsen this traffic, so we need to be thinking ahead on traffic too.
- Please please ask Target to become a super Target! With all the growth and expansion in this area we deserve it. Thanks!
- More parking is not the answer. Don't waste valuable Main Street real estate in parking. A walkable, accessible downtown with calm traffic and safe street crossings will do wonders to help revitalize downtown. Look at how Stillwater is booming since much of the traffic has been calmed/diverted.
- Please look into getting a brewery added to the downtown retail space. Forest Lake can definitely benefit from having one.
- The city should have spent some of the money used to put this fancy presentation together to help existing businesses stay afloat, such as Vannelli's by the Lake.
- I think it looks very nice. There is one thing - a lot of folks miss is the ice cream shop. If more housing units come into the picture they should be income based. Most of our younger generation and seniors can't afford the cost of housing.
- The current boat launch on the north side of Memorial Park is only referred to as a Canoe/Kayak launch. Does this mean it will no longer be utilized as a boat launch to free up limited parking?

PLACE STICKERS	DIRECTIVE	DESCRIPTION	STRATEGIES	COMMENTS
	DIRECTIVE: LAKE STREET CORRIDOR	Mitigate negative traffic impacts of Lake Street with a suite of street design modifications and pedestrian-oriented streetscape amenities.	<ul style="list-style-type: none"> Plan with ARD&C Staff, City to improve traffic and street design. Implement post-construction streetscape improvements. Recharge parking spaces including traffic cones. Multimodal expansion street parking. 	
	DIRECTIVE: DISTRICT PARKING	Create a district parking facility in the downtown core with direct pedestrian linkages to Lake Street and Lakeview Memorial Park.	<ul style="list-style-type: none"> As part of regular realignment, construct structured, sheltered parking in that space. Develop a central location. Implement signage and lighting to improve safety. Include parking and/or pedestrian facility of a minimum 250-300 spaces. Ask if existing code restricts parking options. 	
	DIRECTIVE: CENTENNIAL DRIVE	Redesign Centennial Drive as a strategically important access route to parking and businesses.	<ul style="list-style-type: none"> Align the street to avoid traffic conflicts with other roads. Implement streetscape enhancements including lighting and signage to improve safety. Ask if existing code restricts parking options. Add needed signage in multi-modal entry. 	
	DIRECTIVE: RETAIL LOOP (BROADWAY - 2ND HWY)	Tighten the land use pattern between Broadway Avenue and 2nd Avenue HWY to establish continuous retail storefronts on both sides of Lake Street.	<ul style="list-style-type: none"> Make minor adjustments to zoning code to encourage retail at the street. Provide minor incentives to existing owners to retail. 	
	DIRECTIVE: DOWNTOWN GREENWAY LOOP	Integrate Lakeside Memorial Park into the downtown greenway pedestrian circuit.	<ul style="list-style-type: none"> Establish wayfinding, pedestrian gateway nodes and other street-level amenities that lead back to Lake Street. Make minor adjustments to zoning code to encourage retail. 	
	DIRECTIVE: LAKE REC (Visiting Spider)	Expand recreational amenities in all sectors of the Lake Rec area.	<ul style="list-style-type: none"> Conduct a study to assess the quality of existing Lake Rec. Identify areas for improvement and develop a plan for future development. Improve the look and character of the existing Lake Rec area. Enhance the overall quality and improve amenities to attract more users and businesses. 	
	DIRECTIVE: TRAIL INVITATION	Establish a multi-use gateway experience into downtown from the Greenwood Loop Trail.	<ul style="list-style-type: none"> Conduct a study to assess the quality of existing Lake Rec. Identify areas for improvement and develop a plan for future development. Improve the look and character of the existing Lake Rec area. Enhance the overall quality and improve amenities to attract more users and businesses. 	
	DIRECTIVE: SOCIAL SIDEWALK NETWORK	Establish a door-to-door sidewalk network designed as 'social sidewalks' through the downtown neighborhood with direct connections into downtown.	<ul style="list-style-type: none"> Expand sidewalks using the door-to-door and social sidewalk approach. Coordinate sidewalk improvements with other downtown walking loop of downtown. 	
	DIRECTIVE: VIEWSHED TO THE LAKE	Open the viewshed to Lake 1 from the Broadway Avenue (Lake Street) intersection.	<ul style="list-style-type: none"> Conduct alternative design studies to improve the viewshed to Lake 1. Coordinate with the city to improve the viewshed to Lake 1. Implement signage and lighting to improve safety. 	
	DIRECTIVE: WAYFINDING	Establish clear wayfinding to direct visitors to circular destinations and district parking.	<ul style="list-style-type: none"> Conduct a study to assess the quality of existing Lake Rec. Identify areas for improvement and develop a plan for future development. Improve the look and character of the existing Lake Rec area. Enhance the overall quality and improve amenities to attract more users and businesses. 	
	DIRECTIVE: ACTIVATION	In addition to larger and more prominent events, expand smaller, regular downtown happenings.	<ul style="list-style-type: none"> Coordinate with the Grand Lake Chamber of Commerce and other organizations to develop more downtown events. Implement signage and lighting to improve safety. 	



Online participants used an interactive tool called Mural to vote on their top 5 priority directives from the complete list, and leave comments on the Framework Diagram and Downtown Plan.



LAKE STREET CORRIDOR

- I would agree with making the area pedestrian-friendly. As one who lives right in this zone, I find the current setting uncomfortable and unfriendly. The shade from trees will go along way to help that. I would also suggest slower traffic speeds which will help with safety and noise.
- I like what I hear and see. This is definitely going in the right direction.
- I think this is a good idea. I have crossed at the walkway at the traffic circle and not everyone stops.
- The pedestrian crossings at the roundabout are DANGEROUS! As you are coming around the circle you can't see anyone crossing there.
- Will trees slow down the commuting traffic? There are studies that imply that trees close to the road slow down residential traffic, but I don't see anything on commercial traffic being slowed due to trees.

P

DISTRICT PARKING

- I assume this means a parking structure, and if so, it must be attractive and be buffered by green space to soften the impact on the area. Also, a strong downtown core at these times must be a blend of commercial and residential facilities. Strong downtowns must have a strong residential component. More places like Lighthouse Lofts are imperative. I love being able to walk to restaurants and shopping. Office space may be a thing of the past with remote working. Shared offices, mixed with residential and commercial may be what is needed. Also, auto charging stations must be a part of this plan.
- I'd want to know more about how much parking might be needed under different scenarios. Things like: summer vs. winter, weekends vs. weekdays, and parking needed under different commercial build-out scenarios.
- Yes. Absolutely vital for the downtown.
- No skyway!! Waste of funds
- Will the skyway be locked after a certain time at night? If you reduce the parking requirement for the zoning code, you adjust it for the entire city of Forest Lake located in that Commercial Zone. Does this have a negative impact on future growth with limited parking being built for businesses? Or do you plan to create a new zoning code and have to reconstruct or update every code for the city?



CENTENNIAL DRIVE

- I drive Centennial every day. It is boring. It is not welcoming. I support this directive. Realistically I don't see how it can be narrowed any further. I don't support parallel parking on the trail side. That green space is important. I do support both green space and sidewalk and lighting on the business side. Wayfinding signage is an excellent idea. Also, more benches on both sides in the green spaces. Pedestrians want to be able to stroll and sit and right now the area has only one bench over on the trail.
- This seems like it has potential. In some ways it is suggesting turning Centennial Drive into a secondary "main street." Are businesses willing to embrace this concept and create attractive entrances facing Centennial Drive? Have you also considered doing something similar with traffic to what Lindstrom has done - splitting Highway 61 as it passes through this corridor?
- That street is too narrow to begin with! Especially right off of Broadway.
- Will this street continue to be utilized as a 'short cut' to avoid the roundabout on Lake Street and Broadway? Will it increase thru traffic? What is the purpose? Is it to pull into new parking lots? Or is it to circumvent the cluster at the roundabout?
- Prioritize fixing some roads around the city that are not downtown first. North Shore Trail might wash into the lake before you figure out how to fund this.





RETAIL LOOP

- Excellent! However, retailing is best served on the first floor of a residential building. This model is used extensively in Europe and is now also being pushed in Minneapolis. You need people living in a downtown area to give it viability. And, again you need to add more benches.
- My previous comments about this phase I accidentally entered into phase one. As a quick summary, we need more restaurants/bars to attract the new generation of families that are moving out, and hopefully staying for a long time, to Forest Lake (in their 20's-40's). Craft breweries, speak-easy, crafty food options, more lake-view/rooftop bars with outdoor dining with a view!! We love the lake, and downtown communities but need more options to attract us here! Stillwater MN is a good reference town that attract families to live there and people to visit from a far! People want to and have money to spend but just need to entice them with more options tailored to this Era of individuals.
- Fully agree and support this idea. Stillwater is a prime example of what to strive for. At the same time, DT Stillwater has been dramatically changed (improved) with traffic volume shifted to the new bridge across the St. Croix river. What if Centennial Drive became Highway 61 as it passes through DT Forest Lake? That would allow what is now Lake Street to be completely transformed into a pedestrian and retail oasis.
- I think much of downtown needs to be serviced such as accountants, law firms etc. I don't think it can be exclusively retail any more.
- I agree with the strategy of Directive 4. This aspect of Forest Lake needs to be reclaimed. As a Forest Lake resident and small business owner I would welcome the opportunity to move my business closer to home. I have hesitated to do so and have even started looking at downtown White Bear Lake as a new location once my lease is up. The condos, apartments, and generic office buildings have done more to separate the community then bring it together.
- Parking is a concern. Narrowing the street would only make things more dangerous to those getting out of vehicles.
- Nothing is mentioned of the buildings that have these store-front gaps being demolished, or if the owners will be responsible for the new unanimous/continuous store-fronts. I believe a lot of people would like to see the intended plans to envision the sightline and feel of downtown. Is there a rendition available to view?



DOWNTOWN GREENWAY LOOP

- Wonderful idea, but not enough. The park is too small to begin with and needs to incorporate coffee shops or gathering space along the lake. The residential units between the current park and the funeral home need to be removed and the park should be further developed. The lake is the selling point for Forest Lake but is totally not being liquidized. Yes, there will be screams. But for the good of the whole, it needs to happen. Bikers coming down the trail could be encouraged to stop and take a break, have lunch, or just sit and look at the lake. Note some of the developments on the Greenway Trail.
- I feel Directive 5 emphasizes a core problem/issue - Highway 61 is and will continue to be the barrier to so many possibilities. I think about what could be done if Lake Street was "gone" in this corridor. Shifting the highway 61 traffic to the west... Expensive and wild idea - elevate highway 61 traffic as it passes through DT. That opens up tons of possibilities for development.
- Yes.



LAKE RECREATION

- This directive is essential and the proposals excite me a lot. These types of things are imperative but also point out that the park shoreline **MUST** be expanded. This directive is exciting.
- Love this idea!! Year-round activities is a must for community engagement. Tiki bar close to shore is a must too.
- I agree.
- Yes.
- Dedicated snowmobile access would be welcome.
- Love the idea of having winter recreation available here!
- Yes! More transient boat slips are necessary if you want boaters to come into the area to dine or shop. Thank you for thinking of this component. Again, consider the cost of bio-engineering as well.



TRAIL INVITATION

- Excellent! Excellent! Excellent! I live in the Light House Apartments and my windows overlook the trail. Many users already use the 2ndAve/Trail green space to stop and rest because there is a table there with benches. This proposal is excellent!
- Good - I think about how the towns along the Root River Trail connect to and connect to the bike trail. See <https://www.rootrivertail.org/root-river-trail-system/>.
- Yes, the trail needs a reasonable connection to the park plus signage to encourage its use.
- Splash pad possible?
- Another park for our parks and recreation to maintain. Will the cost of this upkeep be supported by eliminating another park in Forest Lake? Who monitors the building? Will bikers really stop to play games and bring a large amount of revenue to downtown? I have difficulty understanding the feasibility and likelihood of this directive to generate enough revenue to pay for itself.



SOCIAL SIDEWALK NETWORK

- Wonderful idea. The trail is wonderful but it is also a visual and psychological barrier that keeps people from thinking about crossing it. In addition, there are no neighborhood sidewalks. If I want to walk to Grillium on a sidewalk, I have to go up to Broadway and then over. To go through the neighborhood I have to walk in the street. Also, beating this drum again, put benches for resting.
- 100% agree with Directive 8.
- Yes.
- A waste of funds. The sidewalks are already adequate
- I have noticed worn areas in the grass where pedestrians walk in this area, so yes, the sidewalks are warranted. Remember to add this into the cost of snow removal budget calculations.





VIEWSHED TO THE LAKE

- Not sure how it would be done, but an excellent idea.
- I have little doubt that lots of people traveling through DT Forest Lake on Lake St. can hardly see or even notice the lake.
- Yes.
- We have a lot of issues with drivers at this roundabout already, so another distraction (oh look! the lake!) is a good thought on paper, but reality is that drivers will be distracted and they all pretty much can't figure out how roundabouts work now.



WAYFINDING

- Wonderful!
- This is great stuff. Create a brand, and help visitors and users find and explore what they want/need. Also, incorporate historical displays with information - tell the story of Forest Lake
- Absolutely. Plus it will not cost so much.
- Great idea! This can be a low cost, efficient way to direct people to our local businesses.



ACTIVATION

- Absolutely essential! Again, though, increasing the population density becomes important. But events will do a great deal to increase pedestrian traffic. Great ideas!
- The right idea - ongoing activities and events to draw people to the area. A thought - is there a way to incorporate a dog park into this overall project? Having one would draw people year-round.
- Beautiful ideas! I can even see yoga in the park, or meditation in the park. The art and music ideas are wonderful and I always enjoy any craft events, so keep those coming. Great ideas, Forest Lake.
- Love this.



PARTICIPATION

The numbers below capture different analytics measured to show the total activity on the site:

PARTICIPATION SUMMARY

The numbers below capture total activity on the Phase II Social Pinpoint site:

 **Total Visits**
(Total number of visits to the site)

352

 **Unique Users**
(Number of individual IP addresses to visit the site)

154

 **Survey Responses**
(Number of unique individuals to engage with the site surveys)

21



CHAPTER COMMENTS

CHAPTER 1 COMMENTS

- Seems pretty straightforward on what had occurred over the past year.
- Repair the streets first.
- 35 million? Who is paying for it? My property value increased by a significant amount. As a result, my taxes went up as well. Then the city asked for an increase of 7.5% on top of that. I can't afford you!
- You did the last downtown plan and re-did Lakeside Memorial Park because it was going to bring business and traffic. Apparently that did work because you're doing it again...what makes you think this will work?
- Absurdly expensive.

CHAPTER 2 COMMENTS

- I'm not sure if this is the place to voice my sidewalk opinion, but as a resident of 3rd St NW, I would prefer there not be any sidewalks added down my street. We already have a problem with customers from the American Legion littering in our yard, destroying our property, people letting their dogs defecate on our lawn, etc. I would prefer less foot traffic in our area if possible.
- Getting rid of the launch on lake 1 is a terrible idea. The lake is our main draw for people to visit, there is no space around the lakes to support all the extra trailers.
- Absurdly expensive.

CHAPTER 3 COMMENTS

- All interesting thoughts and facts. The reality is, there is limited parking, don't be fooled by the large lot by the lake, any event and there is no place to park, and nothing to draw anyone there. Limited restaurants, bars, or shops. The main drag looks depressing, the main street has office buildings on it. They should be off the main street. Shops, more than one or two, food establishments, ice cream shops, etc. Look at Stillwater and Hudson.
- Community engagement without context of how much it'll cost them or the businesses they shop at is disingenuous.



CHAPTER 4 COMMENTS

- The documents are impressive, lots of work but also full of double speak that doesn't say anything. You can define and describe all you want but until you start identifying businesses to add to the area and doing what you can to get them in the area, you really haven't done anything other than spending a lot of time and money creating a stack of reports that look good. I want to know what you are doing to make changes to the area.
- ""One of the Downtown Forest Lake's greatest asset is its lake front" - DO NOT GET RID OF BOAT LAUNCH, terrible idea and an absolute waste of tax payer money.

CHAPTER 5 COMMENTS

- Where will the new boat launch be located?
There is not much vacant land available near the downtown area to make a new one.
- Lakeside Memorial Park is a tremendous asset that could accomplish even more visitor/recreation benefit. The lake itself is an under-utilized recreational asset that holds potential for greater programming through all seasons to draw people into downtown. DO NOT GET RID OF LAKE ONE LAUNCH, IT IS THE EASIEST LAUNCH TO ACCESS.
- Where's your complimentary plan for bringing business downtown? how are these changes really going to help that.
- There's some merit to doing landscaping along Lake Street but the rest is absurdly expensive.

CHAPTER 6 COMMENTS

- Without a well thought out budget and taxpayers understanding of how much they'll pay, the activation plan is worthless.

CHAPTER 7 COMMENTS

- Absurdly expensive.
- I was very disappointed. There was basically no plan and suggestions for major Forest Lake roads to be narrowed and planter boxes added, we have beautiful plants. Eliminating a boat launch to be relocated to where? No plan... just very poor ideas. It's the buildings, the lack of restaurants ON the lake. I was at the dentist today you guys need to talk to them drug deals there all the time, they can show you the vehicles, she also said kids playing nerf hiding next the cars. Scary! She said there were even people trying to kidnap a child. You need to step up leadership and get a hold of the City. Dump the urban planner, it does not sound like he has had a hit in 10 years. This is a lake community! You can win if you lead with logical ideas. I honestly did not hear one good or positive idea. I tried!!

OVERALL COMMENT THEMES

- | | |
|-------------------------|--------------------------------|
| • Repair street | • More small business |
| • Too expensive | • Non-event draw |
| • How is this changing? | • Move offices off Lake Street |
| • No sidewalks | • Cost |
| • Keep boat launch | • Curve crime |



COMMENT CARDS

COMMENTS RECEIVED

- I'm excited about the vision! Way to set the stage for Forest Lake to reach its potential.
- I live on Lake 3 and come downtown every day by bike risking my life on North Shore Trail & downtown Lake Street or by boat often unable to find a place to dock to dine at restaurants. The one item I would like to see is a building/ parking ramp near the lake. If anything, I want less asphalt parking near the lake. Any new parking should be West of Lake Street behind retail buildings. This would also encourage more people to stroll. Thank you for all your work developing these ideas and plans.
- It's exciting to know there are improvements in mind! Thank you! We appreciate your efforts. We'd like to see minimal parking near the lake! Could the funeral home move across 61 & the new boat launch go there? (!) Or move the title shop & use the road? Also, people gravitate to the outdoor cafés. I think multiple smaller restaurants options with to-go options for park picnics & all the boaters would be an amazing draw!
- How many boat launches are there on comparable lakes? Is there a standard? Don't forget about teens! Bikers! If you have attractions then people will come back. Teddy Bear Park. Skateboard Park. Interactive Park.
- Thank you for trying to make Forest Lake a more beautiful place. We love the lake but the town is very unattractive & has no appeal. The lake is our gem. We need restaurants & a venue for boaters to come eat & enjoy the lake. Non-residents need to pay parking and a fee to use the lake. We pay a lot in taxes for the lake.
- Parking ramp - Preference for west side of Lake Street so it does not interfere or block the park and view of lake. Restaurant on lake - perhaps where boat launch is now? City council to establish ordinances and incentives for a new Forest Lake downtown "look and feel" to attract traffic and meet out new design. No character. Don't forget there are residents in this area and must take them into consideration. No activities in the front or next to residential. All in front of park area. Currently - what new business would want to go into a town with falling down, unkept downtown businesses? Relocate playground. Parents want to watch kids.
- Move the boat ramp to the funeral home space.
- Winter Ice idea - curling (club/teams). Development/ attraction idea - dance floor/venue businesses that feature different genres on rotating basis. Offering just beverages and music to dance. Big bands, polka, rock-n-roll, swing. Amphitheatre idea is cool.
- Really like the idea of relocating the boat launch. It will be tough but worth it. Too many trucks & trailers clutter the current lot. Love the story idea. Parking should be on the west side of HWY 61, not lakeside.



STAFF REPORT



MEETING DATE: February 2, 2026
TO: President Leif Erickson and EDA Members
STAFF ORIGINATOR: Abbi Wittman, Community Development Director
AGENDA ITEM: EDA Workplan Review

INTRODUCTION:

As the EDA learned in October, the enclosed workplan was adopted in early 2024. Except for policy development and ongoing work for Headwaters 123, much of what the EDA set out to accomplish has been met or is in progress.

	2024 Q2	2024 Q3	2024 Q4	2025 Q1	2025 Q2	2025 Q3	2025 Q4
EDA Policy Review							
Business Subsidy							
Tax Increment							
Tax Abatement							
Forgivable Loan				☑			
Housing							
Use Identification		☑					
Program Use Policies						☑	
SW Area Study							
Grant Application			☑				
Study Development							▶
Downtown							
Shoreline Study Release	☑						
Downtown Boat Launch		☑					
Your Boat Club			☑				
2025 Downtown Priorities							▶
HW 123							
Consensus Building					☑		
RFP Release							

At the EDA’s October meeting, the EDA elected to not change the workplan but, rather, wait until after the City Council’s strategic planning session to determine if there were Council priorities the EDA could assist with. The Council has not adopted a Strategic Plan. However, Council has identified opportunities and priorities the EDA could support. Specifically, the Council identified a draft priority to *attract more business, development and re-development*. In reviewing the past discussions and Council draft priority, staff believes the EDA could adopt (at least) a one-year workplan to help ensure EDA activities are aligning with past, ongoing, and future community priorities.

At the EDA’s January meeting, the EDA elected to not update the workplan but, rather, review the 2022 Downtown Master Plan to determine if there were items in that plan the EDA would like to work on.

ANALYSIS:

Of the outstanding items noted on the previous page, some program updates include:

- Policy Development – Now the EDA has finalized Commercial Improvement Incentive Program (CIIP) updates and implemented the program, the EDA must revisit the other, outstanding (and outdated) policies.
- SW Area Study – The Council has determined a preferred alternative. With this, the City can proceed with policy development and technical specifications to guide growth in the SW corridor of the City.
- HW123 – The EDA has directed staff to update the site plan according to recent conversations, update materials on the website, and engage with Ehlers on a developer ‘roundtable’.

Reasonable, these could be achieved:

	2026 Q1	2026 Q2	2026 Q3	2026 Q4
EDA Policy Review				
Business Subsidy				
Tax Increment				
Tax Abatement				
<i>Predevelopment Finance</i>				
Southwest Area Study				
Plan Review and Adoption				
Headwaters 123				
Update Site Plan				
Website Updates				
Developer Roundtable				

Staff is optimistic the remaining workplan items could be achieved in the first half of 2026. Given outstanding items could be achieved in the first half of 2026, identifying focus areas for the second half would be important. This can help staff not only align cross-departmental workplans but also better prepare for late 2026 project development.

The Council's draft strategy to *attract more business, development and re-development*, indicated the following EDA-related strategies:

- Update our TIF and other incentive programs and policies.
- Define and use our complete development toolbox (including incentives).
- Clear set of incentives for various categories of development or redevelopment or for various sites.

Much of these can be accomplished through policy development, as remaining in the existing workplan.

Worthy to note, the following additional strategies will be ongoing, (predominantly) through other departments and divisions within the City:

- Establish and maintain partnerships with builders and developers
- Reduce permitting turnaround where feasible
- Improve aesthetics and create a more welcoming environment

These align with some of the potential workplan items previously identified by the EDA:

CATEGORY	POTENTIAL PROJECT
Policy	<ul style="list-style-type: none"> • General <ul style="list-style-type: none"> • Organization (Governing Resolution and Bylaws) • Vision, Other Commission Collaboration • Business Subsidies (All) • Use of Fund Balance
Business Assistance	<ul style="list-style-type: none"> • Business Subsidies - Other Program Possibilities • Business Visits
Beautification	<ul style="list-style-type: none"> • Monuments - Entryway, Downtown, Etc. • Banners, Flower Pots, Bike Racks • Public Art
Area Planning	<ul style="list-style-type: none"> • SW Area • Downtown • HWY 61 Corridor Aesthetics and Water Quality • Other Commercial Corridors
Housing	<ul style="list-style-type: none"> • Rooftop Additions • Affordability • Upkeep and Repair
Land Sales & Development	<ul style="list-style-type: none"> • City owned vacant parcel analysis • HWY 123 – Development Opportunities • Downtown

Community Marketing	<ul style="list-style-type: none"> • CVB Development • Conference – Marketing/Trade Show • Billboard
Advocacy	<ul style="list-style-type: none"> • Electrical Capacity • Public Transportation

When comparing the Council’s draft strategy, staff would recommend the EDA considering adding the following to the workplan:

- Site Incentive – This could help achieve the City’s strategy to establish clear sets of incentives for specific properties within the City. This could be done in conjunction with a City owned vacant land analysis.
- Community Visioning – as the City starts to prepare for the 2040 Comprehensive Plan update, the City is in need of significant public outreach regarding the future of Forest Lake. The EDA could help assist with this community visioning process, reaching out to residents, businesses, and visitors to help establish a clear community vision. With this cohesive vision, the City is in a better position to develop strong marketing strategies to promote opportunities and attract quality development.
- Monument and wayfinding planning – With a unified community vision, the City will be in a better position to plan for future monuments and wayfinding that best reflect Forest Lake.

Staff would recommend the following 2026 workplan:

	2026 Q1	2026 Q2	2026 Q3	2026 Q4
EDA Policy Review				
Business Subsidy				
Tax Increment				
Tax Abatement				
<i>Predevelopment Finance</i>				
Southwest Area Study				
Plan Review and Adoption				
Headwaters 123				
Update Site Plan				
Website Updates				
Developer Roundtable				
Site Incentives				
Significant Private Properties				
Vacant Land Analysis				
All Public Properties				
Community Visioning				
Comprehensive Plan Consultant				
Community Visioning				

Monument/Wayfinding Planning				
Plan Scoping				

RECOMMENDATION:

The EDA should review the proposed workplan, discuss, and (if prepared) move to direct staff to update the 2026 workplan to bring back to the EDA for formal adoption.

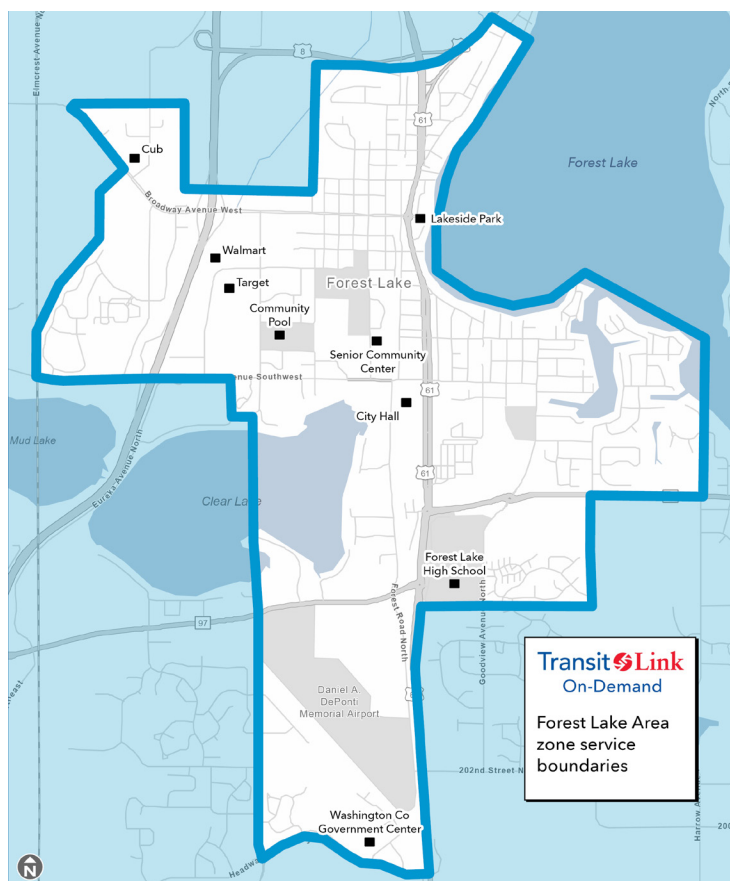
ATTACHMENTS:

N/A



Transit Link On-Demand

Pilot service coming to Forest Lake



BOOK YOUR RIDE

Follow the directions on the flip side of this flyer to download the Metro micro (Spare) app. Choose your community and the app will allow you to book Transit Link On-Demand rides. Don't have a smart phone? Call **651-602-LINK (5465)** and tell the reservation staff you want to book an on-demand ride in your community.

Transit Link is public transit in Twin Cities communities where regular route transit is infrequent or unavailable.

Beginning in February 2026, people in select communities can schedule on-demand Transit Link trips through a new pilot.

ABOUT ON-DEMAND SERVICE

Service will be available within the Forest Lake community, as identified on the map. To schedule a ride, download the Metro micro app, create an account, and book your ride.

SERVICE HOURS

In Forest Lake, rides will be available from 10 a.m. to 2 p.m. on Tuesdays and Thursdays.

FARES

On-Demand Transit Link rides are \$3.50 each way. Fares can be paid on Transit Link vehicles with a Go-To Card or cash. (You cannot pay fares on the app.)

As a rider, you can expect:

- No extensive wait times.
- A shared ride – buses can transport as many as 8 people.
- Mobility devices are welcome.
- Buses are accessible with lifts.
- Transit Link drivers do not assist with packages.

How to book your Transit Link On-Demand ride

Book your Transit Link On-Demand rides using the Metro micro app. The app detects your location to help you book on-demand rides in your community.

Locations permissions: Always set your permissions for the app on your smart phone permissions to allow location access. This allows you to see available trip information on the app.

Notifications: Enable app notifications to receive important trip updates.



1. Download the app

- Scan the QR code below for your device.



Android app



IOS app

2. Create an account

- Open the app and tap Register.
- Enter your mobile phone number.
- Enter the 5-digit verification code sent to you via SMS.
- Complete your profile by adding your first and last names, a profile photo (optional), and email address (optional).

3. Book your ride

- Enter your pickup and drop-off locations.
- Enter the number of riders and any accessibility requirements.
- View available travel options.
- Confirm your trip. Check the "My Trips" section for real-time updates on your ride.