



DRAFT 2020 COMPREHENSIVE PLAN UPDATE

Prepared for:
City of Princeton
705 2nd Street North,
Princeton, MN 55371

WSB PROJECT NO. 2257-180



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CHAPTER 1: COMMUNITY PROFILE

Planning for the future of a community requires a comprehensive understanding of what the community looks like today, and the forces that have shaped the social and physical landscape. This chapter will provide an overview of Princeton's natural and demographic profile, including historical trends. This information will be used to make informed projections of how Princeton is expected to change in the future.

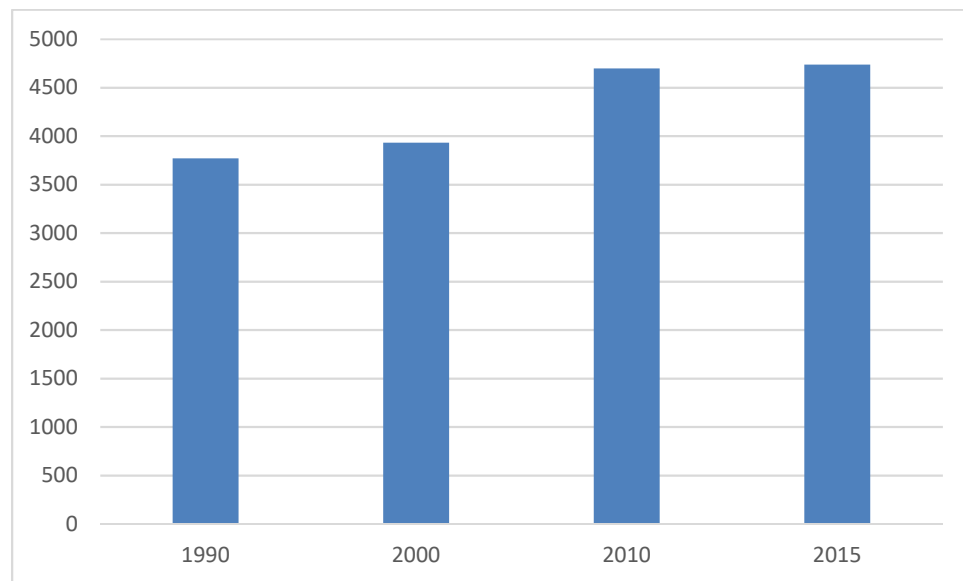
Location & Natural Features

The City of Princeton is located approximately 60 miles northwest of Minneapolis. Access to the city via U.S. Highway 169 from Interstate-94 provides a drive to the northwestern metro suburbs of under an hour, making Princeton an easily commutable City in which to live.

The Rum River with its west branch flowing into the main channel in the City of Princeton provides a series of natural areas throughout much of the community that include wetlands. The main channel is large enough for some recreational use.

THE PEOPLE WHO LIVE HERE

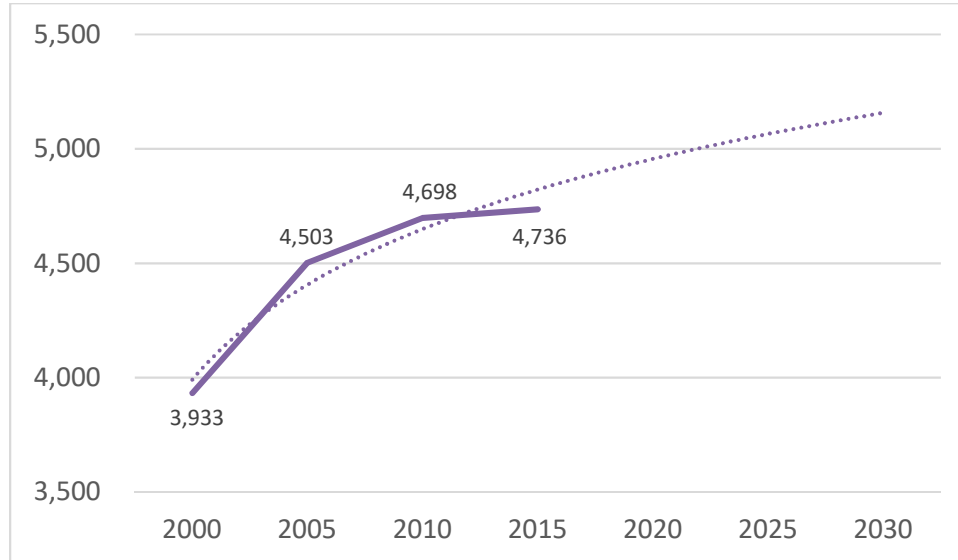
Figure 1 – Princeton Population 1990-2010



SOURCE: U.S. CENSUS & MN STATE DEMOGRAPHER (2015 ESTIMATE)

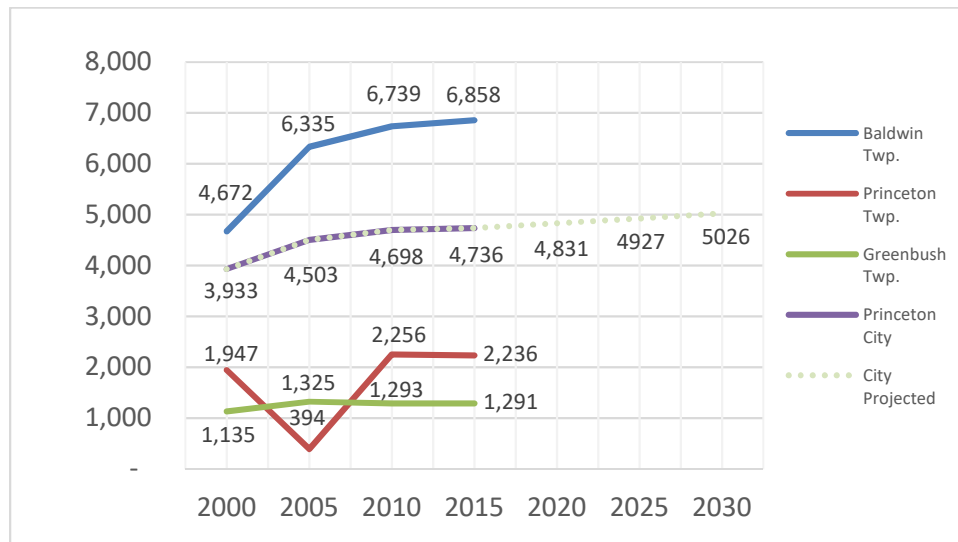
Princeton has experienced moderate population growth since 1990, averaging a seven percent annual growth in the 25-year period from 1990 to 2015. Current population estimates for Princeton indicate the city has 4,736 residents. If population growth continues at the present rate, Princeton could see the population grow to 5,000 residents before the year 2025.

Figure 2 – City of Princeton Population Projection



SOURCE: U.S. CENSUS & MN STATE DEMOGRAPHER WITH PROJECTION CALCULATED

Figure 3 – Population Projections - Princeton & Townships

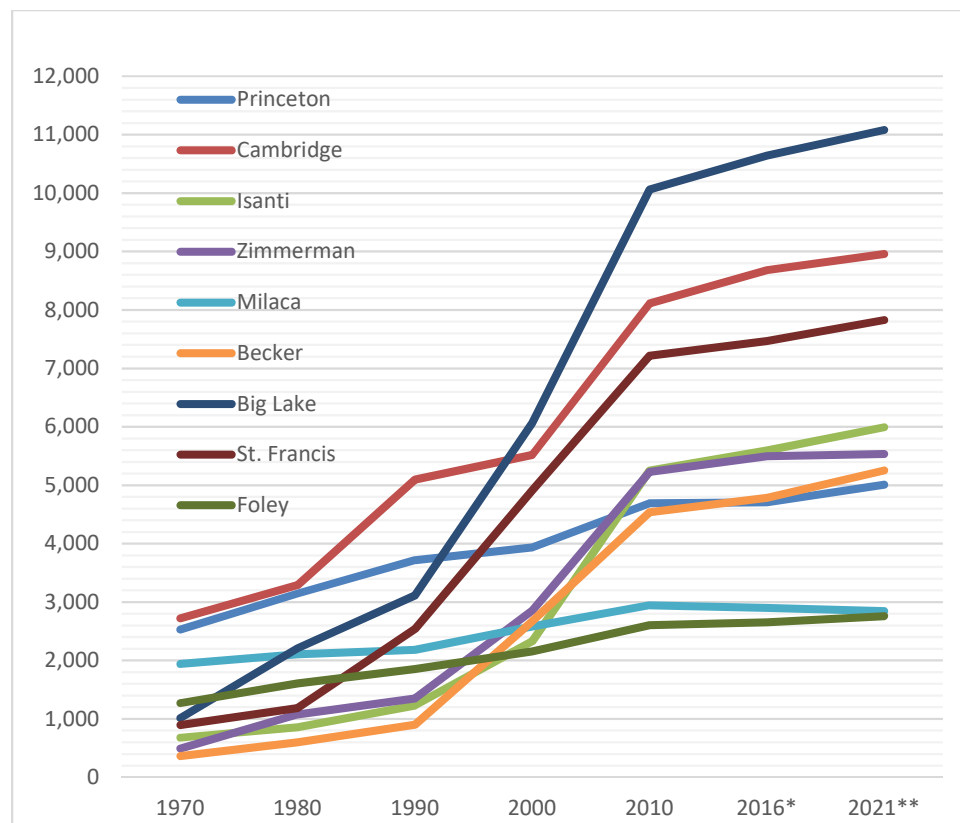


SOURCE: U.S. CENSUS & MN STATE DEMOGRAPHER WITH PROJECTION CALCULATED

There are many factors that might influence the population growth rate. Some of these factors include changes in the housing market, economic development trends, investments made both in Princeton and in surrounding communities, the outlook for the tourism and housing industry, and land turnover of large-lot properties are all aspects which may impact population growth.

In comparison to other cities north of the Twin Cities metro, Princeton is comparable in size to Becker, Zimmerman, and Isanti, and about half the size of Big Lake.

Figure 3 – Population Comparisons



*CENSUS ESTIMATES **ESRI PROJECTIONS
SOURCE: ESRI FORECASTS

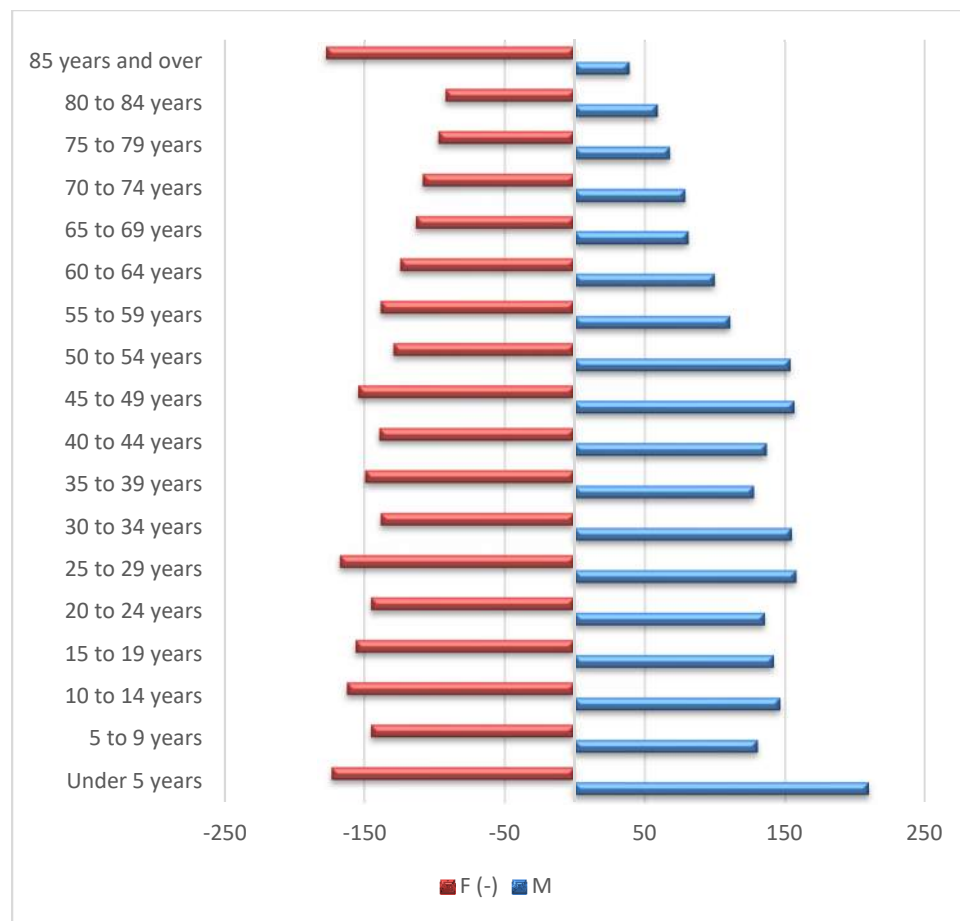
DEMOGRAPHICS

An examination of Princeton's age and gender demographics reveals that women make up slightly more than half of Princeton's population. Nearly a quarter (21%) of Princeton's population are children under the age of 15. Younger to middle-aged adults 20 to 50 years of age are 44% of Princeton's population. This significant

segment of the population will be coming into retirement age over the next 20 to 30 years. Communities across Minnesota are preparing for an influx of older residents (aged 65 and older) over the decades to come, requiring foresight when it comes to providing services, housing opportunities and appropriate infrastructure for older adults.

Older residents aged 65 and older made up just over 19 percent of the city population at the time of the 2010 Census, which is the same percentage of the population in the year 2000.

Figure 4 – Age of Residents in Households



SOURCE: U.S. CENSUS 2010

In Princeton, 61% of households are in what are considered “family households”, where at least two related people live together in a home. Twenty-nine percent (29%) of the households in Princeton have at least one child under the age of 18.

Household Income

The median household income in Princeton is \$37,304, which is significantly lower than the median household incomes for Mille Lacs and Sherburne County and the statewide median household income rate. A high poverty rate remains a concern for the City of Princeton, whose rate of those living below the poverty line is 12.5%. That rate is 0.3% higher than the Mille Lacs County rate, 4.6% higher than the Sherburne County rate, and 1.2% higher than the statewide poverty rate.

Decisionmakers considering land use, housing, and economic policies for Princeton should be mindful of the impact that these policies will have on Princeton households of poverty. The City might consider prioritizing policies whose goal is reduction of poverty or increasing economic independence and resilience of Princeton households.

Table 1 – Princeton Homehold Income

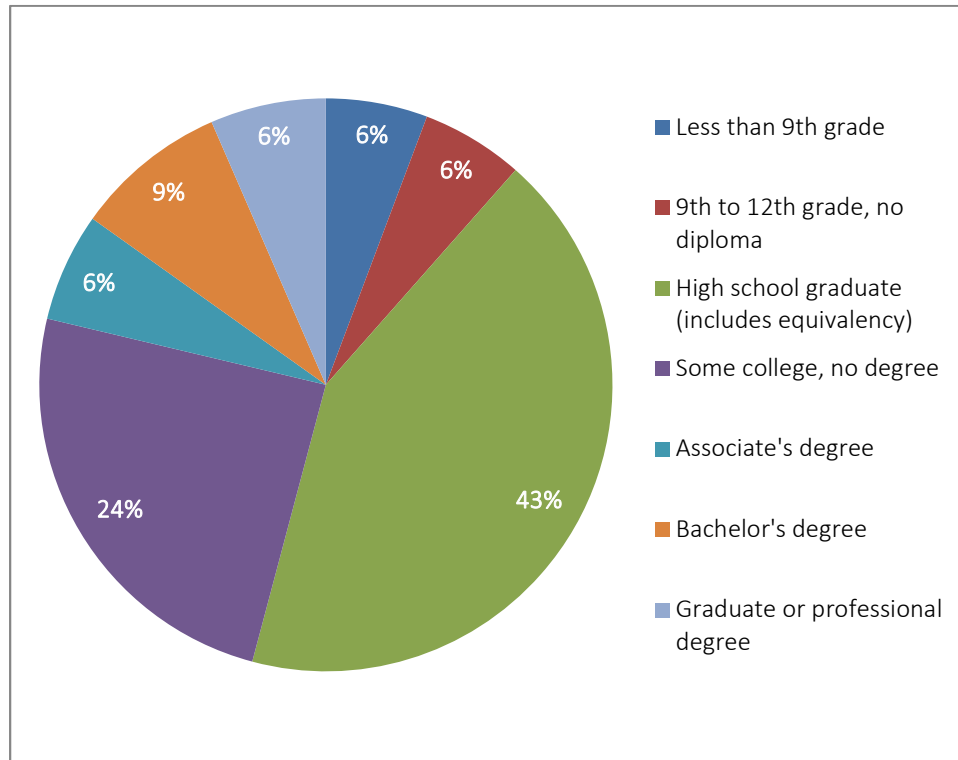
	Princeton	Mille Lacs County	Sherburne County	Minnesota
Median Household Income	\$37,304	\$49,094	\$74,170	\$61,492
Per Capita Income	\$21,547	\$23,603	\$29,923	\$32,157
Below poverty*	12.5%	12.2%	7.9%	11.3%

*FOR WHOM POVERTY STATUS HAS BEEN DETERMINED (572 PEOPLE IN PRINCETON)
SOURCE: ACS 2011-2015 ESTIMATES

Education

In Princeton, 88% of the population have attained a high school diploma equivalent or higher compared to 92% in the state. While only approximately 15% of the population (34% state) have a bachelor's degree or higher.

Figure 5 – Educational Attainment in Princeton (Population over Age 25)



DATA SOURCE: ACS 2011-2015 ESTIMATES

Employment and Occupational Status

An analysis of the occupations for the employed population that lives in Princeton reveals that the predominant professional realm for the working population is that which encompasses educational services, health care, and social services. The second largest occupation type of the working population of Princeton is manufacturing.

Table 2 - Princeton Employed Population

Industry	City	%	State	%
Agriculture, forestry, fishing and hunting, and mining	14	0.8%	65,637	2.3%
Construction	62	3.4%	156,525	5.5%
Manufacturing	338	18.4%	382,798	13.5%
Wholesale trade	20	1.1%	81,498	2.9%
Retail trade	254	13.8%	318,240	11.3%
Transportation and warehousing, and utilities	40	2.2%	129,617	4.6%
Information	17	0.9%	51,897	1.8%
Finance and insurance, and real estate and rental and leasing	66	3.6%	202,771	7.2%
Professional, scientific, and management, and administrative and waste management services	145	7.9%	276,299	9.8%
Educational services, and health care and social assistance	418	22.7%	700,967	24.8%
Arts, entertainment, and recreation, and accommodation and food services	121	6.6%	237,852	8.4%
Other services, except public administration	257	14.0%	128,060	4.5%
Public Administration	89	4.8%	95,034	3.4%
Total civilian employed population 16 years and over	1,841		2,827,195	

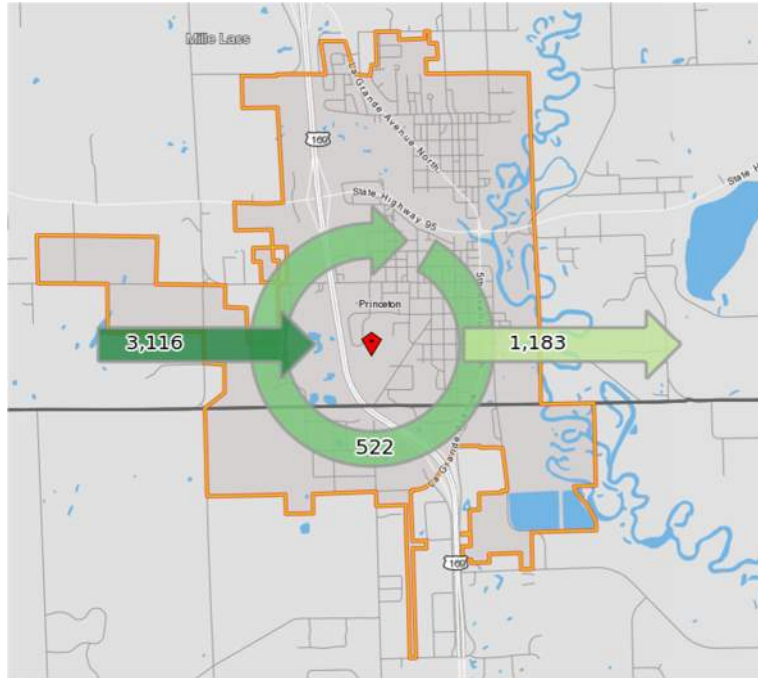
SOURCE: ACS 2011-2015

It should be noted that the employed population of Princeton may or may not work within the city of Princeton – the table above is merely reflective of the occupations in which employed Princeton residents work, regardless of location.

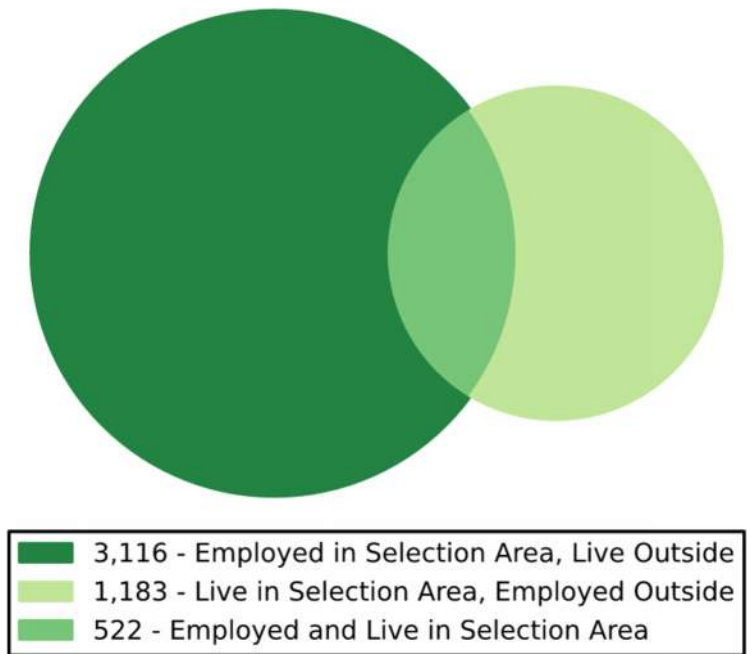
An inflow-outflow analysis of the city reveals that only about 14% of people who work in Princeton actually live in Princeton. The vast majority of people who work in Princeton live outside the City and

travel to Princeton for their job, and another 1,183 people live in Princeton but work outside of the City.

Figure 7 - 2014 Princeton Inflow/Outflow Job Counts



Inflow/Outflow Job Counts in 2014



SOURCE: US CENSUS; ONTHEMAP

THE HOUSING LANDSCAPE

According to 2015 estimates, there were 2,160 housing units in Princeton, 2,047 of which were occupied. Of the units that are occupied, 74.6 percent are owner-occupied, and the remainder are occupied by renters according to the 2010 U.S. Census.

Housing unit types

Princeton housing stock is predominantly single-family style which includes single family detached, attached housing units, and mobile homes. Around 28% of Princeton housing units are of a multi-family type, which means they exist in buildings with more than one housing unit.

Table 3 - Princeton Housing Units by Housing Type

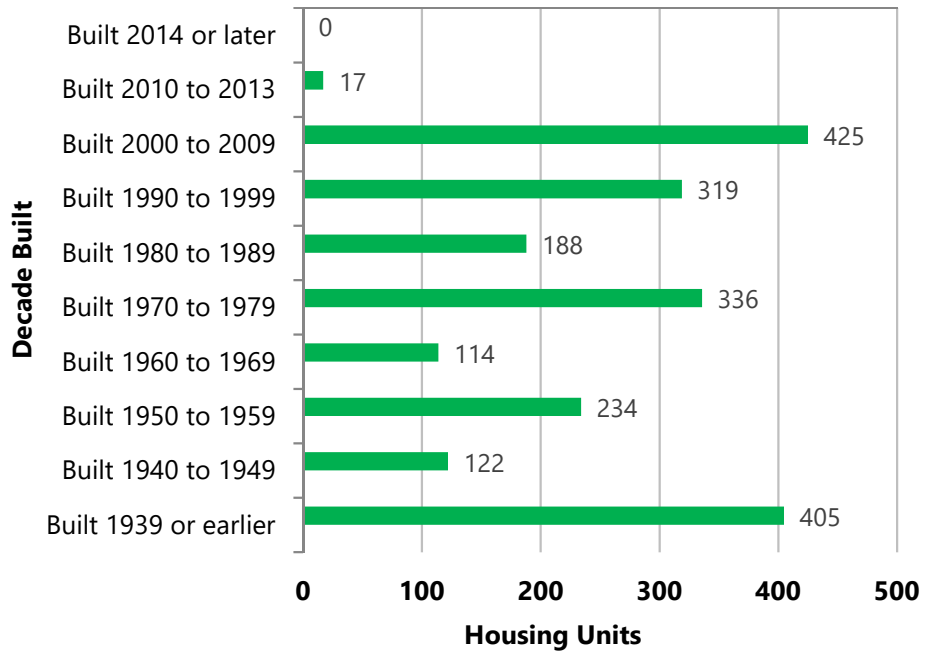
Housing Type	City	%	Sherburne	Mille Lacs
Single-Family Detached	1,087	53%	82%	75%
Townhomes (single-family attached)	303	15%	6%	4%
Duplex and triplex and quad	61	3%	1%	2%
Multifamily (5 units or more)	512	25%	9%	11%
Mobile Home/Other	82	4%	1%	8%
Occupied Housing Units	2,047		30,574	10,046

SOURCE: ACS 2015 ESTIMATES

Age of Housing Stock

Princeton has a very mixed-age housing stock. Nearly 19% of the homes in Princeton were built prior to 1940. However, over 35% of the homes in Princeton were built after the year 1990. This range signals that homes in Princeton will have a wide variety of needs associated with their maintenance and upkeep, with older homes generally requiring more repair and rehabilitation as they age.

Figure 8 – Age of Housing Units



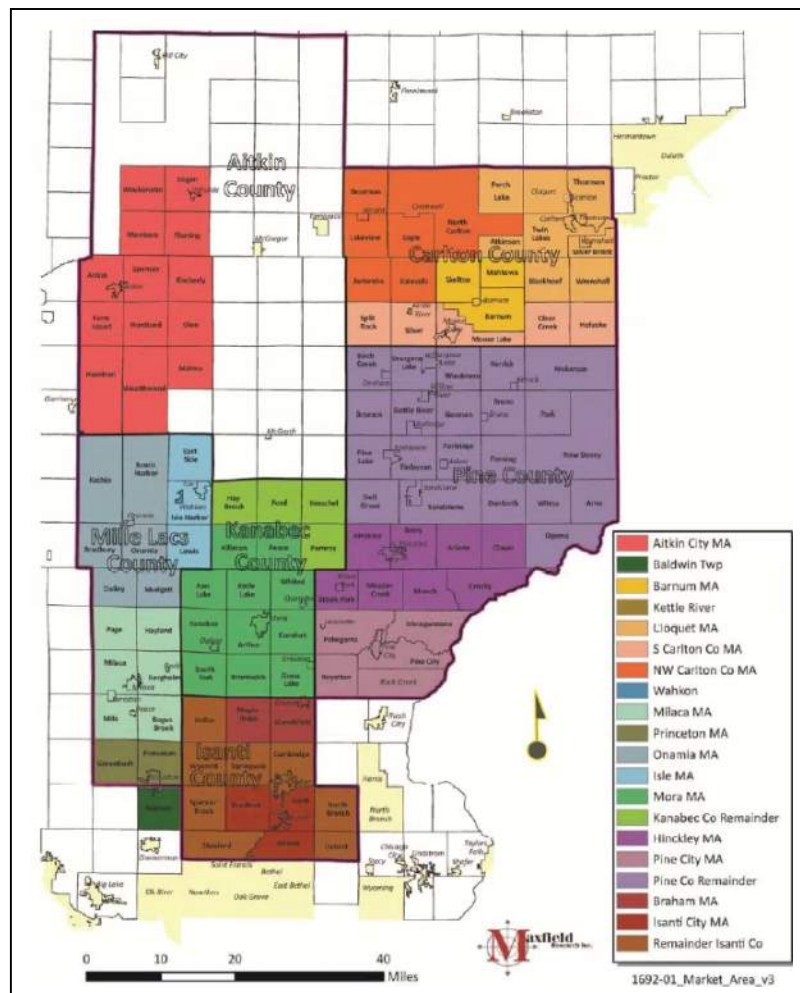
SOURCE: ACS 2011-2015 ESTIMATES

CHAPTER 2: HOUSING & NEIGHBORHOODS

Housing comprises one of the largest single land uses within the City. Planning for housing requires an estimation of future needs in terms of amount (number of housing units), type of housing, size and affordability levels. Taking a deeper look at historic and projected demographic data for the City helps to anticipate what the future needs will be for housing in Princeton.

BACKGROUND & TRENDS

Figure 9 – East Central Minnesota Housing Study Market Areas

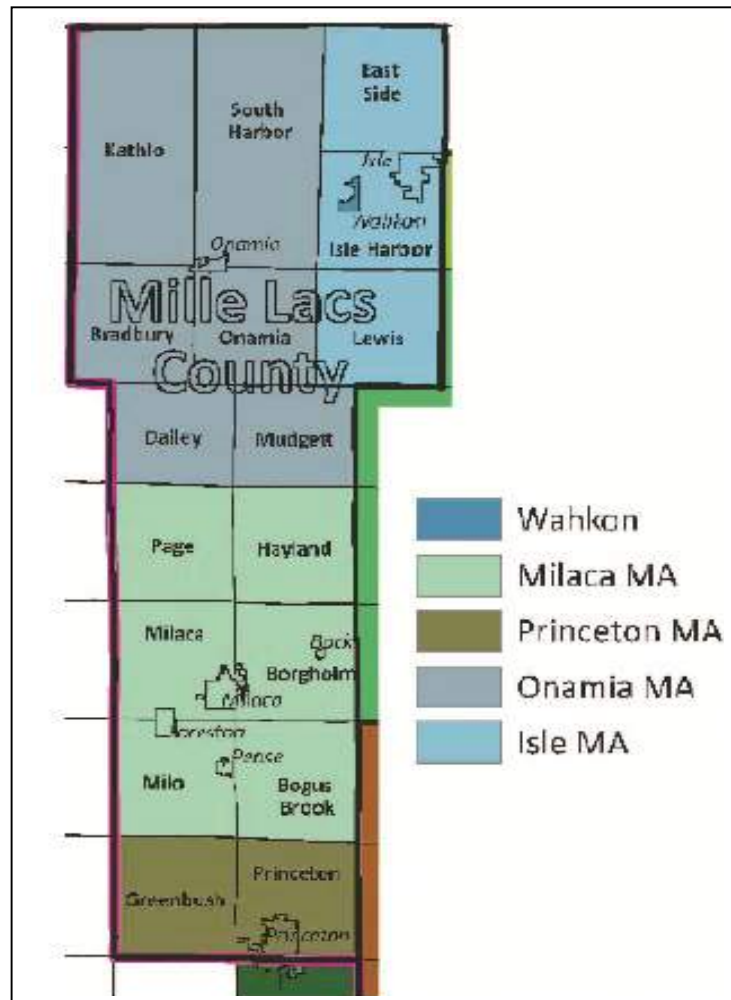


SOURCE: MAXFIELD RESEARCH INC.

A Housing Needs Analysis was completed in October of 2014 for the East Central Regional Housing Collaborative. This was done by the firm “Maxfield Research Inc.” The City of Princeton and its

surrounding area were included and much of the following analysis of need is based on the information from that study. It should be noted that because this study was conducted in 2014 and the most recent demographic data from the state demographer's office is from 2015, there are some inconsistencies between those data sets.

Figure 10 – Mille Lacs County Market Areas



SOURCE: MAXFIELD RESEARCH INC.

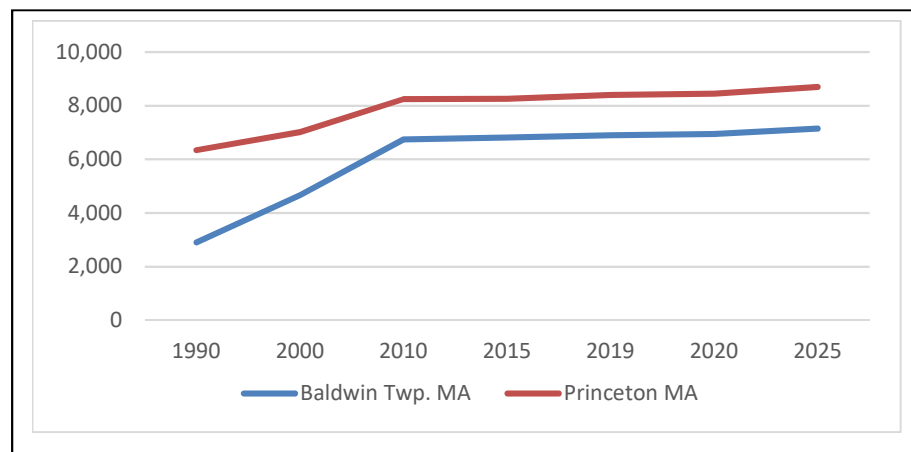
Data from the study for the City of Princeton was included within the Princeton Market Area (Princeton M.A.). The Princeton M.A. included the entire City of Princeton along with Greenbush and Princeton Townships.

Baldwin Township which is directly south of the City was also included as its own market area (Baldwin M.A.).

Because of the proximity and existing housing stock within the townships surrounding the City, this analysis for future housing needs considers both the entire Princeton M.A. as well as Baldwin M.A. in projecting the future need for housing for the community of Princeton.

The 2014 study includes population projections for the two market areas through the year 2025. It provided these estimates only for the market areas in their entirety. No estimation for the City of Princeton alone was provided.

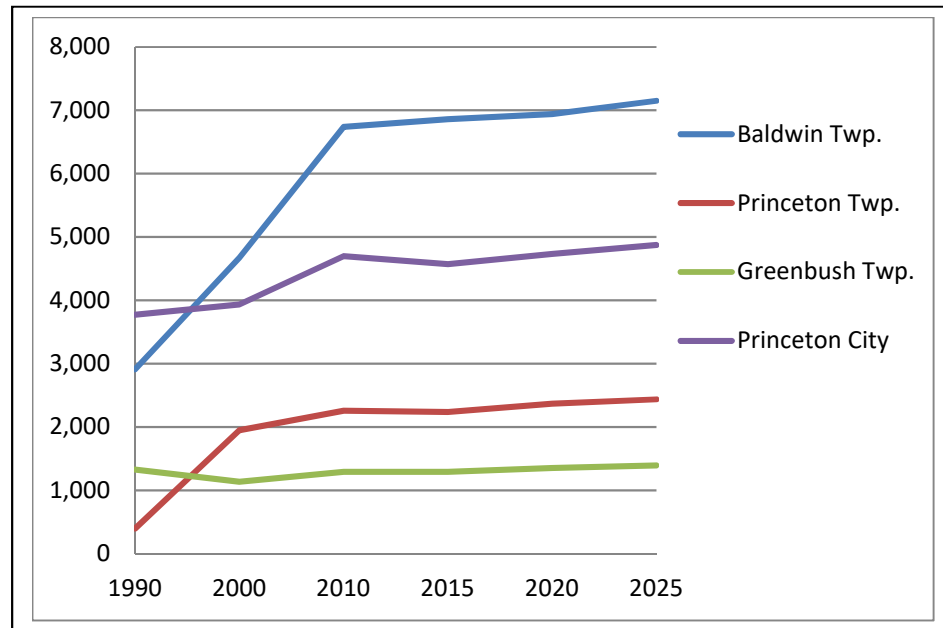
Figure 11 – Projected Growth – 2014 Housing Study



SOURCE: 2014 MAXFIELD HOUSING STUDY

Utilizing the State Demographers estimation of population for Princeton and Greenbush Townships and the City of Princeton for 2015 the following chart shows a breakout of the estimated and projected numbers for each of those three separate jurisdictions along with the Baldwin Township M.A. which remains the same from the 2014 Housing study. Projected growth of Princeton M.A. for that entire market area is 1% between 2010 and 2025. This rate is shown applied evenly to all three of the separate jurisdictions that make up the Princeton M.A. in the following chart.

Figure 12 – Population Historic & Projected



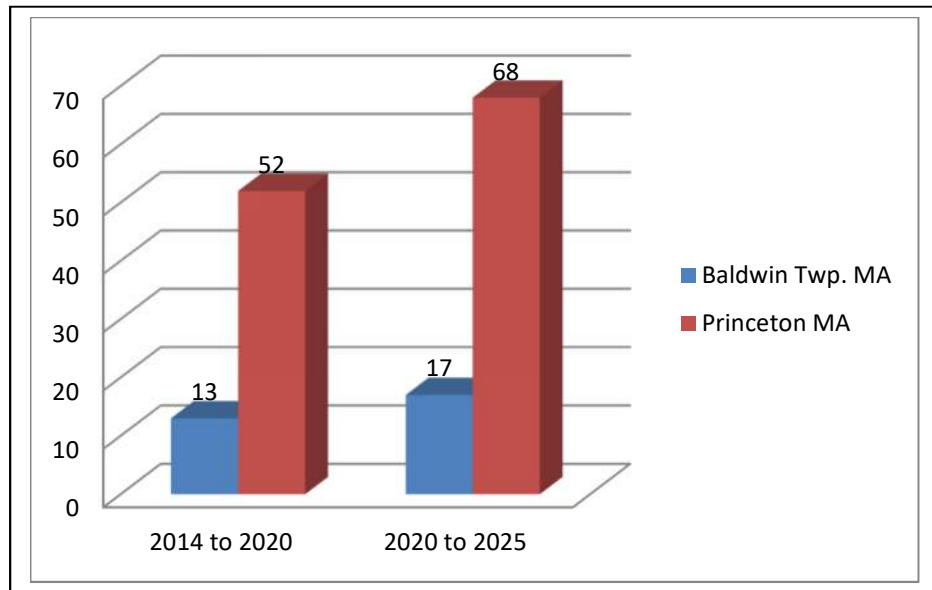
SOURCE: 2014 MAXFIELD HOUSING STUDY

Applying the average number of people per household to the estimated population growth will provide an estimated number of housing units needed in the future. In 2010, the average number of people per household (p.p.h.h.) was 2.5. This was down by 16% from the previous decade where it was 2.81 p.p.h.h. (U.S. Census). This is a trend seen throughout Minnesota and the Country. As the population continues to age and people wait to get married and start a family, the p.p.h.h. has been on the decline; the number of individuals residing together in households is getting smaller. Applying the 16% decrease into 2020 would have just under two people in each household (1.97 p.p.h.h.)

RENTAL HOUSING DEMAND

While 60% of all housing units (both for-sale and rental) in the Princeton M.A. are located within the City of Princeton, census data indicates there are almost no rental units in the rural areas of the Princeton M.A. (Greenbush & Princeton Townships). Nearly all the 120 rental units needed between 2014 and 2025 should be planned for within the City limits of Princeton.

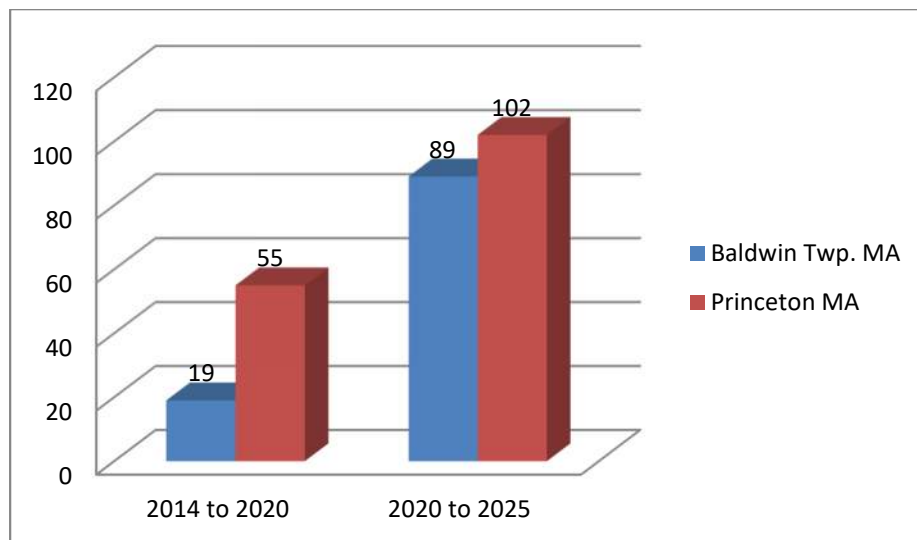
Figure 13 – Demand for Additional Rental Housing Units



SOURCE: 2014 MAXFIELD HOUSING STUDY

From the total 157 units of “for-sale” housing is needed in the Princeton M.A., approximately 94 units of that should be planned for in the City of Princeton between 2014 and 2025.

Figure 14 – Demand for Additional For-Sale Housing Units



SOURCE: 2014 MAXFIELD HOUSING STUDY

HOUSING OBJECTIVES & TASKS

Objective 1

Establish Princeton as a lifetime community.

Task 1

Recognize and address the housing and economic needs of all age groups.

Objective 2

Increase the City's housing stock and diversity.

Task 1

Support the expansion and diversification of the housing stock within the City to include new neighborhoods in higher-amenity areas of the community and completion of in-fill development.

Task 2

Encourage the development of a variety of housing types and sizes, including affordable and upscale, "for-sale" and rental, senior citizen housing, apartments/condominiums, townhouses, and assisted living. Support mixed housing styles within a neighborhood.

Objective 3

Provide more land suitable for creating new residential neighborhoods which include upscale housing.

Task 1

Focus on new neighborhoods North to Fog Lake and along County Road 102, and Southeast of the City along County State Aid Highway 2.

Objective 4

Preserve and protect the existing housing stock, housing values, and neighborhoods through enforcement of the housing and zoning codes.

Task 1

Preserve and protect neighborhood amenities.

Task 2

Improve and expand, where appropriate, infrastructure and community facilities such as parks and trails.

Task 3

Promote enforcement of housing and zoning codes, and develop more flexible zoning ordinance requirements for the traditional residential neighborhoods.

Objective 5

Coordinate with Baldwin Township, Princeton Township, and private property owners to plan for suitable expansion through subdivision planning.

Objective 6

Encourage housing development in and near the downtown area.

Objective 7

Promote a more walkable, bike-able, energy efficient neighborhood design.

Task 1

Work with the local development community to create more energy efficient neighborhoods.

HOUSING STRATEGIES

Types of housing appropriate for Princeton

Based on the anticipated need for future housing, the goals and priorities identified for housing in spring of 2017 and discussions with the City Planning Commission on March 20th, 2017, the following types of housing are appropriate for future development in the City of Princeton.

*Single-family
detached
Density of 4-6
units per acre*



*Townhomes
(owner
occupied or
rental) 4-12
units per acre*



*Condominiums
or apartments
10 – 25
dwelling units
per acre*



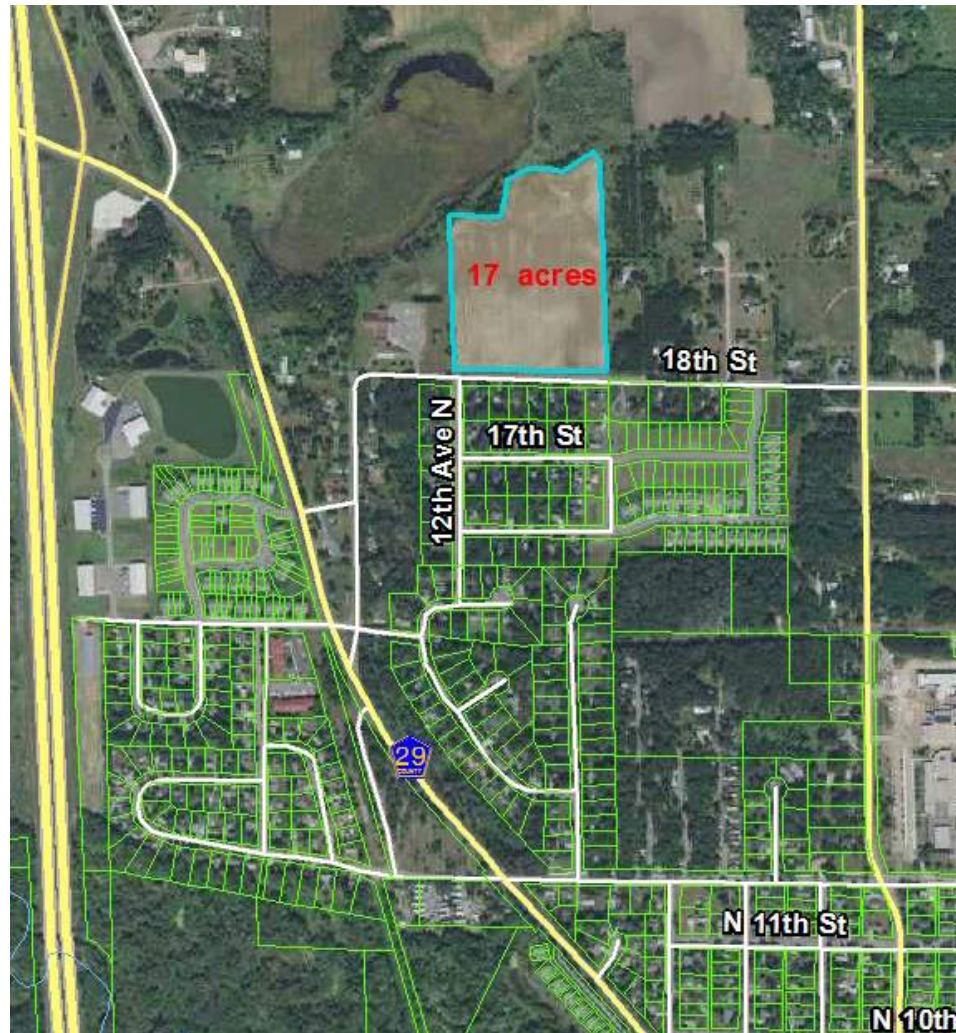
*Mixed Use
apartments or
condo's in
buildings with
commercial
space*



Locations for New Housing

Along with understanding the amount and type of housing needed for the future of a city, the location of housing is paramount in planning for development. *Chapter 5*, on land use will further examine how different uses and neighborhoods fit within the City, and other chapters of this plan will consider the important elements that tie neighborhoods together as a complete city. The following is an illustration of the different locations in town where housing development will be most appropriate within the next 10 to 20 years.

Northside Property Scenario



The 17 Acres on the north side of town provides a location for over 51 dwelling units if developed at an average of 3 dwelling units an acre (gross), a low density type of development. The following table shows the number of dwelling units and average lot size that could be provided for in the development of this location.¹ This could be a neighborhood with single-family detached at 1 to 3 dwelling units per acre or a mix of different types of housing units at a higher density.

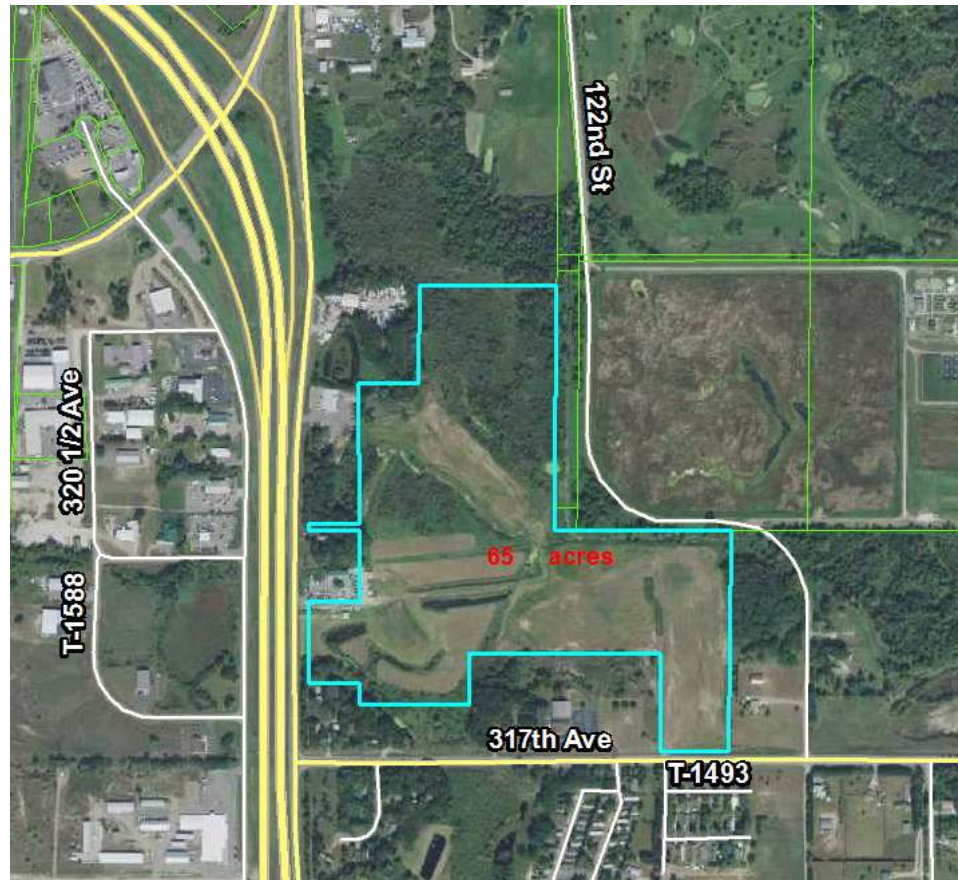
¹ This is a general calculation without taking into consideration environmental conditions of the specific property.

Table 4 – Northside Property Scenario Housing Densities

Land Use Designation	Density	Average Lot Size (sq. ft.)	Number of dwelling units
Low Density	3 d.u./acre	11,600	51
High Density	6 d.u./acre	5,800	102

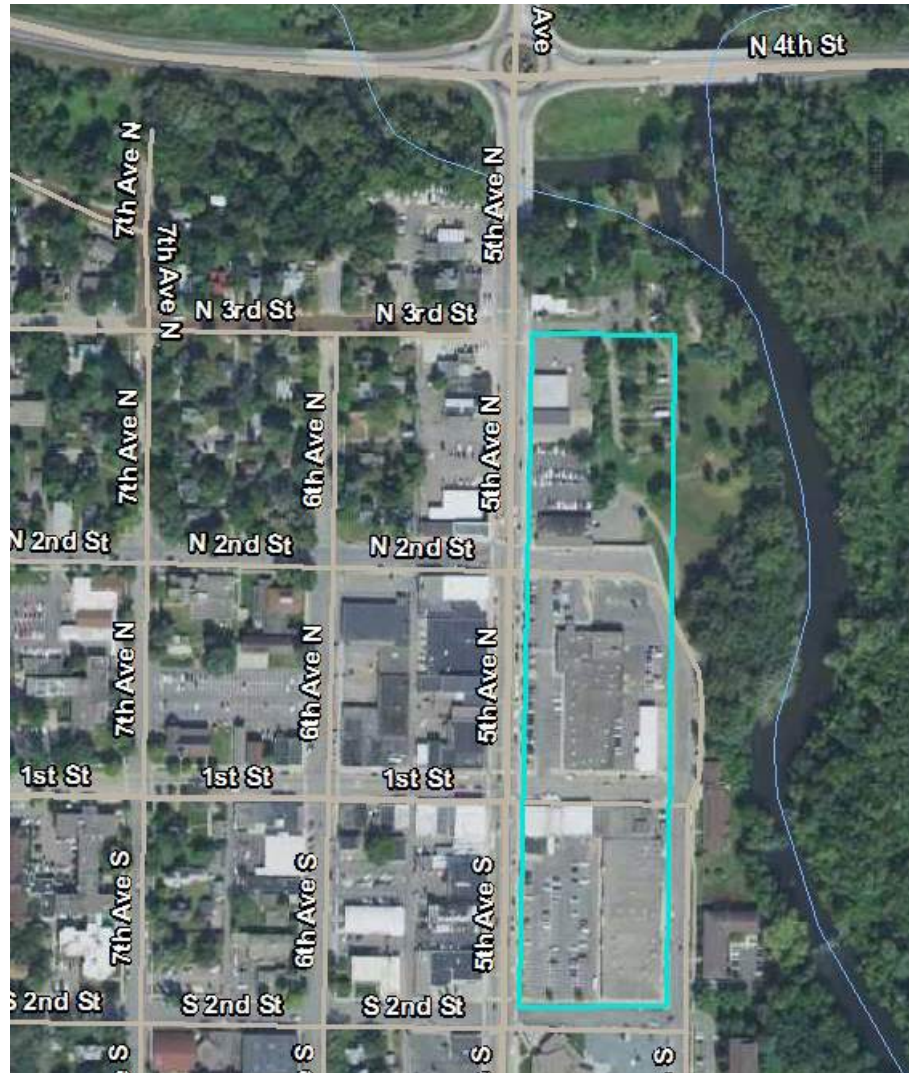
SOURCE: WSB & ASSOCIATES

Southside Property Scenario



On the south end of town there is a 65 acre parcel suitable for housing development. There are some wetland areas on the property and therefore cluster development may be appropriate to avoid these features which might provide a nice open space amenity incorporated in parks or trails for the neighborhood. Types of housing here could include a mix of twin, townhomes and multi-family apartments or condominiums. The City is currently reviewing a concept plan for 103 manufactured home units.

Downtown Mixed Use Redevelopment



Several blocks of the downtown area have the potential for redevelopment into a higher intensity use. Replacing the strip commercial development with more vertical mixed use would help to provide that greater intensity of use. A mixed-use building which has commercial on the first floor and housing on upper levels would create a larger customer base for downtown businesses and could be designed in a way that reestablishes the feeling of the old downtown. Bringing those structures closer to the street and incorporating parking areas in the rear or internal to the block would further help to reestablish the feeling of the old downtown. Development in this area should also be mindful of pedestrian

connectivity to the river and to adjacent historic buildings (primarily on the west side of Fifth Avenue)

CHAPTER 3: ECONOMIC DEVELOPMENT

In 2012, the City of Princeton completed a strategic economic development plan for the City as a guiding document for the decisions that would be considered by the Economic Development Authority as they considered the local public investment on projects. This document has been reviewed and up dated on a regular basis with the last update occurring in 2016. At that time, there were four primary goals and/or visions that were identified that were in general terms to promote, develop, compete and improve the community. An overview of those broad goals and visions are as follows:

1. **Promote** – Maintain ongoing marketing of the community with local partners to create a destination for residents and visitors.
2. **Develop** – Plan for the continued development of the community for both commercial/industrial and retail through business retention and attraction activities focusing on job and tax base growth.
3. **Compete** – Create and maintain incentive programs to allow for the community to encourage growth and attraction of companies.
4. **Improve** – Maintain interconnected land use strategies to promote a healthy community and promote the development with regional groups.

While these goals have allowed for the community to make some significant progress in certain areas, the community needs to continue that momentum to allow for Princeton to reach its fullest potential. These successes include the pending Crystal Cabinets expansion, repurposing of buildings for new uses, and the completion of the airport plan for a greater utilization of that community asset.

SWOT ANALYSIS

These broad goals were used to as a basis to complete a SWOT analysis in mid-2017 as the community completed an update of their comprehensive plan. The SWOT analysis guides the EDA to identify the positives and negatives inside the community (Strength & Weakness) and outside of it, in the external environment (Opportunity & Threat). The continued developing of a full awareness of how the EDA views the situation will allow for the development of the strategic plan.

Princeton's SWOT analysis was prepared after meeting with the Economic Development Authority to discuss the strengths and challenges of living and doing business in Princeton. The strengths and weaknesses have been identified as follows:

Strengths

- Location (Major Corridors)
- River
- Airport
- Award-Winning Regional Hospital
- Golf Course (& Disk Course)
- Parks & Trails
- Remodeled Schools
 - Modern Facilities, Community Investments
- Vibrant Industrial Sector
- Strong Business Community
- Downtown Business Variety
- New Public Safety Building
- Fairgrounds with year-round access & activities
- Hockey Arena
- Quality Ball Fields
- A self-sufficient Historical Depot
- 1st One-room schoolhouse in Mille Lacs County
- Community Garden
- Sense of Community (Small-Town Feel)
- Good relationships with regional funding groups
- A relatively new library
- Excellent child care facility and teen center
- Low Cost of Housing

Weaknesses

- Availability of Rental Housing
 - Senior Housing
 - Younger generations
 - Affordability
- Aging Housing Stock
 - No modern amenities
- Cost of Utilities
- Bad Public Relations
- Perception of high costs
 - Lack of communication
 - Not a business-friendly place
 - No city support
- Lack of entertainment opportunities and amenities
 - "There's nothing to do here"

Opportunities

- Review tax structure and utility costs (PUC sets rates)
 - Compare to surrounding cities
- Raw Land Development & Re-development
- Develop Business Assistance Policies and streamline the process
- Develop Marketing Plan (City Brand and Identity)
- Development-Friendly Land Use & Zoning
- Extend Infrastructure
- Annexation Process
- Downtown
 - Mixed Use development (work/live/play)
 - Easy Transportation
 - Housing Opportunities
- Strengthen Sense of Community and Small-town feel
 - Develop line of communication
- Adjust policies and ordinances to be more user-friendly

Threats

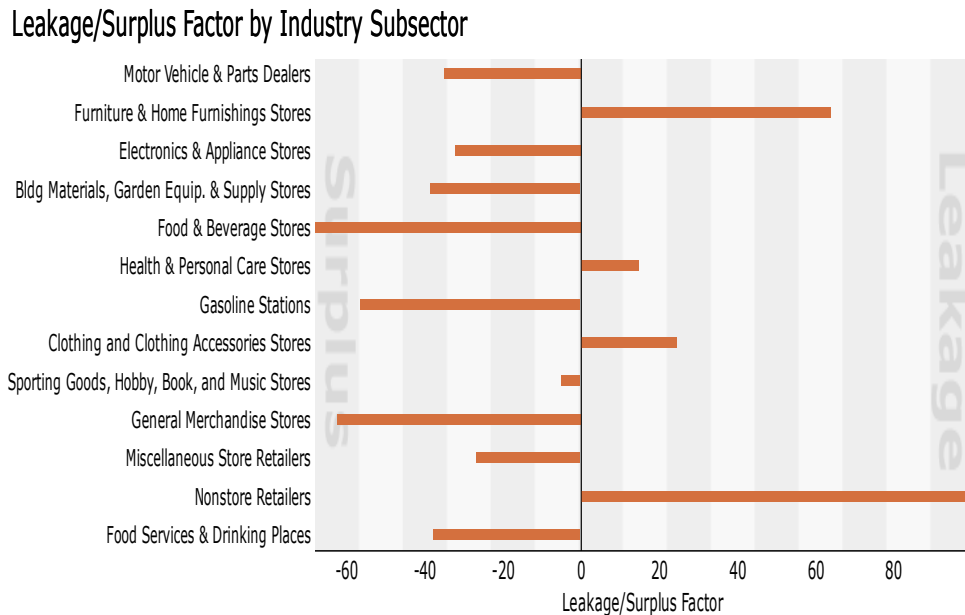
- Demographic changes
- Loss of Labor Force
- No opportunity for post-secondary training
 - They already exist in surrounding areas
- Society's demand for amenities
 - Ex. Connected /regional bike trails
- Location of the river (changes in regulations)
- Competitive wage scale
- Perception of preserving historic buildings (they can't be touched or improved)
- Changing energy market
 - Public utilities
 - Biggest energy users (industrial) are not using public utility
- E-commerce
- Lack of public/civic engagement
 - People losing interest
 - Younger people not replacing positions
 - Decrease in personal interaction (social tech)

The information that was provided by the EDA was then condensed into groups to create a series of objectives for the EDA and community to focus on to meet the goal of creating a stable, livable community for the residents. These objectives will be the basis for the economic development plan and expanded to include tasks the accomplishment of the objectives and the resulting timelines associated with each task.

LEAKAGE ANALYSIS

A SWOT analysis also considers retail leakage (Leakage analysis) to identify retail sales by residents that are occurring outside of Princeton in hopes of capturing those sales and strengthening the City's economy. A Leakage analysis compares per capita sales tax generated from targeted retail categories against countywide averages (Sherburne County). A retail surplus suggests the community is capturing its local market for that category of goods plus attracting shoppers from outside the jurisdiction. A retail leakage (gap) suggests the possibility that residents may have a greater demand for products in the specific category than is being satisfied by local businesses. The graph below indicates that a retail gap exists for furniture and home stores, health and personal care stores, clothing and accessories stores, and non-store retailers, but that in general the City is well served by local retail and services.

Figure 15 – Leakage/Surplus Factor by Industry Subsector

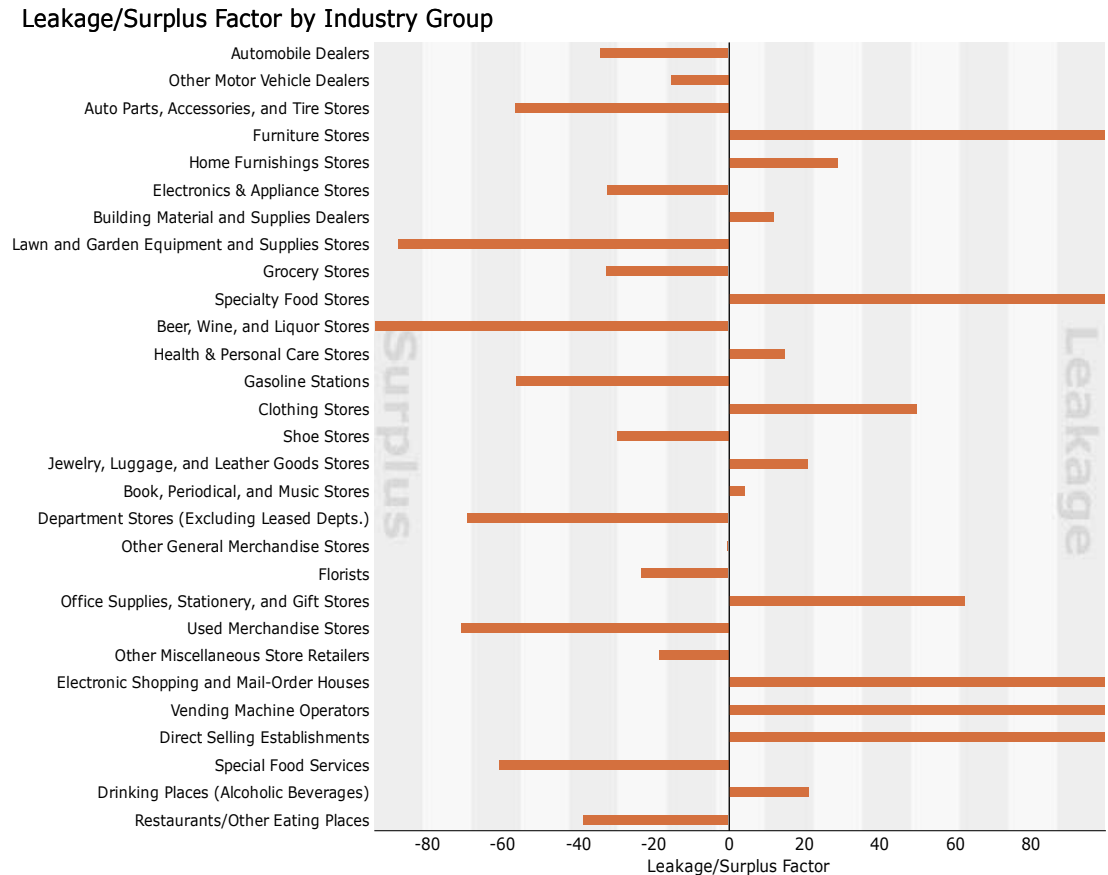


SOURCE: ESRI

As indicated by the leakage analysis for industry subsectors, the City of Princeton has a leakage of home furnishing stores, clothing and clothing accessory stores, and health and personal care stores. In addition, Princeton also has a significant leakage of non-store retailers (internet based businesses); however, many times these businesses are under reported based upon the nature of the business.

When the leakage report is further broken down into industry groups we find that the community has a leakage in a similar set of stores with 100% leakage for furniture stores, which would stand to reason as the community does not currently have a furniture store. The community also has a significant leakage of specialty food stores, and office supply and gift stores. In addition, the community attracts shoppers from across the area for lawn and garden equipment and supplies, liquor stores, and department type stores. This high level of attraction for department type stores reflects the Wal-Mart and Shopko presence in the community.

Figure 16 – Leakage/Surplus Factor by Industry Group



SOURCE: ESRI

The analysis also gives us an opportunity to understand the types of businesses that may be good targets for City recruitment in the downtown area. As indicated in the leakage report, the community attracts a significant number of patrons for eating establishments, but it has a leakage of customers for drinking establishments. This could indicate that a focus of targeting grill and bar type establishments may be a good strategy to expand the downtown area.

The leakage analysis fits well with the information that was collected from the inventory of the downtown businesses and buildings. The downtown area while having limited vacancies, struggles with the attraction of pedestrians in the evening. This is identified by the lack of foot traffic and the leakage of evening entertainment facilities since most of the dining institutions are located outside of the central business core.

One of the primary focuses of the economic development strategy is how the downtown area can be improved and become a destination. As part of the economic development portion of the comprehensive plan an updated inventory of the buildings in the downtown area and the employee traffic that those buildings and businesses generate was completed.

The following information on the currently available space was completed during a survey in early 2017 and is a snapshot in time of the current conditions. These conditions will change as businesses come and go from the downtown area but it does give us a good picture of the conditions in the area. The focus, as we develop a plan for the community and the downtown area, should be on the trends and not on specific vacancies or businesses.

Table 5 – Downtown Employee Population

Hours	Mon-Fri	Sat- Sun
5:00 AM - 8:30 AM	180 - 220	50 - 70
9:00 AM – 12:00 PM	360 - 400	160 - 180
12:30 PM – 5:30 PM	370 - 410	160 - 180
6:00 PM - 9:30 PM	100 - 120	70 - 90
10:00 PM – 2:00 AM	5 - 15	5 - 15

SOURCE: WSB & ASSOCIATES

There are currently 102 businesses located in the downtown study area. There are also currently 12 business fronts that are vacant producing a total of 114 businesses that could be in the downtown area (*Appendix Attachments 1 & 2*). This number is based upon the survey that was completed during early 2017 and may have changed as new stores open and possibly old ones closed. The currently shown vacancy rate of 11% is healthy for the community as it shows that there is a turn of spaces and should a new business have a desire to open there would be space available.

Table 6 – Downtown Business Inventory

Type	Number of Businesses	Area (sq. ft.)	Percentage
Retail	21	62,000	16%
Service	27	87,500	22%
Repair	1	1,000	0%
Financial	14	38,500	10%
Real Estate	4	11,000	3%
Restaurant	9	34,000	9%
Government	1	6,500	2%
Auto Related	5	35,500	9%
Medical Wellness	20	71,000	18%
Vacant	12	42,000	11%
Total	114	389,000	100%

SOURCE: WSB & ASSOCIATES

The 42,000 square feet that is currently vacant is comprised of primarily small space that are less than 2,500 square feet. There are two exceptions in a building at 100 - 6th Avenue North which is the largest currently available at 12,000-square feet and a 5,500-square foot space at 108 - 6th Avenue South. These two spaces comprise approximately 42% of the available space.

Based upon the availability of space and the retail leakage caused by the lack of evening traffic, the EDA may want to focus on the attraction of businesses along the lines of a microbrewery, bar and grill or entertainment establishments. This potential business focus is also supported by the community having an expenditure of over \$2,700.00 per household annually. This reflects the expenditure of 6% of the family income on eating away from home.

INDUSTRIAL PROPERTY

The City of Princeton completed an industrial park study in 2016 to determine the future needs for industrial property in the community. The study identified 293 acres as being available and zoned for industrial development in the city limits. This acreage including a 176-acre site that has since been returned to the township at the owners request and is no longer available for development. This has resulted in the city having approximately 117 acres available for development. These sites range in size from 5 to 83 acres in size. The largest site is a decommissioned waste water pond site and will not be available for development until the decommissioning process has been completed. A local company is also considering the expansion of their facility which will further reduce the available space for new projects.

Located within the growth zone of the community an additional 538 acres is guided for industrial development. While this area is currently within the townships that surround the community, Princeton should begin the process to allow for such development as the existing available property may not meet the needs of the community should a large project be identified for relocation to the community.

One of the ways that a community can gauge the need for additional commercial/industrial property and buildings is to look at the available stock. In a recent survey, there were four commercial/Industrial buildings listed for sale. The chart below shows the buildings that were identified:

Table 7 – Currently Available Commercial/Industrial Buildings

Address	Size (SF)	Price	Cost/SF	Type
12535 - 320 th ½ Avenue Northwest	5,700.00	\$229,000	\$40.18	Indust.
4674 HWY 169	10,702.00	\$199,900	\$18.68	Indust.
4508 Baxter Road	12,992.00	\$350,000	\$26.94	Indust.
304 - 19th Avenue North	9,835.00	\$1,095,000	\$111.34	Comm.
Average Cost	39,229.00	\$1,873,900	\$47.77	

SOURCE: GREATERMSP, AUGUST 2017

Three of the buildings identified by the survey are metal buildings which is reflected in the cost per square foot. The final building with the highest per square foot value is a multi-tenant retail building located in the Wal-Mart development area. When this property is

removed from the list of buildings the price per square foot drops to \$28.60 which is more in line with the value of metal buildings. It's removal also brings the total available square foot of commercial/industrial buildings to 29,394.

This low level of available space and the limited area available for the development of new commercial/industrial building space would indicate the need for the city to begin planning for additional property slated for commercial/industrial uses.

The need for additional commercial/industrial property will be an outgrowth of the strong business base in the community. As indicated below, the City of Princeton has 306 businesses that employ over 5,230 employees. The entire population of the community is 4,890 indicating that Princeton imports a significant number of workers.

Table 8 - Business and Employee Breakdown by NAICS Codes

Total Businesses:	306			
Total Employees:	5,230			
Total Residential Population:	4,890			
Employee/Residential Population Ratio (per 100 Residents)	1.07			
Business and Employees by NAICS Codes	Business		Employees	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing & Hunting	1	0.3%	1	0.0%
Mining	0	0.0%	0	0.0%
Utilities	1	0.3%	21	0.4%
Construction	16	5.2%	121	2.3%
Manufacturing	15	4.9%	847	16.2%
Wholesale Trade	11	3.6%	256	4.9%
Retail Trade	60	19.6%	1,180	22.6%
Transportation & Warehousing	6	2.0%	135	2.6%
Information	7	2.3%	147	2.8%
Finance & Insurance	19	6.2%	103	2.0%
Real Estate, Rental & Leasing	14	4.6%	34	0.7%
Professional, Scientific & Tech Services	25	8.2%	79	1.5%
Management of Companies & Enterprises	0	0.0%	0	0.0%
Administrative & Support & Waste Management & Remediation Services	8	2.6%	32	0.6%
Educational Services	9	2.9%	453	8.7%
Health Care & Social Assistance	37	12.1%	1,076	20.6%
Arts, Entertainment & Recreation	7	2.3%	101	1.9%
Accommodation & Food Services	23	7.5%	451	8.6%
Other Services (except Public Administration)	33	10.8%	132	2.5%
Public Administration	7	2.3%	60	1.1%
Unclassified Establishments	7	2.3%	1	0.0%
Total	306	100%	5,230	100%

SOURCE: ESRI

While a significant number of the imported workers are in conjunction with health care (1,076 employees) and retail (1,180 employees) the community also has a strong manufacturing sector with over 847 employees. This would indicate that Princeton is a commercial hub for the area and needs to retain that distinction by having the ability to provide sites for the businesses to continue to grow.

Table 9 – Retail Business Breakdown

Business and Employees by NAICS Codes	Business		Employees	
	Number	Percent	Number	Percent
Retail Trade - Total	60	19.6%	1,180	22.6%
Motor Vehicle & Parts Dealers	12	3.9%	100	1.9%
Furniture & Home Furnishings Stores	2	0.7%	3	0.1%
Electronics & Appliance Stores	3	1.0%	21	0.4%
Bldg Material & Garden Equipment & Supplies Dealers	3	1.0%	43	0.8%
Food & Beverage Stores	6	2.0%	468	8.9%
Health & Personal Care Stores	9	2.9%	185	3.5%
Gasoline Stations	4	1.3%	53	1.0%
Clothing & Clothing Accessories Stores	4	1.3%	13	0.2%
Sport Goods, Hobby, Book, & Music Stores	4	1.3%	12	0.2%
General Merchandise Stores	5	1.6%	255	4.9%
Miscellaneous Store Retailers	8	2.6%	27	0.5%
Non-store Retailers	0	0.0%	0	0.0%

SOURCE: ESRI

Table 10 – Specific Business Breakdown

Business and Employees by NAICS Codes	Business		Employees	
	Number	Percent	Number	Percent
Finance & Insurance - Total	19	6.2%	103	2.0%
Central Bank/Credit Intermediation & Related Activities	7	2.3%	54	1.0%
Securities, Commodity Contracts & Other Financial Investments & Other Related Activities	4	1.3%	9	0.2%
Insurance Carriers & Related Activities; Funds, Trusts & Other Financial Vehicles	8	2.6%	40	0.8%
Professional, Scientific & Tech Services - Total	25	8.2%	79	1.5%
Legal Services	8	2.6%	31	0.6%
Accommodation & Food Services - Total	23	7.5%	451	8.6%
Accommodation	2	0.7%	20	0.4%
Food Services & Drinking Places	21	6.9%	431	8.2%
Other Services (except Public Administration) - Total	33	10.8%	132	2.5%
Automotive Repair & Maintenance	5	1.6%	28	0.5%

SOURCE: ESRI

One of the ways that communities determine the long term needs the business community is through the development and implementation of a business retention and expansion program. This program allows for the community to develop relationships with the businesses, understand their needs either in workforce or building space and allows for the changing of the perception of the city as a partner willing to assist the businesses as they grow and prosper.

The City of Princeton currently provides several programs to assist businesses. These programs include:

- **Small Cities Development Program:** Assistance is available in the form of 0%, ten-year loans (that become grants after ten years of ownership) for the rehabilitation of commercial properties.
- **Tax Abatement:** The City can forgive property taxes for the expansion of a building in the community if it meets the City Tax Abatement Program Guidelines. The City can forgive up to \$200,000 per year city-wide for projects. Partnerships with the County are available to increase the level of assistance that may be available to a business considering expansion. Currently the school district does not participate in tax abatement projects.
- **Tax Increment Financing (TIF):** The City can assist business and housing projects with TIF which allows for the City to capture the new taxes generated by a project and use them for the costs associated with that project including City infrastructure.
- **Revolving Loan Fund Program:** The City provides gap financing for business start-ups and expansions, including equipment purchasing, land purchases, building renovations. The program is based upon the availability of funds and the need demonstrated by the business for the additional assistance.

As the City moves forward it may want to review the guidelines for the programs as they are primarily directed towards industrial type development. The City, because of the identified importance of the

downtown, may want to adjust and create new programs to be used towards the redevelopment of the downtown area.

While the community has made progress on some of the goals that have been listed in past economic development plans, it has not fully realized success on the plans due to many external forces. These forces include staffing changes at the City, changes in focus for the community, and sometimes the failure to assign the tasks and the associated timeline for the completion of those tasks.

In the objectives that have been created from the information provided and develop from different sources, tasks have been created. These tasks in some cases will be easier to complete and will not require any further definition. In other cases, the tasks will require that they are broken down into sub-tasks to allow for their completion. The resulting matrix will allow for the EDA and community to track their successes and failures with the completion of the tasks.

ECONOMIC DEVELOPMENT OBJECTIVES & TASKS

Objective 1

Identify sites in the community for possible development/redevelopment, create a plan to influence the development, and create a development process for sites that are in conformance with the comprehensive plan.

Task 1

Identify sites for redevelopment and determine the level of City involvement for projects on the sites.

Task 2

Review and amend the policy for financial assistance for projects that meets the needs of projects.

Task 3

Engage Property Owners in the process for the development /redevelopment of their sites.

Task 4

Develop a program to assist with demographic information to respond quickly to RFP requests for potential projects.

Task 5

Identify and develop a plan for the orderly annexation process for the expansion of the City and the extension of infrastructure.

Task 6

Identify future large industrial land development opportunities utilizing grant programs for infrastructure extensions.

Objective 2

Develop a comprehensive marketing and branding strategy that will continue to attract targeted businesses and residents to the City by promoting the business-friendly and small-town nature of the community.

Task 1

Identify and adjust policies that are not efficient and business friendly and develop an online permitting application and fee payment process.

Task 2

Refine and continue the implementation of Business Retention and Expansion Program.

Task 3

Complete a rate study to determine if fees (utility rates, development fees, tax rates, etc.) are competitive with the local and regional area while still meeting the long-term needs of the community.

Task 4

Create an environment that is a destination and that enhances the City's tax base by increasing the number of trips and time shoppers, visitors, and employees spend in the City.

Task 5

Promote the usage of natural amenities in the community (such as the Rum River) and the quality of life in a small-town setting.

Objective 3

Utilize land use planning including transportation planning and utility planning to promote job growth and to enhance the overall economic health of the city and area.

Task 1

Engage business/property owners & residents to understand stake holder goals and concerns.

Task 2

Develop programs and assist with the acquisition of funding and technical assistance for the completion of the projects.

Task 3

Identify land uses and related building types that promote job generation and job retention to encourage economic growth in the City.

Task 4

Research and analyze land areas of the City that appear to be underutilized, underperforming or antiquated. Create effective land use strategies and programs for maximizing their potential.

Objective 4

Identify workforce needs of City businesses and facilitate partnerships between the Chamber of Commerce, educational institutions, and the business community to satisfy market demands.

Task 1

Create a roundtable discussion with specific business clusters to understand/address workforce issues affecting business operations.

Task 2

Promote art and cultural opportunities to attract, retain and expand businesses that contribute to the City's creative economy and improve the quality of life for residents and businesses.

Task 3

Create an environment that encourages the retention of residents and attraction of former residents by identifying opportunities in the community.

Task 4

Create collaborations among local higher education institutions and business leaders to create educational programs aligned with the workforce development needs of area businesses.

Objective 5

Create infrastructure necessary to retain and attract desirable businesses and a dynamic business environment in the Downtown Area.

Task 1

Review the existing buildings and uses to determine the types of businesses that should be targeted.

Task 2

Identify areas that are ready for redevelopment or repositioning.

Task 3

Review the development standards so they allow more flexibility for development of projects in the downtown and include the creation of amenities that enhance walkability.

Task 4

Develop a strategy for the recruitment of targeted business opportunities to expand the variety of amenities in the Downtown area.

Task 5

Create design standards for the downtown area that enhance construction while maintaining affordability.

Task 6

Create gateway monuments to welcome and demarcate the Downtown for visitor and create a sense of common purpose.

Task 7

Develop a landscape architectural plan for the Downtown to incorporate a common visual design into pedestrian connections, gathering spaces, public amenities, and community events.

Objective 6

Create the infrastructure necessary to provide for life-cycle housing to allow for a range of housing opportunities to residents and future residents of the community.

Task 1

Complete housing study to determine current and long-term housing needs.

Task 2

Develop a program for the possible updating of homes to include the amenities that are sought by new home buyers.

Task 3

Identify areas for future development of housing opportunities.

Task 4

Review and develop a structure to allow for the community to participate in new housing development projects.

The resulting economic development plan, as with many items in the report, is a snapshot in time of the current conditions and must be reviewed and updated on a regular basis. This includes the removal of items that have been completed and those that may no longer

be relevant to the development of the community. The EDA and City should also work to recognize the successes as they are completed to allow for continued buy in by the members of the EDA, the business community and the resident

CHAPTER 4: PARKS & TRAILS

This chapter begins with an explanation of why parks, trails, and open space are important. A classification system is presented along with an inventory of the system as of 2017. Park needs are identified, followed by policies and a plan which shows existing and proposed park, trails, and open space.

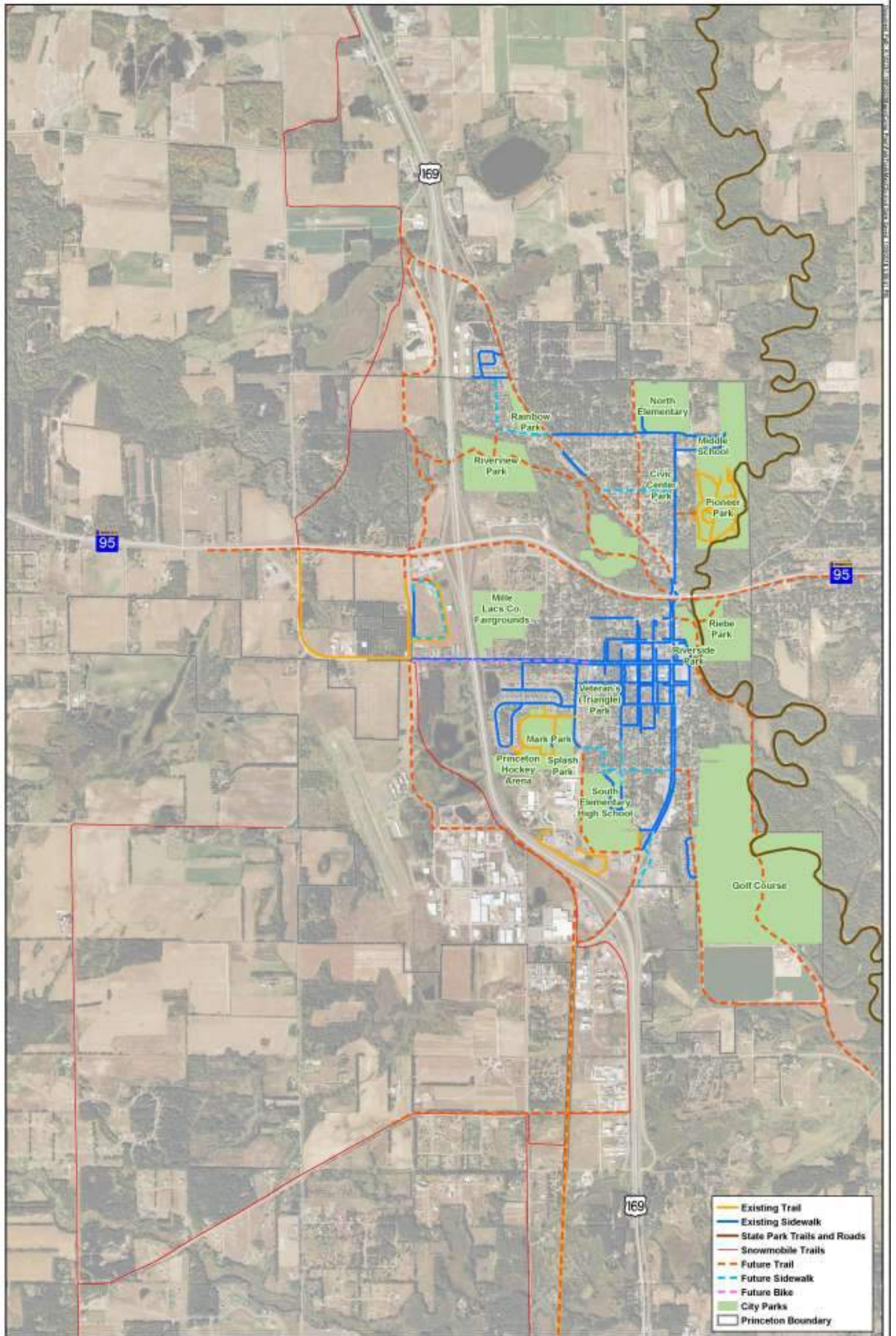
PARKS & RECREATION NEEDS ASSESSMENT

Parks, trails and open space provide opportunity for recreation, promote a healthy lifestyle, and enhance the appearance and economic strength of a community. Parks break up the development pattern, provide an opportunity for preserving wildlife and scenic areas, and are shaping elements which contribute significantly to Princeton. Parks, trails, and open space give the community and its neighborhoods a sense of place, identity, and pride. The amount, location, and quality of the open space can favorably affect property values.

The Rum River and the West Branch of the Rum River are the most important natural features that shape the character of Princeton. These rivers contain much of the City's wooded area and account for a significant share of the City's park land. The river can become a focal point to attract tourists and visitors to downtown.

The importance of park and open space facilities will increase over time. The need to preserve the drainage ways and wetlands leading to the rivers and creeks is critical for effective drainage. Preservation of these drainage ways also offers an opportunity to preserve some of the areas wetlands and wildlife. Some of these corridors have opportunities to include trails and interpretive spaces.

The recreational aspects of trails and walkways can complement the natural features of public parks. These features should continue to be developed within the community. There are eight official City owned parks that have a role in creating public opportunities, including: Rainbow, Civic, Riverside, Riverview, Riebe, Mark, Triangle, and Pioneer Park.



Princeton Comprehensive Plan
 City Park and Trails Map
 Princeton, MN



0 2,000 Feet
 1 inch = 2,000 feet



The Land Use Plan calls some high density residential development on the west side of Highway 169 near the underpass of County Road 31 (1st Street). None of the existing parks are located on this side of Highway 169, but the County Road 31 underpass does create a vehicular, bicycle and pedestrian connection to the east side of Highway 169. The closest park (Mark Park) to the planned high density residential area is about ½ mile from the sites. Private recreation opportunities should be considered within the high density residential development. A public City park west of Highway 169 should be considered with trails connecting to other parks if additional residential development west of Highway 169 is developed in the future.

There are four City parks located north of Highway 95, but two of them are natural resources based parks (Riverview and Pioneer Parks) and two that provide playgrounds and other active recreational opportunities (City Center and Rainbow Park). There are several other active recreational opportunities provided by the Princeton School District (Princeton Primary, Intermediate, and Middle Schools). When the residential properties north of North 12th Street develop, the City should do one of three things:

1. Dedicate new parkland from the developments;
2. Collect fees in-lieu of park dedication to further improve Civic Center and Rainbow Park; or
3. Partner with the Princeton School District to expand the recreation opportunities available at their school sites.

Parks Classification matrix

Parks and open space areas are divided into categories based primarily on function and size. *Table 12* is the classification system for the parks and open spaces. Not all the parks and open spaces identified clearly fall into the specified categories.

Table 11 – Parks & Open Space Classification System

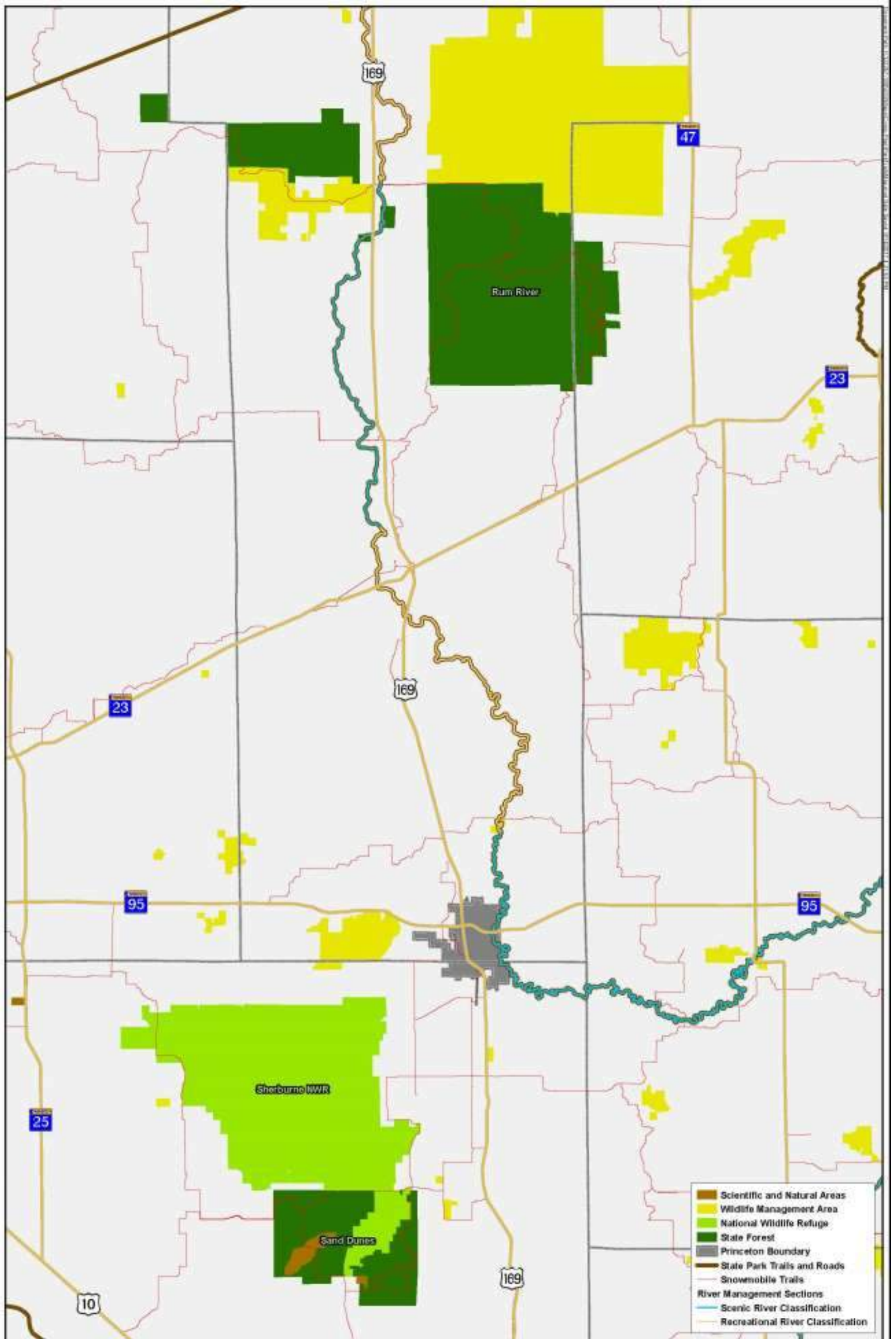
	TYPE	DESCRIPTION	SERVICE AREA	SIZE	EXISTING PARKS
NEIGHBORHOOD	Mini-Park (tot- lot)	Small park providing a specialized service for special age groups or at times providing a special space for a broader group.	1/4 mile	Approx. 1 acre	Civic Center Park
	Neighborhood Park or Neighborhood Playground	Park area for intensive active use by the abutting neighborhood -- usually involving play of outdoor sports and craft activities.	1/4 to 1/2 mile	4-12 acres	Rainbow Park Triangle Park
	Trail	A facility for pedestrian and bikes to provide access to neighborhood areas and facilities - commercial and downtown to be used for enjoyment.	Varies	8+ feet wide	Civic Center Park
CITY-WIDE	Playfields	Park area for intensive, usually highly organized athletic activity, lighted fields, parking, bleachers, and other equipment for watching usually provided or planned.	City-wide, usually 1 per 3-4 neighborhoods	20-40 acres	Mark Park
	Community Park	Usually a natural park area for a variety of active and passive recreation, including picnicking, swimming, hiking, outdoor sports.	City	20-100 acres	Riverside Park Pioneer Park Riverview Park
	Special Purpose	Park area established and maintained to provide a special service usually dominating the entire park. Examples: nature center, golf course, historic.	City-wide	100+ acres	Riebe Park
NEIGHBORHOOD AND CITY-WIDE	Open Space	Park area which is essentially to remain undeveloped and which services as an area for drainage, storage of water, or which may contain wetland, poor soil and/or natural vegetation which is to be left undisturbed. Lineal trails are often included.	Varies	Varies	Civic These are not named

SOURCE: WSB & ASSOCIATES

Additional City Open Spaces

Although not technically public parks or public open space, the following facilities provide additional active and passive recreation opportunities:

- Rum River Golf Course
- Mille Lacs County Fairgrounds
- Water Tower Sites
- Princeton Youth Hockey Arena
- Mille Lacs County Historical Museum
- Princeton High School
- Princeton Middle School
- Princeton Intermediate School
- Princeton Primary School



Princeton Comprehensive Plan
Regional Park and Trails Map
Princeton, MN



0 3 Miles
1 Inch = 3 miles



The City benefits from the work the Princeton School District, Public Utilities, Youth Hockey Association, and other public and private entities have done in creating additional recreation sites within the community.

The Princeton Visionary Committee is a non-profit organization that includes six townships, the City of Princeton, Princeton School District, and local business leaders. The Visionary Committee is working on a regional trail system plan that connects Elk River to Princeton, through the community, and to points north, such as Milaca and Onamia where it would connect with the State Trail system.

Since the adoption of the 2009 Comprehensive Plan, the City has completed several improvements to the park system, including the addition of two new parks.

Regional Open Spaces

County, State, and Federal lands provide additional open space and recreational opportunities (such as hunting, camping, and wildlife viewing) that supplement and expand upon the local opportunities. Such facilities that exist within a 20-mile radius include:

- Rum River State Forest
- Sherburne National Wildlife Refuge
- Sand Dunes State Forest
- Springvale County Park
- Dalbo County Park
- Numerous State Wildlife Management Areas
- Rum River Wild and Scenic River
- Rum River Water Trail

PARK & RECREATION OBJECTIVES & TASKS

The following objectives are based on the long-range goal to develop a balanced Parks, Trails, and Open Space system that includes adequate areas for active and passive recreation sites. Parks and Recreation needs analysis information and long range community goals.

Objective 1

Design a pedestrian plan utilizing linear park development and sidewalks/trails in and around Princeton linking people to destinations.

Task 1

Extend the city sidewalks to Coborn's Superstore.

Task 2

Develop process for repairing, upgrading and/or adding city sidewalks.

Objective 2

Develop a detailed park improvement plan for each City-owned recreational site that identifies future park improvement projects.

Task 1

Develop a parks and trails park marketing plan.

Task 2

Construct a boat launch ramp at Riverside or Riebe Park.

Task 3

Construct new restrooms in Riverside Park.

Task 4

Complete the bike trail from Crystal Cabinets to Mark Park.

Objective 3

Monitor changes in the State enabling legislation that provides for funding opportunities and/or affects park dedication requirements.

Task 1

Apply for the Minnesota Department of Natural Resources (DNR) Outdoor Recreation Grant program for the acquisition of land for additional parkland or trail corridors or the development or redevelopment of recreation facilities.

Task 2

Apply for the DNR Parks and Trails Legacy Grant program for the acquisition of land for additional parkland or trail corridors or the development or redevelopment of recreation facilities.

Task 3

Apply for the DNR Conservation Partners Legacy Grant program for the acquisition of habitat-focused land to enhance, restore, or protect forests, wetlands, prairies and habitat for fish, game, or wildlife.

Task 4

Apply for the Legislative Citizens Commission on Minnesota Resources (LCCMR) Local Trails Connections program for the acquisition or development of trail facilities.

Objective 4

Negotiate park dedication requirements with each developer based on the current land needs and cash in-lieu of land requirements in the City code.

Task 1

Require land dedication to the City as part of a plat where the City Parks Plans indicate future park land needs. Work with developers to set aside necessary lands and/or funds for other public purposes, including public safety, public utilities, or schools.

Objective 5

Adopt an official Trails Corridor Map that connects local recreational sites and links the community to recreational facilities in the surrounding counties.

Objective 6

Encourage joint use of park and open space for recreation, preservation of natural and visual amenities, drainage, and water storage.

Task 1

Preserve, protect, and enhance the Rum River and adjacent lands for year-round recreational activities and for the scenic vistas it provides. Uses could include picnicking, camping, fishing, boating/canoeing, jogging, biking, nature observation/interpreting, and scenic viewing.

Objective 7

Support the acquisition and/or donation of parcels that enhance the natural features of the community.

Task 1

Research State grant programs to offset development and acquisition costs.

Task 2

Consider private recreational opportunities within the planned high density residential development located west of Highway 169. When additional residential development beyond the planned high density land is considered west of Highway 169, a public park or linear park connection to existing parks located west of Highway 169 should also be considered.

Task 3

To accommodate the recreational needs of the future residential developments north of North 12th Street, evaluate the improvement possible at City Center and/or Rainbow Park, or partnering with Princeton School District to provide additional recreational opportunities at Princeton Middle, Intermediate, and/or Primary Schools.

CHAPTER 5: LAND USE

ABOUT THIS CHAPTER

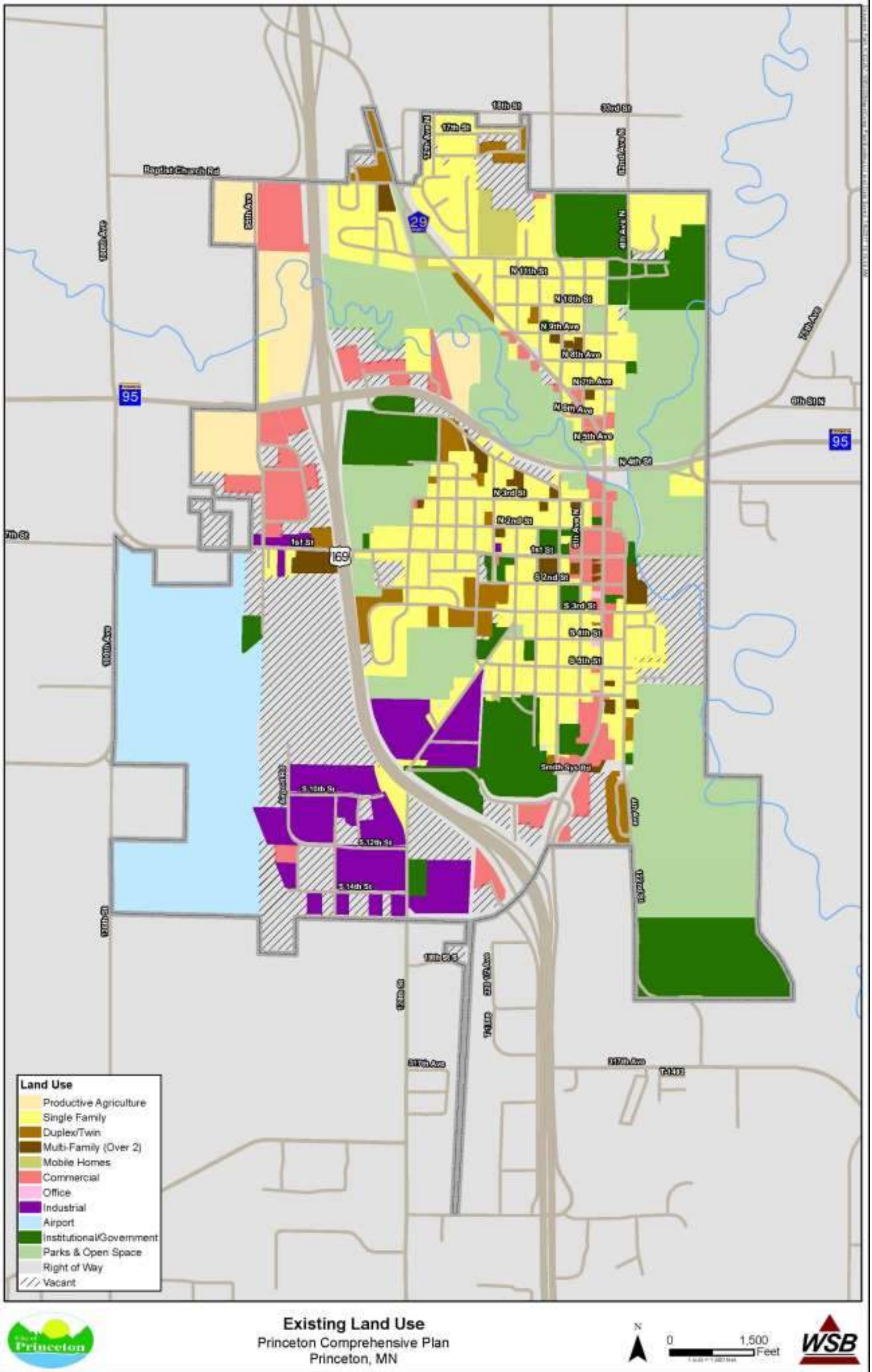
The development patterns of the City of Princeton have happened over the entire 160+ year history of the community. Its location along the Rum River and the West Branch of the Rum River has made the land use patterns evolve to their current form. The rivers, flood plains, and other natural features guide the area's development. With limited river crossings and wide areas of undevelopable land, the community is physically divided by stretches of natural beauty.

It is the Vision, Goals, and Policies found in the earlier chapters of the plan that are the building block on which the following land use categories are based.

BACKGROUND & TRENDS

The 2018 existing Land Use Map was compiled by City staff and is included as Figure 5.1 on Page 55. There are no significant changes since the map was produced in 2003, aside from the addition of commercial and agricultural areas to the west of Highway 169.

Historically, the downtown grew out of serving the logging facilities and along the former state highways. The railroad arrived later and an industrial area developed along the rail lines that included large agricultural (potatoes) businesses. Residential areas are located immediately around the downtown and north between the West Branch of the Rum River and the Main Branch of the Rum River – again extending along the transportation corridors.



PUBLIC ENGAGEMENT

The Princeton City Council's twenty-one 2017 priorities were used for this plan's public engagement. *Table 13* below indicates the results of those efforts. City staff members were asked to rank the priorities from 1 to 21. Residents were then approached at two community events and asked to vote for their top three priorities but were not shown City staff's results. Residents were also engaged through a utility bill survey where they were asked to rank five priorities from 1 to 5. The top five priorities for each subgroup are highlighted in green on the table. Two priorities overlap based on the City's ranking, public engagement rankings, and the utility survey rankings including: "Extend 21st Avenue into the Industrial Park (from Airport)" and "Complete the roundabout at Highway 95 and 21st Avenue." This table will be used to shape the City's tasks and objectives moving forward.



Table 12 – Public Engagement

Resident Priorities	Public Engagement Meetings		City Priorities	Utility Bill Survey
	Votes	% of Total	Average Ranking From 1 to 21	Average Ranking From 1 to 5
Council Priorities:				
Extend 21st Ave into the Industrial Park (from Airport)	32	9.9%	5.73	2.56
Construct new restrooms in Riverside Park	9	2.8%	6.45	N/A
Complete the roundabout at Highway 95 and 21st Avenue.	6	1.9%	6.91	N/A
Get to the city population up to 5,000	6	1.9%	7.90	N/A
Complete the bike trail from Crystal Cabinets to Mark Park.	43	13.3%	8.55	2.58
Work with the Sherburne County Drug Task Force	50	15.4%	9.27	N/A
Develop the Arcadian Home site to provide additional rental units in the city.	2	0.6%	9.45	N/A
Promote development of Aero Business Park	4	1.2%	9.50	N/A
Promote development of Rivertown Crossing	3	0.9%		N/A
Develop process for repairing, upgrading and/or adding city sidewalks.	18	5.6%	10.45	N/A
Extend the city sidewalks to Coborn's grocery store	10	3.1%	11.00	N/A
Develop more middle income housing opportunities	13	4.0%	11.64	N/A
Finalize airport boundary issues	0	0.0%	12.30	N/A
Develop an Infrastructure replacement plan	7	2.2%	12.30	N/A
Construct a boat launch ramp at Riverside or Riebe Park	17	5.2%	12.30	3.51
Develop additional rental units in the city.	13	4.0%	12.55	N/A
Develop a process for using store profits to benefit public	9	2.8%	12.82	N/A
Develop a plan for budget surpluses	7	2.2%	12.91	N/A
Construct a walking bridge between Riebe Park and the west side of the river	13	4.0%	13.45	2.92
Eliminate the sharp corner at Sterling Pointe	9	2.8%	13.91	2.68
Upgrade the driving surface of City Streets.	12	3.7%	14.58	N/A
Develop a parks and trails park marketing plan	11	3.4%	15.00	N/A

Additional Resident Priorities:				
"A community center with an aquatic center would keep us in town in the winter"	1	0.3%	N/A	N/A
"Another grocery store in town, maybe an Aldi?"	1	0.3%	N/A	N/A
"Seek assistance from local companies to sponsor special events"	1	0.3%	N/A	N/A
"Skate Park"	2	0.6%	N/A	N/A
"Field House - We need #1"	7	2.2%	N/A	N/A
"Olympic Wargames - Paintball"	3	0.9%	N/A	N/A
"Senior Housing"	1	0.3%	N/A	N/A
"More Restaurants - Culvers"	14	4.3%	N/A	N/A
Additional City Priorities:				
"Service Drives on each side of Cty Rd 95"	N/A	N/A	1 Vote	N/A
"Four lane highway for Cty Rd 95 and east and west sides of Princeton"	N/A	N/A	1 Vote	N/A
Total Votes	324	N/A	N/A	N/A
Number of participants (each voted 3 times)	108	N/A	12	N/A

SOURCE: WSB & ASSOCIATES

Complete Utility Survey Findings

A 10-question survey was including with the September 2017 utility bill. There were 291 surveys returned to the City. A summary of those were sampled for the following results:

Table 13 – Utility Survey Results

1. What types of downtown business do you currently frequently visit?	Percentage
a. Retail (Shopping)	22.9%
b. Restaurant/Dining	24.7%
c. Financial (bank, insurance, etc.)	25.8%
d. Medical & Wellness (therapist, dentist, fitness clinic, etc.)	22.1%
e. Other:	4.4%
<i>"Post Office; Grocery Shopping; Farmer Market; Printing Services"</i>	
2. What types of business or attractions would you like to see develop in the downtown?	
a. Retail (Shopping)	34.0%
b. Restaurant/Dining	48.6%
c. Financial (bank, insurance, etc.)	2.8%
d. Medical & Wellness (therapist, dentist, fitness clinic, etc.)	2.8%
e. Other:	11.8%

Princeton Comprehensive Plan Chapter 5: Land Use

"Movie Theatre; Family Activity Based; Brewery; Grocery; Industrial Park; Specialty Stores; Development Along River; Small Business"

3. Should the city be actively engaged with increasing downtown customers?

a. Yes	91.1%
b. No	8.9%

4. Should the city be actively engaged in seeking complementary businesses that work well with existing Princeton industries by offering subsidies?

a. Yes	74.7%
b. No	25.3%

5. What types of housing would you like to see more of in Princeton?

a. Single-Family	25.3%
b. Multi-Family	7.8%
c. Workforce/affordable	20.1%
d. Senior	26.6%
e. Market rate apartment/condominiums	16.2%
f. Other:	3.9%

"We need rental one-level senior townhomes; Handicapped Housing; Alzheimer secured area; No housing complex"

6. For each of the following items rank the level of importance for the City 1 through 5:

___ Reconstruct the sharp corner on Old Highway 18 near Sterling Point	2.68
___ Boat launch ramp at Riverside or Riebe Park	3.51
___ Construct a walking bridge between Riebe Park and the west side of the river	2.92
___ Extend 21st for Industrial Park access	2.56
___ Complete the bike trail from Crystal Cabinets to Mark Park	2.58

Is there an additional item that the city should pursue? Please list: N/A

"Keep the small-town feel; RV dump site; Highlight the Rum River with restaurants and shopping; Fix road coming off 95 to West Branch Street as well as the off-ramp going N off 169 almost impossible to get on 95 going west; More entertainment for teens and families like theatre, arcades, and billiards; Promote what we already have. Pay some attention to our historical depot/museum; Utility Infrastructure; A fast food place near Walmart; Expand industrial park; Have a place in town to recycle cardboard and a place for leaves, vegetation, sticks, etc."

7. What type of parks and recreation facility do you and your family most commonly use?

a. Playgrounds	32.3%
b. Ball Fields	8.5%
c. Trails	27.7%
d. Natural Areas	24.6%
e. Other:	6.9%

Princeton Comprehensive Plan Chapter 5: Land Use

"Music in the park; Disc Golf; Picnic eating areas with tables and grills; Tennis Court; Sherburne National Wildlife Refuge"

8. What type of parks and recreation facility would you like to see expanded and/or improved? 13.1%

- | | |
|-------------------------|-------|
| a. Playgrounds | 4.9% |
| b. Ball Fields | 43.4% |
| c. Trails | 25.4% |
| d. Natural Areas | 13.1% |
| e. Other: | |

"Remove or repair basketball court at Rainbow Park; Entertainment Centers; Amphitheater; Community center with pool; Water park for adults/kids; Extra campground with nice bathrooms and showers; Disc Golf Course; Sidewalks around Riverside Park; Handicap Accessible; Dog parks; Improve Pioneer Park; Improve the playground at the Civic Center. They need trash cans and benches; Make city park up to date playground"

9. What is your highest priority for the future growth in Princeton?

- | | |
|--|-------|
| a. Residential Growth | 10.2% |
| b. Commercial/Retail Growth which may reduce taxes and add services | 39.5% |
| c. Industrial growth to assist in minimizing long-term tax burden and providing local jobs. | 39.5% |
| d. Providing more public land and services | 7.5% |
| e. No growth | 3.4% |

10. Should the city engage business owners on the border of the city that have wells and septic to hook up to city services? 21.1%

- | | |
|---|-------|
| a. Yes, engage the businesses | 22.1% |
| b. Only when businesses' septic systems fail | 28.4% |
| c. City should approach the township before engaging with the businesses | 21.1% |
| d. No engagement should happen | 7.4% |

Other:

"The City should be looking at solutions to process waste water from US Distilled Products as it would be a high source of revenue for the city and would require no additional infrastructure; Fix existing by adding more to 3rd treatment pond; If it makes sense for both parties"

SOURCE: WSB & ASSOCIATES

GENERAL GROWTH PATTERNS & LAND USE OBJECTIVES

In general terms, the City is planning for six growth areas in and around the City, as well as a City-Wide growth strategy:

- City-Wide
- Downtown Business District
- Northeast Residential Area
- Southeast Residential Area
- Princeton Industrial Park
- Princeton Municipal Airport
- Northwest Gateway District

These areas have been defined to provide general guidance for the community as infrastructure decisions are made. They also afford the City with flexibility as new development opportunities arise or if a significant change in the local economy occurs.

City-Wide

The City of Princeton must continue to promote its image to future businesses and residents. It must also work to retain current residents by expanding its livability standards and vibrant business community.

Objective 1 (Marketing)

Re-brand Princeton as a business-friendly environment.

Task 1

Develop a comprehensive marketing and branding strategy that will continue to attract targeted businesses and residents to the City by promoting the business-friendly and small town nature of the community.

Objective 2 (Parks & Recreation)

Enhance the natural features of the community.

Task 1

Develop a parks and trails park marketing plan and adopt an official trails corridor map.

Task 2

Support the acquisition and/or donation of parcels that add to the community's open space and parkland.

Task 3

Encourage joint use of park and open space for recreation, preservation of natural and visual amenities, drainage, and water storage.

Objective 3 (Parks & Recreation)

Improve and expand infrastructure and community facilities.

Task 1

Design a pedestrian plan utilizing linear park development and sidewalks/trails in and around Princeton linking people to destinations and improving upon physical and social health of the community.

Task 2

Consider the dedication of parkland as part of new residential developments connecting to existing pedestrian system.

Task 3

Partner with the Princeton School District to expand the recreation opportunities available at their school sites.

Task 4

Preserve, protect, and enhance the Rum River and adjacent lands for year-round recreational activities and for the scenic vistas it provides.

Objective 4 (Healthy Living)

Reference the goals and policies laid out in the Minnesota Statewide Health Improvement Partnership documents (*Appendix Attachment 3*).

Objective 5 (Infrastructure Planning)

Invest in infrastructure that will position Princeton with its best options for development and growth.

Task 1

Conduct a Transportation Study to plan for the need to preserve future transportation corridors.

Task 2

Conduct a Sanitary Sewer and Municipal Water Study to evaluate long term capacity and infrastructure demands of potential development.

Task 3

Plan infrastructure and development scenarios that are compatible with the 2017 Airport Master Plan.

Task 4

Reactive the joint airport zoning board to remove the cross-wind runway and recognize compatible land uses within the airport safety zones.

Task 5

Revise the Land Use Map and the Comprehensive Plan as necessary to implement the recommendations of the Transportation, Sanitary Sewer, and Municipal Water Studies.

Downtown Business District

Princeton's downtown has the potential to attract a larger audience generating more foot traffic and become a destination for not only city residents, but for the region. Increasing foot traffic in the City's central business district is crucial to the growth of the community. The following goals and objectives have been created to improve the downtown's economic vitality, housing options, and natural amenities:

Objective 1 (Economic Development)

Redevelop and market downtown as a community destination.

Task 1

Identify the types of businesses that may be good targets for city recruitment for the downtown area.

Task 2

Develop an inventory of existing public and private assets in the downtown area to identify gaps and desired future amenities.

Task 3

Create infrastructure necessary to retain and attract desirable businesses and a dynamic business environment in the Downtown Area.

Task 4

Develop a method to enhance parks, biking facilities, and river usage to generate additional foot traffic downtown.

Task 5

Create gateway monuments to welcome and demarcate the Downtown for visitor and create a sense of common purpose.

Task 6

Develop a landscape architectural plan for the Downtown to incorporate a common visual design into pedestrian connections, gathering spaces, public amenities, and community events.

Objective 2 (Housing)

Encourage housing development in and near the downtown area.

Task 1

Redevelop with mixed-use buildings which have commercial on first level and housing on upper levels and reestablish the feeling of the old downtown.

Task 2

Encourage new buildings be developed closer to the street and incorporate parking areas in the rear or internal to the block to further the nostalgic feeling of the past.

Objective 3 (Parks & Recreation)

Create a pedestrian and bike-friendly downtown environment

Task 1

Encourage development in this area to be mindful of pedestrian connectivity to the river and to adjacent historic buildings (primarily on the west side of Fifth Avenue)

Task 2

Construct a pedestrian/bicycle trail that is accessible from downtown.

Northeast Residential Area

The residential area North of Highway 95 and Rum River Drive is characterized by the presence of the Princeton Primary, Intermediate, and Middle Schools. This area is most suitable for family housing. The following goals and objectives are aimed to preserve and protect the existing housing stock and amenities as well as provide opportunities for the development of new family households and recreational opportunities.

Objective 1 (Housing)

Provide more land suitable for creating new residential neighborhoods.

Task 1

Focus on new neighborhood north of Princeton to Fog Lake and along County Road 102.

Task 2

Develop the 17-acre site on the north side of town with high density housing.

Objective 2 (Housing)

Preserve and protect the housing stock, housing values, and neighborhoods through enforcement of the housing and zoning codes.

Task 1

Preserve and protect neighborhood amenities.

Task 2

Develop more flexible zoning ordinance requirements for the tradition residential neighborhoods.

Southeast Residential Area

The residential area south of Highway 95 and east of Highway 169 is intermixed with commercial, governmental, and industrial uses. With the presence of the Princeton High School, this area is most suitable

for “empty-nester” and younger generation households. The following goals and objectives are aimed to preserve and protect the existing housing stock as well as provide opportunities for the development of new lifecycle housing opportunities.

Objective 1 (Housing)

Provide more land suitable for creating new residential neighborhoods.

Task 1

Focus on new neighborhoods Southeast of the City along County State Aid Highway.

Task 2

Develop the 65-acre parcel on the south end of town with high density, cluster housing.

Objective 2 (Housing)

Preserve and protect the housing stock, housing values, and neighborhoods through enforcement of the housing and zoning codes.

Task 1

Preserve and protect neighborhood amenities.

Task 2

Develop more flexible zoning ordinance requirements for the tradition residential neighborhoods.

Princeton Industrial Park

The majority of manufacturing and wholesale trade activity in Princeton occurs within the Industrial Park, which is primarily located within Sherburne County west of U.S. Highway 169 and east of the Princeton Municipal Airport. The city also has interests within the industrial lands that lie beyond the city's border in the surrounding townships. The city must plan for major investments in the Industrial Park to maximize long term benefits for the community.

Objective 1 (Industrial Park)

Plan for the continued growth and development of the Princeton Industrial Park.

Task 1

Continue to develop working relationships with area townships with the goal of annexing businesses wanting to hook up to City services (sewer and water).

Task 2

Develop a marketing plan for the existing lots in the industrial park

Task 3

Identify future large industrial land development opportunities utilizing grant programs for infrastructure extensions.

Objective 2 (Transportation)

Provide adequate access to the Princeton Industrial Park.

Task 1

Assure the easy crossing of Highway 169.

Task 2

Complete the bike trail from Crystal Cabinets to Mark Park.

Task 3

Extend 21st Avenue into the Industrial Park to improve Public Safety and reduce traffic on Rum River Drive.

Princeton Municipal Airport

The Princeton Municipal Airport serves the general aviation air transportation needs of central Minnesota. The Airport consists of one runway which is 3,900 feet long and 75 feet wide and is paved and lit. The Airport is located approximately one mile southwest of the central business district of Princeton. The northern half of the Airport is in Mille Lacs County and the southern half is in Sherburne County. The airport is just outside the Metropolitan Airport Commission's (MAC) jurisdiction providing an economic advantage of lower fees at the Princeton Municipal Airport. The Princeton Airport

Master Plan was approved by the Federal Aviation Administration (FAA) on October 24, 2018.

Objective 1

Maintain and improve the Airport to enhance its economic value. Preserve the ability for expansion and make it a viable local facility for the area.

Task 1

Extend 21st Avenue to the Industrial Park located east of the Airport.

Task 2

Update zoning ordinance to reflect the removal of the future crosswind Runway.

Task 3

Remedy possible encroachments to Airport Property and finalize boundary issues by means of a survey.

Task 4

Plan and zone lands around the airport suitable for air space protection as outlined on the land use map.

Northwest Gateway District

The mixed-use Gateway District consisting of housing and retail is located in the northwestern corner of Princeton on either side of Highway 169. This area welcomes visitors arriving to the City from the north. Quality development in this area reflecting positive images of Princeton is essential.

Objective 1 (Economic Development)

Attract complimentary businesses to those currently operating in the Gateway District.

Task 1

Develop a strategy for the recruitment of targeted business opportunities.

Objective 2 (Housing)

Develop areas of high and mid-density housing.

Task 1

Create rental units and middle income housing opportunities in the Gateway District.

Objective 3 (Parks & Recreation)

Provide open space and recreation opportunities for residents in the Gateway District

Task 1

Consider the creation of a public park located west of Highway 169 as residential development occurs.

Task 2

Consider requiring private recreational opportunities within the planned high-density residential development located west of Highway 169.

FUTURE LAND USE CATEGORIES

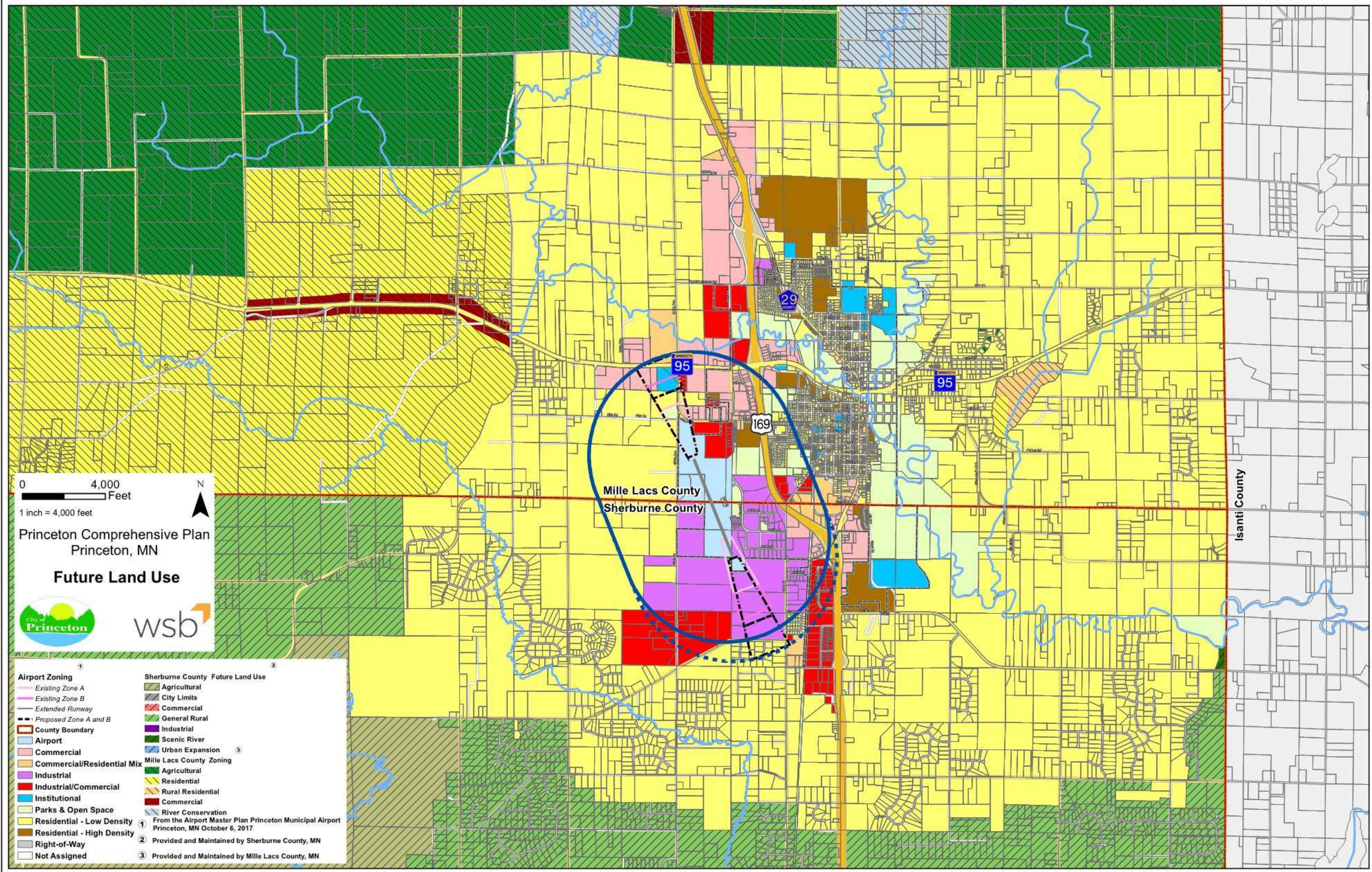
Residential – Low Density	This land use designation is intended to provide for existing housing stock and those new areas of housing in the City with the lowest density available. Densities will range between 1- 3 dwelling units per acre. Typical housing styles for these areas will have direct entry into each unit and includes detached single-family and duplex/twin homes.
Residential – High Density	This district allows for the highest density housing development in the City at 4 to 25 dwelling units per acre gross. Housing style for these areas will range from townhomes and manufactured housing on a smaller scale up to apartment buildings or condominiums developments on a larger scale.

	<p>Commercial/Residential Mix</p> <p>This land use designation is located within the historic downtown area and is intended to provide for a mix of uses for an urban village. Maintaining commercial, services and governmental institution and adding more housing options into this area is the goal. Mix of uses will be both horizontally (a mix of uses across properties in the district) as well as vertically (buildings with a mix of commercial on the first floor and residential on upper stores). While intense uses such as manufacturing is not allowed, the form of development in this district is more important than the specific uses allowed.</p>
	<p>Commercial</p> <p>Located at gateways and along corridors into the city, uses in this district include general commercial, retail, business service and offices.</p>
	<p>Industrial/Commercial</p> <p>Uses in this district include both general commercial as well as light industry, warehousing and office.</p>
	<p>Industrial</p> <p>Manufacturing, processing and warehouse uses.</p>
	<p>Airport</p>
	<p>Institutional</p> <p>Government facilities and utilities, hospitals, public and private schools, churches and similar public and quasi-public uses.</p>
	<p>Parks & Open Space</p> <p>A designation for public parks and protected natural resources. For those areas not designated as parks, some low-density housing or low intensity commercial uses may be appropriate when adjacent to similar uses and when placed and developed in a manner which protects the natural resource</p>

RELATION TO THE 2008 TRANSPORTATION PLAN

The 2008 Comprehensive Plan included Chapter 3 Transportation which is provided as Appendix Attachment 3 of this document. The Transportation Policies of 2008 are still relevant and will remain as the City's guiding transportation policies until a Transportation Study, as

described in City-Wide Objective 5 Task 1, is conducted and approved.



APPENDIX

ATTACHMENT 1: DOWNTOWN VACANCIES MAP



Princeton Comprehensive Plan Appendix

ATTACHMENT 2: DOWNTOWN BUSINESS INVENTORY TABLES

City of Princeton Downtown Building and Business Inventory									
City Block	Name	Address	Hours	Days Open	Employees	Area(sq.ft.)	Description	Permitted Use	
A	H&Tech Automotive Tire One Tire Shop	301 N Rum River Dr	8AM-7PM	Mon - Sat	4-10	11,000	Tire Shop	✓	
	Vacancy #1	501-547 N 3rd St	NA	NA	NA	3,000	NA	NA	
B	Tax Time Services	209 N Rum River Dr Ste 1	9AM-4PM	Mon - Fri	1-3	7,500	Tax Preparation Service	✓	
	Princeton Back & Neck Clinic	209 N Rum River Dr. Ste 2	8AM-5:30PM	Mon - Fri	1-3		Chiropractic Clinic	✓	
	Pamela J. Parson, CMP	209 N Rum River Dr.	Based on Appts	Based on Appts	1-3		Massage Therapist	✓	
	Law Office of Cynthia J. Miller	209 N Rum River Dr.	9AM-4PM	Mon - Fri	1-3		Law Office	✓	
	Auto Werks	209 N Rum River Dr.	3PM-8PM	Mon - Fri	1-3	2,000	Auto Shop	✓	
	Vacancy #2	209 N Rum River Dr.	NA	NA	NA	2,000	Office Space	NA	
	USPS	205 N Rum River Dr.	8:30AM-4:45PM	Mon - Sat	4-10	6,500	Post Office	✓	
	Rocks and Things	201 N Rum River Dr.	9:30AM-5:30PM	Tue - Sat	1-3	3,000	Stone Supplier	✓	
	Minnesota Lapidary Supply	201 N Rum River Dr.	9AM-5PM	Tue - Sat	1-3	3,000	Lapidary Supplier (store & gem cutting)	✓	
	Vacancy #3	356 N Rum River Dr	NA	NA	NA	2,500	NA	NA	
C	Auto Value Princeton	212 N Rum River Dr	7AM-6PM	Mon - Sat	1-3	5,000	Auto Parts Store	✓	
	Blue Line Real Estate Services	208 N Rum River Dr.	Based on Appts	Based on Appts	1-3	5,000	Real Estate Services	✓	
	Riel Insurance & Investment's Inc.	208 N Rum River Dr. Ste 4	Based on Appts	Based on Appts	1-3		Insurance & Investments	✓	
	Princeton Union-Eagle	208 N Rum River Dr.	7AM-5PM	Mon - Fri	4-10		News Paper/Publisher	✓	
	ECM Publishers	208 N Rum River Dr.	8AM-4:30PM	Mon - Fri	4-10		Publisher	✓	
	The Friendly Buffalo	202 N Rum River Dr.	Opening Soon	Opening Soon	4-10	7,000	Restaurant	✓	
D	Fraternal Lodge 92	101 6th Ave N	Event Based	Event Based	NA	2,000	Lodge (Mason Hall)	✓	
	Howard Home's Inc.	602 1st St	8AM-4:30	Mon - Fri	1-3	2,000	General Contractor	✓	
	Ruff Start	604 1st St	9AM-5PM	Mon - Fri	4-10	2,000	Animal Rescue	✓	
	Recovery Resource Center	606 1st St	9AM-6PM	Mon - Tue	1-3	2,500	Personal Counselor	✓	
E	Rejuvenate	606 1st St	8:30AM-8PM	Mon - Fri	1-3	2,500	Beauty Salon	✓	
	Vacancy #4	100-136 6th Ave N	NA	NA	NA	12,000	NA	NA	
	Bright Child	110 6th Ave N	5:45AM-6:15PM	Mon - Fri	11-20	4,000	Child Development Center	✓	
	VFW Banquet Hall	501-549 N 2nd St	Based on Event	Based on Event	NA	3,000	Banquet Hall	✓	
	NAPA Auto Parts	135 N Rum River Dr.	7AM-7PM	Mon - Sun	1-3	5,500	Auto Parts Store	✓	
	V.F.W. Post 806	135 N Rum River Dr.	11AM-1AM	Mon - Sun	1-3	3,500	Bar	✓	
	New China	131 N Rum River Dr.	11AM-9PM	Mon - Sun	4-10	3,000	Chinese Restaurant	✓	
	Crystal Cabinet Works	111 N Rum River Dr.	Event Based	Event Based	11-20	15,500	Training Facility	✓	
	Professional Karate Studios	119 N Rum River Dr	5-7PM	Mon - Sat	1-3	5,500	Martial Arts School	✓	
	Wilson Sports	116 N Rum River Dr	10AM-6PM	Mon - Sat	1-3	2,000	Sporting Goods Store	✓	
	Vacancy #5	105 N Rum River Dr	NA	NA	NA	2,000	NA	NA	
	Ossell Department Store	105 N Rum River Dr	9AM-7PM	Mon - Sat	4-10	5,000	Department Store	✓	
	Princeton Realty	101 N Rum River Dr	9AM-5PM	Mon - Fri	1-3	2,500	Real Estate Agency	✓	
	Hierlinger's Shoe Store	502 1st St	9AM-5:30PM	Mon - Sat	1-3	1,500	Shoe Store	✓	
	F	Philip J Lingle DDS	510 1st St	8AM-5PM	Mon - Thur	4-10	3,000	Dentist	✓
Princeton Meats		518 1st St	9AM-7PM	Mon - Sat	4-10	3,500	Meat Wholesaler	✓	
Cook's Floor Covering		520 1st St	9AM-4PM	Mon - Fri	1-3	4,500	Carpet Store	✓	
Rum River Automotive		101 4th Ave N	8AM-5:30PM	Mon - Fri	4-10	6,500	Auto Detail Shop	✓	
Vacancy #6		NA	NA	NA	NA	NA	NA	NA	
Rnapp's Tax & Accounting		102 N Rum River Dr	Based on Appts	Based on Appts	1-3	37,500	Tax Preparation Service	✓	
Gary's Barber Shop		102 N Rum River Dr	7AM-5PM	Mon - Fri	1-3		Barber	✓	
Vacancy #7		NA	NA	NA	NA		NA	NA	NA
Edward Jones - Scott F Uestman		106 N Rum River Dr	8AM-5PM	Mon - Fri	1-3		Financial Consultant	✓	
Power Source North Church		120 N Rum River Dr	NA	NA	NA		Church	✓	
Prince Tobacco		116 N Rum River Dr	9AM-8PM	Mon - Fri	1-3		Tobacco Shop	✓	
Studio of Hair Design		116 N Rum River Dr	Based on Appts	Based on Appts	1-3		Hair Salon	✓	
Riverside Chiropractic & Acupuncture	114 N Rum River Dr	9AM-5PM	Mon - Fri	1-3	Chiropractic Clinic		✓		
KV Realty	130 N Rum River Dr	9AM-4PM	Mon - Fri	4-10	Real Estate Agency		✓		
American Family Insurance - Brian Leyh Agency Inc.	116 N Rum River Dr	9AM-5PM	Mon - Fri	1-3	Insurance Agency		✓		
Accurate Home Care	124 N Rum River Dr	Based on Appts	Based on Appts	1-3	Mental Health Service		✓		
Pizza Barn	128 N Rum River Dr	11AM-9PM	Mon - Sun	4-10	Pizza Restaurant		✓		
G	Sherburne State Bank	136 N Rum River Dr	7:30AM-6PM	Mon - Sat	4-10	Bank	✓		
	Princeton Floral & Wedding World	605 1st St	8AM-6PM	Mon - Sat	1-3	3,000	Florist	✓	
	The Hearing Center	101 6th Ave S #109	9AM-5PM	Mon - Fri	1-3	1,500	Audiologist	✓	
	Re/Max Warpeha Paul	105 6th Ave S	9AM-5PM	Mon - Fri	1-3	4,500	Real Estate Agent	✓	
	Meinz Law Office	107 6th Ave S	9AM-12PM	Mon - Fri	1-3	1,000	Insurance Attorney	✓	
Century Link	147-199 6th Ave S	7AM-5PM	Mon - Fri	4-10	7,000	Communication Services	✓		

Princeton Comprehensive Plan Appendix

City of Princeton Downtown Building and Business Inventory								
City Block	Name	Address	Hours	Days Open	Employees	Area(sq.ft.)	Description	Permitted Use
H	Fairview Home Care and Hospice	110 6th Ave S	8AM-5PM	Mon - Fri	11-20	6,500	Hospice	✓
	3D Printing Minnesota	108 6th Ave S	11AM-7PM	Mon - Fri	1-3	2,000	Commercial Printer	✓
	Vacancy #8		NA	NA	NA	5,500	NA	NA
	Ronald Huebsch, OD	523 1st St	9AM-5PM	Mon - Fri	1-3	2,000	Optometrist	✓
	Pacific Union Financial	521 1st St	9AM-5PM	Mon - Fri	4-10	1,500	Financial Institution	✓
	Beta 8 Fit	1st St	Based on Appts	Based on Appts	1-3	500	Fitness Training	✓
	Rum River Promotions	519 1st St	8:30AM-5PM	Mon - Fri	4-10	2,000	Screen Printer	✓
	Kim Jansen Photography	519 1st St	Based on Appts	Based on Appts	1-3		Photographer	✓
	Insurance Shoppe	513 1st St	8AM-5PM	Mon - Fri	1-3	1,500	Insurance Services	✓
	Santa Lucia's Ice Cream	511 1st St	11AM-9PM	Mon - Sun	1-3	3,000	Ice Cream Shop	✓
	Princeton Pantry	104 6th Ave S	1PM-3PM	Mon, Wed, Fri	4-10	1,500	Food Pantry	✓
	Vacancy #9	501 1st St	NA	NA	NA	1,000	NA	NA
	Kali Eden Photography	501 1st St	Based on Appts	Based on Appts	1-3	1,500	Photographer	✓
	Hayes K9	101 S Rum River Dr	9AM-5:30PM	Mon - Fri	1-3	2,000	Pet Groomer	✓
	Motion Wellness Animal Chiropractor	103 S Rum River Dr	8:30AM-7:30PM	Mon - Fri	4-10	1,000	Animal Chiropractor	✓
	Windstream Communications	107 S Rum River Dr	Based on Appts	Based on Appts	1-3	2,000	Communication Services	✓
	K-Bob Café	109 S Rum River Dr	5AM-2PM	Mon - Sun	4-10	6,000	Breakfast Restaurant	✓
	Be Envied Boutique	113 S Rum River Dr	10AM-6PM	Tue - Sat	1-3	2,000	Boutique	✓
	Briggett Richel Photography	117 S Rum River Dr	Based on Appts	Based on Appts	1-3	1,000	Photographer	✓
	F1 Computer Experts, LLC	119 S Rum River Dr	9AM-6PM	Mon - Sat	1-3	1,000	Computer Repair	✓
	Princeton Today Newspaper	105 S Rum River Dr	8AM-4PM	Tue - Thur	1-3	2,500	News Paper Publisher	✓
	Princeton Realty Office Storage	105 S Rum River Dr	NA	NA	NA	2,500	NA	✓
	Federated Co-op	502 S 2nd St	8AM-4:30PM	Mon - Fri	35	11,500	Propane Supplier	✓
	Vacancy #10	400 S 2nd St	NA	NA	NA		NA	NA
	H&R Block	116 S Rum River Dr #190	9AM-6PM	Mon - Sun	1-3	44,500	Tax Preparation Service	✓
People Ready (Spartan Staffing)	400 S 2nd St	7AM-5PM	Mon - Fri	1-3	Employment Agency		✓	
Princeton Hearing Center	116 S Rum River Dr	Based on Appts	Based on Appts	1-3	Audiologist		✓	
Resource Counseling, Therapy & Care Coordination	116 S Rum River Dr	Based on Appts	Based on Appts	1-3	Personal Counselor		✓	
Jerome Doyle	117 S Rum River Dr	Based on Appts	Based on Appts	1-3	Computer Support		✓	
Vacancy #11	706 S Rum River Dr	NA	NA	NA	NA		NA	
Domino's Pizza	114 S Rum River Dr	10AM-1AM	Mon - Sat	4-10	Pizza Delivery		✓	
Sharp Styles Saloon	116 S Rum River Dr	9AM-5PM	Mon - Fri	1-3	Hair Saloon		✓	
Diamond Head Jewelers	116 S Rum River Dr #4	9AM-6PM	Mon - Sat	1-3	Jeweler		✓	
Princeton Used Clothing Store	116 S Rum River Dr #9	9AM-4PM	Mon, Tues, Thu - Sat	1-3	Used Clothing Retail		✓	
Coffee Corner & Café	114 S Rum River Dr 6A	6AM-5:30PM	Mon - Sun	4-10	Coffee Shop		✓	
Zone Healing Center	114 S Rum River Dr	Based on Appts	Based on Appts	1-3	Physical Therapy		✓	
Vacancy #12	114 S Rum River Dr	NA	NA	NA	NA		NA	
Ashworth Appliance & Electronics	110 S Rum River Dr	10AM-7PM	Mon - Sun	1-3	Appliance Store		✓	
Centracare Kidney Program	112 S Rum River Dr Ste 10	8AM-6PM	Mon - Sat	11-20	Dialysis Center		✓	
Princeton Dental Specialists	106 S Rum River Dr	8AM-3PM	Tue - Fri	4-10	2,500		Dentist	✓
Princeton Insurance Agency	104 S Rum River Dr	8AM-5PM	Mon - Fri	1-3	5,500		Auto, Health and Life	✓
Princeton Book & Bible	405 1st St	9AM-6PM	Mon - Sat	1-3	4,000		Christian Book Store	✓
Anchor 13 Tattoo	403 1st St	12PM-9PM	Mon - Fri	1-3	3,000		Tattoo Parlor	✓
Mama Gracie's Pregnancy Shop & Spa	401 1st St	10AM-7PM	Tue - Thur, Sat	1-3	Pregnancy Shop & Spa		✓	
Inspiring Birth Essence	401 1st St	10AM-7PM	Tue - Thur, Sat	1-3	Pregnancy Services		✓	
Ideal Health Chiropractic	401 1st St	9AM-5PM	Mon - Fri	1-3	4,000		Chiropractic Clinic	✓
Mama Gracie's Massage	401 1st St	10AM-7PM	Tue - Thur, Sat	1-3	Massage		✓	
Better Mental Health, PLLC	401 1st St	7AM-7:30PM	Mon - Fri	1-3	Mental Health Service		✓	
Minuteman Press	401 1st St	8AM-5PM	Mon - Fri	4-10	3,000		Commercial Printer	✓
Princeton Health & Fitness	607 S 2nd St	5AM-7PM	Mon - Sun	11-20	29,000	Health Center	✓	
Spire Credit Union	501 S 2nd St	8:30AM-6PM	Mon - Sat	4-10	3,500	Credit Union	✓	
Williams Dingmann Funeral Home	205 S Rum River Dr	Based on Event	Based on Event	1-3	10,000	Funeral Home	✓	
DQ Grill & Chill Restaurant	207 S Rum River Dr	11AM-9PM	Mon - Sun	4-10	3,000	Fast Food	✓	
Peoples Bank of Commerce	209 S Rum River Dr	8:30AM-5:30PM	Mon - Sat	4-10	4,000	Bank	✓	
US Bank	210 S Rum River Dr	9AM-5PM	Mon - Fri	4-10	2,000	Bank	✓	
Berry Law Office	206 S Rum River Dr	8AM-5PM	Mon - Fri	1-3	4,500	Law Office	✓	
Bremser Bank	202 S Rum River Dr	8:30AM-5PM	Mon - Sat	4-10	8,500	Bank	✓	

Hours	Mon - Fri	Sat - Sun
5 - 8:30 AM	180-220	50-70
9 AM - 12 PM	360-400	160-180
12:30 - 5:30 PM	370-410	160-180
6:00 - 9:30 PM	100-120	70-90
10 PM - 2 AM	5-15	5-15

Industry Type	Number of Businesses	Area (sq.ft.)	Percentage
Retail	21	62,000	16%
Service	27	87,500	22%
Repair	1	1,000	0%
Financial	14	38,500	10%
Real Estate	4	11,000	3%
Restaurant	9	34,000	9%
Government	1	6,500	2%
Auto Related	5	35,500	9%
Medical & Wellness	20	71,000	18%
Vacant	12	42,000	11%
Total	114	389,000	100%

**ATTACHMENT 3: TRANSPORTATION PLAN FROM THE 2008
COMPREHENSIVE PLAN**

TRANSPORTATION

Sidewalks – Trails

Within New Subdivisions, require construction by the subdivider along with construction of streets and utilities. Work closely with developer and Parks Advisory Board to implement a coordinated trails plan that connects the regional trail from Elk River to points within the City, including downtown and west retail area and points north to Milaca.

Local State Aid Plan

Prepare a plan and obtain state approval for the City's state aid system.

Airport

Maintain the airport to contribute to Princeton's regional status. Utilize the Airport Layout Plan to make improvements and expansions to the facilities. As land becomes available, acquire parcels that allow planned expansion.

New Collectors

New local collector to be constructed by subdivisions as part of the subdivision improvements.

General Road Improvement Projects:

The area transportation network should be improved as new development occurs or as municipal projects as funds allow. Examples of the types of projects that should be completed are indicated on the Proposed Land Use Map and include:

1. Rum River Drive extension from intersection of County Road 45 to County Road 1
2. 21st Avenue extension to Industrial Park
3. Intersection reduction along Rum River Drive North
4. West Branch Street reconstruction
5. Rum River Crossing of Sherburne County Road 19
6. Internal collector roads in western retail district
7. Improved pedestrian safety along 7th Ave. North (County Road 4) and 12th Street North
8. Extend 33rd Street from 90th Avenue to Rum River Drive

PURPOSE

This chapter describes the City's current roadway system. It discusses roadway functionality and classification and the need to provide a balance between mobility and access.

INTRODUCTION

The City of Princeton is located 50 miles north of the twin cities and 30 miles east of St. Cloud, Minnesota. The estimated 2006 population is 4,535, putting it within close range of being a state-aid city which requires a population of 5,000. This transportation plan functions as a guide to describe the City's existing roadway network and identifies a future transportation network which supports the City's land use goals and objectives. The objectives of this chapter are to:

- Document existing functional classification systems,
- Identify the framework necessary to serve the City now and in the future,

- Identify an access management plan for the city to use as a guide when developing,
- Provide design guidelines to ensure consistency throughout the city and guide in determining future right-of-way needs.

EXISTING ROADWAY SYSTEM

Functional Classification System

The functional classification system is a roadway and street network which collects and distributes traffic from neighborhood streets to collector roadways to arterials and ultimately to the Regional Highway System.

Roads are placed into categories based on the degree to which they provide access to adjacent land or provide mobility for through traffic. Ideally, roads are designed to perform a designated function and are located to best serve the type of travel needs.

The functional classification system used in the City of Princeton, as described below and shown in Figure 1, conforms to the industry standards set forth by Federal Highway Administration (FHWA). The roadways are separated into five street classifications, including principal arterials, minor arterials, major collectors, minor collectors, and local streets. These classifications address the function of the roadway from a standpoint of the safe and efficient movement of traffic through the city, while providing satisfactory access to residents and businesses located within the city.

The following describes the functional classifications:

Principal Arterial

These roadways have the highest traffic volumes and longest trip lengths. They are intended to connect regional centers and provide high mobility and low access. Typical facility spacing is 2 – 6 miles apart with access (typically interchanges) being spaced at least one mile apart. In the City of Princeton, TH 169 is the only principal arterial.

Minor Arterials

These roadways provide for moderate trip lengths and at a lower level of mobility than principal arterials. They are intended to connect important locations within the city and provide access points to the Regional Highway System and there is some emphasis on land access. Typical spacing is one mile between minor arterials. In the City of Princeton, TH 95 serves as a minor arterial.

Collectors

Collector roadways provide for both land access and traffic circulation. They collect traffic from neighborhoods within the city and distribute it to other neighborhoods and the arterial streets. This plan further breaks down the collector system into Major Collectors and Minor Collectors. The difference being that major collectors focus more on mobility and distributing traffic to the arterial streets, where minor collectors focus more on access and provide connection between neighborhoods. Typical facility spacing is one-half mile intervals. In the City of Princeton, Rum River Drive is an example of a major collector roadway.

Local Streets

Local streets provide direct driveway access to adjacent

properties. Generally local streets have low volume and low speeds. The local street system is not identified in this plan, providing the City the opportunity to develop attractive neighborhoods during development.

Existing Jurisdictional Classification

Roadways are classified on the basis of which level of government owns or has jurisdiction over the road. The three levels of government involvement are the Minnesota Department of Transportation (MnDOT), Mille Lacs and Sherburne Counties, and the City of Princeton. MnDOT maintains the interstate and trunk highway (TH) system. The counties maintain the County State Aid Highways (CSAH) and County Road (CR) systems. The remaining streets and roadways located within the city are the responsibility of the City of Princeton or are private streets maintained by the property owners.

Existing Traffic Volumes

Average Daily Traffic volumes (ADT) on major streets in the City of Princeton for 2006 are shown in Figure 2. The ADT volumes consist of the total traffic carried on any particular road in a 24-hour period. The traffic volumes shown in this figure have been prepared by MnDOT.

FUTURE TRANSPORTATION NETWORK

The Transportation Network, which is outlined in this chapter, provides a guideline for the City as the undeveloped areas start to develop. By following this guideline the City can assure that the proper roadway network is built providing for safety,

mobility, and access within the city while complementing the future land use plan.

The functional classification system, as described previously, provides for the collection of and distribution of traffic from neighborhood streets to collector streets and to the arterial system. The functional classification system provides a network for efficient movement of people throughout the city. Roads are placed in categories based on the degree to which they provide access to adjacent land or provide mobility to through traffic.

An important consideration in developing a functional classification system is adherence to the roadway and driveway spacing criteria which will be discussed later in this chapter.

The future roadway classification network is shown in Figure 3 and incorporates all level of roadway hierarchy except for future local roadways.

DESIGN GUIDELINES

In an effort to provide a safe and efficient roadway system, the City should adopt certain roadway design guidelines for various road uses. Some situations may require additional analysis due to unforeseen conditions, but a defined base will eliminate confusion in most situations.

The following section outlines typical guidelines for roadway cross sections and right-of-way needs. The guidelines are based primarily on roadway classifications and volumes. The typical roadway sections can be defined as follows:

- Four-lane

A four-lane roadway has two traffic lanes in each direction. The roadway can either be divided with a concrete median or undivided, which would consist of a double yellow stripe separating the lanes in each direction.

- Three-lane

A three-lane section has a single traffic lane in each direction with a continuous center lane for left turning traffic.

- Two-lane

A two-lane roadway has a single lane of traffic in each direction.

The development of roadways with sufficient capacity and right-of-way to accommodate existing and future travel demand is critical for an efficient transportation system. Roadways without enough lanes to accommodate traffic and demand have inadequate capacity. Capacity problems also result from an insufficient number of local collector roadways, or redundant roadways within the City's system. Figures 4 and 5 show the typical roadway cross sections based on each roadway section.

Other considerations that require analysis during the planning of a typical roadway system include:

- Existing and proposed development on both sides of the roadway.
- Existing and proposed access to the roadway.
- Type of use that will be providing access to the roadway.
- Future needs of the roadway.
- Frontage road development.

ACCESS MANAGEMENT

Access to the City transportation system should be appropriately controlled in terms of locations for driveways and side street intersections. The following guidelines provide a framework within which the City of Princeton future roadway network was developed. Access guidelines allow the City to have discretion in discussions regarding access decisions. For each type of city street, the spacing of intersections and driveways should be evaluated according to the type of facility, as well as the volume of traffic on the roadway. This would maximize the roadway safety for vehicles and pedestrians, as well as minimize any possible negative impact the intersection streets and driveways may have on the level of service on the City transportation system.

Residential, commercial, and industrial access will be directed to local streets where possible. Property that is being developed or whose use is changing may be required to provide internal access to the site so as to reduce the number of driveways or street accesses to the City roadway system. Figure 6 outlines minimum desirable full access spacing guidelines.

As development occurs, considerations should be given to right-in/right-out and $\frac{3}{4}$ accesses where traffic engineering analysis shows that they will provide safe and effective movement of vehicles and pedestrians. Also, the use of shared accesses into businesses should be examined and considered on a case-by-case basis.

RECOMMENDATIONS

It is recommended that the City supplement this chapter by completing a full transportation plan. A full transportation plan would provide the short term and future needs of the transportation system to carry future traffic loads. Traffic forecasting would be completed for the city system to help guide design and right-of-way decisions further. Also, as the City nears becoming a State-Aid city, it would also provide a good recommendation for State-Aid roadways. A full plan would also consider multi-modal transportation including pedestrian and bikes, airport, railroad, and transit.

Figure 3.1 Access Management Guidelines

Access Management Guidelines				
	Principal Arterial		Minor Arterial	Collector
Typical Facility Characteristics	Interstate/Freeway	Non-Freeways	4-Lane Divided, 4-Lane Undivided	4-Lane, 2-Lane
Facility Spacing (Miles)	2 - 5 Miles	2 - 3 Miles	2/3 - 1.5 Miles	1/3 - 1 Mile
Trip Lengths (Miles)	10 - 20 Miles	4+ Miles	2 - 4 Miles	1-2 Miles
Roadway ADT	20,000 - 70,000	10,000 - 25,000	5,000 - 10,000	1,000 - 5,000
Mobility Hierarchy	Highest	Higher	High	Moderate
Posted Speed Limit (MPH)	70	55 - 65	35 - 45	30
Large Trucks	Unrestricted	Unrestricted	Unrestricted	Unrestricted
Accessibility Hierarchy	Severely Restricted	Highly Restricted	Restricted	Permitted
Arterial Street Access Allowance	All Arterials	All Arterials	All Arterials	Non-Freeways & Minor
Collector Street Access Allowance	None	Restricted	Restricted	Unrestricted
Local Street Access Allowance	None	None	Restricted	Unrestricted
Driveway Access Allowance	None	None	Restricted	Permitted

Intersection Design/Control	Interchanges Only	Interchange / Traffic Signals	Traffic Signals / Roundabout	4-Way Stop, X-St Stops, Roundabout
Signal Locations	NA	Arterials, Collectors, & Major Generators	Arterials, Collectors, & Major Generators	Arterials & Other Collectors
Signal Spacing (Feet)	NA	4,840'	2,310 – 3,665'	1,760'
Interchange Spacing (Miles)	1 - 4 Miles	1 - 4 Miles	NA	NA
Right-Of-Way (Feet)	300'+	200'+	120 - 150'	80 - 100'
Parking	None	None	None	Restricted

TRANSPORTATION POLICIES

- Complete System – Incorporate the needs of pedestrians, automobiles, bicycles, trucks, air transportation, and transit in neighborhood design.
- Street Improvements – Develop a street improvement data base to manage street improvement projects and to help prioritize future road improvement projects.
- Functional Classification System – Utilize the approved functional Classification Map for future road improvement designs and for road right-of-way dedication requirements within future subdivisions. Update road construction standards for each functional classification as needed.
- Arterial Roadways – Support and protect the Arterial status of both Trunk Highways 95 and 169. Prevent unnecessary access points to these roadways during future development and platting processes.
- River Crossings – Support and encourage the increase in capacity of the current river crossings on the Rum River and

West Branch of the Rum River. Support the construction of the Sherburne County Road 19 crossing of the Rum River.

- Airport - Promote upgrading, maintenance, and operations of the airport as a viable regional facility contributing to the full services offered by Princeton. Encourage improved access and visibility of the facility.
- Park and Ride – Promote more use of the park and ride facility located at CSAH 29 and Highway 169. Examine the ability to improve the former MnDOT storage facility at Mille Lacs CSAH 29 and Highway 169 into another park and ride location.
- Transit – Monitor the need/potential for transit facilities connecting the City of Princeton to regional centers and the future Northstar Corridor Facilities in Elk River.
- Shared Parking – For efficiency, promote joint or shared parking facilities downtown and at other locations where appropriate. Require that parking and sidewalks connect to adjoining uses.
- Maintenance - Maintain all transportation facilities (roads, walks, and trails) in good repair and keep the facilities free from a buildup of dirt, snow, and ice, especially downtown at school routes.
- Grant Opportunities – Continue to pursue transportation grants and special funding to offset the costs of road improvements, including Federal and State transportation programs.
- State-Aid System – When the City reaches the 5,000 population level, implement a Metropolitan state aid system program.

Figure 3.2 Minor Arterial Roadway Cross Sections

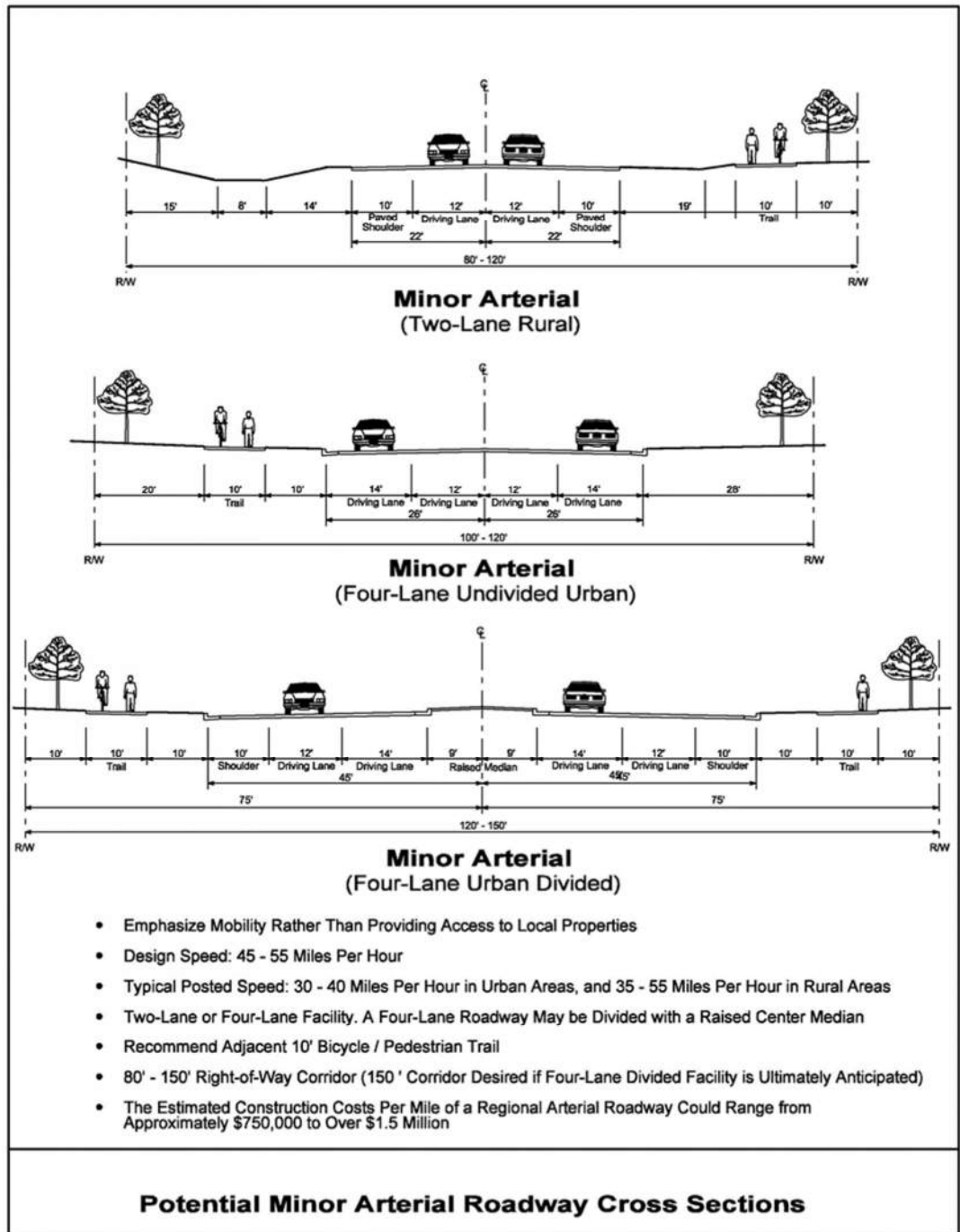
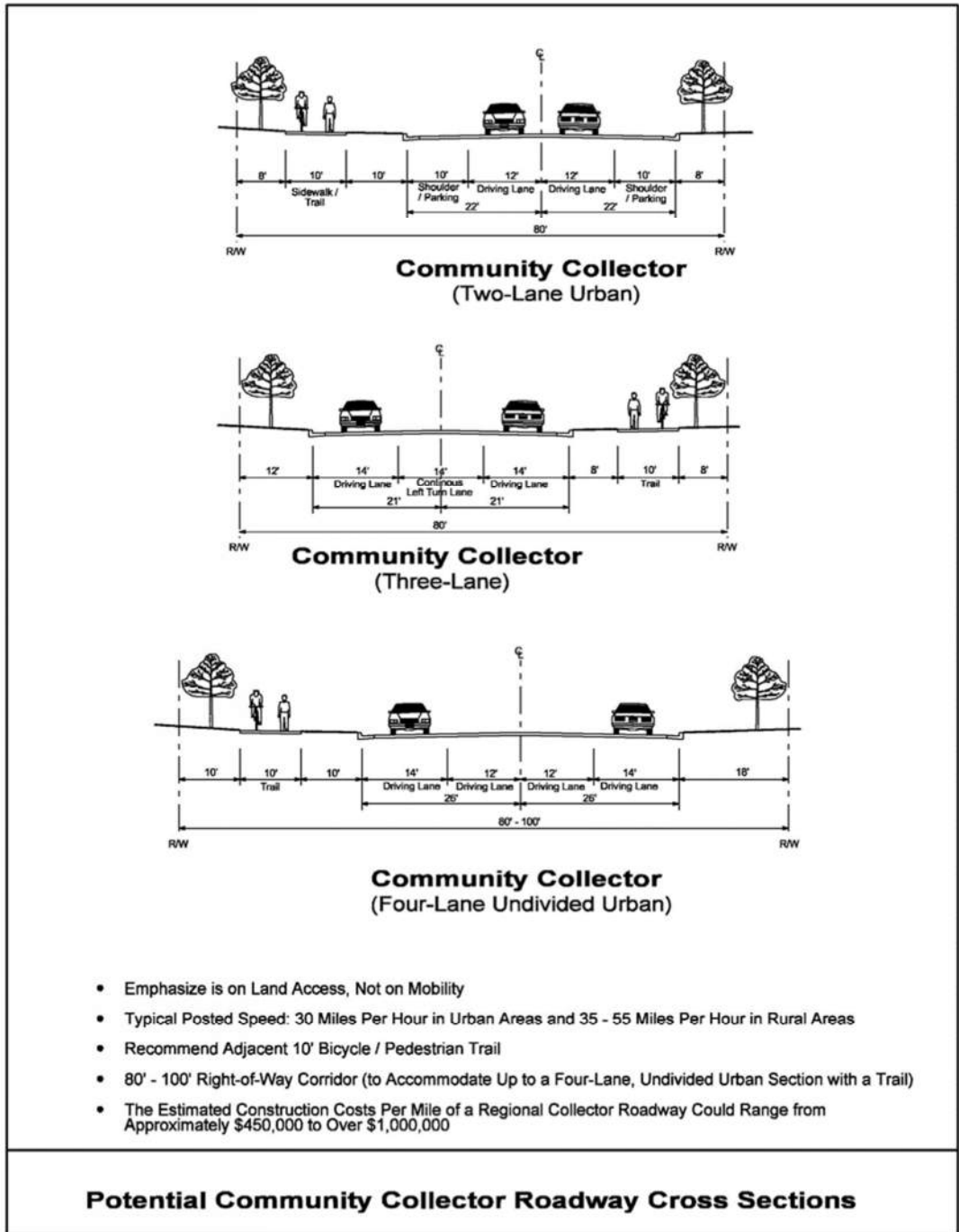
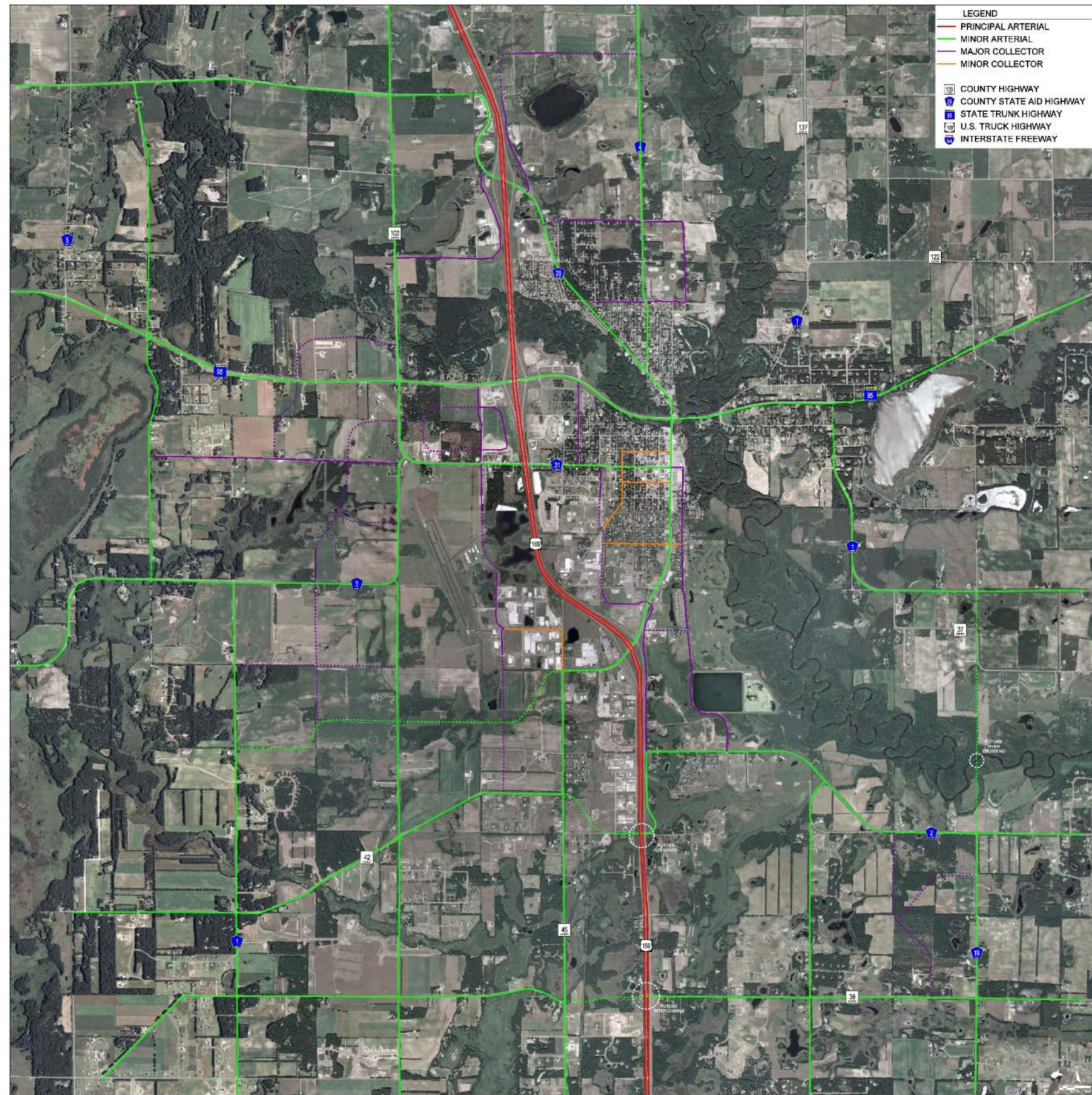


Figure 3.3 Community Collector Roadway Cross Sections





ATTACHMENT 4: CITY OF PRINCETON COMMENTS TO THE SHERBURNE COUNTY TRANSPORTATION PLAN

Robert Barbian, Princeton City Administrator, provided the following comments to Sherburne County on February 22, 2019 regarding the Sherburne County Transportation Plan.

From: Robert Barbian [<mailto:rbarbian@princetonmn.org>]
Sent: Friday, February 22, 2019 12:49 PM
To: 'jcorkle@wsbeng.com' <jcorkle@wsbeng.com>; 'David.roedel@co.sherburne.mn.us' <David.roedel@co.sherburne.mn.us>
Subject: FW: Sherburne Co Tran Plan comments

Thank you for the opportunity to review the Sherburne County draft transportation plan.

I enjoy working with the dynamics of traffic in relation to community growth. Planning a network for the future helps the community and the road system both function more efficiently. I like involvement at the early stage yet the comments found below and depicted in the attachments seem to layout a system representing a few of the needs that can easily be anticipated for the future benefit of both Sherburne County and the Princeton Area of Baldwin Township and the City of Princeton. In addition to items covered connecting 4th Avenue to County Rd 2 will provide a good local connection.

I appreciate you taking these comments into consideration and would be happy to meet to further explain the position the City of Princeton.

Thank you,

Bob

Robert Barbian
City Administrator



763-389-2040, 705 SECOND STREET NORTH, PRINCETON, MINNESOTA 55371, www.Princetonmn.org

Princeton Comprehensive Plan Appendix

From: Mike Kotila [<mailto:mkotila@sehinc.com>]
Sent: Thursday, February 21, 2019 2:49 PM
To: Robert Barbian <rbarbian@princetonmn.org>
Subject: Sherburne Co Tran Plan comments

Bob -

I reviewed the County's Draft Transportation plan to see what might make sense for improved County Road connectivity on the south side of Princeton as well as serve the City's long term growth plan. Attached are 2 pdf's with some sketch ideas.

One is called "Other ideas" - which has 3 different new roadway connections:

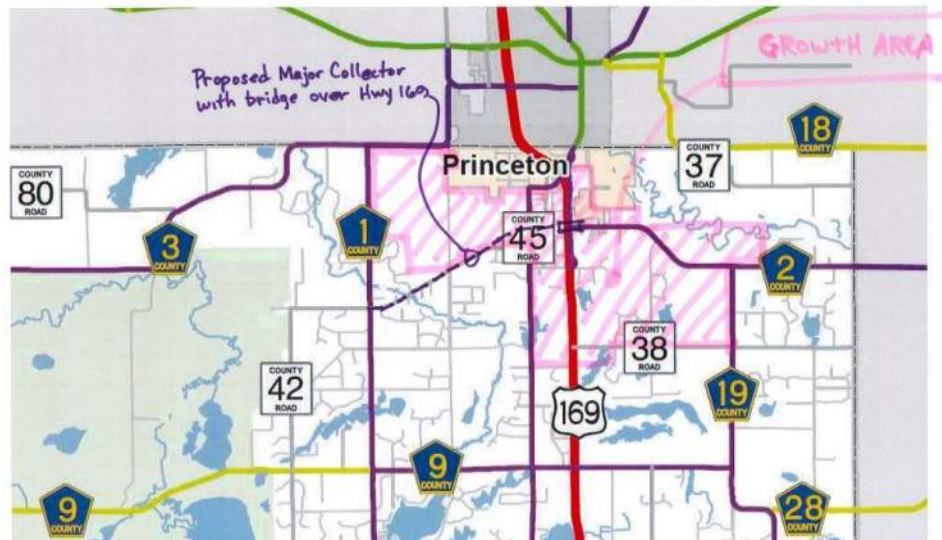
#1) Extends South Rum River Drive to the west, south of the airport over to 136th Street. If feasible due to wetlands, it would offer an improved local connection from Hwy 169 to developing areas south and west of the airport. If this could be built, it would serve local trips and facilitate development west of the airport, but it seems to fit in the local street network rather than as County Road which would typically serve longer trips.

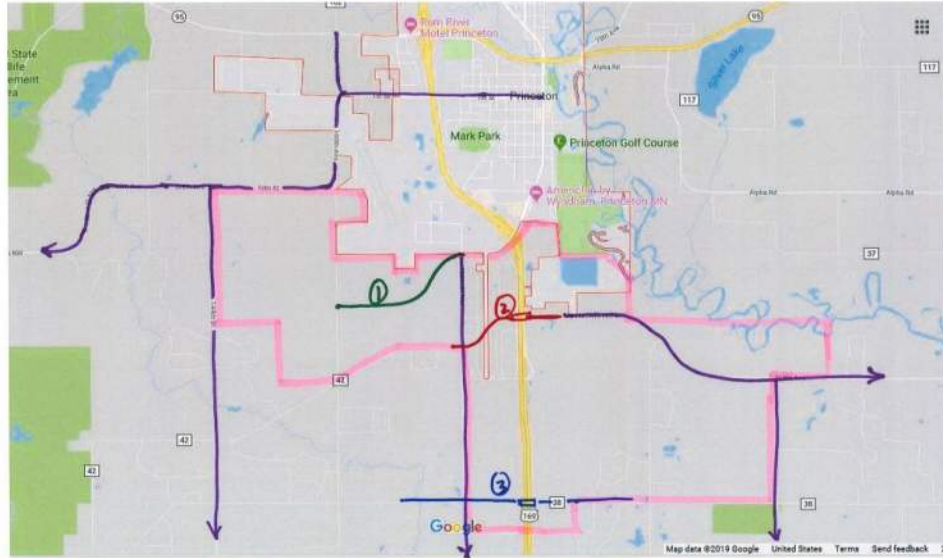
#2) Connects CR 2 to the east with CR 42 west of Hwy 169. This would require a grade separation with Hwy 169 and it would have r/w impacts between Hwy 169 and CR 45. It would compliment the County's network of Major Collectors and it would provide improved access through the City's planned growth area

#3) Similar to #2, it has a grade separation with Hwy 169 but connects CR 38. This could have future utility - but being at the edge of the growth area, it's likely a longer term idea. It also is closer in proximity to CR 9, which already has a grade separation with and ramp access to Hwy 169. So, from a County standpoint, wouldn't be as valuable within their functional class system.

I think #2 has the most regional and local benefit. So, I sketched it on the County's Draft Functional Class map and called it "Princeton Area Future Functional Classification".

Michael E. Kotila, PE (MN)
Principal, Project Manager
SEH—Building a Better World for All of Us™
952.912.2626 direct
612.749.6458 mobile
Follow SEH on LinkedIn





The comments relate to the long term performance of CSAH 29 for motorized and non-motorized users between County Road 45 and Smith System Road on the east. The corridor is identified in your draft plan as a potential capacity improvement project. The corridor also lacks facilities for pedestrians and bicycles. Considering the existing safety, congestion and operational issues in combination with future traffic demands and long range development patterns, the City would like to see an ultimate build out with widening to accommodate added lanes, intersection capacity, safety and multi-modal improvements.

ATTACHMENT 5: MINNESOTA STATEWIDE HEALTH IMPROVEMENT PARTNERSHIP – HEALTHY COMPREHENSIVE PLANE



Supported by the Statewide Health Improvement Program, Minnesota Department of Health

Princeton Health Data

Demographics

- 14.28% of Princeton adults are ages 65+.
- 12.97% of Princeton's total population has any disability.
- 66.40% of Princeton's population is considered rural.

Population below Poverty*

- 12.5% in 2015.

School district **Free and Reduced Price Lunch** (students with lower incomes qualify).

- In Princeton School District: 29.8% of 5th graders, 27% of 8th graders, 28.1% of 9th graders, 28.7% of 11th graders.

Overweight and Obesity

- According to the Fairview Northland Community Health Needs Assessment, 36.14% of Princeton adults are overweight and 30.39% are obese.
- Rate of students who were overweight or obesity in Princeton School District in 2016: 24.1 of 8th graders, 28.5% of 9th graders, 25.4% of 11th graders.

Hunger

- In 2016, an estimated 2.8% of 5th graders, 2.9% of 8th graders, 5.6% of 9th graders, and 4.7% of 11th graders in the Princeton School District skipped a meal in the last 30 days because their families did not have enough money to buy food.

Healthy Eating

- Fewer than one-fourth of Princeton students reported consuming fruits and vegetables (including fruit juice) five or more times per day in the previous week. Local data available by grade.
- In fiscal year 2016, 150 Princeton residents participated in the Mille Lacs County WIC Program and 108 Princeton residents participated in the Sherburne County WIC Program.

- 68 Princeton households living in Sherburne County accessed SNAP in 2016.

Physical Activity

- Only 23.1% of 5th graders, 18.4% of 8th graders, 31.1% of 9th graders and 14.6% of 11th grade students in Princeton reported engaging in 60 minutes of physical activity every day.

Tobacco Use

- According to the Fairview Northland Community Health Needs Assessment, 24.10% of Princeton’s adults currently smoke cigarettes; the Minnesota rate is 14.4%.

Chronic Conditions

- 35.58% of Princeton adults have high cholesterol (26.19% in the Medicare population).
- 3.51% of Princeton adults have heart disease (19.93% in the Medicare population).
- 21.57% of Princeton adults have high blood pressure (25.71% in Medicare population).
- 19.32% of Princeton adults have asthma.

*Poverty (2016 Federal Poverty Guidelines – Annual)

- Poverty level: \$16,020 for a family of 2, \$24,300 for a family of 4.

Sources: American Community Survey (2011-14), Association for Non-Smokers MN (2016), Minnesota Department of Education Report Card (2016), US Census Bureau, Minnesota Student Survey (2016), Central MN Community Healthy Survey (2014).

This document includes best practices, not City or County policies.

HEALTHY Comp Plans



HEALTHY COMMUNITIES

VISION

We support the health of all who live, work, study and play in our city.

We support active living and healthy food access for all.

We support authentic and inclusive community engagement.

We support safe, healthy, sustainable environments.

COMMUNITIES AND HEALTH

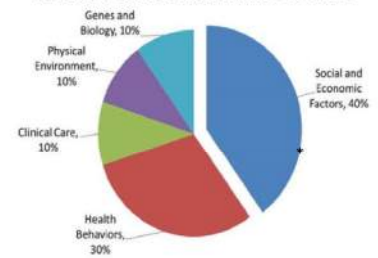
The environment strongly influences the health of individuals. Similarly, the health and vitality of a community depends on that of its people. Planning and the built environment contribute to many of the problems and solutions for improving our health. Social determinants of health include income, education, employment, housing, transportation, stress levels, access to healthy food, safe places to be physically active, exposure to environmental hazards and availability of early learning opportunities. These conditions interact to increase or decrease risk for major diseases such as heart disease, stroke, diabetes and some forms of cancer. Approximately 60% of premature deaths can be attributed to factors that include our environment (e.g., the air we breathe), our ability to be physically active (e.g., whether a neighborhood has safe sidewalks), our access to grocery stores and health care services (e.g., whether goods and services are near or transit is available) and our socioeconomic status. Communities that increase opportunities for regular physical activity and access to healthy food and decrease tobacco use and exposure support health. A community's

comprehensive plan can be a powerful tool in shaping many social determinants of health.

HEALTHY COMMUNITIES AND EQUITY

Where you live matters to your health. Research has shown that access to good schools, healthcare, food and the ability to be active are all essential to good health. Populations at highest risk for chronic disease include older adults; people with low incomes, less education, poor diet, and limited access to healthy food; people of color; those who are physically inactive; and those who smoke or are exposed to secondhand smoke. In Minnesota overall, people of color have historically had lower incomes and education levels and fewer opportunities to achieve their optimal health and well-being. In addition to personal impact, these conditions have economic impact, costing millions of dollars in health care expenses, lost wages and productivity. Policies, systems and environmental changes can address health disparities like this, and improve the health and well-being of all.

Factors that determine health



*Includes income, education, employment, housing, food access, transportation, etc.

Source: Tarlov AR. Public policy frameworks for improving population health. *Ann N Y Acad Sci* 1999; 896: 281-93

Community engagement affords people an opportunity to identify their needs, contribute to solutions and influence their environment. Authentically engaging community members, especially those from groups most impacted by disparities, in the decision-making process can contribute to better health and well-being.

SUPPORTING DATA

Population – Older adults and people of color are increasing in Minnesota.

- The number of older adults (65+) in Minnesota is expected to double between 2010 and 2030. By then, more than 1 in 5 Minnesotans will be an older adult. In 2014, 18% of Mille Lacs County, 10.2% of Sherburne County and 14.28% of Princeton's population were 65 years or older.
- In 2014, people of color made up an estimated 8.9% of the Mille-Lacs County and 5.6% of the Sherburne County population. Hispanics and American Indians are the largest racial and ethnic groups in Mille-Lacs County, and Blacks, Asian Americans and Hispanics are the largest racial and ethnic groups in Sherburne County.
- In the 2016 school year, 10% of Mille-Lacs County and 9.1% of Sherburne County public school students were students of color.

Chronic Disease – Chronic diseases are prevalent and preventable.

- Healthy behaviors, such as eating nutritious foods, engaging in physical activity, and avoiding tobacco can prevent many chronic diseases and control their complications. Chronic diseases include heart disease, cancer, stroke, respiratory disease and diabetes.
- Obesity is related to chronic disease, especially diabetes. In 2013, 56.4% of adults in Mille Lacs County and 61% of adults in Sherburne County were overweight or obese.
- In 2013, 34.3% of Mille Lacs County and 26.4% of Sherburne County adults had ever been told they have high blood pressure. In addition, 40.2% of Mille Lacs County and 28.5% of Sherburne County adults had ever been told they have high cholesterol.
- Poverty is increasing especially for children and people of color. In 2014, 12.4% of Mille Lacs County and 7.8% of Sherburne County residents lived below the poverty level. Poverty rates for children under 18 in Minnesota are twice as high for Asian children, three times as high for Latino children, four times as high for American Indian children and nearly five times as high for African American children as for White children.
- Low-income students are more likely to experience residential instability, as indicated by the frequency of changing schools, than their higher-income peers in every racial and ethnic category.
- American Indian, Latino and African American youth have the lowest rates of on-time high school graduation.
- Roughly half of renter households and nearly one fourth of homeowners spend 30% or more of their monthly household income on housing.
- Unemployment is highest among populations of color, American Indians and people who live in rural Minnesota.
- African Americans and Latinos in Minnesota have less than half the per-capita income of the white population.
- African Americans and American Indians are incarcerated at nine times the rate of White persons.

Healthy Eating – Adults and children are not eating the recommended daily amount of 5 fruits and vegetables.

- Since the late 1970s, the prevalence of overweight and obesity in the United States has nearly doubled in adults and children, and more than tripled in adolescents. At the same time fewer people have adequate access to healthy food. According to the Minnesota Student Survey, 6.7% of Mille Lacs County 9th graders and 4.8% of Sherburne County 9th graders reported skipping meals in the last 30 days because they're families did not have enough money to buy food.
- In 2016 school year, fewer than one-fourth of Mille Lacs and Sherburne County 9th graders consumed fruits or vegetables five or more times per day in the previous week.

Physical Activity – Adults and children are not meeting minimal physical activity recommendations.

- Physical inactivity is one of the most important risk factors for chronic disease in the United States. A study in 2000 estimated 400,000 deaths annually can be attributed to poor diet and physical inactivity.
- Regular physical activity helps reduce the risk of chronic diseases, such as heart disease, stroke, diabetes and certain cancers; helps control weight; strengthens bones, muscles and joints; prevents falls or helps reduce injuries from falls among older adults; and relieves anxiety and depression.
- People who live in communities that support active living are more likely to engage in physical activities as part of their daily routine, such as walking or biking for transportation.
- More than one in five adults does not engage in regular physical activity each week.
- Only 28.7% of Mille Lacs County and 19.7% of Sherburne County 9th graders met the recommended level of physical activity per day (60 minutes per day) in 2016.
- Few Mille Lacs or Sherburne County residents walk or bike to work or school.

Including Health in a Comprehensive Plan

Including health in a comprehensive plan is not new. All plans address resident health by separating incompatible land uses, creating a safe roadway network, establishing parks, and ensuring safe water and sanitary sewer systems. Today, approximately 60% of premature deaths are related to environmental factors such as the air we breathe, our ability to be physically active, and access to healthy foods, all of which are influenced to some degree by local comprehensive plans. An important next step is to review the current comprehensive plan with modern day health concerns in mind and take credit for what is already being done. A second step is intentionally updating the plan with the goal of creating a healthier community. There is no one way to include health in a comprehensive plan. Cities are encouraged to use an approach that works for their needs, such as:

- Reference health in the plan's vision, mission, engagement strategy and approach.
- Consider a **Health in All Policies** approach that takes into account the potential impact on the health of those who could be affected by decisions, especially those at higher risk for poor health and limited opportunities. For this approach, a city could include goals and policies related to health in all chapters of the comprehensive plan: the land use, transportation, housing, water resources, parks implementation and other, community specific, sections.
- Create new chapters that specifically address health. These sections could be broadly focused on community health, sustainability or resilience, or specific topics such as active living, healthy food access and equity.
- Address equity by including data about health disparities and recognizing the historical impact of policies and systems that have not been advantageous to all. The goal of the plan should strive to improve the conditions and lives of those with disproportionately poor health and little or no wealth. Comprehensive planning allows communities to reexamine development efforts with equity and health at the forefront.
- **Authentically engage community members** in the planning process to avoid spreading unintended consequences of development projects that put people and health at risk. Include the public and health professionals in defining priority health issues. Reach out to community members and offer multiple, convenient, and accessible ways for meaningful participation.
- Combine multiple strategies. For example, reference health related policies within the vision and all chapters of the comprehensive plan and create one or more health chapters. This approach builds ownership across different departments while also offering a more detailed section plan.

RESOURCES

Sherburne and Mille Lacs Counties:

- Mandy Feeks, Community Health Coordinator: Mandy.Feeks@co.sherburne.mn.us
- Alisha Fussy, Health Educator: Alisha.Fussy@co.mille-lacs.mn.us

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- Minnesota Department of Health: <http://www.health.state.mn.us/topics/places/plans.html>
- ChangeLab Solutions: <http://www.changelabsolutions.org/healthy-planning>
- Center for Disease Control and Prevention: <http://www.cdc.gov/healthyplaces/>

Smoke Free:

- Live Smoke Free – Association for Non-Smokers MN (ANSR): <http://www.mnsmokefreehousing.org/>



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HEALTHY Comp Plans

HOUSING



VISION

We support healthy, safe, affordable, accessible housing for all.

We support connecting residential areas to all modes of transportation.

HOUSING AND HEALTH

Homes provide more than shelter; they provide a sense of safety, comfort, and community. Healthy, safe, stable, and affordable housing contributes to individual and family health and a desirable, attractive community. Housing options should reflect the needs of the local workforce and community, so that people can remain living in and contributing to their communities. Affordable housing can improve health outcomes by freeing up family resources for nutritious food, transportation, and health care expenditures. With limited, quality affordable housing, residents often end up living in substandard conditions, affecting their health. The neighborhood environment also influences health. Local bike paths, sidewalks, and mass

transit all increase opportunities for active living and access to employment, schools, grocery stores, and other amenities. Smoke free housing protects people from the health risks related to secondhand smoke exposure and supports cessation efforts. Housing goals in comprehensive plans can support health by offering a broad range of housing options to address different needs across income levels and life stages.

HOUSING AND EQUITY

Housing is the highest household expenditure. High housing costs limit options and negatively impact low income households by reducing money that can be spent on other essential needs such as food, healthcare, and transportation. A history of discriminatory practices in lending has prevented families of color from attaining the wealth and security homeownership provides; in Minnesota 25% of African Americans own homes while 75% of Whites own homes. Renters experience more cost burden overall (often paying over 30% of their income for rent) than homeowners. People with lower incomes tend to live in poorer quality housing in less safe neighborhoods. They have higher smoking rates and increased exposure to secondhand smoke, which raises their risk for many chronic diseases. In apartment buildings, people cannot avoid drift from smoke, putting them at higher risk for health problems. People with lower incomes cannot afford to move, or have few options, if secondhand smoke, other environmental pollutants, or higher crime are

Community engagement affords people an opportunity to identify their needs, contribute to solutions and influence their environment. Authentically engaging community members, especially those most impacted by housing and related problems, in the decision-making process can contribute to improved conditions, health, and well-being.

impacting them. Lack of affordable rental housing contributes to homelessness, which disproportionately affects families of color.

SUPPORTING DATA

Demographics – Minnesota residents are getting older and more diverse. Affordable housing choices are especially important for these groups.

- The number of older adults (65+) in Minnesota is expected to double between 2010 and 2030. By then, more than 1 in 5 Minnesotans will be an older adult. In 2014, 18% of Mille Lacs County, 10.2% of Sherburne County and 14.28% of Princeton's population were 65 years or older.
- In 2014, people of color made up an estimated 8.9% of the Mille-Lacs County and 5.6% of the Sherburne County population. Hispanics and American Indians are the largest racial and ethnic groups in Mille-Lacs County, and Blacks, Asian Americans and Hispanics are the largest racial and ethnic groups in Sherburne County.
- In the 2016 school year, 10% of Mille Lacs County and 9.1% of Sherburne County public school students were students of color.

Housing – Not all residents have the same access to affordable housing.

- A Minnesotan who earns minimum wage would need to work 91 hours/week to afford a 2-bedroom apartment at fair market rent.
- To contain the work week to 40 hours, a \$16.46/hour wage is needed to afford a 2-bedroom apartment at fair market rent.
- Roughly 50% of renter households and nearly one fourth of homeowners spent 30% or more of their monthly household income on housing.
- While 75% of the White population in Minnesota owns their own home, only 21% of African Americans, 45% of Latinos, 47% of American Indians, and 54% of Asian Pacific Islanders own their own homes.

Smoke-free housing has health and economic benefits.

- In a recent study from the Center for Disease Control and Prevention it was estimated that more than 1 in 3 non-smokers (37%) who live in rental housing are exposed to secondhand smoke at home compared to 1 in 5 (19%) for home owners. Smoke-free housing policies protect residents, guests, and staff from the harms of secondhand smoke exposure, reduce health-related inequities, and encourage and support cessation efforts
- Smoke-free housing reduces turnover costs and the risk of smoking-material related fires, eliminates the need for sealing and ventilation treatments, and addresses market demand for smoke-free living options.
- 75% of survey respondents in MN indicated they prefer smoke-free housing.
- A 2009 Wilder Research survey found that 78% of individuals living in market-rate housing and 69% of individuals living in subsidized housing support smoke-free policies.
- The Department of Housing and Urban Development (HUD) has released a final rule that will require all public housing agencies (PHAs) to be smoke free by August 2018. The policy must prohibit all tobacco products, including cigarettes, cigars, pipes and hookah in all indoor areas and outdoors within 25 feet of the building. This ruling will positively impact the health of those living in PHAs.

POLICIES TO CONSIDER

Active Living

Goal: We encourage housing that supports active living.

- Encourage single-family subdivisions and multi-family development models that incorporate parks, trails, and sidewalks.
- Encourage multi-family development in mixed-use areas to encourage walkability to services.
- Support Transit-Oriented Development: housing with walkable streets, transit options, and easy access to goods and services.
- Support housing models that combine ground floor retail space with housing above for walkable communities.
- Support the development of housing that links work, transit, healthy food, and recreational opportunities.
- Encourage the development of market rate housing for residents age 55 and older, and strive to locate it in close proximity to health care facilities, grocery stores, and other services.

Healthy food access

Goal: We will increase food production and access to healthy food and meals in residential settings.

- Support practices that integrate healthy food in residential settings.
- Partner with others to foster gardening practices (including soil testing for contamination) and a local gardening culture.
- Revise local regulations as needed to maintain flexibility for garden locations and support backyard composting.
- Encourage single-family subdivisions and multi-family development models that incorporate community gardens.
- Integrate community gardens into public housing development and create incentives for

community gardens in affordable housing developments that receive public assistance.

- Encourage edible and pollinator-friendly landscapes on residential properties.
- Support a diversity of efforts to make fresh food and healthy meals available at multi-family properties.
- Expand options for keeping animals such as bees, chickens, and goats, as appropriate for the size and location of the property, along with accessory structures they require.
- Build and encourage partnerships that work to expand residential access to healthy food.
- Explore the development potential for market rate multi-unit buildings containing mini-units that are designed to draw upon larger common areas and kitchen spaces to accommodate individual needs.

Healthy Environment: Smoke-free

Goal: We will establish healthy, safe, communities by supporting the development, preservation and rehabilitation of housing that protects residents from exposure to harmful substances and environments, including secondhand tobacco smoke. Smoke-free housing policies prohibit the smoking of tobacco, including the use of electronic delivery devices (like electronic cigarettes), within multi-unit housing facilities such as apartments and condominiums.

- Include educational information and resources on smoke-free housing for renters and property owners/managers on city websites, social media, and other communication channels. Include smoke-free housing information with licensing paperwork for owners.
- Provide incentives, such as reduced licensing fees or reduced fines for violations, for smoke-free buildings.

- Amend city ordinances to include secondhand smoke intrusion into multi-unit residences as a nuisance.
- Require property owners to disclose to potential renters or prospective buyers the smoking policy for the building, complex, and unit, whether smoking is permitted or prohibited.
- Adopt an ordinance to require that newly developed or all multi-unit residential buildings have a smoke-free policy.
- Update or strengthen PHA smoke-free policies to comply with or exceed 2018 HUD requirements.
- Support projects funded through HUD Section 202 housing Institute home modification and repair programs and loan funds.
- Offer tax incentives for new affordable housing for mixed ages or older adults
- Update zoning codes to encourage the development of a full range of housing options including rental apartments, condominiums, single level units, independent and assisted living, and accessory dwelling units.
- Encourage and incentivize universal design, “visit-ability” in new housing.
- Create partnerships with housing and service providers.
- Integrate mixed land use (housing, commercial and retail uses, and public services) to create more housing options, walkability, and shorten distances.

Equity

Goal: We will offer affordable housing options for all residents at all stages of life.

- Develop rental assistance programs and incentives for integrated development and mixed income communities to mitigate concentrations of poverty and consequent poor health.



RESOURCES

Sherburne and Mille Lacs Counties:

- Mandy Feeks, Community Health Coordinator: Mandy.Feeks@co.sherburne.mn.us
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- ChangeLab Solutions: <http://www.changelabsolutions.org/healthy-planning>
- Center for Disease Control and Prevention: <http://www.cdc.gov/healthyplaces/>

Housing:

- Linking Public Health & Affordable Housing:
http://www.changelabsolutions.org/sites/default/files/QAP-Primer_Public-Health_Affordable-Housing_FINAL_20150305.pdf

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HEALTHY Comp Plans



LAND USE

VISION

We support active living for all.

We value healthy food access for all.

We support development patterns that encourage mixed uses and compact, walkable neighborhoods.

We support healthy environments.

LAND USE AND HEALTH

Land use planning started with separating incompatible land uses, such as factories from neighborhoods, for the health and safety of residents. Cities located in rural areas result in spread-out, isolated destinations that make car ownership a necessity for many. This development pattern discourages active living as a part of daily life by locating neighborhoods too far from shopping, school, and employment to walk or bike, contributing to the nation's obesity epidemic. Rural development patterns reduce access to healthy food by placing retailers far from where people live. Conversion of agricultural land to housing reduces a community's capacity to produce food locally. Compact development patterns where people live closer to schools, employment, and retail support both active living and healthy food access and contribute to health. Limiting concentration of alcohol and tobacco retailers promotes safer communities and reduces smoking rates. A city's comprehensive plan guides the pattern, type, density and characteristics of development and can influence the health of residents.

LAND USE AND EQUITY

Low-density development patterns disproportionately impact young people, older adults, and people living in poverty. Higher percentages of people in these groups do not drive and are reliant on public transportation, which makes access to healthcare services, jobs, grocery stores and financial institutions inconvenient and time consuming. These populations are also much more likely to be in fair or poor health, experience food insecurity, and be at risk for not getting enough regular physical activity. Compact, mixed-use development patterns can promote health by locating jobs, retail, schools, transit and parks close to more residents, providing access to healthy food options like supermarkets, and promoting active living and transit use. Ensuring a balance of jobs and housing improves opportunities for living and working within the same community. More compact development patterns improve environmental sustainability by supporting transit and protecting farmland and natural spaces. This approach is also fiscally sustainable, as a more compact development pattern means there are enough taxpayers to support the cost of maintaining roads and utilities over time.

Community engagement affords people an opportunity to identify their needs, contribute to solutions and influence their environment. Authentically engaging community members, especially those most impacted by problems, in the decision-making process can contribute to improved conditions, health, and well-being.

SUPPORTING DATA

Active Living - Adults and youth are not meeting minimal physical activity recommendations.

- The Centers for Disease Control and Prevention (CDC) recommend 150 minutes per week for adults and 60 minutes per day for children and adolescents. In 2013, only 38.3% of Mille Lacs County and 39.4% of Sherburne County adults got enough physical activity each week. In 2016, only 31.1% of 9th graders in the Princeton school district met the recommendation for physical activity.
- In 2016, 4.5% of Princeton 9th graders reported feeling unsafe in their neighborhoods.
- There are a total of nine city parks located in Princeton.

Healthy Food Access - Adults and youth are not eating the recommended amount of fruits and vegetables. Food insecurity is increasing.

- 11.8% of the population in Mille Lacs County and 8.7% in Sherburne County were food insecure in 2013 (lacking reliable access to a sufficient quantity of affordable, nutritious food). This includes an estimated 20% of Mille Lacs County children.
- In 2013, 30.7% of Mille Lacs County adults and 36.4% of Sherburne County adults reported eating five or more fruits and vegetables the previous day. Less than one-fourth of Mille Lacs and Sherburne County students reported consuming fruits or vegetables (including fruit juice) five or more time per day in the previous week.
- In Fiscal Year 2016, Mille Lacs County served 622 individuals in the Women, Infant, and Children (WIC) program, 150 whom reside in Princeton. In Sherburne County, 2,186 participated in WIC, 108 whom reside in Princeton.
- During the 2015-16 school year, 28.1% of 9th graders in the Princeton school district received free or reduced price lunches.

Equity – Low density development patterns have more impact on the young, older adults, disabled, and those living in poverty.

- In 2013, 20% of Minnesotans were ever told they had arthritis, the leading cause of disability.
- Persons age 65 and older were the most likely to have a disability (28% in 2013).
- The percent of Mille Lacs County residents (12.4%), and Princeton residents (12.5%) living below the poverty level is above the state (11%). The percent of Sherburne County residents (7.8%) living below the poverty level is below the state.
- Poverty is increasing, especially for children under age 18.

POLICIES TO CONSIDER

Active Living

Goal: We will support strategies that encourage mixed uses and efficient design to encourage active living.

- Adopt policies that support infill development and redevelopment to encourage compact, walkable development.
- Encourage and zone for higher-density or mixed-use housing near transit lines and commercial areas.
- Consider minimum density requirement for new residential and mixed-use projects and other types of development.
- Consider form-based zoning code, which places greater emphasis on physical form, rather than land use. This allows for greater flexibility of uses while maintaining an aesthetic urban form.
- Locate schools near existing residential uses and other areas that support active living.
- Reduce the amount of unused land and parking areas surrounding commercial areas to encourage walkable development patterns; consider incentives for shared parking for complementary uses.
- Incorporate active living into the land-use review and the planning process.
- Focus infrastructure investment in the developed portion of town.
- Reduce lot sizes in new residential subdivisions.

Healthy Food Access

Goal: We will use land use regulations to improve local households' proximity to healthy food and support healthy food-related businesses and activities.

- Prepare a community food assessment to identify barriers to healthy food, income levels, lost farmland, community gardens, and farmers' market availability within urbanized areas.
- Review and simplify or remove city's regulation of food and farm-related land uses in order to improve the variety and availability of healthy food outlets.
- Identify clean, vacant or under-utilized property suitable for community gardens and urban farming opportunities.
- Review and update regulations governing backyard gardening, community gardens, and urban farming to foster an expansion of food production in the community.
- Review and update regulations governing food processing businesses such as flash freezing and

small-scale home and commercial kitchens to increase business growth.

- Review and update regulations concerning food outlets, such as grocery stores, small food stores, farmers' markets, seasonal food stands, and farm trucks, to support growth in the types and number of food outlets throughout the community and their hours and locations.
- Promote the need for a choice of healthier meal options on restaurant menus.
- Consider a program to regulate the number of fast food establishments in the city.

Goal: We will support development patterns that preserve agricultural land and decrease the distance between households and retail food options.

- Within the comprehensive plan, designate a land use category that allows for grocery stores or other healthy food retail within a half-mile of all residential areas.
- Develop a program to preserve remaining agricultural lands.
- Employ an approach to planning processes that treats health equity, healthy food access and food systems development as primary considerations when making major land use decisions.
- Cluster multi-family housing around areas well served by commercial goods and services including grocery stores and transit.

Healthy Environments

Goal: Reduce harm of alcohol and tobacco use by restricting access, especially by youth.

- Limit concentration of alcohol and tobacco retail businesses.
- Prohibit sales of alcohol or tobacco products within 1/4 mile of parks or schools.
- Restrict sampling of tobacco products (including e-cigarettes and hookah pipes).

Equity

Goal: Support development efforts that ensure economic stability for all.

- Consider use of a Health Impact Assessment when considering large infrastructure changes that impact low-income residents. Historically, pollutants, contamination and noise are more likely to impact low-income communities

RESOURCES

Sherburne and Mille Lacs Counties:

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HEALTHY Comp Plans

PARKS



VISION

We support safe, healthy, sustainable places for people to play and interact with nature.

We support the natural environment and maintaining and protecting it.

We support healthy food access for all.

PARKS AND HEALTH

Parks can enhance health and help prevent chronic disease. They can promote active living, access to healthy foods and tobacco-free environments. Enjoying green space and nature improves mental health and reduces stress. Greenways and bicycle/walking paths encourage **active living** as a part of daily life and provide safe, easy ways to enjoy park resources. Studies show that people who live closer to parks are more active and adolescents living near parks are less prone to being overweight. Parks can increase **access to healthy food** when they include community vegetable gardens and fruit trees. They can support pollinators - critical contributors to food production - with native plants and other pollinator-friendly plants. Clean air is also an important component of health. **Tobacco-free environments** reduce exposure to secondhand smoke and litter that can be harmful to children and animals. City policies that address access to parks, park programs, park maintenance practices, and park policies are all guided in a city's comprehensive plan.

PARKS AND EQUITY

Parks are an integral part of the community, and provide opportunities for social cohesion and shared identity. When well maintained, parks perform an important role in fostering equitable communities by providing a safe space for everyone to play and be active. Parks are plentiful and free resources in Mille Lacs and Sherburne Counties.

Nationally, older adults, women, and African-American and Latino adults are at higher risk for not getting enough physical activity. Additionally, people living in poverty have higher rates of chronic disease, higher smoking rates, and have insufficient access to healthy food. They may have fewer opportunities for safe physical activity and are less likely to use a health club or gym because of the cost. Improving access to parks promotes health by providing free, natural places to be active and relax in nature, increases access to healthy food such as fresh fruits and vegetables, and provides smoke-free environments that can improve health for all.

Community engagement can help identify park amenities that are important to the local community and changes that could create safer, more accessible, and more attractive park environments. Community engagement affords people an opportunity to identify their needs, contribute to solutions and influence their environment. Authentically engaging community members, especially those most impacted by chronic disease or inequities, in the decision-making process can contribute to improved conditions, health and well-being.

SUPPORTING DATA

Active Living – Adults and youth are not meeting minimal physical activity recommendations.

The Centers for Disease Control and Prevention (CDC) recommends 150 minutes of physical activity per week for adults and 60 minutes per day for children and adolescents.

- In 2013, only 38.3% of Mille Lacs County and 39.4% of Sherburne County adults engaged in regular physical activity (150 minutes or more of moderate or vigorous physical activity per week).
- In 2016, only about one fifth of Princeton students met the recommendations for physical activity: 5th grade (23.1%), 8th grade (18.4%), 9th grade (31.1%), and 11th grade (14.6%).

Healthy Food Access – Adults and youth are not eating the recommended amount of fruits and vegetables. Food insecurity is increasing.

- In 2013, 30.7% of Mille Lacs County and 26.4% of Sherburne County adults reported eating the recommended five or more fruits and vegetables the previous day.
- Fewer than one-fourth of students in the Princeton school district reported consuming fruits or vegetables (including fruit juice) five or more times per day in the previous week.
- 11.8% of the population in Mille Lacs County and 8.7% in Sherburne County were food insecure in 2013 (lacking reliable access to a sufficient quantity of affordable, nutritious food). This includes an estimated 20% of Mille Lacs County children.
- In Fiscal Year 2016, Mille Lacs County served 622 individuals in the Women, Infant, and Children (WIC) program, 150 whom reside in Princeton. In Sherburne County, 2,186 participated in WIC, 108 whom reside in Princeton.
- During the 2015-16 school year, 28.1% of 9th graders in the Princeton school district received free or reduced price lunches.

Tobacco-Free Parks – Smoke-free environments protect everyone.

- In 2010, 18.3% of Mille Lacs County and 14.6% of Sherburne County adults were current smokers. The highest rates were among these groups: males, single parents, people with less than a college education, and those with incomes at 200% of poverty or less. These rates dropped for Mille Lacs county in 2014 to 17.4%.
- Children model adult behaviors and those who see adults using tobacco may assume it is acceptable.
- Tobacco-free policies encourage young people to make healthy choices. When a community provides more tobacco-free environments, there are fewer opportunities for youth to start smoking.
- Secondhand smoke is dangerous. Secondhand smoke near children, youth and adults participating in or watching recreational activities is unhealthy and harmful to the health of others. Secondhand smoke levels in outdoor public places can reach levels as high as those found in indoor facilities where smoking is permitted.
- Cigarette litter is harmful. Discarded cigarettes pollute the land and water and toddlers, pets, birds or fish may ingest them causing serious health concerns.

POLICIES TO CONSIDER

Active Living

Goal: We will create a park, trail and open space system that provides for recreation and leisure needs of all residents and supports non-motorized transportation.

- Ensure convenient access to parks, recreational facilities and programs.
- Locate parks within a half-mile of all residents.
- Support programming that promotes active living within the park system.
- Provide high quality, diverse recreation program offerings for all ages.
- Ensure public safety in parks.
- Connect neighborhoods to parks with trails, bikeways and sidewalks.
- Require that the siting, design and funding of parks and open spaces be an integral feature of the development process.

Healthy Food Access

Goal: We support the establishment and maintenance of community gardens throughout the community to provide residents with easy access to healthy food.

- Review and update regulations governing community gardens and fruit-bearing shrubs and trees in city and county parks to foster an expansion of healthy food production in the community.
- Encourage edible and pollinator-friendly landscapes on park property.
- Provide park land for community gardens and farmers' markets.
- Provide healthy choices in concessions and vending machines.

Healthy Environment

Goal: We will demonstrate and encourage healthy choices in our parks.

- Adopt a comprehensive tobacco-free parks ordinance that outlines the rationale, locations and products covered and an enforcement

mechanism to protect visitors from secondhand smoke and accidental ingestion of litter by children and animals.

- Demonstrate and encourage healthy choices by offering nutritious foods in park vending and at events, emphasizing local food where possible.
- Locate community gardens within a city's park system.
- Improve and expand community education programs about nutrition and food preparation.
- Incorporate healthy food options into festivals and events.

Equity

Goal: We will ensure equitable and affordable access to parks and recreation opportunities.

- Increase program locations to provide access to recreation programs within a half mile of low mobility residents (young, old, and those without vehicles).
- Evaluate parks for universal accessibility and make needed improvements.
- Illustrate the community's history from diverse perspectives in parks.
- Remove cultural barriers to participation by involving residents in the design and planning process, actively recruiting minority residents and recent immigrants as volunteers and interns, establishing a park liaisons program, reducing language barriers, and more actively marketing activities and events.
- Ensure equitable financial access to programs through: low/no cost options, sliding scale fees, tiered pricing, scholarships, and subsidized rentals.

RESOURCES

Sherburne and Mille Lacs Counties:

- Mandy Feeks, Community Health Coordinator: Mandy.Feeks@co.sherburne.mn.us
- Alisha Fussy, Health Educator: Alisha.Fussy@co.mille-lacs.mn.us

Blue Cross Blue Shield Center for Prevention:

- Nadja Berneche, Healthy Comp Plan Consultant: nadja@terrasoma.com
- Eric Weiss, AICP: Eric.Weiss@bluecrossmn.com

Smoke Free:

- Live Smoke Free – Association for Non-Smokers MN (ANSR): <http://www.mnsmokefreehousing.org/>

General:

- Food Access Planning Guide (pp. 20-21): <http://mnfoodcharter.com/planningguide/>
- Design for Health: <http://designforhealth.net>
- APA Policy Guide on Planning: https://planning-org-uploaded-media.s3.amazonaws.com/legacy_resources/research/publichealth/pdf/healthyplanningreport.pdf
- Minnesota Department of Health: <http://www.health.state.mn.us/topics/places/plans.html>
- ChangeLab Solutions: <http://www.changelabsolutions.org/healthy-planning>
- Center for Disease Control and Prevention: <http://www.cdc.gov/healthyplaces/>

Parks:

- Making the Case: Parks and Health: <http://www.nrpa.org/ParksandHealth/>
- http://activelivingresearch.org/sites/default/files/ALR_Brief_SafePlaygrounds_0.pdf
- Smart Collaboration: How Urban Parks Can Support Affordable Housing: <http://www.tpl.org/smart-collaboration-how-urban-parks-can-support-affordable-housing>
- From Fitness Zones® to the Medical Mile: <https://www.tpl.org/fitness-zones-to-medical-mile>
- Park Use Among Communities of Color 2014: <https://metro council.org/Parks/Publications-And-Resources/PARK-USE-REPORTS/Park-Use-Among-Communities-of-Color-2014.aspx>

Sherburne County Health and Human Services

Phone: 763-765-4000

<https://www.co.sherburne.mn.us/hhs/healthyLiving/ship.php>

Mille Lacs County Community and Veterans Services

Phone: 320-983-8208

<http://www.co.mille-lacs.mn.us/communityhealth>



This document is supported by the Statewide Health Improvement Partnership, Minnesota Department of Health.

document includes best practices, not City or County policies.

HEALTHY Comp Plans

TRANSPORTATION



VISION

We support a safe, healthy, vibrant, and sustainable environment.

We support active living and all modes of transportation including walking, bicycling, transit and vehicles.

We support healthy food access for all.

TRANSPORTATION AND HEALTH

Transportation connects people to employment, education, housing, healthy food, places to be physically active, friends, and family. Access to these essentials can decrease risk for major chronic diseases such as heart disease, type 2 diabetes, stroke, certain types of cancer and mental health problems.

Active transportation - walking and bicycling, are simple way to integrate regular physical activity into daily routines. Communities that have the physical infrastructure and programs to promote active transportation tend to have more physically active and healthier populations. In many Mille Lacs and Sherburne communities, incomplete or non-existent trail and sidewalk connections, infrequent transit service, and long distances between resources are barriers to active transportation.

TRANSPORTATION AND EQUITY

We all need to travel to meet every day needs such as getting to work and school, access to affordable healthy food, and access to health care. In Mille Lacs and Sherburne Counties, the roadway network provides safe and convenient transportation for those with personal vehicles. However, for those who do not own/drive a car walking, biking or transit are their primary mode for transportation. Those who cannot afford a car, the disabled, and those who choose not to or are unable to drive face transportation hurdles that mean accessing basic needs is time consuming, inconvenient, stressful, and sometimes dangerous. Access to affordable, reliable transportation increases opportunity and is essential to addressing equity in a community.

Equitable access to active transportation matters for individual health as well. Active transportation is an affordable way for people to be physically active, resulting in reduced risk for many chronic diseases, which affect low-income communities and communities of color disproportionality. Shifting from cars to walking and bicycling can also conserve energy, reduce air pollution, and be part of the solution to long-term health impacts from climate change.

Unfortunately, there are disparities in bicycle, walking, and transit infrastructure across communities. For example, high-income areas tend to have more sidewalks than low-income communities do. Addressing these disparities through comprehensive plan policies can result in positive change for the people who need active transportation infrastructure the most.

SUPPORTING DATA

Active Living - Adults and youth are not meeting minimal physical activity recommendations.

- The Centers for Disease Control and Prevention (CDC) recommends 150 minutes of physical activity per week for adults and 60 minutes per day for children and adolescents.
- In 2013, 38.3% of Mille Lacs County and 39.4% of Sherburne County adults engaged in regular physical activity.
- In 2016, only about one fifth of Princeton students met the recommendations for physical activity: 5th grade (23.1%), 8th grade (18.4%), 9th grade (31.1%), and 11th grade (14.6%).
- 2.8% of Mille Lacs County and 1.01% of Sherburne County residents 16 years and older who work walked or biked to work in 2013. Statewide, it is 4%.
- No cities in Mille Lacs or Sherburne Counties have developed a bicycle/pedestrian plan.
- No cities in Mille Lacs County and one city in Sherburne County has adopted Complete Streets Policies.

Healthy Food Access - Adults and youth are not eating the recommended amount of fruits and vegetables. Food insecurity is increasing.

- In 2013, 30.7% of Mille Lacs County and 26.4% of Sherburne County adults reported eating the recommended five or more fruits and vegetables the previous day. Fewer than one-fourth of students in the Princeton school district reported consuming fruits or vegetables (including fruit juice) five or more time per day in the previous week.
- An estimated 11.8% of Mille Lacs County residents, 19.2% of Mille Lacs County children, and 8.7% of Sherburne County residents were food insecure (they lacked reliable access to a sufficient quantity of affordable, nutritious food) in 2013.

Equity

- 12.4% of Mille Lacs County, 7.8% of Sherburne County and 14.5% of Princeton residents live below the poverty level.
- Poverty is increasing, especially for children under age 18.
- During the 2015-16 school year, 28.1% of 9th graders in the Princeton school district received free or reduced price lunches
- In FY 2016, Mille Lacs County served 622 individuals in the Women, Infant, and Children (WIC) program, 140 whom reside in Princeton. In Sherburne County, 2,186 participated in WIC, 108 whom reside in Princeton.
- 6.27% of Mille Lacs County and 3.14% of Sherburne County households did not have a vehicle in 2013.
- In 2013, 56.4% of adults in Mille Lacs County and 61% of adults in Sherburne County were overweight or obese.

POLICIES TO CONSIDER

Active Living

Goal: We will create a complete, community-wide bicycle, pedestrian, and transit network.

- Adopt a Complete Streets policy that highlights the importance of multi-modal and active transportation.
- Develop a bicycle/pedestrian plan.
- Develop Safe Routes to School plans.
- Establish an Active Living Advisory Committee.
- Improve the environment for pedestrians and cyclists with lighting, wayfinding signs, and traffic calming measures.
- Establish a process to incorporate active living issues into the land-use review and planning processes.
- Implement a city's trail system plan.
- Keep pedestrian routes free from crime.
- Ensure pedestrians and bicyclists are safe crossing streets.

Healthy Food Access

Goal: We will improve the flexibility, mobility, and affordability of connecting people to healthy food.

- Support transit service improvements to better connect people to commercial areas with healthy food sources.
- Pursue opportunities to add specially equipped, grocery-friendly transit service that operates on weekends and off-peak hours and connects directly to stores selling healthy food and farmers' markets.
- Review local policies to reduce or eliminate any impediments to the use of taxi and car-sharing services.
- Encourage car-sharing accommodations in multi-family developments.
- Collaborate with regional economic development agencies on efforts to improve food distribution infrastructure.
- Undertake a systematic assessment of the bicycle and pedestrian routes that connect

consumers to healthy food sources, and address deficiencies through physical improvements to bicycle and pedestrian networks.

- Adopt site standards for food stores that provide safe and convenient pedestrian access to the front door and bicycle parking.
- Adopt a Complete Streets policy that specifically highlights the importance of multi-modal connections to food resources and food retail.

Equity

Goal: We provide equitable transportation to connect people with opportunities.

- Support innovative practices such as mobile food shelves and mobile food markets that can bring food closer to under-resourced customers.
- Prioritize transit service in populated areas with low vehicle ownership and low access to healthy food.
- Prioritize transit service and bike/walk infrastructure improvements in populated areas with low vehicle ownership and low access to needed services.
- Link transit stops to destinations with pedestrian and bicycle infrastructure.
- Use health impact assessments to inform and guide transportation policy, projects and planning.
- Fund programs that expand transportation options for disadvantaged populations and people with disabilities, and that promote safe, convenient transportation options for children and seniors.

RESOURCES

Sherburne and Mille Lacs Counties:

- Mandy Feeks, Community Health Coordinator: Mandy.Feeks@co.sherburne.mn.us
- Alisha Fussy, Health Educator: Alisha.Fussy@co.mille-lacs.mn.us

Blue Cross Blue Shield Center for Prevention:

- Nadja Berneche, Healthy Comp Plan Consultant: nadja@terrasoma.com
- Eric Weiss, AICP: Eric.Weiss@bluecrossmn.com

General:

- Food Access Planning Guide (pp. 20-21): <http://mnfoodcharter.com/planningguide/>
- Design for Health: <http://designforhealth.net>
- APA Policy Guide on Planning: https://planning-org-uploaded-media.s3.amazonaws.com/legacy_resources/research/publichealth/pdf/healthyplanningreport.pdf
- Minnesota Department of Health: <http://www.health.state.mn.us/topics/places/plans.html>
- ChangeLab Solutions: <http://www.changelabsolutions.org/healthy-planning>
- Center for Disease Control and Prevention: <http://www.cdc.gov/healthyplaces/>

Transportation:

- FHWA Literature Review Report
- At the Intersection of Active Transportation and Equity: www.apha.org/~media/files/pdf/topics/environment/srts_activetranspequity_report_2015.ashx

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