



City of Princeton
Comprehensive Plan
2008 - 2018

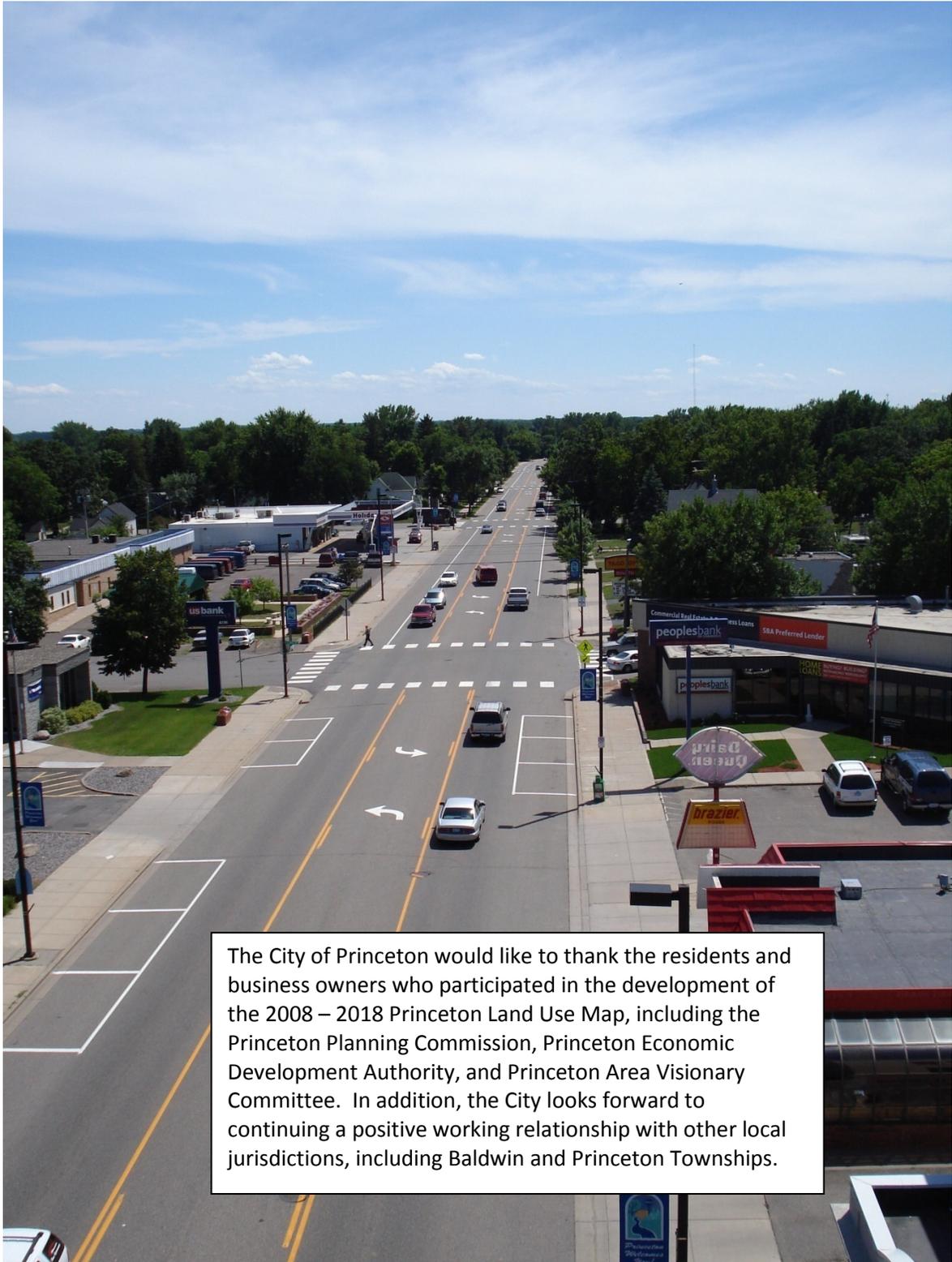


Adopted by the Princeton City Council

January 8, 2009

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The City of Princeton would like to thank the residents and business owners who participated in the development of the 2008 – 2018 Princeton Land Use Map, including the Princeton Planning Commission, Princeton Economic Development Authority, and Princeton Area Visionary Committee. In addition, the City looks forward to continuing a positive working relationship with other local jurisdictions, including Baldwin and Princeton Townships.

Chapter One

ABOUT THIS CHAPTER

The most important elements of the Comprehensive Plan are placed in this chapter. The elements are: the vision, community goals, the plan, proposed land uses, key plan features, a summary of the plan, and implementation.

VISION

A vision statement was developed from the strategic planning session held in August 2003 and subsequent discussion during preparation of this plan. The vision is:

Princeton: A growing regional community on the Rum River, meeting your living, working, playing, and shopping needs.

The Planning Commission re-affirmed this vision statement during its review of the current Comprehensive Plan Update

GOALS

Goals were developed through the strategic planning sessions, review of the previous goals, and as a result of preparing and testing this new plan. The goals and vision are the foundation for the plan or the basis upon which actions for the future are based.

The goals are listed below.

GOAL 1 - Appeal and Unique Qualities

Enhance the City's appeal and unique natural amenities, including the Rum River and Sherburne National Wildlife Refuge. Promote the City's accessibility to the Twin City metropolitan area, the Northern Lakes region, and Princeton's identity as a complete community that offers great business, housing and recreational opportunities.

GOAL 2 - Life-Time Community

Establish Princeton as a lifetime community by recognizing and addressing the housing and economic needs of all age groups.

GOAL 3 - Tax Base

Expand and diversify the area tax base by promoting sound economic development opportunities and encouraging wise land use patterns in the area.

GOAL 4 - Housing

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

GOAL 5 - Central Business District

Support the urban core of Princeton by promoting a healthy business climate in downtown. Expand retail and service business options and preserve the unique character of the built and natural environment in downtown.

GOAL 6 - Industrial – Business

Support opportunities for quality manufacturing to expand within the community and encourage new businesses to locate in Princeton.

GOAL 7 - Parks, Trails and Open Space

Develop a balanced Parks, Trails, and Open Space system that includes adequate areas for active and passive recreation sites.

GOAL 8 - Environmental Issues

Support local and regional plans to improve surface water quality and reduce the impact of unwise land use patterns.

GOAL 9 - Infrastructure

Promote the orderly and efficient extension of urban services, such as wastewater treatment, water, transportation, and public safety.

GOAL 10 - Growth Management

Support the expansion of the municipal boundary to growth areas in adjacent townships when development can adequately and efficiently be served by urban infrastructure. Oppose land use patterns that promote rural sprawl and prevent the logical extension of urban services.

IMPLEMENTATION

Implementation allows the plan to be realized. Its use by city staff, city officials, and the community in making planning and budget decisions is critical to effective implementation. Proper decisions on land use controls and capital improvement programs foster direct implementation of the plan.

Many key features of the plan are likely to be initiated by 2020 if desired by the community. Because implementation is, in part, dependant on Princeton's growth and expansion, portions of the plan may not be implemented by 2020 since much of the community's expansion is driven by external market forces. Support and involvement of other public agencies will be sought, including the Princeton School District Board, Public Utilities Commission, Airport Advisory Board, MNDOT, Princeton Economic Development Authority, Parks and Recreational Advisory Board, Sherburne County, Mille Lacs County, Baldwin Township, Princeton Township, and the legislature.

Some proposed public facilities are costly. Careful programming by balancing needs and revenue is necessary. Two growth strategies are listed below.

- 1. Economics** – Essentially the cost of growth is to be paid by growth itself while minimizing the cost of growth to existing owners and taxpayers. The City will plan for future public infrastructure investments so as to not duplicate the investments of other groups or to avoid repetitive public services.

2. Consolidation - Cooperation – The City remains open to consolidation and cooperation with the townships, other public agencies, and property owners. The City will continue to work with surrounding townships in planning for a better community as a whole. The City recognizes the inter-dependence of the city/township relationship and will work to enhance the community through cooperative efforts.

Tools available to assist implementation include land use controls such as zoning, subdivision ordinance, capital improvement programming, bonding, grants, special studies, and state aid funding for roads. By the end of 2010 the City's population should reach 5,000, thus making the City eligible to share directly in the gasoline tax revenues. The City's share of this tax revenue could exceed \$200,000 per year.

Effective implementation requires monitoring and updating the plan through amendments. The plan should be amended when study and re-evaluation of the plan support changing the plan to better achieve the vision, goals, and policies.

IMPLEMENTATION MATRIX ON-GOING PROJECTS-ACTIVITIES

RESIDENTIAL

Expand - New Neighborhoods

Expand the community and allow creation of new planned neighborhoods consistent with the comprehensive plan and land use map. Offer more variety in housing styles from entry level to retirement homes.

Coordination

Work with Baldwin Township, Princeton Township, and private property owners to plan for suitable expansion through subdivisions planned on a neighborhood basis.

Improve Neighborhoods

Improve neighborhoods by:

1. Preserving and protecting neighborhood amenities,
2. Improving and expanding, where appropriate, infrastructure and community facilities such as parks and trails, and
3. Enforcement of housing and zoning codes.

New Design Styles

Work with local development community to broaden housing styles and neighborhood design options within the City. The City will support creative and green designs within planned neighborhoods where feasible.

Rehabilitation Program

By 2008, initiate a single family rehabilitation program and investigate using the state loan and grant funding program to provide owners with assistance.

PARK, TRAILS, AND OPEN SPACE

Park Dedication

As the community expands and as subdivisions are approved, require park and open space and pedestrian-bikeways to be provided in accordance with the comprehensive plan and subdivision regulations. Focus most efforts on improvements to existing parks.

Ice Arena

Work with the Princeton Hockey Association to improve visibility and access to public facilities, including the Princeton Hockey Arena. Coordinate recreational opportunities at both Mark Park and the Arena site.

Public Open Space

Plan for natural wildlife corridors within the community. Where feasible accept dedication of natural areas for public use. Connect the natural areas with a biking/hiking trail network.

DOWNTOWN

Mix of Uses

Support efforts and activities of the Princeton Area Chamber of Commerce retail merchants to enhance the viability of downtown by attracting a broader mix of uses. Support in-fill of existing commercial sites in and near downtown. Expand incentives for combined residential/retail uses in and around the current downtown

Festivals

Develop a program of festive activities that could take place in downtown periodically throughout the year. (These festive activities could be, in some cases, focused on the seasons of the year.) As a way to draw greater appeal, one or two major events a year could be considered along with on-going mini-festival events, such as expansion of the farmer's market.

Restoration and Enhancement

Establish a program and promote restoration of historic downtown buildings and the enhancement of other buildings (including the malls) which are intended to play a long term, continuing role in the viability of downtown.

Comment: Financial incentive may need to be used.

Market Study

The City has completed a general market analysis for the retail community that predicts future retail needs. The City should work with retail merchants to better understand our trade area and market to which we are targeting.

Pedestrian Safety

Work with Mille Lacs County Highway Department to establish a plan for improving pedestrian safety in the downtown area. Also work to reduce angled intersections along Rum River Drive North.

GENERAL BUSINESS

Marketing

Conduct an on-going marketing program which promotes the business parks and attracts high-quality business.

Sewer

Extend sanitary sewer to serve each of the business parks and other business properties.

New Commercial/Industrial Developments

Locate new industrial developments in areas adjacent to the Princeton Municipal Airport and other sites as indicated on the Official Land Use Map of the City. General Commercial development should be guided to areas adjacent to the Trunk Highways 95 and 169 interchange and as guided by the Official Land Use Map.

TRANSPORTATION

Sidewalks – Trails

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

Local State Aid Plan

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

Airport

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

New Collectors

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

General Road Improvement Projects:

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

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

PUBLIC UTILITIES

Water System Expansion

Use the comprehensive plan, including the goals, policies, land use plan, community facilities plan, transportation plan, development proposals, and a thought out capital improvement program to guide expansion of the potable water distribution system.

New Neighborhoods/New Subdivisions

The water distribution system within new neighborhoods and new subdivisions shall be planned and implemented by the subdivider with review and inspection by the City/PUC. [The City will prohibit the installation of any new private community wells.](#)

Sewer Expansion

Expand the trunk system in accordance with Princeton's growth, development demands, fiscal consideration, and capital improvement programming.

Subdivider's Responsibility

Require subdivider and developer to construct and fund the installation of lateral and other sanitary sewer facilities within new subdivisions and in newly developing areas.

Prohibit New On-site Systems

Prohibit the installation of any new on-site sewer systems within Princeton unless it is only through severe hardship or inability to connect to an existing sanitary sewer.

Maintenance

Continue and expand the on-going program of sewer maintenance as the system ages and as new additions are made. Comment: Proper maintenance should reduce inflow and infiltration of clean water into the system.

Street Lighting

The City will update current street lighting requirements for existing and new development areas.

COMMUNITY FACILITIES

Fire / Police Station

Develop plans for new Public Safety Facility. Work with surrounding jurisdictions to determine feasibility of a regional facility serving multiple units of government. Seek State Bonding funds or excise energy taxes for such a regional facility.

Community Recreational Center

Work with local recreation groups, the Princeton Youth Hockey Association, and Community Education to investigate interest in and feasibility of establishing a community recreation center.

Chapter Two

ABOUT THIS CHAPTER

The development patterns of the City of Princeton have happened over the entire 150+ year history of the community. Its location along the Rum River and the West Branch of the Rum River has made the land use patterns evolve to their current form. Transportation continues to play an important role in the way in which this community is growing.

The rivers, flood plains, and other natural features guide the transportation system – with limited river crossings and wide areas of undevelopable land along the rivers, the community is physically divided by stretches of natural beauty.

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

CURRENT LAND USE MAP

The 2008 land use map was compiled by City staff and is included as Figure 2.1 on Page 15. There are no significant changes since the 2004 map was produced. Historically, the downtown grew out of serving the logging facilities and along the former state highways. The railroad arrived later and an industrial area developed along the rail lines that included large agricultural (potatoes) businesses. Residential areas are located immediately around the down town and north between the West Branch of the Rum River and the Main Branch of the Rum River – again extending along the transportation corridors. The area west of Highway 169 and south of Highway 95 has been developed for future Highway Businesses development.

PERSPECTIVE 2

EXISTING LAND USE GENERALIZED 2003

- FARM / AGRICULTURE**
 - FARM / AGRICULTURE
 - RESIDENTIAL**
 - SINGLE-FAMILY
 - TWO-FAMILY/TOWNHOMES
 - APARTMENTS
 - MOBILE HOME
 - COMMERCIAL**
 - RETAIL-SERVICE
 - OFFICE
 - GENERAL INDUSTRIAL**
 - GENERAL INDUSTRIAL
 - PARK AND OPEN SPACE**
 - CITY PARK
 - COMMUNITY FACILITIES**
 - AIRPORT
 - SCHOOL / CHURCH
 - UTILITY
 - HIGHWAY
 - OPEN WATER
 - WETLANDS
 - CITY LIMITS
- 





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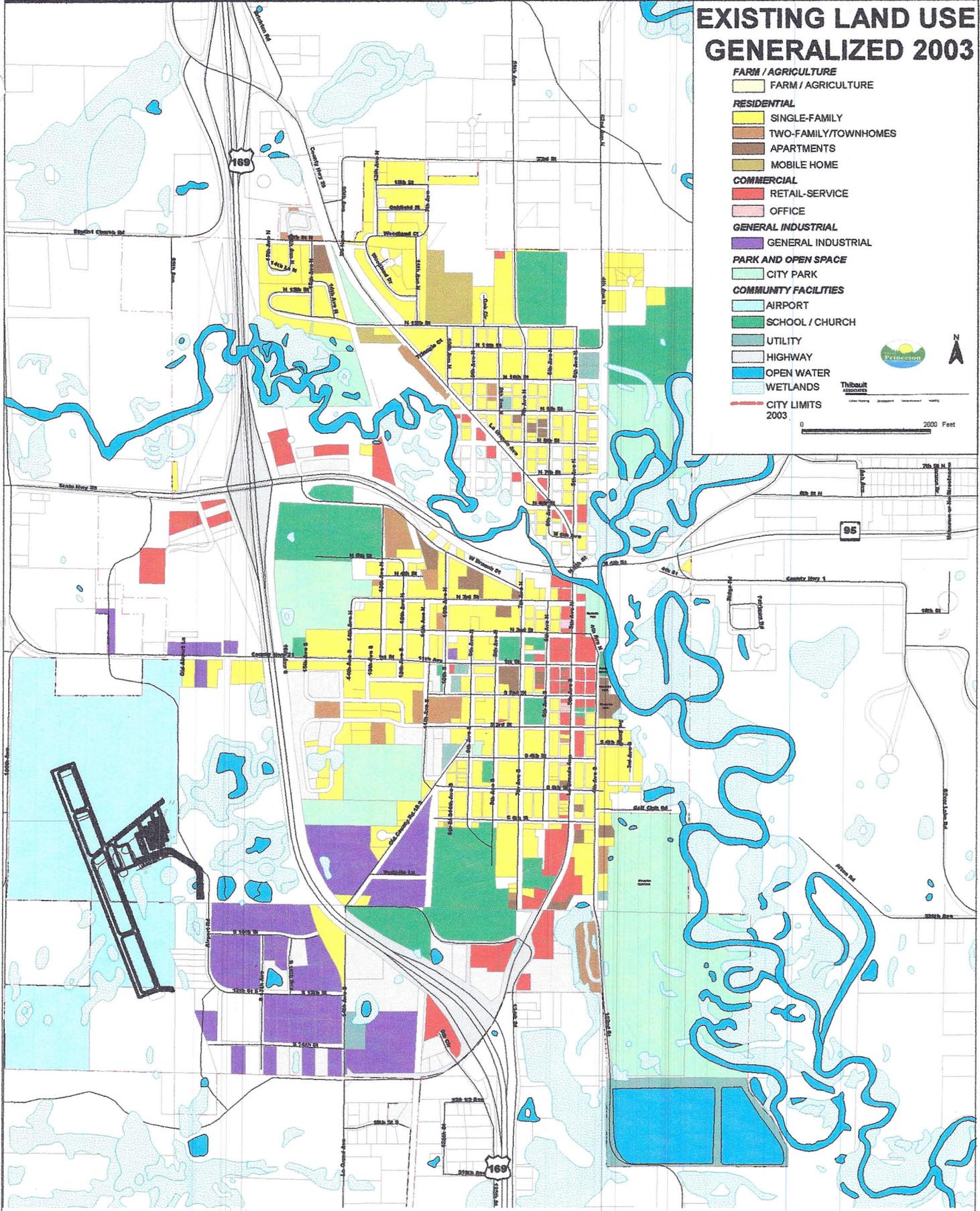


Figure 2 - 3

GENERAL GROWTH PATTERNS

In general terms, the City is planning for five (5) growth areas surrounding the City:

- North Residential Area
- Northwest Gateway District
- West Side Commercial Area
- Airport Business Park-Industrial Area
- Southeast Residential Area

Each of these areas is defined to provide general guidance for the community as infrastructure decisions are made. They also afford the City with flexibility as new development opportunities arise or if a significant change in the local economy occurs. They are not created so as to force annexation of the areas.

FUTURE LAND USE CATEGORIES

The future land use categories described below serve to support the goals and policies established by this plan. They also serve to promote in-fill / redevelopment of areas within the already developed city and establish growth areas in areas adjacent to the community. The uses are also meant to guide growth patterns while offering reasonable flexibility as development patterns change over time.

AGRICULTURAL

Areas that are currently in agricultural production and are located outside of the City's identified urban growth area should be protected from pre-mature urbanization and unwise subdivision and development. The agricultural community is one of the many defining factors that create a sense of place for our area. Efforts should be made to encourage urban development in areas closest to the core areas of the City. Agricultural uses and supporting

residential/commercial businesses should be allowed. Uses requiring significant water or sewer facilities should not be encouraged. Wherever possible, these sites should remain part of surrounding townships.

RURAL RESIDENTIAL

Both Sherburne and Mille Lacs Counties have a long history of supporting rural residential development patterns. Significant numbers of small lot rural development have occurred over the past twenty years. These developments have occurred as a result of higher costs for infrastructure and ease of development processes allowed by other local zoning authorities. However, the strain on local units of government to pay for requested services generally outstrips the taxes created by much of the rural sprawl developments. To some extent the far-reaching rural developments have added to the costs for public school bussing for the Princeton School District. Most of these developments include lots of 2.5 to 5.0 acres with private wells and septic systems. The rural road standards vary from development to development – some with gravel roads and others with paved streets with varying standards. While they do provide an alternative style of housing, studies show that they also increase the costs of providing essential public services. New Rural Residential developments should be discouraged.

LOW DENSITY RESIDENTIAL

In newer developments on the edge of the City of Princeton, a lower density residential development patten will emerge. Densities should be between one (1) and five (5) units per acre. The community supports mixed housing styles within a single development that has a unified design as allowed under the Planned Unit Development section of the Zoning Ordinance. This area would be typified by a more traditional suburban subdivision or a conservation design including open space.

TRADITIONAL RESIDENTIAL

The traditional residential district reflects the historic character of the older portions of the city, specifically the grid street design and smaller residential lots. These areas typically have a difficult time meeting suburban style lot requirements. Flexibility should be granted on some zoning requirements to allow homeowners to renovate, expand, and maintain these neighborhoods. This land use also allows mixed housing styles, including duplexes and some townhomes with a density of between four (4) and eight (8) units per acre.

HIGH DENSITY RESIDENTIAL

High density residential allows a variety of multi-family housing options, including townhomes, apartments, and condominiums. They are generally situated along major transportation corridors. High-density residential uses are also allowed as part of a planned unit development in other zoning districts.

DOWNTOWN

Downtown should offer a true mix of retail/business and residential opportunities for our residents. The traditional downtown along Rum River Drive and 1st Street still has a number of historic two and three story buildings with retail shops on the main level and residential uses on the upper floors. Areas around the business district should allow for mixed residential uses at higher densities, thus allowing more potential customers in a traditional walking downtown environment.

Downtown is the heart and soul of the community and should promote new businesses that are unique and benefit from walking traffic. The community will re-orient itself towards the rivers and take advantage of the scenic beauty that exists. Public gathering spaces should be promoted.

HIGHWAY BUSINESS

Princeton generally has two distinct highway business development areas. The first is the developed areas at the interchange of South Rum River Drive and Highway 169 and the other is the newly developing site near the interchange of Highway 169 and Highway 95. Highway Business allows a large mix of retail, office, and other business uses with generally more stringent development standards. Integrated neighborhood design with pedestrian and automobile facilities should be encouraged.

MEDICAL/OFFICE

The Medical/Office land use joins medical facilities, office parks, and associated residential uses to form a cohesive development. Uses should include the Fairview Northland Medical Center, medical office facilities such as doctor/dentist offices, and assisted living and nursing home facilities.

NEIGHBORHOOD COMMERCIAL

The neighborhood commercial concept allows limited commercial uses in existing commercial nodes adjacent to residential neighborhoods, as well as future commercial sites included in a mixed-use planned unit development. Typical uses would include small convenience centers, offices, and other commercial uses that are more compatible with surrounding residential areas.

BUSINESS - INDUSTRIAL PARK

The Business – Industrial Park areas are designed for manufacturing operations and their associated offices. Existing industrial sites are located south and west of Highway 169 and near the northern interchange of Rum River Drive and Highway 169. The northern sites are located in Princeton Township and are not served by municipal sewer or water services. New industrial areas should be located south and west of the Princeton Municipal Airport and in areas adjacent to existing industrial uses. Improved industrial

neighborhood design should be considered when new sites are developed. New industrial operations should be required to connect to municipal sanitary sewer and water.

GATEWAY DISTRICT

The Gateway district exists at two locations along Trunk Highway 169. The districts are located in areas adjacent to the interchange of Rum River Drive on the north end of the community and the future interchange at County Road 38 at the south end of the community. The overriding goals of this district are to allow for mixed uses and flexibility for commercial / industrial operations that need to take advantage of access to Trunk Highway 169 or the visibility from the highway to attract customers. The district should strive to improve the development quality by increasing the development standards for the zoning districts in this area.

The Gateway Districts should work to create a positive identity for the Princeton community and create interest for travelers to stop in our city.

PARK, TRAILS, AND OPEN SPACE

The City of Princeton currently maintains a number of unique park facilities, including Pioneer Park (nature area), Mark Park, and the Riverside Park Campground. There is a good mix of both active and passive recreational facilities. The flood plains associated with the West Branch of the Rum River and the Main Branch of the Rum River afford the City a large natural area that is restricted from most development. The City has acquired several parcels through direct purchase and through park dedication that will ensure the continuity of the wild life corridor for the future. In general, the City Parks Advisory Board prefers to adequately develop fewer park sites rather than take small parcels of land within each proposed subdivision. The City will continue to work with the Princeton School District to develop adequate recreational sites throughout the community.

The Princeton Visionary Committee has developed a proposed trails plan for the community that is included in this plan. This provides a trail head facility and trails connecting to the new regional trail from Elk River to Princeton that is being completed by Sherburne County.

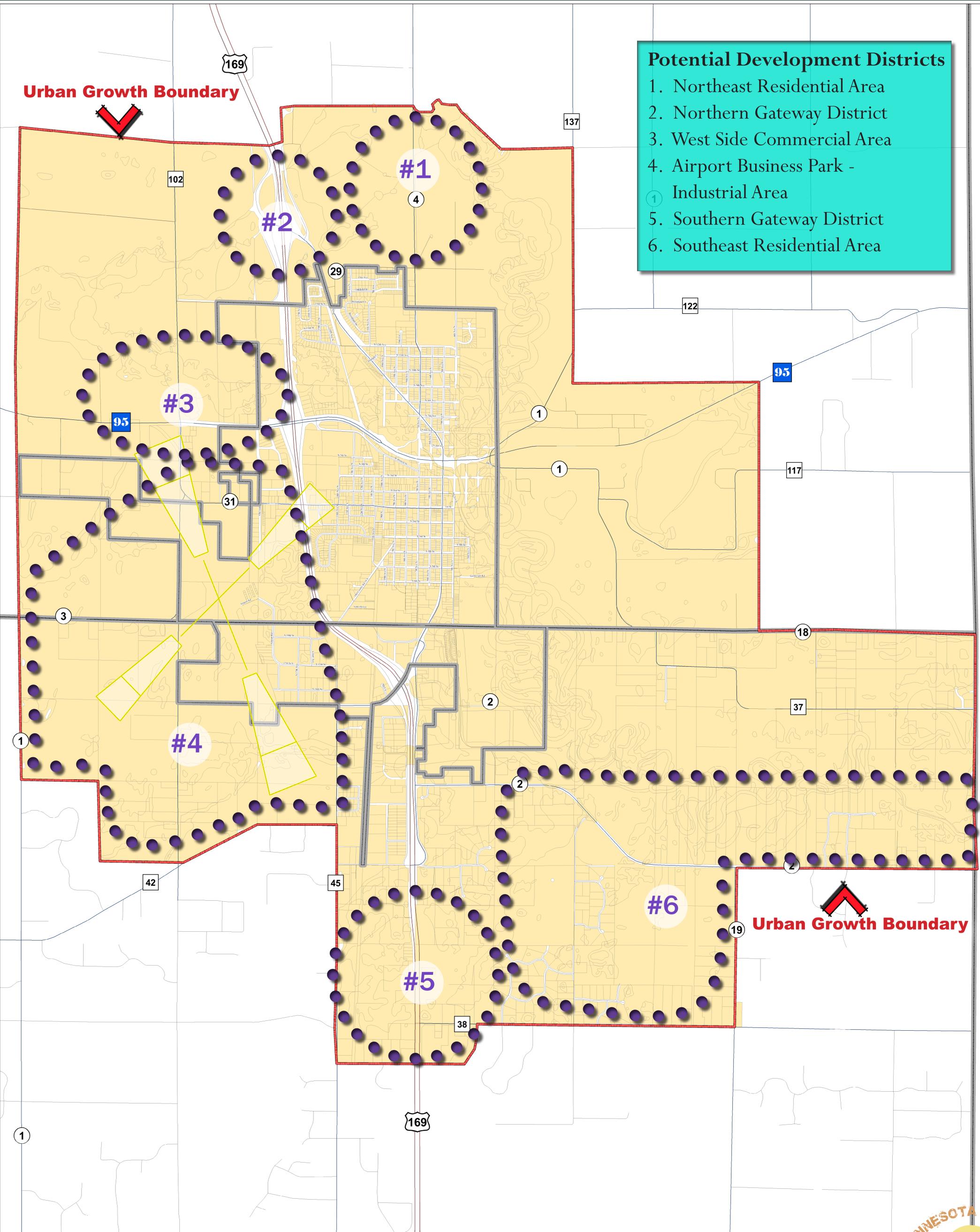
CONSERVATION GREENBELT

Princeton is blessed with many natural features that help define the character of the City. Most notably is the flood plain associated with the rivers. The City will work to enhance these features by enforcing current environmental regulations such as the Flood Plain and Wild and Scenic River Ordinances and by encouraging trails access to these areas. Passive recreation and other public uses should be allowed.

PUBLIC FACILITIES AND OTHER

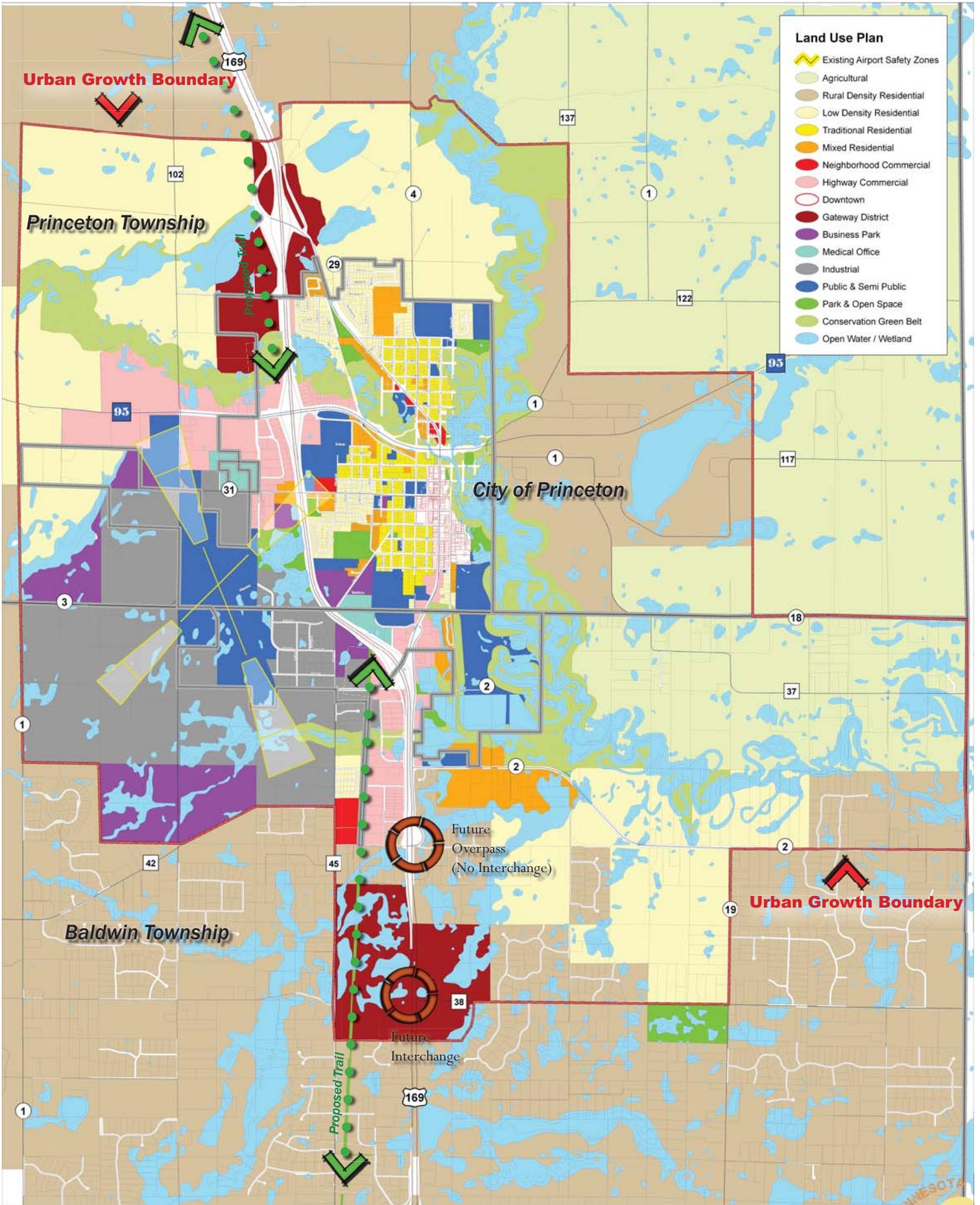
The City of Princeton is home to a large number of public and semi-public uses, including governmental facilities, churches, and schools. The City should support the enhancement or expansion of these facilities. Care should be given to ensure that adequate integration with surrounding land uses occurs.

Urban Growth Boundary



- ### Potential Development Districts
1. Northeast Residential Area
 2. Northern Gateway District
 3. West Side Commercial Area
 4. Airport Business Park - Industrial Area
 5. Southern Gateway District
 6. Southeast Residential Area

Land Use Plan



Chapter Three

PURPOSE

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

INTRODUCTION

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

- Document existing functional classification systems,
- Identify the framework necessary to serve the City now and in the future,
- Indentify an access management plan for the city to use as a guide when developing,
- Provide design guidelines to ensure consistency throughout the city and guide in determining future right-of-way needs.

EXISTING ROADWAY SYSTEM

Functional Classification System

The functional classification system is a roadway and street network which collects and distributes traffic from neighborhood streets to collector roadways to arterials and ultimately to the Regional Highway System. Roads are placed into categories based on the degree to which they provide access to adjacent land or provide mobility for through traffic. Ideally, roads are designed to perform a designated function and are located to best serve the type of travel needs.

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

The following describes the functional classifications:

Principal Arterial

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

Minor Arterials

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

Collectors

Collector roadways provide for both land access and traffic circulation. They collect traffic from neighborhoods within the city and distribute it to other neighborhoods and the arterial streets. This plan further breaks down the collector system into Major Collectors and Minor Collectors. The difference being that major collectors

focus more on mobility and distributing traffic to the arterial streets, where minor collectors focus more on access and provide connection between neighborhoods. Typical facility spacing is one-half mile intervals. In the City of Princeton, Rum River Drive is an example of a major collector roadway.

Local Streets

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

Existing Jurisdictional Classification

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

Existing Traffic Volumes

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

FUTURE TRANSPORTATION NETWORK

The Transportation Network, which is outlined in this chapter, provides a guideline for the City as the undeveloped areas start to develop. By

following this guideline the City can assure that the proper roadway network is built providing for safety, mobility, and access within the city while complementing the future land use plan.

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

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

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

DESIGN GUIDELINES

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

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

- **Four-lane**
A four-lane roadway has two traffic lanes in each direction. The roadway can either be divided with a concrete median or undivided,

which would consist of a double yellow stripe separating the lanes in each direction.

- **Three-lane**

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

- **Two-lane**

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

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

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

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

ACCESS MANAGEMENT

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

pedestrians, as well as minimize any possible negative impact the intersection streets and driveways may have on the level of service on the City transportation system.

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

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

RECOMMENDATIONS

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

Figure 3.1 Access Management Guidelines

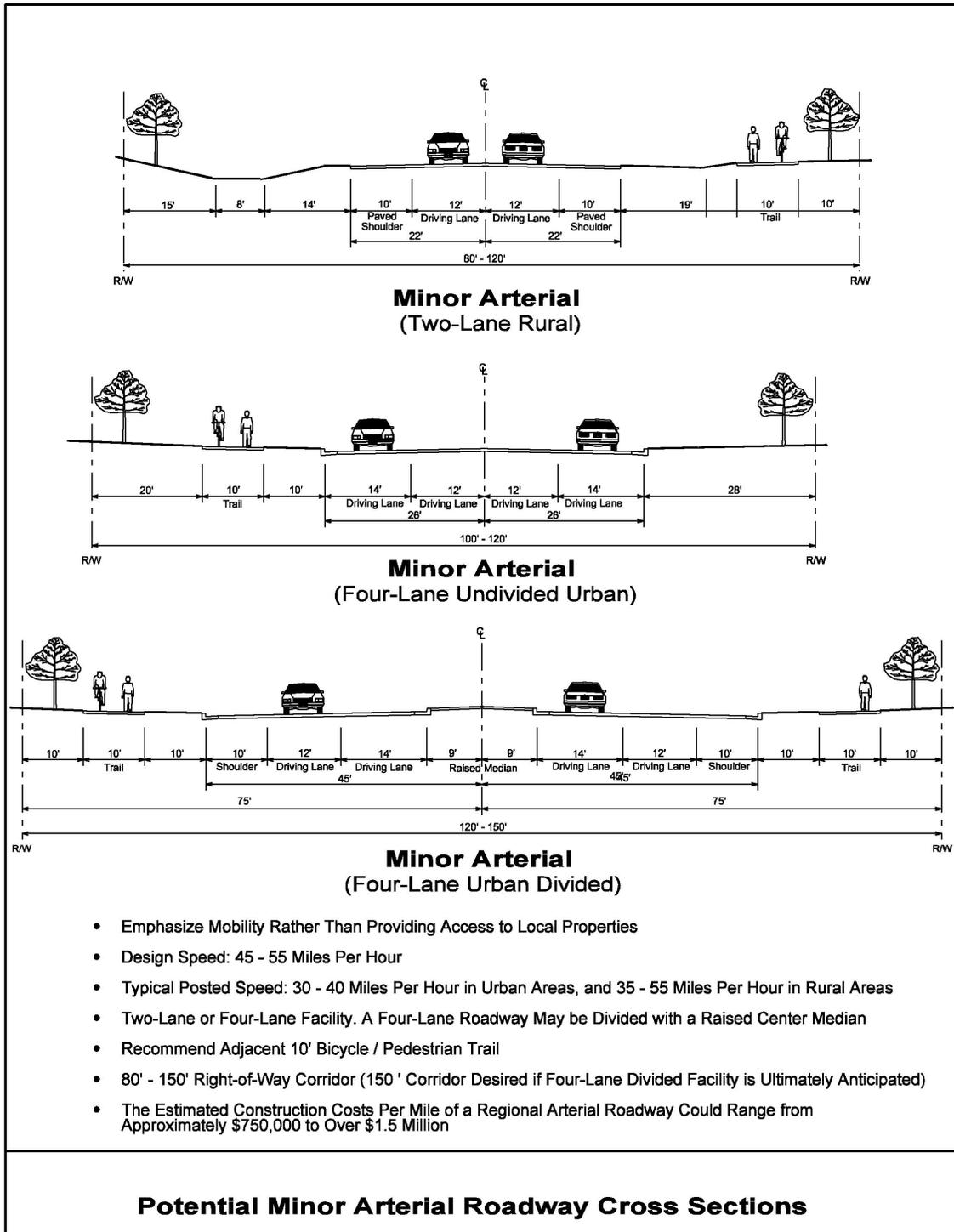
Access Management Guidelines				
	Principal Arterial		Minor Arterial	Collector
Typical Facility Characteristics	Interstate/Freeway	Non-Freeways	4-Lane Divided, 4-Lane Undivided	4-Lane, 2-Lane
Facility Spacing (Miles)	2 - 5 Miles	2 - 3 Miles	2/3 - 1.5 Miles	1/3 - 1 Mile
Trip Lengths (Miles)	10 - 20 Miles	4+ Miles	2 - 4 Miles	1-2 Miles
Roadway ADT	20,000 - 70,000	10,000 - 25,000	5,000 - 10,000	1,000 - 5,000
Mobility Hierarchy	Highest	Higher	High	Moderate
Posted Speed Limit (MPH)	70	55 - 65	35 - 45	30
Large Trucks	Unrestricted	Unrestricted	Unrestricted	Unrestricted
Accessibility Hierarchy	Severely Restricted	Highly Restricted	Restricted	Permitted
Arterial Street Access Allowance	All Arterials	All Arterials	All Arterials	Non-Freeways & Minor Arterials
Collector Street Access Allowance	None	Restricted	Restricted	Unrestricted
Local Street Access Allowance	None	None	Restricted	Unrestricted
Driveway Access Allowance	None	None	Restricted	Permitted
Intersection Design/Control	Interchanges Only	Interchange / Traffic Signals	Traffic Signals / Roundabouts	4-Way Stop, X-St Stops, Roundabouts
Signal Locations	NA	Arterials, Collectors, & Major Generators	Arterials, Collectors, & Major Generators	Arterials & Other Collectors
Signal Spacing (Feet)	NA	4,840'	2,310 – 3,665'	1,760'
Interchange Spacing (Miles)	1 - 4 Miles	1 - 4 Miles	NA	NA
Right-Of-Way (Feet)	300'+	200'+	120 - 150'	80 - 100'
Parking	None	None	None	Restricted

TRANSPORTATION POLICIES

- **Complete System** – Incorporate the needs of pedestrians, automobiles, bicycles, trucks, air transportation, and transit in neighborhood design.
- **Street Improvements** – Develop a street improvement data base to manage street improvement projects and to help prioritize future road improvement projects.
- **Functional Classification System** – Utilize the approved functional Classification Map for future road improvement designs and for road right-of-way dedication requirements within future subdivisions. Update road construction standards for each functional classification as needed.
- **Arterial Roadways** – Support and protect the Arterial status of both Trunk Highways 95 and 169. Prevent unnecessary access points to these roadways during future development and platting processes.
- **River Crossings** – Support and encourage the increase in capacity of the current river crossings on the Rum River and West Branch of the Rum River. Support the construction of the Sherburne County Road 19 crossing of the Rum River.
- **Airport** - Promote upgrading, maintenance, and operations of the airport as a viable regional facility contributing to the full services offered by Princeton. Encourage improved access and visibility of the facility.
- **Park and Ride** – Promote more use of the park and ride facility located at CSAH 29 and Highway 169. Examine the ability to improve the former MnDOT storage facility at Mille Lacs CSAH 29 and Highway 169 into another park and ride location.

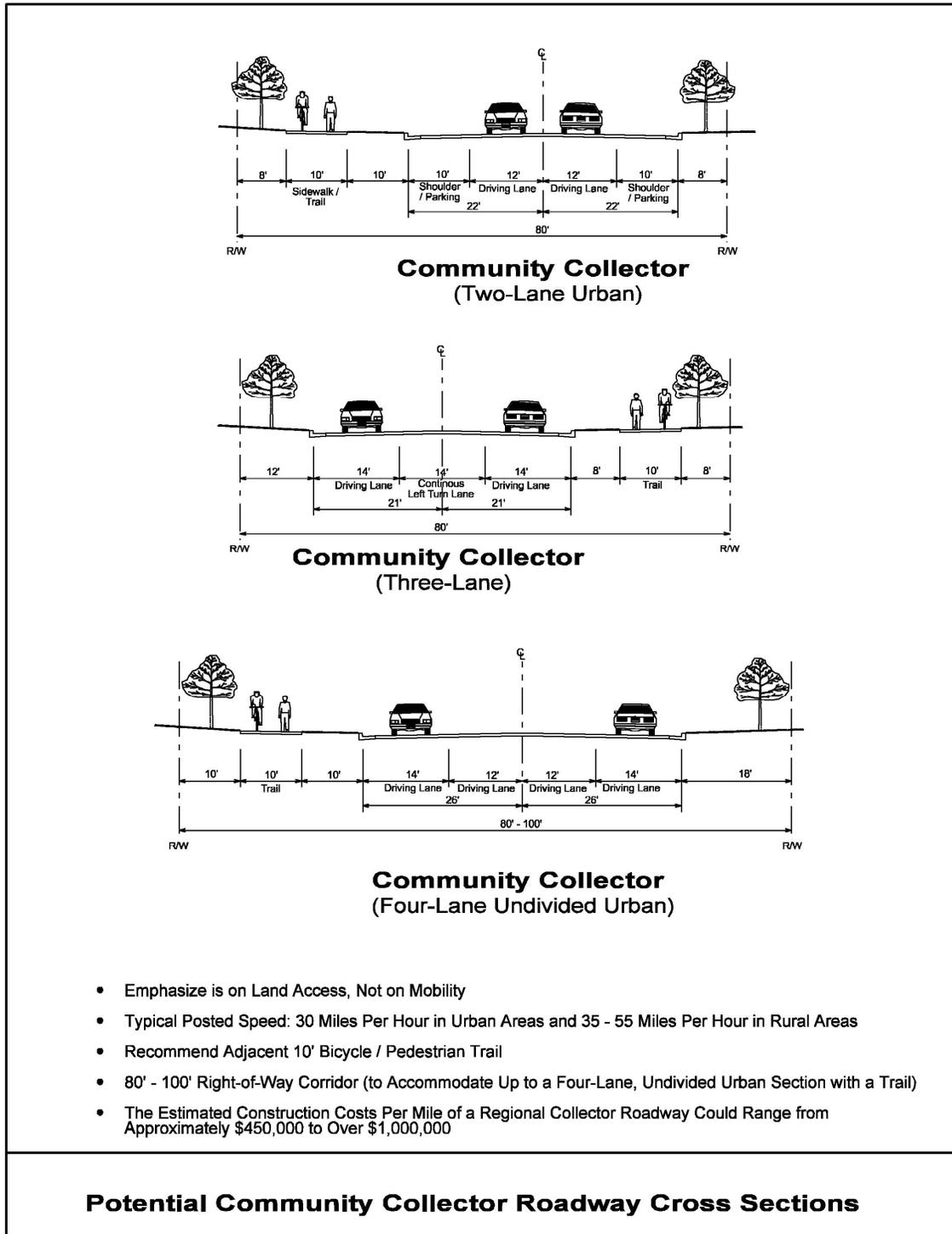
- **Transit** – Monitor the need/potential for transit facilities connecting the City of Princeton to regional centers and the future Northstar Corridor Facilities in Elk River.
- **Shared Parking** – For efficiency, promote joint or shared parking facilities downtown and at other locations where appropriate. Require that parking and sidewalks connect to adjoining uses.
- **Maintenance** - Maintain all transportation facilities (roads, walks, and trails) in good repair and keep the facilities free from a buildup of dirt, snow, and ice, especially downtown at school routes.
- **Grant Opportunities** – Continue to pursue transportation grants and special funding to offset the costs of road improvements, including Federal and State transportation programs.
- **State-Aid System** – When the City reaches the 5,000 population level, implement a Metropolitan state aid system program.

Figure 3.2 Minor Arterial Roadway Cross Sections



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Figure 3.3 Community Collector Roadway Cross Sections

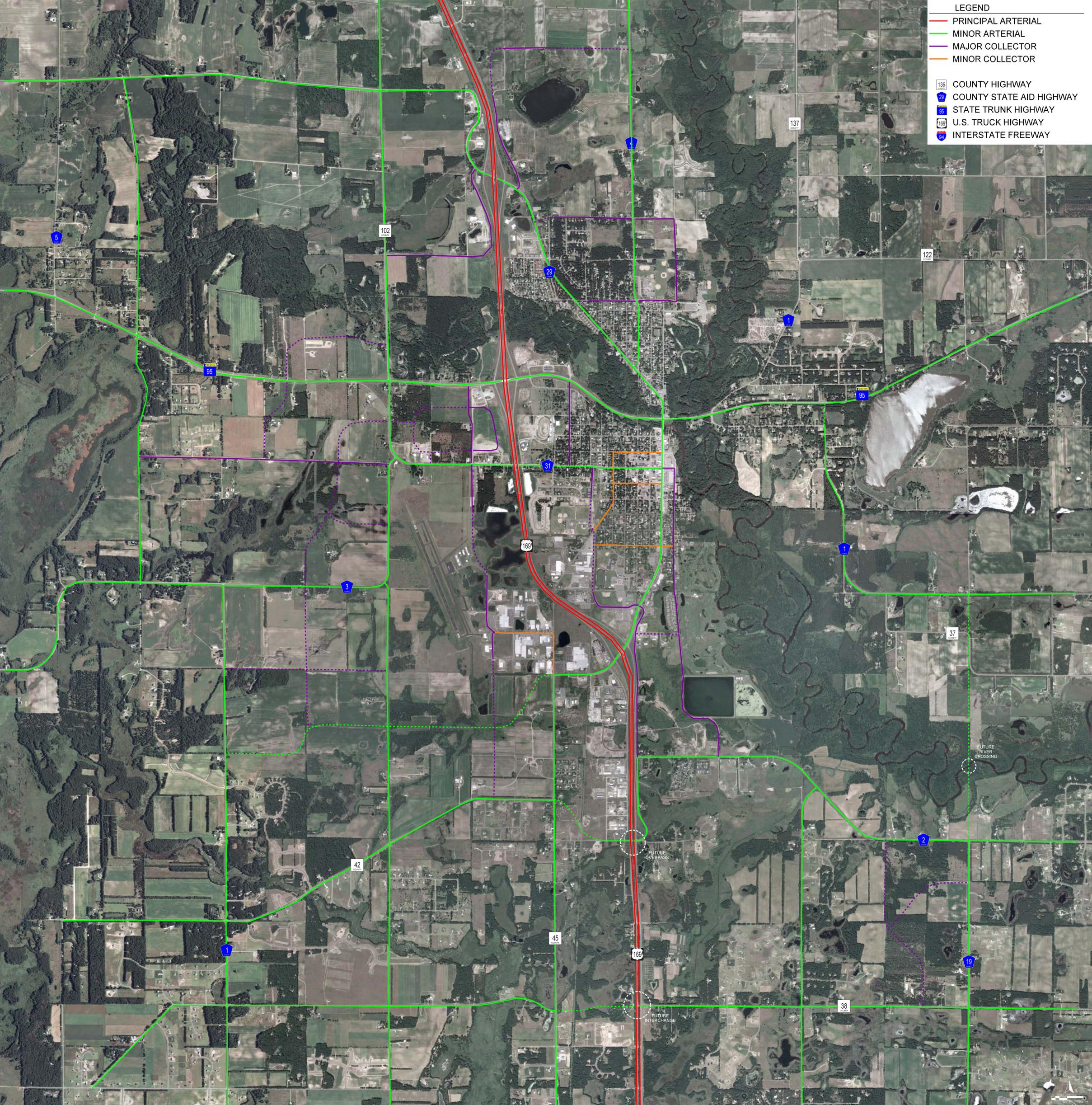


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LEGEND

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR

- 135 COUNTY HIGHWAY
- 29 COUNTY STATE AID HIGHWAY
- 95 STATE TRUNK HIGHWAY
- 169 U.S. TRUCK HIGHWAY
- 84 INTERSTATE FREEWAY



Chapter Four

ABOUT THIS CHAPTER

This chapter provides information about the housing stock, including single family, two-family/townhouses, and apartment and condominiums.

Housing needs are presented which were developed by analyzing the information and applying the goals. Needs then form the basics for a set of policies and are followed by a plan and program.

HOUSING NEEDS ANALYSIS

Because of the age of the community and the historic development patterns of the residential neighborhoods, the City has a broad supply and variety of housing. Two of the oldest neighborhoods lie adjacent to the downtown area and on the north side of the community. These areas consist of a significant number of smaller lots with older homes. Older or “traditional” neighborhoods can be quaint and unique; however, they also can be difficult for the home owner to maintain or upgrade as their family needs change.

Many communities, Princeton Included, apply the same zoning requirements for the traditional neighborhood as they do new housing developments. This is problematic in two ways. First of all, the plats of the 19th and early 20th century did not account for the changing lifestyle of the modern family. The original Townsite Plat of Princeton included 66 foot wide lots (although they did have 82.5 foot wide road rights-of-way.) The lots scarcely can handle a single or double garage, let alone the triple garage of many of the newer neighborhoods. Second, many of the older homes themselves are not designed for today’s family. Adding on to a home to allow for an additional bedroom, bathroom, or family room is difficult. In general, the City wants to encourage the maintenance and enhancement of the older housing stock so that the neighborhoods themselves are improving and not declining.

Since 2000, several newer residential neighborhoods were platted and developed, including the Meadowview Estates on the west side of the city and the Northfield Commons area on the far north side of the city. Currently, there are a large number of twin-home lots and patio home lots available, but very few vacant single family lots.

Analysis of the housing stock in 2004 indicated that roughly 67% of the homes were single family homes. That percentage has dropped due to the number of twin home and multi-family residences that have been constructed since that time. The City also lacks an apartment complex with more than 12 units. These sites can include higher amenities.

The term “life-cycle housing” means that a community has a housing stock where an individual or family can live their entire life in the same community. The housing stock should include:

- Apartments
- Starter Housing
- Move-up Housing
- Empty-Nester/Retirement Housing
- Assisted Living
- Nursing Home

Princeton lacks adequate move-up housing stock or places where a family can build a second or third home. This becomes one of the themes of this Chapter.

The 2004 Comprehensive Plan stated that the housing deficiencies and needs can be described as follows:

- Inadequate supply of housing to meet the projected needs.
- An inadequate supply of vacant land in Princeton for construction of new housing.
- Need for more upscale single family dwellings.

- Need for new upscale apartments and condominium dwellings.
- A need to rehabilitate some dwellings.
- A need for well-planned neighborhoods with community facilities, such as trails, parks, and a road system with good access, but without through traffic.

These same issues remain and during the current housing construction slump, it is an appropriate time to plan for improvements to meet these needs.

HOUSING POLICIES

The policies which follow are based on the housing needs, inventory information, and several community goals outlined in Chapter 2.

- **Housing Locations** – Provide more land suitable for creating new residential neighborhoods which include upscale housing. Focus on new neighborhoods north to Fog Lake and along County Road 102 and Southeast of the City along County State Aid Highway 2.
- **Housing Stock Diversity** – Encourage the development of a variety of housing types and sizes, including affordable and upscale, for sale and rental, senior citizen housing, apartments/condominiums, townhouses and assisted living. Support mixed housing styles within a neighborhood.
- **Existing Housing and Neighborhoods** - Preserve and protect the housing stock, housing values, and neighborhoods through enforcement of the housing and zoning codes:
 - Preserving and protecting neighborhood amenities,
 - Improving and expanding, where appropriate, infrastructure and community facilities such as parks and trails,
 - Promote enforcement of housing and zoning codes,

- Develop more flexible zoning ordinance requirements for the traditional residential neighborhoods.

- **Housing Rehabilitation** - Promote rehabilitation and upgrading of single family and multiple family housing.

- **Expand - New Neighborhoods** - Expand the community and allow creation of new planned neighborhoods consistent with the comprehensive plan and land use map.

- **Coordination** - Work with Baldwin Township, Princeton Township, and private property owners to plan for suitable expansion through subdivisions planned on a neighborhood basis.

- **Downtown Housing** - Encourage housing development in and near the downtown area.

- **Energy Efficient Design** - Promote a more walkable/bikeable neighborhood design. Work with the local development community to create more energy efficient neighborhoods.

Chapter Five

ABOUT THIS CHAPTER

The general land use categories can be broken into three major uses - including Residential, Commercial/Industrial, and Public/Open Space. This chapter addresses concerns with Downtown, and Commercial/Industrial uses.

COMMERCIAL/INDUSTRIAL ISSUES ANALYSIS

Commercial and Industrial can be further divided into Downtown, Commercial, and Industrial uses. Princeton is blessed with a broad spectrum of commercial and industrial uses. The traditional downtown offers a unique place to shop and conduct business. Princeton also has two general commercial areas located at the Rum River Drive interchange with Trunk Highway 169 and the newly developing site at the interchange of Trunk Highways 95 and 169. Industrial development is generally located on the southwest side of the community along County Road 18 and in the Princeton Industrial Park near the airport.

The Princeton Area Chamber of Commerce along with the City Council, Planning Commission, and Economic Development Authority completed a Business Retention and Expansion program (BR&E) that solicited input from more than fifty (50) area businesses on a variety of topics. The results of that program are found in Appendix A of this plan. In general, the City and Chamber are working on four major projects, including:

- Connecting our School System with our Technology-based Businesses,
- Promote and Coordinate Local Events and Festivals,
- Recruit a New Anchor Store, and
- Develop a More Cohesive Marketing Campaign for the Community.

A new issue has come to the forefront of this discussion. As the baby-boomer generation ages, the demands for new and unique housing styles will emerge. Many of these housing styles will want to be located adjacent to or as part of a medical facility. Numerous clinics or hospitals are doing just that. The City of Princeton wants to encourage these uses as part of a coordinated plan that mixes medical and housing uses.

Downtown

The origin of downtown Princeton goes back to the 1800s when shops, stores, and business offices were located along 5th Avenue (aka Rum River Drive) near the intersection of 1st Street. In the early years, brick buildings, constructed of bricks made locally, were common. Some of these buildings remain today.

For most of downtown's history, US Highway 169 was located on 5th Avenue (nka Rum River Drive) and provided a major transportation route for local residents and those traveling north and south in this portion of Minnesota. In addition, State Highway 95 crossed the West Branch of the Rum River with US Highway 169 and then extended west on 1st Street. The intersection of 1st Street and US Highway 169 became the center of downtown. By the 1970s, mingling of through trips on US Highway 169 with local traffic and downtown activities reached a point where a bypass route was justified.

The anticipated reconstruction of both the Dunn Bridge and the Trunk Highway 95 bridges will cause a disruption to our downtown businesses and to the surrounding community. The City has sponsored a public input group that is charged with providing information to area residents and businesses on this project. Once complete, the new bridges will improve access to downtown and improve traffic and pedestrian safety in the area.

Downtown contains a variety of land uses, including single family dwellings, free standing apartments, apartments above commercial buildings, retail stores, two shopping malls, offices, eating and drinking establishments, gasoline service stations, public uses and a variety of other retail and service uses. See Existing Land Use, Figure 2, Chapter 2.

General Commercial

To the south of downtown is a highway oriented business district that includes the hospital, clinic, professional offices, motel/hotel, grocery store and other uses. During the 1990s, the City extended sewer and water services west along 1st Street to a new area that opened up for highway commercial development. The first plat, Rivertown Crossing, has had three new buildings constructed, including the new Municipal Liquor Store. Several large merchandise stores (Anchor Stores) have examined the possibility of constructing a large retail center in this area. Utilities were designed to allow this type of development.

The City has worked to improve the quality of the commercial district by incorporating new and improved design standards.

Industrial

The City has long recognized the need for industrial development to occur within the city. Industrial development brings in new employment opportunities for area residents and adds to our ability to pay for needed public facilities and programs, such as schools and police and fire protection. The City has a privately owned industrial development, known as the Princeton Industrial Park. There are currently two lots for sale within the development, although several larger tracts were sold by the City to private firms who have not yet constructed new or expanded facilities on those tracts.

The City Economic Development Authority planned and developed the Aero Business Park for industrial development; however, due to the shallow nature of the resulting tracts, most industrial uses would not fit on the resulting lots. The City recently rezoned the site to General Business, which affords more flexibility on the types of uses that could locate in Aero Business Park. The City believes that additional land for industrial development is needed to meet future needs for our area.

Since industrial uses are a better neighbor to the airport than residential uses, the City supports the development of new industrial areas adjacent to the Princeton Municipal Airport.

Scattered other industrial sites exist in both Princeton and Baldwin Township. These sites do not have access to municipal sanitary sewer and water service, which might limit the types of uses that can locate on these sites.

COMMERCIAL/INDUSTRIAL POLICIES

The policies which follow are based on the Commercial/Industrial needs, inventory information, and several community goals outlined in Chapter 2.

Downtown

- Update commercial design standards to promote a walkable downtown. Work with the Princeton Area Visionary Committee to plan for trail/sidewalk improvements.
- Support the efforts of the Historic Preservation Committee to identify historically important buildings within the downtown and support private investment to improve and preserve these structures.
- Improve parking visibility for shoppers in the downtown area.
- Promote more housing opportunities in and near the downtown area.
- Improve access to and visibility of the Rum River in the downtown.
- Support the redevelopment of Riverside Park and improve the quality of the facilities in that park.

- Coordinate festivals and special events in and near the downtown. Work with the Princeton Area Chamber of Commerce to improve the promotion of these events.

Commercial Development – General

- Encourage the private development of additional Highway Commercial lots along Trunk Highway 95 near the 169 interchange. Encourage staged development that will reduce public infrastructure costs.
- Continue to improve the quality of commercial development by enhancing local design standards for the buildings and parking lots.
- Require that parking lots be shared or connected. Include sidewalks or trails within each development site.
- Review signage allowances for commercial development. Encourage reduced height and size where possible.
- Restrict the placement of new off-site advertising signs along Trunk Highways 169 and 95.
- Support and encourage the development of an anchor store(s) in the west side development area.
- Respond to request by land owners for the extension of sewer and water services and require the annexation of the parcel at that time.
- Support the development of mixed commercial/housing uses as part of a medical clinic, hospital, or office complex.

Industrial

- Encourage the development of new privately owned industrial sites according to the adopted land use map of the City of Princeton.
- Diversify the types of industrial uses within the City to “recession proof” our jobs base as much as possible.
- Encourage unique technology based educational programs between our school system and our business community.
- Support the development of new technology based businesses.
- Encourage the development of “clusters” in our industrial park, by providing incentives to businesses that support and work with our current businesses.

Chapter Six

ABOUT THIS CHAPTER

This chapter begins with an explanation of why parks, trails, and open space are important. A classification system is presented along with an inventory of the system as of 2003. Park needs are identified, followed by policies and a plan which shows existing and proposed park, trails, and open space.

Because trails are an important component to the recreational plan and augment the transportation system, trails are shown on both the park plan and transportation plan.

PARK AND RECREATION NEEDS ANALYSIS

Parks, trails and open space provide opportunity for recreation and scenic views and are essential to Princeton's drainage system. Parks break up the development pattern, provide an opportunity for preserving wildlife and scenic areas, and are shaping elements which contribute significantly to Princeton's image. Parks, trails, and open space give the community and its neighborhoods a sense of place, identity, and pride. The amount, location, and quality of the open space can favorably affect property values.

The Rum River and the West Branch of the Rum River are the most important natural features that shape the character of Princeton. These rivers contain much of the City's wooded area and account for a significant share of the City's park land.

The importance of park and open space facilities will increase over time. The need to preserve the drainage ways and wetlands leading to the rivers and creeks is critical for effective drainage. And it offers the opportunity to preserve some wetland and wildlife. Some of these corridors can include trails.

More importance is given to the recreational aspects of trails and walkways. These features should continue to be developed within the community.

There are six official city owned parks, including:

- Rainbow Park
- Civic Center Park
- Riverside Park
- Mark Park
- Triangle Park
- Pioneer Park

Each has its role in creating open space and recreational opportunities for the residents of the area.

PARK CLASSIFICATION MATRIX

Parks and open space areas are divided into categories based primarily on function and size. Table 6 - 1 is the classification system for the parks and open spaces. Not all the parks and open spaces identified clearly fall into the specified categories.

Parks and Recreation 6

Figure 6 - 1

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

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

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

The City benefits from the work of the Princeton School District, Princeton Public Utilities, the Princeton Youth Hockey Association, and others for additional recreation sites within the community.

The Princeton Visionary Committee is a non-profit organization that includes six (6) townships, the City of Princeton, Princeton School District, and local business leaders. The Visionary Committee is working on a regional trail system plan that connects Elk River to Princeton, through the community, and to points north, such as Milaca and Onamia where it would connect with the State Trail system.

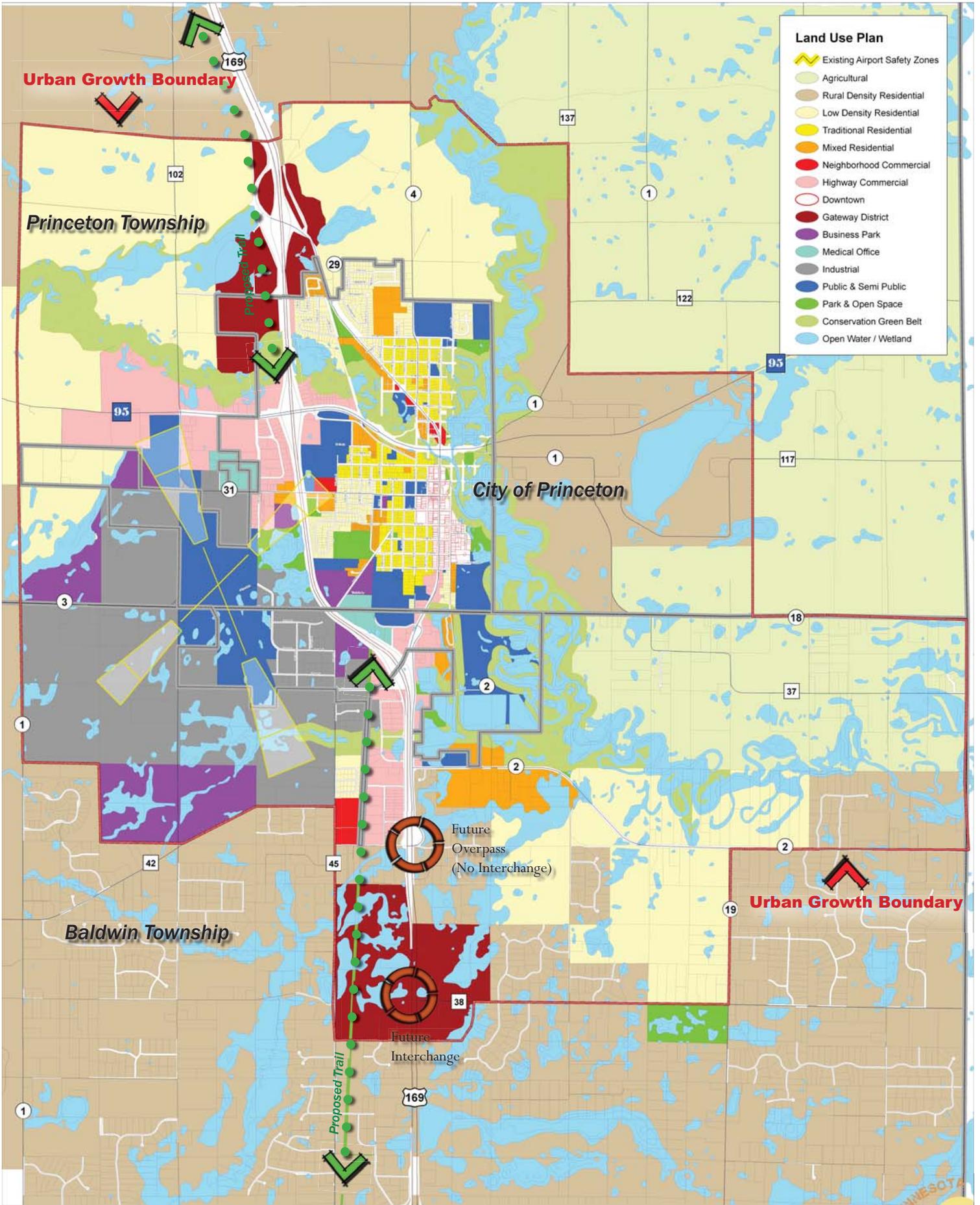
Since the adoption of the 2004 Comprehensive Plan, the City has completed a number of improvements to the park system, including the Splash Park in Mark Park, new playground equipment in several locations, and a trailhead facility located at the south side of the community, among others. Plans are currently developing to open a skate park.

PARKS AND RECREATION POLICIES

The policies which follow are based on the Parks and Recreation needs analysis information and several community goals outlined in Chapter 2.

- Develop a detailed park improvement plan for each city-owned recreational site that identifies future park improvement projects.
- Monitor changes in the state enabling legislation that affects park dedication requirements.
- Negotiate park dedication requirements with each developer based on the current land needs and cash in-lieu of land requirements in the City Code.
- Require land dedication to the City as part of a plat where the City Parks Plans indicate future park land needs. Work with developers to set aside necessary lands for other public purposes, including public safety, public utilities, or schools.
- Adopt an official trails corridor map that connects local recreational sites and links the community to recreational facilities in the surrounding community.
- Preserve, protect, and enhance the Rum River and adjacent lands for year-around recreational activities and for the scenic vistas it provides. (Uses could include picnicking, camping, fishing, boating/canoeing, jogging, biking, nature observation/interpreting, and scenic viewing.)
- Encourage joint use of park and open space for recreation, preservation of natural and visual amenities, drainage, and water storage.
- Support the acquisition and/or donation of parcels that enhance the natural features of the community. Research State grant programs to offset development and acquisition costs.

Land Use Plan



- Land Use Plan**
- Existing Airport Safety Zones
 - Agricultural
 - Rural Density Residential
 - Low Density Residential
 - Traditional Residential
 - Mixed Residential
 - Neighborhood Commercial
 - Highway Commercial
 - Downtown
 - Gateway District
 - Business Park
 - Medical Office
 - Industrial
 - Public & Semi Public
 - Park & Open Space
 - Conservation Green Belt
 - Open Water / Wetland

