CAMBRIDGE
Minnesota's Opportunity Community

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Meeting Announcement and Agenda of the Cambridge Planning Commission
City Hall Council Chambers
Regular Meeting, Tuesday, May 2, 2017, **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.	Approval of Agenda (p. 1)
3.	Approval of Minutes A. April 4, 2017, Regular Meeting (p. 3)
4.	Public Comment: For items not on the agenda; speakers may not exceed 5 minutes each.
5.	New Business 1. **PUBLIC HEARING**- Comprehensive Plan Update Draft (p. 7) 2. **PUBLIC HEARING** – Interim Use Permit for Automobile Sales and Auto Repair Service at 140 1st Ave W. (p. 99)
6.	Other Business/Miscellaneous A. City Council Update B. Parks, Trails, and Recreation Commission (PTRC) Update
7.	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, April 4, 2017

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: Chad Struss, Brandon Grell, Kersten Conley (City Council Representative), and Robert Nelson

Members Absent: Bob Erickson (Excused), Julie Immel (Excused) and Mike Stylski (Absent)

Staff Present: Marcia Westover, Community Development Director/City Planner

CALL TO ORDER and PLEDGE OF ALLEGIANCE

Struss called the meeting to order at 7:00 pm and led the Commission in the Pledge of Allegiance.

APPROVAL OF AGENDA

Struss moved, seconded by Conley to approve the agenda as presented. The motion carried 4/0.

APPROVAL OF MINUTES

March 7, 2017 Regular Meeting Minutes

Conley moved, seconded by Grell to approve the March 7, 2017 meeting minutes as presented. Motion carried 4/0.

PUBLIC COMMENT

Struss opened the public comment period at 7:01 pm and without comments, closed the public comment period at 7:02 pm.

NEW BUSINESS

Public Hearing: Preliminary Plat of Cortec Addition, a request by Miksic Realty

Westover stated Miksic Realty, LLC, 4119 White Bear Pkwy., St. Paul, MN 55110, is requesting approval of the Cortec Addition Preliminary Plat. The future land use of the

subject property is Industrial and the current zoning is I-3 General Industrial District. Properties to the north and east are zoned Industrial with a mix of Business Transitional zoning along 1st Ave E (Highway 95). The properties to the west across the railroad are zoned Commercial and the properties to the south across 1st Ave E. are zoned Industrial.

Westover explained Miksic Realty, the owner of Cortec, plans to expand the warehouse with an addition to the building on the north end of their property. Due to the complexity of their existing property lines, they have requested to plat their property. Miksic Realty currently owns four (4) separate parcels with long metes and bounds legal descriptions. Platting the property will combine all of these parcels into one lot and block. The plat will remove the existing property lines allowing an addition to the north end of their building and will contain 4.2 acres.

Westover stated a Site Plan Review application has been submitted to the City for review of their addition and site plan changes. Westover explained a condition has been added to the approval of the plats that the Site Plan Review must be completed to the satisfaction of the City prior to a building permit being issued. Westover explained the plat approval process is a separate matter from the Site Plan Review; however, everything is being reviewed simultaneously, therefore a condition was added to assure the owner recognizes the needs of the City.

According to Westover, the plat is consistent with the Subdivision Ordinance, and the City's Comprehensive Plan.

Struss opened the public hearing period at 7:04 pm and without comments, closed the public hearing at 7:06 pm.

Discussion ensued among the Commissioners on the number of parcels.

Nelson moved, seconded by Conley to recommend the approval of the Cortec Addition Preliminary Plat provided the conditions as listed by the City are met. Motion carried 4/0.

Final Plat of Cortec Addition, a request by Miksic Realty

Westover stated the final plat is consistent with the preliminary plat just reviewed by the Commission. Westover explained a preliminary plat and a final plat can be reviewed simultaneously when no new infrastructure is required, and no new infrastructure is required with this plat.

Grell moved, seconded by Nelson to recommend the approval of the Cortec Addition Final Plat provided the conditions as listed by the City are met. Motion carried 4/0.

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 meeting.

ADJOURNMENT

Conley moved, seconded by Grell, to adjourn the meeting at 7:17 pm. The motion carried 4/0.

_____

Mike Stylski
Cambridge Planning Commission Chair

ATTEST:

_____

Marcia Westover
Community Development Director\City Planner

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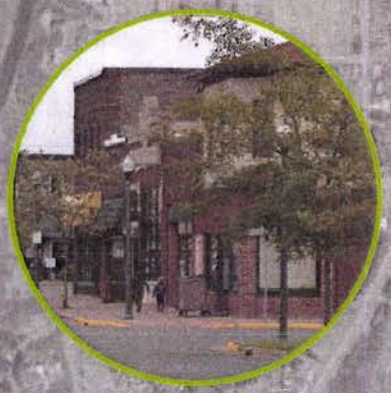
Item 5(1)

CAMBRIDGE COMPREHENSIVE PLAN

DRAFT



CAMBRIDGE
Minnesota's Opportunity Community℠

Stantec

APRIL 2017

ACKNOWLEDGMENTS

This Comprehensive Plan would not have been possible without the collaboration of City staff, steering committee members, consultant staff, and the general public. A special thanks to these team members for the dedication and effort they gave to make this Plan a success.

CITY STAFF

Lynda Woulfe, City Administrator
Marcia Westover, Community Development Director
Todd Schwab, Public Works Utilities Director
Alysa Zimmerle, GIS Coordinator/Stormwater Technician

CONSULTANT STAFF

Stantec Staff

John W. Shardlow, FAICP
Carron Day, AICP
Katrina Nygaard

SEH Staff

Bob Rogers, AICP
Todd Blank, PE

STEERING COMMITTEE MEMBERS

Alecia Cox, Rum River Special Education
Bob Roby, Business Owner
Greg Carlson, Presbyterian Homes, Resident
Julie Immel, Resident
Kim Erickson, Business Owner
Melissa Carstensen, Isanti County Public Health
Monte Dybvig, Business Owner
Neil Anderson, Resident
Dave Oslund, Isanti County Commissioner
Tiffany Determan, Isanti County Soil and Water Conservation District

COMMISSIONERS

Bob Erickson, Planning Commissioner
Chad Struss, Planning Commissioner
Jim Godfrey, Planning Commissioner, City Council member
John Klossner, Planning Commissioner
Shirley Basta, Planning Commissioner
Robert Nelson, Planning Commissioner
Mark Ziebarth, Parks, Trails, and Recreation Commissioner

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INTRODUCTION

The Cambridge Comprehensive Plan (Plan) sets forth a long-term vision to guide growth over time and identifies policies, projects, and other investments that will move Cambridge ahead. The Plan evolved through the exchange of information, analysis and response between the citizens, community leaders, staff and public officials of Cambridge through a planning process undertaken in 2016 and 2017.

The City's total growth during the fifteen years since the previous Comprehensive Plan is in line with the projections included in the City's existing comprehensive plan which was completed in 2001. That comprehensive plan was intended to guide development through 2020. As with many of the comprehensive plans written prior to the Recession of 2008, the last Plan could not have anticipated the financial hardships and resulting lifestyle changes that have occurred. Many people have changed the way they live because of economic necessity. Others are rethinking the "American Dream" and now consider alternatives to the single-family home and seek out housing in pedestrian friendly, walkable neighborhoods where there are alternatives to driving.

Today, Cambridge is assessing what changes must be made to prepare for the future. With the economy now in recovery mode, development pressures are again mounting in the region and in Cambridge. Other changes include the widening of Highway 95 through downtown and the potential NLX commuter rail project. These changes in the urban landscape will continue to increase as the housing market gains strength. Building on past planning efforts, this Plan seeks to guide development within the city as well as adjacent areas in a logical and efficient manner. It will protect growth and transportation corridors to implement a vision that preserves the character of Cambridge, while addressing growth in a way that enhances the quality of life experienced by its residents, employees, and business owners.

COMMUNITY PLANNING PROCESS

Comprehensive planning is a systematic, ongoing, forward-looking process of analyzing opportunities and constraints to accomplish a community's goals and objectives. The planning process in Cambridge was divided into three phases: Background Analysis, Goal and Issue Identification, and Plan Development and Approval. The organization of each chapter in this document essentially follows the order of the planning process. Phase I initiated the overall study analyzed existing conditions and discussed key issues which should be addressed through the Plan. Data related to land use, community facilities, demographics, housing, economic development, environmental features and downtown Cambridge was collected, analyzed, mapped where appropriate. Planning typically begins with the development of a vision for the community that the city seeks to achieve through the planning process. A community visioning workshop was held early in this planning process to begin formulating a vision for Cambridge's future and to elicit citizen views on the issues opportunities and threats facing Cambridge as well as its existing strengths and weaknesses.

After the basic studies were completed, the community formulated goals and policies on how to reach their vision for the future. Phase II focused on the preparation, evaluation and refinement of issues, goals and policies. The ideas generated at a Steering Committee workshop were analyzed in conjunction with the background data and a review of the adopted goals and policies to develop draft goals and policies. These were presented to the Steering Committee in sections along with the highlights of related background information. The draft goals and policies were then modified and are presented in the Goals section of each chapter of the Plan.

During Phase II, practical alternative strategies for guiding and implementing the community goals were also developed relating to land use, housing, community facilities, transportation, and growth management. Alternative plans and recommendations were prepared and evaluated based on the stated goals and policies and options that best achieved them. These were selected and refined to best implement the City's vision and goals.

Phase III involved the preparation of the draft Plan and the final Comprehensive Plan document.

CAMBRIDGE TODAY

Historic Development

The original Cambridge town site was settled in the late 19th century and the city officially incorporated in 1876. The first plat, filed in 1869, was the basis for the original city grid which is clearly shown on a 1914 Atlas and Farmers' Directory. The Rum River helped direct growth north and south; crossings were by ferry for many years. The city gradually developed along two crossing corridors – Main Street and 2nd Avenue. These corridors served as the city's principal arterials for many years and attracted a mix of commercial and residential land uses.

By the 1970s, Highway 95 replaced previous roadways as the primary east-west regional traffic corridor through Cambridge. During the last twenty years, development has taken place both north and south of Highway 95.

Regional Context

The City of Cambridge, Minnesota is a community of about 8,500 persons covering approximately 7.46 square miles, in the east-central region of Isanti County. The city is bordered by four Townships: Cambridge, Isanti, Springvale, and Bradford (Figure I-1). The scenic Rum River carves its way through Cambridge on its 145-mile journey from Lake Mille Lacs to the Mississippi River. Located on Highways 95 and 65, Cambridge lies approximately 45 miles north of Minneapolis and 47 miles west of St. Cloud (Figure I-2).

Figure I-1: Cambridge's Local Neighbors

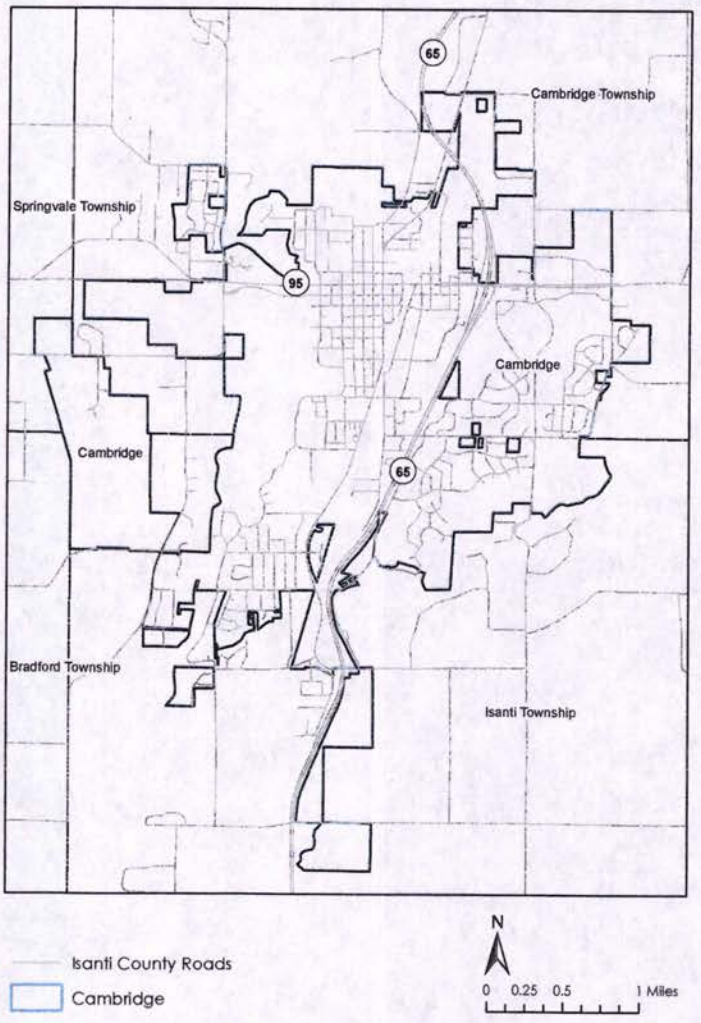
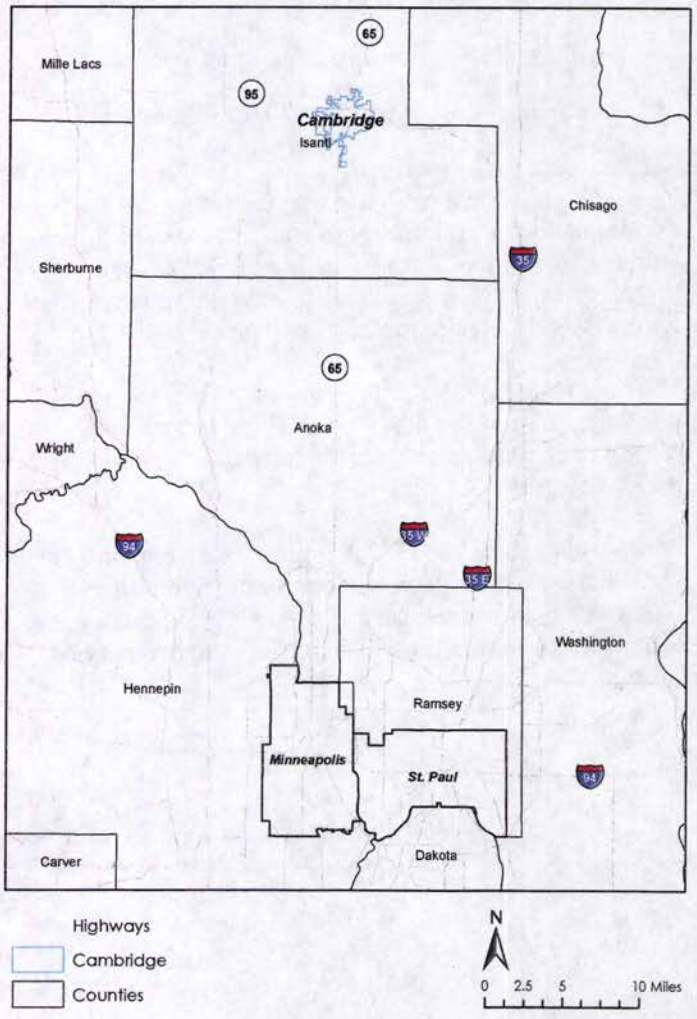


Figure I-2: Cambridge's Regional Neighbors



PLAN ORGANIZATION

This plan is organized into chapters addressing each of the major systems within the City.

The Plan begins with an overview of key issues and opportunities as well as a vision for Cambridge. This chapter highlights general goals, which serve as guiding principals for the other chapters in the document.

The second chapter addresses the population and demographic characteristics of Cambridge. It includes an assessment of historic growth, the population today, and projections into the future. Understanding who lives in Cambridge today and who will be its future residents are critical to planning facilities and services that meet the needs of all residents.

The next four chapters address major human and natural systems in Cambridge. These chapters include an assessment of existing conditions and goals for the future. These chapters address:

- Housing
- Transportation
- Utilities and Community Facilities
- Agricultural, Historic, and Natural Resources

Next, the Plan addresses land use, including the City's existing land use and zoning as well as proposed future land use. Given that Cambridge is a growing community, this chapter addresses feasibility of development and the Urban Service Area in future growth areas of the City.

The final topic chapter in the Plan addresses economic development and the downtown. These two subjects are critical to the successful growth and future development of the community.

For any plan to be successful, it must be actionable. The final chapter in this Plan addresses implementation. This section addresses issues and goals identified by the community and sets timelines for implementation of solutions.

CHAPTER 1:
ISSUES AND OPPORTUNITIES

IDENTIFYING KEY ISSUES

Just before beginning the comprehensive planning process, the city hosted an issues workshop over the last weekend of March 2016 with Minnesota Design Team. The visit elicited resident views on issues, opportunities, and threats facing the community, as well as its strengths and weaknesses. To help guide the background studies and to formulate community goals and policies, participants listed and then ranked the issues in order of importance. The Steering Committee completed a similar exercise.

From these exercises, a series of key issues were identified. Although the issues listed here cover a broad spectrum, they can be thematically grouped into four categories.

- **Transportation.** Barriers to east-west transportation within the city; the availability of parking, especially handicapped; the need for a pedestrian bridge crossing; and the need to provide for alternatives to the automobile, including bike trails, were some of the transportation issues raised by Cambridge residents.
- **Economic.** Increasing the city's tax base, the need for an industrial or business park, and maintaining a vibrant downtown were some of the economic issues discussed by participants.
- **Accessibility.** Participants expressed concerns about accessibility issues for handicapped individuals living in or visiting Cambridge as well as the inconsistent application of ADA regulations.
- **Growth.** Indiscriminate growth; noise associated with an expanded airport; the need to coordinate planning with surrounding jurisdictions; and balancing growth with other economic, housing, environmental and cultural needs were identified by residents participating in the forum.

These key issue areas have helped to inform the community vision, guiding principals, and general goals outlined in this chapter.

VISION AND GUIDING PRINCIPALS

The Vision and Guiding Principles generated by the community sets priorities for moving the City forward. The value of the recommendations contained within this Plan depends on local leaders incorporating the intent of the Vision and Principles into the decision-making culture.

Vision for the Future

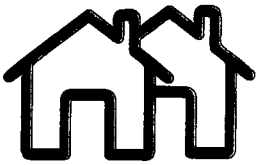
"The City of Cambridge will remain a unique family-oriented community that retains its "small-town feeling" and where the demand for quality and affordable growth is met, city services are efficient, economic development and opportunity is enhanced, environmental quality and cultural heritage are maintained."

Guiding Principles

Guiding Principles are critical to the current and future quality of life in the City of Cambridge. These Principles embody the core philosophy and Vision expressed by the community. Though the local context and approach for achieving these goals may change over time, the Guiding Principles should endure for generations to come.

Enhance the Cambridge Advantage

Promote a healthy and sustainable business environment by providing favorable incentives and building a community that is attractive to employers and their workers. Continue to promote Cambridge and build a competitive advantage to attract targeted businesses to the area. Investment and recruitment initiatives should realize benefits for city residents by improving the tax base, promoting economic vitality for local shops and businesses, and increasing access to employment opportunities.



Emphasize Cambridge Choice and Diversity

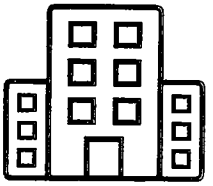
Provide a greater range of housing choices, to serve diverse of people at all stages of life, including young adults, families, and seniors of all income levels. City housing opportunities should include the expected single-family homes, townhomes and apartments but should consider some of the newer housing types including small cottages, multi-family housing, and live-work units.

Maintain the City's Green Focus

Promote and preserve Cambridge's natural amenities, including the Rum River, ponds, wetlands, woods, trails, recreational areas, and tree canopy. Strive to create an interconnected network of green space that conserves critical natural areas, provides recreational linkages, protects water quality and quantity, and contributes to City's identity and sense of place.

Increase Transportation Choice and Connectivity

Provide a safe, reliable transportation system that balances all modes of transportation, including walking, biking, public transportation, and cars. Consider land use and infrastructure together, promoting complete streets in a way that is appropriate for Cambridge. Emphasize both destination-based as well as recreational trips and promote active living for all ages, with special attention given to the mobility of children and seniors. Investment in the transportation system should include multi-modal travel solutions, especially in new, walkable activity centers and along the corridors that link them, with capital improvements and city policies targeted for vehicle, bicycle, pedestrian, and transit users.



Promote Mixed Use

Encourage the development of unique activity centers that include a mix of uses and activities located close together, providing people with new options for places to live, work, shop, and participate in civic life. Centers should vary in scale, use, and intensity, all of which reflect the unique character of Cambridge. The presence of activity centers should further the economic vitality and sustainability of the city, while also promoting social interaction and community building.

Excel in City Services

Continue to advance quality-of-life for all residents of Cambridge by maintaining and expanding appropriate city services and by encouraging new development where existing and planned community facilities and infrastructure can support it.

GENERAL GOALS

The following three goals serve as overarching goals and policies for the plan. Although each individual plan element has its own set of goals and policies, these general goals, like the vision and guiding principals, serve to guide the entire Plan for the community.

General Goal 1

Maximize Cambridge's potential as a thriving center for business, health care, industry, education and recreation, while maintaining and enhancing its livability.

- Policy 1.1: Promote the development and implementation of a Plan that effectively and efficiently plans for land use, community facilities, transportation, housing, economic development, and environmental protection for Cambridge and the immediately surrounding area.
- Policy 1.2: Review and amend the Plan as necessary to ensure its usefulness as a practical guide for current and future development. Adhere to this Plan, which shall guide all zoning changes, as closely as possible to ensure consistent development policy.
- Policy 1.3: Formulate and enforce city ordinances to ensure development in accordance with the Plan.
- Policy 1.4: Continue to plan for land uses to support and enhance Cambridge's ability to retain and attract quality development.
- Policy 1.5: Participate in the state legislative, Isanti County, and surrounding townships' governmental processes regarding issues important to the City.
- Policy 1.6: Protect both the general welfare and the individual choices of Cambridge residents.

General Goal 2

Support a strong, ongoing working relationship between the City, Isanti County, adjacent Townships and state and federal agencies such as the DNR and MnDOT in all matters related to planning and the provision of public services.

- Policy 2.1: Recognize the legitimate issues and concerns regarding jurisdictional issues by working and cooperating with surrounding communities both through this planning process and outside this process.
- Policy 2.2: Send copies of all Planning Commission and City Council agendas and minutes to surrounding Townships and the County and encourage Township and County participation in City issues of shared concern.
- Policy 2.3: Invite surrounding townships and cities to an annual workshop to discuss issues of mutual interest.

General Goal 3

Promote community spirit and unity and enhance the City's character and identity.

- Policy 3.1: Encourage volunteerism, participation in community activities, and acceptance of community leadership positions.
- Policy 3.2: Seek partnerships with coalitions and interest groups to share resources and energies in order to address community problems and opportunities.
- Policy 3.3: Actively encourage and utilize resident participation in the local decision-making process.
- Policy 3.4: Encourage increased interaction and communication between citizens of all ages, cultural heritages, and incomes.
- Policy 3.5: Improve and enhance communication among the City, residents, businesses, civic groups, and public agencies utilizing various media such as social media, cable access, and a community web page.
- Policy 3.6: Encourage a variety of experiences and opportunities in terms of living, working, and social activities within the community.
- Policy 3.7: Protect and enhance important historical, agricultural, and natural resources as a means to maintain the integrity, heritage, and local character of Cambridge's natural and built environment.

CHAPTER 2: DEMOGRAPHICS

DEMOGRAPHIC CHARACTERISTICS

Cambridge is a growing community north of the Twin Cities in Isanti County. Both the City and County saw immense growth in the 1990s and early 2000s, with growth rates near fifty percent. Table 2-1 and Figure 2-1 illustrate growth over time for both Cambridge and Isanti County.

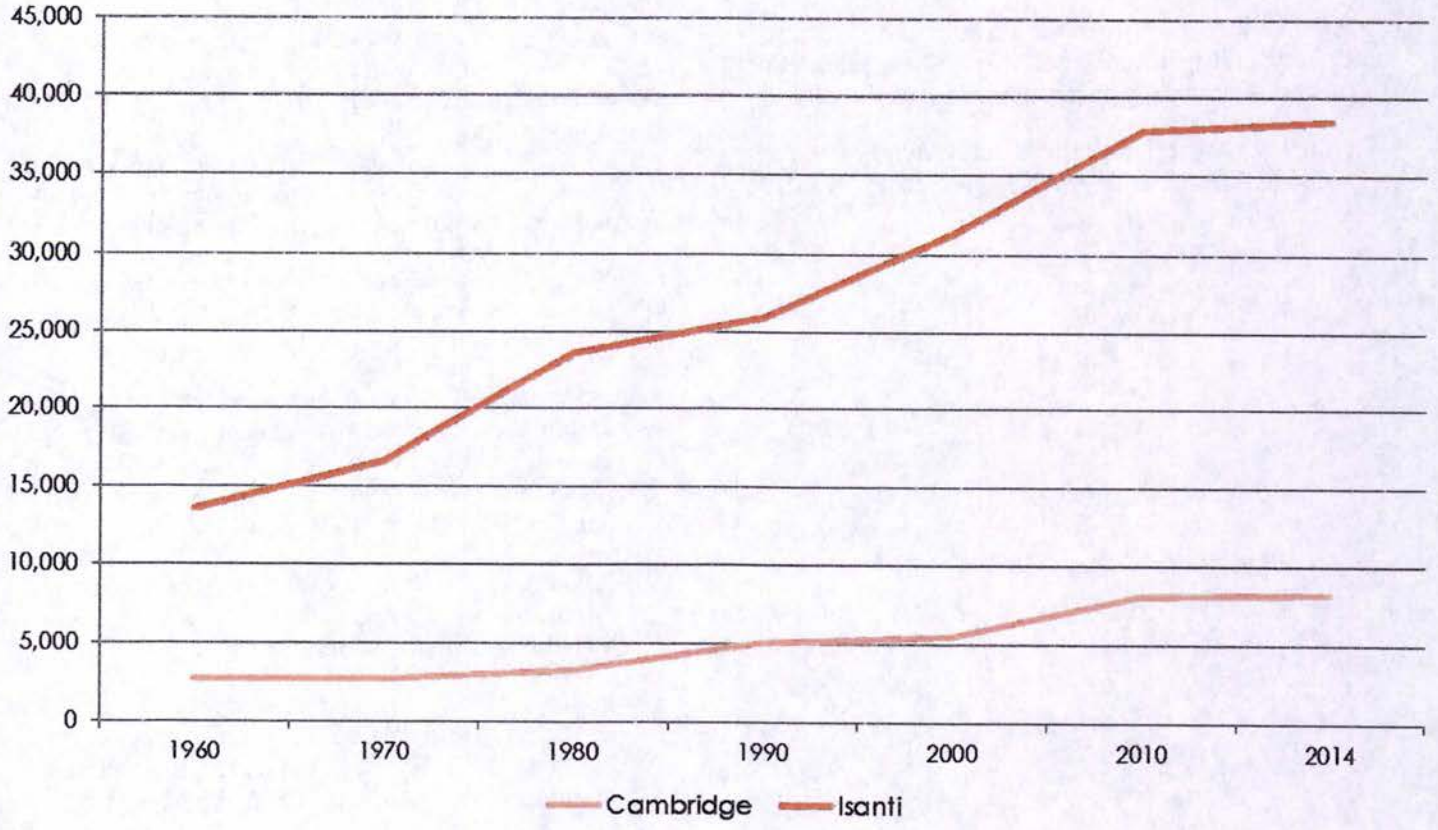
Not only has Cambridge been growing, it is also becoming more diverse. In 2000, Cambridge was 97 percent white, however, that number decreased to 94 percent in 2014. Most of the non-white residents in the City identify as being two or more races. Figure 2-2 on the following page illustrates the growing total population and racial diversity in Cambridge over time.

Table 2-1: Population Growth in Cambridge and Isanti County

Year	Cambridge Population	Growth Rate	Isanti Population	Growth Rate
1960	2,728	52.40%	13,530	11.60%
1970	2,720	-0.30%	16,560	22.40%
1980	3,287	20.80%	23,600	42.50%
1990	5,094	55.00%	25,921	9.80%
2000	5,520	8.40%	31,287	20.70%
2010	8,111	46.90%	37,816	20.90%
2014	8,223	1.38%	38,429	1.60%

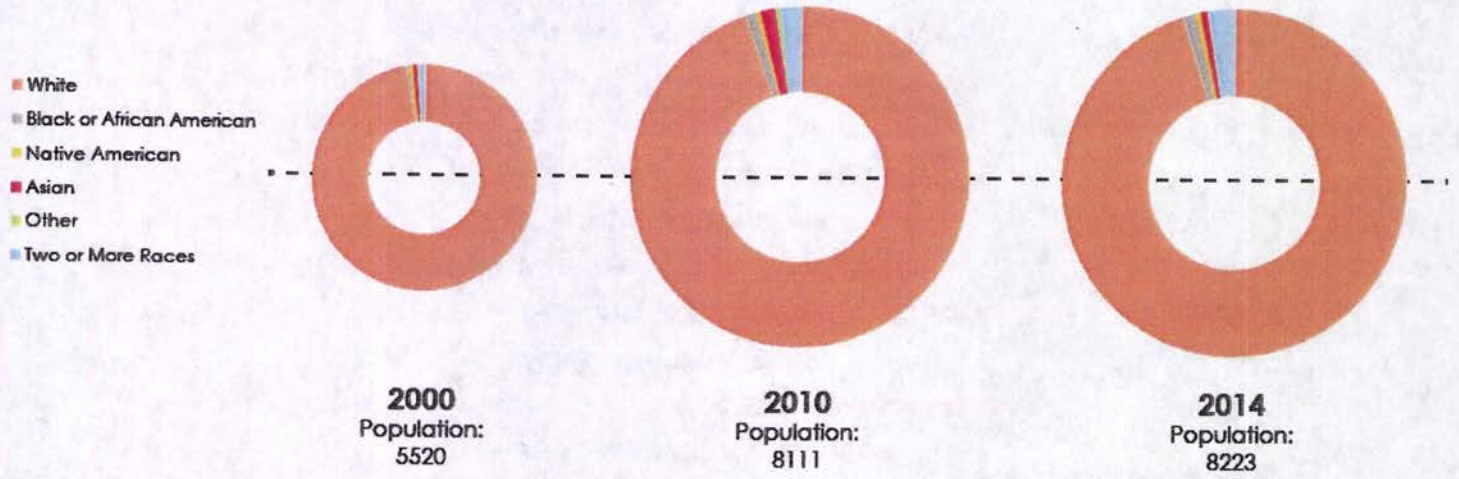
Source: US Census and American Community Survey, 2014

Figure 2-1: Population Growth in Cambridge and Isanti County



Source: US Census and American Community Survey, 2014

Figure 2-2: Population Growth Since 2000



Source: US Census 2000 and 2010 and American Community Survey, 2014

AGE

In 2014, the median age in Cambridge was 37 years old, the same as the statewide median age. However, unlike Isanti County or the State of Minnesota, all age cohorts in Cambridge grew between 2000 and 2010. The groups with the highest growth rates included children under 5 years old (107 percent) and adults 55 to 59 years old (126 percent). Overall, between 2000 and 2010, the City grew by 46.9 percent. Table 2-2 illustrates this massive growth in the City.

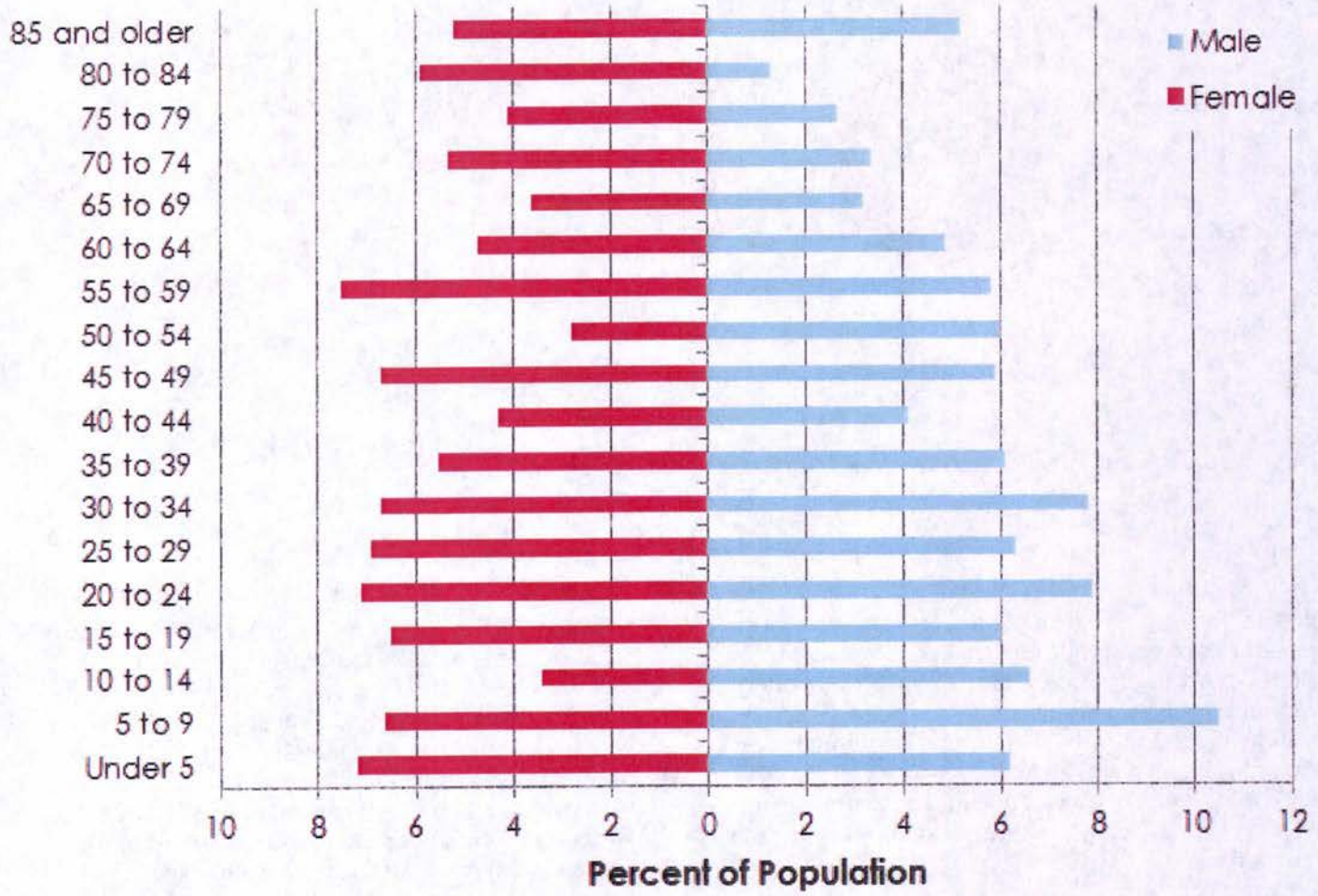
Like many communities throughout the United States, Cambridge has an increasingly aging population. As illustrated in Figure 2-3 on the following page, nearly twenty percent of the population of Cambridge is over 65 years old. In fact, 9.4 percent of the population is over eighty years old. Cambridge is also home to families with young children. 15.3 percent of residents are under 10 years old. New housing types may be needed to accommodate both families with children and the elderly.

Table 2-2: Demographic Change by Age Cohort, 2000-2010

Age Group	Cambridge				Isanti County				Minnesota			
			Change				Change				Change	
	2000	2010	Number	Pct.	2000	2010	Number	Pct.	2000	2010	Number	Pct.
Under 5 years	349	725	376	107.7%	2,058	2,707	649	31.5%	329,594	355,504	25,910	7.9%
5 to 9 years	357	632	275	77.0%	2,366	2,648	282	11.9%	355,894	355,536	-358	-0.1%
10 to 14 years	405	527	122	30.1%	2,795	2,782	-13	-0.5%	374,995	352,342	-22,653	-6.0%
15 to 19 years	418	455	37	8.9%	2,679	2,582	-97	-3.6%	374,362	367,829	-6,533	-1.7%
20 to 24 years	323	546	223	69.0%	1,519	2,104	585	38.5%	322,483	355,651	33,168	10.3%
25 to 34 years	634	1275	641	101.1%	3,868	4916	1,048	27.1%	673,138	715586	42,448	6.3%
35 to 44 years	778	951	173	22.2%	5,656	4985	-671	-11.9%	824,182	681094	-143,088	-17.4%
45 to 54 years	596	904	308	51.7%	4,226	6192	1,966	46.5%	665,696	807898	142,202	21.4%
55 to 59 years	168	381	213	126.8%	1,526	2,340	814	53.3%	226,857	349,589	122,732	54.1%
60 to 64 years	217	298	81	37.3%	1,202	1,889	687	57.2%	178,012	279,775	101,763	57.2%
65 to 74 years	433	525	92	21.2%	1,666	2654	988	59.3%	295,825	354427	58,602	19.8%
75 to 84 years	491	500	9	1.8%	1,166	1371	205	17.6%	212,840	222030	9,190	4.3%
85 years and over	351	392	41	11.7%	560	655	95	17.0%	85,601	106,664	21,063	24.6%
Total	5520	8111	2591	46.9%	31,287	37,825	6,538	20.9%	4,919,479	5,303,925	384,446	7.8%

Source: US Census 2000 and 2010

Figure 2-3: Cambridge Population, 2014



Source: American Community Survey, 2014

INCOME

In 2014, the median household income in Cambridge was $47,766. This is lower than both Isanti County ($59,588) and the State of Minnesota ($60,832). It is estimated that 10.1 percent of residents in Cambridge are living below the poverty line, lower than the statewide rate of 11.5 percent. Household incomes vary by age in Cambridge, with older residents making much less than younger residents.

An estimated 10.4 percent of Cambridge residents over the age of 65 are living in poverty. Unlike the rest of the state, residents under the age of 25 in both Cambridge and Isanti County have high median household incomes. Table 2-3 describes these differences in income by age group.

Table 2-3: Income by Age Group

Age	Median Household Income		
	Cambridge	Isanti County	Minnesota
Under 25	$50,208	$49,928	$28,656
25 to 44	$59,158	$72,166	$68,028
45 to 64	$65,594	$76,637	$74,820
65 and older	$39,161	$47,264	$38,446
All Householders	**$47,766**	**$59,588**	**$60,832**

Source: American Community Survey, 2014

FUTURE GROWTH AND POPULATION PROJECTIONS

Similar to the timing of the last Comprehensive Plan for the City of Cambridge, the City today is poised to continue its growth over the next 20 years. Four formulas were used to calculate possible population projections. The first two methods were based on the actual population counts for the City of Cambridge for the years 1980 to 2015 and assume that growth will continue along these trends through 2040. The formulas are as follows:

Straight Line: This method uses the average number of people per decade that the City added to its population over the past 35 years from 1980 to 2015. The city gained an average of 789 people per year. Thus the City's 2020, 2030 and 2040 populations were calculated by adding 789 people each decade to its 2015 base population.

Exponential: This method uses the average rate of growth the City saw per decade between 1980 and 2015. This calculation reveals that the City grew by 23.1% each decade thus the City's 2000, 2010 and 2020 populations were calculated by increasing the population by 23.1% each decade beginning with the 2015 base.

Top Down: This method combines population projections prepared by the State Demographer's Office with historic population trends. It first calculates the City average share of the County's population from 1960 to 1990. During this period the City on average comprised 18% of the total population in Isanti County This method then looks at the Demographer's projections for Isanti County through 2040 and allocates 18% of the projected populations to Cambridge Thus the City's 2000 population is 18% of the County's projected 2000 population, the 2010 City population is 18% of the projected 2010 County population and so on.

Demographer's Rates: This method also uses the State Demographer's projections for Isanti County through 2040 but it assumes that Cambridge will grow at the same rate as the County is expected to grow during each decade. For example the County is expected to grow by 16.8% from 1990 to 2000 so 16.8% was added to the City's 1990 population to estimate its 2000 population. From 2000 to 2010 the County is expected to grow by 6.4% so the City's 2010 population is projected by adding 6.4% to its 2000 population and so on.

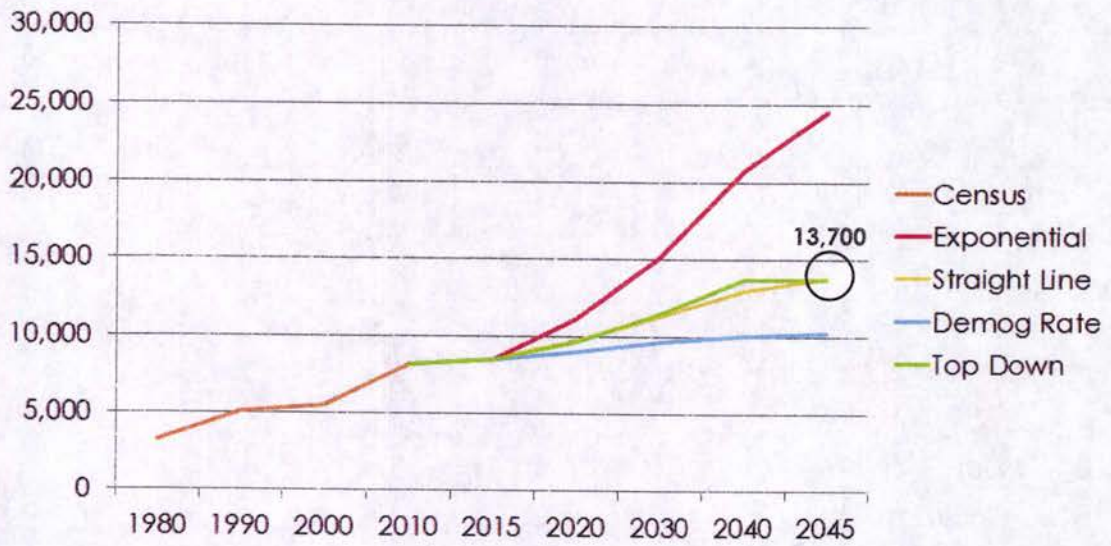
Figure 2-4 illustrates projected growth in the City using these different models.

After working with the Minnesota State Demographer, it was determined that the Top Down method was the most realistic for the City. Relying on state projections for future household sizes (2.45 residents per household), the projected number of households was calculated (Table 2-4). These population and household growth projections have helped to inform future land use and housing needs, as discussed in Chapter 7: Land Use of this Plan. It is important to note that these projections are only an estimate of growth and that projections should be updated routinely, as new population data becomes available.

Table 2-4: Projected Household Growth (relying on the Top Down population projection for 2045)

Year	Projected Population	Projected Households	Household Change
2010	8,111	3,311	
2015	8,496	3,466	+ 155
2020	9,650	3,938	+ 470
2030	11,480	4,684	+ 745
2040	13,660	5,576	+ 890
2045	13,700	5,596	+ 20

Figure 2-4: Cambridge Projected Population



CHAPTER 3: HOUSING

INTRODUCTION

Housing is a critical component of every city. Available, affordable, and safe housing is necessary for a community to accommodate the growth of all segments of its population. It provides a vital link between the community's population growth, economic development goals, and its land use priorities. Cambridge, like most communities in Minnesota, has an aging population. This group has unique needs both in housing amenities and costs. In order to encourage growth in the population and local economy, housing may be needed in Cambridge for residents of differing income levels, multi-family and single-family units, and for purchase and rent.

Previous Studies

Since 2013, numerous housing studies have been conducted in Cambridge and in the region (see Appendix A). These studies have assessed housing stock needs for families, working people, and seniors, and if that stock is currently available. These studies found housing needs including:

- Additional units for seniors
- Additional affordable units for working families
- Housing with community facilities such as playgrounds and on-site laundry
- Two-story, walk-up apartments

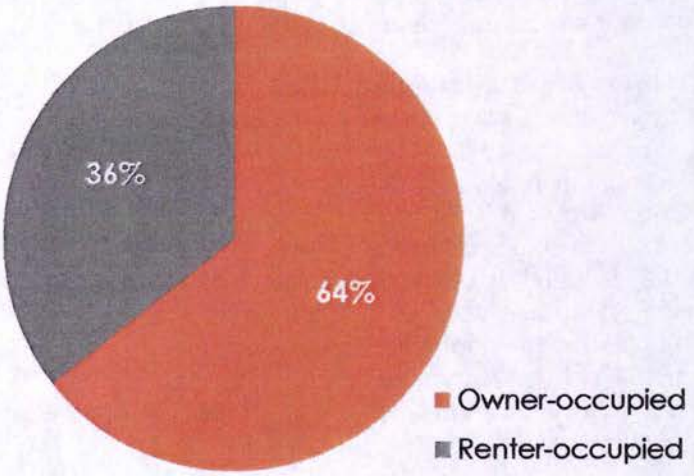
These studies, with additional community engagement and guidance from the Steering Committee, have helped to inform the housing goals listed at the end of this chapter.

EXISTING HOUSING STOCK

Although some homes in Cambridge are older, especially in the historic downtown, much of the City's housing stock is newer. Over 75 percent of the City's housing stock (3,379 total units) was built after 1970. In fact, the most prolific construction period in the City was the 2000s. This decade saw the construction of over 1,000 new homes. Today, homes built between 2000 and 2010 account for 32 percent of the City's housing stock. This housing stock composition is illustrated in Figure 3-1.

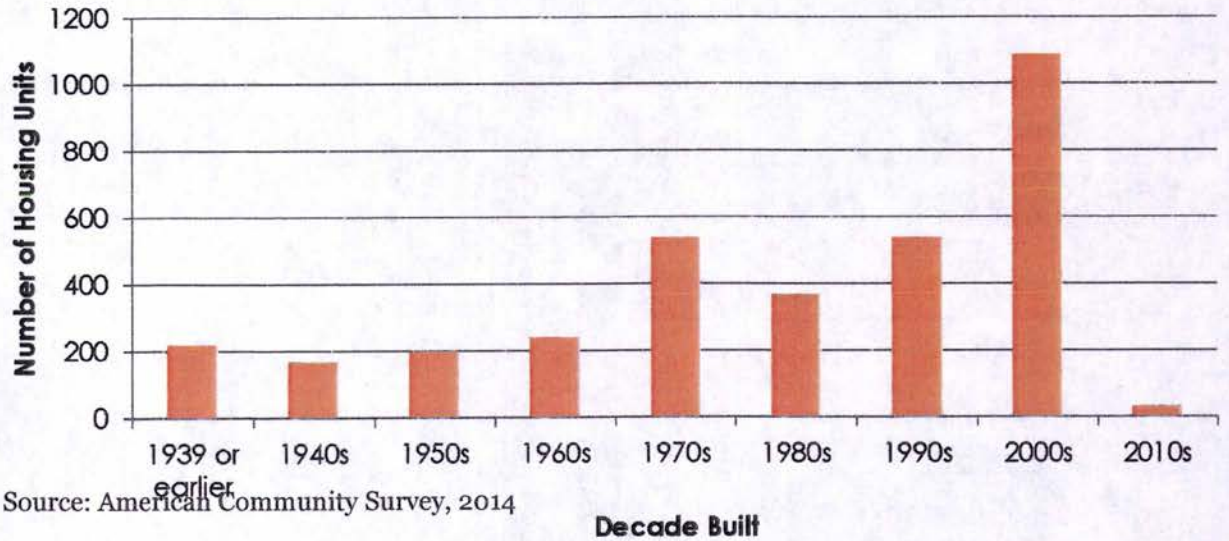
Of the 3,379 housing units in Cambridge, only 193 (5.7 percent) are vacant. As illustrated in Figure 3-2, approximately two thirds of housing units in Cambridge are owner occupied and the remaining third is renter occupied.

Figure 3-2: Housing Tenure in Cambridge



Source: American Community Survey, 2014

Figure 3-1: Housing Stock Age in Cambridge



Source: American Community Survey, 2014

BUILDING PERMITS AND NEW CONSTRUCTION

As discussed earlier in this chapter, the main period of housing stock construction in Cambridge was in the 1990s and early 2000s. As illustrated in Figure 3-3 on the following page, many units were constructed as new neighborhoods in the southwest part of the City. The early 2000s were the main period of growth for these new communities. Some scattered residential development and commercial development did occur during this period as well.

Like many community across America, in the period between 2008 and 2011, the City saw very little new housing construction. The economic downturn and housing market crash halted development across the region. However, the City of Cambridge has again continued to issue residential building permits. In fact, most housing since 2013 has been multifamily units. New residential building permits are summarized in Table 3-1.

Table 3-1: New Residential Building Permits in Cambridge, 2007 - 2016

Year	Residential Single Family	Residential Multifamily	
		Permits	Number of Units
2007	50	3	9
2008	1	0	0
2009	4	1	30
2010	5	0	0
2011	3	1	12
2012	15	0	0
2013	20	1	24
2014	28	12	66
2015	36	1	48
2016	39	10	10
2017*	13	2	172

* 2017 represents a partial year spanning January through April
Source: City of Cambridge

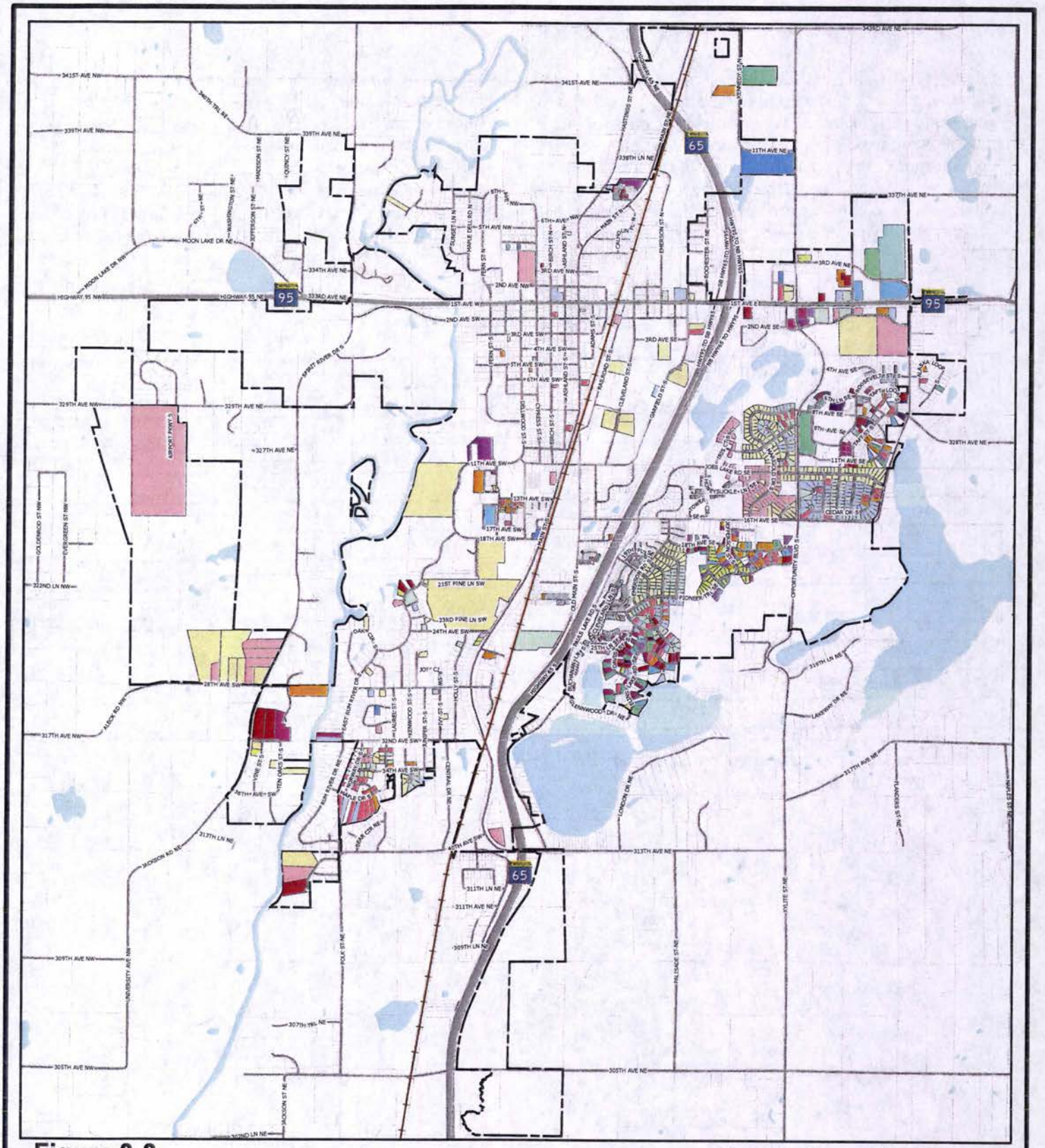


Figure 3-3

New Construction Permits Issued

(residential and commercial)

Cambridge, Minnesota

HOUSING VALUES AND RENT

In 2014, the median housing value in Cambridge was $137,800 and the median rent was $696 per month. Both housing values and rents in Cambridge are similar to, but lower than, units in Isanti County. Housing values across the State of Minnesota are also higher, though this is probably due to housing units in and around the Twin Cities, which tend to be higher than communities elsewhere in the State. Table 3-2 and Table 3-3 describe home values and rent in Cambridge, respectively.

Table 3-2: Home Values in Cambridge

Community	Lower Quartile	Median	Upper Quartile
Cambridge	$91,700	$137,800	$169,500
Isanti County	$120,600	$167,500	$239,900
State of Minnesota	$123,600	$185,200	$275,900

Source: American Community Survey, 2014

Table 3-3: Monthly Rent in Cambridge

Community	Lower Quartile	Median	Upper Quartile
Cambridge	$542	$696	$983
Isanti County	$529	$841	$954
State of Minnesota	$531	$835	$998

Source: American Community Survey, 2014

AFFORDABILITY

What is Affordable Housing?

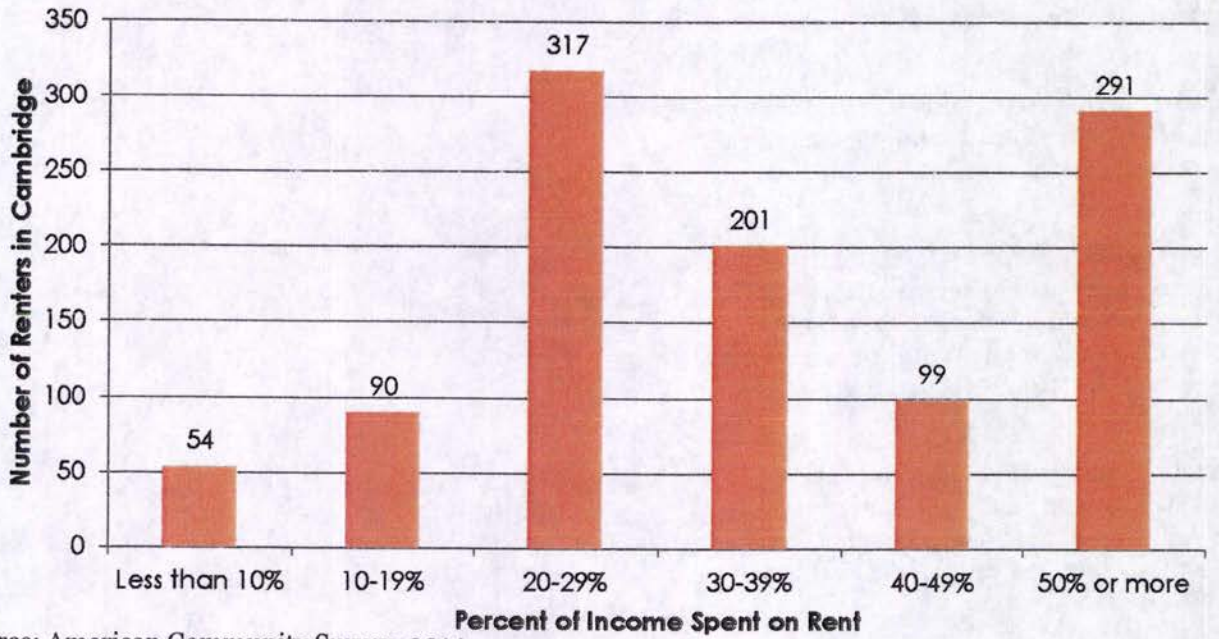
According to the US Department of Housing and Urban Development (HUD), housing is affordable for a resident if they spend less than 30 percent of their gross income on housing costs. Residents who pay more than 30 percent of their income towards housing costs are considered to be "cost-burdened". Similarly, homeowners may be burdened if their home is valued at more than 2.5 times their gross annual salary. It's important to note that housing costs include rent or mortgage payments, utilities, insurance, property taxes (for owned units), and HOA fees.

Housing that is affordable can be subsidized by the government (income restricted units) or occur naturally. Naturally occurring affordable housing includes units that are older or smaller, which makes them lower in value and cost.

Affordability in Cambridge

Despite having lower median rental values than elsewhere in Isanti County, many renters in Cambridge still face challenges affording housing. In Cambridge in 2014, nearly 600 (about 56 percent) of renters were considered cost-burdened. In fact, 291 (28 percent) renters spent more than 50 percent of their income on housing. Figure 3-4 illustrates housing cost-burden in Cambridge. New affordable housing to support the City's low income population and seniors would help to alleviate the burden for these residents.

Figure 3-4: Income spent on rent for renters in Cambridge



Source: American Community Survey, 2014

Area Median Income and Affordability

When a city, county, or housing and redevelopment authority sets affordable housing requirements, they do so based on the area median income (AMI). The Area Median Income is the median income of all families across the city. In Cambridge, the Area Median Income is $52,351.

Housing affordability is defined as a housing cost that is affordable to a group of residents earning a percentage of the area median income, in particular, 30 percent, 50 percent and 80 percent of the area median income. Table 3-4 lists the percentages of area median income in Cambridge and the range of unit costs that are affordable to families in those income brackets.

Table 3-4: Area Median Income and Affordable Units in Cambridge

Annual Family Income	Percent of AMI	Affordable Monthly Costs	Affordable Home Value
$15,705	30%	Up to $392	Up to $39,200
$26,175	50%	Up to $654	Up to $65,400
$41,881	80%	Up to $1,047	Up to $104,700
$52,351	100% (median)	Up to $1,308	Up to $130,800

Affordability Solutions

There are numerous programs, strategies, and designs that may create housing opportunities for all residents of Cambridge, regardless of their income or stage in life. These strategies have been implemented in communities across America as ways to address diverse housing needs. Some of these solutions include:

- **Mix of units in the city:** apartment units, condominiums, and townhomes are smaller and often less expensive to build per unit than single family units. An example of this diversity of units can also include Accessory Dwelling Units.
- **Planned Unit Developments**: PUDs allow for flexibility to develop single family and townhomes in the same neighborhood. Cambridge currently has a Planned Unit Development District that allows for increased density in new, planned neighborhoods.
- **Affordability Requirements**: the City can set standards that require a certain number of units in new apartment buildings be rented at 80 percent AMI.
- **Developer Incentives**: incentives can be used to encourage affordability such as allowing increased density, reduced parking requirements, or tax benefits.
- **Accessory Dwelling Units (ADUs)**: private property owners can help to increase the rental housing stock by building small units on their property. ADUs can be located within a single family home (a "granny flat") or be a separate structure (a carriage house).
- **Land Trusts**: a non-profit or government agency owns land and allows a family own the home on top of the land. When the home is bought or sold, it is sold for less, since the value of the land is not incorporated into those costs.

HOUSING GOALS

Goal 1

Provide for the needs of Cambridge's multigenerational community by supporting a variety of housing types, including affordable housing and neighborhood development forms.

- Policy 1.1: Identify and actively pursue housing goals, needs, issues and resources.
- Policy 1.2: Recognize and promote the goals of the City's HRA housing plans.
- Policy 1.3: Encourage the development of a balance of housing types, including market rate, low to moderate income, and congregate, to meet the needs of all citizens, including young adults and senior citizens.
- Policy 1.4: Work closely with Federal, State, County, and local agencies and organizations that can help Cambridge meet its housing goals.
- Policy 1.5: Encourage the private sector to utilize Federal, State, County, local, and other available resources and incentives in order to promote varied housing opportunities.
- Policy 1.6: Encourage the location of a wide range of housing types throughout the City to avoid a concentration of high density.
- Policy 1.7: Encourage and promote the development of senior housing.
- Policy 1.8: Continue to partner with organizations like the Greater Minnesota Housing Fund, Minnesota Housing, the Initiative Fund, and other organizations to deliver safe, attractive, and affordable housing.

Goal 2

Support Cambridge's quality of life; promote the community's unique character through the development of diverse, well-designed, and well-connected residential neighborhoods.

- Policy 2.1: Develop and enforce the necessary codes to ensure the continued maintenance of the housing stock.
- Policy 2.2: Promote and support the rehabilitation or redevelopment of substandard housing. Explore opportunities for the City to participate financially on redevelopment projects that remove blighting influences and market obsolete buildings and replace them with projects that meet community needs.
- Policy 2.3: Promote the maintenance and improvement of the existing housing stock, including retrofitting existing homes to better serve today's families.
- Policy 2.4: Identify and explore zoning methods that allow mixed-use neighborhoods, which could include encourage a variety of housing types, styles, and values as well as supporting commercial uses.
- Policy 2.5: Consider innovative ways to increase residential density in existing developed neighborhoods without negatively impacting adjacent land uses.
- Policy 2.6: Support and enhance Cambridge's residential character by establishing regulations that specifically address how the proposed residential neighborhoods:
    a. Are compatible with adjacent uses, public facilities, and infrastructure systems;
    b. Impact surrounding environmental and natural resources;
    c. Access, where applicable, nearby parks, public spaces, recreational facilities, and greenways, blueways, and natural open spaces;
    d. Connect to adjacent residential developments, mixed-use centers, economic areas, public facilities, natural resources, and other community facilities; and
    e. Contribute to the overall design, landscaping, and aesthetics that make up the community's character.

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:

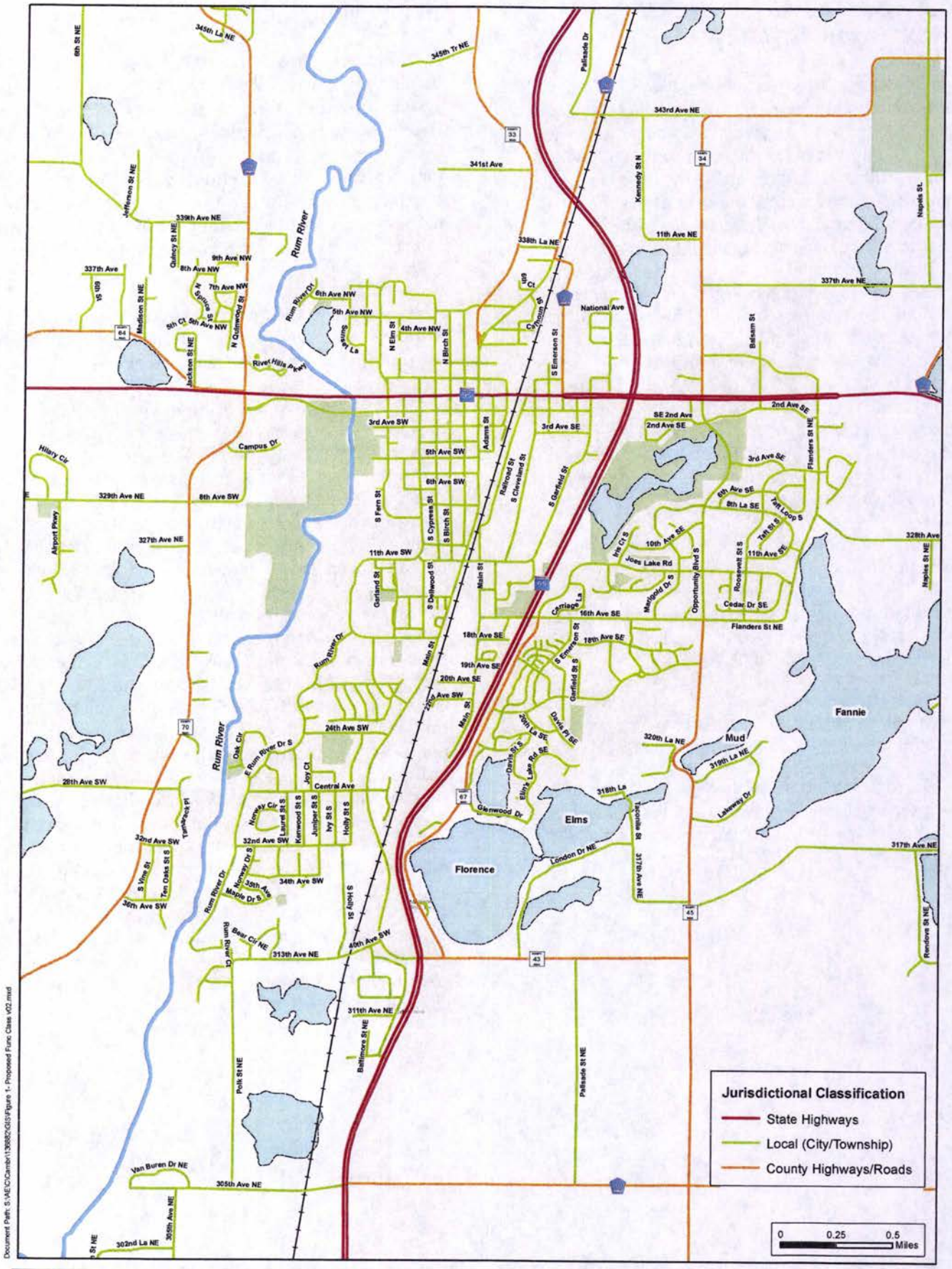
- Roadways that serve regional, inter-county or state-wide travel needs are typically owned and maintained by MnDOT.
- Roadways that serve sub-regional needs generally qualify as county state aid highways or county roads and are owned and maintained by Isanti County.
- Roadways that primarily serve local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



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

Map by: ielliott
Projection: NAD_1983_HARN_Adj_MN_Isantl_Feet
Source: MnDOT, ESRI, SEH

Jurisdictional Classification

Cambridge, MN

FIGURE 4-1

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

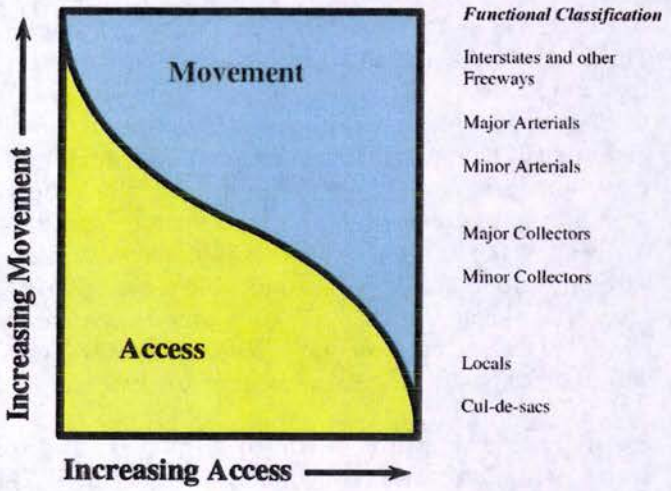
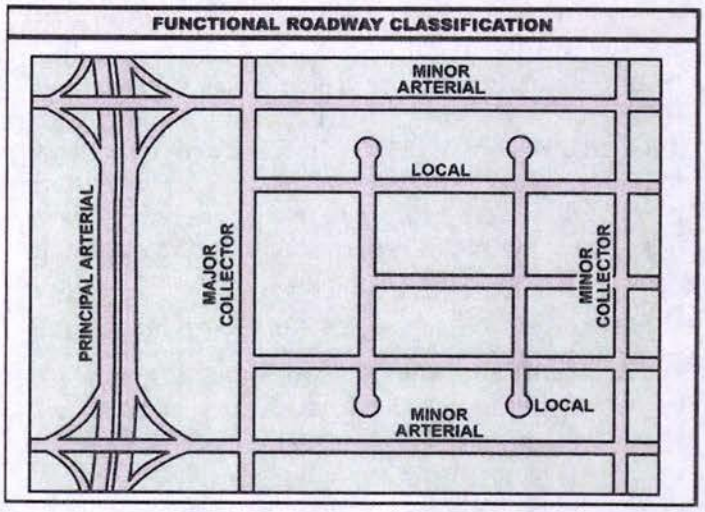
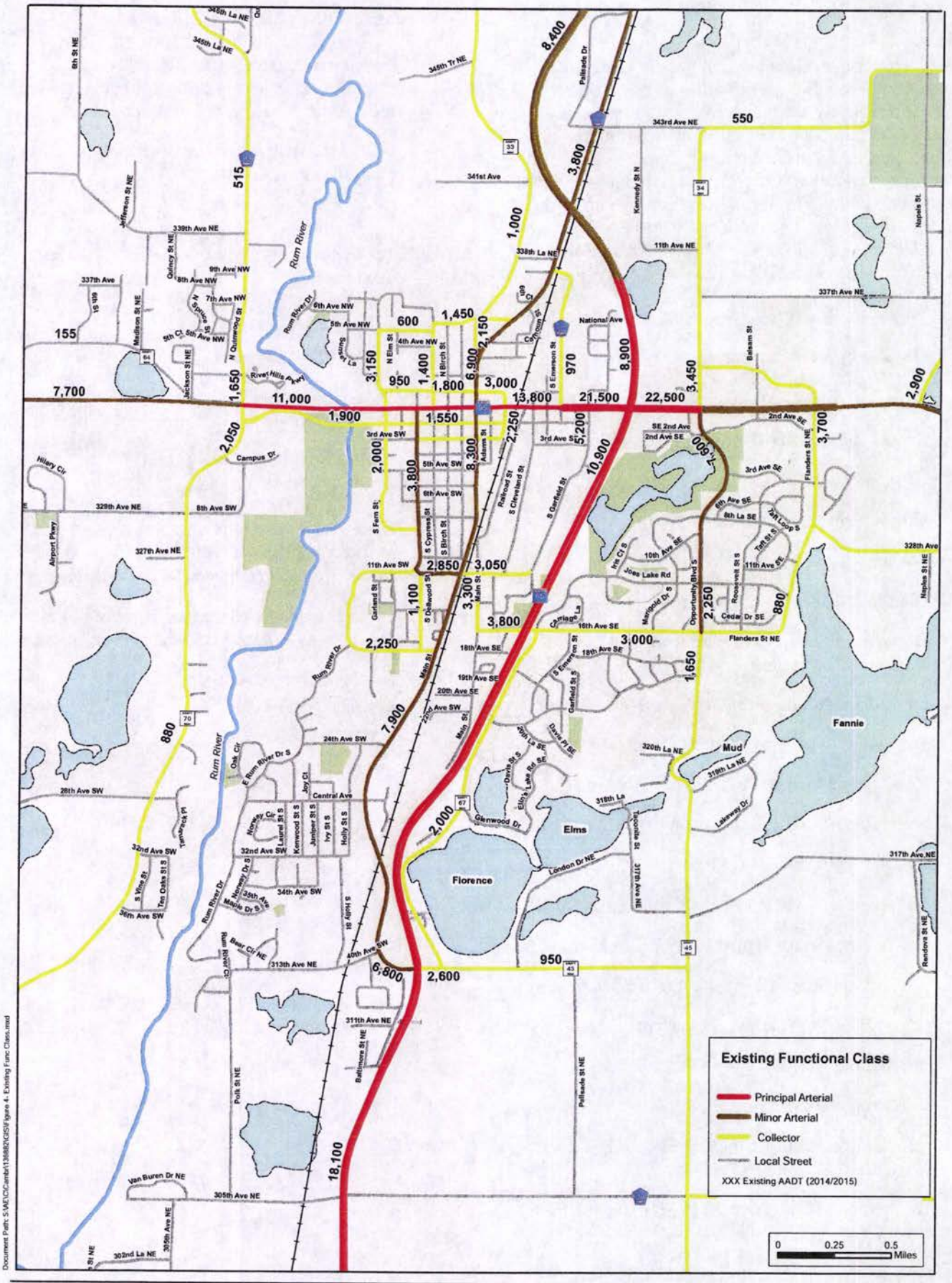


Figure 4-3: Basic Functional Classification System Framework



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



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.

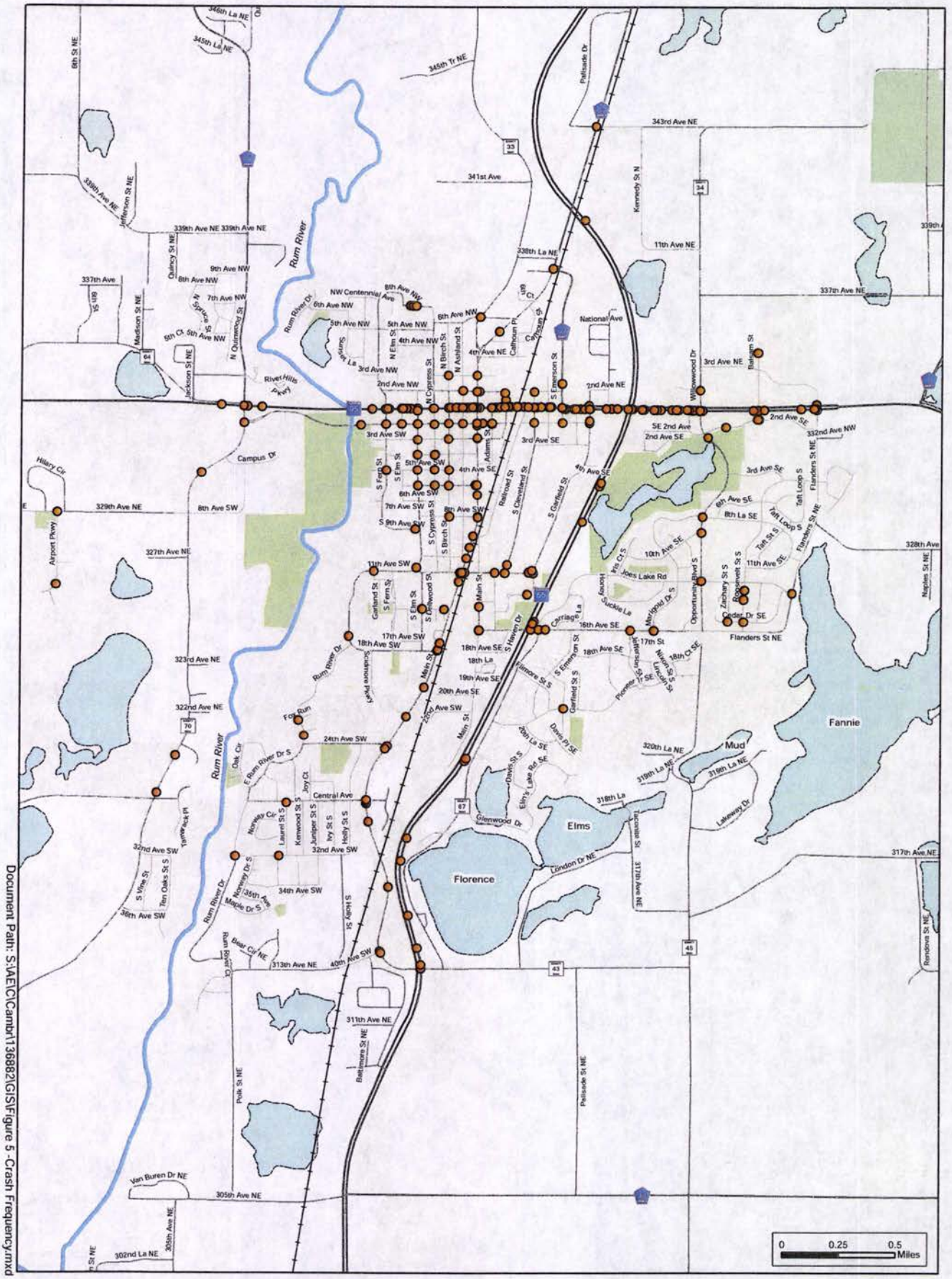
To evaluate potential safety issues within Cambridge, a crash analysis was performed using the Minnesota Department of Transportation's Crash Mapping Software (MnCMAT) for crashes reported between the years 2011 and 2015. CMAT crash data was collected for state trunk highways, county state-aid highways 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.



Document Path: S:\AE\C\Cambr\136882\GIS\Figure 5 -Crash Frequency.mxd

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

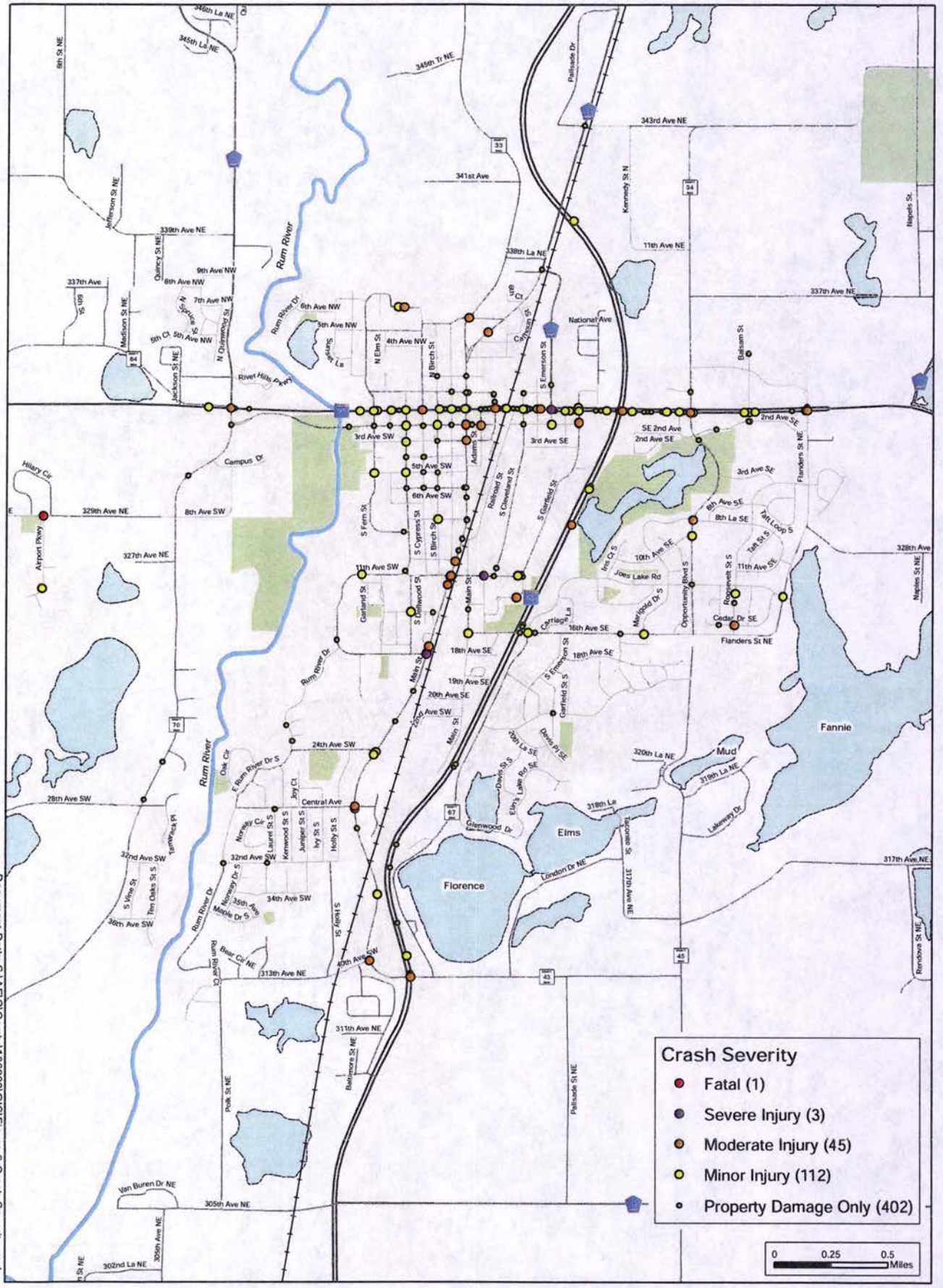
Map by: lolliot
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Crash Frequency (2011-2015)

Cambridge, MN

FIGURE 4-5

Crash (563)



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

Map by: lolliot
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

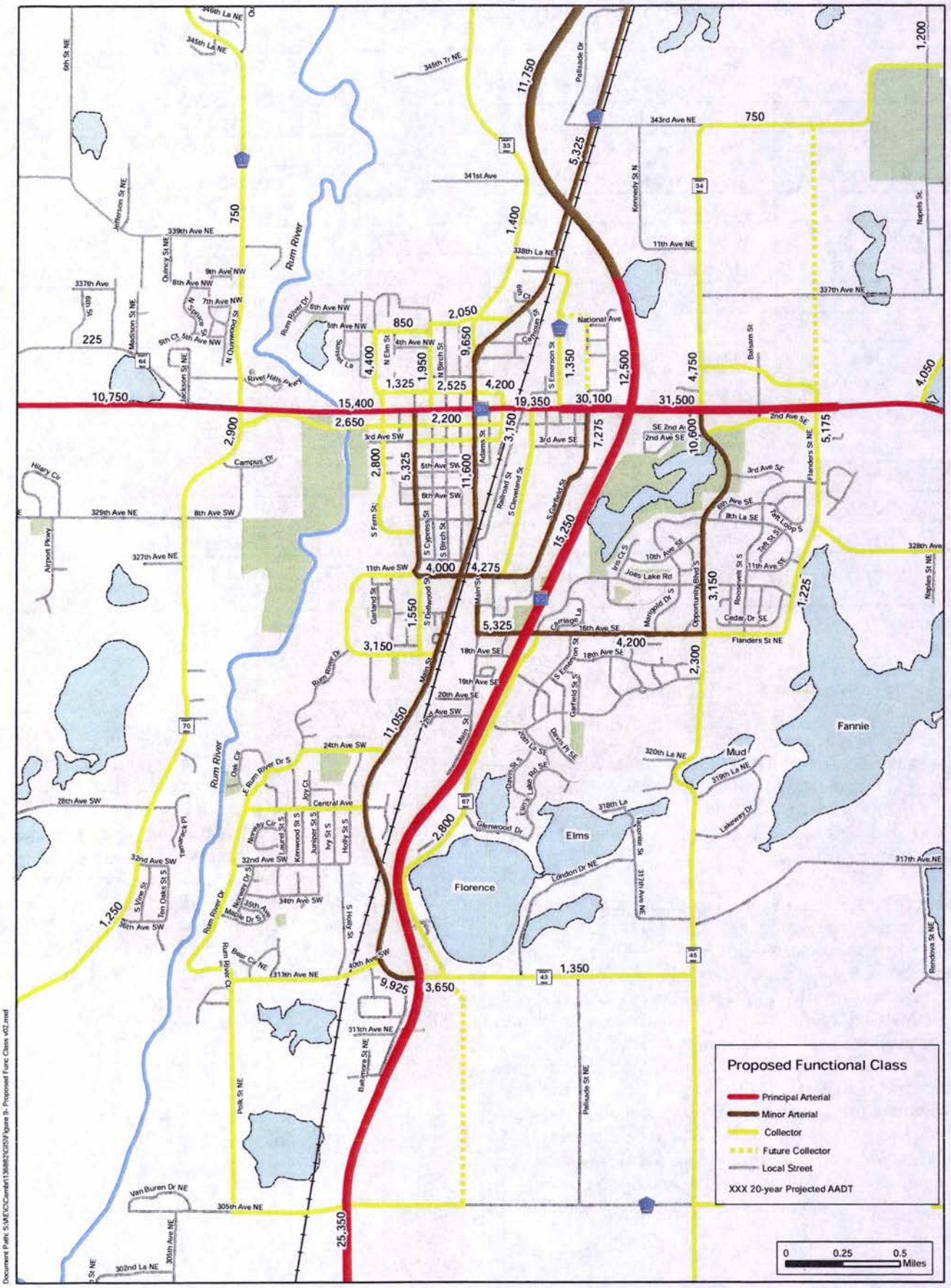
Roadway	From	To	Current Functional Classification	Future Functional Classification
Highway 95	Flanders Street	East to I-35	Minor Arterial	Principal Arterial
Highway 95	County Road 14/70	US 169	Minor Arterial	Principal Arterial
Opportunity Blvd	Highway 95	343rd Avenue NE	Collector	Minor Arterial
343rd 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 January 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.



SEH

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

Map by: lelliott
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

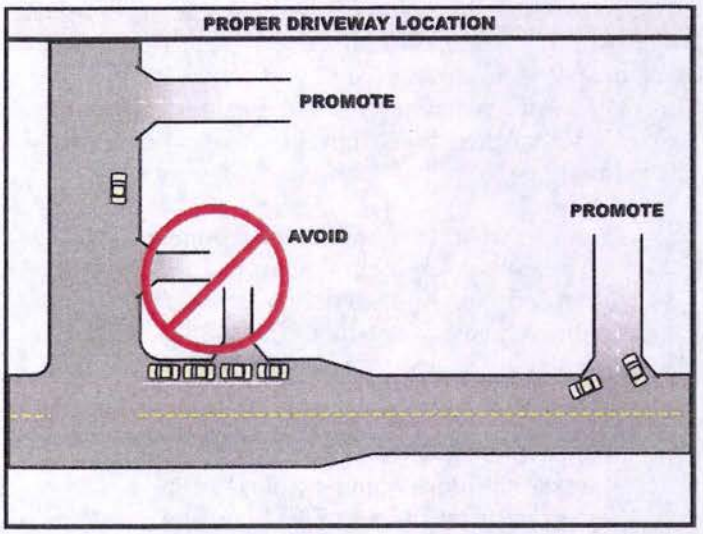
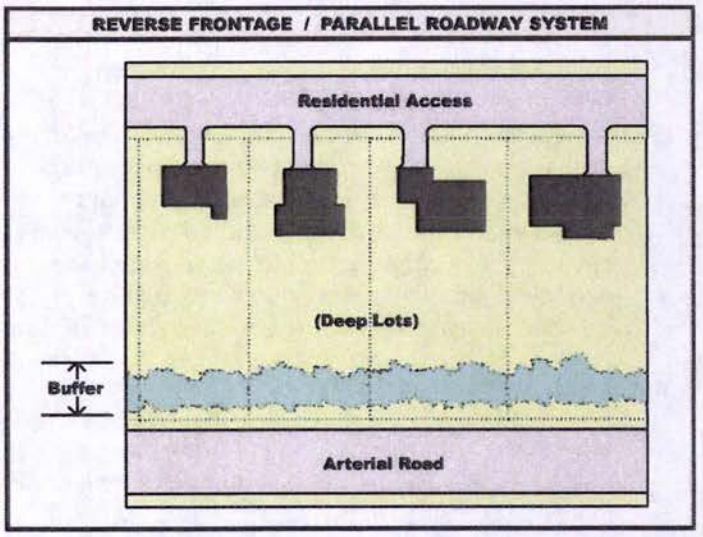


Figure 4-9: Minimize Direct Access to Higher Function Roadways



- **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)

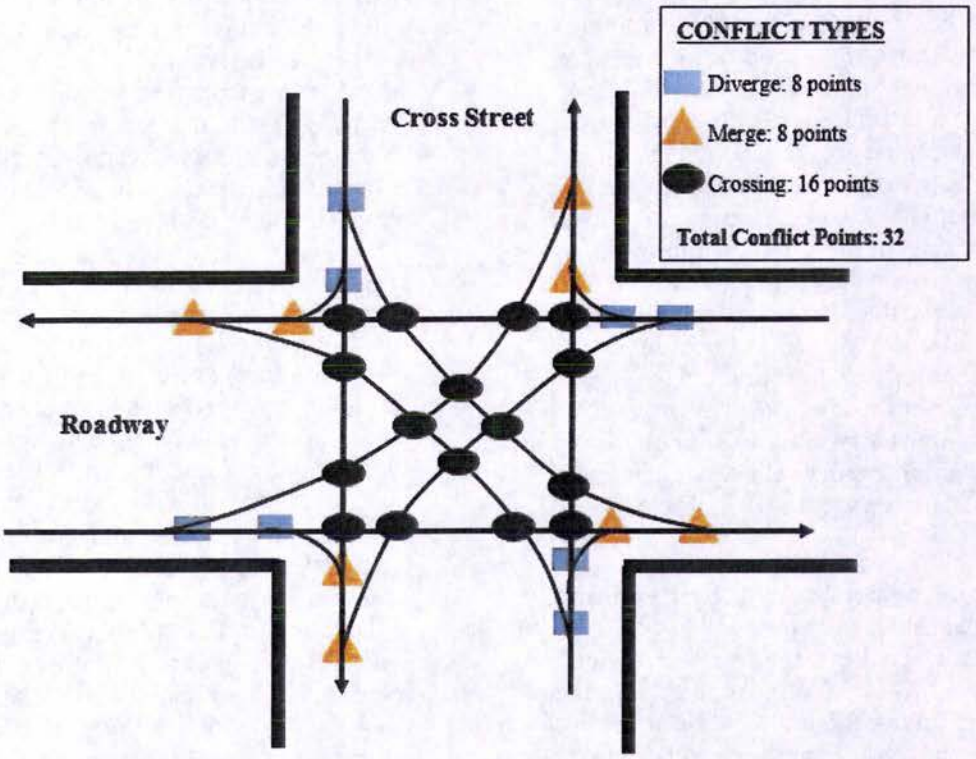
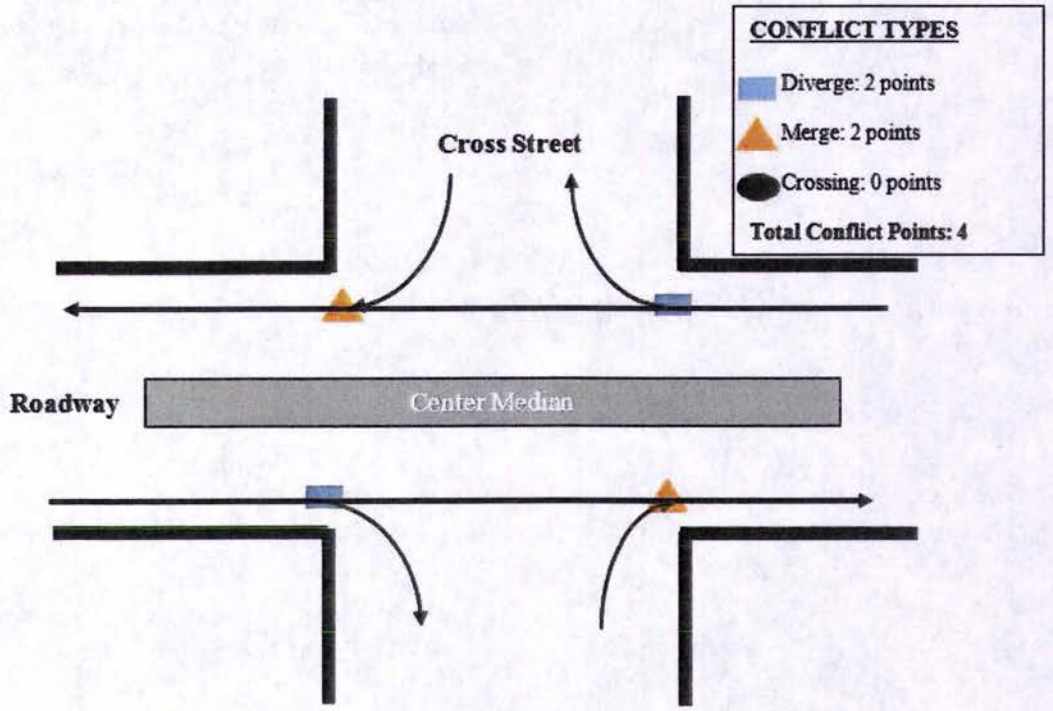


Figure 4-11: Right-in/Right-Out Access Only Intersection



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:

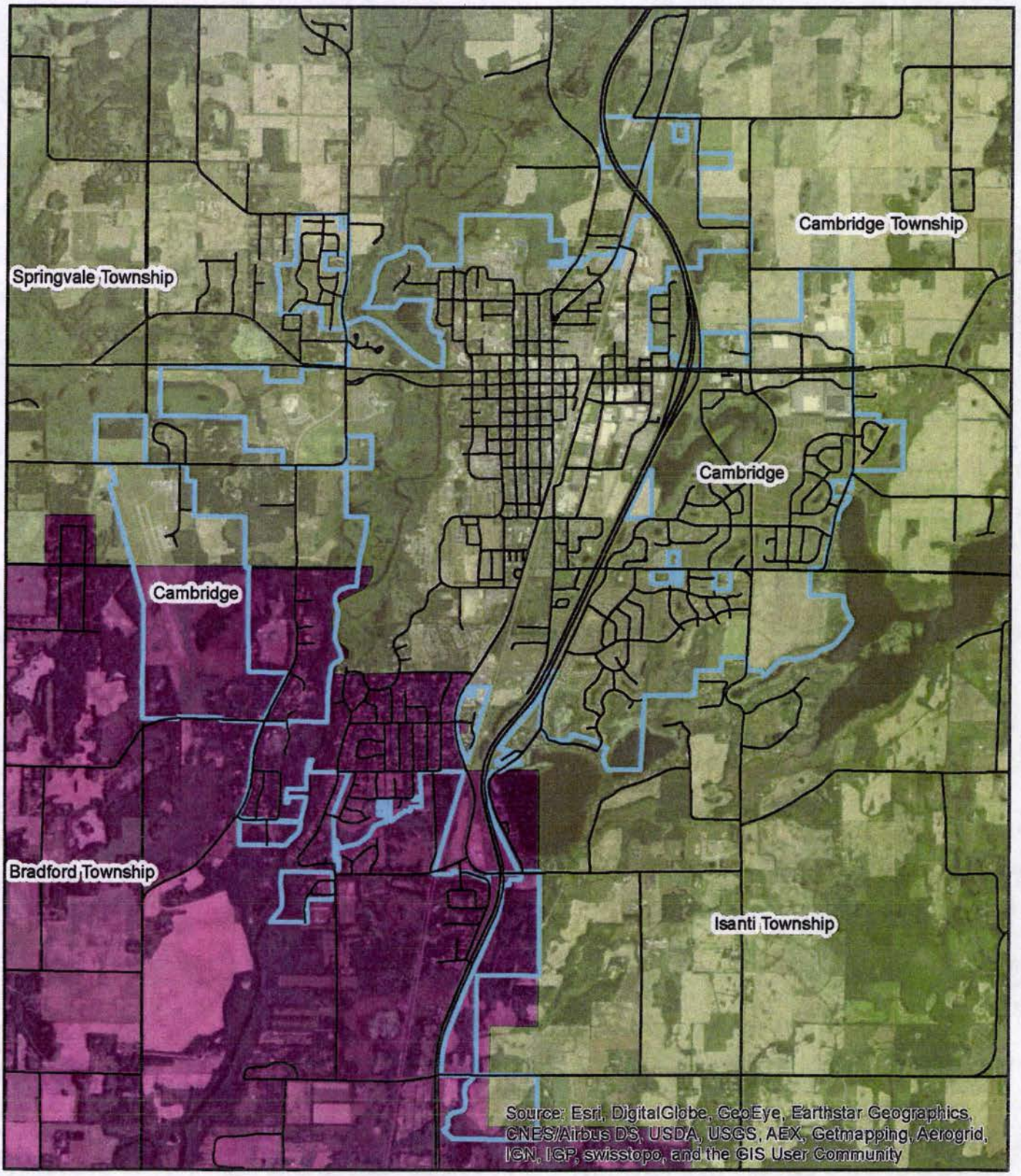
- Core District
- North Ridge District (part)
- East T.H. 95 District (part)
- Northeast District (part)
- Community College District (part)

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

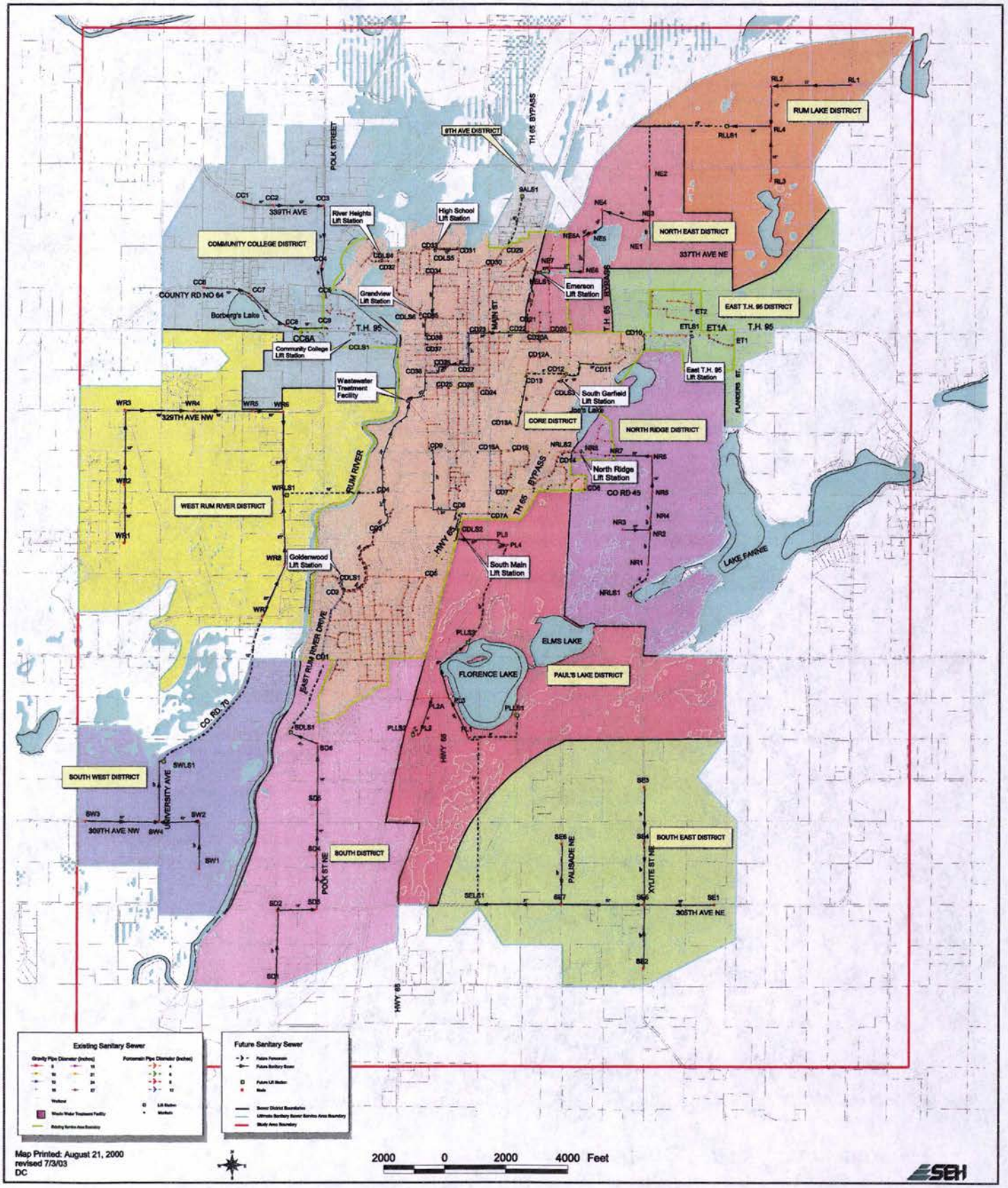
A map showing the areas included in the sewer feasibility study is included in Figure 5-2.

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.

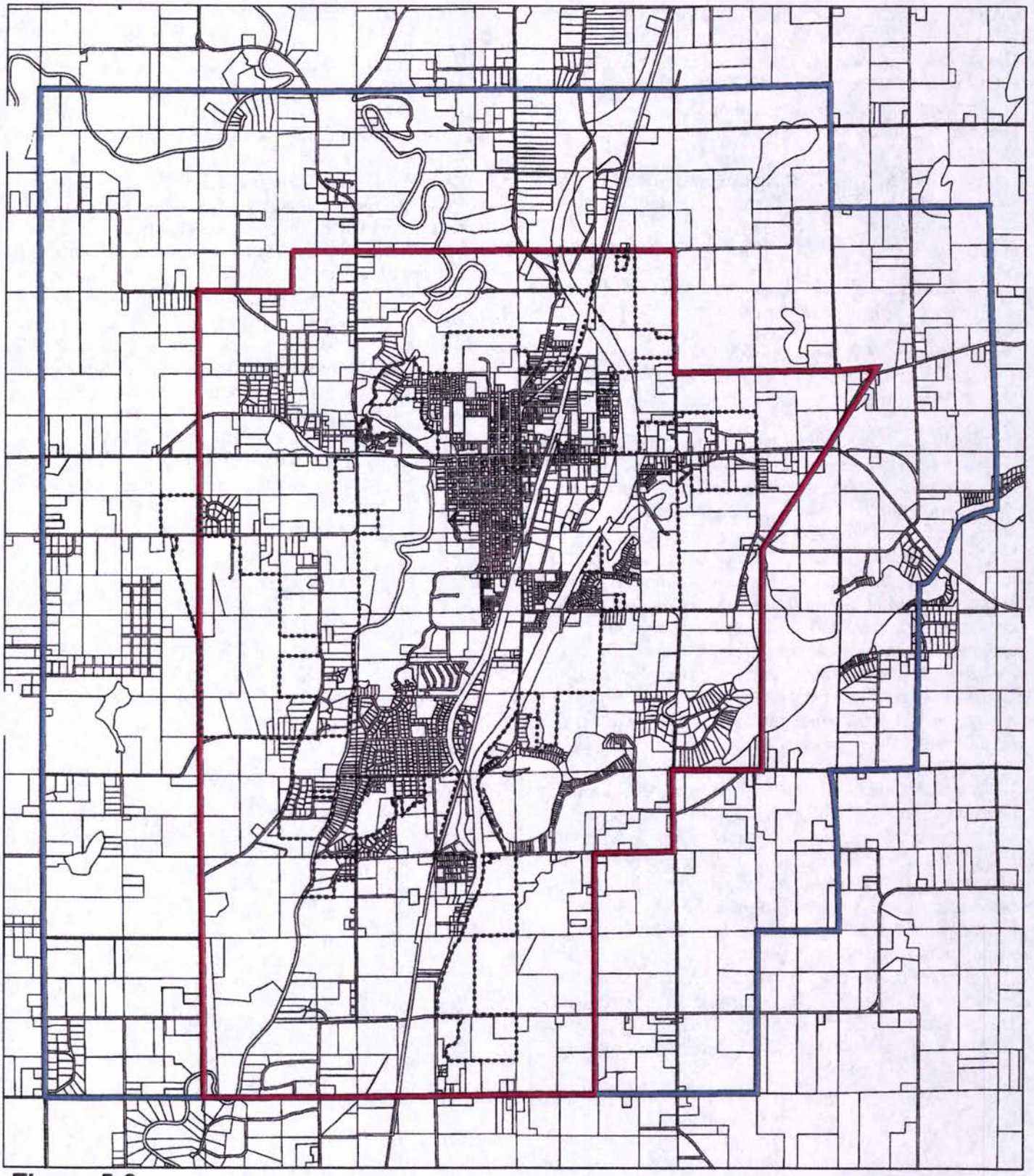


Figure 5-3
2000 Comprehensive Plan: USA I and II District Boundaries
Cambridge, Minnesota

USA I Boundary

USA II Boundary

City Limit

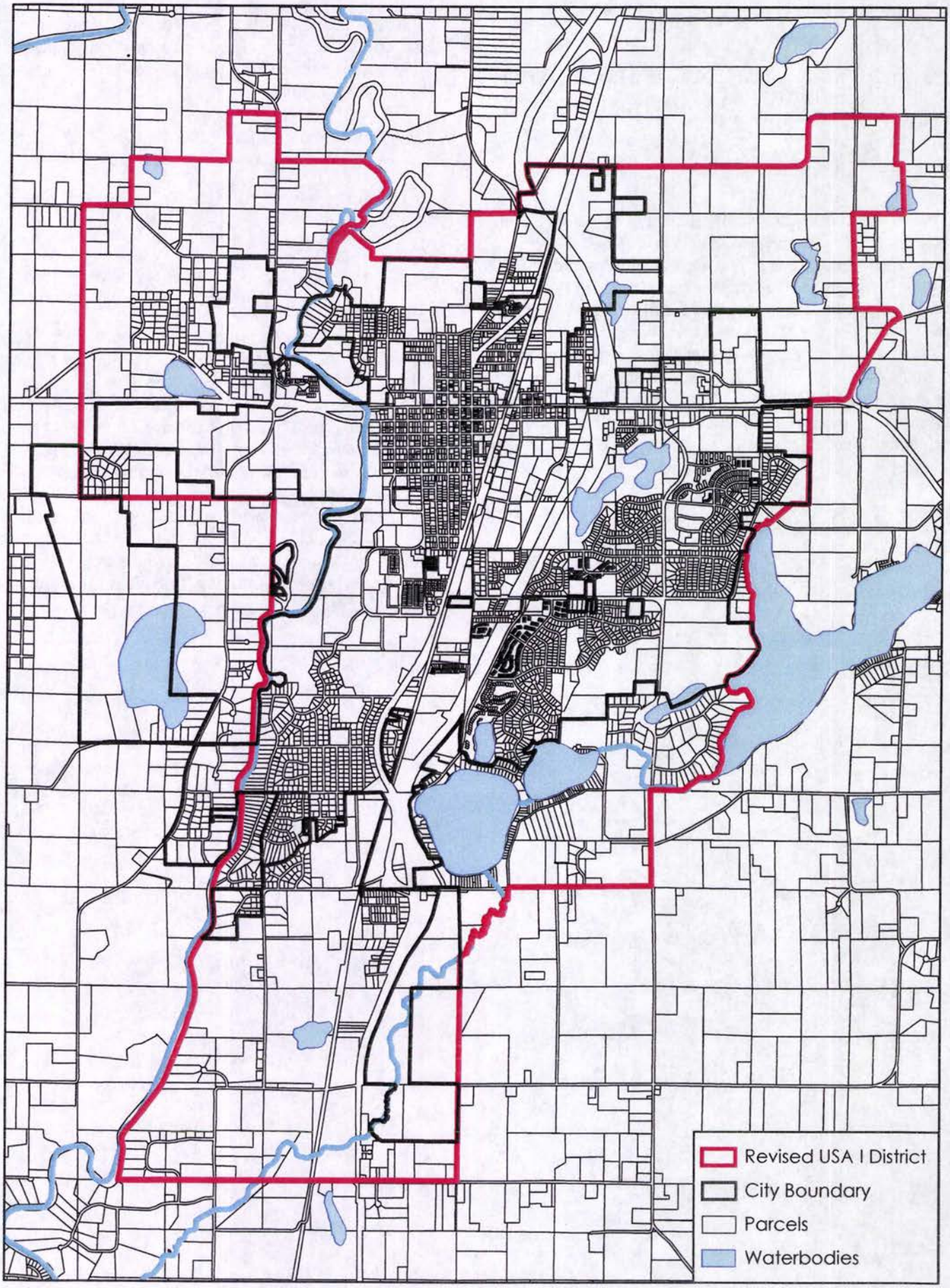
N

4500 0 4500 Feet

Source: City of Cambridge, 1999

Prepared by
Dahlgren, Shardlow and Uban, Inc.
September 27, 2000

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.

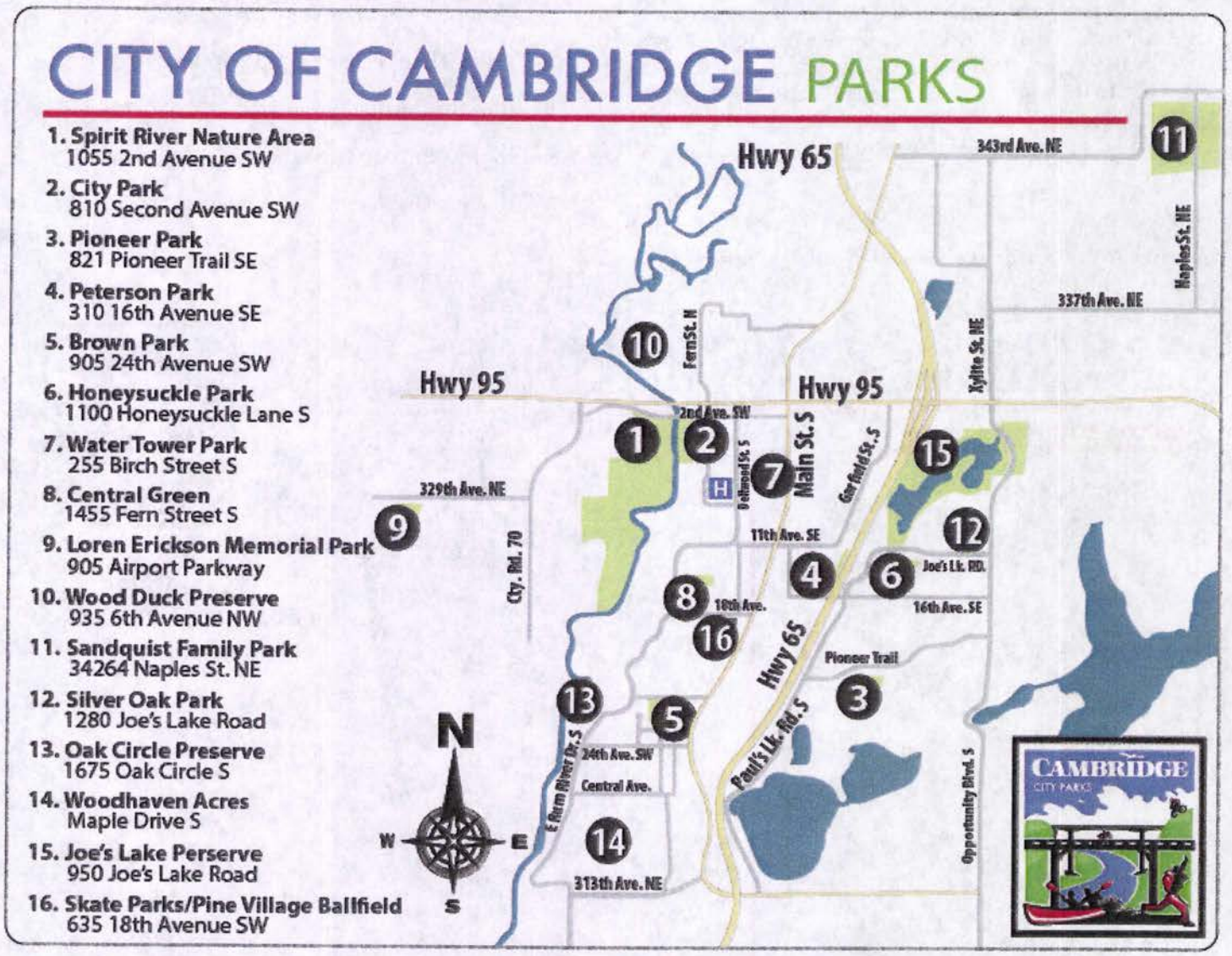
Cambridge is also home to the Anoka Ramsey Community College, part of the Minnesota State Colleges and University System, which offers over 100 different degree and certificate programs. The College has two locations and online programs with over 12,400 students enrolled. In Cambridge, about half of 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

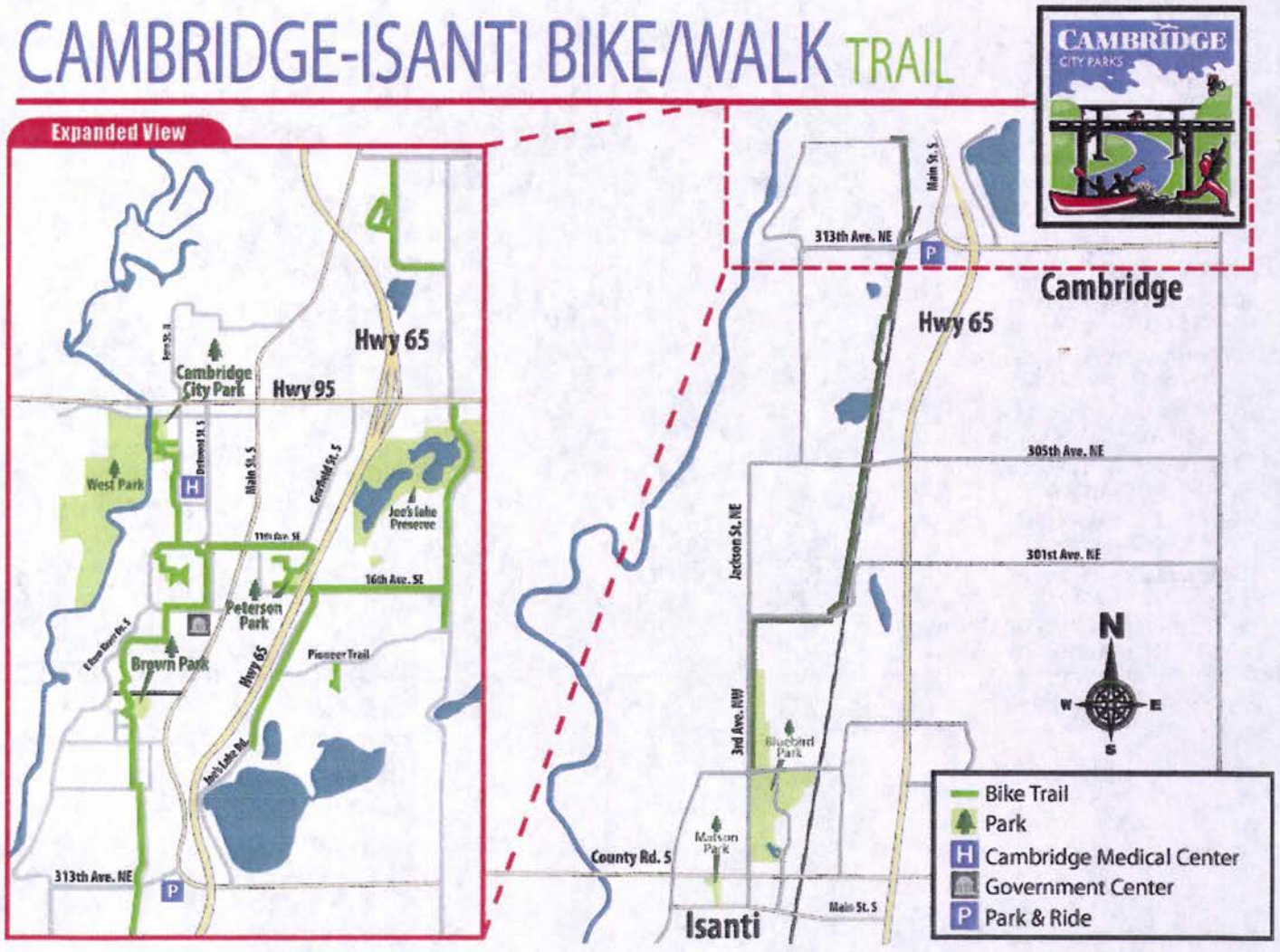
The City of Cambridge has a series of bicycle and walking trails, connecting to residential neighborhoods and parks. This connected system includes 36.5 miles of sidewalks and 9.9 miles of trails. The system allows residents to access nearby amenities, especially between Highway 95 and Highway 65, near 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.

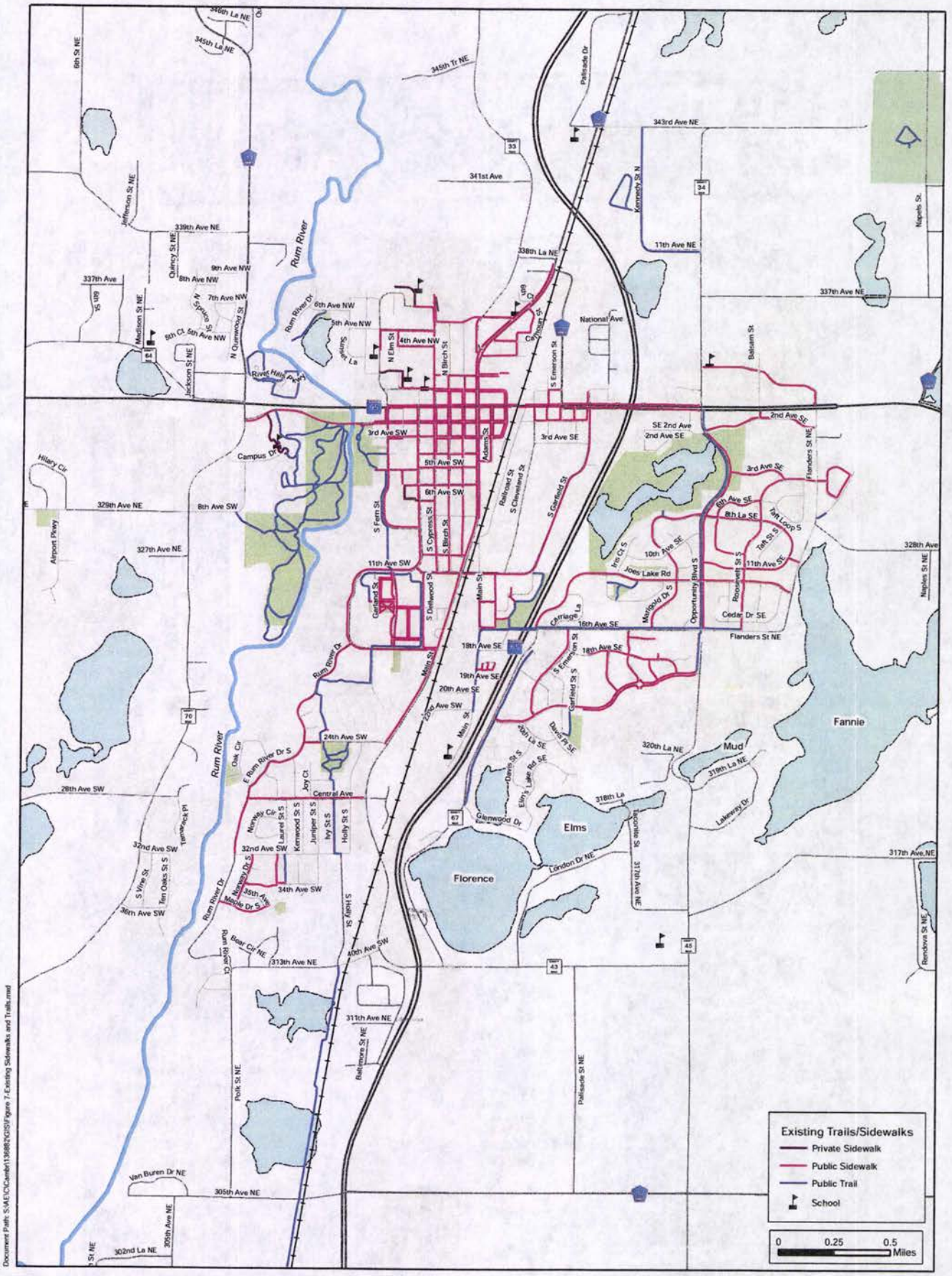
The downtown area contains a well-established sidewalk network. The City has identified nine different "walking routes" in the community (see Figure 5-8):

- 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



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

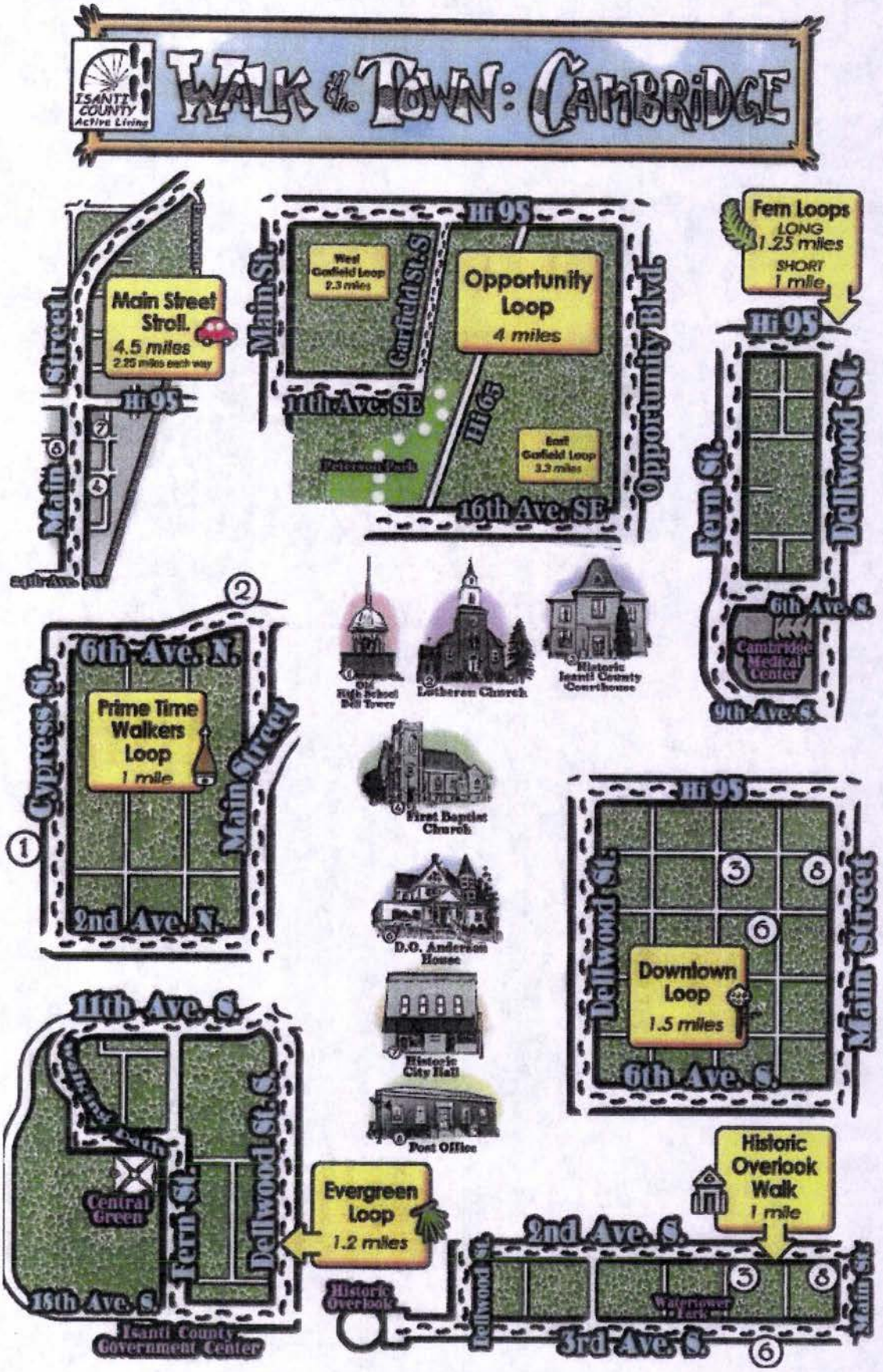
Map by: lelliott
Projection: NAD_1983_HARN_Adj_MN_Isanti_Feet
Source: MnDOT, ESRI, SEH

Existing Trail & Sidewalk Network

Cambridge, MN

FIGURE 5-7

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:

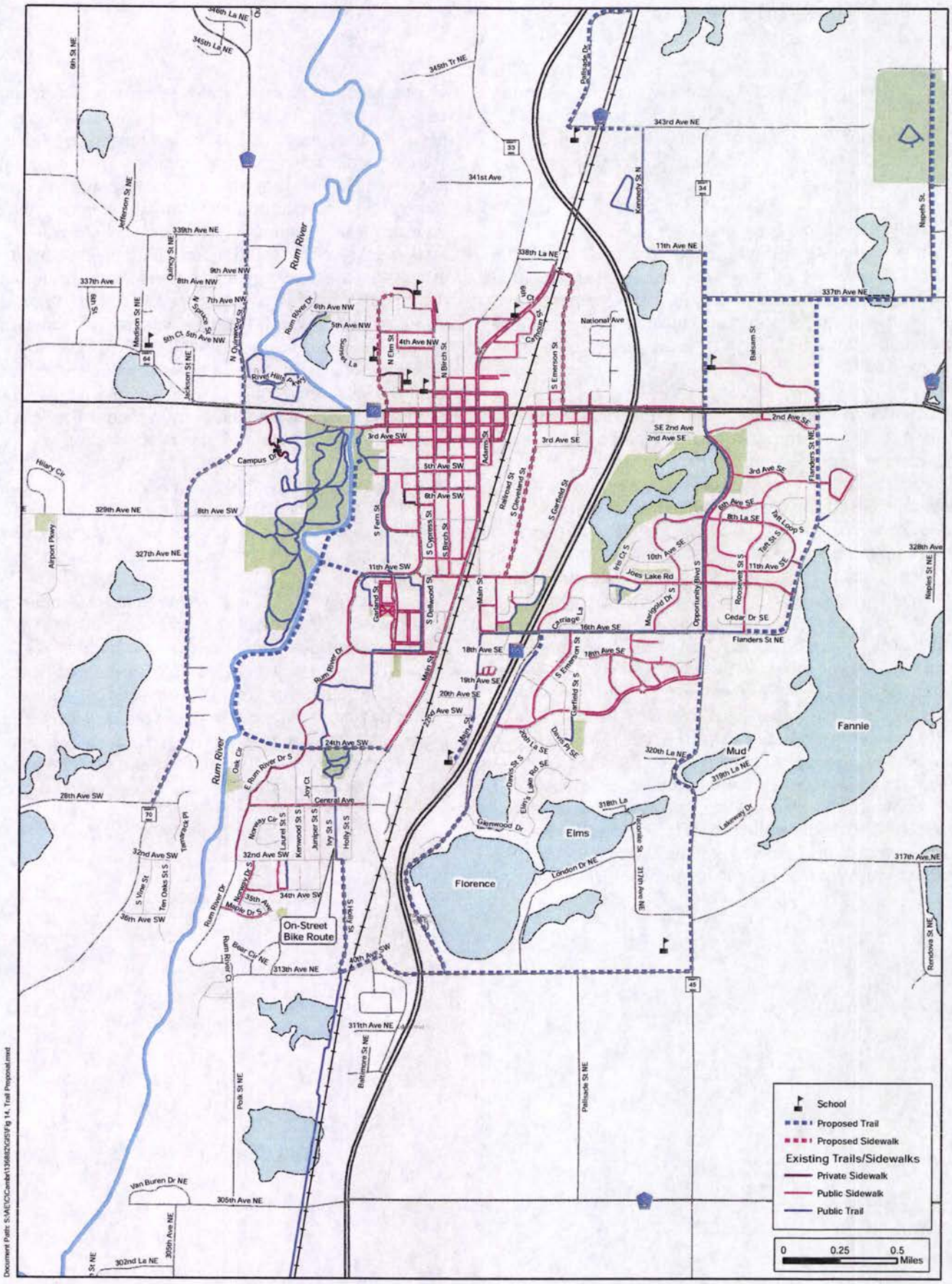
- Provide safe and efficient connections to land-uses, such as shopping malls, downtown, schools, senior care facilities, and other community destinations;
- Create good design guidelines by providing adequate widths and sight distance, while also avoiding problems such as poor drainage, blind corners, 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.



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

Map by: lelliot
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.

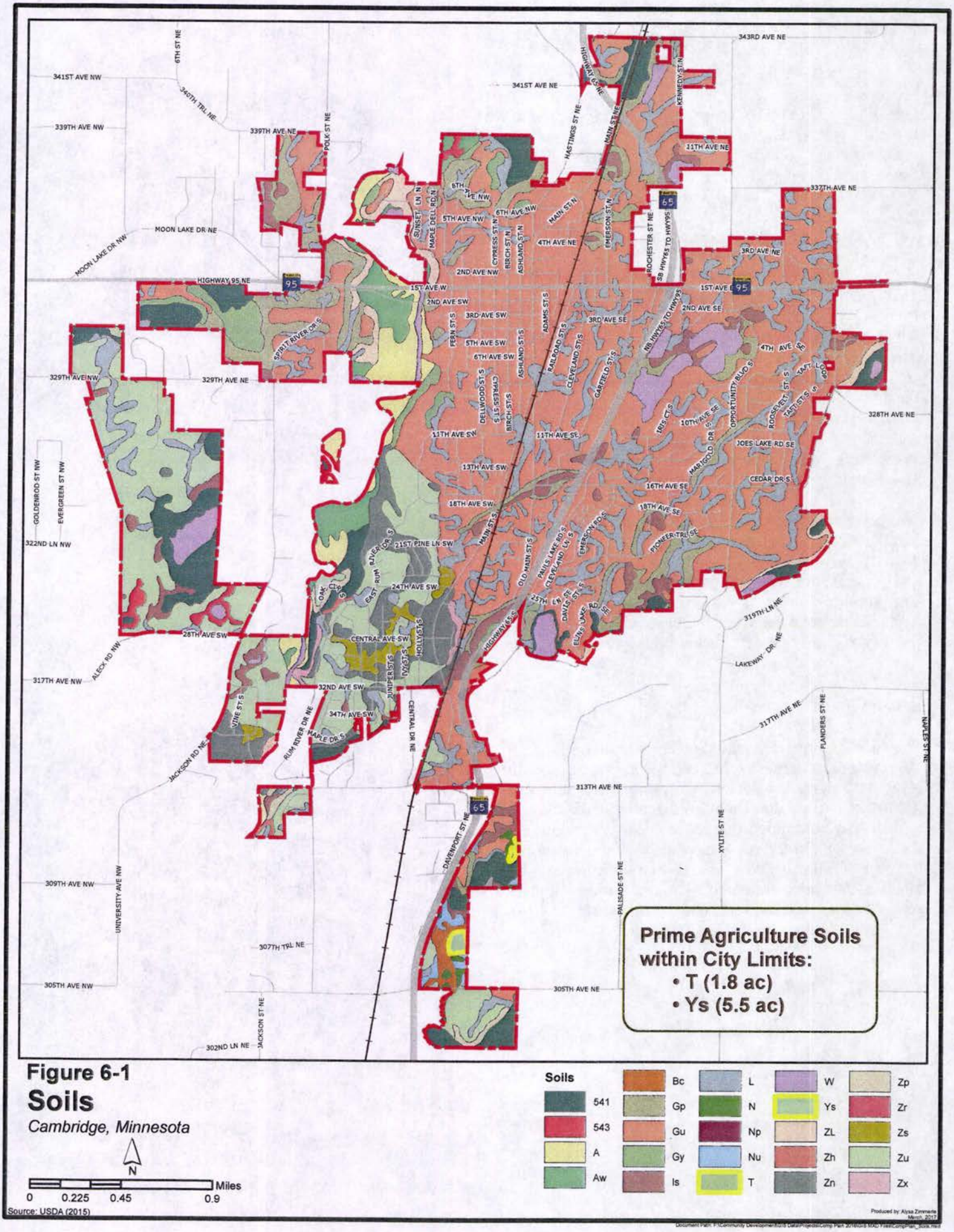


Figure 6-1

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:

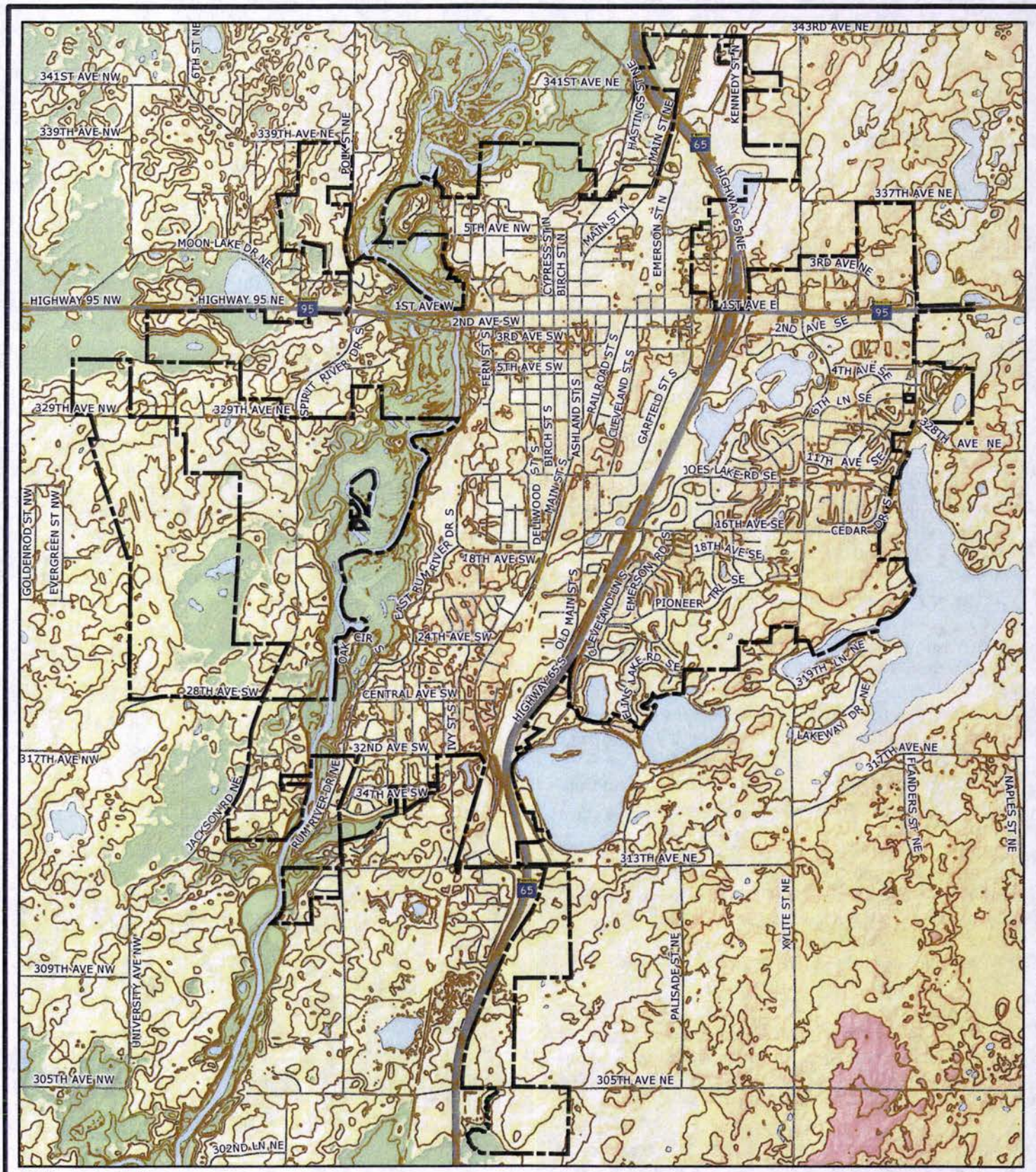
- Mud Lake (connected to Lake Fannie)
- Florence Lake (southeast of the City)
- Elms Lake (southeast of the City)
- Joe's Lake and Preserve (east of Downtown)
- Brobergs Lake (northwest of the City)
- Elizabeth Lake (west of the Airport and City)

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)


341ST AVE NW
339TH AVE NW
339TH AVE NE
341ST AVE NE
343RD AVE NE
337TH AVE NE
329TH AVE NW
329TH AVE NE
328TH AVE NE
317TH AVE NW
317TH AVE NE
313TH AVE NE
309TH AVE NW
305TH AVE NW
305TH AVE NE
302ND LN NE
6TH ST NE
POLK ST NE
MOON LAKE DR NE
HIGHWAY 95 NW
HIGHWAY 95 NE
95
5TH AVE NW
CYPRESS ST N
BIRCH ST N
MAIN ST N
HASTINGS ST NE
MAIN ST NE
EMERSON ST N
KENNEDY ST N
HIGHWAY 65 NE
65
3RD AVE NE
1ST AVE W
1ST AVE E
2ND AVE SW
3RD AVE SW
5TH AVE SW
2ND AVE SE
4TH AVE SE
6TH LN SE
FERN ST S
SPIRIT RIVER DR S
RAILROAD ST S
CLEVELAND ST S
GARFIELD ST S
ASHLAND ST S
DELLWOOD ST S
BIRCH ST S
MAIN ST S
JOES LAKE RD SE
117TH AVE SE
16TH AVE SE
CEDAR DR S
18TH AVE SW
18TH AVE SE
PIONEER TRL SE
EMERSON RD S
CLEVELAND LN S
OLD MAIN ST S
EAST RUM RIVER DR S
GOLDENROD ST NW
EVERGREEN ST NW
OAK CIR S
24TH AVE SW
28TH AVE SW
CENTRAL AVE SW
IVY ST S
32ND AVE SW
34TH AVE SW
HIGHWAY 65 S
ELKS LAKE RD SE
319TH LN NE
LAKEWAY DR NE
JACKSON RD NE
RUM RIVER DR NE
FLANDERS ST NE
NAPLES ST NE
XYLITE ST NE
PALISADE ST NE
UNIVERSITY AVE NW
Figure 6-4
Topography
Cambridge, Minnesota
N
Miles
0
0.225
0.45
0.9
Source: MNDNR (2012)
10 Ft Contours
Elevation (m)
274-283
284-293
294-303
304-313

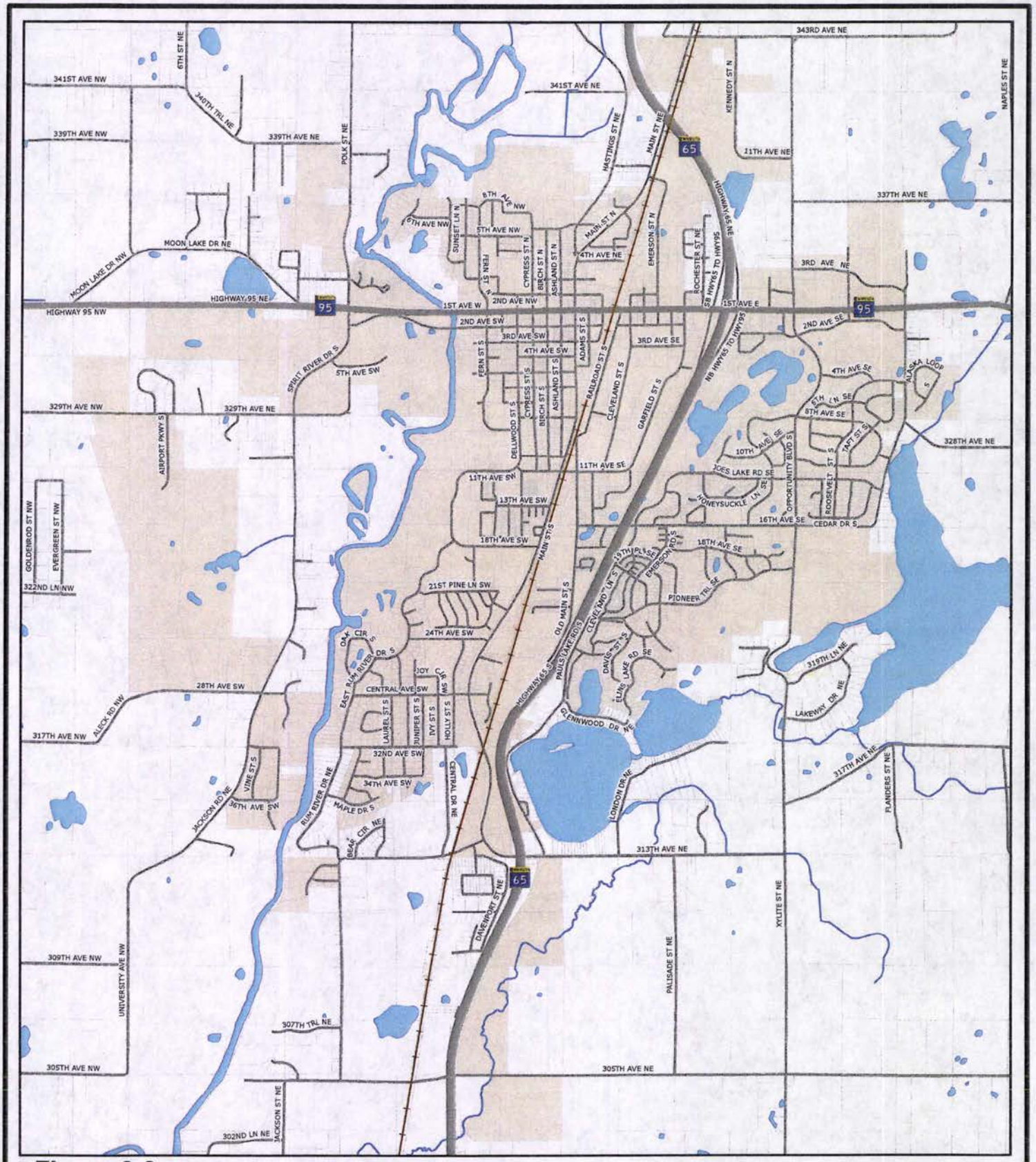


Figure 6-6

Waterbodies

Cambridge, Minnesota

N

0 0.25 0.5 1 Miles

Source: City of Cambridge, 2016

City Boundary

Waterbodies

Streams

Produced by: Alysa Zimmerle
March, 2017

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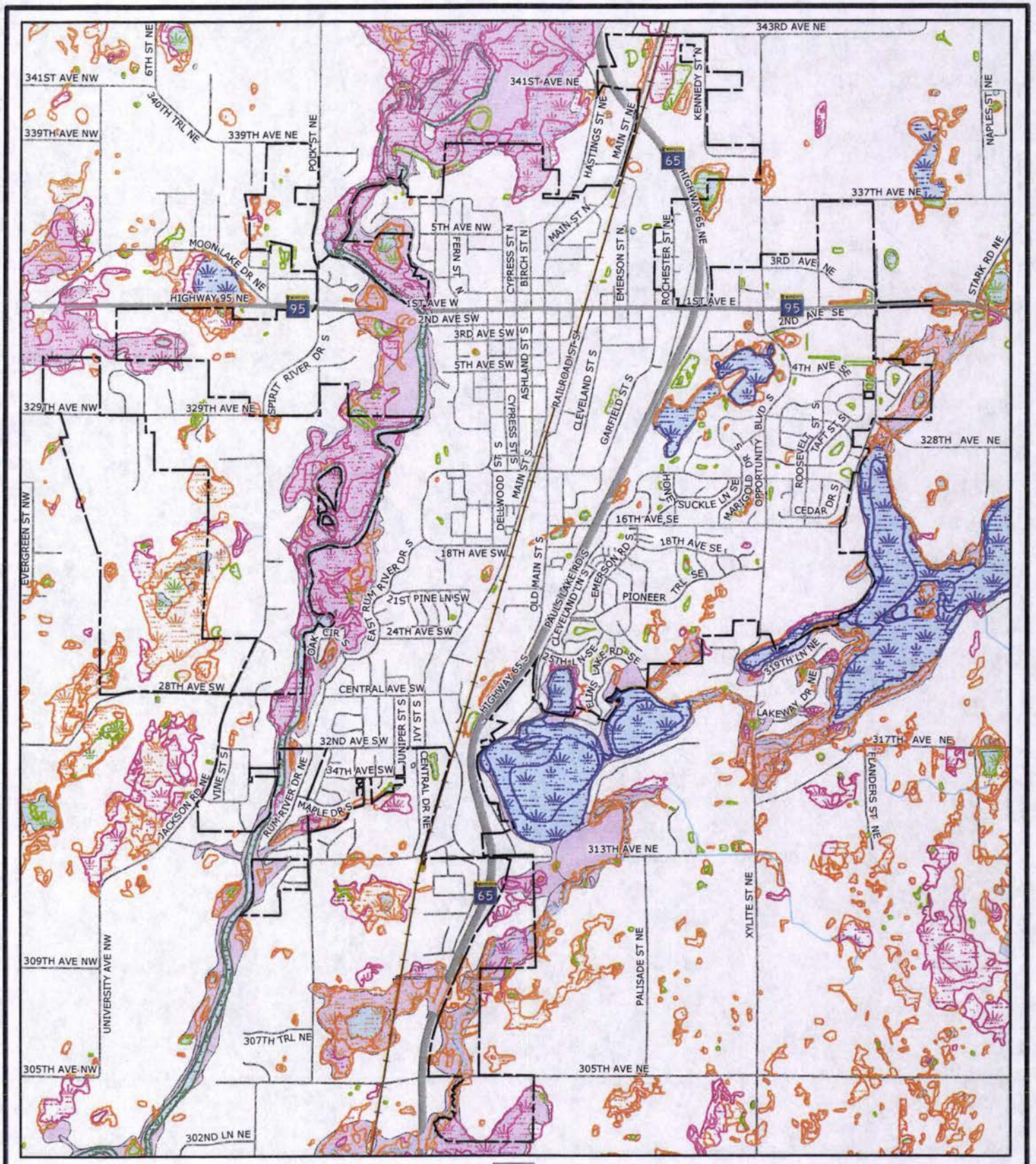

Figure 6-7
Water Features
Cambridge, Minnesota

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)

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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.

CHAPTER 7
LAND USE

INTRODUCTION

Land use is the central element of the traditional comprehensive plan, establishing the physical configuration of the city, the mix and location of uses, and the nature of community systems that support them. Because the land use plan is a statement of policy, public and private decision makers depend on it to guide individual actions such as land purchases, project design, and the review and approval process. This chapter considers existing development patterns in Cambridge and the influence of its natural environment. It concludes by calculating future land use needs, providing a basis for the future development plan.

EXISTING LAND USE

The purpose of an existing land use inventory is to quantify and analyze existing development in the community. An examination of current land uses reveals development patterns, current densities, and shows prevalent uses in Cambridge. Utilizing the current land use and natural resources information will help guide future development to be consistent with this goals of maintaining the small town character of the City, while promoting job and housing development that meet future needs. This inventory, combined with other background information, is used to suggest where, at what intensity, and at what rate growth should occur. The inventory can also help to classify areas that should remain undeveloped or should be preserved. Existing land use and natural resource information as well as the City's goals shape the Future Land Use Plan.

Existing land uses in Cambridge include:

- Single-family residential neighborhoods
- Multi-family residential neighborhoods
- Commercial and retail areas
- Industrial areas
- Public and institutional uses (including the hospital)
- Parks and open spaces
- Airport
- Agricultural and vacant land

The Existing Zoning section of this chapter further outlines the regulations associated with these different land uses.

EXISTING ZONING

Currently, the City of Cambridge has 24 zoning districts which can be grouped into different categories, based on general use. These categories include: flood districts, shoreland districts, scenic river districts, residential districts, professional medical districts, business districts, industrial districts, growth area districts, airport districts, and planned unit developments. The City's existing zoning is illustrated in Figure 7-1.

Flood Districts

Cambridge has a Flood Plain F-1 district which regulates activities within the floodplain. This zone is comprised of three different areas: the floodway, the flood fringe, and general flood plain district. These areas are determined by Federal Emergency Management Agency (FEMA) flood mapping and have specific regulations for new construction, permitted uses, and standards. Typical permitted uses in the flood districts include agricultural uses, recreational uses such as golf courses and camp sites, parking facilities, and warehousing. Residential uses are permitted in the flood fringe area, with requirements to elevate or floodproof structures.

Shoreland Districts

Cambridge's Shoreland Districts are intended to preserve and enhance the quality of surface waters, conserve the economic and natural environmental values of shorelands, and provide for the wise use of waters and related land resources. Restrictions are imposed on the design, placement and height of structures and roadways in shoreland districts. Vegetative alteration, topographic alterations, stormwater management, water supply, and sewage treatment are also more strictly controlled within shoreland areas. Unlike floodplain districts, the City's shoreland districts are not overlay districts.

There are three shoreland sub-districts. The Shoreland Special Protection District SSP allows for limited uses such as forest management agriculture and parks. Single-family residences are allowed in the SSP (as a conditional use) and the Shoreland Residential District SR (as a permitted use), subject to special design and setback criteria. Limited commercial and public uses are allowed in the Shoreland General Development District GD and are also subject to restrictive design and setback criteria.

Scenic River Districts

The Scenic Rum River Ordinance controls riverland development in order to protect and preserve the outstanding scenic, recreational, natural, historical, and scientific values of the Rum River. Three sub-districts are established under the ordinance. The Scenic River I District (SR-1) is intended to preserve and protect the special historical, natural, or biological characteristics of the Rum River by limiting and properly managing development. Limited uses such as agriculture, forestry, and resource management are allowed, as are single-family homes, subject to setback design and density restrictions.

The Scenic River II District (SR-2) is intended to provide for medium to high-density residential development within the urban corridor of Cambridge, while still preserving and protecting the river. It does this through high standards of design requirements for municipal sewer and water utility service and the preservation of desirable site amenities and open space through the use of planned unit developments.

The Scenic River III (SR-3) is similar to the SR-2 district but provides for professional office and public uses. Special regulations apply to planned unit developments within the scenic river districts.

Residential Districts

The City of Cambridge has established four basic residential districts. The first is the R-1 One Family Residence District which provides for single-family homes at moderate densities. The second residential zoning district is the R-1A One Family District which preserves the traditional single-family neighborhood development in the Downtown. This neighborhood features small lots and traditional gridded streets. In the City's third residential zoning district, the R-2 One and Two Family Residence District, single-family homes, duplexes, and multifamily dwellings of four or less units are allowed. The R-3 District Multiple Family Residence is the City's fourth residential district. Its purpose is to allow for medium to high-density residential uses.

Professional Medical Districts

The Professional Medical District (P-M) allows for an integrated mix of medical offices, clinics, hospitals, nursing homes, and other health care facilities. Other public uses such as parks and playgrounds and institutional uses are permitted as well. Duplexes, multi-family housing and senior facilities are conditional uses in the district.

Business Districts

The City's commercial uses are located within one of four commercial zoning districts. Cambridge's high-density retail service, office, and public uses are located in the Downtown Business District (B-1), which is intended for businesses that primarily serve pedestrian traffic. The Downtown Fringe Business District (B-1A) is located around the Downtown Business District. It is intended to enhance the downtown by providing for a broad range of goods and services and one-stop shopping trips made by automobile. The Highway Business District (B-2) is intended to provide space for auto-oriented uses and is located in close proximity to major thoroughfares and highways. The City also has a Business Transition District (BT) which serves as a transitional area between highway business areas and residential uses.

Industrial Districts

The City of Cambridge has four industrial districts that allow for varying degrees of intensity in industrial activities. The Low Impact Business-Industrial District (I-1) provides for a mix of offices and warehouses that have low impacts on the surrounding area. The Light Industrial District (I-2) features industrial development that has minimal impacts on adjacent uses, especially with screening and design guidelines. Cambridge's General Industrial District (I-3) allows for heavy and intensive industrial and wholesale activities. The Industrial Transition District (IT) serves as a transitional area between light industrial areas and residential uses.

Growth Area Districts

There are two growth area districts in the City: the Rural Residential/Agricultural District (RA) and the Urban Reserve (UR). The RA district preserves existing agricultural and open space areas and allows for low-density residential areas. These areas allow for livestock and farming as well as public parks and open spaces. The UR District is land within the City's Planned Growth Areas. The district allows for orderly growth of urban residential uses, while allowing for open space and agricultural uses in the interim.

Planned Unit Developments

A Planned Unit Development (PUD) may be constructed through a rezoning of property. PUDs encourage a variety of land uses, efficiency in land consumption, sensitivity to natural amenities, and increased density. All PUDs must go through a plan review and approval process with the City to ensure that the new development is consistent with City goals and needs. More information on the benefits associated with PUDs is included in Chapter 3: Housing.

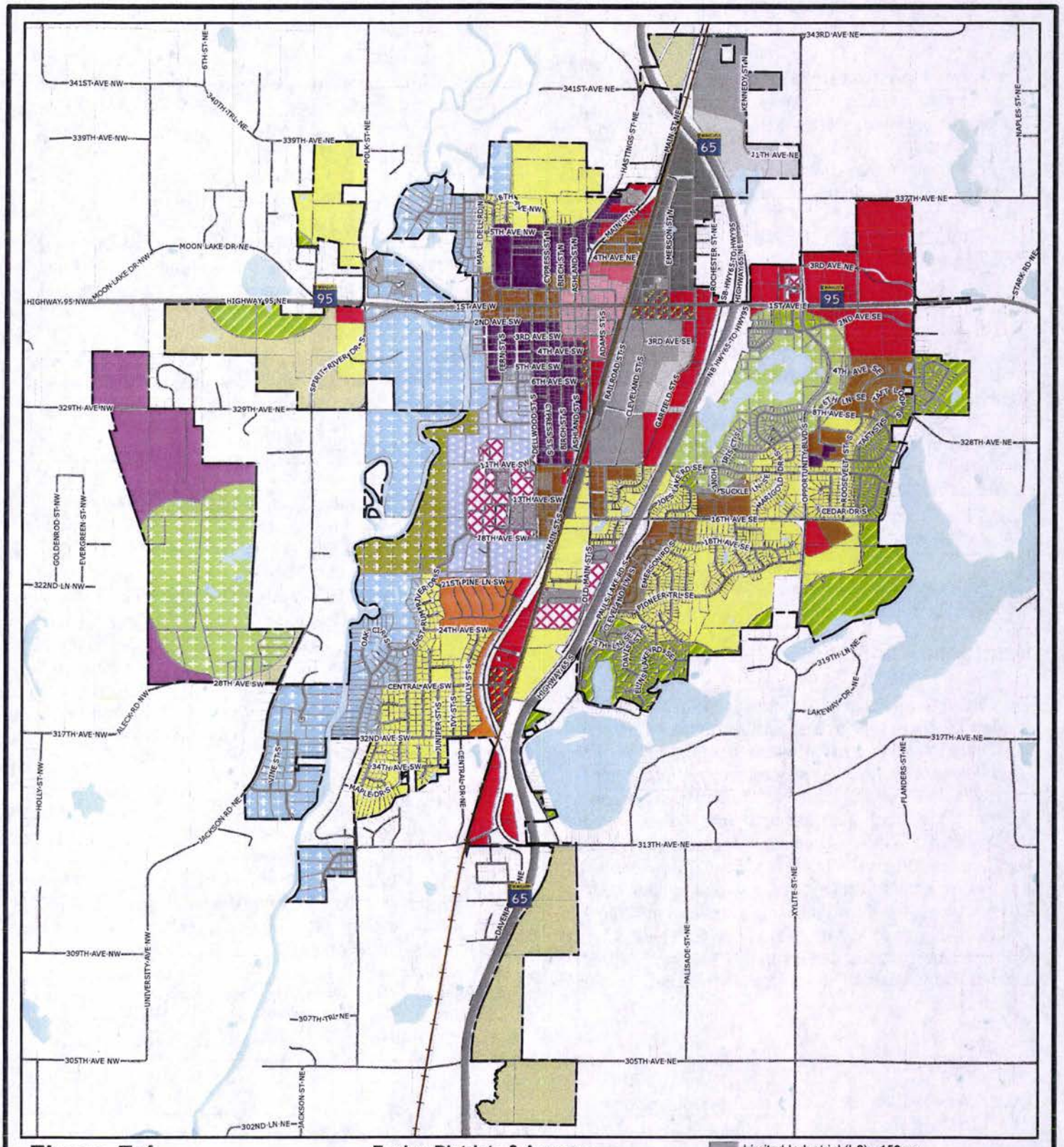

Figure 7-1
Zoning Districts
Cambridge, Minnesota

N

0 0.25 0.5 1 Miles

Source: City of Cambridge, 2017

Zoning Districts & Acreage

- Rural Residence/Agricultural (RA) - 359 ac
- One Family Residence District (R-1) - 781 ac
- One Family Residence District (R-1A) - 151 ac
- One and Two Family Residence District (R-2) - 58 ac
- Multiple Family Residence District (R-3) - 202 ac
- Business Transition (BT) - 25 ac
- Downtown Business District (B-1) - 31 ac
- Downtown Fringe Business District (B-1A) - 15 ac
- Highway Business District (B-2) - 302 ac
- Professional Medical (PM) - 131 ac
- Low-Impact Business -Industrial District (I-1) - 73 ac
- Limited Industrial (I-2) - 150 ac
- General Industrial (I-3) - 138 ac
- Industrial Transition (IT) - 2 ac
- Shoreland Special Protection District (SSP) - 465 ac
- Shoreland General Development District (GD) - 10 ac
- Shoreland Residential (SR) - 315 ac
- Urban Reserve (UR) - 1 ac
- Scenic River I District (SR-I) - <1 ac
- Scenic River II District (SR-II) - 556 ac
- Scenic River III District (SR-III) - 85 ac
- Airport District - 189 ac
- Planned Unit Development (PUD) - 103 ac

Produced by: Alysa Zimmerle
March, 2017

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VACANT LAND BY ZONING

There are 1,358 acres of vacant and agricultural lands in the City, comprising approximately 1/3 of the total City acreage. Figure 7-2 shows the location of vacant and agricultural land.

It can be assumed that as the City continues to grow, these vacant lands will be the first to develop. It is important to determine the zoning of this land to give City officials and residents a good idea of the supply of land available for development. For instance, if there is virtually no vacant land available for residential development, the Comprehensive Plan should indicate areas where additional residential land would be appropriate or areas where rezoning is desirable. Likewise, if the vacant land inventory indicates that there is a predominance of vacant industrial land, the Comprehensive Plan should limit additional areas for industrial development until such time as the existing industrial land is developed.

In Cambridge, most of the vacant land is in the Residential/Agricultural District and the R-1 One Family Residence District (over 600 acres). Large tracts of undeveloped land are located on the edges of the city, however, there are numerous small tracts of undeveloped land throughout the community as well. These parcels have already been subdivided as part of an earlier neighborhood development, but homes have not yet been constructed. It is important to note that over 21 percent of vacant land in the City is undevelopable because it is wetland. All calculations for future land use growth acknowledge this.

Table 7-1 summarizes vacant land in the City.

Table 7-1: Vacant and Agricultural Land in Cambridge, by Zoning District

Zoning District	Gross Acres	Net Acres	Percent Wetlands
RA	307.03	205	33.10%
R-1	275.56	241.62	12.32%
R-1A	7.05	6.87	2.51%
R-2	5.91	5.91	0.00%
R-3	49.89	49.33	1.13%
BT	0.50	0.50	0.00%
B-1	0.58	0.58	0.00%
B-1A	0.78	0.78	0.00%
B-2	77.18	76.96	0.29%
PM	13.98	13.98	0.00%
I-1	43.10	35.61	17.37%
I-2	68.65	57.14	16.77%
I-3	0.69	0.69	0.00%
IT	-	-	-
SSP	144.80	68.20	52.90%
GD	0.57	0.57	0.00%
SR	192.59	156.37	18.81%
UR	-	-	-
SR-I	-	-	-
SR-II	67.29	55.90	16.92%
SR-III	16.10	15.94	1.03%
PUD	50.44	50.44	0.00%
Airport	35.34	26.87	23.97%
Total	**1,358.03**	**1,069.26**	**21.26%**

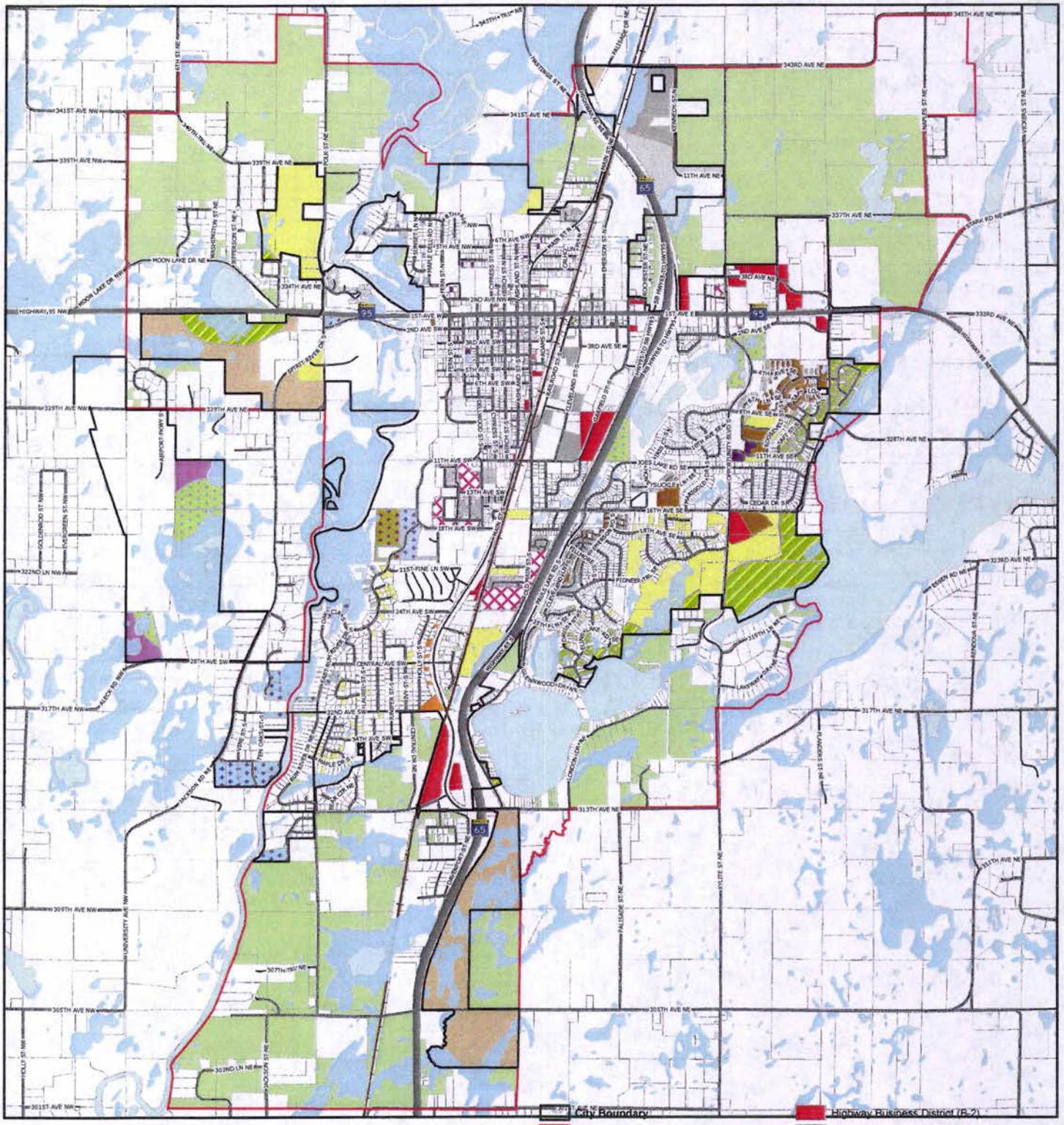

Figure 7-2

Vacant & Agricultural Land By Zoning Districts

Cambridge, Minnesota

Source: City of Cambridge, 2017

Produced by: Alysa Zimmerle
March, 2017
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FUTURE LAND USE

Cambridge citizens understand that growth will inevitably occur and that planning for this growth will result in a stronger local economy, greater sustainability, and a better quality of life for current and future residents. This section provides a description of the Future Land Use Map and its land use categories, which provide a city-wide framework for the City's future.

There are eleven land use categories identified for the City of Cambridge and the USA I in the future. These categories are summarized below and mapped in Figure 7-3. Table 7-2 describes the designations and planned acreage of each category.

Table 7-2: Future Land Use Designations in Cambridge and the USA I

Future Land Use	Acres	Percent
Agricultural	221	3.92%
Low Density Residential	1,820	32.25%
High Density Residential	476	8.43%
General Commercial	1,010	17.90%
Downtown Commercial	28	0.49%
Fringe/Transition Commercial	16	0.28%
Industrial	556	9.85%
Public/Quasi-Public	489	8.66%
Professional/ Medical	224	3.97%
Airport	259	4.59%
Park/Recreational	545	9.66%
Total	**5,644 acres**	

Agricultural

Areas which are designated Agricultural on the City's Future Land Use Map are not expected to develop within the next 20 years or are inappropriate for urban development due to environmental constraints. These areas should be zoned Agricultural and be left undeveloped and unserved by sanitary sewer and water infrastructure until such time as development is pending services can be provided and the property is annexed.

Rural Residential

Like agriculture and open space future land uses, rural residential land uses should focus on low-density, single-family, development. Densities in rural residential areas should be low (three to four units per acre) and ensure that residential development does not occur in an unplanned and inefficient manner. Where residential development does occur, lots must be laid out so that they can be subdivided later at urban densities. Clustering should be encouraged in these areas where appropriate, especially near wetlands and waterbodies.

Low Density Residential

This designation is given to lands where clustered housing is preferred to retain natural features and open space and to protect against development patterns that may hinder the ultimate transition of these areas to urban use. Densities in these areas should be low (three to four units per acre) though, higher density development (six units per acre) could be achieved through planned unit development, with mandatory clustering. With these requirements, housing could be developed with smaller lot size.

Low density residential areas should develop in a manner that complements the nearby existing neighborhoods and attention should be given to topography and other site constraints in their development. Adequate parks and open space should be provided for as well.

High Density Residential

In Cambridge, multifamily residential development is typically comprised of apartment and townhouse developments. In addition, the City has one manufactured housing park and a number of duplexes.

Existing multifamily residential units will continue to be an important component of the City housing stock and the City should continue to monitor all multifamily areas to ensure their continued maintenance and upgrading.

In addition to the existing multifamily units found in the community, the City anticipates additional demand for both medium density townhomes and higher density apartment units. This Plan accommodates additional multifamily development and designates their appropriate locations throughout the City and the USA I district. These areas should develop in a manner that complements the nearby existing neighborhoods and should develop at densities of about eight to twelve units per acre.

Downtown Commercial

Cambridge was historically a retail commercial center serving the needs of its residents and the nearby agricultural community with most of the commercial establishments located in the downtown area. Downtown remains an important aspect of Cambridge's commercial activity, supporting numerous small local businesses along Main Street, Highway 95, and in the City Center mall. Downtown and economic development in Cambridge are discussed further in Chapter 8 of this Plan.

Fringe/Transition Commercial

The Fringe/Transition Commercial area is intended to act as a transition between the Downtown Commercial and Highway Commercial areas of Cambridge. Uses within this area may include many of those associated with either or both the Downtown and General Commercial districts. However, development should occur at a smaller scale than may occur in the General Commercial district but may also occur at a larger or more auto-oriented scale than would be allowed within the Downtown Commercial District. Since this area also acts as a buffer between the high density downtown commercial core and residential areas, it will also be particularly important for the City to ensure high quality development in this district through performance standards and site design criteria.

General Commercial

The General Commercial designation accommodates other commercial development that does not fall into the other commercial designations. These areas are intended to accommodate primarily auto oriented uses which are located in close proximity to major thoroughfares. Major general commercial areas include land on either side of Highway 65 south of the city and land along Highway 95 in the eastern part of the city. These commercial areas serve as local and regional hubs offering a mix of retail, restaurant, and big-box options.

Industrial

The City supports the continued viability of its existing industrial sites. The industrial district will help to support the economy of the community and provide jobs to workers across the region. New industrial areas are planned for the northern part of the USA I, bounded by the BNSF railroad, future high density residential and commercial uses along Highway 95, and low density residential near Sandquist Park.

Public/Quasi-Public

The Public/Quasi-Public land use was created for public uses such as schools, government properties, and community facilities. Other quasi-public land uses, such as religious facilities are also included in this land use type.

Professional/Medical

The Professional/Medical designation is intended to provide for high quality professional medical office and mixed use development specifically senior or other high density housing. The only area designated for this use on the Future Land Use Plan map is around the site of the state hospital.

Airport

The Cambridge Airport is located west of the City, just south of Highway 95. The airport designation provides ample room for the existing needs of the airport and airport safety zones.

Park/Recreational

In Cambridge, there are numerous parks and natural spaces. These spaces provide recreational opportunities for residents and also serve as protected natural spaces. One of the largest parks in the community is the area along the Rum River. This area provides areas for walking, fishing and boating. The City currently has planned for 545 acres of park and recreational uses in existing neighborhoods and in the USA I district.

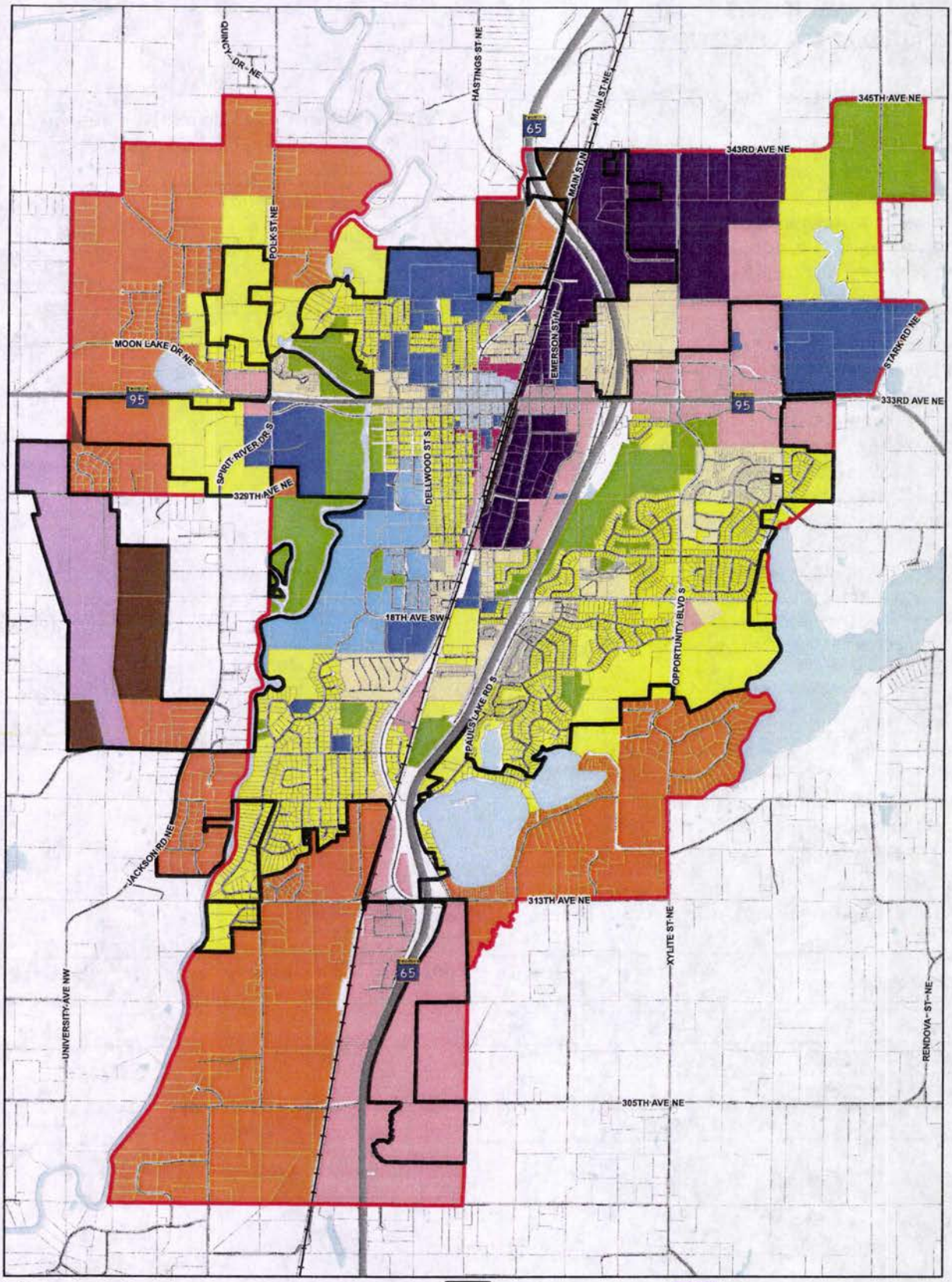


Figure 7-3
Future Land Use
Cambridge, Minnesota

N

0 0.3 0.6 1.2 Miles

Source: City of Cambridge, 2017

City Boundary
USA I Boundary

Future Land Use (Acres)

- Agricultural (221 ac)
- Rural Residential (2,369 ac)
- High Density Residential (476 ac)
- Low Density Residential (1,820 ac)
- Park/Recreational (545 ac)
- Industrial (556 ac)
- Public/Quasi-Public (489 ac)
- Professional/Medical (224 ac)
- Airport (259 ac)
- General Commercial (1,010 ac)
- Downtown Commercial (28 ac)
- Fringe/Transition Commercial (16 ac)

Produced by: Alysa Zimmerle
January, 2017

FUTURE LAND USE GROWTH AND ACCOMMODATION OVER TIME

Residential Land Use Growth

As discussed in Chapter 2: Demographics, the City of Cambridge is projected to have 13,700 residents and 5,596 households in 2045. This is a total of approximately 2,100 new housing units. Relying on the City's zoning code to determine residential densities, the Plan presents land needed to accommodate future growth.

The City of Cambridge currently has 1,701.24 acres of vacant residential land within the city limits and the USA I. It is important to note that this gross acreage includes wetlands, which are undevelopable. Because land development requires land for right-of-way, stormwater ponds, and parks or open space, these areas were subtracted as well. Net undeveloped residential acreage in the City and the USA I is 778.45 acres. Table 7-3 illustrates this developable land by residential land use designation.

Based on the current zoning requirements, densities were assigned to these residential land use designations, ranging from low density (three units per acre) to high density (twelve units per acre). Assigned densities are included in Table 7-4.

To determine if the land available in the City and the USA I district is adequate to accommodate population growth, possible dwelling units were calculated (Table 7-5). As illustrated in Table 7-5, it is clear that even if the City develops at the lowest density, there is ample planned residential land to accommodate future residential growth.

Table 7-3: Net Developable Residential Land in Cambridge and the USA I District

Land Use Designation	Net Developable Acres
Rural Residential	474.38
Low Density Residential	277.48
High Density Residential	26.59
Total	**778.45**

Table 7-4: Residential Densities

Land Use Designation	Dwelling Units Per Acre
Rural Residential	3 to 4
Low Density Residential	3 to 6
High Density Residential	8 to 12

Table 7-5: Future Dwelling Units Accommodated, by Land Use Designation

Land Use Designation	Net Acres Available	Dwelling Units per Acre	Number of Units (minimum)	Number of Units (maximum)
Rural Residential	474.38	3 to 4	1,423	1,898
Low Density Residential	277.48	3 to 6	832	1,665
High Density Residential	26.59	8 to 12	213	319
Total	**792.07**	-	**2,468**	**3,881**

Commercial Land Use Growth

Commercial land use needs were assumed based on a typical development scenario. In this scenario, approximately four percent of all new developed residential land is dedicated to supporting commercial uses. Given that the City's scenario assumes a future land use scenario with 1,701 gross acres of residential land added, 68 acres of commercial land will be needed. As illustrated in the Future Land Use Plan and Table 7-6, there is ample commercial land planned for the City and its future residents.

Table 7-6: Commercial Land Uses Required in 2045

Total Residential Acres Added	1,701
Percent of residential land dedicated to commercial purposes	4%
Total New Commercial Land Needed	**68 Acres**
Undeveloped Commercial Acres in Future Land Use Plan	**273.86 Acres**

Industrial Land Use Growth

Industrial land use needs were assumed based on a typical development scenario. In this scenario, approximately four percent of all new developed residential land is dedicated to supporting industrial uses. Given that the City's scenario assumes a future land use scenario with 1,701 gross acres of residential land added, 68 acres of industrial land will be needed. As illustrated in the Future Land Use Plan and Table 7-7, there is ample industrial land planned for the City and its residents.

Table 7-7: Industrial Land Uses Required in 2045

Total Residential Acres Added	1,701
Percent of residential land dedicated to commercial purposes	4%
Total New Industrial Land Needed	**68 Acres**
Undeveloped Industrial Acres in Future Land Use Plan	**246.49 Acres**

Parks and Open Space Land Use Growth

Parks and Open Space needs were based on a typical development ratio in which 10 acres of parkland are needed for every 1,000 people. With a projected population of 13,700 people, 137 acres of parkland will be needed. The City of Cambridge has planned for 545 acres of parkland and open space, well exceeding the needs for future population growth.

Summary

The City's future land use plan provides ample room for growth to 2045. In fact, there is more than enough land in both the City and the USA I to accommodate growth well past 2045. Given this, new development should be intentional and contiguous (not "leap frog"), while protecting the many natural amenities and prime agricultural lands in the City and surrounding areas. Implementation of this quality development is discussed further in Chapter 9: Implementation.

LAND USE GOALS

Goal 1

Support the compact and orderly growth of all urban development, including residential, commercial and industrial areas.

- Policy 1.1: Identify planned growth areas outside the City that have the potential to be served with an appropriate range of public services in a cost effective manner.
- Policy 1.2: Work with the County and adjacent Townships to facilitate orderly growth within the City and direct development to the City's planned growth areas through the use of orderly annexation agreements where appropriate.
- Policy 1.3: Work to annex existing development located adjacent to the City and within its planned growth areas, as municipal services can be provided to those properties.
- Policy 1.4: Extend the City's subdivision authority outside City boundaries to include the entire USA I District.
- Policy 1.5: Continue to guide residential growth in an orderly pattern so that new development can be effectively served by public facilities and the character of existing neighborhoods can be maintained and enhanced.
- Policy 1.6: Encourage a balanced strategy of "infilling", or developing vacant land, within the City and between the City and existing rural development where appropriate and annexing and developing new areas.
- Policy 1.7: Actively plan and zone an adequate supply of multiple family housing units in appropriate areas.

Goal 2

Plan land uses and implement standards to minimize land use conflicts.

- Policy 2.1: Prepare and adopt a land use plan that designates land use areas and guide development to appropriate areas in order to ensure desirable land use patterns and minimize conflicts.
- Policy 2.2: Require adequate transitions between different land uses through appropriate land use planning and zoning standards.
- Policy 2.3: Encourage the location of commercial and industrial development in areas that avoid adverse impacts on residential areas.
- Policy 2.4: Prepare design standards for commercial, industrial and multi-family housing development.
- Policy 2.5: Design and locate industrial and commercial developments to avoid routing truck traffic through residential areas.

Goal 3

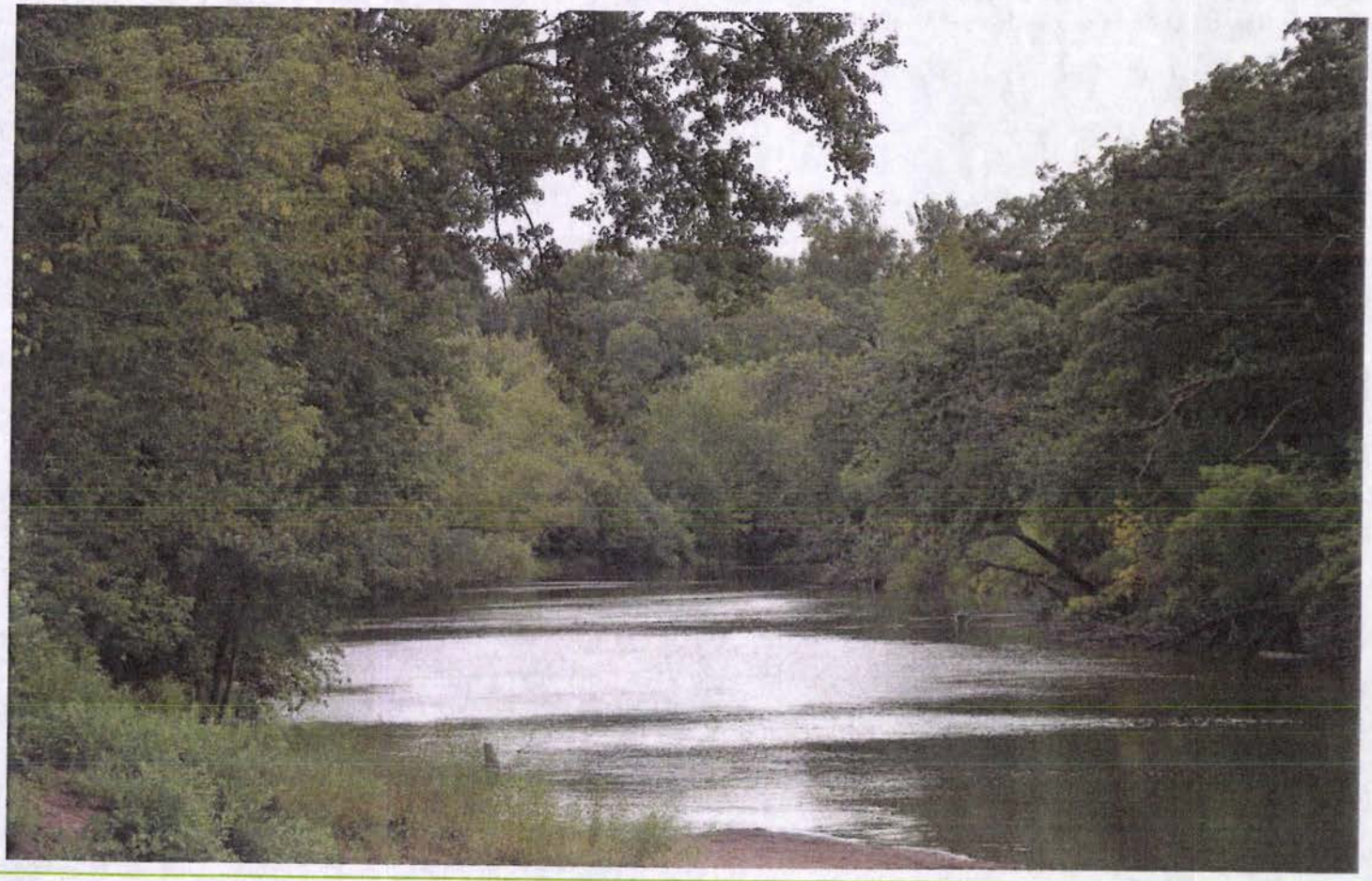
Maintain the distinction between the urban city and the rural countryside with well-planned and carefully coordinated services appropriate to the distinct needs of each.

- Policy 3.1: Encourage new development to occur in those areas that have available municipal utilities.
- Policy 3.2: Require properties served by public utilities to be located within the City.
- Policy 3.3: Accommodate existing agricultural uses until such time as other uses are planned for the area and the agricultural use is converted to urban uses.
- Policy 3.4: Work with the County and adjacent Townships to maintain very low residential densities outside of the City and its planned growth areas.

Goal 4

Enhance community character and identity.

- Policy 4.1: Work to strengthen and maintain the appearance of the Highway 95, Highway 65, and rail corridors through design standards, trails, lighting, sidewalks, signage and other tools.
- Policy 4.2: Support land use changes on Highway 95 properties zoned Business Transition District to encourage the conversion to non-residential uses including office and commercial uses which would provide a commercial link between downtown Cambridge and the existing commercial uses to the east.
- Policy 4.3: Expand and enforce architectural and site-planning standards included in the zoning code that support and promote community standards.
- Policy 4.4: Continue to plan for land uses in order to support and enhance Cambridge's ability to attract quality development.
- Policy 4.5: Ensure that high quality developments are well planned and connected to existing development through the efficient use of streets, sidewalks and trails, utilities and infrastructure.



CHAPTER 8
DOWNTOWN AND ECONOMIC DEVELOPMENT

DOWNTOWN

Downtown Cambridge is an approximately twelve-block area, originally platted in 1869 and is located around the intersection of Highway 95 and Main Street. Historically, the downtown area has served as the economic focal point for the City and surrounding community. However, over the past decades, commercial activity has shifted away from the downtown to an area along Highway 95 east of Highway 65. Not only are newer and often large retailers such as Wall-Mart locating in this area, but County Market, previously one of the downtown's major retailer's relocated there in 1996.

Traditionally, in smaller cities across greater Minnesota, the downtown area has played an important social and economic function in the development of the community. The downtown was the center of activity, as the retail stores, restaurants, and movie theaters were all located there. In cities like Cambridge that were the county seat, the County courthouse provided an additional focus of activity as people from all over the County came to town to register deeds, get marriage licenses, and pay taxes. Serving a predominantly agricultural community, the downtown area was often the only area within many miles for entertainment and the location for needed goods and services.

Although it may not play the role that it did in the past, downtown Cambridge is still economically stable and is an important part of the community. The purpose of this section is to identify the issues facing the downtown area so that the City can direct its efforts to those areas that need to be improved while recognizing that downtown's role has and will continue to change over time.

Downtown Cambridge is in generally good economic condition. Revitalization efforts will play an important role in attracting customers and new businesses as well as retaining existing businesses in the downtown.

Downtown Cambridge has long been the heart of the community and is considered by many of the Steering Committee members as either a favorite places or as a location with traditional or other special characteristics that should be maintained or copied. A wide variety of land uses are allowed under the Downtown Business District zoning including retail, commercial, mixed use, and "dwelling units, not on the ground level floor". Elements of a revitalized downtown include the sensitive integration of new development with existing buildings, in-fill development, and an emphasis on compatibility with the historic city fabric's scale, character, small blocks, and connectivity.

ECONOMIC DEVELOPMENT

Economic health is an important component of a thriving community. A strong commercial and industrial base provides jobs to community residents, contributes to a community's tax base, and can be a source of psychological strength to a community. One can also measure the economic health of a community by taking a look into a community's employment and household income.

Economic development blends economic opportunity with local infrastructure, land, housing and education. The primary objectives of most economic development plans are to increase local tax base, provide job opportunities, and provide the goods and services local residents and visitors desire. However, these objectives are inherently linked to the availability of skilled and educated workers, affordable housing, developable land, and infrastructure.

Employment

Cambridge is both an independent economic center and part of an inter-dependent regional economy. Consequently, many Cambridge residents commute to workplaces in other regional cities, while other regional residents travel to jobs in Cambridge. Based on recent estimates, over 72 percent of the Cambridge workforce is employed in service and sales; management, the service sector. About 25 percent of the city's workers are employed in industrial and transportation sectors (Table 8-1). As Table 8-2 shows, some of these fields pay significantly less than others.

Table 8-1: Major Cambridge Employers, 2014

Industry Type	Estimated Workforce	% of all jobs
Construction	72	1.0%
Manufacturing	1,077	15.5%
Wholesale Trade	51	0.7%
Retail Trade	1,463	21.1%
Information	191	2.8%
Finance and Insurance	245	3.5%
Real Estate and Rental and Leasing	42	0.6%
Admin. Support	255	3.7%
Health Care and Social Assistance	1,772	25.6%
Arts, Entertainment, and Recreation	23	0.3%
Accommodation + Food Services	555	8.0%
Other Services	178	2.6%
Public Administration	439	6.3%

Source: American Community Survey, 2014

Table 8-2: Isanti County Wages by Industry, 2014

Industry Type	Avg. Annual Wage	Change Since 2010
Construction	$40,625	16.6%
Manufacturing	$51,519	13.2%
Retail Trade	$24,323	5.8%
Information	$30,836	16.7%
Finance and Insurance	$42,094	-7.5%
Real Estate and Rental and Leasing	$27,664	1.6%
Admin. Support	$56,316	2.7%
Health Care and Social Assistance	$40,430	8.7%
Arts, Entertainment, and Recreation	$8,593	-22.8%
Accommodation + Food Services	$11,648	9.5%

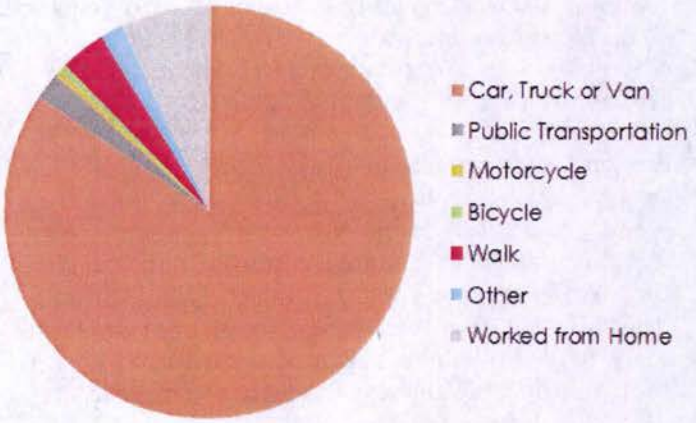
Source: American Community Survey, 2014

Commute and Job Locations

Workers in the region are highly mobile and tend to move throughout the area for employment. Average commuting time for smaller cities in the region, including Cambridge, indicates that the typical resident travels outside the city for employment. Cambridge falls within a middle range for commuting time among regional communities. The average time for a Cambridge resident to get to work is 27.4 minutes compared to 33.5 minutes for the Isanti County commuter. As a "labor exporter", Isanti County is home to roughly 20,000 workers, 75 percent commute out for work. Half of Isanti County jobs are filled by people living in Isanti County; about 4,000 workers commute to Hennepin County alone. Incoming labor comes primarily from Chisago County. Commute times are illustrated in Figure 8-1.

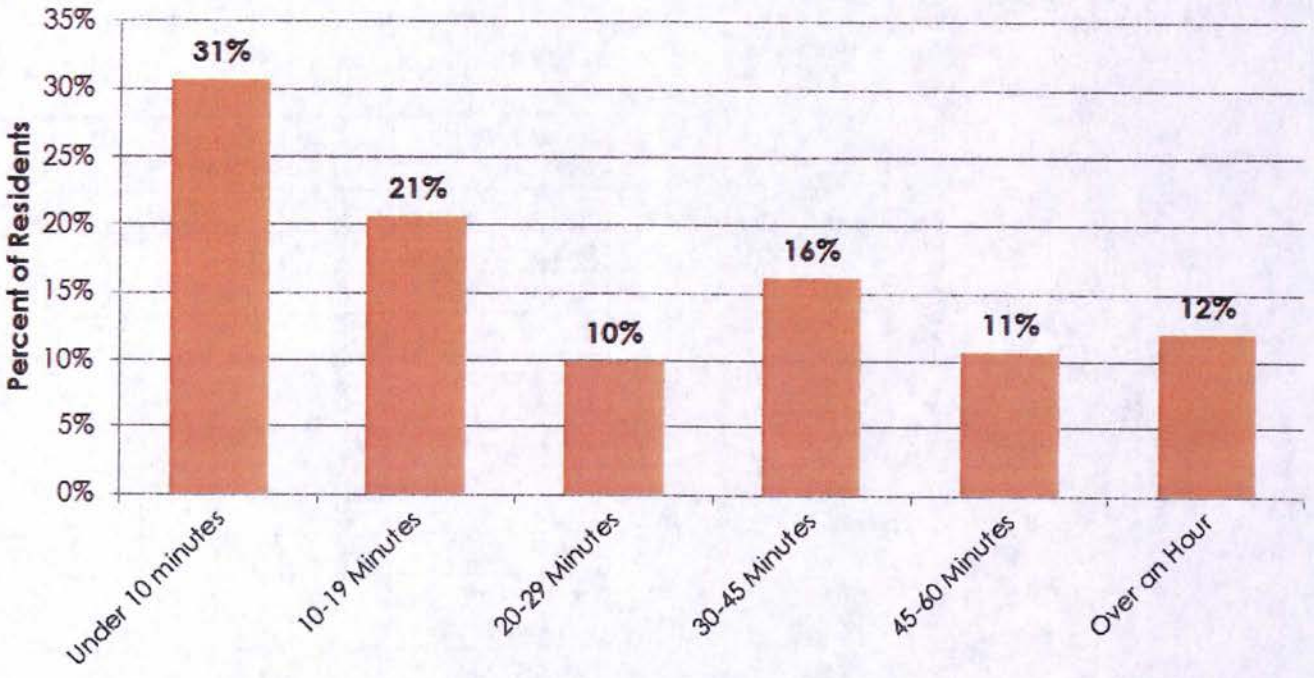
Most working residents in Cambridge commute to their jobs by personal automobile (84 percent). 2.3 percent of residents use public transportation and 4.1 percent walk or bike. The American Community Survey estimates that over 250 Cambridge residents work from home, about seven percent of working residents. Figure 8-2 illustrates mode of travel for Cambridge residents.

Figure 8-2: Mode of Transportation for Cambridge Residents



Source: American Community Survey, 2014

Figure 8-1: Commute Time for Cambridge Residents



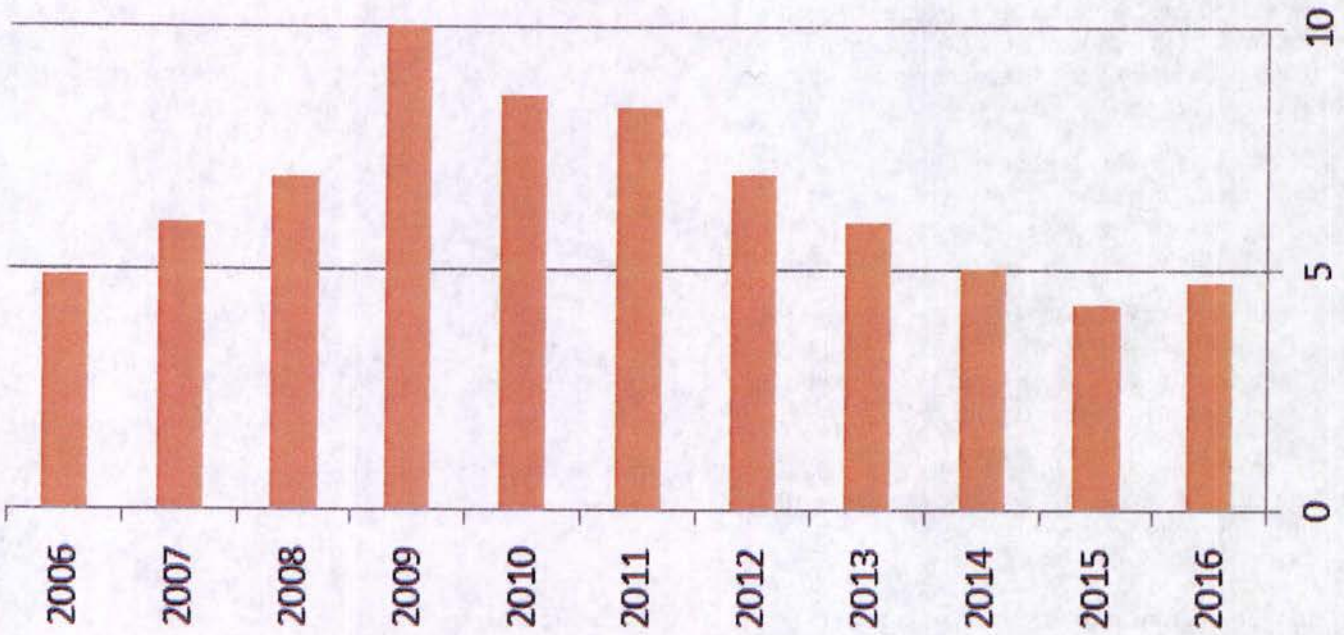
Source: American Community Survey, 2014

Unemployment

During the Recession of 2008, many communities across Minnesota and the United States faced rising unemployment rates and joblessness. Cambridge was no exception to these hardships. In 2006, Isanti County's unemployment rate was under five percent, however, by 2009, that rate jumped to ten percent of the population. This led to difficulties with managing home payments, and most new development in the region stalled.

However, since 2009, the unemployment rate has steadily declined. In 2014, unemployment in the County was once again at five percent. Figure 8-3 clearly depicts the impact of the Recession of 2008 and its aftermath. Maintaining low unemployment and continuing to add new, living wage jobs will be critical for the continued growth of the region. Job training programs and other workforce development opportunities can help to match employer needs with a strong labor base.

Figure 8-3: Isanti County Unemployment Rate, 2006-2016



Source: MN DEED

Retail Market Analysis

In 2011, the McComb Group, Ltd. prepared a retail market analysis for the City of Cambridge, addressing existing retail and commercial development, as well as identifying recommendations for the future. The McComb Group's analysis suggested that by 2030, Cambridge would have retail potential to support over three million square feet of retail in 2030. Development is considered feasible in Downtown and along Highway 95. These areas should remain the two major shopping areas in the City, and with the implementation of the Fringe/Transition Commercial District, the two areas should be encouraged to grow towards each other.

Recommendations from the report include:

- Provide at least one large parking area in each quadrant of Downtown. Downtown should have 3.5 to 4.0 convenient parking spaces per 1,000 square feet of retail area.
- Downtown merchants should market to the larger trade area. They should seek to compliment the merchandise offerings of the larger stores in the East TH-95 retail area.
- Install electronic signage in the East TH-95 retail area to market Downtown. There may be a location where Downtown signage could be located on public property or private property for rental.
- Future development along Highway 95 should occur immediately east of Highway 65, as this area is currently underdeveloped.
- Redevelopment of Highway 95 between Downtown and the existing auto-oriented commercial development for retail use would create a "main street" effect, with the East TH-95 retail area anchoring one end and Downtown anchoring the other.

For more information on this retail market analysis, see Appendix A.

DOWNTOWN AND ECONOMIC DEVELOPMENT GOALS

Goal 1

Work with appropriate agencies to provide and maintain the community facilities necessary to maintain a vibrant downtown.

- Policy 1.1: Provide and maintain adequate infrastructure, including sewer, water, storm sewer, parking, streetscaping, and sidewalks downtown.
- Policy 1.2: Encourage key community facilities to locate and remain within the downtown area.

Goal 2

Recognize and support the economic development commitment and activities provided by area organizations (both private and public).

- Policy 2.1: Continue to fund economic development activities.
- Policy 2.2: Promote and encourage the continued role of the Cambridge Economic Development Authority (EDA) and Chamber of Commerce in economic development activities.
- Policy 2.3 Work with regional communities and agencies to promote area-wide economic development activities, while maintaining a focus for activities unique to Cambridge.

Goal 3

Maintain a favorable climate for ongoing business activities and continue the development of a strong, diversified and balanced economic base.

- Policy 3.1: Recognize and promote the goals of the City's Economic Development Work Plan.
- Policy 3.2: Promote and market Cambridge to attract commercial and industrial development and redevelopment within the City, including the use of financial incentives, with particular emphasis on attracting businesses that provide livable wage jobs.
- Policy 3.3: Work with existing businesses that want to expand in Cambridge to develop funding packages, find suitable land and otherwise encourage their continued location in Cambridge.
- Policy 3.4: Encourage both public and private investment in facilities and infrastructure.
- Policy 3.5: Recognize the fundamental linkage between housing and economic development and work to match housing availability with community employment.
- Policy 3.6: Encourage the development of targeted industry clusters.

Goal 4

Recognize the need to upgrade and expand existing City infrastructure in order to promote and support continued residential, commercial, and industrial development.

- Policy 4.1: Encourage the County to give funding priority to City and County State Aid Roads that serve commercial and industrial properties.
- Policy 4.2: Work with the existing railroads to maintain adequate rail service and access to City business, industry, and commuter rail service.
- Policy 4.3: Work with State and Federal agencies to plan for the future growth and development of the Cambridge airport.

Goal 5

Support the continued growth of appropriate commercial and industrial areas outside of the central business district.

- Policy 5.1: Maintain fully serviced industrial parks with suitable transportation access.

CHAPTER 9
IMPLEMENTATION

INTRODUCTION

The Implementation Plan for the City of Cambridge Comprehensive Plan identifies specific action steps that the City can take to implement key recommendations in the Plan. Within the various chapters are goals and policies laying out the City's vision and aspirations for the future. Many of these goals and policies are generalized, and some describe ongoing activities that will be carried on in any event by the Planning Commission, City Council or others. This chapter will address specific opportunities to implement these goals as well as establish a timeline for completion.

IMPLEMENTING THE FUTURE LAND USE PLAN

Based on the analysis completed in the land use chapter (Chapter 7) of this Plan, the following recommendations and actions have been developed for implementing the City's proposed future land use:

- In areas within the City of Cambridge, update zoning to match desired future land uses.
- In areas within the City, use zoning to control new development. Zoning code allows the City to regulate density, lot size, home type (single family, multifamily, townhomes), and uses on the property.
- Work with the County to adopt the revised Urban Service Area (USA) I district into City and County zoning code.
- Use subdivision controls within the revised USA I district as a means to monitor future growth and development. Subdivision controls will allow the City to regulate density, the development of new open space and parks, housing types and unit mixes.
- In all areas outside the City, work with Isanti County to ensure that development is orderly and anticipates future growth.

IMPLEMENTING THE TRANSPORTATION PLAN

Based on the analysis completed in the transportation chapter (Chapter 4) of this Plan, the following recommendations and actions, beyond improvements which have already been programmed, have been developed for the City's transportation system:

- In cooperation with MnDOT, expand the four-lane section of Highway 95 from Emerson Street to a point west of Main Street. Additional improvements should include, extended or new turn lanes at several key intersections, access consolidation, pedestrian amenities (ADA-compliant), and streetscaping.
- If the Highway 95 at-grade crossing with the BNSF corridor remains, the City shall work with MnDOT and the BNSF on moving the southern rail spur switch and turnout to a southern connection, which would reduce the frequency of trains blocking the highway and reduce the total length of delays for highway traffic.
- The City supports long-term intersection safety and operational improvements to the Highway 95/ Spirit River Drive (County Rd 14/70) intersection. MnDOT has installed a two pole and cable span wire signal system, but has not identified permanent improvements.
- The City shall continue to plan for roadway improvements to 16th Avenue SE and Flanders Street between Opportunity Boulevard and Highway 95. This route should be upgraded to current design standards and include pedestrian and bicycle accommodations.
- The City shall consider roadway extensions of Flanders Street north of Highway 95 to 343rd Avenue NE; Garfield Street north of Highway 95 with a connection to Emerson Street (County Road 27); and Paul's Lake Road south of 313th Avenue (County Road 43) to approximately 305th Avenue NE (County Road 19). These improvements may occur in phases and will likely be development driven.
- The City shall continue to monitor intersection operations and safety and will make appropriate improvements (lane geometry changes, pavement markings, lighting, signage, correct skews/ sight lines, etc.) as deemed necessary to improve operations or alleviate safety concerns. Site specific technical studies that investigate intersection level of service, crash rates, or severity rates may be necessary to determine the appropriate improvement(s).

- According to the 20-year traffic projections, potential capacity concerns have been identified along Main Street south of Highway 95. The City shall continue to highlight alternative local links that reduce dependence on Highway 95 and Main Street such as the "Downtown Ring Roads", Garfield Street, Emerson Street, and Opportunity Boulevard, which can serve as alternate routes for local residents during peak travel periods and preserve the operating capacity on the Highway 95 and Main Street corridors.
- In the past, an alternative Rum River crossing feasibility study has been suggested that would identify a southern crossing of the Rum River that would serve as a western bypass route. A bypass route would likely aid in relieving through traffic from Highway 95 west of Highway 65, but additional traffic analysis (origin-destination study) would be needed to better understand the number of trips that could be diverted around Cambridge. While the City would support an additional river crossing it is recognized that such a project would face many challenges including environmental and financial constraints. Utilizing exiting corridors to the extent practical (e.g. 305th Avenue/County Road 19 and either Spirit River Drive/County Road 70 or Palm Street/ County Road 10) is suggested as this would minimize social and environmental impacts. A new interchange at Highway 65 and 305th Avenue should also be considered with any western bypass concepts.
- Continue to monitor functional classification designations and pursue changes as recommended in Table 4-2 (see Chapter 4).
- The City will continue to upgrade their Municipal State Aid street system and all local roadways to modern day design standards, which will help preserve operational and safety conditions for vehicular traffic and non-motorized users (pedestrians/bicyclists).
- The City will continue to support expanded transit services throughout the community (Heartland Express bus service) and the region (Northern Lights Express – NLX passenger rail service). Planning efforts will continue for a future NLX station, which has been planned to be located at the City Center Complex in downtown Cambridge.

IMPLEMENTING FUTURE TRAILS AND SIDEWALKS

Based on the analysis completed in the utilities and community facilities chapter (Chapter 5) of this Plan, the following recommendations and actions, beyond improvements which have already been programmed, have been developed for the City's trail system:

- The City will continue to add pedestrian facilities (sidewalks or trails/paths) to local streets as these roadways undergo reconstruction.
- The City shall continue to establish "bicycle friendly routes" and establish a means for adequately marking these routes so bicyclists and drivers of motor vehicles can easily identify the presence of these routes. The use of regular signage or pavement markings shall be considered in the establishment of the network.
- The City will further investigate the possibility of creating a pedestrian and bicycle connection to the northeast that would provide a pedestrian and bicycle corridor from the Cambridge East Business District to Sandquist Park.
- The City will support the expansion of regional trails throughout Isanti County including, but not limited to, the extension of the Cambridge-Isanti Trail north towards Braham and other communities.
- The City will continue to explore pedestrian safety improvements throughout the community, including multiple crossing along Highway 95.
- The City will consider the development of an ADA Transition Plan that defines how the City will make their streets and roads accessible to disabled individuals. The Transition Plan should identify and prioritize disabled access projects, estimate project costs, develop an implementation schedule, outline funding strategies, and include a process for reporting (grievance and monitoring of the policy).

IMPLEMENTATION TIMELINE

In order to implement the goals identified in each element of this Plan, an implementation timeline was developed. The action steps below are concrete steps that will address some of the most important issues facing the City of Cambridge. Goals from eacl chapter have been summarized into a single key theme to which action steps have been assigned. It is important to note that this timeline should be treated as a living document, with new action steps identified and completed each year.

Key Theme	Action Steps
General: Maximize Cambridge's potential as a thriving community	Review all Plan goals and policies for progress. This will include a "dashboard" of progress made. The dashboard will identify policies and goals that are underway and completed. For goals and policies behind schedule, the dashboard will identify what barriers and challenges are prohibiting completion. Each year, this analysis will result in a report or "report card" available to the public.
	Review and amend Comprehensive Plan
Housing: Provide housing options for the diverse needs of the community and create a healthy, robust housing stock	Explore new housing types for residential communities (ADUs, Flex Housing, land trusts, etc.)
	Enforce municipal codes to ensure maintenance
	Partner with other organizations to provide affordable housing options
Transportation: Preserve and enhance the City's transportation network, including roadways and transit	Develop right-of-way and access standards for new developments
	Monitor the roadway system for safety and usage
	Work with NLX and other agencies to support future commuter rail
Utilities and Community Facilities: Maintain and improve all community facilities, utilities, parks, and trails	Identify blue and green corridors for future trails
	Adopt the revised USA I district and map
	Update the five-year CIP to address infrastructure needs
Agricultural, Historic, and Natural Resources: Protect, conserve, and enhance the natural, cultural and agricultural resources in and around Cambridge	Inventory, rank, and prioritize the community's historic resources
	Address soils, wetlands, natural features, slopes, viewsheds and other features when reviewing zoning and land use applications
	Implement BMPs for water quality in nearby waterways, lakes, and wetlands
	Promote Planned Unit Developments as a way to conserve natural resources
Land Use: Promote compact, intentional development that addresses community needs	Update zoning code and map to reflect changes to the Future Land Use map
	Use subdivision controls in USA I district for new developments
	Expand and enforce design standards for new developments
	Annex new neighborhoods into the city when municipal services become available
Downtown and Economic Development: Promote a vibrant downtown and encourage job growth and economic development to benefit all Cambridge residents	Develop and adopt downtown design guidelines
	Market Cambridge for new commercial and industrial development

APPENDICES

APPENDIX A: PREVIOUS STUDIES AND WORKS CITED

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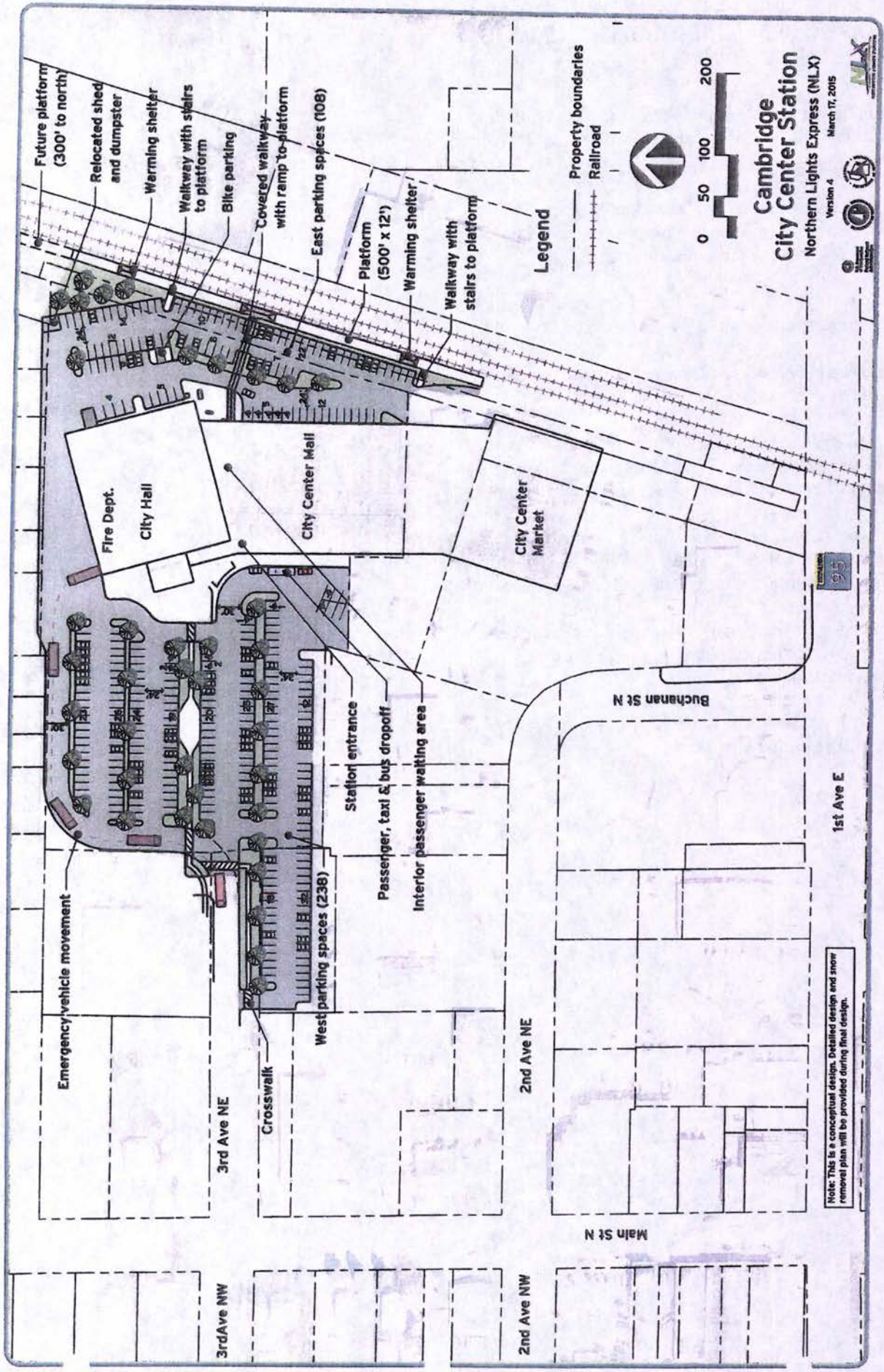
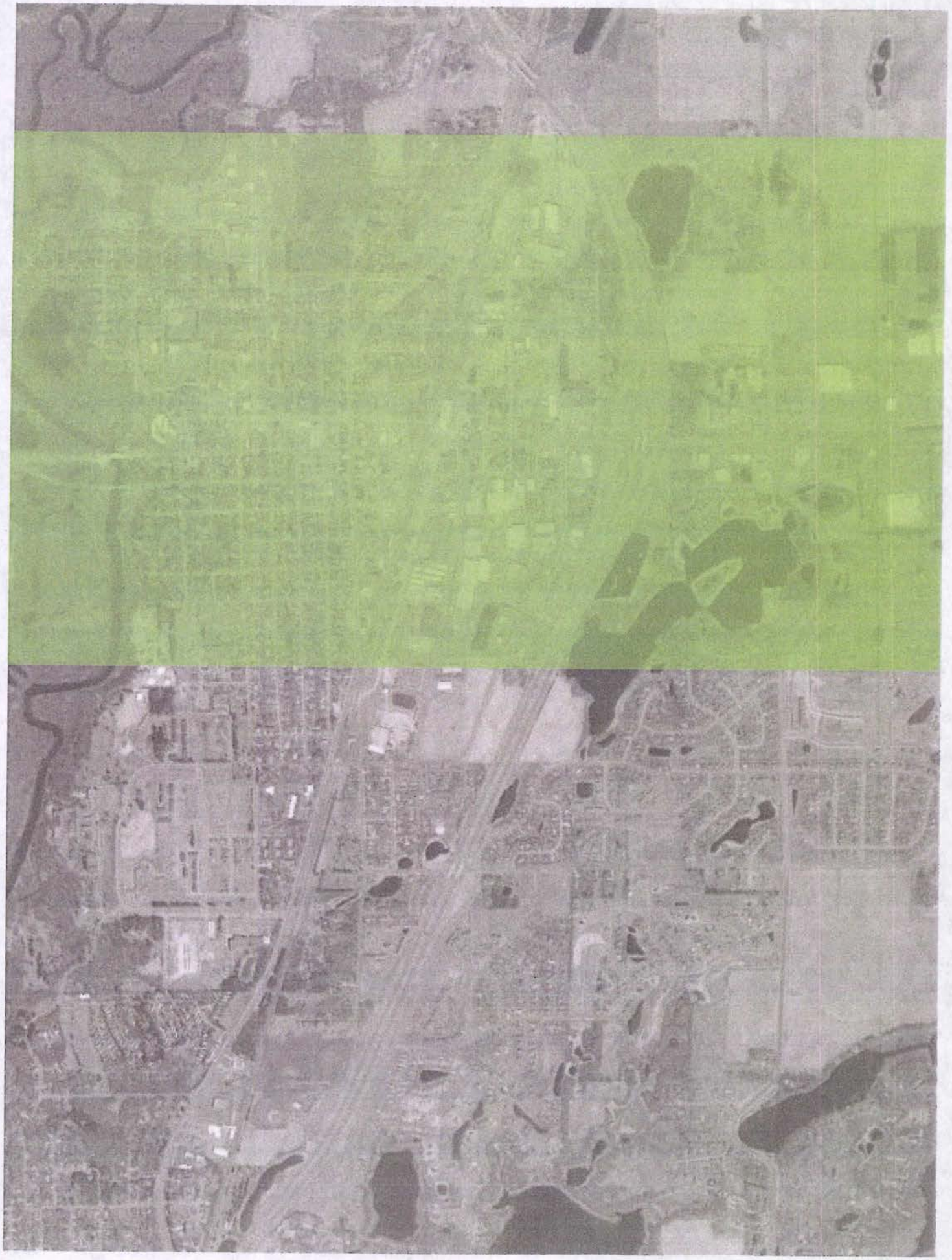

Cambridge
City Center Station
Northern Lights Express (NLX)
March 17, 2015
Version 4
NLX
Legend
Property boundaries
Railroad
0 50 100 200
Future platform (300' to north)
Relocated shed and dumpster
Warming shelter
Walkway with stairs to platform
Bike parking
Covered walkway with ramp to platform
East parking spaces (108)
Platform (500' x 12')
Warming shelter
Walkway with stairs to platform
Fire Dept.
City Hall
City Center Mall
City Center Market
Station entrance
Passenger, taxi & bus dropoff
Interior passenger waiting area
West parking spaces (238)
Emergency vehicle movement
Crosswalk
3rd Ave NE
2nd Ave NE
1st Ave E
Buchanan St N
Main St N
3rdAve NW
2nd Ave NW
95
127
Note: This is a conceptual design. Detailed design and snow removal plan will be provided during final design.



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INTERIM USE PERMIT...TO ALLOW AUTOMOBILE SALES IN THE B-1 ZONING DISTRICT. ..NORTH METRO AUTO SALES...KEVIN AND BRIANA WUDEL.

Request
A request by Kevin and Briana Wudel for an Interim Use Permit to allow automobile sales and service, minor, in the B-1 Zoning District.

Background
Automobiles sales and Auto Repair and Service, Minor, in the B-1 Downtown Business District is allowed by an Interim Use Permit. The purpose of the interim use permit is to allow a use that reasonably utilizes the property for a limited period of time or allow a use that is presently acceptable but with anticipated development or other changes will not be acceptable in the future. Interim use permits terminate upon a specific date, but can be extended upon re-application before the Planning Commission and City Council.

Kevin and Briana Wudel (North Metro Auto Sales, LLC), are requesting an interim use permit for automobile sales and service at 140 1st Ave W. The location at 140 1st Ave W is the former Woody's Auto Sales and prior to that it was the Federated Co-Op property. Woody's Auto had an interim use permit for the same use however an Interim Use Permit is not transferrable. Since this is a new applicant, a new Interim Use Permit is required.

The proposal is for automobile sales and minor automobile service based on a five (5) year interim use. According to the City Code, **minor** service includes items such as incidental repairs, replacement of parts, tune-ups, lubrication, washing, detailing, and equipment installation. **Major** service includes engine rebuilding or major reconditioning of worn or damaged automobiles or trailers; collision service including body, frame or fender straightening or repair and overall painting of vehicles. Both minor and major service is allowed by an interim use permit in the B-1 district.

The underground gas tanks have been removed from the former Federated Co-Op gas station. The entire site is currently paved therefore all vehicles will be parked on a paved surface as required by the city code. All other requirements of the City Code, Section 156.090 Auto-Oriented Uses must be met where applicable.

Existing and new uses in the B-1 Downtown District are exempt from the parking space requirements unless the new use requires more parking than the old use. City records do not indicate the required information to determine an exact parking count for the old use of the convenience station. However, based on an approximation of parking for the convenience station, 35 parking spaces were required. The new use for auto service would require 19 spaces. And the new use for auto sales would require 14 spaces, for a total of 33 spaces if combining both uses. The new use (auto sales and service) requires approximately the same

number of parking spaces that the old use (auto convenience station) required.

Staff Recommendation

Staff is supportive of the request as long as the following conditions are met:

1. The Interim Use for automobile sales and minor automobile service is not transferrable and shall only be used by Kevin and Briana Wudel, and shall discontinue after 5 years from the date of approval.
2. Section 156.090 Auto-Oriented Uses of the City Code must be met at all times, where applicable.
3. If parking demand exceeds the parking provided, the interim use shall cease.

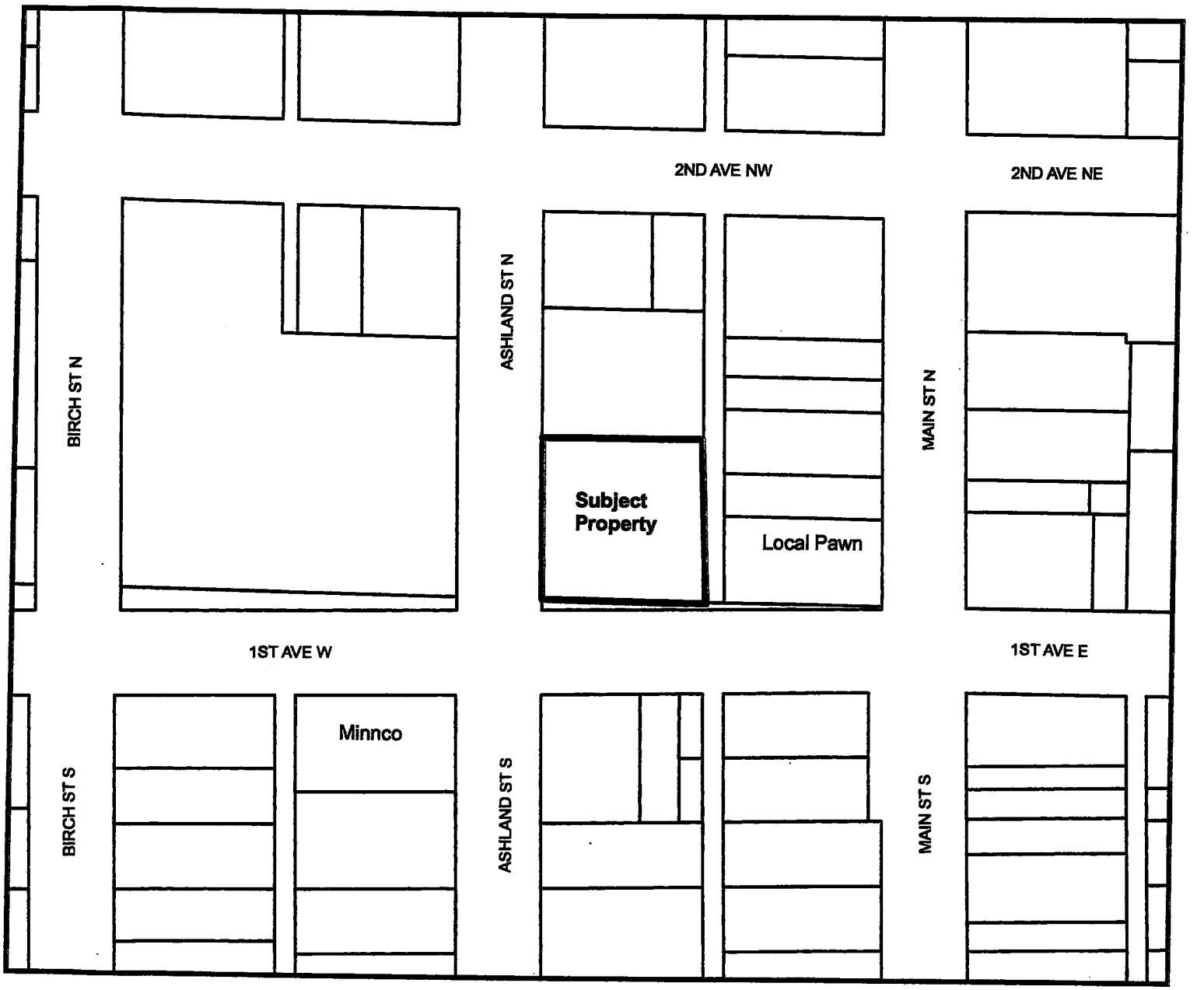
Planning Commission Action

Motion on the attached draft resolution, as may be modified by the Commission, recommending approval of the Interim Use Permit for automobile sales and minor automobile service in the B-1 Downtown Business District at 140 1st Ave W. as long as the conditions listed above are met.

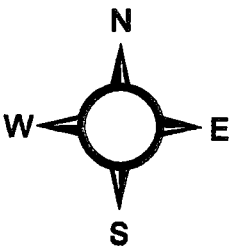
Attachments

1. Location Map
2. Draft Resolution

Interim Use Permit
Automobile Sales



Kevin and Briana Wudel are requesting an Interim Use Permit for Automobile Sales. The request also includes Auto Repair and Service, Minor. The location is 140 1st Ave W.



Resolution No. R17-024

RESOLUTION APPROVING AN INTERIM USE PERMIT KEVIN AND BRIANA WUDEL (NORTH METRO AUTO SALES, LLC) TO ALLOW AUTOMOBILE SALES AND AUTOMOBILE SERVICE, MINOR, IN THE B-1 ZONING DISTRICT (SITE ADDRESS-140 1ST AVE W)

WHEREAS, Kevin and Briana Wudel, 140 Main St. N, Cambridge, MN 55008, representative of the property located at:

Lots 10-11 & the South 1/2 of Lot 7, Section 29, Township 36, Range 23, Bunkers Addition, Isanti County, Minnesota

has applied for an Interim Use Permit to allow automobile sales and automobile service, minor, in the B-1 zoning district; 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 2nd day of May, 2017, following proper notice, held a public hearing to review the request and adopted a recommendation that the Interim Use Permit be approved; and

WHEREAS, the City Council, on the 15th day of May, 2017, reviewed the Planning Commission's recommendation and the information prepared by the Planning Agency of the City and finds that the proposed Interim Use is compatible with the City's Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Cambridge, Minnesota, approves the Interim Use Permit to allow automobile sales and automobile service, minor, in the B-1 zoning district at the location listed above, upon satisfying the conditions listed below:

1. The Interim Use for automobile sales and minor automobile service is not transferrable and shall only be used by Kevin and Briana Wudel, and shall discontinue after 5 years from the date of approval.
2. Section 156.090 Auto-Oriented Uses of the City Code must be met at all times, where applicable.
3. If parking demand exceeds the parking provided, the interim use shall cease.

Adopted by the Cambridge City Council
This 15th day of May, 2017

_____
Marlys A. Palmer, Mayor

ATTEST:

_____
Lynda J. Woulfe, City Administrator