CAMBRIDGE
Minnesota's Opportunity Community℠

300 Third Avenue Northeast
Cambridge, MN 55008
www.ci.cambridge.mn.us

(763) 689-3211
(763) 689-6801 FAX

Meeting Announcement and Agenda of the Cambridge Planning Commission
City Hall Council Chambers
Regular Meeting, Tuesday, March 6, 2018, 7:00 pm

Members of the audience are encouraged to follow the agenda. When addressing the Commission, please state your name and address for the official record.

AGENDA

1. Call to Order and Pledge of Allegiance

2. Organizational Meeting
   A. Council's appointment of Monte Dybvig, Arianna Weiler, and Marisa Harder-Chapman
   B. Councilmember Jim Godfrey to serve as Council representative
   C. Election of Chairperson and Vice Chairperson

3. Approval of Agenda (p. 1)

4. Approval of Minutes
   A. January 2, 2018 Regular Meeting (p.3)

5. Public Comment: For items not on the agenda; speakers may not exceed 5 minutes each.

6. New Business
   A. **PUBLIC HEARING** – Preliminary Plat of Oak Terrace Plat 3 (Watson Property) (p.12)
   B. Final Plat of Oak Terrace Plat 3 (Watson Property) (p.12)
   C. Member List - Review the member list to assure all information is correct and up to date (Handout at meeting)
   D. 2018 Schedule (p.18)
   E. Commission Bylaws (p.20)
   F. Comprehensive Plan - Review of Chapters 4, 5 and 6 Goals (p.36)

7. Other Business/Miscellaneous
   A. City Council Update
   B. Parks, Trails, and Recreation Commission (PTRC) Update

8. Adjourn

Notice to the hearing impaired: Upon request to City staff, assisted hearing devices are available for public use.

Accommodations for wheelchair access, Braille, large print, etc. can be made by calling City Hall at 763-689-3211 at least three days prior to the meeting.

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PLANNING COMMISSION MEETING MINUTES
Tuesday, January 2, 2018

Pursuant to due call and notice thereof, a regular meeting of the Cambridge Planning Commission was held at Cambridge City Hall, 300 – 3rd Avenue NE, Cambridge, Minnesota.

Members Present: Vice Chair Chad Struss, Julie Immel, Brandon Grell, Bob Erickson, Robert Nelson, and Kersten Barfknecht-Conley (City Council Representative).

Members Absent: Chair Mike Stylski

Staff Present: Community Development Director Westover and Community Development Administrative Assistant Levitski

CALL TO ORDER and PLEDGE OF ALLEGIANCE
Struss called the meeting to order at 7:00 pm and led the Pledge of Allegiance.

APPROVAL OF AGENDA
Conley moved, seconded by Nelson to approve the agenda as presented. Motion carried 6/0.

APPROVAL OF MINUTES

December 5, 2017 Regular Meeting Minutes

Grell moved, seconded by Erickson to approve the December 5, 2017 meeting minutes as presented. Motion carried 6/0.

PUBLIC COMMENT
Struss opened the public comment period at 7:02 pm and without any comments, closed the public comment period at 7:03 pm.

NEW BUSINESS

Public Hearing: Variance Request for 237 Cypress St S

Levitski explained in July, 2017 the owner of the property at 237 Cypress St. S., Brandy Herbst contacted staff asking questions about installing additional concrete to expand their driveway. At that time, staff requested Herbst to submit a site plan showing where she intended to install the new portion of driveway so staff could review it along with reviewing the impervious surface lot coverage. Staff did not receive a site plan and the work commenced without proper approvals.

Levitski reported staff received a complaint that the new portion of driveway was closer than five feet to the property line and Building Inspector Matt Small was out to the property on July 27, 2017. At that time he could not determine where the property stakes were and requested a surveyor come out to mark the property pins.

Levitski stated she and Matt went back out to the property on August 21, 2017 after the property pins were located by a surveyor and verified the newly installed portion of the driveway was closer than five feet. At this time, she noticed there was quite a bit of impervious surface on the property. Levitski told Herbst that she would follow-up with her once she was able to do an approximate calculation of impervious surface.

Levitski reported on August 22, 2017 she sent Herbst an email letting her know that staff estimates the property to be 32% covered with impervious surface and they needed to remove concrete in order to be below the maximum amount of 30%.

Levitski stated on September 12, 2017 staff sent a letter to Herbst explaining the background and history of the issue and instructed Herbst to remove 503 square feet of impervious surface along with meeting the setback requirements on the west side of her property or staff would need to pursue legal action. Levitski stated in the letter that if Herbst did not agree with staff's calculations, she would need to have the property surveyed to determine the correct amount of impervious surface. Herbst contacted staff and the soonest a surveyor could be out to the property would be the middle of October.

Levitski reported on October 19, 2017, staff received the survey which determined the property has a total of 8,072 square feet of impervious surface which equals 34.1%. In order to meet 30% impervious surface, the owner would need to remove 961.4 square feet of impervious surface.

Levitski stated on October 23, 2017 staff received a zoning application requesting a variance to allow the property to exceed the impervious surface maximum amount.

Levitski explained the purpose of the variance process is to review applications on a case by case basis to determine whether relief may be granted from unforeseen particular applications of the zoning code that create practical difficulties. In considering an application for a variance, the Planning Commission shall recommend the approval of the variance only upon the finding that an application complies with the standards set forth in the Zoning Code.

Levitski reviewed the seven standards and staff's findings that were included in the packet and recommended the Commission make a motion to recommend the City Council deny the granting of the variance request and recommend approval of the findings of facts.

Struss opened the public hearing at 7:08 pm.

Brandy Herbst of 237 Cypress St S, Cambridge, Minnesota 55008 gave the

Commission background information regarding previous code violations and communication with staff. Herbst explained there has been an ongoing feud with her neighbor to the west which brought on complaints to the city. Herbst stated she contacted the City two years ago when they began renovations on their home. Herbst explained they purchased the home in 2010 and it was a foreclosed home with a lot of damage. As an agreement with the mortgage holder they had to bring up the standard of the home to that of the rest of the neighborhood. They contacted the City because there were four different types of parking surfaces on the lot and according to the building inspector at the time the parking surfaces needed to be the same.

Herbst stated she has seven children and owns a home care company. The home was purchased with the intention of accommodating clients which is why the home is completely handicap accessible. Herbst reviewed past complaints and explained she has done everything the City has asked her to do which includes parking on approved surfaces and applying for a home occupation permit. Herbst admitted not supplying staff with a site plan for the new driveway work as requested but her contractor assured her they would not have any issues since a permit was not needed.

Herbst voiced concern that property lines are not well established and the neighbor to the northwest has a fence that encroaches onto surrounding properties including hers. Herbst voiced concern over removing concrete on the west side of the property because of the rebar that was placed in the concrete. Herbst stated part of the reason why they added concrete was to alleviate drainage issues.

Herbst announced they have gotten approval from the state to set the house up for a group home and they are working with staff on City regulations. Herbst stated they plan to remove the pool, hot tub and the play structure which was identified on the survey as existing shed.

Immel asked when they plan to remove those items. Herbst explained their goal is July 2018 and they are in the process of transferring the home to their company and then they will be purchasing land and building a home.

Herbst stated the neighbor's garage to the west is encroaching onto their property. Levitski explained the garage is what is considered an existing non-conforming structure. Westover explained how Minnesota Statutes regulate nonconformities. Nonconformities are land uses, structures, or lots that do not comply with the current zoning ordinances of the city. Herbst noted they got rid of their Recreational Vehicle because there wasn't enough room for parking their personal vehicles.

Without additional public comment, Struss closed the public hearing at 7:32 pm.

Grell asked what the process is when staff discovers a parking surface too close to the property line. Westover explained when it happens and staff catches it while it happens the issue must be corrected.

Struss confirmed the setback is an issue because it was just added and staff caught it. Herbst stated her variance request includes waiving the setback requirements as well as impervious surface.

Grell asked what would happen if a property owner built a deck without a permit. Levitski explained if a property owner builds something that requires a permit and staff catches it, the owner is required to stop the work and apply for the proper permits. Levitski confirmed adding to an existing driveway does not require a permit.

Erickson asked how many square feet is the pool and hot tub. Levitski indicated the survey reflects 243 square feet for the pool and hot tub but wasn't sure on the size of the shed since the survey staff received is not to scale. Herbst estimated 600 square feet for the pool, existing shed, and hot tub. Immel confirmed taking away 600 square feet of impervious surface would bring the property to 31% covered. Discussion ensued on options to allow them to go over the impervious surface maximum amount.

Levitski confirmed with Herbst nobody from the City instructed them to place rebar in the concrete driveway. Nelson explained in order to do the job right they needed to have rebar. Nelson stated he doesn't like the ordinance on the impervious surface because there are other ways to have permeable surfaces.

Nelson moved, seconded by Erickson to recommend the City Council approve the variance to exceed the maximum surface amount and setback for the west side of the property as long as they remove the pool, hot tub and existing shed. Nelson stated he felt this was appropriate since there are so many other issues with other property lines.

Struss questioned whether or not the Commission can recommend approval of the variance with conditions. Levitski explained staff prepared a draft resolution denying the request based on the seven standards identified in the staff report. Levitski further explained if the Commission would like to approve the variance based on conditions, the seven standards will have to be re-written in support of the request and asked for the Commission's assistance with how to define those standards in support of the request.

Commissioners expressed their opinion that if they can get down to 31% they would be comfortable with that. Levitski asked if they wanted to include a completion date for the removal of the items in order to get down to 31%. Struss asked how they go about approving the conditions. Levitski explained the resolution that staff prepares for Council based on the Planning Commission's recommendations will list the conditions set forth by the Planning Commission.

Nelson amended his motion to include a completion date of Monday, September 3, 2018. Erickson accepted the amendment to the motion. Levitski clarified the motion was to remove the pool, hot tub, and existing shed, not an amount of 31%. Levitski explained staff nor the applicant exactly know how much the hot tub, pool, and existing structure will lower the percentage until staff can verify the size of all items.

Conley and Struss voiced concern over granting the variance because the ordinance existed prior to the construction of the driveway and the criteria is there for what would qualify for a variance in a typical situation and staff's findings did not support granting the variance based on the criteria.

Erickson stated the Commission has recommended approval of variances in the past. The variance should not be given when it is against the common good and he didn't feel this request is against the common good.

Westover explained in order to approve a variance they have to meet the practical difficulties test. When staff went through the practical difficulties they found all of them in this case were self-inflicted. Staff could not find reasons to allow it but it is ultimately up to the Planning Commission and City Council to make that decision. Westover noted the practical difficulties are not necessarily related to the property itself it is the people that are living there and how they are using the property now. Westover reminded the Planning Commission that in order to legally approve a variance, the Commission will have to find standards that are going to support allowing the variance. Nelson stated he disagreed with some of the staff's findings.

Grell asked how Nelson felt about the setback issue. Nelson stated he isn't concerned with setbacks for surfaces and the water is supposed to go to the storm sewer and not on the neighbor's property. Levitski explained set back requirements are not meant only for drainage. Levitski explained the impervious surfaces collect pollution such as heavy metals, oils, and other contaminants and runs off into the storm sewer drains which is not a good thing.

Nelson stated he felt it was silly to remove the concrete in order to meet the setbacks. Immel stated while she agrees, the owner should have submitted the plan to the city like the city asked them to and then it wouldn't have been installed without meeting the setback requirements. Erickson confirmed there was not a permit required. Conley confirmed staff asked for a site plan prior to them performing the work. Westover stated even though no permit is required, they still have to meet all City Codes and setback requirements.

Struss repeated the motion which was to recommend that City Council grant the variance to not have to meet setbacks on the west property line, to exceed the 30% maximum impervious surface requirement as long as they remove the pool, hot tub, and existing shed in a good faith effort to come as close to compliance and have those items removed by Labor Day, 2018. Nelson called the question. Upon call of the roll Nelson and Erickson voted aye. Immel, Grell, Struss, and Conley voted nay. Motion failed.

Conley moved, seconded by Immel to recommend the City Council deny the granting of the variance request and recommend approval of the findings of facts as presented by staff. Upon call of the roll Immel, Struss, and Conley voted aye. Grell, Erickson, and Nelson voted nay. Motion failed.

Grell moved, seconded by Immel to recommend City Council approve the variance to allow exceeding the 30% maximum impervious surface requirement as long as the property owner removes the pool, hot tub, and the smaller existing shed as a good faith effort to come as close to compliance by September 3, 2018 along with meeting the setback requirements on the west side of the property line, and they are not allowed to add additional impervious surface in the future. Motion carried 4/2 with Struss and Conley voting nay.

Public Hearing: Variance Request for Joy Lutheran Church, Temporary RV Living

Westover stated Joy Lutheran Church will be remodeling their facility in 2018. During the remodeling project, Joy Lutheran would like to hire The Laborer's for Christ and be allowed to have them reside in their Recreational Vehicles (RV's) on the property. The Laborer's for Christ is an organization that provides construction services for projects like this. Westover stated they will come to the site and stay for the duration of the project so the request is to allow up to five (5) recreational vehicles for living purposes from May 1, 2018 to October 31, 2018.

Westover explained because this request varies the specific provisions of the city's Zoning code, a variance is required. Westover reviewed the language in the Zoning Code.

Westover explained the Joy Lutheran Church property is in the R-1 One Family Residence District, therefore this regulation applies and to allow more than one RV for more than seven consecutive days requires a variance.

Westover stated the purpose of the variance process is to review applications on a case by case basis to determine whether relief may be granted from unforeseen particular applications of the zoning code that create practical difficulties. In considering an application for a variance, the Planning Commission shall recommend the approval of the variance only upon the finding that an application complies with the standards set forth in the code and identified on the Findings of Fact.

Westover stated since this is a temporary request and will end after the remodeling project is complete, the Commission may consider the variance with strict conditions of approval. Westover stated Joy Lutheran Church is a commercial use in a residential zoning district. While recreational vehicles are also not allowed in commercial districts for living purposes, it may be reasonable to allow the request for their intended and temporary purposes.

Struss opened the public hearing at 8:10 pm.

Kevin Schmitt of 1050 Joy Circle, Cambridge, Minnesota 55008 stated they have lived at the residence for 20 years and the church has been a good neighbor. Schmitt stated he felt there are other remedies such as other housing options including staying at the

pre-existing manufactured home park. Schmitt voiced concern regarding an increase in traffic and felt surrounding residents that intend to sell their home could be negatively impacted. Schmitt posed the following questions: Where will the RV's be parked on the lot? How will they empty sewage and water tanks? How long will the RV's be permitted to be parked on the lot? What type of RV's will be parked on the lot? How will the worker's dispose of their garbage? Will they be permitted to have pets? Will there be portable toilets on the lot?

Don Videl, Chairman of the congregation for the church stated the people staying in the RV's are a group of retired people that live in the RV's for the duration of the project. Videl stated the church as researched having them stay at area camping sites but the cost is significant. Videl assured the Commission they are quiet people that participate in the ministry of the church during their stay and was not sure if they had pets.

Grell asked where the RV's will be located. Videl stated they plan to be on the east lot on both the north and south side of the lot. Videl stated the RV's will only be visible on Central Avenue and there would also be construction equipment parked on site.

Nelson asked how they will have power for the RV's. Videl stated they will be putting in a temporary power source.

Nelson asked about how they are going to get rid of their sewage. Videl stated they plan to contract with a sewage company to empty their tanks or they will ask permission to tie into the City's sanitary sewage system.

Schmitt asked how many people would be staying on site. Videl wasn't exactly sure but thought there would be five RV's with 2 – 3 people per unit.

Schmitt asked what the economic impact would be if they had the RV's stay off-site. Videl explained if they stayed at the Isanti County Fairgrounds it would cost the church around $26,000 once they factor in all the fees. Videl noted all traffic would access the lot off of Central Ave.

Without additional public comment, Struss closed the public hearing at 8:30 pm.

Westover suggested adding additional conditions that the RV's must meet all other City Codes at all times.

Struss asked what the process would be if staff felt they had to revoke the variance. Westover explained staff could bring the request to City Council at any time.

Immel recommended the church draft a waiver for the laborers so they are clear on the City Codes.

Schmitt asked if a background check is completed on the company. Videl stated they do a thorough background check.

Struss confirmed a public notice was sent to all properties within 350 feet.

Immel moved, seconded by Conley to recommend City Council approve the variance request and add a condition that the RV's must meet all other City Codes at all times. Struss encouraged the church to work with the neighbors on any concerns they might have. Motion carried 6/0.

Public Hearing: Places of Worship Ordinance Amendment

Westover stated the Planning Commission discussed exterior materials for places of worship on December 5, 2017 and it was the direction of the Commission to bring back the proposed ordinance.

Westover explained two recent requests for potential new "churches" have been brought to the City's attention. They have both asked about exterior material requirements and the current code is silent on requirements for places of worship.

Westover stated places of worship are allowed in both the city's residential and commercial zoning districts and new dwellings in residential districts are required to have a residential appearance (i.e. vinyl, asphalt roof, pitched roof, etc.). Westover stated new buildings in commercial districts are required to have specific commercial exterior materials (brick, rock face block, stone, finished pre-cast panels, glass, stucco).

Westover reported staff had a discussion on this and determined that for the time being until the Planning Commission and Council can discuss, places of worship would be considered commercial use and therefore need to adhere to the commercial exterior standards.

Westover stated since the city code does not define exterior materials for places of worship, the concern is that other requests for materials like steel or plain block would be requested. The current commercial standards do not allow steel, plain block, etc. Westover explained the residential standards aren't specific either, the code states that residential structures shall have a residential appearance including a residential type siding and roofing materials which staff interprets as typically vinyl or other hardy board type siding and asphalt or steel roof.

Nelson stated the steeple height is a concern since existing churches such as First Baptist and Cambridge Lutheran Church currently exceed 30 feet in height.

Struss opened the public hearing at 8:52 pm and without any public, closed the public hearing at 8:53 pm.

Grell moved, seconded by Erickson to recommend the City Council approve the draft ordinance as presented. Motion carried 6/0.

Comprehensive Plan – Review of Chapters 1 – 3 (Goals)

Westover explained as part of the updated 2017 Comprehensive Plan process, it was determined that staff and the Planning Commission would review the goals of the plan on a regular basis. Westover reviewed each of the general goals for each chapter and asked Commissioners to give a thumbs up on each goal.

Nelson stated he had concern with 1.6 with the choice of wording as "individual choice". Consensus of the Commission was to limit that policy to just "general welfare".

Robert Nelson asked if the City is addressing tiny houses and believes the City should be more receptive along with mother-in-law houses. Westover explained that was brought to the Planning Commission about a year ago and will be brought back to the Commission in the near future.

OTHER BUSINESS / MISCELLANEOUS

City Council Update

Westover and Conley updated the Commission on the previous City Council meeting.

Parks, Trails, and Recreation Commission Update

Westover updated the Commission on the previous Parks, Trails, and Recreation Commission.

ADJOURNMENT

Nelson moved, seconded by Erickson, to adjourn the meeting at 9:12 pm. Motion carried unanimously.

_____

Mike Stylski
Cambridge Planning Commission Chair

ATTEST:

_____

Marcia Westover
Community Development Director\City Planner

Item 6A and 6B Planning Commission Staff Report
Oak Terrace Plat 3 (Watson Property)
Preliminary Plat and Final Plat **March 6, 2018**

PUBLIC HEARING...PRELIMINARY PLAT. . .. . . OAK TERRACE PLAT 3...

Applicant
A request by Steve and Jane Watson, 510 and 530 25th Ave SW, Cambridge, MN 55008 for a preliminary and final plat.

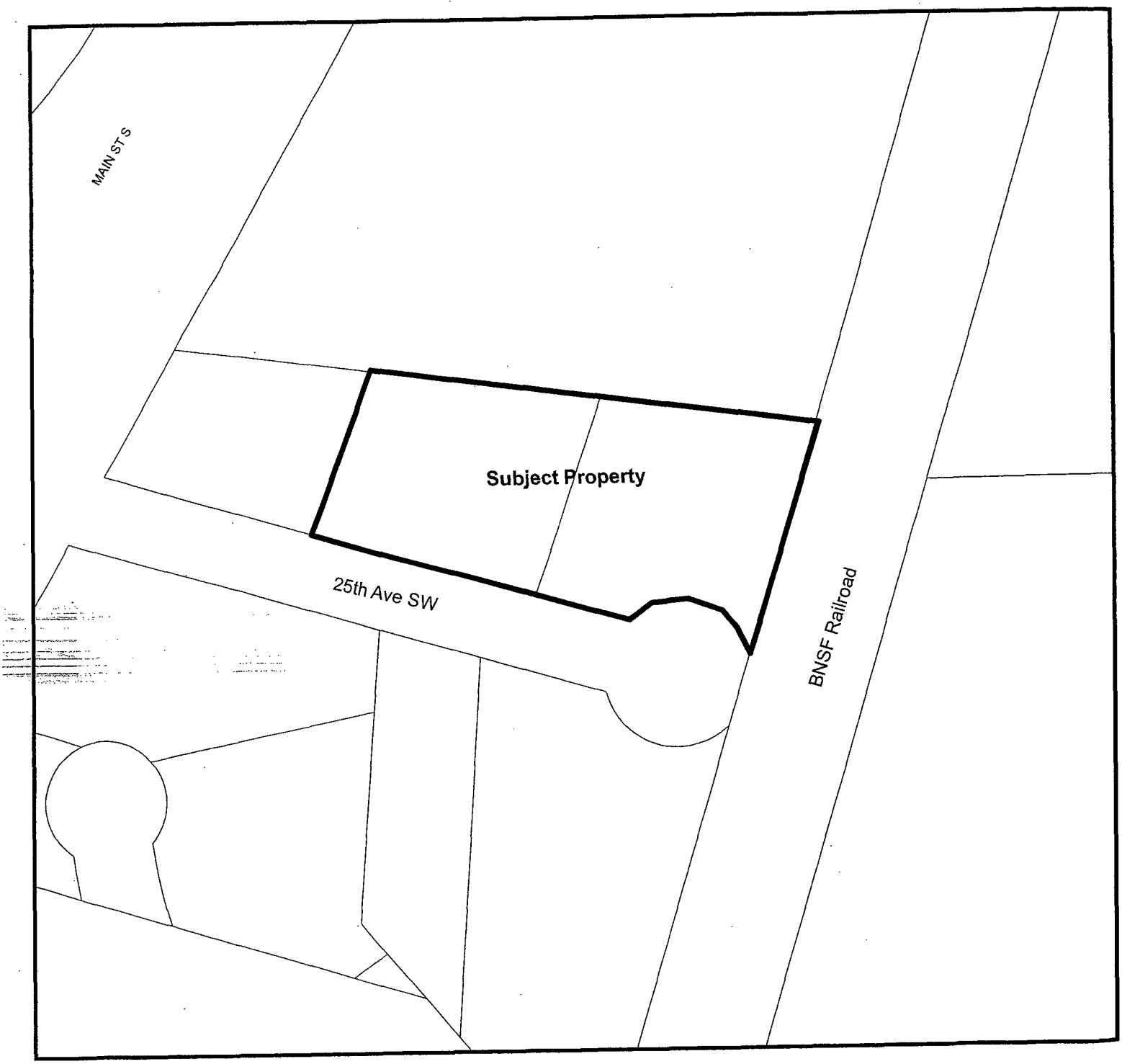
Review
The Watson's have requested to re-plat the property in an effort to create a new property boundary that better meets (building) setback requirements. The two parcels will be independent of one another and can be sold separately. The buildings on site are considered existing non-conformities and can remain as-is. The existing property line runs right through an existing building; the new plat moves the line and creates a conforming side yard setback.

Staff has reviewed the preliminary plat and final plat and finds they are consistent. The surveyor was working with staff prior to submittal and all of our comments have already been met. Since no new infrastructure is a requirement of this plat at this time, the preliminary and final plat can be reviewed together. City ordinance requires a Public Hearing for a preliminary plat. The preliminary and final can be voted on together since there are no changes required.

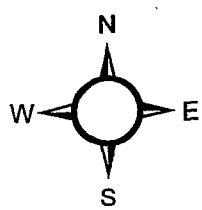
Planning Commission Action
Motion on the attached draft resolutions as may be amended by the Commission, recommending approval of the preliminary and final plat.

Attachments
1. General Location Map
2. Preliminary Plat
3. Final Plat
4. Draft Resolution-Preliminary Plat
5. Draft Resolution-Final Plat

Oak Terrace Plat 3



A request by Steve P. and Jane E. Watson to plat the property. A new boundary line will be created to adjust for building setbacks and the plat will have two lots.

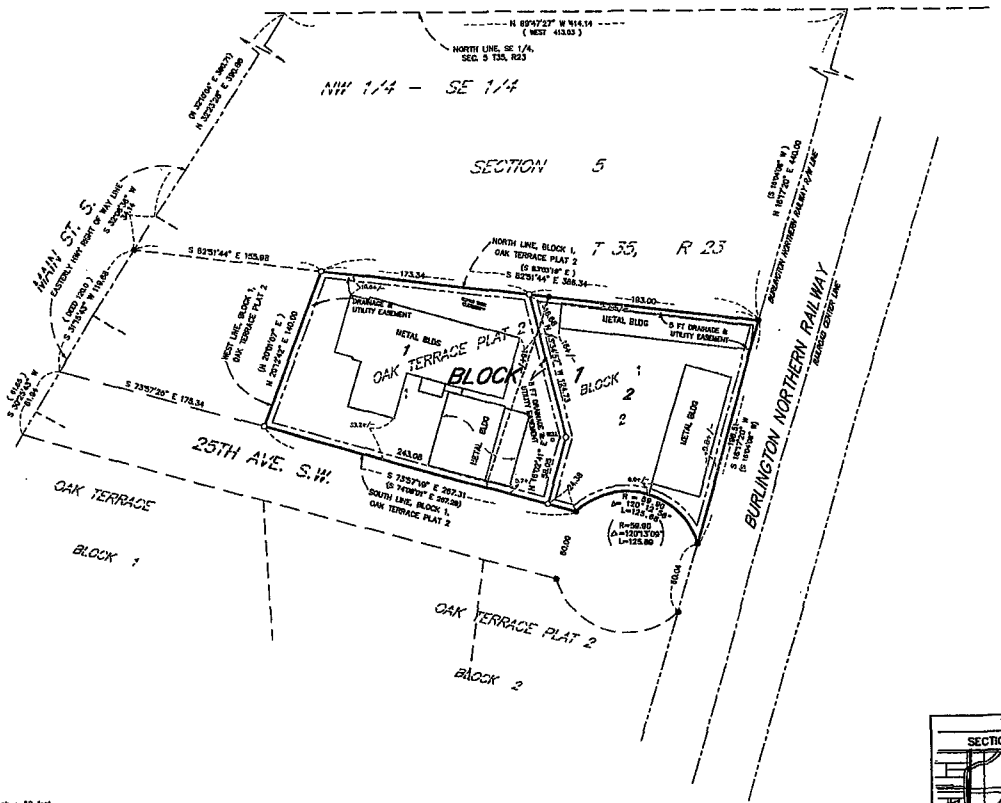


SECTION 5, T35, R23
CITY OF CAMBRIDGE
ISANTI COUNTY, MINNESOTA

PRELIMINARY PLAT

OAK TERRACE PLAT 3

CITY OF CAMBRIDGE, ISANTI CO., MINNESOTA



OWNERS AND DEVELOPERS

STEVEN P. WATSON AND JANE E. WATSON
P.O. BOX 111
CAMBRIDGE, MINNESOTA 55008
PROPERTY ADDRESS: 510 AND 530 25TH AVE. S.W.
CAMBRIDGE, MINNESOTA 55008

PROPERTY DESCRIPTION:

LOTS 1 & 2, BLOCK 1 OF THE RECORDED PLAT OF OAK TERRACE PLAT 2, ISANTI CO., MINN.

ZONING : B-2 HIGHWAY BUSINESS DISTRICT

LOT AREAS

LOT 1 = 33,840 SQ. FT. +/-
LOT 2 = 25,370 SQ. FT. +/-

TOTAL PLAT AREA = 59,210 SQ. FT. +/-

SCALE: 1 inch = 50 feet

50 25 15 5 0 50 50

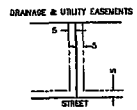
SCALE IN FEET

O DENOTES IRON PIPE MONUMENT SET -WITH PLASTIC CAP MARKED M.R.L.S. NO. 9280

● DENOTES IRON PIPE MONUMENT FOUND INPLACE

(388.34 S 83°03'15" E) DENOTES BEARING AND/OR DISTANCE AS GIVEN ON THE RECORDED PLATS OF OAK TERRACE & OAK TERRACE PLAT 2

DRAINAGE & UTILITY EASEMENTS

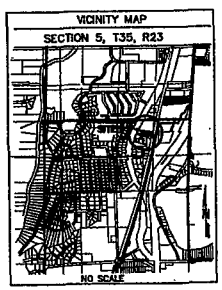


BEING 14 FEET IN WIDTH AND ADJOINING STREET LINES AND LOT LINES WHERE SHOWN HEREON

BEARING ORIENTATION:

FOR THE PURPOSES OF THIS SURVEY, THE NORTH LINE OF THE SE 1/4 OF SECTION 5, T35, R 23, ISANTI COUNTY, MINNESOTA, HAS A BEARING OF N 89° 47' 27" W, BASED ON THE ISANTI COUNTY COORDINATE SYSTEM, HARN GEODETIC NAD 83 (1996 ADJUSTMENT)

VICINITY MAP
SECTION 5, T35, R23



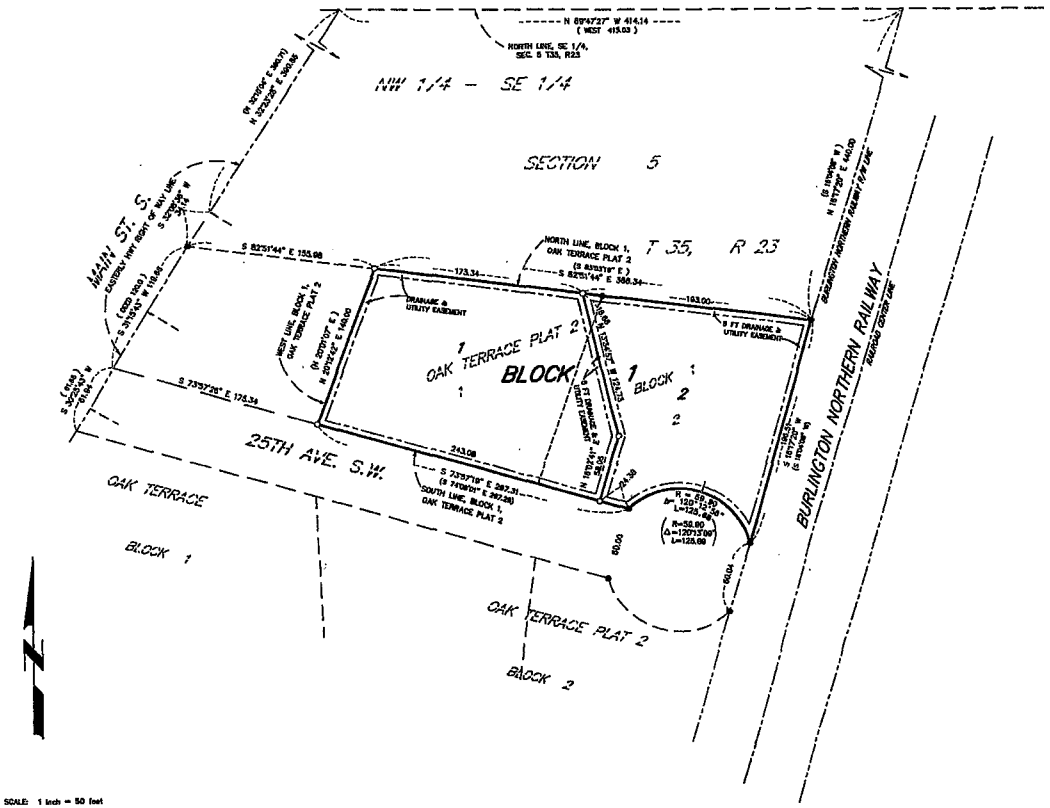
NO SCALE

HANSEN SURVEYING
DON E. HANSEN
M.R.L.S. NO. 9280
CAMBRIDGE, MN 55008

HANSEN SURVEYING
Cambridge, Mn

SECTION 5, T35, R23
CITY OF CAMBRIDGE
ISANTI COUNTY, MINNESOTA

OAK TERRACE PLAT 3



SCALE: 1 inch = 50 feet

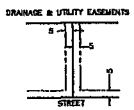
50 25 15 5 0 50 50

SCALE IN FEET

- ⊡ DENOTES IRON PIPE MONUMENT SET -WITH PLASTIC CAP MARKED H.R.L.S. NO. 9280
- ● DENOTES IRON PIPE MONUMENT FOUND INPLACE

(350.34 S 83°03'18" E) DENOTES BEARING AND/OR DISTANCE AS GIVEN ON THE RECORDED PLATS OF OAK TERRACE & OAK TERRACE PLAT 2

DRAINAGE & UTILITY EASEMENTS



BEING 14 FEET IN WIDTH AND ADJOINING STREET LINES AND LOT LINES WHERE SHOWN HEREON

BEARING ORIENTATION:

FOR THE PURPOSES OF THIS SURVEY, THE NORTH LINE OF THE SE 1/4 OF SECTION 5, T35, R 23, ISANTI COUNTY, MINNESOTA, HAS A BEARING OF N 89° 47' 27" W, BASED ON THE ISANTI COUNTY COORDINATE SYSTEM, HARN GEODETIC NAD 83 (1996 ADJUSTMENT)

KNOW ALL PERSONS BY THESE PRESENTS. That Steven P. Watson and Jane E. Watson, husband and wife owners and proprietors of the following described property situated in the County of Isanti, State of Minnesota, to-wit:

Lots 1 and 2, Block 1 of the recorded plat of OAK TRERRACE PLAT 2, Isanti County, Minnesota.

Have caused the same to be surveyed and platted as OAK TERRACE PLAT 3, and do hereby dedicate the easements as shown on this plat for public utility and/or drainage purposes only.

In witness whereof said Steven P. Watson and Jane E. Watson have caused these presents to be signed this _____day of _____, 20____.

By: _____ Steven P. Watson

By: _____ Jane E. Watson

STATE OF MINNESOTA
COUNTY OF _____: The foregoing instrument was acknowledged before me this _____ day of _____, 20____ by Steven P. Watson and Jane E. Watson, husband and wife.

_____ Signature

_____ Print Name (Do not use Notary Stamp)

Notary Public _____County, Minnesota
My Commission expires _____

I, Don E. Hansen, hereby certify that I have surveyed and platted the property described on this plat as OAK TERRACE PLAT 3; that this plat is a correct representation of the survey; that all distances are correctly shown on the plat in feet and hundredths of a foot; that all monuments will be correctly placed in the ground as shown within one year of recording; that the outside boundary lines are correctly designated on the plat and that there are no wet lands or public highways to be designated other than shown.

_____ Don E. Hansen, Land Surveyor
Minnesota License No. 9280

STATE OF MINNESOTA
COUNTY OF ISANTI: The foregoing Surveyors Certificate was acknowledged before me this _____ dau of _____ 20____, by Don E. Hansen, Land Surveyor, Minnesota License No. 9280

_____ Signature

_____ Print Name (Do not use Notary Stamp)

Notary Public _____County, Minnesota
My Commission expires _____

Approved by the City Engineer, City of Cambridge, Minnesota, this _____ day of _____, 20____.

_____ City Engineer

I hereby certify that this plat has been checked and recommended for approval as to compliance with Chapter 505, Minnesota Statutes this _____ day of _____, 20____.

_____ Minnesota Licensed Surveyor No. _____

Approved by the Planning Commission of the City of Cambridge, Minnesota, on the _____ day of _____, 20____.

_____ Chairperson

_____ Secretary

We do hereby certify that on the _____ day of _____, 20____, the City Council of Cambridge, Minnesota, approved this plat and the conditions of Minnesota Statutes Section 505.03, Subdivision 2, have been fulfilled.

_____ Mayor

_____ City Administrator

I hereby certify that the taxes for the year _____ on the property described herein have been paid and that there are no delinquent taxes and transfer entered on this _____ day of _____, 20____.

_____ Isanti County Auditor-Treasurer

By_____, Deputy

I hereby certify that this instrument was filed in the office of the County Recorder for record on this _____ day of _____, 20____ at _____o'clock _____M., and was duly recorded as Document No. _____

_____ Isanti County Recorder

HANSEN SURVEYING
Cambridge, Mn

Resolution No. R18-XXX

RESOLUTION APPROVING A PRELIMINARY PLAT
OAK TERRACE PLAT 3
(PIN'S: 15.056.0020 AND 15.056.0010)
(510 AND 530 25TH AVE SW)

WHEREAS, Steve P and Jane E Watson, PO Box 111, Cambridge, MN 55008, representatives of the property located at:

Lots 1 & 2, Block 1 Oak Terrace Plat 2, Isanti County, Minnesota.

Is requesting a Preliminary Plat; and

WHEREAS, The Planning Agency of the City has completed a review of the application and made a report pertaining to said request, a copy of which has been presented to the City Council; and

WHEREAS, The Planning Commission of the City, on the 6th day of March, 2018, following proper notice, held a public hearing to review the request; and

WHEREAS, the Planning Commission made a recommendation to approve said request, and it was brought forward for City Council consideration.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Cambridge, Minnesota, approves the proposed Preliminary Plat.

Adopted by the Cambridge City Council

This 19th day of March, 2018

_____
Marlys A. Palmer, Mayor

ATTEST:

_____
Lynda J. Woulfe, City Administrator

Resolution No. R18-XXX

RESOLUTION APPROVING A FINAL PLAT
OAK TERRACE PLAT 3
(PIN'S: 15.056.0020 AND 15.056.0010)
(510 AND 530 25TH AVE SW)

WHEREAS, Steve P and Jane E Watson, PO Box 111, Cambridge, MN 55008, representatives of the property located at:

Lots 1 & 2, Block 1 Oak Terrace Plat 2, Isanti County, Minnesota.

Is requesting a Final Plat; and

WHEREAS, The Planning Agency of the City has completed a review of the application and made a report pertaining to said request, a copy of which has been presented to the City Council; and

WHEREAS, The Planning Commission of the City, on the 6th day of March, 2018, following proper notice, held a meeting to review the request; and

WHEREAS, the Planning Commission made a recommendation to approve said request, and it was brought forward for City Council consideration.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Cambridge, Minnesota, approves the proposed Final Plat.

Adopted by the Cambridge City Council

This 19th day of March, 2018

_____
Marlys A. Palmer, Mayor

ATTEST:

_____
Lynda J. Woulfe, City Administrator

CITY OF CAMBRIDGE – PLANNING COMMISSION
2018 DEVELOPMENT REVIEW SCHEDULE

The Planning and Zoning Commission is a seven member volunteer commission. Members are appointed by the City Council. Meetings are scheduled for the first Tuesday of each month unless otherwise noted. Identified below is the 2018 schedule for all items brought before the Planning Commission.

Application Submittal Date:	December	8th
Publication Deadline:	December	15th
Planning and Zoning Commission:	**January**	**2nd**
City Council Meeting:	**January**	**16th**
60 Day Agency Action:	February	6th
Application Submittal Date:	January	12th
Publication Deadline:	January	19th
Planning and Zoning Commission:	**February**	**7th (Wed.)**
City Council Meeting:	**February**	**20th**
60 Day Agency Action:	March	13th
Application Submittal Date:	February	9th
Publication Deadline:	February	16th
Planning and Zoning Commission:	**March**	**6th**
City Council Meeting:	**March**	**19th**
60 Day Agency Action:	April	10th
Application Submittal Date:	March	9th
Publication Deadline:	March	16th
Planning and Zoning Commission:	**April**	**3rd**
City Council Meeting:	**April**	**16th**
60 Day Agency Action:	May	10th
Application Submittal Date:	April	6th
Publication Deadline:	April	13th
Planning and Zoning Commission:	**May**	**1st**
City Council Meeting:	**May**	**21st**
60 Day Agency Action:	June	8th
Application Submittal Date:	May	11th
Publication Deadline:	May	18th
Planning and Zoning Commission:	**June**	**5th**
City Council Meeting:	**June**	**18th**
60 Day Agency Action:	July	5th
Application Submittal Date:	June	8th
Publication Deadline:	June	15th
Planning and Zoning Commission:	**July**	**3rd**
City Council Meeting:	**July**	**16th**
60 Day Agency Action:	August	6th
Application Submittal Date:	July	13th
Publication Deadline:	July	20th
Planning and Zoning Commission:	**August**	**7th**

City Council Meeting:	**August**	**20th**
60 Day Agency Action:	September	11th
Application Submittal Date:	August	10th
Publication Deadline:	August	17th
Planning and Zoning Commission:	**September**	**4th**
City Council Meeting:	**September**	**17th**
60 Day Agency Action:	October	9th
Application Submittal Date:	September	7th
Publication Deadline:	September	14th
Planning and Zoning Commission:	**October**	**2nd**
City Council Meeting:	**October**	**15th**
60 Day Agency Action:	November	6th
Application Submittal Date:	October	12th
Publication Deadline:	October	19th
Planning and Zoning Commission:	**November**	**7th (Wed.)**
City Council Meeting:	**November**	**19th**
60 Day Agency Action:	December	10th
Application Submittal Date:	November	9th
Publication Deadline:	November	16th
Planning and Zoning Commission:	**December**	**4th**
City Council Meeting:	**December**	**17th**
60 Day Agency Action:	January	7th
2017		
Application Submittal Date:	December	7th
Publication Deadline:	December	14th
Planning and Zoning Commission:	**January**	**2nd**
City Council Meeting:	**January**	**21st**
60 Day Agency Action:	February	5th

- Applicants are required to carry out pre-application meetings with city staff prior to the application submittal dates. Applicants are strongly encouraged to schedule pre-application meetings well in advance of listed application dates.

- **Applications not received by 4:30 p.m. on the Application Submittal Date or determined to be incomplete within ten (10) days following the application submittal date will not be processed.** Applicants will be notified by mail if an application is determined to be insufficient.

- Succession of meeting dates is contingent on completeness of application materials and the outcome of the Planning and Zoning Commission meeting. Meeting dates are subject to cancellation and/or change.

- The 60-day agency action date is calculated using the Application Submittal Date as a start date. Every Effort will be made to process all applications within 60 days. The City reserves the rights to extend the 60-day agency action date to 120 days upon notification of the applicant as required by law.

CAMBRIDGE
Minnesota's Opportunity Community℠

City Council & Commissions Code of Conduct And Council Bylaws

Adopted: Oct. 3, 2011 (Special Meeting after regular Council meeting)
Amended: January 3, 2012; July 16, 2012; January 3, 2017

CAMBRIDGE
Minnesota's Opportunity Community℠

City of Cambridge City Council and Commissions
Code of Conduct

Purpose
The mayor and city council of the City of Cambridge determines that a code of conduct for its members, *as well as the members of the various advisory boards and commissions* of the City of Cambridge, is essential for the public affairs of the city. By eliminating conflicts of interest and providing standards for conduct in city matters, the city council hopes to promote the faith and confidence of the citizens of Cambridge in their government and to encourage its citizens to serve on its council and boards and commissions.

Standards of Conduct
No elected official or a city advisory board or commission member may knowingly:

a. Violate the open meeting law.

b. Participate in a matter that is before the city council or relevant board that affects the person's financial interests or those of a business with which the person is associated, unless the effect on the person or business is no greater than on other members of the same business classification, profession, or occupation. If a conflict of interest does exist, the person will remove themselves from the table and sit with the audience until the discussion / action on the item has been concluded.

c. Use the person's public position to secure special privileges or exemptions for the person or for others.

d. Use the person's public position to solicit personal gifts or favors.

e. Use the person's public position for personal gain.

f. Except as specifically permitted pursuant to Minnesota Statute §471.895, accept or receive any gift of substance, whether in the form of money, services, loan, travel, entertainment, hospitality, promise, or any other form, under circumstances in which it could be reasonably expected to influence the person, the person's performance of official action, or be intended as a reward for the person's official action.

g. Disclose to the public, or use for the person's or another person's personal gain, information that was gained by reason of the person's public position if the information was not public data or was discussed at a closed session of the city council or committee.

h. Disclose information that was received, discussed, or decided in conference with the city's legal counsel that is protected by the attorney-client privilege unless a majority of the city council has authorized the disclosure.

i. Use their official title as Councilmember or Commission member to write a letter to the editor, prepare/submit a story to the press, or create a City of Cambridge XXX Facebook page or social media account without first seeking Council approval.

Except as prohibited by the provisions of Minnesota Statute Section §471.87, there is no violation of item b. of this section for a matter that comes before the council, board, or commission, if the member of the council, board, or commission publicly discloses the circumstances that would violate these standards and refrains from participating in the discussion and vote on the matter. Nothing herein shall be construed to prohibit a contract with an elected official under the circumstances described under Minnesota Statute Section §471.88, if proper statutory procedures are followed.

Complaint, Hearing

Any person may file a written complaint with the city administrator alleging a violation of the aforementioned standards of conduct. The complaint must contain supporting facts for the allegation. The city council may hold a hearing after receiving the written complaint or upon the council's own volition.

A hearing must be held only if the city council determines (1) upon advice of the city attorney, designee, or other attorney appointed by the council, that the factual allegations state a sufficient claim of a violation of these standards or rise to the level of a legally-recognized conflict of interest, and (2) that the complaint has been lodged in good faith and not for impermissible purposes such as delay.

The city council's determination must be made within 30 days of the filing of the allegation with the city administrator. If the council determines that there is an adequate justification for holding a hearing, the hearing must be held within 30 days of the city council's determination. At the hearing, the person accused must have the opportunity to be heard. If after the hearing, the council finds that a violation of a standard has occurred or does exist, the council may censure the person, refer the matter for criminal prosecution, request an official not to participate in a decision, or remove an appointed member of a board or commission from office.

Cambridge City Council Bylaws

I. ***AUTHORITY.*** City councils are authorized to adopt rules of procedure and provide for order at their meetings pursuant to Minn. Stat. § 412.191.

II. ***PURPOSE.*** The purpose of this policy on city council meetings is to set the groundwork for orderly and respectful communications between and among councilmembers, city staff, and citizens to promote the efficient working of the public's business at city council meetings.

III. ***THE OPEN MEETING LAW.*** The Minnesota Open Meeting Law, Minn. Stat. Chapter 13D, generally requires that all meetings of public bodies be open to the public.

A. This presumption of openness serves three basic purposes:
   1. To prohibit actions from being taken at a secret meeting, where it is impossible for the interested public to become fully informed concerning decisions of public bodies, or to detect improper influences.
   2. To ensure the public's right to be informed.
   3. To afford the public an opportunity to present its views to the public body.

B. The city council views providing and encouraging citizen access to city meetings as one of its most important duties. As a result, all council and council committee meetings, including special and adjourned meetings, with the exception of closed meetings, as provided by Minn. Stat. Chapter 13D, shall be open to the public.

C. In calculating the number of days for providing notice under the Minnesota Open Meeting Law, the first day that the notice is given is not counted, but the last day is counted. If the last day is a Saturday, Sunday, or legal holiday, that day is omitted from the calculation and the following day is considered the last day (unless, it happens to be a Saturday, Sunday, or legal holiday).

D. In keeping with the intent of the Minnesota Open Meeting Law, city councilmembers shall not use any form of electronic communications technology, such as text messaging or e-mail, to communicate with one another or third parties during a public meeting in a manner that is hidden or shielded from the public view.

E. Pursuant to Minn. Stat. § 13D.01, subd. 6, at least one copy of the written materials made available to council at or before the meeting shall also be made available for inspection by the public, excluding any non-public data, attorney-client privileged or materials related to agenda items of closed meetings.

IV. *QUORUM.* A simple majority (three members) of the council shall constitute a quorum for the valid transaction of any scheduled business to come before the council.

V. *COUNCIL MEETINGS.*

A. ***Location.*** All meetings, including special, recessed, and continued meetings, shall be held in the city council chambers, unless otherwise designated, pursuant to Minn. Stat. § 13D.04, subd. 2.

B. ***Regular meetings.*** A schedule of regular meetings shall be kept on file with the City Administrator. All regular City Council meetings held in City Council Chambers must be recorded.

C. ***Special meetings.*** A special meeting is a meeting that is held at a time or location different from that of a regular meeting. A special meeting may be called by the mayor or any two city councilmembers by filing a request for the meeting at least three days before the meeting. Days shall be counted as provided in III-C. Notice to the public of special meetings must be given pursuant to Minn. Stat. § 13D.04, subd. 2. All regular City Council meetings held in City Council Chambers must be recorded.

D. ***Emergency meetings.*** An emergency meeting may be called by the mayor or any two city councilmembers. An emergency meeting is a special meeting called because of circumstances that, in the judgment of the public body require immediate consideration by the public body. Posted or published notice of an emergency meeting is not required. However, the city will make a good faith effort to notify each news outlet that has filed a written request for notice. Notice must be given by telephone or any other method to notify members of the public body. The notice must include the subject of the meeting.

E. ***Closed meetings.*** The Minnesota Open Meeting Law allows some meetings to be closed to the public for defined purposes. When a meeting is closed, the presiding officer at the council meeting will state the reason for closing the meeting on the record and cite the state statute that permits closure.

F. ***Recessed or continued meetings.*** When a meeting is recessed or continued, the presiding officer shall state the time and place for the next meeting to occur pursuant to Minn. Stat. § 13D.04, subd 4. The time and place shall be noted in the minutes. If the time and place is stated and noted in the minutes, no additional notice of the meeting is required. However, if the time and place is not stated, the notice procedures for special meeting shall be required.

G. ***Organizational meetings.*** The council will conduct its organizational meeting concurrent with the first regular council meeting in January of each year to:

1. Appoint an acting mayor pursuant to Minn. Stat. § 412.121.
2. Select an official newspaper pursuant to Minn. Stat. § 412.831.
3. Select an official depository for city funds. This must be done within 30 days of the start of the city's fiscal year pursuant to Minn. Stat. §§ 427.01-.02; 118A.02, subd 1; 427.09.
4. Review council's bylaws and make any needed changes.
5. Assign committee duties to members.
6. Approve official bonds that have been filed with the clerk.

VI. PRESIDING OFFICER. The mayor shall preside at all meetings of the city council.

A. ***Role of the presiding officer.*** The presiding officer shall preserve order, enforce the City Council Rules of Order and Procedure as adopted in VII, and determine, without debate, all questions of procedure and order, subject to the final decision of the council on appeal as provided in VI-D.

The presiding officer shall determine the order in which each member may speak and may move matters to a vote once the officer has determined that all members have spoken. The presiding officer may determine whether a motion or proposed amendment is in order and may call members to order.

B. ***Adjourning meetings.*** If considered necessary, because of grave disorder, the presiding officer may adjourn or continue the meeting to another time or suspend the meeting for a specified time.

C. ***Designation of a sergeant-at-arms.*** The presiding officer may request that local law enforcement designate a member to serve as a sergeant-at-arms at city council meetings. The sergeant-at-arms shall carry out all orders or instructions given by the presiding officer for the purpose of maintaining order and decorum at meetings.

D. ***Motions and voting.*** The presiding officer may make motions, second motions, speak on any questions, and vote on any matter properly before the council.

E. ***Absences of the presiding officer.*** In the absence of the mayor, the acting mayor shall preside. In the absence of both the mayor and the acting mayor, the city administrator shall call the meeting to order. The first order of business shall be to select a presiding officer for the meeting from the members present. The city administrator shall preside until the councilmembers present choose a member to act as presiding officer.

F. ***Appeals of rulings of the presiding officer.*** Any member of the council may appeal to the full council a ruling on order or procedure made by the presiding officer.

1. ***Procedure for appeals.*** An appeal is made by motion. No second is need for the motion. The member making the motion may speak once solely on the question involved, and the presiding officer may speak once solely to explain his or her ruling, but no other councilmember may participate in the discussion.

2. Once both the maker of the motion and the presiding officer has spoken, the matter must be voted upon by the council as a whole.

3. The appeal shall be sustained if it is approved by a majority of the members present, exclusive of the presiding officer.

G. ***Temporary designation of a presiding officer.*** The presiding officer may choose to designate a temporary presiding officer before participating in debate on a given matter. In the alternative, the council may by majority vote designate a temporary presiding officer to preside over the debate on a given matter. The presiding officer shall resume presiding as soon as action on the matter is concluded.

VII. *DECORUM OF COUNCILMEMBERS.*

A. ***Aspirational statement:*** All councilmembers shall assist the presiding officer in preserving order and decorum and in providing for the efficient operation of the meeting.

B. ***Aspirational statement:*** No councilmember shall engage in conduct which delays or interrupts the proceedings or which hinders honest, respectful discussion and debate.

C. ***Aspirational statement:*** City council meetings shall be conducted in a courteous manner that recognizes the validity of differing points of view and promotes the ideal of democratic discussion and debate free of insult, slander, and personal attacks and threats.

D. To effectuate these aspirational goals, city councilmembers shall conduct themselves at council meetings in a manner consistent with the following:

1. No councilmember shall engage in private conversation or pass private messages while in the chamber in order to not interrupt the proceedings of the council.

2. No councilmember shall leave his or her seat or make any noise of disturbance while a vote is being taken and until the result of the vote is announced.

3. No councilmember shall use profane or obscene words or unparlimentary language or use language that threatens harm or violence toward another person during a council meeting.

4. No councilmember shall speak on any subject other than the subject in debate.

5. No councilmember shall speak without being recognized by the chair; nor shall any councilmember interrupt the speech of another councilmember.

6. No councilmember shall disobey the decision of the presiding officer on questions of order or practice or upon the interpretation of the rules of council.

7. No councilmember shall engage in disorderly conduct that disturbs or disrupts the orderly conduct of any meeting.

VIII. MOTIONS. The purpose of this policy is to foster debate and discussion in an orderly manner, and not to suppress honest discussion with excessive formality. Without rules, confusion and disorderly proceedings would hamper all city action, no matter how well intended. Rules allow city business to be conducted as efficiently as possible, protect minority groups by giving every person a chance to be heard, prevent discussion of multiple topics at once, and allow decisions to be made by majority rule.

A. ***Rights of councilmembers.*** All councilmembers are equal and have the same rights to make motions; object to motions in a timely manner; participate in debate; have their votes counted; and speak, when recognized, free of interruption.

B. ***Obligations of councilmembers.*** The rights of individual councilmembers cannot be realized unless all councilmembers also recognize their obligations as members of the political body. Councilmembers are obligated to receive the recognition of the chair before speaking, except as otherwise provided by these rules. No one has the right to speak at whim.

Councilmembers are obligated to speak directly on the subject being considered and observe time limits for comment. Finally, councilmembers are obligated to address all remarks to the presiding officer, avoid personal attacks, and refrain from using any insulting or demeaning language or indecent or threatening behavior.

1. ***Motions.***
   All formal actions of council must be by motion. A councilmember may make only one motion at a time.

2. ***Language for making a motion.***
   The appropriate language for making a motion shall be substantially similar to *"I move to _____."*

3. ***Procedure for consideration of a motion.***
   All motions must be seconded for consideration and discussion. Once a motion has been made, the presiding officer shall restate the motion and (if applicable) open the motion up for debate, provided that the mayor determines that the motion is in order and no objections to the motion have been.

   A motion is in order if it is made at a proper time in the proper format and does not violate any applicable rules of law, ordinance, or city policy, including city policies on decorum and civility, and is not made for the purpose of unduly delaying the proceedings. Debate shall follow the procedures in Rule 5. Once debate has concluded, the presiding officer shall restate the motion and call for a vote on the issue. A motion shall be considered passed if it receives a majority vote of those present at the meeting, unless otherwise required by law.

4. ***Objections to a motion.***

a. Any member of the council may make an objection to a motion if he or she believes the motion is not in order. A motion is in order if it is made at a proper time in the proper format and does not violate any applicable rules of law, ordinance, or city policy, including city policies on decorum and civility, and is not made for the purpose of unduly delaying the proceedings.

b. An objection to a motion must be made immediately following the motion and at no other time. The objector does not need to be recognized by the presiding officer in order to voice their objection. The appropriate language for making an objection shall be substantially similar to "I object to the motion as being out of order, and call for a ruling by the presiding officer."

c. A motion may be objected to as not being made at a proper time if the motion was made by a person not called upon by the presiding officer to speak, or if it does not follow the agreed upon agenda for the meeting.

d. The presiding officer shall determine whether the motion is in order.

e. In determining whether the motion is in order, the presiding officer shall let the objector to the motion speak once explaining his or her position. Next, the presiding officer shall let the

maker of the motion speak once to answer the concerns of the objector. Then the presiding officer shall make a formal ruling as to whether the motion was in order.

f. If the motion is ruled out of order, the motion shall not be considered. If the motion is ruled in order, the presiding officer shall open the motion for debate (if applicable).

g. The presiding officer's ruling may be appealed as provided in Rule 7.

5. Debate. Generally only one motion may be considered at a time in debate. Once a motion has been made, the presiding officer shall restate the motion and open the motion for debate, if the motion is debatable. The presiding officer shall conduct the debate in accordance with the following:

a. For initial comments, all comments shall be limited to five minutes. For subsequent comments, all comments shall be limited to two minutes.

b. The maker of the motion shall be permitted to speak first on the issue.

c. To the extent possible, the debate shall alternate between proponents and opponents of the measure.

d. Everyone who wishes to speak on the issue must be permitted to speak once, before councilmembers who have already spoken are permitted to speak again.

e. Councilmembers shall avoid repeating points already made in the debate or other duplicative conduct that may delay the proceedings. Where a point has already been made, councilmembers may affirm agreement or disagreement.

f. Generally only one motion may be considered at a time in debate. Debate may only be interrupted by a motion to amend the original motion, a motion to take a brief recess, a motion to withdraw the motion by the motion's maker, a motion to divide a complex question, a motion to defer consideration to a later date, a motion to refer an issue to committee, motion for the previous question, a motion to limit debate, or a motion for a call to order. When debate is interrupted by any of these motions, the interrupting motion shall be resolved prior to resuming debate.

6. Definitions of motions that may interrupt debate (secondary motions). As explained in #5, only certain motions may interrupt debate on a motion. These are called secondary motions. When a secondary motion is made, the presiding officer must follow the same procedures in #3 to consider the secondary motion.

A secondary motion must be resolved, either by being ruled out of order by the presiding officer or debated and voted upon by the council, before debate on the main motion can resume. Secondary motions may also be made outside of debate, where appropriate. For example, a motion to take a brief recess can be made before, during, or after a debate.

a. ***Motion to amend the original motion.*** The maker of the motion does not need to consent to a motion to amend. However, he or she may vote against the amendment or withdraw their motion via a motion to withdraw prior to any amendment being approved. Only two

amendments may be made to an original motion to avoid confusion. The amendments should be voted on in reverse order, with the last amendment being voted upon first. To avoid confusion, complex language should be put in writing. A motion may not be amended so substantially as to essentially reject the original motion, though different language may be proposed so as to entirely substitute for the original language.

The appropriate language for making a motion to amend shall be substantially similar to "I move to amend the motion by inserting between . . . . and . . . ." or "I move to amend the motion by adding after . . ." or "I move to amend the motion by striking out . . ." or "I move to amend the motion by striking out . . . and inserting . . ." or "I move to amend by striking out the motion . . . and substituting the following."

b. ***Motion to take a brief recess*** is not a motion to adjourn or continue the meeting to another time or place. Instead, it is a motion to take a brief respite no greater than 20 minutes. If a motion to take a brief recess is granted, the presiding officer may set a time for the meeting to resume. In addition, the presiding officer is authorized to call for a brief recess on his or her own initiative, without a vote, to maintain order in the meeting.

The appropriate language for making a motion to recess shall be substantially similar to "I move to take a brief recess for _____ minutes."

c. ***Motion to withdraw a motion*** is not subject to debate, and it can only be made by the motion's maker before a motion is amended.

The appropriate language for making a motion to withdraw shall be substantially similar to "I move to withdraw my motion."

d. ***Motion to divide a complex question*** may be used for complex items of business. It allows the council to break larger questions into smaller parts, which are considered separately.

The appropriate language for making a motion to divide a complex question shall be substantially similar to "I move to divide the question into _____ parts. Part 1 shall be _____. Part 2 shall be _____.

e. ***Motion to table or defer consideration to a later date*** is not subject to debate. It may be used to defer or delay consideration of a matter.

The appropriate language for making a motion to defer consideration shall be substantially similar to "I move to defer consideration of the main motion/this item until _____."

f. ***Motion to refer an issue to committee*** is not subject to debate. It may be used to refer an issue to a city committee, such as the park board or planning commission, for their report. The motion should contain an expected receipt day for the report.

The appropriate language for making a motion to refer an issue shall be substantially similar to "I move to refer the main motion/this issue to the _____ committee for its consideration and recommendation. The committee should report back to the council in ___ days/weeks."

g. ***Motion for call of the previous question*** is not subject to debate. It may be used only after at least 20 minutes of debate on a single motion or when all members of the council have been permitted to speak at least once on the motion. If approved by the majority, a vote must be taken on the motion under debate immediately.

The appropriate language for making a motion to call the previous question shall be substantially similar to "I move to call the previous question" or "I move for an immediate vote on this issue."

h. ***Motion to limit debate*** is not subject to debate. It may be used to establish time limits for debate.

The appropriate language for making a motion to limit debate shall be substantially similar to "I move to limit debate on this issue to __ minutes per person" or "I move to limit council debate on this issue to no more than ___ minutes total."

i. ***Motion for a call to order*** is not subject to debate. It may be used to signal to the presiding officer that the councilmember feels the proceedings have gotten disorderly.

The appropriate language for making a motion for a call to order shall be substantially similar to "I move for a call to order by the presiding officer."

NOTE: Most secondary motions should not literally interrupt debate. They may not be made in the midst of the comments of a speaker duly recognized by the presiding officer, or silence the speaker's speech. To make a secondary motion, the maker must be called upon and recognized by the presiding officer. There are two exceptions to this rule—a motion for a call of the previous question and a motion for a call to order. These motions may be made at any time—even in a manner that interrupts a speaker. However, these motions should be made only in the rare instance where a meeting has become out of control, strayed from the agenda, or become disorderly.

7. Appealing procedural decisions of the presiding officer.

a. Any member of the council may appeal to the full council a ruling on order or procedure made by the presiding officer.

b. ***Procedure for appeals.*** An appeal is made by motion. No second is needed for the motion. The member making the motion may speak once solely on the question involved, and the presiding officer may speak once solely to explain his or her ruling, but no other councilmember may participate in the discussion.

c. Once both the maker of the motion and the presiding officer has spoken, the matter must be voted upon by the council as a whole.

d. The appeal shall be sustained if it is approved by a majority of the members present, exclusive of the presiding officer.

8. Other special motions explained.

a. ***Motion to adjourn*** is not subject to debate. It may be used to suggest a conclusion to the meeting. The presiding officer may adjourn a meeting on his or her own initiative, without a vote, if necessary to maintain order.

The appropriate language for making a motion to adjourn shall be substantially similar to "I move to adjourn the meeting."

b. ***Motion to go into closed session*** may be used to close the meeting pursuant to the Minnesota Open Meeting Law. When the motion is made, the basis for closing the meeting and the applicable law must be stated into the record. The presiding officer may also close the meeting on his or her own initiative, without a council vote, if closing the meeting is mandatory under the law or if directed by the city attorney.

The appropriate language for making a motion to go into closed session shall be substantially similar to "I move to close the meeting in order to consider _____ pursuant to _____ of the Minnesota Open Meeting Law."

c. ***Motion to leave a closed session*** may be used to conclude a closed session and return to an open meeting.

The appropriate language for making a motion to leave a closed session shall be substantially similar to "I move to open the meeting."

d. ***Motion to revive consideration of an issue*** may be used to request consideration of an issue previously tabled, deferred, or referred to committee at any prior meeting.

The appropriate language for making a motion to revive shall be substantially similar to "I move to revive consideration of _____ previously tabled/deferred/referred to committee."

e. ***Motion to reconsider*** may be made only at the ***same*** meeting where the issue was originally considered and voted upon. It may be made only by a person on the prevailing side of an issue. In the event of a tie vote, those voting against the issue shall be considered the prevailing side.

The appropriate language for making a motion to reconsider shall be substantially similar to "I move to reconsider _____."

f. ***Motion to rescind or repeal*** may be made at any meeting following the meeting where the issue was originally considered and voted upon. It may be made by any councilmember, whether or not he or she was on the prevailing side. It may not be made when prevented by law or where substantial reliance on the council's previous decision has occurred (for example, in the area of contracts or hiring/termination of employees).

The appropriate language for making a motion to reconsider shall be substantially similar to "I move to rescind/repeal the council's previous action related to _____ as stated in resolution number _____."

g. ***Motion to prevent reintroduction of an issue for ____ months*** is not subject to debate. It may be used to limit discussion of an issue that has been raised and/or moved for reconsideration several previous times.

The appropriate language for making a motion to prevent reintroduction shall be substantially similar to "I move to prevent reintroduction of this issue for _____ months."

h. ***Motion to suspend the rules or to consider a motion informally*** should be used sparingly on issues likely to be uncontroversial. Complex motions and resolutions should still be put in writing. This motion may permit informal discussion of an issue (such as a roundtable discussion, brainstorming session, visioning session, etc.) where appropriate.

The appropriate language for making a motion to proceed informally shall be substantially similar to "I move that we suspend the rules and proceed informally in discussing the issue of _____."

9. ***Resolutions and ordinances.*** Simple motions shall be used only for procedural and meeting matters. Substantive issues, such as the approval or disapproval of street improvement projects and contracts; the censure of councilmembers; zoning issues, and the adoption of city policies, rules, and ordinances shall be by resolution. An exception to this general rule may be made in instances where significant documentation of the council's decision exists, rendering an additional resolution repetitive (for example, where a written contract spells out all the terms that would be listed in the resolution). All resolutions shall be written and numbered in a manner consistent with the city's record keeping policies.

The appropriate language for a motion for the adoption of a resolution shall be substantially similar to "I move to adopt the resolution numbered ____."

10. ***Robert's Rules not applicable.*** These model rules are designed specifically for Minnesota city councils. Further, these rules were drafted to be an appropriate level of regulation and formality for smaller governing bodies typically seen in Minnesota cities. Robert's Rules of Order is not assumed to apply or to supplement these regulations. Where a situation arises that is not addressed by these rules, the intent of these rules, as expressed in the preamble, should be effectuated by the presiding officer, in consultation with the city attorney.

IX. VOTING.

A. The votes of the city council will be taken by voice vote. The presiding officer shall announce the results of all votes of the council.

B. A clear statement of the matter being voted upon and the names of those voting for and against the matter shall be recorded in the official minutes.

C. Councilmembers may ask for a roll call of the vote by the Mayor on any motion or resolution.

D. The city administrator may ask for a verification roll call if the vote of a councilmember is not clear on the voice vote.

E. A majority vote shall be sufficient for all matters before the council, unless otherwise provided by state law.

F. Whenever a matter is put forward for a vote, every councilmember shall vote, except as follows:

1. A conflict of interest exists under state law;

2. A Councilmember determines that voting on the matter, given his or her individual circumstances, would give rise to an appearance of impropriety that could negatively affect the public trust; or

3. A Councilmember determines that he or she does not have enough information to vote yes or no on a matter. This exception shall only apply if the Councilmember has identified the lacking information and made an attempt to have the matter continued so the information can be developed or obtained.

Whenever a Councilmember abstains from voting, he or she must state on the record the reason(s) for abstaining and the exception(s) on which the abstention is based.

X. PUBLIC COMMENT AT COUNCIL MEETINGS AND AT PUBLIC HEARINGS

A. ***Public participation and comment at council meetings.*** City council meetings are the forum for the city council to conduct the city's business. While city council meetings are open to the public pursuant to the Minnesota Open Meeting Law, they are not a forum for public expression. As such, members of the public are not allowed to participate in council discussion and debate without a specific invitation and/or formal recognition by the presiding officer. Members of the public shall not applaud, engage in conversation, or engage in other behavior through words or action that may disrupt the proceedings of council.

B. ***Members of the public shall follow the direction of the presiding officer.*** Members of the public who do not follow the direction of the presiding officer will be warned that further disruptive conduct will result in removal from the meeting. After warning, if the conduct continues, the presiding officer may ask the member of the public to leave the meeting room.

If the member of the public refuses to follow the direction of the presiding officer, the presiding officer may direct the sergeant-at-arms to remove the person through any lawful means. In emergency situations, or where conduct is an egregious threat to the safety of the public or the council, a warning is not necessary before the sergeant-at-arms is directed to remove the person.

C. ***Public comment period.*** A limited forum for residents of the City of Cambridge to speak with the council is provided on the agenda for the Council meeting held the third Monday of every month. Public comments during the public comment period are subject to these limitations:

1. Speakers must be recognized by the presiding officer before speaking and are limited to three minutes for comment.

2. When multiple speakers appear to speak on the same topic, comments should not be repetitive. The presiding officer may request speakers to appoint a spokesperson.

3. The presiding officer may place a time limit on the public comment period if necessary to allow for the conduct of city business. If there is not sufficient time at the meeting to hear all public comments, the comment period may be deferred to the next regular council meeting or at a continued meeting.

4. Speakers must sign up prior to speaking and provide a name, address, and brief summary of the subject matter they wish to address. The sign-up sheet will be available at the start of the city council meeting.

5. Speakers must direct their remarks toward the presiding officer.

6. Speakers shall not use obscene, profane or threatening language, nor conduct themselves in a threatening, loud, or boisterous manner that disrupts the conduct of the meeting or the security of the public.

7. Speakers are required to follow the direction of the presiding officer.

8. Speakers who do not follow the direction of the presiding officer will be warned that further disruptive conduct will result in removal from the meeting. After warning, if the conduct continues the presiding officer may ask the speaker to leave. If the speaker refuses to follow the direction of the presiding officer, the presiding officer may direct the sergeant-at-arms to remove the speaker through any lawful means. In emergency situations, or when conduct is an egregious threat to the safety of the public or the council, a warning is not necessary before the sergeant-at-arms is directed to remove the speaker.

9. Council will generally not respond at the same meeting where an issue is initially raised by a member of the public. Generally the matter will be referred to staff for further research and possible report or action at a future council meeting.

D. A summary of these rules for public comment may be provided in the council meeting room.

XI. PUBLIC HEARINGS. Public hearings are sometimes required by law to allow the public to offer input on city council decisions. When public hearings are required by law, notice shall be provided as required by state statute. Public hearings shall be commenced at the time advertised in any notice required by law.

A. ***General procedure for public hearings.*** The order of business for all public hearings conducted by council shall be:

1. Opening comments by presiding officer announcing the purpose of the public hearing.
2. Presiding officer opens the public hearing portion of the meeting.
3. Staff presentation (including city administrator, attorney, engineering reports if any).
4. Developer/other presentation (if any).
5. Public comments.
6. Reading of written comments.
7. Presiding officer formally closes the public hearing portion of the meeting.

B. Speakers who wish to address the city council at a public hearing must follow the same rules in Section X Public Hearings. However, the presiding officer may allow additional time for speakers, as required, to comply with applicable state law.

C. Speakers may also provide written comments to the city council before or at the meeting. Written comments may be read aloud by the City Administrator or their designee. Anonymous, unsigned communications will not be read.

D. The presiding officer may continue the hearing, if necessary, following the procedures in Section V Council meetings, subsection F.

XII. PROCEDURE FOR RESOLUTION AND ORDINANCE ADOPTION. All resolutions and ordinances shall be in writing. Unless otherwise provided by law, all ordinances shall be adopted by a majority vote of councilmembers present at the council meeting. Unless otherwise provided by law, ordinances do not require multiple readings, and may be adopted as presented at the first available meeting.

XIII. BOARD, COMMISSION, AND COMMITTEE ASSIGNMENTS. All assignments of councilmembers to serve on city boards, commissions, and committees shall be by a majority vote of councilmembers present at the meeting, unless otherwise provided by law.

XIV. SEATING ASSIGNMENTS. Councilmembers shall occupy the chairs assigned to them by the presiding officer.

XV. SUSPENSION OR AMENDMENT OF THESE RULES. Any or all of these rules may be temporarily suspended by a majority vote of the councilmembers present at the meeting, except as otherwise required by Minnesota law. These rules shall not be repealed or amended except by a majority vote of the whole council after notice has been given at a preceding council meeting.

CHAPTER 4
TRANSPORTATION

INTRODUCTION

Since 2001, Cambridge has grown considerably, economic conditions have changed, and, in many instances, travel patterns have shifted. In that respect, the development of the transportation chapter provides Cambridge with an opportunity to establish a new vision for the community and the future framework of the transportation system. Transportation facilities both link and, in some cases, separate land uses within communities and throughout a county or region. Therefore, the Transportation Plan is an integrated component of the Cambridge Comprehensive Plan because it assesses all components of the transportation system. This chapter encompasses the location, limits, function, and capacity of all transportation facilities in and surrounding the community.

PURPOSE AND CONTENT OF THE TRANSPORTATION PLAN

The purpose of the Cambridge Transportation Plan is to provide the policy and program guidance needed to make appropriate transportation related decisions when land use changes occur, when elements of the transportation system need to be upgraded, or when transportation problems occur. This Transportation Plan defines how Cambridge will provide for an integrated transportation system that will serve existing and future needs of residents, businesses, visitors, and how the City's system of roadways will complement the portion of the Isanti County roadway system and state highway system that lie within and surrounding the City of Cambridge. To provide for safe transportation facilities that offer adequate capacity (existing and future) with a high level of mobility, a transportation improvement plan that corresponds to Cambridge's overall comprehensive plan must be adopted, implemented, routinely utilized, and regularly maintained.

TRANSPORTATION VISION

The intent of this vison statement is to pronounce a desired outcome in general terms. The transportation vision was developed by considering key findings related to the transportation system and integrating public input generated as part of the community outreach associated with the Comprehensive Plan Update.

"The transportation network in the City of Cambridge will facilitate the efficient movement of citizens, visitors, and commerce within and through the city on a safe, well maintained, convenient, coordinated, sustainable, and fiscally responsible network of routes using a balanced multi-modal transportation system".

GUIDING TRANSPORTATION PRINCIPLES

The City's transportation guiding principles will serve as an overall framework for this transportation chapter. These principles reflect the expressed needs and desires of the citizens and businesses of Cambridge. The guiding principles will influence the direction of future transportation improvements throughout the community. These principles will also be used as a tool for guiding infrastructure improvements and furthering the transportation vision for Cambridge. The following principles reflect the community's desire to provide a safe, convenient, multi-modal, and environmentally-responsible transportation infrastructure for Cambridge and the surrounding area:

- To develop a system of streets that is consistent with efficient transportation patterns throughout the community, which provides safe and timely travel for residents, visitors, commuters, and commercial users by creating a network of routes that separate traffic according to length of trip, speed, land accessibility, and development plans.
- Local street patterns should minimize circuitous travel because it increases trip length, time, fuel consumption, and emissions. Local street design should permit flexibility in community design, sufficient parking, and allow streets that are compatible with all design objectives of a neighborhood.
- Encouraged and facilitate opportunities to allow walking and biking throughout the community.
- Enhance transit services as the community and needs grow to a scale that can support additional transits services and facilities.
- Opportunities to expand additional modes of transportation (i.e. air travel and railroad corridors) should be preserved and expanded in a safe and efficient manner.
- The City shall ensure local and regional transportation plans are regularly updated to effectively guide planning and attract future development.

EXISTING ROADWAY JURISDICTIONAL CLASSIFICATION SYSTEM

Jurisdiction over the system of roadways in Cambridge is shared among three levels of government (state, county, and city). Roadway jurisdiction is important because it affects a number of critical organizational functions and obligations including regulatory, maintenance, construction, and financial obligations of each governmental unit. Jurisdictional classification is intended to maintain a balance of responsibility among state, county, and municipal agencies. Figure 4-1 depicts the existing jurisdictional classification for all roadways within and immediately surrounding the City of Cambridge. The system includes the trunk highway system, managed by the Minnesota Department of Transportation (MnDOT), the County State Aid Highway (CSAH) and County Road system, managed by Isanti County, and the City's Municipal State Aid System (MSAS) and local city streets, managed by Cambridge. Furthermore, several roadways located in the future growth area for the city are currently under township jurisdiction.

In general, the following relationships regarding jurisdictional designations are observed:

- Roadways that serve regional, inter-county or state-wide travel needs are typically owned and maintained by MnDOT.
- Roadways that serve sub-regional needs generally qualify as county state aid highways or county roads and are owned and maintained by Isanti County.
- Roadways that primarily serve local trips and property access are owned and maintained by Cambridge or the surrounding townships.

Jurisdictional Classification Guidelines

Jurisdictional classification is based on a variety of issues and factors including functional classification, system continuity, access control, type of trips served (length of road and length of trip served), average daily traffic volumes, special facilities served, and funding and maintenance issues. Functional classification is a means by which roadways are grouped into classes according to the character of service they are intended to provide. Functional classification is further discussed in the following sections.

State Highway System: Generally, state jurisdiction is focused on routes that can be characterized as serving longer trips at higher speeds with regional, inter-county, or state-wide travel needs. State highways commonly have the highest traffic volumes, accommodate more truck movements, and are typically spaced at intervals consistent with population density, such that developed areas of the state are within reasonable distance of a state highway. The functional classification system for roads under the state jurisdiction is normally Principal Arterial or Minor Arterial. Within the City of Cambridge, MnDOT has jurisdiction on Trunk Highway 65 and Trunk Highway 95.

The state highway system provides vital links for Cambridge to surrounding communities such as Braham and Mora to the north, Princeton and Saint Cloud to the west, North Branch to the east, and Isanti and the Twin Cities to the south. MnDOT's existing annual average daily traffic (AADT) volumes indicate Highway 65 carries a range of traffic from 8,400 trips (north of Highway 95) to 10,900 trips (south of Highway 95). Traffic volumes along Highway 95 have a wide range depending on the location within the community. Near the western and eastern fringes of the community with approximately 7,300 trips and 8,200 trips, respectively. However, in the more urbanized areas traffic volumes increase substantially with nearly 14,000 trips in the downtown area (west of Highway 65) to 22,500 trips in the commercial retail corridor east of Highway 65. Other state highways in the surrounding areas include Highway 47 and US Highway 169 to the west and Interstate 35 to the east.

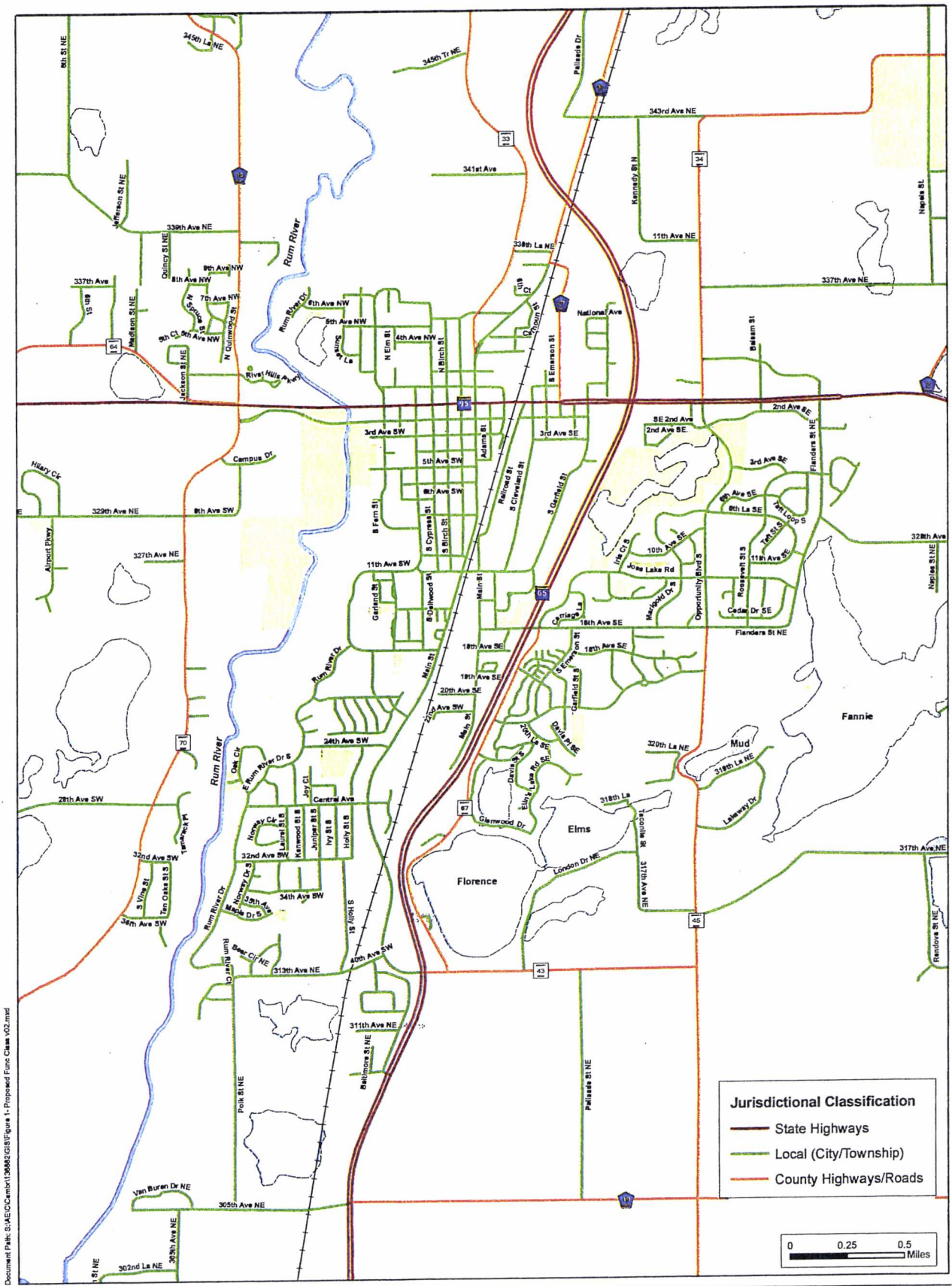


FIGURE 4-1

Jurisdictional Classification

Cambridge, MN

Isanti County Road System: The County's jurisdictional system is made up of both County State Aid Highways (CSAH) and County Roads (CR). These roads provide connections throughout Isanti County and convenient access to urban areas and state highways. The County system emphasizes higher mobility rather than land access and can include some form of access management control that will assist in preserving mobility and safety. The functional classification system for roads under the County's jurisdiction is usually Minor Arterial, Major Collector, or Minor Collector. A county roadway system is often spaced at intervals consistent with population density so as to provide reasonable access to arterial or collector roads. Traffic volumes on county roadways tend to be at moderate levels and most often within the capacity range of a two-lane roadway.

Existing roadways within the City of Cambridge that are under Isanti County's jurisdiction include: County Road 14 (Polk Street), County Road 27 (Emerson Street), County Road 33 (Old Main Street), County Road 34 (Xylite Street), County Road 43 (313th Avenue), County Road 45 (Xylite Street), County Road 67 (Paul's Lake Road), and County Road 70 (Spirit River Drive).

City Streets: The City of Cambridge has a comprehensive network of local streets. City streets are typically closely spaced shorter routes that primarily focus on providing land access and connections between neighborhoods and commercial nodes rather than continuity to outlying areas. The functional classification of most city streets is collector roadways, but in some cases can be designated as arterial routes if they serve highly developed areas or provide important connections between major traffic generators such as industrial parks, shopping centers, and medical or education complexes.

Township Roads: The City is surrounded by four townships (Springvale, Cambridge, Isanti, and Bradford), which all have a network of regularly spaced township roadways that primarily focus on providing land access to adjacent properties. Township roads also provide connections to state highways, the Isanti County roadway system and, in some cases, to city streets. Township roads commonly carry low levels of traffic and have minimal design features including gravel surfaces.

EXISTING ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

Functional classification is a system by which roadways are grouped according to the function they are intended to serve. Basic to this process is the recognition that individual roadways do not function independently, rather most travel involves movement along a network of different functional types of roads. In simplistic terms, "functional classification" involves determining what role (level of mobility versus property access) each roadway should perform prior to determining its design features, such as street widths, design speed, and intersection control. Furthermore, functional classification is an important consideration in the development of local land use regulations. The mobility of higher classified roadways should be protected by careful management of site development and access spacing standards. Transportation problems commonly occur when a roadway's design and the management of access to the roadway are inconsistent with the functional and operating demands imposed by the surrounding land uses.

The Federal-Aid Highway Act of 1973 first established the functional classification concepts, procedures, and criteria that are still being utilized today. Four basic functional classification categories are typically used for transportation planning. The functional classification categories include:

- Principal Arterials;
- Minor Arterials;
- Collectors; and
- Local Streets.

The Federal Highway Administration has established guideline ranges for travel volume (vehicle miles traveled) and mileage percentage recommendations for each of the four functional classification categories for both urban and rural areas. MnDOT, Isanti County, and Cambridge have designated their roadways in a fashion that complies with the intent of the federal standards.

As previously mentioned, a functional classification system also provides a means for identifying roadways which are oriented toward providing mobility for through-trips (Principal and Minor Arterials) versus those that are oriented more toward providing accessibility or land access (Collectors and Local Streets). Figure 4-2 depicts the relationship between land access and mobility and how the different classifications of roads provide varying degrees of mobility versus land access. Figure 4-3 shows the basic framework and layout of the functional classification system of roads.

Principal Arterials

Principal arterials typically have the highest volume capacity and provide the highest level of service at higher speeds for the longest uninterrupted distance. This type of roadway is intended to connect larger cities with one another and connect major business centers. The functional emphasis is on mobility rather than land access. The nature of land uses adjacent to principal arterials is typically of a higher intensity. Trunk Highway 65 (south of Highway 95) and the portions of Trunk Highway 95 within the city limits are classified as principal arterial roadways (see Figure 4-4).

Principal Arterial Roadway Characteristics:

- Emphasis on mobility rather than providing land access, with exception of urban core areas.
- High speed design with travel speeds of 55 mph or greater in rural areas.
- Serve longer trips (regional, inter-county, state-wide).
- Commonly spaced at least 6 to 12 miles apart.

Minor Arterials

Minor arterials are intended to connect important locations both inside and outside of Cambridge. The function of this type of roadway is intended to provide service for trips of moderate length at a somewhat lower level of mobility than principal arterials. However, minor arterials should continue to have a greater focus on mobility rather than providing land access. Minor Arterials generally connect to principal arterials, other minor arterials, or major collectors. They are commonly of regional importance because they relieve traffic on, or substitute for principal arterials when necessary. In the city, the following roadways are classified as minor arterials (see Figure 4-4):

- Highway 95 (outside of the city limits);
- Highway 65 (north of Highway 95);
- Main Street (313th Avenue to Highway 65 north of the city limits);
- Opportunity Boulevard (16th Avenue to Highway 95);
- Dellwood Street (11th Avenue to Highway 95);
- 11th Avenue (Dellwood Street to Main St.)

Figure 4-2: Relationship between Land Access and Mobility

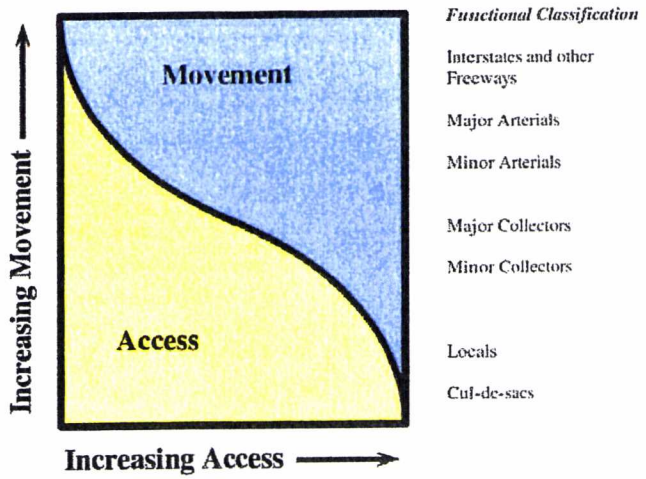
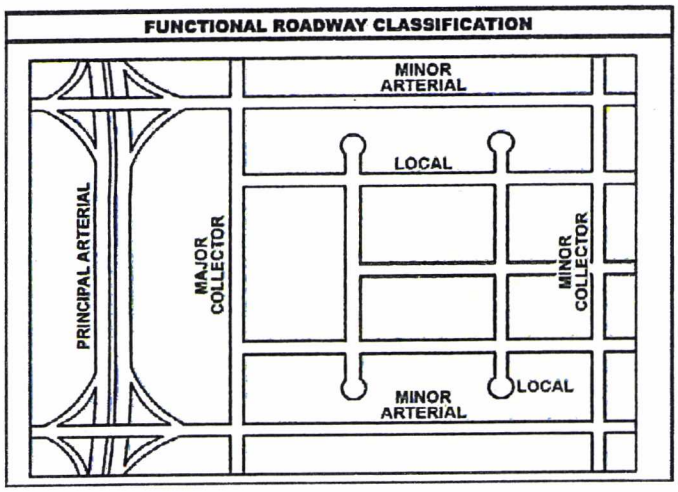
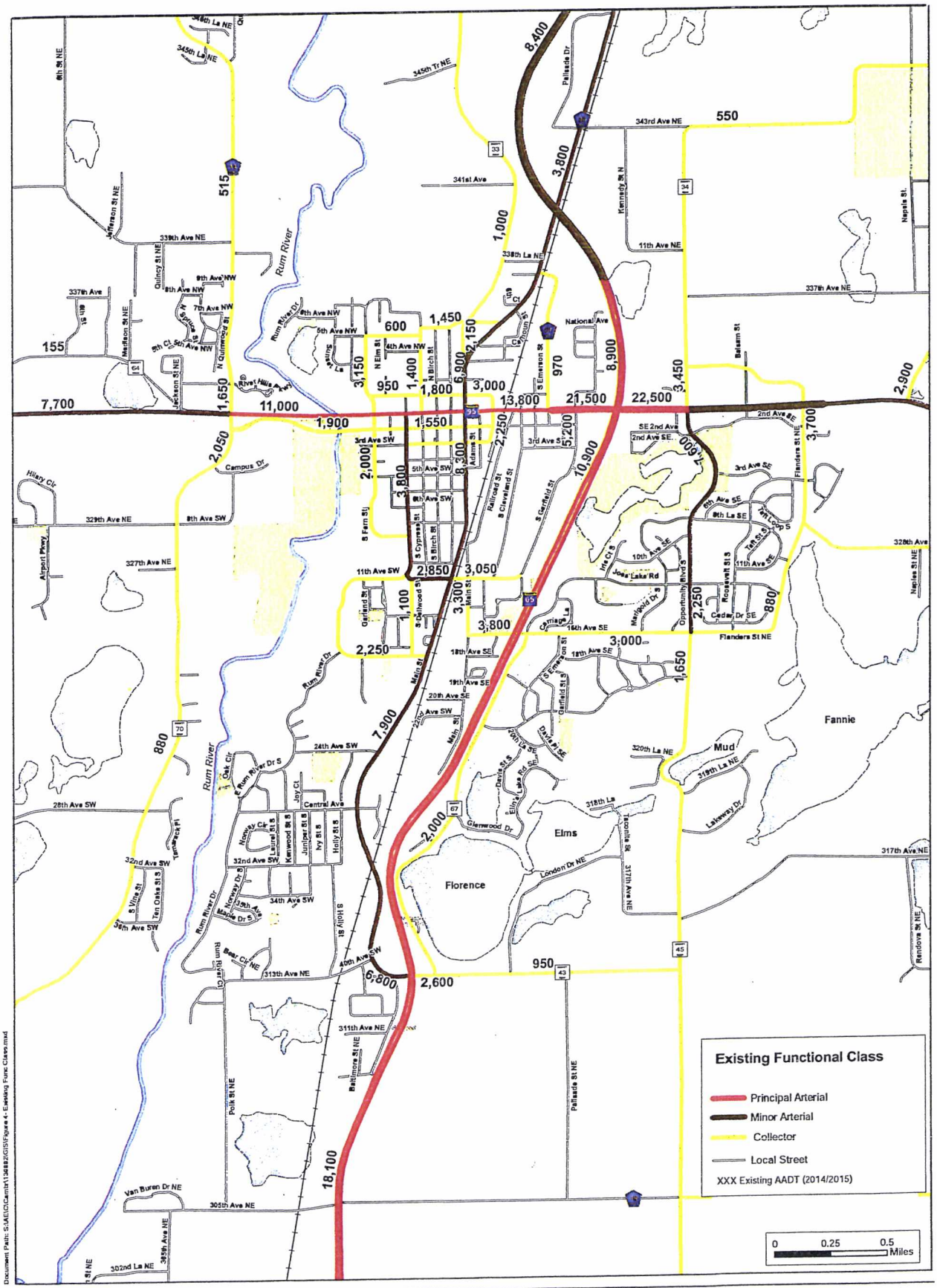


Figure 4-3: Basic Functional Classification System Framework



Minor Arterial Roadway Characteristics:

- Emphasis more on mobility rather than providing land access.
- Higher speed design (35-40 mph or greater).
- Serve longer (regional, inter-county, inter-city) trips



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Print Date: 3/2/2017
Map by: kellatt
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Existing Functional Classification

Cambridge, MN

FIGURE 4-4

Collectors

Within a functional classification system there are collector roadways, which provide a balance between land access and mobility. Collector roadways are designed to serve shorter trips that occur primarily within the City, and to collect and distribute traffic from one part of the community to another and from employment centers to the arterial system. These roadways can be part of the county roadway system as well as the local street system. The collector system in the Cambridge Area includes the following roadways (see Figure 4-4 on the previous page):

- Buchanan Street (2nd Ave. N to 3rd Ave. S)
- Cypress Street (Highway 95 to 6th Ave. N)
- Dellwood Street (11th Ave. S to 18th Ave. S)
- Emerson Street (Highway 95 to Main St.)
- Fern Street (5th Ave. N to 9th Ave. S)
- Flanders Street (Highway 95 to 16th Ave. S)
- Garfield Street S (Highway 95 to 11th Ave. SE)
- Old Main Street (11th Ave. S to 16th Ave. S)
- Opportunity Boulevard (Highway 95 to 343rd Ave. N & Highway 95 to 16th Ave. S)
- Paul's Lake Road (16th Ave. S to 313th Ave. NE)
- Polk Street (Highway 95 to north city limits)
- Rum River Drive (11th Ave. S to 18th Ave. S)
- Spirit River Drive (Highway 95 to south city limits)
- Xylite St. NE (16th Ave. SE to 313th Ave. NE)
- 2nd Avenue North (Fern St. to Buchanan St.)
- 2nd Avenue South (Spirit River Dr. to Buchanan St.)
- 3rd Avenue South (Dellwood St. to Buchanan St.)
- 5th Avenue North (Fern St. to Cypress St.)
- 6th Avenue North (Cypress St. to Main St.)
- 9th Avenue South (Fern St. to Dellwood St.)
- 11th Avenue South (Rum River Dr. to Dellwood St. & Main St. to Garfield St.)
- 16th Avenue South (Old Main St. to Opportunity Blvd.)
- 18th Avenue South (Rum River Dr. to Main St.)
- 313th Ave. NE (Main St. to Xylite St. NE)

Collector Roadway Characteristics:

- Emphasis equally balanced between mobility and providing land access for major collectors and more focused on land access for minor collectors.
- Serving shorter length trips within and through the community.
- Commonly spaced at ½ mile apart in urban areas.
- Travel speeds typically range from 30-40 mph in urban areas.

Local Roadways

All other public roadways within the Cambridge Area (city streets and township roads) are classified as local roadways.

Local Roadway Characteristics:

- Local roads provide the highest level of direct property access and typically carry lower traffic volumes at slower speeds (30 mph or less).
- Typically serve trips that range from one city block in urban areas to less than 2 miles in rural areas.
- Local roadways are spaced as needed.

EXISTING TRANSPORTATION NEEDS AND ISSUES

It is important that an analysis of the transportation system needs and issues is based on both an evaluation of the existing transportation system and an understanding of how the traffic will likely grow in the near-term as well as many years into the future. This section focuses on existing transportation system issues and needs. Several issues discussed in the following sections were identified by the Cambridge Comprehensive Plan Steering Committee.

Existing Traffic Volumes and System Capacity Analysis

A review of potential capacity constraints on the existing local and regional roadway system was completed using the most recent traffic volume counts (as previously shown on Figure 4-4).

Traffic operations data indicates that a roadway begins to experience noticeable operational problems once traffic approaches approximately 85 percent of a roadways design capacity. For a two-lane road that means operational problems begin to occur when traffic volumes exceed approximately 10,500 to 12,000 trips per day (see Table 4-1).

Table 4-1: Average Daily Traffic (ADT) Planning Level Capacities by Facility Type

Roadway Type	Level of Service Based on ADT					
	A	B	C	D*	E	F
Two-lane	<8,000	8,000–9,500	9,250–10,750	10,500–12,000	11,750–13,250	>13,250
Three-lane (center left turn lane)	<9,000	9,000–12,000	11,500–14,500	14,000–17,000	16,500–19-500	>19,500
Four-lane undivided	<12,000	12,000–15,000	14,500–17,500	17,000–20,000	19,500–22,500	>22,500
Four-lane divided (center median)	<19,000	19,000-22,000	21,500–24,500	24-500–27,000	26,500–29,500	>29,500

* ADT associated with LOS D represent traffic volumes approaching 85-percent of a roadways design capacity.

Roadway level of service (LOS) is commonly used to assign a value to the level of congestion and efficiency of the roadway. LOS is a measure of delay and operating conditions defined by the Highway Capacity Manual using a grading scale from A to F.

LOS A and B indicate conditions when traffic demand is well below the roadway capacity and travel is rather unimpeded. At LOS C, the average speed decreases and slower traffic and turning traffic quickly cause delays and congestion. Through LOS D, traffic volumes approach a roadway's functional capacity, stoppage and delays begin to occur, the average speed is substantially lower, and passing is unlikely to occur. At LOS E, traffic demand exceeds capacity, drivers are choosing other routes and times to travel, and any disturbance to the traffic flow, such as turning traffic, promptly drops this condition to a LOS F. A LOS F means traffic demand far exceeds capacity, heavy congestion is prevalent, long periods of stop and go conditions occur, and travel time is severely degraded.

The capacity thresholds listed in Table 4-1 were considered for the various roadways throughout the City of Cambridge. In addition to assessing the operations of the existing system, the capacity table provides a means to determine what typical roadway sections would be generally acceptable at various levels of traffic. The information contained in the table was also utilized in an assessment of future capacity constraints.

Capacity deficiencies result in increased congestion, reduced travel speeds, and increase travel times. Furthermore, roadway congestion causes drivers to seek out alternative routes, which can place additional traffic on county and city streets that may not be designed to handle such a function. Residential property owners along these routes recognize the increase in traffic when congestion on the regional system occurs and this increase in traffic can create conflicts with residential land uses. Capacity improvements typically begin to be planned for when a roadway is operating at LOS D. This provides adequate opportunity to plan corrective improvements before operational problems reach LOS E or F.

According to existing traffic volumes, Highway 95 west of the existing four-lane section (west of Emerson Street) has daily traffic volumes approaching 14,000 vehicles per day. While this level of traffic does not exceed the capacity of the highway it does result in traffic delays during peak periods especially for side street traffic and at the signalized intersection (Buchanan Street and Main Street). Congestion can also result when trains block Highway 95 for extended periods of time. This issue is further discussed later in this chapter. No other capacity concerns have been identified in the City of Cambridge.

Existing System Safety and Crash Analysis

Ensuring safe travel is one of the primary concerns for agencies responsible for improving and maintaining transportation facilities. Safety and operational problems often result when a roadway or system of roads inhibits the efficient movement of travel. Other safety concerns can arise due to traffic volumes on a particular roadway, intersection approaching, or exceeding the design capacity of the transportation infrastructure. An effort must be made to correct design problems which contribute to unsafe or inefficient conditions.

To evaluate potential safety issues within Cambridge, a crash analysis was performed using the Minnesota Department of Transportation's Crash Mapping Software (MnCMAT) for crashes reported between the years 2011 and 2015. CMAT crash data was collected for state trunk highways, county state-aid highways and county roads. Figures 4-5 and 4-6 illustrate the five-year crash history for roadways within the Cambridge Area. According to the MnDOT database, a total of 563 crashes were reported on roadways located within the city limits during the five-year analysis period. It should be noted that this number of crashes only reflects "reported" crashes. Instances where no law enforcement officer responded to a crash site or a crash report was not completed were not included in this assessment. Also, the frequency of crashes shown on Figures 4-5 and 4-6 are difficult to illustrate as many crashes overlap one another, especially at intersection locations.

As depicted on Figure 4-5, the highest concentrations of crashes occur at intersections and along corridors with higher traffic volumes. Figure 4-5 is intended to provide a graphical depiction of high frequency crash areas and is not intended to provide a total number of reported crashes. Figure 4-6 illustrates crash severity in the Cambridge Area. Crashes of greatest concern are those that resulted in fatalities and major or moderate injury crashes. These crashes should receive a disproportional level of attention since they involve loss of life and potentially life altering injuries. There were a total of one fatal crash, three severe injury and 45 moderate injury crashes in the analysis period. The vast majority of these higher severity injury crashes occurred at roadway intersections.

As expected, the Highway 95 corridor had the greatest number of total crashes. This is in part due to higher traffic volumes and frequent access points along this corridor that serves both a local and regional travel function. A review of local street intersections was conducted to assess potential "hot spots" with higher frequencies of crashes in the community. The list highlights a few intersections that should be monitored for safety concerns. If a safety concern is identified a more detailed safety study should be conducted that would better define the issue and possible mitigation options.

- Main Street and 2nd Avenue SW (10 crashes)
- Main Street and 11th Avenue SW (11 crashes)
- Main Street and Central Avenue (6 crashes)
- 16th Avenue SE and Joe's Lake Road/Paul's Lake Road (7 crashes)

Potential cause and analysis of crashes at a particular intersection was not conducted for this analysis. A Roadway Safety Audit – Intersection Analysis is a tool to better understand the traffic operations and provide the detailed crash history for each site. These studies outline specific improvements that may be consider in improving safety at a location. In addition, a more rigorous investigation of possible geometric design changes or an intersection control evaluation is recommended prior to determining corrective measures at any particular site.

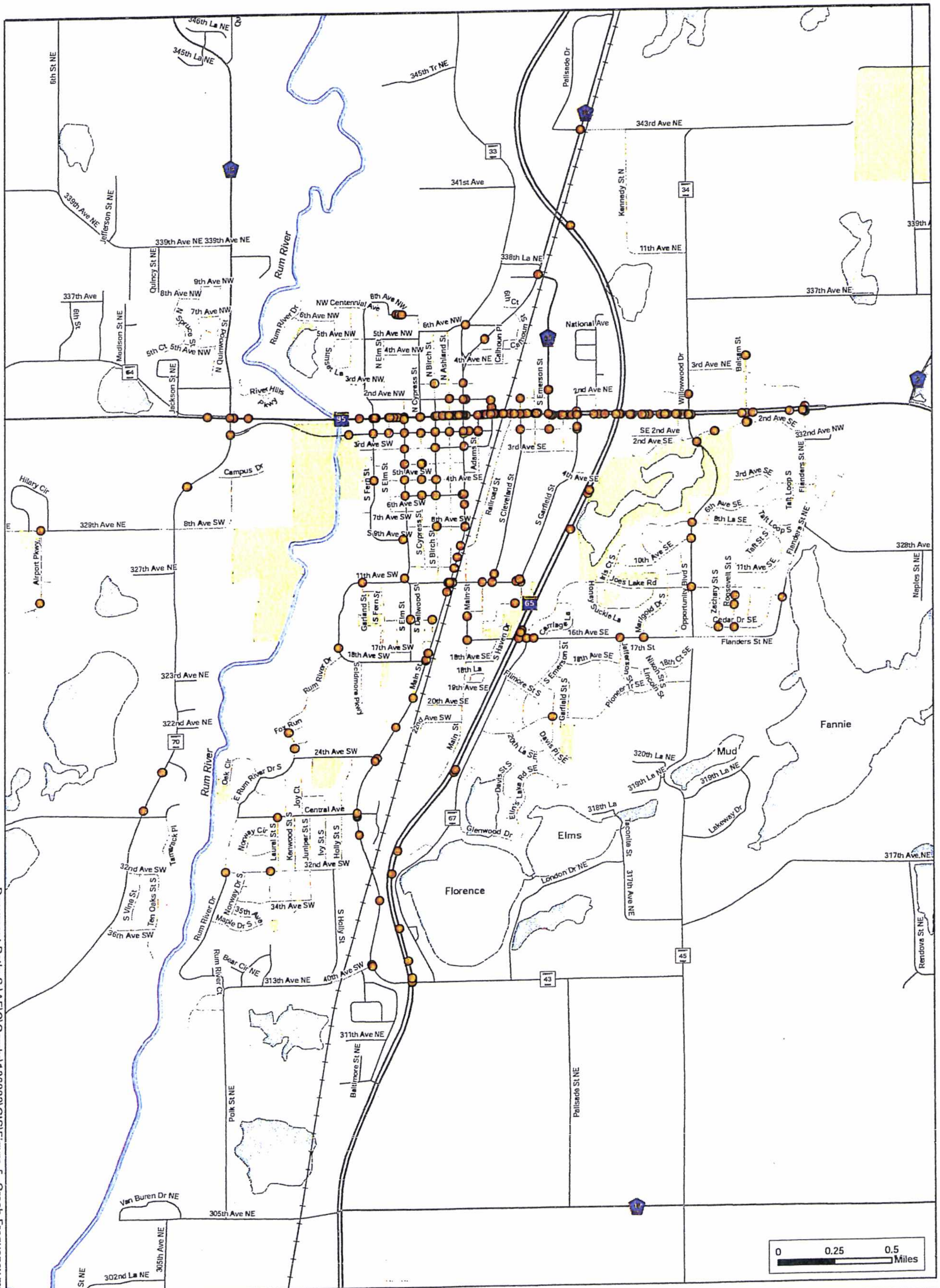

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FIGURE 4-5

SEH

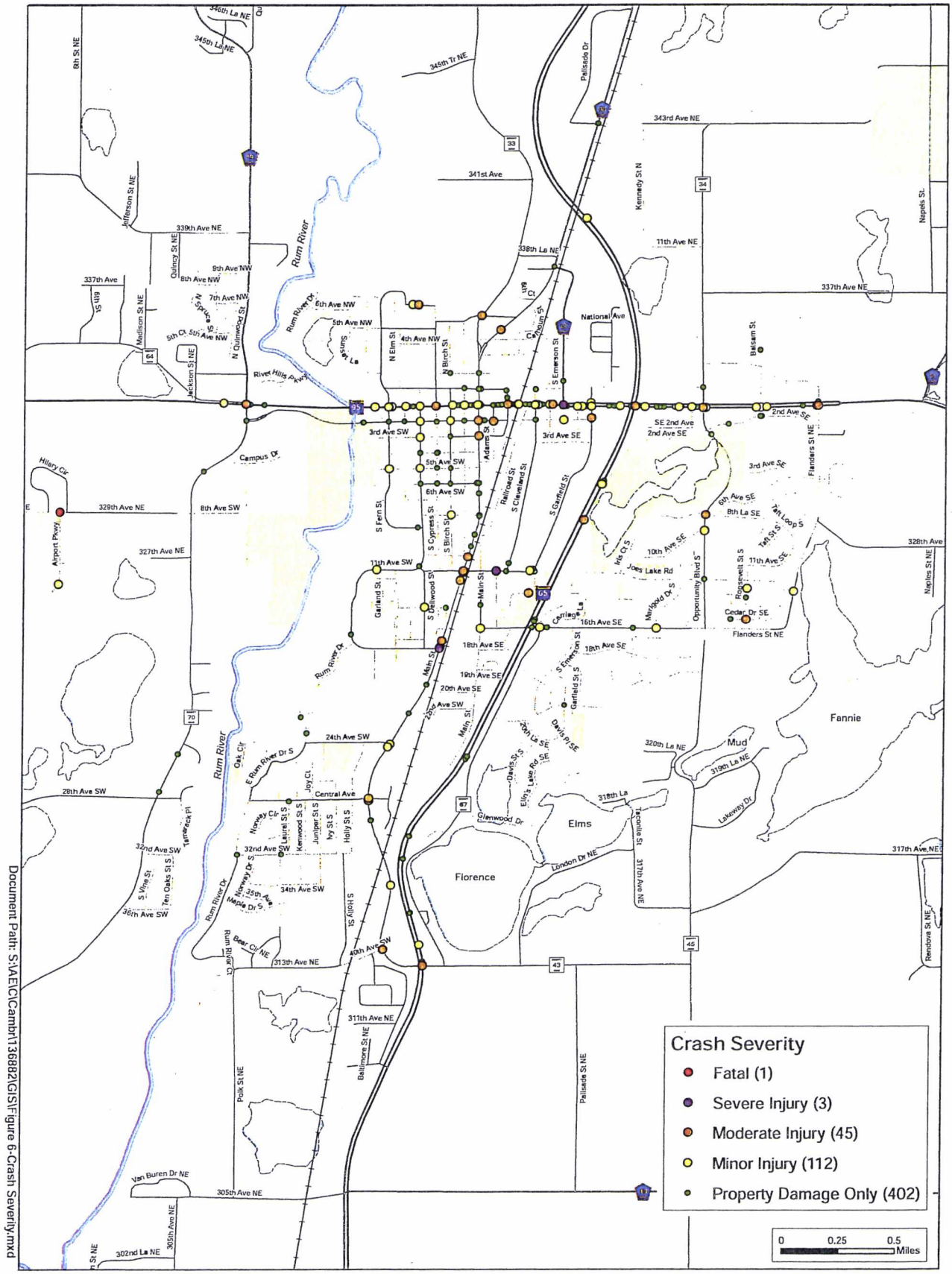
Project Number: MNT07 137843
Print Date: 3/1/2017

Map by: lelliott
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Crash Frequency (2011-2015)

Cambridge, MN

Crash (563)



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Project Number: MNT07 137843
Print Date: 3/2/2017

Map by: kellcott
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Crash Severity (2011-2015)

Cambridge, MN

FIGURE **4-6**

SYSTEM CONTINUITY AND CONNECTIVITY

The transportation system within the Cambridge study area was evaluated using a holistic approach to identify potential continuity and connectivity issues for both vehicle and pedestrian travel. The review resulted in the identification of four major continuity or connectivity issues within Cambridge that should be addressed by future improvements. These issues included: (1) the four-lane extension of Highway 95 through Cambridge; (2) lack of a grade-separated railroad crossing along Highway 95; (3) gaps in the pedestrian and bicycle network limits system-wide connectivity; and (4) lack of continuous east-west corridors through the community due to Highway 65, the BNSF RR, and the Rum River.

Highway 95 serves as the primary east-west arterial corridor through much of east-central Minnesota. Within the City of Cambridge, a segment of Highway 95 has been converted to an urban four-lane divided section. The expansion of Highway 95 to an entire four-lane facility within the city limits remains a long-range goal of many local residents and business owners. The City, in cooperation with MnDOT, is currently working on a Highway 95 improvement project that would expand the four-lane section to just west of Main Street. This issue is further discussed in the Highway 95 Special Study section of this chapter.

Land use patterns in Cambridge have been limited from westward expansion by the presence of the Rum River and the topographic challenges associated with providing sewer and water services to these areas. In addition, connectivity and access between the east and west sides of the river is restricted to only two crossings located within the City limits (e.g. Highway 95, 2nd Avenue SW) and these crossing are located only one block apart. This connectivity issue could be addressed if a new river crossing could be located and constructed.

EXISTING MULTI-MODAL FACILITIES

The City of Cambridge and surrounding area has a variety of modal transportation users and services, including: transit, trucking, railroads, snowmobilers, bicyclists and pedestrians.

The Chisago-Isanti County Heartland Express offers public transit in Cambridge and throughout its two service counties. Dial-a-Ride bus service runs Monday through Friday. There is also deviated route service provided throughout the Cambridge. This service follows a standard route, but service times and stops are adjusted based on users demand and destinations. All buses are wheelchair accessible. Heartland Express also offers a bus commuter route where transit riders meet at the Cambridge park-n-ride lot and are transported to East Bethel where they connect with Metro Transit buses traveling to Minneapolis and St. Paul. Both morning and afternoon commuter runs are provided at the current rate of $2 each way. Other transit services offered by Heartland Express include city-to-city service (e.g. Isanti to Cambridge) and medical transport (e.g. Cambridge to Veteran's Hospital in St. Cloud).

As noted earlier, the BNSF railroad corridor passes through Cambridge. The Northern Lights Express (NLX) is a proposed high speed passenger rail project that would provide rail service between Minneapolis and Duluth. The proposed NLX project is discussed in more detail in the Transit and Rail Opportunities section of this chapter.

Locally, Cambridge's commercial, industrial, and manufacturing employers rely on these trunk highway to get products delivered to and from the City.

Bicycle, pedestrian, and recreational facilities are discussed further in Chapter 5: Utilities and Community Facilities.

TRANSPORTATION SYSTEM ANALYSIS OF FUTURE NEEDS

This analysis of future needs examines the transportation system that currently serves the City of Cambridge and documents anticipated future needs and deficiencies. Future transportation needs and recommendations are based on effects on the current system with an application of long-range (20-year) traffic projections. The transportation system analysis includes the following elements:

- Development of forecast traffic projections;
- An inventory and assessment of the roadway system's existing and future capacity conditions and safety and traffic operations using 20-year traffic projections;
- An inventory and determination of the suitability of the current functional and jurisdictional designation of the local and regional roadway system in the City of Cambridge;
- Consideration of access and corridor preservation techniques; and,
- Review of programmed or planned transportation improvements.

FUTURE TRAFFIC VOLUME PROJECTIONS

Traffic volume projections were prepared using a combination of a modified version of the Twin Cities Collar County Traffic Model, MnDOT State Aid Traffic Growth Factors for Isanti County, historical MnDOT Traffic Flow Maps, and current and planned land use maps for the City. The Collar County travel demand model was developed by MnDOT and the Twin Cities Metropolitan Council. The model consists of computerized procedures for systematically predicting travel demand changes in response to development and transportation facility changes. The Collar County model was completed using data from an extensive regional Travel Behavior Inventory (TBI) conducted by the early 2000's. Future traffic projections for major collector and arterial roadways throughout the City are illustrated on Figure 4-7, later in this chapter.

CAPACITY ASSESSMENT

Cambridge generally has a well-planned system of roadways that fulfill travel desires of residents and employees in the community. However, as development and travel demand increase, issues may arise regarding roadway capacity.

To gain a clearer understanding of the primary areas of concern regarding future roadway capacity constraints, an assessment of forecast operational concerns throughout the City has been completed using 20-year traffic projections along with planning level capacity guidelines (see Table 4-1 earlier in this chapter).

This assessment indicates nearly all roadways in Cambridge will continue to have sufficient capacity under their current geometric conditions. However, Highway 95 between Emerson Street and west of Main Street has 20-year traffic projections exceeding the capacity of the existing three-lane highway section with volumes greater than 19,000 trips per day. Also, Main Street south of Highway 95 has projected volumes approaching the capacity of a two-lane highway section. As discussed earlier in this chapter, the City is currently planning capacity improvements along Highway 95 west of Emerson Street. These improvements are being coordinated with MnDOT and the Highway 95 Task Force Committee. These improvements are being sought to alleviate future capacity concerns along Highway 95 in the downtown area and to assist in improving traffic operations that are often disrupted when trains along the BNSF corridor block the highway.

SAFETY ASSESSMENT

Since the frequency, severity and distribution of reported crashes indicate some "hot spots" it is recommended that these areas be regularly monitored in the future to determine if conditions deteriorate to a point of concern that corrective actions need to be implemented. Several of these areas were identified earlier in this chapter, in the Existing Safety and Crash Analysis subsection. Additional locations may become apparent as a result of new development and increases in traffic volumes. Certain locations may in fact be the result of an aging system that was built prior to modern roadway design and safety standards. Implementation of current design standards will help eliminate many safety concern areas located throughout the community.

FUTURE JURISDICTIONAL CLASSIFICATION SYSTEM

As discussed earlier in this chapter, roadway jurisdiction is important because it affects a number of organizational functions and obligations (i.e. regulatory, maintenance, construction, and financial). An investigation of the existing jurisdictional system (see Figure 4-1 earlier in this chapter) versus the appropriate designation based on the types and volume of trips a roadway serves, functional classification, and maintenance ability was conducted. The goal in reviewing jurisdiction is to match the function of a roadway with the appropriate organizational level (government jurisdiction) that is best suited to handle the route's function.

Jurisdictional Transfer Guidelines

Issues and factors that must be considered when determining potential jurisdictional changes include: historical practices, type of trips served (purpose and length) by the roadway, existing and forecast volume of traffic, access controls, existing and future functional classification designation, legal requirements, and funding and maintenance issues. A set of jurisdictional guidelines by governmental level (state, county, and city) shall provide a basis to review the routes in Cambridge for potential jurisdictional transfers, but are not to be used to determine if a jurisdictional transfer is feasible or politically acceptable, nor do they establish a timeframe under which a transfer is to occur. Instead, the guidelines define a common sense approach for arriving at logical jurisdictional designations. Once there is agreement on how the jurisdictional designations should be established, an on-going jurisdictional transfer process will need to be developed. This process should address issues such as the financial implications for construction and maintenance of the facility, operational implications (perceived level of service, ability to maintain), perceived fairness in the distribution of route responsibilities, and timing of transfer. It is not anticipated that all guidelines must be met in order for a jurisdictional designation to be recommended. However, the more criteria a route meets, the stronger the case for considering a future change in jurisdiction.

Candidates for Potential Jurisdictional Transfer

The majority of jurisdictional assignments for roadways within the City of Cambridge appear to be properly aligned according to the guidelines listed above. Two potential candidates for jurisdictional transfer have been identified for future consideration. County Road 67/Paul's Lake Road between 313th Avenue NE and 16th Avenue SE is under the jurisdiction of Isanti County and could be considered for jurisdictional transfer to the City since it primarily serves as a local street. A second candidate for potential jurisdictional transfer is Opportunity Boulevard from 16th Avenue SE to Highway 95/1st Avenue E. This approximate one-mile section of roadway is currently under the jurisdiction of the City of Cambridge. However, the segments of roadway located both immediately to the south and north fall under Isanti County jurisdiction with County Road 45/Opportunity Boulevard located south of 16th Avenue SE and County Road 34/Xylite Street NE located north of Highway 95. The jurisdiction designation for this short segment of Opportunity Boulevard should be considered for transfer to Isanti County since this route serves both local and north-south regional trips through Cambridge and Isanti County. Continued development and redevelopment throughout the community may drive the need to revisit jurisdictional assignments for various roadways including the city acquiring the jurisdiction of existing township roads that exist within the City's Urban Service Area.

For any jurisdictional transfer to occur, the process would need to follow the provisions outlined in Minnesota State Statutes §162.02 and §163.11. Furthermore, involved jurisdictions would need to enter into an agreed-upon process. Such a process may involve the following elements:

- A non-binding schedule with a target time frame for completing the jurisdictional transfer.
- Obtaining municipal consent for the jurisdictional transfer of a CSAH routes to a local agency if the route falls within the municipal boundary.
- A clear understanding of relevant statutory requirements including the requirement that a route that reverts to the township requires a public hearing, completion of repair or improvements to meet standards for comparable roadways in that jurisdiction, and continue maintenance for a minimum two year period before the date of revocation, as well as other limitation of the establishment, alteration, vacation or revocation of County highways.
- The transfer of responsibility for operational and maintenance requirements, including utility permitting, driveway access permits, changes to traffic controls and signing, and level of routine regular maintenance.

FUTURE FUNCTIONAL CLASSIFICATION SYSTEM

The existing functional classification system (see Figure 4-4) for roadways in Cambridge was reviewed to ensure appropriate network connectivity is maintained and that the appropriate classification is assigned based on 2040 projected traffic volumes. Additional criteria considered in determining if a roadway's functional classification should be changed included:

- Estimated Trip Length
- Type of Trip Served
- Spacing between routes
- System Continuity
- Local and Regional Mobility
- Connections to Activity Centers
- Accessibility
- Speed of Travel

Based on this review, several possible functional classification changes were identified and are listed below in Table 4-2 and depicted on Figure 4-7. These changes are not proposed to occur until traffic volumes increase or the actual function of these roadways change, which is expected to be directly tied to future developments within the community.

Table 4-2: Recommend Future Functional Classification Changes

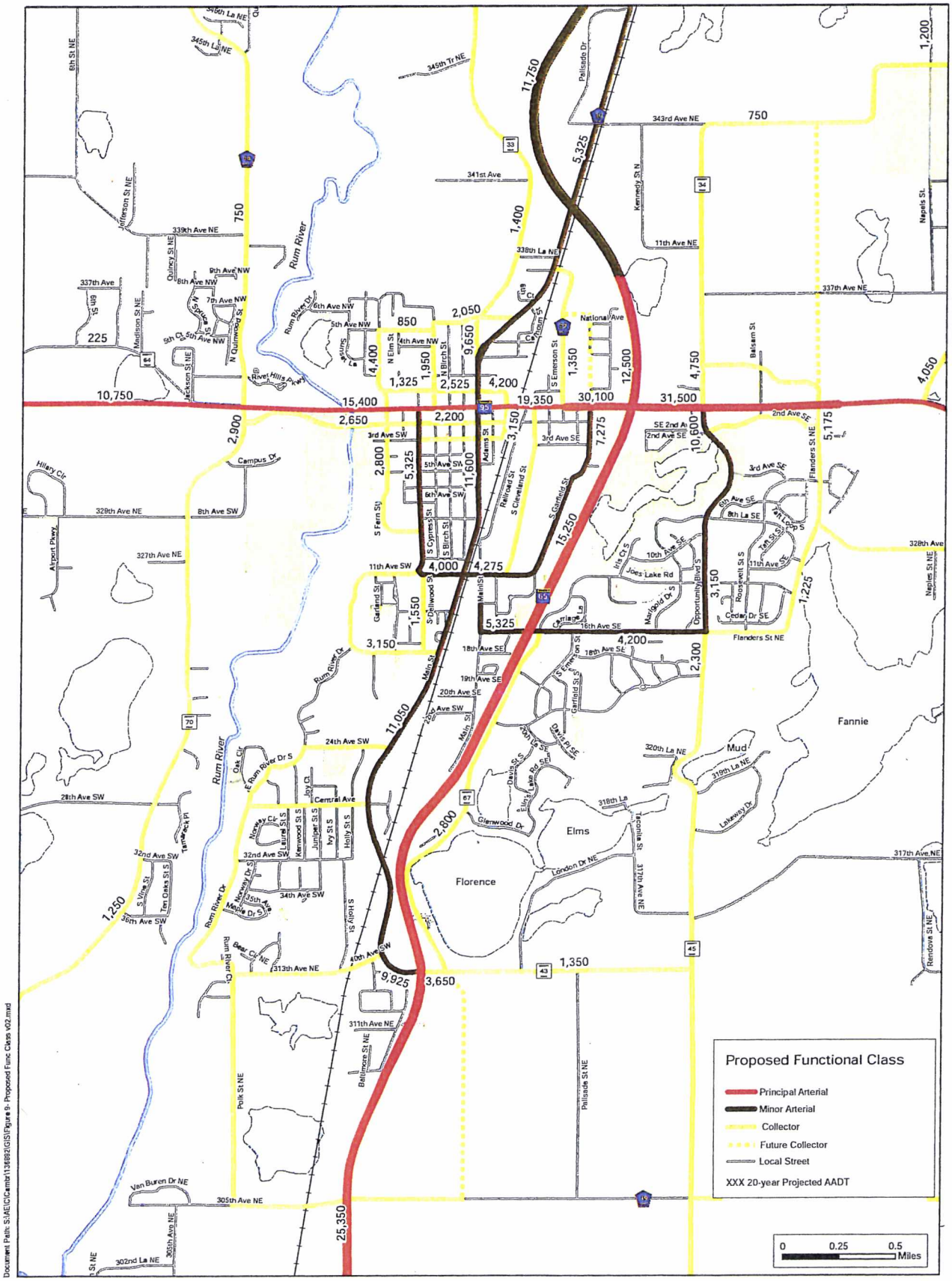
Roadway	From	To	Current Functional Classification	Future Functional Classification
Highway 95	Flanders Street	East to I-35	Minor Arterial	Principal Arterial
Highway 95	County Road 14/70	US 169	Minor Arterial	Principal Arterial
Opportunity Blvd	Highway 95	343rd Avenue NE	Collector	Minor Arterial
343rd Avenue NE	Main Street	Opportunity Blvd	Collector	Minor Arterial
16th Avenue SE	Old Main Street	11th Avenue	Collector	Minor Arterial
Old Main Street	16th Avenue SE	11th Avenue	Collector	Minor Arterial
11th Avenue	Main Street	S. Garfield Street	Collector	Minor Arterial
S. Garfield Street	11th Avenue	Highway 95	Collector	Minor Arterial
2nd Avenue SE	Opportunity Blvd	Flanders Street	Local Street	Collector
S. Cleveland Street	11th Avenue	Highway 95	Local Street	Collector
24th Avenue SW	E. Rum River Drive	Main Street	Local Street	Collector
Central Avenue	E. Rum River Drive	Main Street	Local Street	Collector
E. Rum River Drive	40th Avenue SW	24th Avenue SW	Local Street	Collector
40th Avenue SW	Polk Street	Main Street	Local Street	Collector
Polk Street	40th Avenue SW	305th Avenue NE	Local Street	Collector
305th Avenue NE	Polk Street NE	New collector east of Highway 65	Local Street	Collector

FUTURE ROADWAY EXTENSIONS

In order to properly plan for future transportation improvements, a first step in the process is to review existing and future land use plans. The City of Cambridge updated their Future Land Use Plan in early 2017 as part of an update to the Comprehensive Plan (see Chapter 7: Land Use).

Utilizing the Future Land Use Map, access management and roadway spacing guidelines, and issues raised during the data gathering and input process, a number of future roadway extensions were identified Figure 4-7. These conceptual roadway extensions are intended to service the anticipated development based off of the City's future land use plan, while at the same time satisfying roadway spacing guidelines. Therefore, it is important to remember that more detailed corridor planning will need to happen to determine the exact alignment of a particular roadway. Items such as subdivision plats, wetland delineations, and other environmental and design related issues will need to be considered in the future planning and design process prior to selecting the final alignment for any particular roadway.

These future roadway corridors can be utilized by the City, landowners, developers, or other interested parties as land develops in the future, and exact alignments can be determined through a more detailed review process. The utilization of the conceptual roadway plan is invaluable to the City as development occurs to make sure that a proper roadway network is built at the time of development. This will save the city money by working with developers to ensure the proper roadway network is built at the time of development. If properly used, this Transportation Plan will also minimize the amount of land the City of Cambridge will need to acquire in the future, because it will be planned for properly when the land develops.



Project Number: MNT07 137843
Print Date: 3/2/2017

Map by: lellott
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Proposed Functional Classification

Cambridge, MN

FIGURE **4-7**

RIGHT-OF-WAY PRESERVATION

There are many different techniques available to protect right-of-way corridors for future road improvements. The City may determine the need to preserve roadway right-of-way in developing and redeveloping areas. The basic approaches for preserving right-of-way can be summarized as follows:

- Land acquisition (purchase of easements, title purchase, and eminent domain) - Land acquisition is an approach applied only when specific improvements are eminent. The applicability of acquisition is directly linked to the availability of funding.
- Landowner agreements (development agreements, transferable development rights) - Landowner agreements are often limited in effectiveness when dealing with a large project area due to the potentially larger number of individual landowners involved. By definition landowner agreements are applied on a parcel-by-parcel basis and are most effective when dealing with larger land holdings and a small number of owners.
- Land use regulations (development exactions, setback ordinances, official map, and subdivision regulations) - Land use regulation techniques are facilitated through the comprehensive planning and zoning process. Certain regulations such as setbacks can be applied to individual parcels, while others such as adopting an official map are typically developed for an entire corridors and require a more substantial level of planning and corridor definition.
- Access management (limiting property access) - Access management principals should be a part of all levels of transportation planning. Access management principals are further discussed in the following section. To be successful, it is important that access management guidelines are applied consistently and uniformly at the time platting occurs.

In summary, the applicability of these preservation options is dependent on many factors including available funding, the immediacy of development, and the timing of the need for the transportation improvements.

ACCESS MANAGEMENT

Access management is an effort to maintain the effective flow of traffic on the network so each roadway can provide its functional duties while accommodating access needs of adjacent land.

Successful access management requires cooperation between land development and transportation interests in order to protect the public's investment in roads. The relationship between land access and roadway mobility affects a roadways functionality. Roadway mobility varies depending on the level of access allowed. Higher levels of access reduce a roadways ability to move through-traffic. Therefore, principal and minor arterials that have a high mobility function should have lower levels of access, while local roads that focus less on mobility should be allowed to have higher levels of access. By law reasonable access must be provided to each parcel. Therefore, early coordination between land development and roadway access in vital in the planning process.

Cambridge can directly control access onto city roadways only and access onto other roadways becomes the responsibility of the state, county, or townships. However, access can be successfully managed through other local subdivision, zoning regulations, access permits, and development standards. When the City receives a development proposal that proposes access onto a roadway under the jurisdiction of the state, county, or township, the City will coordinate the review of these proposals with the appropriate agencies. The City will also participate in the design process with the appropriate agency when roadways are proposed for construction or reconstruction to ensure proper design and location of access points.

Figure 4-8 provides a sample access planning application designed to minimize vehicle conflicts, improve safety, and maintain reasonable levels of access to adjacent land use. Another access management example is when a new subdivision is proposed along an arterial route, it should be reviewed with not only access to the lots within that particular plat, but also in relation to adjacent properties (see Figure 4-9) with a focus on providing alternative access to the arterial through a connected local roadway. The internal street network should be designed to connect to adjacent parcels that may someday experience similar levels of land development. The ability to minimize the number of access points (both public streets and private drives) to arterial and major collector roads that have a functional duty of providing mobility over land access is a primary objective of access management.

As noted, access management should be implemented using different methods. Any process should also deal with situations outside the guidelines, such as hardship cases. The City's internal land development review and permitting processes provide for such consideration.

In existing corridors where substantial development has occurred, the number of existing access points usually exceeds access guidelines. Unless these areas are undergoing redevelopment, access management must be approached differently. The access management strategy for such areas should entail minimizing new accesses, while consolidating existing access points as redevelopment occurs.

The following access suggestions provide alternatives for minimizing access and for addressing access issues when the guidelines cannot be met:

- **Consolidate and Limit the Number of Accesses for Individual Properties**: Access consolidation techniques are most applicable in situations where a substantial amount of land development has already occurred. Consolidation simply reduces the number of access points from driveways thereby decreasing the number of potential conflict points. Consolidation can be accomplished at the time of redevelopment of a parcel(s). The implementation of this technique must be accompanied by good internal vehicle circulation in parking areas and on local streets. The remedy for poor site design is too often a request for additional access to an arterial or major collector roadway. Several commercial developments within Cambridge currently have multiple access points that may or may not be critical for everyday business operations. These should be considered for future consolidation or elimination.
- **Shared Access Points or Cross Access Easements for Adjacent Properties**: Cross-access easements are another form of access consolidation that involves agreements between adjacent property owners to maintain a shared access point or to promote internal site circulation. This technique can be especially applicable along highway sections where a number of adjacent individual residential or commercial lots have already been developed, but too few to make construction of a public street feasible (e.g. frontage or backage road).

Figure 4-8: Proper Driveway Location

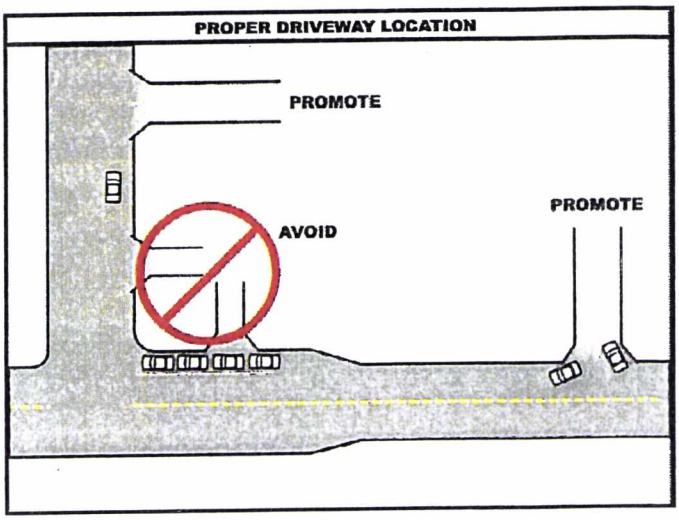
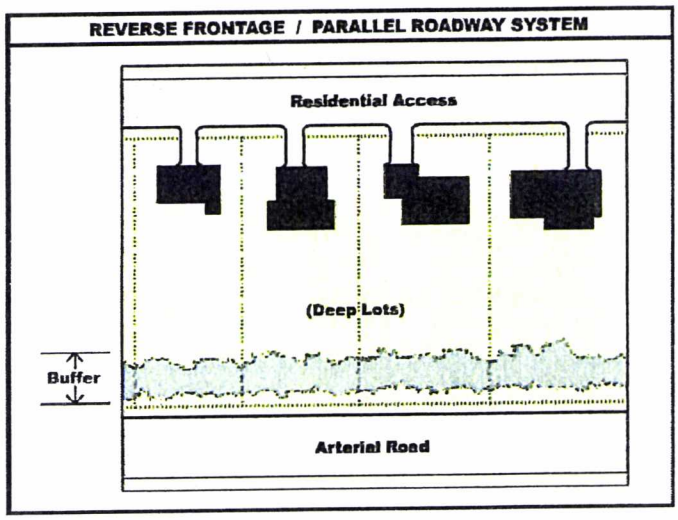


Figure 4-9: Minimize Direct Access to Higher Function Roadways



- **New Developments Shall Obtain Access From an Adjacent Road:** When a request for land development (new or redevelopment) is submitted, specific access management techniques can be required of the development prior to granting development approvals. Access could also be granted on an interim basis pending further land development in the area that would enable construction of supporting roads to provide access to the adjacent sites. The City's development approval process (e.g. platting and subdivision approvals) shall require the property to dedicate right-of-way to accommodate the future construction of a supporting roadway. Streets in individual developments should be aligned to provide access from one development to the next. This promotes neighborhood connectivity, and provides quick and efficient routes for emergency vehicles and other services (e.g. mail delivery, garbage and street maintenance activities).

- **Require Adequate Secondary Street Spacing:** New developments shall be required to provide proper intersection spacing for future intersection control (e.g. signalization or roundabouts). Spacing distance between intersections should be maximized to promote efficient traffic operations and safety for all modes of transportation, including pedestrians and bicyclists.

- **Encourage Proper Lot Layout to Minimize Access Points:** Promote direct residential access points onto local streets, instead of arterials or major collectors as this can slow traffic flow and result in safety concerns. A proper technique is to require new developments that are located at an intersection (corner lot) obtain access from the secondary (intersecting) roadway rather than from the major collector or arterial roadway. The access to the local street should be designed in a manner that will not adversely affect the safety and operations of the local street or the intersection.

- **Median Restrictions:** Turning movement restriction (e.g., left-in or right-in/right-out only) shall be considered where access can't be fully eliminated. Installation of a median can restrict the types of movements at intersections and access points and consequently reduces the number of conflict points and potential crashes. A conflict point is a location on the roadway where normal traffic operations or patterns intersect (through traffic and turning traffic). Intersections along a roadway can have many points of conflict with each point increasing the probability of crashes occurring in the area. By restricting the types of movements at intersections, the conflict points are dramatically reduced. Figure 4-10 depicts a total of 32 conflict points associated with a standard four-legged full access intersection with no restrictions on turning movements. A center median barrier creates a situation where left turns and cross street through movements are prohibited. As a result the number of conflict points is reduced from 32 to only four (see Figure 4-11).

Figure 4-10: Intersection With Full Access (No Restrictions)

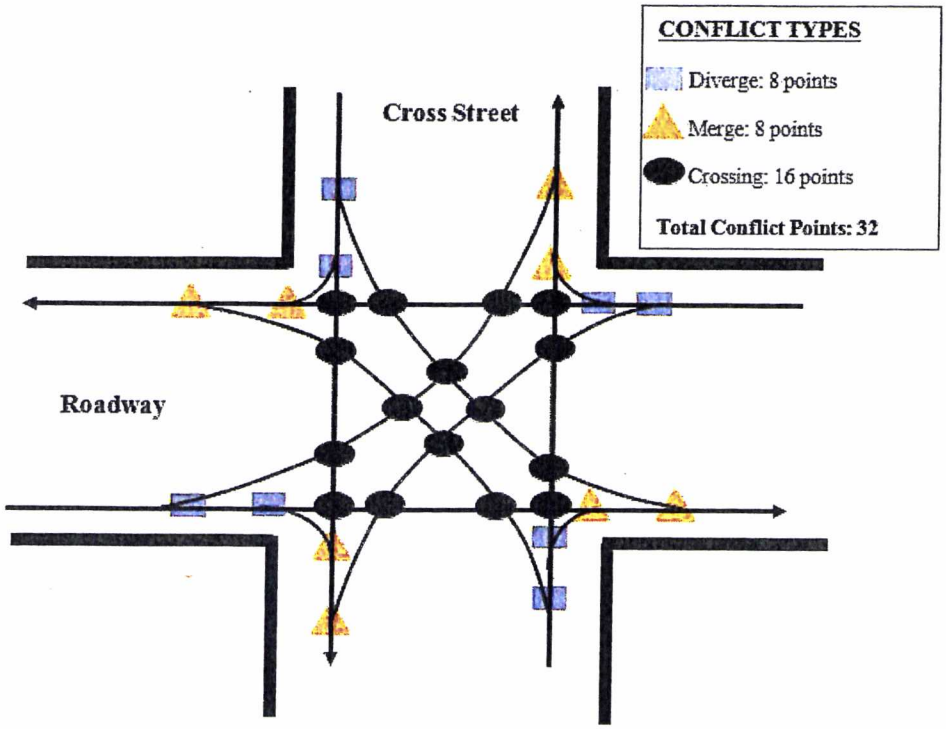
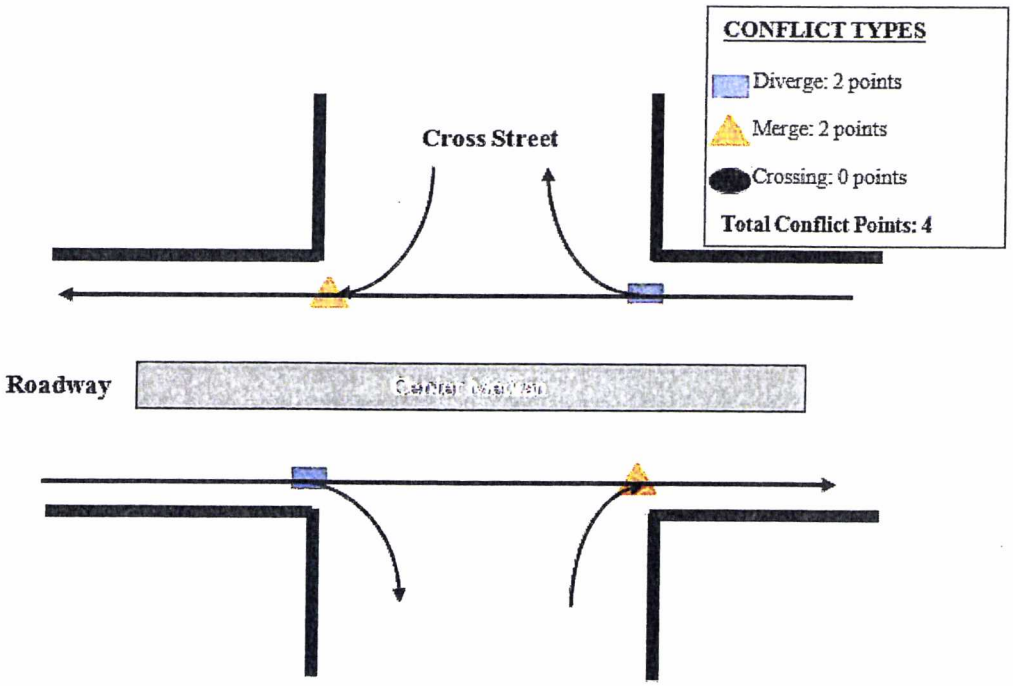


Figure 4-11: Right-in/Right-Out Access Only Intersection



ALTERNATIVE MODES OF TRANSPORTATION

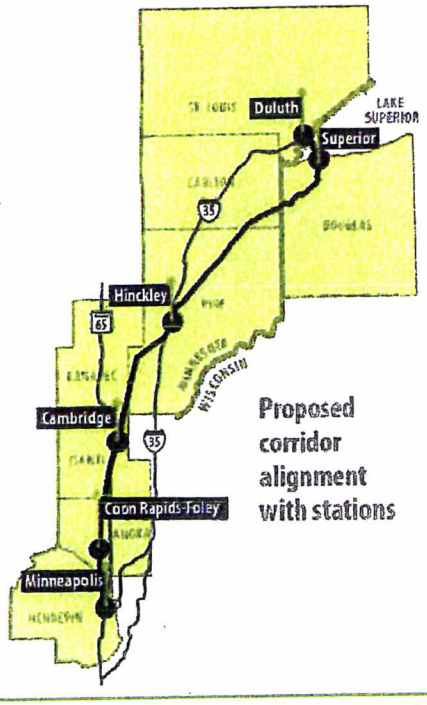
Alternative modes of transportation generally consists of pedestrian, bicycle, and transit services. Non-motorized transportation, such as pedestrians and bicyclists, are legitimate users of the transportation system and should be able to use the transportation infrastructure safely and without unreasonable delay. Unfortunately, motorized transportation, such as passenger cars and commercial vehicles, can often dominate the transportation infrastructure due to their disproportionate size and numbers. Systematic planning and design is one component necessary in achieving an integrated transportation system that is safe and efficient for all users.

Transit and Rail Opportunities

Several non-motorized transportation opportunities have been identified in the City of Cambridge. One such project includes the Northern Lights Express (NLX) passenger train, which proposes high speed passenger rail service between Minneapolis and Duluth with a proposed station located at the Cambridge City Center Mall site. A conceptual route and station map is illustrated in Figure 4-12. Station area planning has assumed an 850 foot long platform and parking spaces for 200 vehicles (a concept plan is included in Appendix B) . This service would allow riders from the Cambridge station to travel to downtown Minneapolis in approximately 45 minutes (one-way trip).

The Chisago-Isanti County Heartland Express has been constantly expanding its fleet of buses and services. Heartland Express Transit does not currently include "fixed route" services, but it is an active and highly utilized on-demand transit system.

Figure 4-12: Proposed NLX Rail Corridor



HIGHWAY 95 SPECIAL STUDY

At the time this Transportation Plan Update was being prepared, the City, in cooperation with MnDOT, was in the planning and preliminary design process for improvements to Highway 95 west of Emerson Street (downtown area). A Highway 95 Task Force Committee was formed at the onset of the study. The task force membership included a range of stakeholders including City of Cambridge, MnDOT, Isanti County, East Central Regional Development Commission, BNSF, business owners, residents, and others.

The purpose of the study was to define capacity and safety improvements west of Emerson Street where the existing four-lane highway section transitions to a three-lane section through the downtown area. A primary goal of identifying future transportation improvements in the study area was to specifically address the congestion and travel delays associated with trains on the BNSF rail corridor blocking Highway 95. When trains cross Highway 95 it creates a temporary closure of the highway, which causes substantial backups that not only impact travel on Highway 95 but also adversely affect local street intersections and circulation throughout the downtown area.

Several design concepts have been considered including an option that extends the four-lane section west from Emerson Street and would retain an at-grade crossing of the BNSF railroad corridor. Another option considered was a highway underpass of the BNSF corridor. The underpass option was deemed not feasible due to several design and construction constraints including, but not limited to, stormwater drainage challenges, groundwater levels and underpass elevations, potential of encountering contaminated soils and groundwater, property impacts, access impacts, and high costs.

The City of Cambridge is determined to resolve the congestion issue that adversely effects the downtown business district and will continue to coordinate with MnDOT and other stakeholders as they press forward with implementing much needed improvements along the Highway 95 corridor.

TRANSPORTATION GOALS

Goal 1

Preserve and enhance the transportation system throughout Cambridge.

- Policy 1.1: As one of its greatest investment priorities, the City shall preserve its existing transportation system in the highest order of operating condition.
- Policy 1.2: The City shall continue to monitor and maintain pavement, right-of-way, and other fixtures associated with the roadway system (including lighting, sidewalks, bridges, etc.) using routine inspections and maintenance and improvement programs (street rehabilitation program) coordinated by the Cambridge Public Works Department and in some cases coordinated with other transportation system partners (MnDOT, Isanti County, transit providers).
- Policy 1.3: Seek opportunities to improve and preserve existing roadways through land use changes or redevelopment opportunities and by coordinating improvements with roadway partners (e.g. Isanti County and MnDOT) and their funding programs.
- Policy 1.4: The City will review all plans for development and redevelopment to determine their impact on the transportation system and will ensure transportation needs are completed in a cost-effective manner, where each expenditure satisfies one or more of the City's transportation objectives.
- Policy 1.5: The City will ensure local needs are considered as improvements are considered in regional transportation plans. The City shall actively participate with other jurisdictions in regional planning efforts.

Goal 2

Improve the functionality and safety of the transportation system.

- Policy 2.1: Continually monitor and analyze the transportation system and assess its performance level. Identify system deficiencies by examining trend data, including safety (crashes), forecast traffic volumes (capacity), and accessibility (mobility) and conduct studies of reasonable traffic management techniques where documented safety issues exist.
- Policy 2.2: The City will seek to capture opportunities to implement roadway improvements with proposed development and redevelopment projects and, where applicable, the City will integrate efficient and safe features for enhanced pedestrian and bicycle movements.
- Policy 2.3: Require the dedication or preservation of right-of-way consistent with adopted right-of-way standards when property is platted or subdivided, and work with landowners and developers during the site planning and platting process to implement safe and efficient roadway designs that look first to provide access via a local roadway rather than a regional roadway (e.g. Highway 95).
- Policy 2.4: The City will periodically survey the residents of Cambridge on their perception of the local transportation system including its strengths, areas of concerns and opportunities for improvement.

Goal 3

Balance transportation needs with other community principles.

- Policy 3.1: Maintain and enhance the "small-town" character of Cambridge by providing multi-modal transportation choices and context-sensitive design elements for new and reconstructed intersections and corridors.
- Policy 3.2: To the greatest extent practical, the City shall balance the transportation system needs with the potential impacts and affects upon natural features of the community.
- Policy 3.3: The City shall strive to provide convenient access to natural features (Rum River corridor) and opportunities to support active living and healthy lifestyle activities (walking and biking).
- Policy 3.4: Where possible the City will utilize a "Complete Streets" methodology in the design of streets (accounting for adjacent land uses, travel speed, width and number of lanes, on-street parking, vertical and horizontal alignment, pedestrian and bicycle features, intersection curb radii and crossing facilities, landscaping, lighting, etc.).

Goal 4

Enhance transit opportunities and usage.

- Policy 4.1: The City will continue to support the Northern Lights Express (NLX) passenger rail service and station in the City of Cambridge.
- Policy 4.2: The City will coordinate with transit providers to determine future transit services consistent with the City's transit market and its associated service standards and strategies.
- Policy 4.3: Evaluate the need for transit facilities and accommodations in the redesign and reconstruction of roadways and planned development and redevelopment to determine whether or not future accommodations for transit facilities or services is needed.
- Policy 4.4: The City will assess the changing transit needs of residents through continued coordination with the outreach efforts of local and regional providers. Collaboration with surrounding communities shall also occur to assess the need for and location of improved transit services.

Goal 5

Implement the transportation vision through strategic funding, and objective and definitive decision making, with the collaboration of jurisdictions (MnDOT, Isanti County, and area townships).

- Policy 5.1: Utilize available funding programs such as the Municipal State Aid Street (MSAS) and other revenue sources to maximize and leverage funds to transportation improvements so that system improvements can be realized in a cost-effective and timely fashion.
- Policy 5.2: Require adequate right-of-way dedication for new and expanded roadways based on the planned function under future conditions.
- Policy 5.3: Plan for and preserve future opportunities for necessary transportation system improvements.
- Policy 5.4: Empower City staff to pursue state and federal transportation funding and evaluate non-traditional transportation funding mechanisms.
- Policy 5.5: Encourage business owners, residents and community groups to be active participants in seeking funding by contacting local, state and federal decision makers in support of transportation funding.

CHAPTER 5
UTILITIES AND COMMUNITY FACILITIES

INTRODUCTION

The purpose of this chapter is to inventory the various public and community facilities within Cambridge. This chapter includes a thorough documentation of existing utilities that serve Cambridge residents as well as community facilities. The primary purpose is to understand what utilities and facilities currently exist, the location of the facilities and utilities, the current use and capacity, and to identify future needs. An overview of several facilities is given below. For each building or facility, its location is given and the use of the facility is identified. The utilities are addressed similarly but also identify the capacity available. A set of goals, objectives and policies are included to guide future development and ensure that the needs of all residents are met.

UTILITIES

Utilities in Cambridge are provided by a variety of public and private organizations.

Power

Electricity in Cambridge is provided by two different cooperatives: East Central Energy and Connexus Energy. Most of the City is served by East Central Electric Association, however, the southwestern part of the City and surrounding communities are served by Connexus. Figure 5-1 illustrates the service areas.

Gas

Centerpoint Energy provides gas to Cambridge residents.

Water

Within the core area of the City, the City of Cambridge provides water and sewer services. In outlying areas, especially west of the Rum River, properties are served by wells and septic system. More information about future water utility development can be found later in this chapter in the Sewer Plan and Urban Service Area sections.

Waste

East Central Sanitation and Recycling provides trash removal for Cambridge residents and businesses. The company also provides single-sort recycling services.

Internet and Cable

The East Central Electric Association and Midcontinent Communications provide internet and cable are provided to Cambridge residents.

Sewer Plan

In 2000, the City of Cambridge completed a sewer feasibility study, examining areas where the existing water and wastewater services could expand to in the future. The study established twelve districts, based on the natural topography of the City. These districts contain both existing and planned sewers.

Districts with existing facilities:

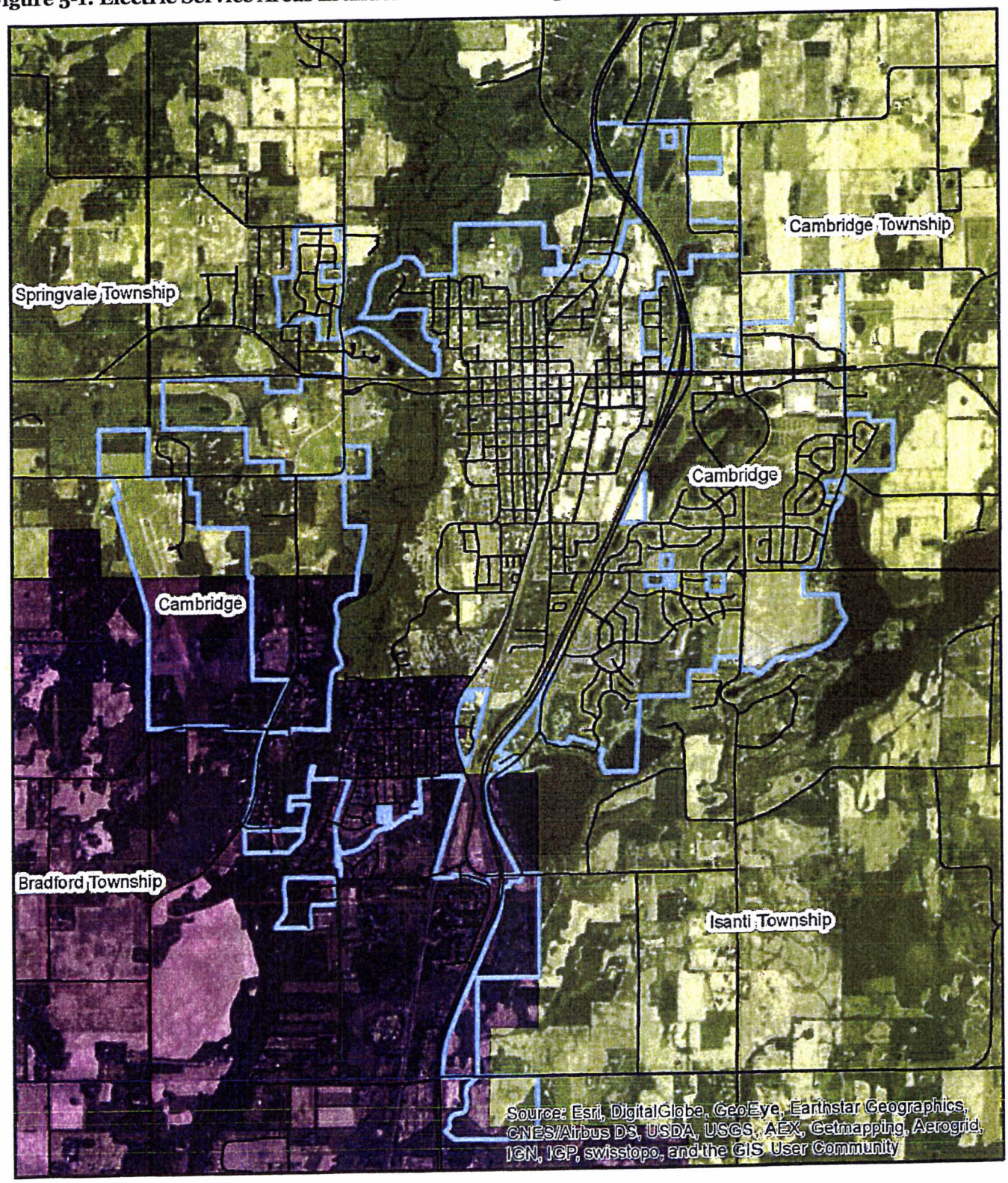
- Core District
- North Ridge District (part)
- East T.H. 95 District (part)
- Northeast District (part)
- Community College District (part)

Districts with planned facilities:

- Southwest District
- South District
- Southeast District
- Paul's Lake District
- North Ridge District (part)
- East T.H. 95 District (part)
- Rum Lake District
- Northeast District (part)
- 9th Ave District
- Community College District (part)
- West Rum River District

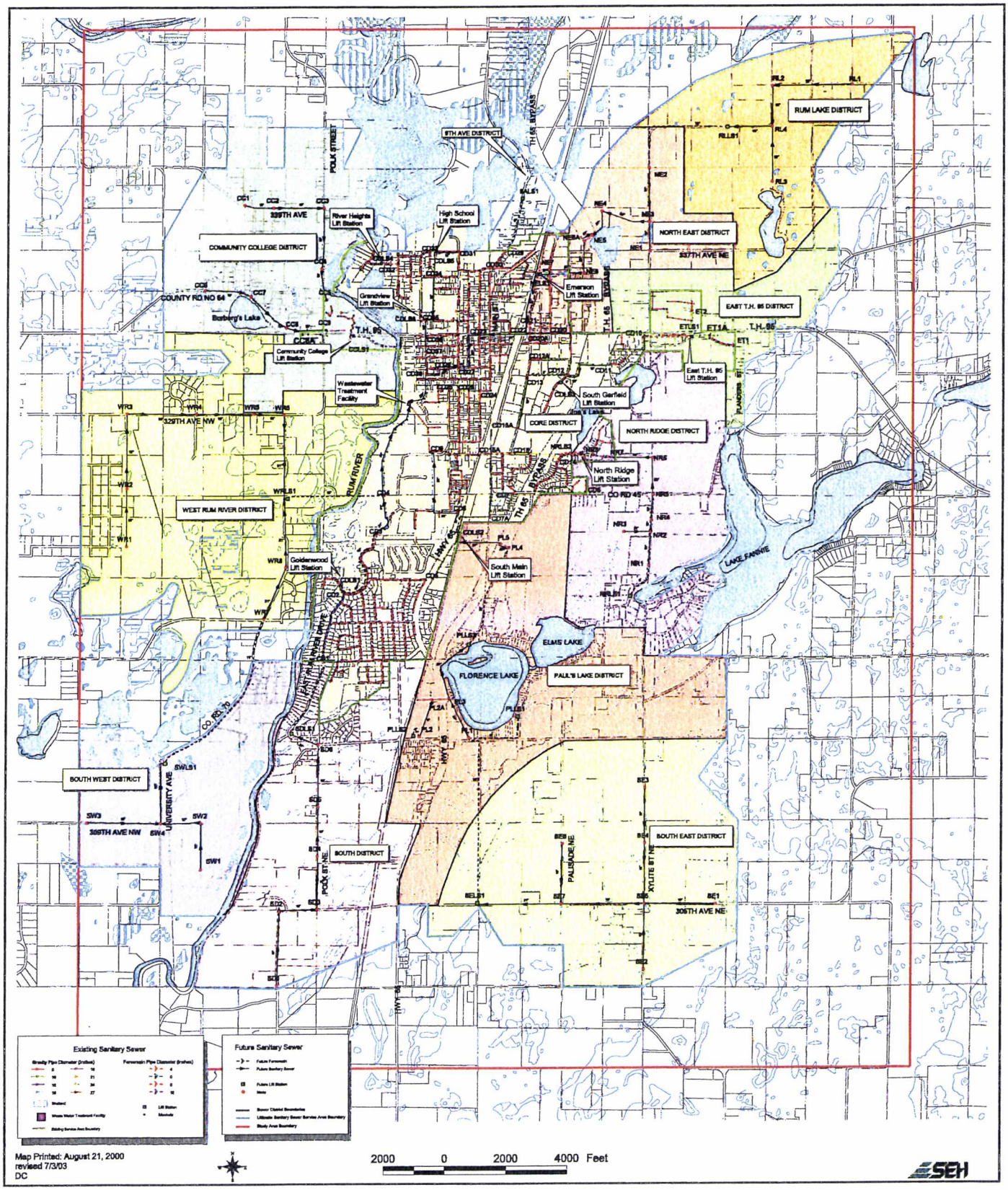
A map showing the areas included in the sewer feasibility study is included in Figure 5-2.

Figure 5-1: Electric Service Areas in and Around Cambridge



Source: Minnesota Public Utilities Commission

Figure 5-2: Future Trunk Sanitary Sewer System



Urban Service Area (USA) District

The 2000 Comprehensive Plan outlined a series of growth areas outside the City: areas where future municipal services and higher density neighborhoods would be built. These growth areas were designated:

- Northeast of the City: This area is north of Highway 95 and east of County Road 34 beyond the City's existing boundaries.
- Southeast of the City: This includes land south and east of the of Cambridge's current boundary to the western side of Lake Fannie.
- West of the City near the Community College: This area includes land to both the north and south of Highway 95 on the western side of the Rum River.

In order to ensure orderly growth within the City limits and these growth areas, the City completed an analysis of future Urban Service Areas (USA). In 1995 Isanti County adopted a Comprehensive Plan designating specific areas for residential development surrounding the cities of Cambridge, Isanti, and Braham. The Urban Service Area was designated to encourage new development in areas that have potential for providing the full range of public services including schools utilities transportation and recreation at the most economical cost to the County cities townships and school districts. Zoning for the USA district allowed a higher density of residential development adjacent to and within one mile of incorporated cities than was allowed in the remainder of the County.

The County established two USA categories USA I and USA II. Land within the USA II was intended to be managed by the County at a residential density of four units per 40 acres. Land within the USA I was also intended to be controlled by the County at this density, but cities had the option of assuming responsibility for the management of these areas. If this option was chosen residential development could occur in the USA I at a higher density. An important part of the 2000 comprehensive planning process was to determine the appropriate land uses within the USA I surrounding Cambridge. The 2000 USA I and USA II districts are illustrated in Figure 5-3.

Despite having two distinct USA districts, the City and the County have struggled to maintain consistency within the districts. Additionally, the boundaries of the districts were large and, at times arbitrary. As part of the 2017 planning process, planners and city staff worked to revise the USA district boundaries. Planning staff and consultants worked closely with the public works department and city engineer to determine which areas were most and least feasible to serve with sewer. Staff also took wetlands and waterbodies into account, given the difficulty of spanning these features with pipe. Then, new boundaries were drawn. These boundaries provide ample room for future development, while being relatively easy to serve in the future. The USA II district was eliminated to streamline the regulatory process. In order to promote compact, serviceable development, the City of Cambridge will have subdivision control within this district. More information about land use in the City and in the USA I district can be found in Chapter 7: Land Use and in Chapter 9: Implementation.

The revised USA I district is illustrated in Figure 5-4.

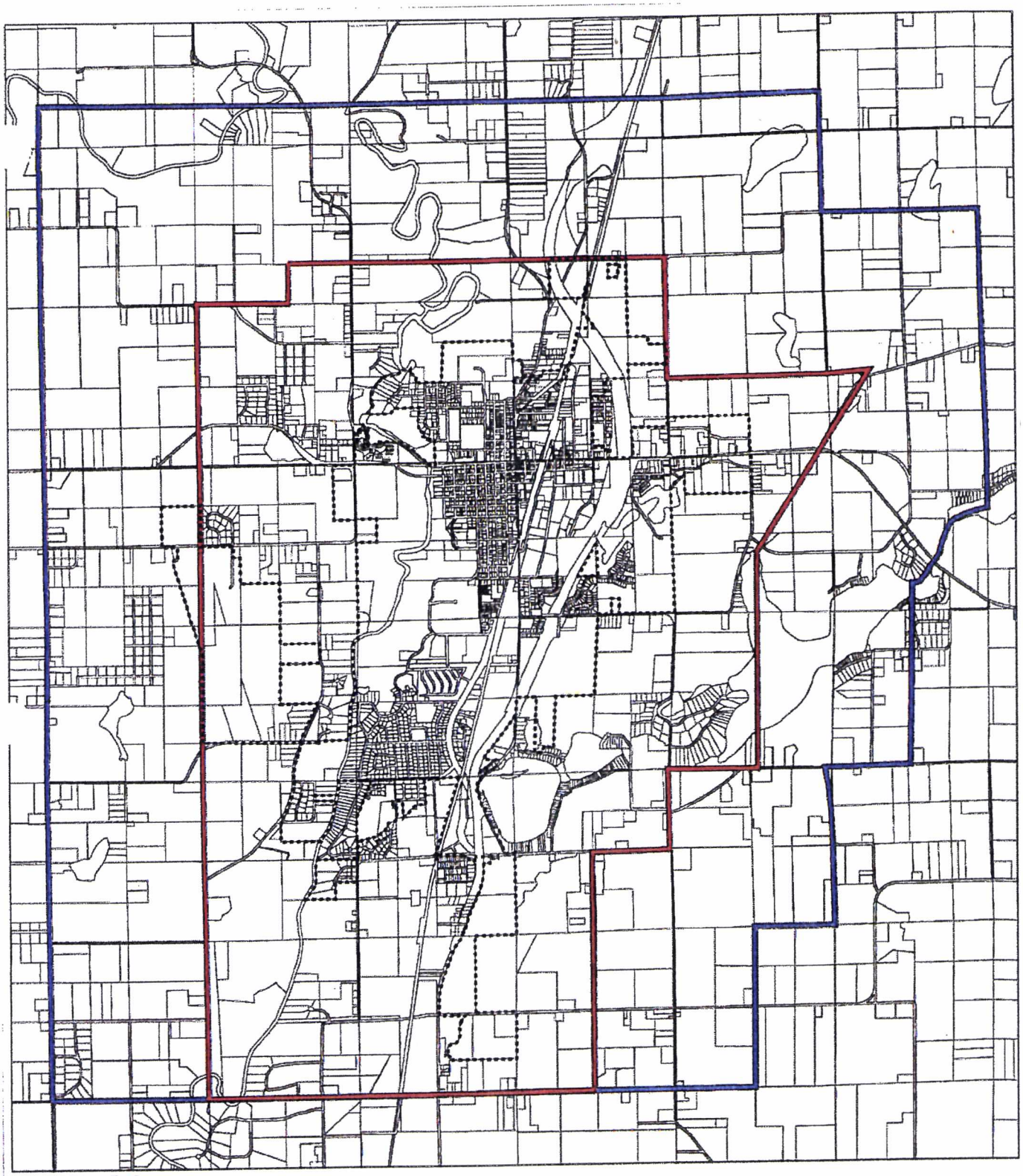
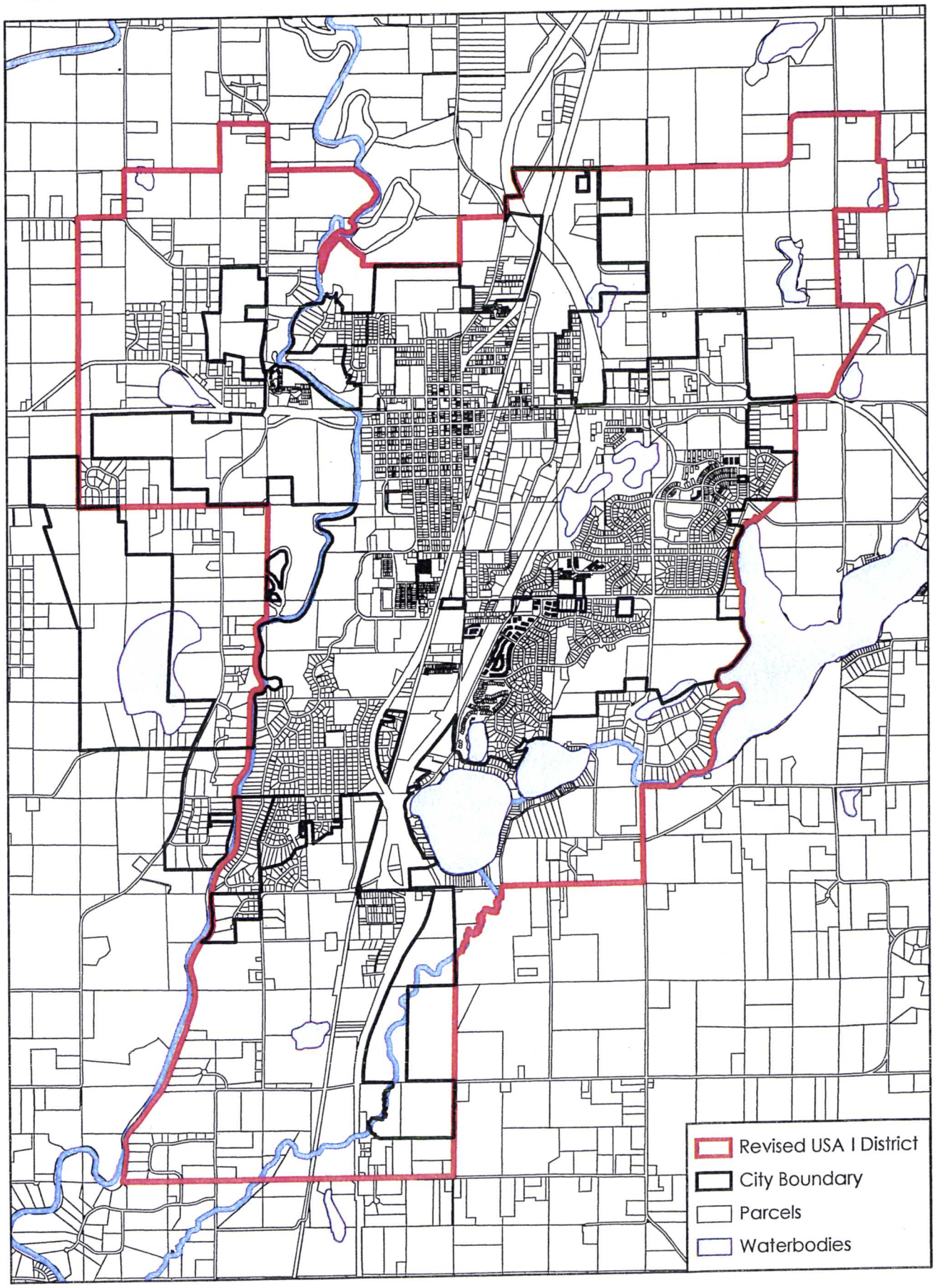


Figure 5-3
2000 Comprehensive Plan:
USA I and II District Boundaries
Cambridge, Minnesota

Figure 5-4: Revised Urban Service Area I



CITY FACILITIES AND SERVICES

City Hall

The City of Cambridge City Hall is located in City Center Mall. It contains offices, meeting spaces, and the Council Chambers.

Police and Fire

The City of Cambridge is served by the City's Police and Fire departments. The Cambridge Police Department is comprised of fifteen paid officers including the Chief, eight officers, three sergeants, a detective, and two school resource officers. The force also has 18 volunteer reserve members. The City Fire Department is comprised of 30 paid staff and has its own fleet of trucks and emergency vehicles. The Fire Department also has 23 volunteer fire fighters. Both departments work closely with community members to build relationships, provide education on safety and host events.

Schools

Cambridge is served by the Cambridge-Isanti Independent School District which enrolls over 5,000 students. The system has facilities for students from pre-kindergarten through high school.

- Cambridge Primary School serves pre-kindergarten through grade 2
- Cambridge Intermediate School serves grades 3-5
- Cambridge Middle School serves grades 6-8
- Cambridge-Isanti High School serves grades 9-12

Other schools in the City include the Rum River Special Ed Co-op and two private schools: the Cambridge Christian School and St. Scholastica HSC Academy.

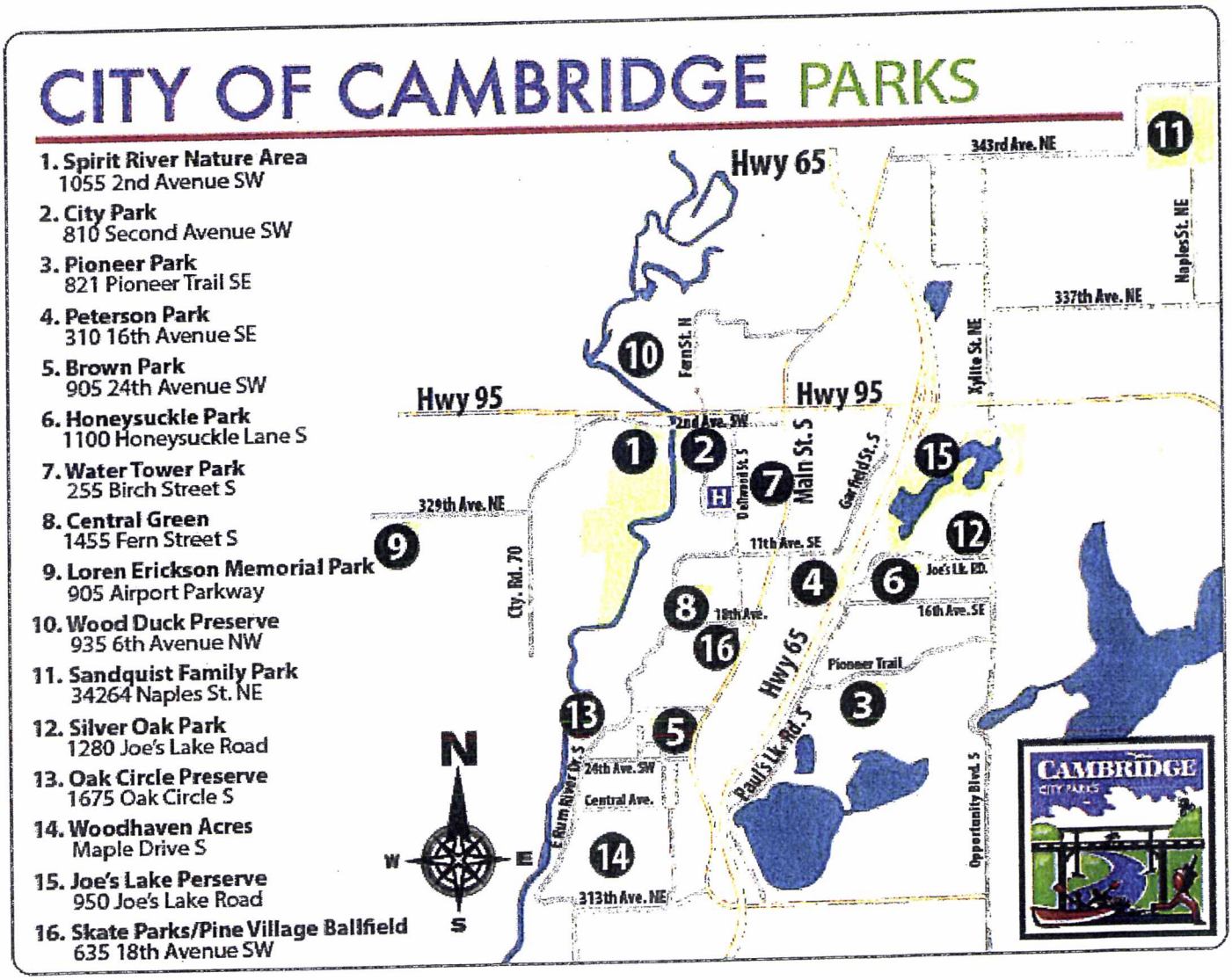
Cambridge is also home to the Anoka Ramsey Community College, part of the Minnesota State Colleges and University System, which offers over 100 different degree and certificate programs. The College has two locations and online programs with over 12,400 students enrolled. In Cambridge, about half of students are full-time and half are part-time. The Cambridge location also offers workforce training in nursing, first aid and emergency responders, and management.

PARKS

The City of Cambridge has 16 parks within its limits dedicated to an array of uses. These parks are mapped in Figure 5-5. The 16 parks include natural areas, neighborhood parks and playgrounds, sports and recreation facilities, and picnicking areas. The largest parks in the City are the Spirit River Nature Area, located along the Rum River, and Joe's Lake Preserve, east of Highway 65.

Both parks feature waterfronts as well as surrounding forests and wetlands. Spirit River Nature Area also features a series of groomed and primitive trails for hiking, mountain biking, skiing, and snowshoeing. The diversity and accessibility of these parks provide a variety of recreational opportunities for residents.

Figure 5-5: City of Cambridge Parks



Source: City of Cambridge

SIDEWALKS AND TRAILS

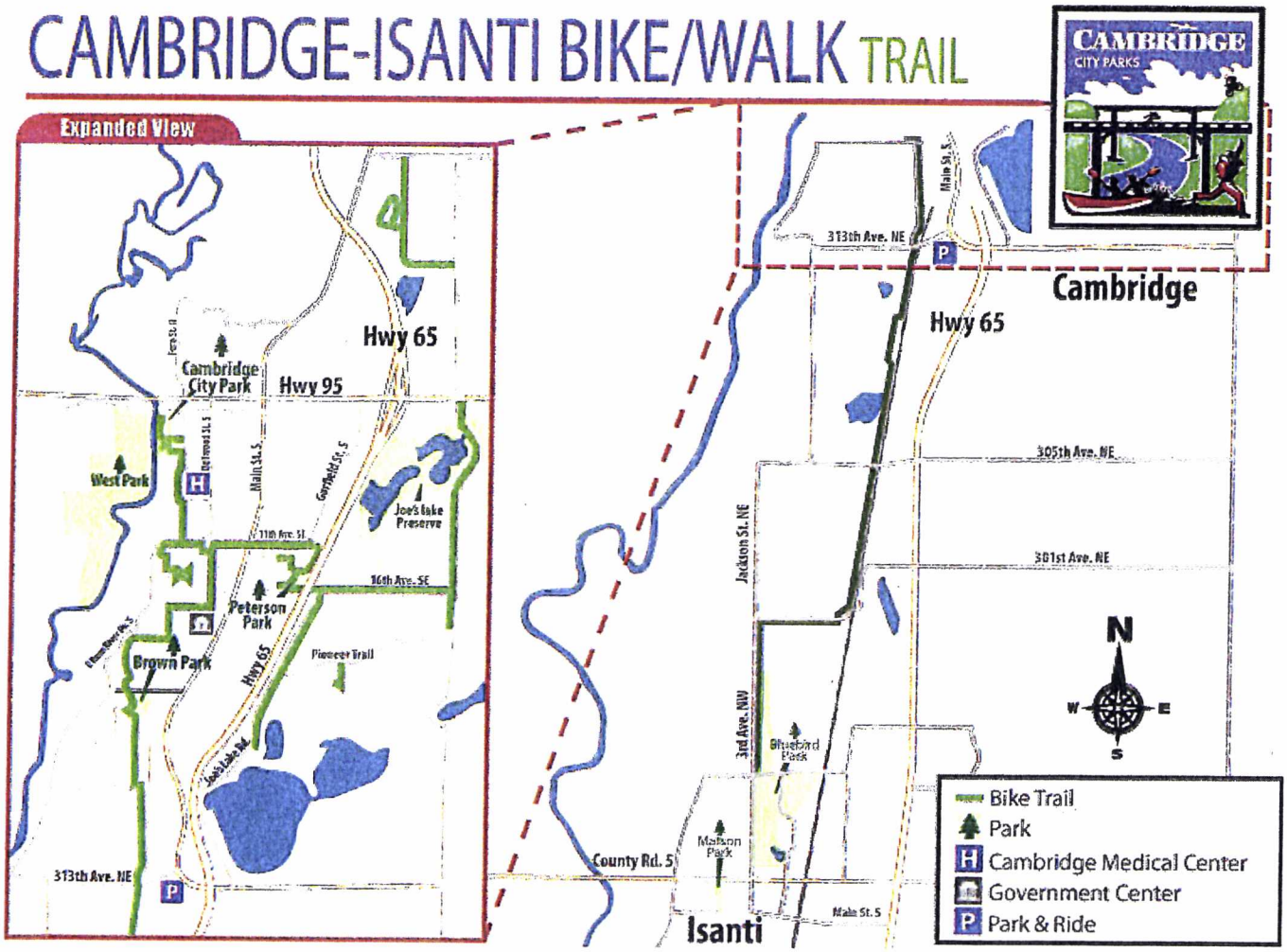
The City of Cambridge has a series of bicycle and walking trails, connecting to residential neighborhoods and parks. This connected system includes 36.5 miles of sidewalks and 9.9 miles of trails. The system allows residents to access nearby amenities, especially between Highway 95 and Highway 65, near the hospital and Spirit River Nature Area. The most pedestrian accessible area is the downtown, near Highway 95 and Main Street. All streets in this area contain sidewalks, many of which are publically plowed in the winter.

Trails run along both arterial and residential streets and connect to local parks. There is a bicycle trail that follows the BNSF Railroad that connects Cambridge with the City of Isanti to the south. The Cambridge-Isanti Trail system is illustrated in Figure 5-6 and trails and sidewalks in Cambridge are illustrated in Figure 5-7.

The downtown area contains a well-established sidewalk network. The City has identified nine different "walking routes" in the community (see Figure 5-8):

- Main Street Stroll (4.5 miles or 2.25 miles one-way)
- West Garfield Loop (2.3 miles)
- Opportunity Loop (4 miles)
- East Garfield Loop (3.3 miles)
- Fern Loops (1.25 miles: long or 1 mile: short)
- Prime Time Walkers Loop (1 mile)
- Downtown Loop (1.5 miles)
- Evergreen Loop (1.2 miles)
- Historic Overlook Walk (1 mile)

Figure 5-6: Cambridge-Isanti Trail System



Source: City of Cambridge

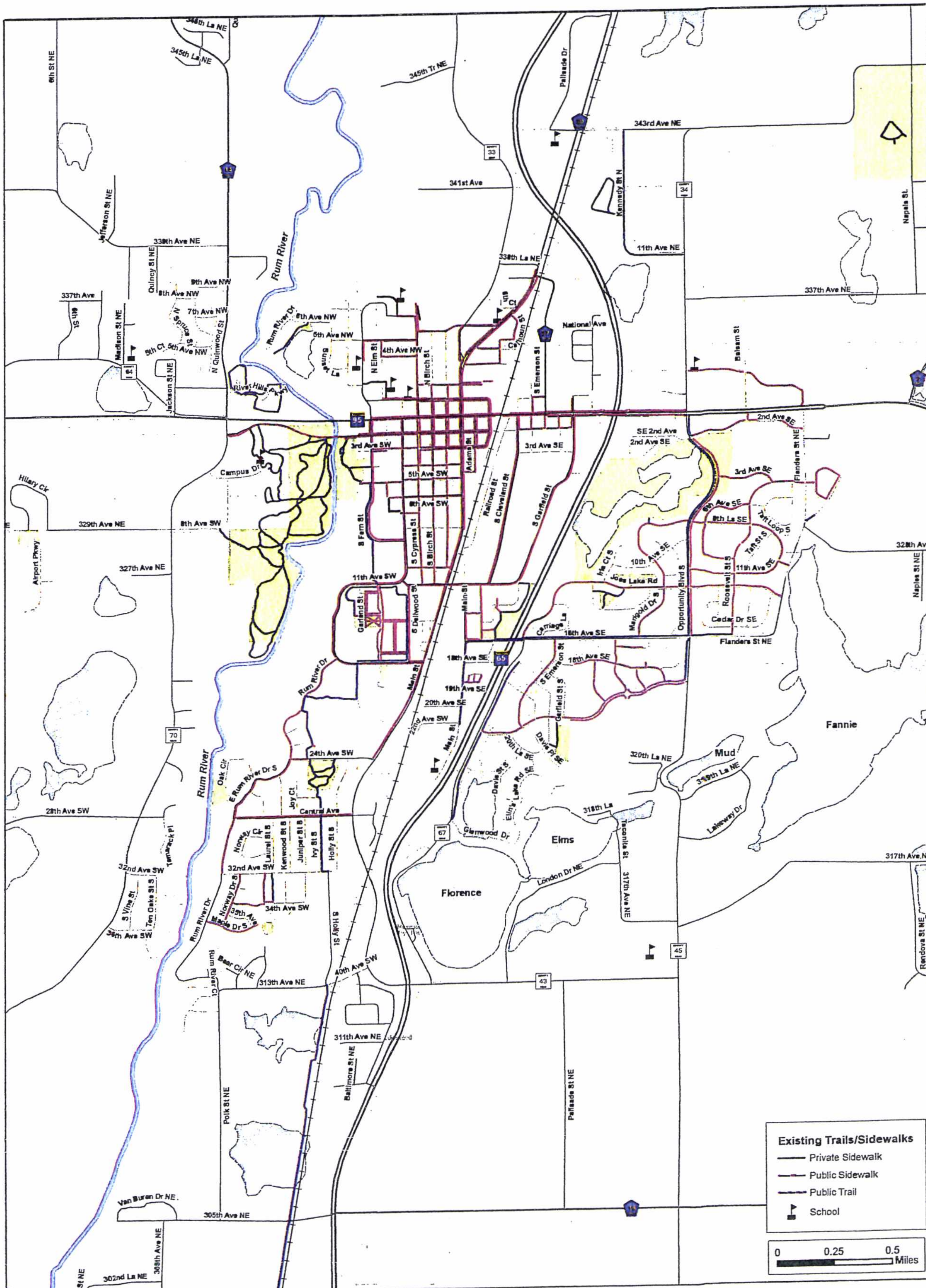


FIGURE 5-7

SEH

Project Number: MNT07 137843
Print Date: 3/2/2017

Map by: mstauernagel
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Existing Trail & Sidewalk Network

Cambridge, MN

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

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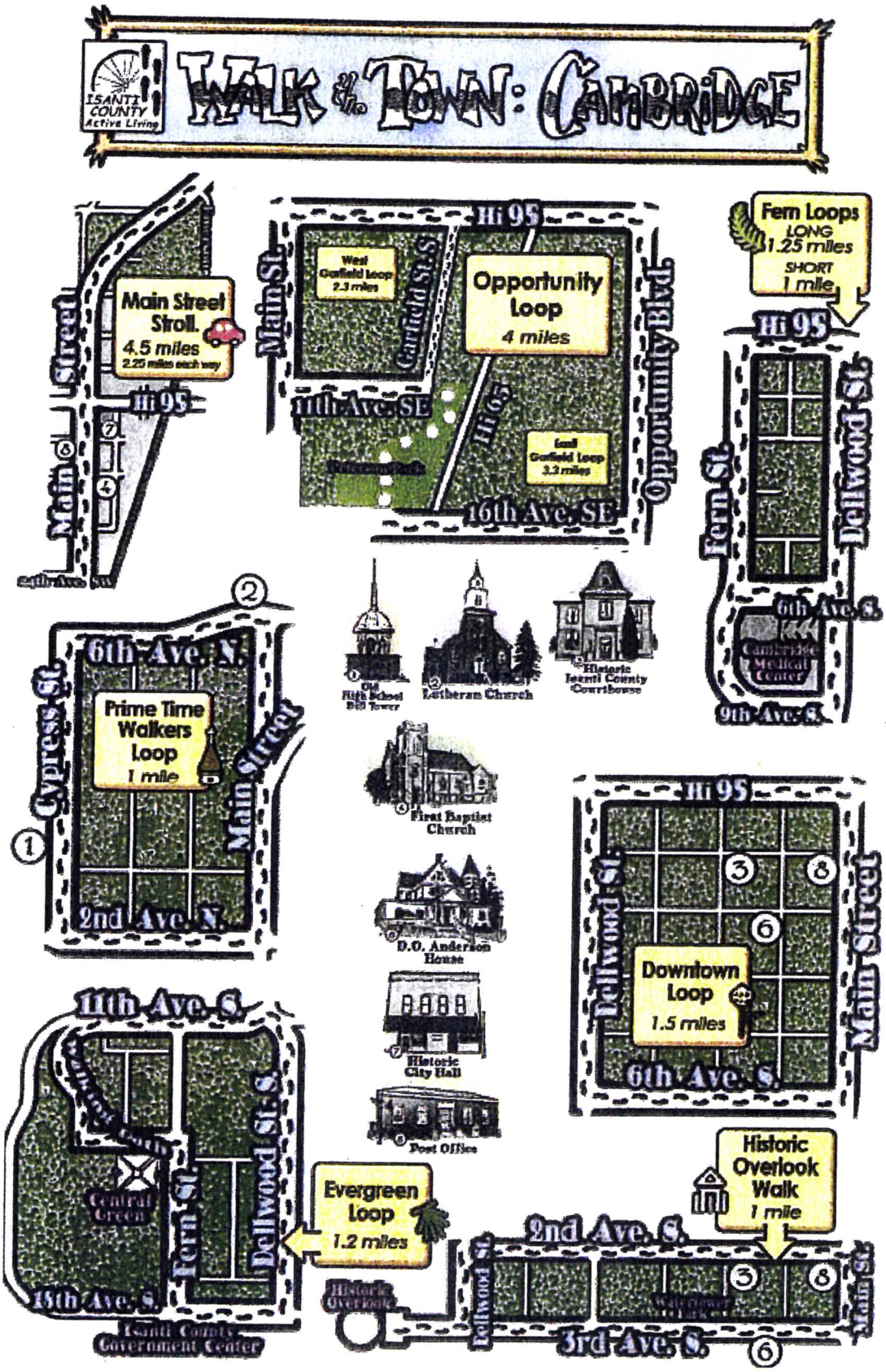
Figure 5-8: Walking Loops in Cambridge



Source: Isanti County Active Living

WALKABILITY

Walkability is a term used to describe the accessibility of goods, services, and resources for different communities. The organization Walk Score, part of Redfin, maps access to amenities in communities across the world and provides the area with a numerical score based on how easily these amenities are accessed. Walk Score categorizes walkability in the following groups, described in Table 5-1.

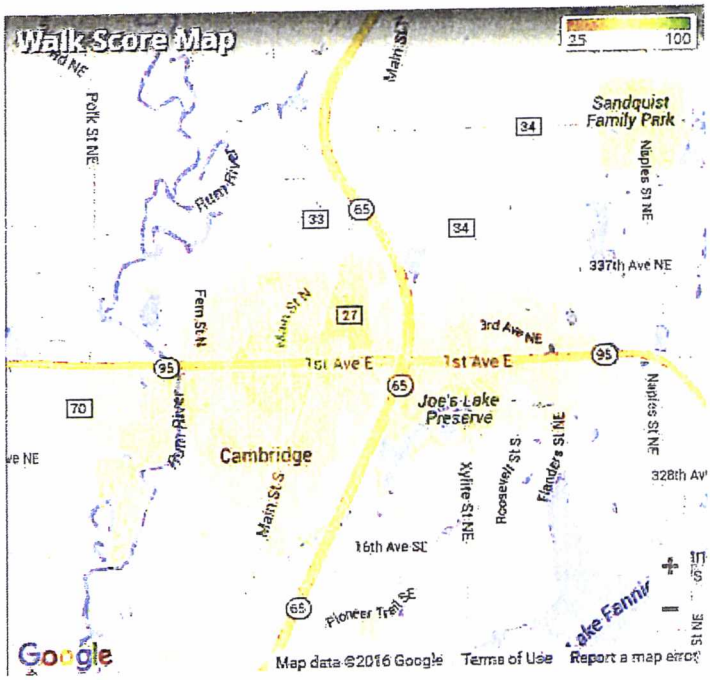
Neighborhoods in Cambridge vary widely in walkability, from "Very Walkable" to "Car Dependent". The most walkable area of the City is in Downtown, at the intersection of 1st Avenue and Main Street. This area has a score of 70. Residential neighborhoods to the south and east of the Downtown are the most auto-dependent. This spatial pattern is illustrated in Figure 5-9.

Table 5-1: Walkability Scores

90–100	**Walker's Paradise** Daily errands do not require a car.
70–89	**Very Walkable** Most errands can be accomplished on foot.
50–69	**Somewhat Walkable** Some errands can be accomplished on foot.
25–49	**Car-Dependent** Most errands require a car.
0–24	**Car-Dependent** Almost all errands require a car.

Source: Walk Score

Figure 5-9: Walkability in Cambridge



Source: Walk Score

PROPOSED SIDEWALK AND TRAIL NETWORK

The intent of the City's proposed sidewalk and trail network is to provide decision makers with a vision and guidance information for developing a comprehensive system of pedestrian and bicycle corridors, and support facilities to serve resident and visitor needs. The overall system needs to include an interconnected network of pathways (trails, bikeways, and sidewalks) for the purpose of providing alternative transportation and recreational opportunities throughout Cambridge.

A well-planned and designed system can be a valuable community assets and provide an important transportation function for commuters, seniors, and recreational users. The following professional guidelines are critical in developing a community-wide pedestrian and bicycle system:

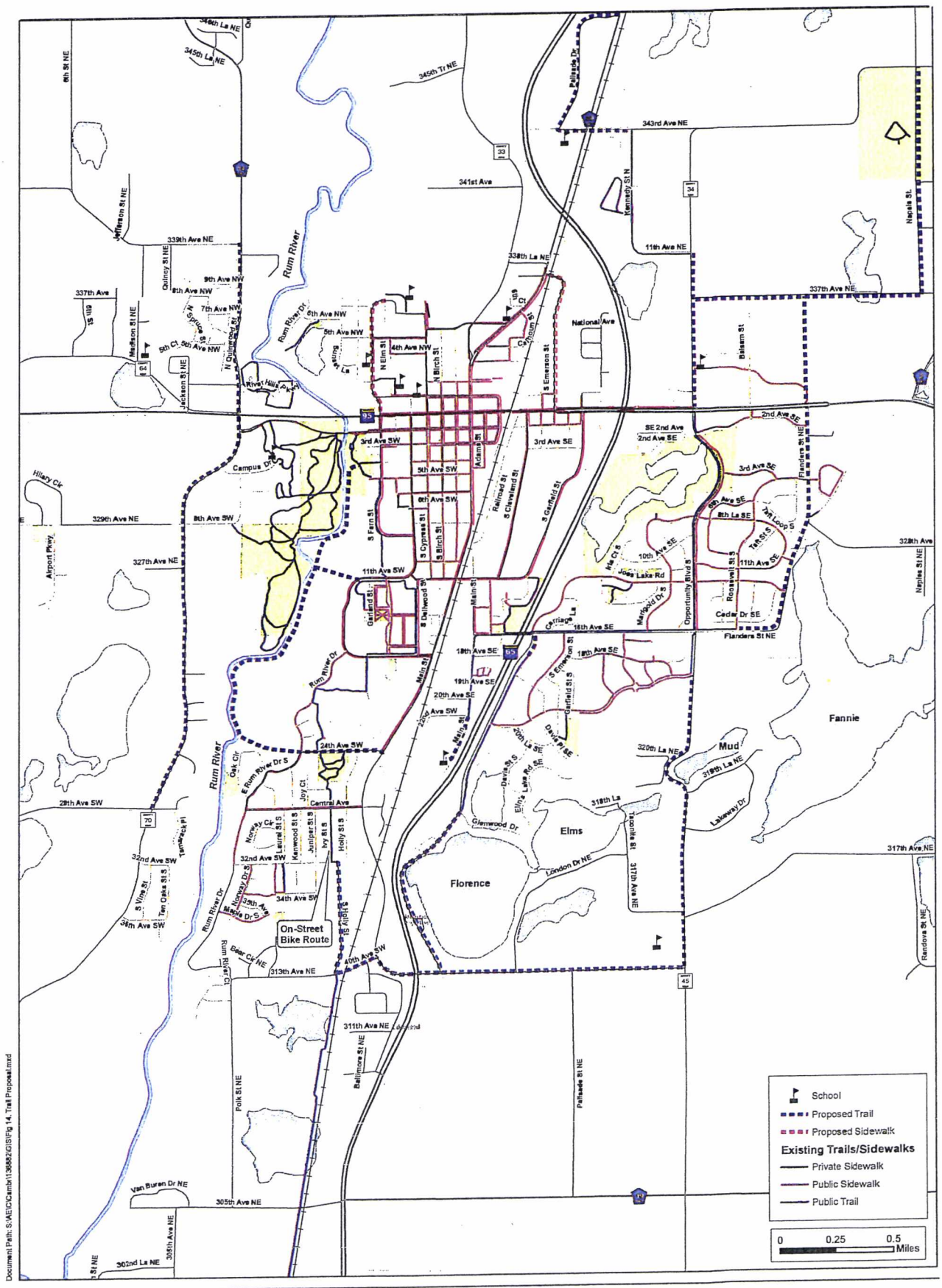
- Provide safe and efficient connections to land-uses, such as shopping malls, downtown, schools, senior care facilities, and other community destinations;
- Create good design guidelines by providing adequate widths and sight distance, while also avoiding problems such as poor drainage, blind corners, and steep slopes;
- Develop a proper maintenance schedule with regular surface treatments and repairs;
- Create well-designed street crossings, with measures such as bike and pedestrian activated signals, median refuges, and warning signs for both motor vehicles and non-motorized transportation users of all ages and abilities;
- Facilities should highlight the surrounding scenic qualities (e.g. Rum River valley), offering an aesthetic experience that attracts users; and
- Establish a well-connected system of trails, bikeways, and sidewalks that provides shorter trip lengths than the road network, with connections between dead-end streets, cul-de-sacs, and short-cuts through open spaces and parks.

Within the Cambridge area, there is an extensive network of sidewalks and trails (see Figure 5-7 earlier in this chapter). For many years Cambridge has promoted the installation and use of sidewalks, trails and paths within the City as part of an effort to be a "Bicycle & Pedestrian Friendly" community. All local street construction and reconstruction projects consider the installation of sidewalks if these facilities don't already exist. It is the intention of this effort to make it possible and safe for people who would like the option of walking or biking, either for transportation or recreational purposes, to be able to travel safely throughout the City and access schools, parks and recreational facilities, businesses, and other destinations. Figure 5-10 depicts several trail and sidewalk extensions and connections that the City shall pursue as development occurs.

New developments in Cambridge will continue to be reviewed and required to provide bicycle and pedestrian accessibility. Also, efforts should be taken to connect residential developments with existing and planned bicycle facilities such as the Cambridge-Isanti Trail corridor that currently runs between Cambridge and Isanti, but is being planned for future northern expansion (e.g. Stanchfield and Braham).

In commercial areas such as downtown or developing corridors such as Highway 95 east of Highway 65, the provision of bicycle parking facilities should be encouraged to accommodate bicycle travel. In constrained areas (e.g. downtown sidewalks), these facilities should be located where they do not disrupt or interfere with other pedestrian traffic. Bike corrals located along side streets or open spaces are a preferred option as long as they are located in relatively close proximity to the rider's destination(s).

Encouraging more bicycling throughout Cambridge could be accomplished by better defining the presence of on-road facilities through the use of improved signing or pavement striping. Where off-road trails are not present, an established marking system (e.g. one sign or pavement marking per city block) should be considered in the establishment of the network of Bicycle Friendly Routes. These items are relatively low cost and provide route information and present awareness for all users of the roadway.



Document Path: S:\AE\C\Cambr\138682\GIS\Fig 14. Trail Proposal.mxd

Project Number: MNT07 137843
Print Date: 3/2/2017

Map by: mstauermagel
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Proposed Trail Network

Cambridge, MN

FIGURE 5-10

Other Pedestrian and Bicycle System Safety Features

Public Education: MnDOT has a Bicycle and Pedestrian Program that promotes and facilitates the increased use of non-motorized transportation, including public educational, promotional, and safety programs for using bicycle and pedestrian facilities.

Community events and programs such as bike rodeos and safe routes to school promotions can help teach people the basics of safe walking and bicycling. Local law enforcement can also greatly assist in ensuring safe transportation (both motor vehicle and non-motorized) through the review and enforcement of specific laws that pertain to pedestrians and bicyclists.

Routine Maintenance: It is important to maintain safe operating conditions along the sidewalk and trail system. Sight distance limitations and surface hazards (loose dirt/ gravel, debris, overgrown vegetation, old storm drains, and cracks) must all be considered and maintained to ensure the conditions are safe and favorable for users. Surface hazards can not only cause bicyclist to lose control, but can also cause cyclists to temporarily swing into the travel lane which can create unsafe conditions and conflicts.

Safe Routes to School (SRTS): The SRTS program is intended to encourage kids to walk and bicycle to school more often through infrastructure improvements, education, and promotional activities. On a broader level, SRTS programs can enhance children's health and well-being, ease traffic congestion near the school, improve air quality, and improve community members' overall quality of life. In the past, the SRTS program has included both federal and state funding to assist communities and school districts to prepare SRTS plans and to implement education programs and infrastructure improvements.

Crosswalks: Strategically located crosswalks are another important safety feature in a pedestrian and bicycle network. In Minnesota, it is the law for motor vehicles to stop for pedestrians crossing the roadway at any location, but the safest spot is at a designated crosswalk that is clearly marked or controlled by an automated system. Pedestrian safety along Highway 95 has been raised as an issue. A possible solution for a midblock crossing or crossing at a non-signalized intersection would be the installation of a pedestrian-activated beacon or signal system. Several such products exist including a rectangular rapid flashing beacon (RRFB) system. A RRFB is a relatively low cost safety improvement that has been shown to significantly increase driver yielding at crosswalks when supplementing standard pedestrian crossing warning signs and pavement markings.

Other pedestrian activated devices can be used to increase yielding rates on multilane roads with limited effect on traffic include flashing amber warning signals, in-road warning lighting, and blinking pedestrian signs.

The purpose of all crosswalk treatments is to enhance awareness and communication between pedestrians and drivers at locations where there is not already a traffic signal. The cost range of a pedestrian-activated beacon or signal system is approximately $25,000-$40,000 and would depend upon the type of features needed at a particular location (e.g. solar-powered, hardwire vs. wireless push buttons, type and amount of signage, and other pavement markings).

UTILITIES AND COMMUNITY FACILITIES GOALS

Goal 1

Maintain and improve all community facilities.

- Policy 1.1: Maintain and improve community facilities and utilize a five-year Capital Improvements Plan to identify areas of improvement, in order to provide improvement of the City's infrastructure in a timely and cost effective manner.
- Policy 1.2: Improve accessibility of all community facilities where necessary and ensure their compliance with ADA requirements.

Goal 2

Provide adequate and appropriate recreational and park facilities, bikeways, sidewalk, and walking trails.

- Policy 2.1: Address the city's desire for a full range of park and recreation activities consisting of both active and passive recreational facilities in the Park Plan.
- Policy 2.2: Update the City's Park Plan to address city-wide needs and the specific plans for all existing and future parks in the City and its planned growth areas.
- Policy 2.3: Identify greenways (green corridors) and blueways (river and lake corridors) and provide walking/bicycle trails to link area parks, lakes, community facilities, and surrounding communities.
- Policy 2.4: Address and update where necessary the spatial distribution of parks in the Parks Plan with the goal to provide all segments of the population have convenient access to facilities.
- Policy 2.5: Improve access to the Rum River.
- Policy 2.6: The City shall explore all Federal and State grant opportunities for park acquisition, development, and maintenance.

Goal 3

Improve bicycle and pedestrian connectivity throughout the community.

- Policy 3.1: The City will assess the current transportation system for efficiency and connectivity between existing and planned commercial nodes, neighborhoods, and civic amenities. The City shall work with Isanti County, MnDOT, residents, and businesses to provide critical linkages for logical connections that currently represent transportation system gaps or barriers.
- Policy 3.2: When new and redevelopment proposals are received, the City shall require connectivity of collector and local streets (including their pedestrian facilities) and trails between residential developments and other land uses.
- Policy 3.3: The City will continue to support all modes of travel and will strive to achieve an interconnected pedestrian and bicycle system that links residential, institutional/educational, commercial, retail, employment, and recreational destinations.
- Policy 3.4: Maintain and expand the network of bicycle and pedestrian trails throughout the City. Encourage the development of a trail system along the Rum River Wild & Scenic corridor.

CHAPTER 6
AGRICULTURAL, HISTORIC, AND NATURAL RESOURCES

INTRODUCTION

The City of Cambridge includes significant natural resources. It is home to the Rum River and numerous lakes and wetlands. While the City has continued to grow, natural features remain an important aspect of the community.

The City of Cambridge and its residents recognize the role natural areas and rural vistas play in maintaining a healthy community, in attracting people to the area, and in contributing to the quality of life in Cambridge. They also recognize that these natural areas offer concrete benefits including:

- Protecting ground and surface water quality;
- Providing wildlife habitat;
- Maintaining property values and providing buffers between land uses; and
- Providing opportunities for active and passive recreation.

Another important characteristic of the communities surrounding Cambridge is their rural, agricultural character. Much of this land is currently farmed and residents enjoy the rural and natural landscape. This will change as Cambridge further develops and expands into its planned Urban Service Area.

AGRICULTURAL RESOURCES

The areas surrounding the City of Cambridge have historically been used for agricultural purposes. However, with the rapid growth of the City in the 1990s and early 2000s, there has been a reduction in the amount of agricultural land in the area. Today, the primary agricultural uses in Cambridge are active farmlands, farmsteads, and large-lot single family residential. In many cases, new development abuts existing agricultural uses.

Soils

The soils within the Cambridge area fall into one of two associations: the Zimmerman-Lino association of the Anoka Sand Plain and the Hayden-Bluffton association of the Mankato Till Plain. The topography of the Anoka Sand Plain is level to sloping, but narrow strips of soil on steeper slopes extend into areas along drainageways and around bogs. Rolling glacial till plains characterize the topography of the Mankato Till Plain which is at a higher elevation than the Anoka Sand Plain.

The dominant soil types in the Zimmerman-Lino association are Zimmerman and Lino. These soils were derived from sorted fine sand deposited by retreating ice sheets. Isanti, Anoka, Braham, and Blomford soils are less extensive. All of these soils are acidic and the upland soils are commonly droughty. They are generally not very fertile, but with proper management practices they can be productive crop lands. Because of the permeability of the Anoka soils, the risk of groundwater contamination from fertilizers and pesticides is high.

Hayden soils dominate the Hayden-Bluffton association. These soils are generally well drained and fairly fertile making them both good for agricultural production and suitable for development. However they also have a sandy structure making them susceptible to wind erosion. Also present are Ames and Bluffton soils as well as less extensive areas of Burnsville-Rodman complex. The soils in the Hayden-Bluffton association were derived partly from sand and gravel and are commonly droughty.

Given the impacts of Rum River valley and numerous wetlands throughout the City, most of the soils are saturated and prone to flooding. This means that most of the soils in the community are not prime soils for agricultural production. In fact, only 7.3 acres of land have prime soils for agriculture. These acres are all located in the southern portion of the City, along Highway 65. Soil types, including prime soils, are illustrated in Figure 6-1.

It is important to note that future development in the southern part of the City is planned for commercial uses. Given that the only prime agricultural soils in the City are also located in this area, future development should be intentional. The City of Cambridge should coordinate with neighboring townships and Isanti County to preserve prime agricultural land as both Cambridge and Isanti continue to develop. Additional discussion of future development is included in Chapter 7: Land Use.

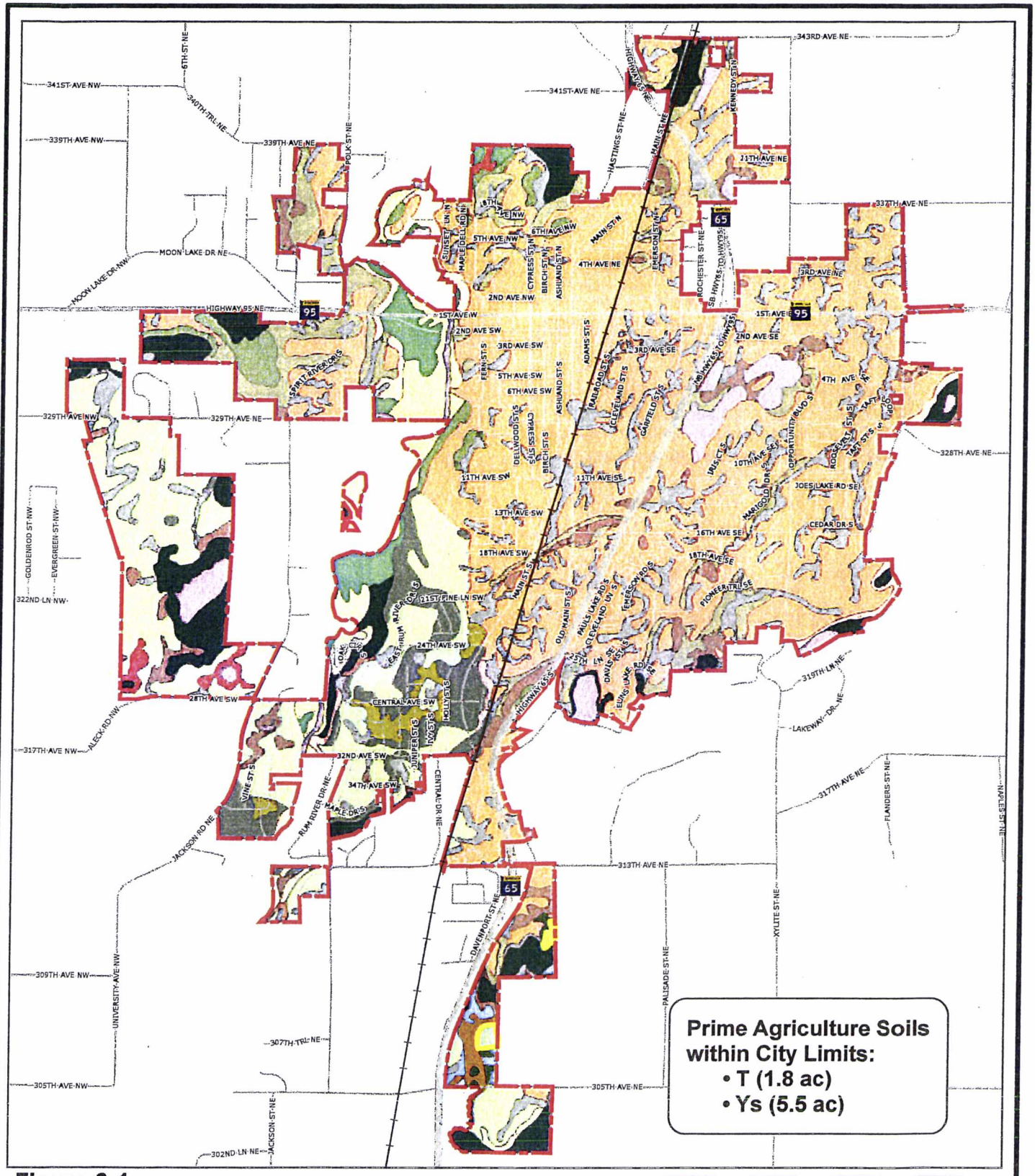


Figure 6-1
Soils
Cambridge, Minnesota

HISTORIC RESOURCES

Historic Properties

One of the most notable aspects of Cambridge's downtown is the historic, small-town character in the area. A view of Cambridge's historic downtown is included in Figure 6-2. The following properties are listed on the National Register of Historic Places.

Isanti County Courthouse: 237 2nd Ave. S.W., Cambridge

This courthouse was built in 1887, in the French Second Empire Style. It was listed on the National Register in July 1980 and is considered to be of local significance. It has been renovated and adapted to meet the needs of the community but has retained its original character within the downtown. It is one of the oldest courthouses in use in Minnesota. The Courthouse is illustrated in Figure 6-3.

West Riverside School: Co. Highway 14, Cambridge Township

This brick schoolhouse with a bell tower was built in 1898 and doubled as a community center. It was listed on the National Register in July 1980 and is considered to be of local significance. The building has been restored to its 1900 condition by the Isanti County Historical Society. Although this one-room schoolhouse is located outside of the City of Cambridge, it remains an important community feature.

Isanti County Historical Society

The Isanti County Historical Society is located in Cambridge and serves as the County's local branch of the Minnesota Historical Society. The group has a library of 30,000 important documents, indigenous artifacts, and information on immigration to the County. In addition to the in-person library, the Society also is home to online archives of these artifacts. The Society has numerous built facilities that can be rented or visited including cabins, school houses, blacksmith shops, and churches.

Figure 6-2: Downtown Cambridge

Image Source: University of Minnesota Center for Urban and Regional Affairs (CURA)

Figure 6-3: Isanti County Courthouse

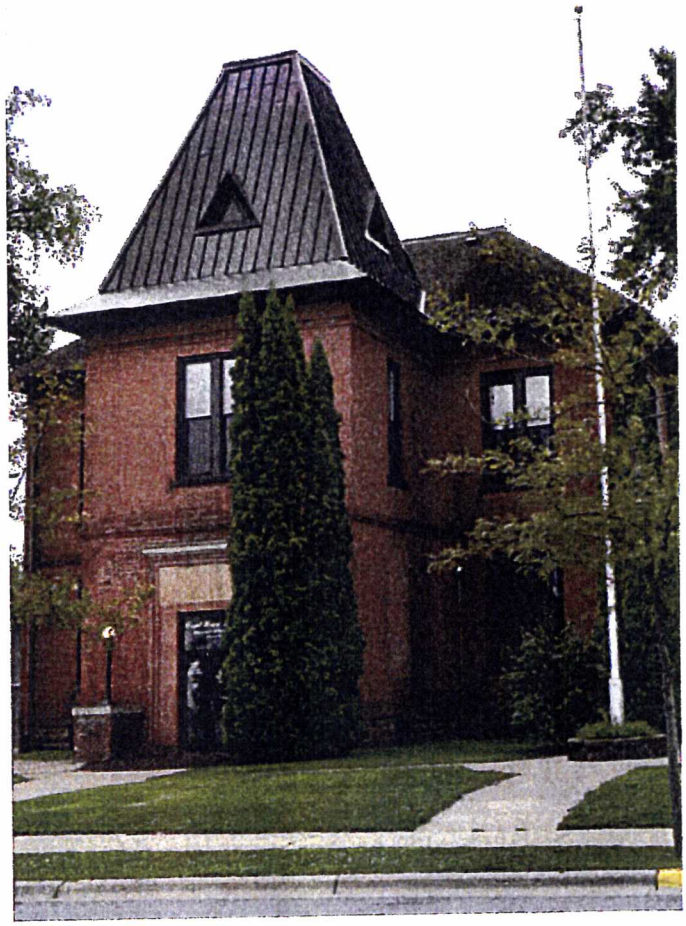


Image Source: University of Minnesota Center for Urban and Regional Affairs (CURA)

NATURAL RESOURCES

Topography

The City of Cambridge is relatively flat, with elevations ranging from 900 feet (274 meters) to 990 feet (303 meters). Low lying areas are located along the Rum River and the highest areas lie to the southeast of the city. There are some steep slopes in the community, between developed neighborhoods on the east and the Rum River on the west. Topography is illustrated in Figure 6-4.

Watershed Districts

The City of Cambridge is located in the Isanti Soil and Water Conservation District (SWCD). The SWCD provides technical and educational assistance to the County around issues of water and soil conservation and preservation. The SWCD also manages cost-sharing programs and loans for property owners who enhance habitat or manage pollutants such as runoff or septic system leaks. The SWCD is currently developing a management plan for the Rum River and all lakes and streams in its watershed, many of which are located in and around Cambridge.

Waterbodies and Wetlands

There are numerous significant waterbodies and wetlands in Cambridge. These features are described below.

The Rum River runs the entire length of the City and bisects the downtown and most of the City's developed land with rural communities to the west. The River is classified in Minnesota as one of the state's Outstanding Resource Value Waters, and is designated as a Wild and Scenic River under Minnesota law. As such, the City is committed to protecting the Rum River, and takes its environmental importance into consideration when determining whether to bring City sewer and water service to an area as a means of eliminating potential ground water pollution sources, including individual septic systems. The Rum River is illustrated in Figure 6-5.

Lake Fannie is located on the southeastern border of Cambridge and is a natural lake, home to many fish species. The lake is used for recreational purposes but has remained a high quality environment for fish and wildlife. There are currently no invasive species in the lake.

Skogman Lake is located east of Cambrdige, north of Highway 95. The lake is used for recreational purposes and is home to many species of fish. Unlike Lake Fannie, the invasive species Eurasian watermilfoil is present in the lake.

There are other smaller lakes and ponds in Cambridge. These lakes are listed below:

- Mud Lake (connected to Lake Fannie)
- Florence Lake (southeast of the City)
- Elms Lake (southeast of the City)
- Joe's Lake and Preserve (east of Downtown)
- Brobergs Lake (northwest of the City)
- Elizabeth Lake (west of the Airport and City)

All waterbodies in Cambridge are illustrated in Figure 6-6.

Wetlands are a critical element in the natural landscape, serving as habitat for wildlife, allowing for stormwater retention during storms, and for filtering water before it enters into major lakes and rivers. There are approximately 500 acres of wetlands in the City of Cambridge. These wetlands are located primarily along the western side of the Rum River, south of the City along Highway 65, and near Lake Fannie. Wetlands in Cambridge include both Freshwater Emergent and Freshwater Forested/Shrub types. Wetlands and floodplains are illustrated in Figure 6-7.

Figure 6-5: The Rum River

Image Source: University of Minnesota Center for Urban and Regional Affairs (CURA)

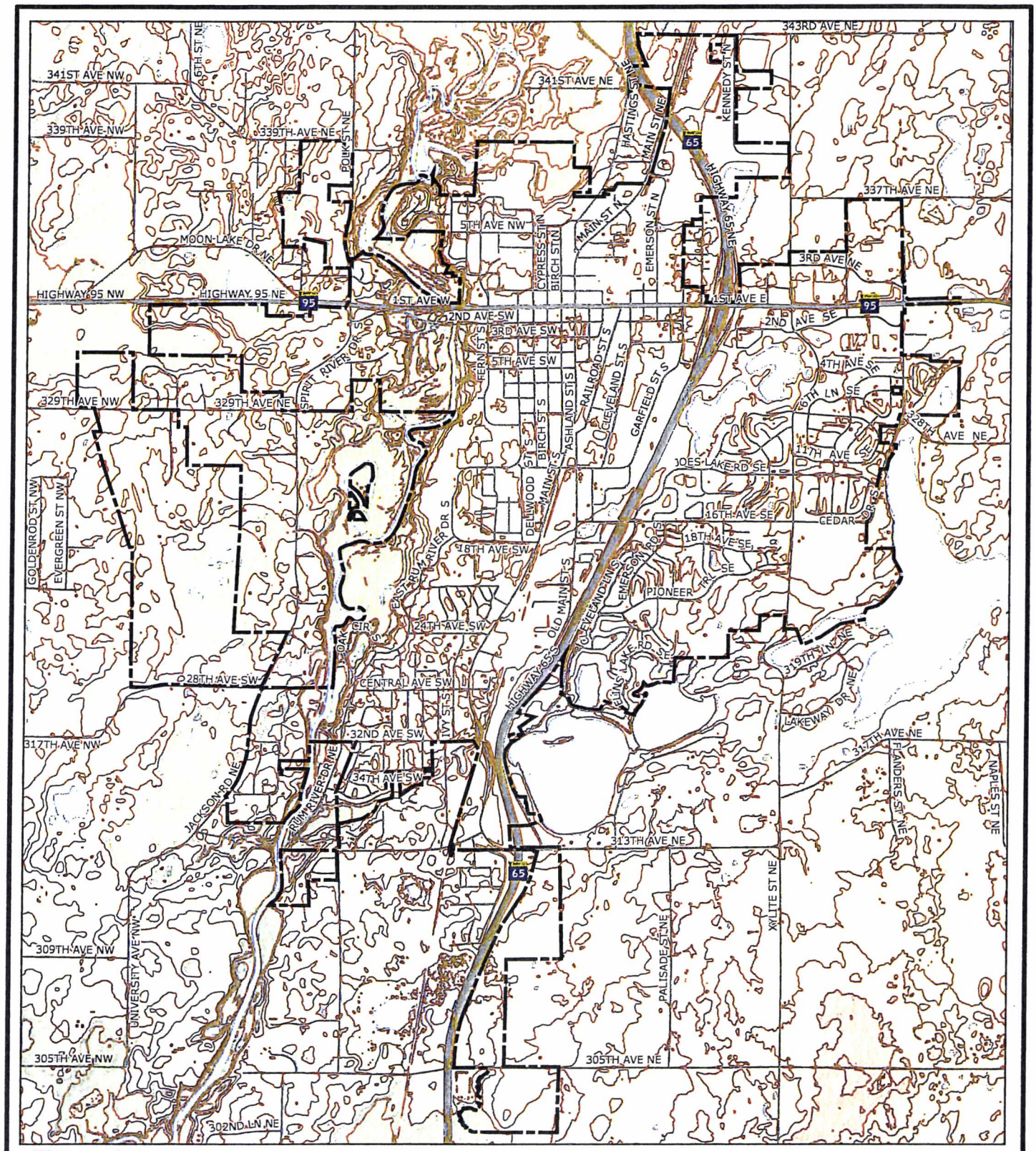


Figure 6-4

Topography

Cambridge, Minnesota

N

0 0.225 0.45 0.9 Miles

Source: MNDNR (2012)

10 Ft Contours

Elevation (m)

- 274-283
- 284-293
- 294-303
- 304-313

Produced by: Alysa Zimmerle
March, 2017

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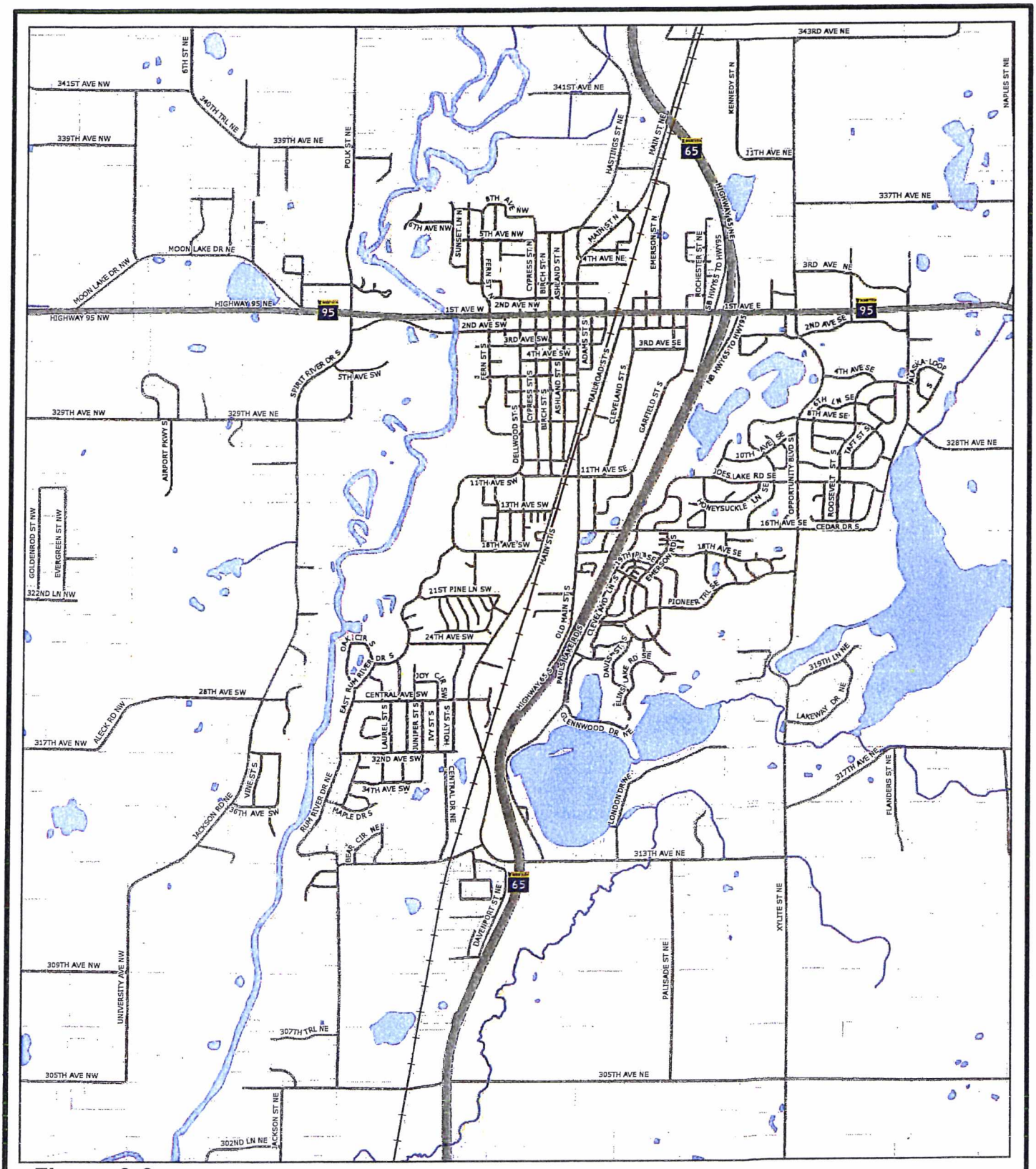

Figure 6-6
Waterbodies
Cambridge, Minnesota

City Boundary

Waterbodies

Streams

N

0 0.25 0.5 1 Miles

Source: City of Cambridge, 2016

Produced by: Alysa Zimmerle
March, 2017

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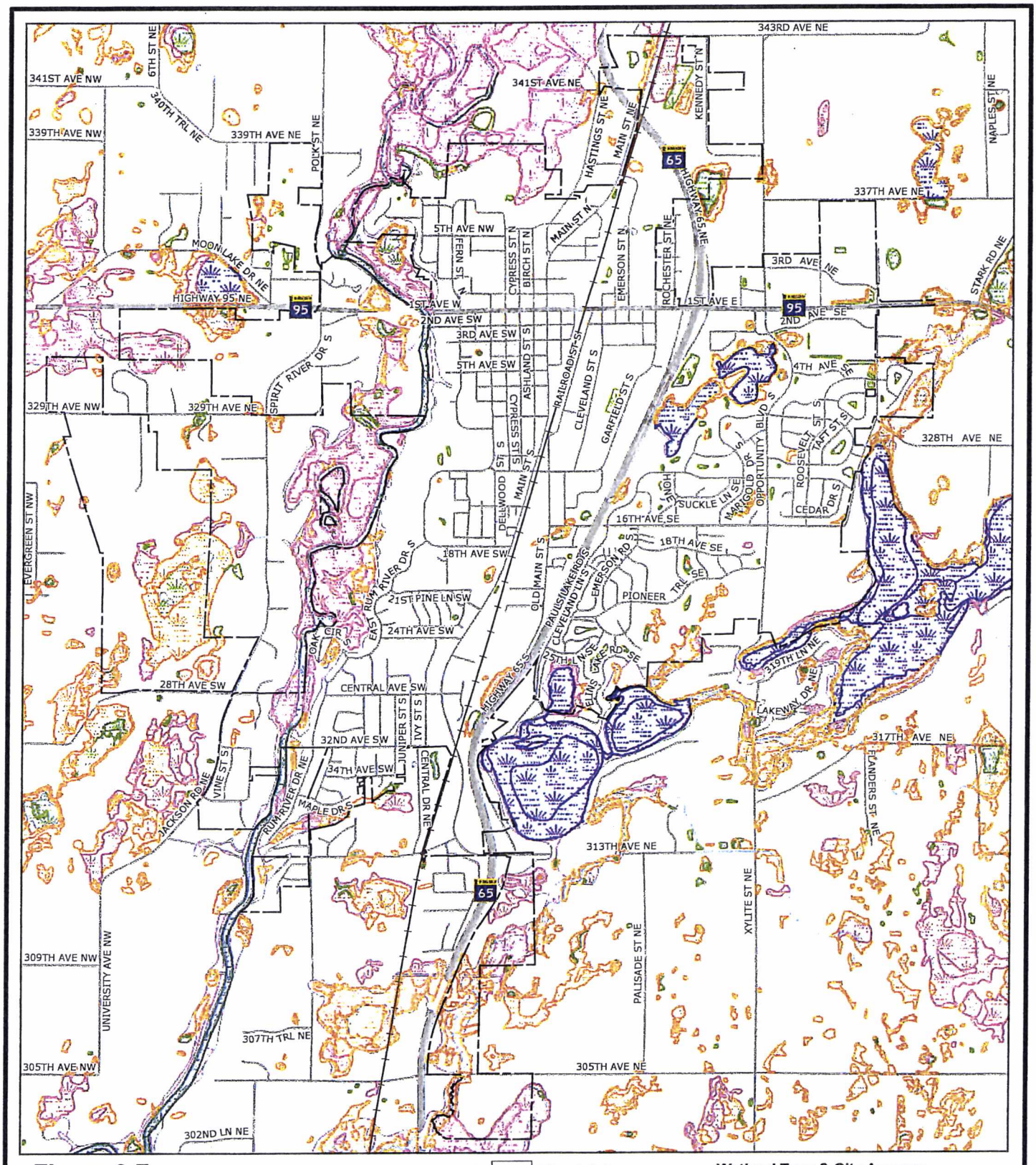

Figure 6-7
Water Features
Cambridge, Minnesota

N

0 0.25 0.5 1 Miles

Source: USGS (2015) & MNDNR (2014)

Floodplain
Lower St. Croix
Rum River Watershed

Wetland Type & City Acreage
- Freshwater Emergent Wetland (264 ac)
- Freshwater Forested/Shrub Wetland (235 ac)
- Freshwater Pond (87 ac)
- Lake (65 ac)
- Riverine (28 ac)

Produced by: Alyssa Zimmerle
March, 2017

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AGRICULTURAL, CULTURAL, AND NATURAL RESOURCE GOALS

Goal 1

Protect, conserve, and enhance natural resources and environmentally sensitive areas within and adjacent to the City for the community's long-term benefit.

- Policy 1.1: When reviewing zoning applications and land use conversions, the City shall consider the following:
    a. The direct and indirect impact on water quality.
    b. The City's strong support of incorporating woodlands, wetlands, floodplains, poor soils and other environmentally sensitive areas into parks and open space areas as an alternative to the destruction of these resources.
    c. The importance of maintaining slopes and areas of land susceptible to severe erosion, in a natural state and carefully manage areas of moderate erosion potential.
    d. The importance of discouraging development in those areas that are unsuitable or hazardous for urban uses due to topography, geology, soils, wetlands, flooding or other natural conditions.
    e. The importance of preserving the quality and quantity of surface water and groundwater resources by the appropriate regulation of all development activities that have the potential of impacting the water resources of the area.
    f. The importance of preserving natural drainage systems, wetlands and ground water recharge areas and mitigate the impact of development activities on the infiltration and runoff of water, storm water storage and plant and animal habitat.
    g. Discourage clearing of wooded areas.
- Policy 1.2: Implement best management practices for water quality regarding Skogman and Fanny Lakes.
- Policy 1.3: Manage the Rum River Shoreland development to protect the natural, scenic and recreational quality of the river.
- Policy 1.4: Address the storm water outlets by City Park into Rum River for their impact on water quality.
- Policy 1.5: Encourage the reforestation of areas already cleared by development and promote the establishment of flora in areas lacking it.
- Policy 1.6: Encourage public and private recycling programs to serve the community and surrounding area.
- Policy 1.7: Promote the application of Planned Unit Developments in shoreland districts where appropriate as a means to achieve compact urban development on sewered lots while providing open space and preserving the site's natural values.

Goal 2

Identify and protect historic community resources including districts, buildings, sites, or events.

- Policy 2.1: Inventory, rank, and prioritize the community's historic resources.
- Policy 2.2: Promote the downtown's historical character.
- Policy 2.3: Encourage the preservation of historic sites where practical and economically feasible.