



City of Mora
Kanabec County, Minnesota
Meeting Agenda
Planning Commission

Mora City Hall
101 Lake Street S
Mora, MN 55051

Monday, December 13, 2021

5:30 PM

Mora City Hall

City of Mora Code of Ordinances, Chapter 32: The role of the Planning Commission is to serve the City Council in an advisory capacity on matters relating to citizen requests for action, zoning changes and review, Comprehensive Plan reviews, capital improvement reviews, and other actions as deemed necessary to carry out the functions of a pro-active Planning Commission.

1. **Oath of Office** (Sheldon Shepard will take the oath of office.)
2. **Call to Order**
3. **Roll Call:** Jake Mathison, Sheldon Shepard, Todd Sjoberg, and Sara Treiber.
4. **Adopt Agenda** (*No item of business shall be considered unless it appears on the agenda for the meeting. Board members may add items to the agenda prior to adoption of the agenda.*)
5. **Approval of Minutes**
 - a. October 6, 2021 Meeting
6. **Public Hearings**
 - a. Public hearing to consider a Text Amendment to the City of Mora Code of Ordinances, Title XV Land Usage, Chapter 150 Zoning Code, regarding day care facilities in residential districts. The proposed text amendment was initiated by the City of Mora.
 - b. Public hearing to approve the Comprehensive Plan Update and forward a recommendation of approval to the City Council.
7. **Open Forum**
8. **New Business**

None
9. **Old Business**

None
10. **Verbal Reports** (*In addition to the items listed below, each board and staff member will be given the opportunity to share information.*)
11. **Adjournment**

The next regular meeting is scheduled for **Monday, December 13, 2021** at 5:30 PM.

**City of Mora, MN
PLANNING COMMISSION
Meeting Minutes**

October 6, 2021

Present: Carmichael Finn, Jake Mathison, Todd Sjoberg, and Sara Treiber
Absent: None
Staff Present: City Administrator Lindy Crawford and SEH Planner Mark Nolan
Also Present: Barb Barnes

1. Call to Order. Chair Sjoberg called the meeting to order at 5:31pm.
2. Roll Call.
 - Carmichael Finn - Present
 - Jake Mathison - Present
 - Todd Sjoberg - Present
 - Sara Treiber - Present
3. Adopt Agenda. Motion made by Treiber, seconded by Mathison, all present voted aye; motion carried by the Planning Commission to adopt the October 6, 2021 meeting agenda as presented.
4. Approval of Minutes. Motion made by Mathison, seconded by Finn, all present voted aye; motion carried by the Planning Commission to approve the September 13, 2021 meeting minutes as presented.
5. Public Hearings.
 - None
6. Open Forum. Barb Barnes, 438 Forest Avenue West, approached the commission with concern over her neighbor, in the R-3 district, that opened a Residential Day Care facility with the intent to transition into a Commercial Day Care facility.

Barnes stated concerns that Forest Avenue West was a non-standard width street and when a car was parked on the street, two cars could not pass by at the same time, and with increased traffic and parked cars it could be an issue; in addition, Forest Avenue West was not a through street, it ended at the History Center.

Barnes reported up to six cars, twice per day, would use her driveway as a turnaround without her permission.

Barnes cited Minnesota statutes requiring a public hearing for Conditional Use Permits and expressed a desire to have a say regarding the impact the day care facility may have on the neighborhood and was concerned her voice may not be heard without a public hearing.

The commission explained no Conditional Use Permit was applied for or required by the Day Care Facility, the commission was reviewing a text amendment to the City Code of Ordinances regarding outdated verbiage for Day Care Facilities and to update City Code would require a Public Hearing which she could attend, moreover the City can only regulate what is allowed to be regulated via the Code of Ordinances.

The commission recommended Barnes continue having open communication with the neighboring Day Care Facility and express the day care patrons may not use the neighboring driveways as a turnaround.

7. New Business.

None

8. Old Business.

a. Day Care Facilities in Residential Districts. The commission requested to schedule a public hearing on November 8, at 5:30pm for a text amendment to the City's Code of Ordinances regarding Residential and Non-Residential Day Care Facilities.

b. Comprehensive Plan Update. The commission debriefed the September 22, 2021, Comprehensive Plan open house. The commission requested to schedule a public hearing for the potential recommendation of adopting the Comprehensive Plan to the City Council.

9. Verbal Reports.

a. Community Development Director Recruiting Process. Crawford reported receiving a small pool of applicants for the Community Development Director position; the interview committee comprised of Mathison, Crawford, and Building Official Caleb Christenson, with interviews to be conducted on Friday, October 8.

b. Planning Commission Vacancy. Crawford reported receiving zero applications for the planning commission vacancy. The deadline to apply was October 13 or 14.

c. Land Activity. Crawford reported receiving one incomplete Land-Use application for land across Highway 65 from the Sportsman's Café/Jerry's Bait Shop, owned by Donald Larson; staff would meet with Larson next week to discuss the application.

d. 9th Street. Sjoberg inquired about the meeting that took place between the county, city, school, and Kanabec County Sheriff's Office regarding the creation of a committee for the 9th Street traffic volume for the new school. Crawford explained the meeting took place and minutes from the meeting had not yet been distributed to her.

10. Adjournment.

Motion made by Mathison, seconded by Finn, all present voted aye; Motion carried by the Planning Commission to adjourn the meeting at 6:18pm.

Todd Sjoberg
Chair

Attest: _____
Lindy Crawford
City Administrator



MEMORANDUM

TO: Planning Commission
FROM: Mark Nolan, AICP, Senior Planner II
Short Elliott Hendrickson, Inc.
SUBJECT: Public hearing to consider a text amendment to the zoning ordinance relating to day care facilities in residential districts
DATE: December 13, 2021

SUMMARY

The Planning Commission will conduct a public hearing to consider a text amendment to the City of Mora Code of Ordinances, Title XV Land Usage, Chapter 150 Zoning Code, regarding day care facilities in residential districts. The proposed text amendment was initiated by the City of Mora.

DISCUSSION

The Plan Commission has discussed this topic during the last few Planning Commission meetings and has decided to move forward with a text amendment. The zoning code allows for residential day cares in some districts as permitted by right, but the majority of the proposed changes will focus on allowing non-residential day cares in certain districts. The main difference between a residential day care and a non-residential day care is that a residential day care facility is located in a dwelling in which the permanent occupant provides care and supervision to children, whereas a non-residential day care is typically operated by a business or organization.

Providing adequate day care options is beginning to be recognized as a necessary economic development tool and a necessary service in communities across the country. Allowing day care facilities by right or conditional use in residential districts is one way to speed up the approval process for day care providers and allow day cares to serve their surrounding neighborhoods. Staff wants to acknowledge that allowing this use in residential districts may result in some negative impacts on the surrounding area, depending on the proposed project. Day cares produce more traffic than a typical home; however, this traffic is typically only increased in the morning and afternoon but for only 15-30 minutes each. Day cares may also produce more noise in a neighborhood than a typical single-family house if there is an outdoor play area. The day cares that are proposed to be permitted by right will likely have a minimal impact on the surrounding neighborhood; however, these factors should be acknowledged. Day cares permitted by conditional use will be reviewed by the Plan Commission and these factors can be addressed at that time. Overall, staff believes that the public benefit of allowing day cares in residential areas outweighs the potential negative impacts.

Below is a summary of the proposed changes:

- Allow non-residential day care facilities by right for facilities serving up to 14 persons in the R-1, R-3, and R-4 zoning districts.

- Allow residential and non-residential day care facilities by conditional use for facilities serving up to 14 persons in the R-2 zoning districts.
- Allow non-residential day care facilities by conditional use for facilities serving 15 or more persons in the R-3 and R-4 zoning districts.
- Allow non-residential day care facilities as an accessory use when the facility is an accessory to a legal conforming church, school or health care facility in the R-1, R-3, and R-4 zoning districts.
- Adding parking minimum parking requirements under residential uses for day care facilities.
 - No spaces required for residential day cares serving no more than 14 persons. The dwelling is still subject to minimum parking requirements provided in the parking section.
 - No additional spaces required for non-residential facility when serving no more than 14 persons.
 - 1 space per 5 persons served based on the facility's licensed capacity plus 1 space for each employee or volunteer on the largest shift plus 1 space for each business vehicle for non-residential facilities serving 15 or more persons.
- Amend definitions for residential and non-residential day care facilities.

A public hearing notice was published in the Kanabec County Times on November 25th and December 2nd; the public hearing was also advertised at city hall. The notice encouraged those wishing to provide testimony to do so in writing, with written testimony request to be submitted by Friday, December 10th. Staff has not received any inquiries regarding this item.

STAFF RECOMMENDATION

Staff recommends approval of the proposed text amendment.

ACTION REQUESTED

Motion to approve Resolution No. 2021-1101, as presented or amended, and move its approval.

Attachments

Resolution No. PC2021-1101

Draft Chapter 150 Zoning Code Ordinance

RESOLUTION NO. PC2021-1201

**A RESOLUTION OF THE PLAN COMMISSION OF THE CITY OF MORA, MINNESOTA,
RECOMMENDING APPROVAL OF A TEXT AMENDMENT TO THE CITY OF MORA CODE OF
ORDINANCES, TITLE XV LAND USAGE, CHAPTER 150 ZONING, REGARDING RESIDENTIAL AND
NON-RESIDENTIAL DAY CARE FACILITIES.**

WHEREAS, the purpose of Chapter 150 (Zoning) is to protect the public health, safety, morals, comfort, convenience, and general welfare; divide the city into zones and districts restricting and regulating therein the location, construction, reconstruction, alteration, and use of structures and land; promote orderly development of the residential, business, industrial, recreational, and public areas; provide adequate light, air, and convenience of access to property; limit congestion in the public right-of-way; prevent overcrowding of land and undue concentration of structures by regulating the use of the land and buildings and the bulk of the buildings in relation to the land and building surrounding them; provide compatibility of different land uses and the most appropriate use of land throughout the city; provide orderly transitions from one land use to another; provide a means to accomplish the goals set forth in the Comprehensive Plan; and

WHEREAS, Chapter 150 (Zoning) was adopted by the City Council in 2010; and

WHEREAS, notice was provided and on November 8, 2021, The Planning Commission conducted a public hearing regarding the proposed Text Amendment, at which it heard from City staff and invited members of the public to comment; and

WHEREAS, the Planning Commission has found the Text Amendment to be in the best interest for the public.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF MORA, MINNESOTA, AS FOLLOWS:

That the Planning Commission recommends approval of a Text Amendment to City of More Code of Ordinances, Title XV Land Usage, Chapter 150 Zoning by amending the chapter, and adopting the changes outlined in the attached Appendix A, Chapter 150 Zoning Ordinance.

Adopted by the Planning Commission of the City of Mora, Minnesota, this 13th Day of December, 2021.

Todd Sjoberg _____
Sara Treiber _____

Carmen Finn _____
Jake Mathison _____

Todd Sjoberg
Chair

ATTEST:

Natasha Segelstrom
Administrative Services Director

APPENDIX A: PROPOSED CHANGES

R-1 SINGLE FAMILY RESIDENTIAL DISTRICT

§ 150.060 R-1 SINGLE FAMILY RESIDENTIAL DISTRICT.

The R-1 Single Family Residential District is intended to maintain existing single-family residential areas and provide for the development of new single-family residential areas served or to be served with public sanitary sewer, storm sewer, and water facilities. Unless otherwise specified, all structures in the R-1 District shall comply with the following minimum standards:

- (A) A permanent foundation under the entire structure which complies with the Minnesota Building Code.
- (B) The minimum pitch on any shingled roof must be at least two-twelfths (2/12) or in the case of a flat roof design, a built up roof assembly to comply with the State Building Code. All roofs must be shingled or be an A roof assembly.
- (C) The minimum width and length of the principal structure must be twenty-four (24) feet for more than fifty percent (50%) of the floor area. Minimum square footage of the main floor shall be five hundred seventy-six (576) square feet.
- (D) Any alterations or additions must be of the same materials, type of construction, and must have the same appearance as the principal structure.
- (E) No building permits shall be issued until a complete drainage system has been reviewed by the city. If deemed appropriate, the City Building Official may require approval of the drainage system by the City Engineer.
- (F) All principal structures must have a basement or approved solid footing wall around the perimeter of the structure or a footing around the perimeter of the structure designed by a state licensed engineer and approved by the local building official.
- (G) Every new single-family dwelling must construct a garage with a minimum size of two hundred forty (240) square feet. Every new two-family dwelling must construct one (1) or two (2) garages with a total minimum size of four hundred eighty (480) square feet. The garage(s) must be constructed before a final certificate of occupancy will be granted.

§ 150.061 PERMITTED USES.

Within the R-1 Single Family Residential District, no structure or land shall be used except for one (1) or more of the following uses:

- (A) Single-family dwellings. One (1) family detached dwellings.
- (B) Parks and playgrounds. Public parks and playgrounds, community centers and other recreational facilities operated by governmental agencies.
- (C) Horticultural uses. Truck gardening, produce stands and other horticultural activities provided that only those products grown on the premises be sold or offered for sale.
- (D) Day care facilities - Residential. Facility serving up to fourteen (14) persons.
- ~~(D)~~(E) Day care facilities – Non-Residential. Facility serving up to fourteen (14) persons.
- ~~(E)~~(F) Uses not listed. Other residential and commercial uses determined by the Planning Commission and City Council to be of the same general character as identified permitted and conditional uses and found not to be detrimental to the general public's health, safety, and welfare. The use will be placed in the category based upon its compatibility to those uses listed.

APPENDIX A: PROPOSED CHANGES

§ 150.062 CONDITIONAL USES.

Within any R-1 Single Family Residential District, no structure or land shall be used for the following uses except by conditional use permit:

(A) Agricultural uses. Agricultural activities including the keeping of farm animals or fowl provided no building having farm animals or fowl be nearer than one hundred (100) feet of a property line. Chickens numbering three (3) or fewer are excluded from agricultural uses and subject to the provisions of §§ [150.400-150.403](#).

(B) Churches and other places of worship. Church buildings and areas, schools of religion and similar facilities, including all expansions of buildings, facilities and ground.

(C) Duplex structures. Two-family dwellings.

(D) Country clubs. Country clubs, golf courses and other private non-commercial recreation areas and facilities, including swimming pools; provided that any principal building or swimming pool shall be located not less than fifty (50) feet from any other lot in an R District.

(E) Cemeteries. Cemeteries adjacent to or in extension of existing cemeteries.

(F) Museums. Museums, and other public buildings not permitted as a principal use.

(G) Health care facilities. Including hospitals, clinics, nursing homes and other similar health care facilities.

(H) Essential service structures. Essential service structures, including but not limited to structures such as telephone exchanges, substations, wells, pumping stations and elevated water storage tanks.

(I) Commercial or residential stables. Stables and riding academies provided the property upon which the use is located is a minimum of five (5) acres. One horse is allowed upon the first five (5) acres and an additional two (2) acres are required for each additional horse.

(J) Kennels. Any lot or premises or portion thereof on which four (4) or more dogs and/or cats over six (6) months old are owned, boarded, bred or offered for sale. No more than five (5) dogs and/or cats shall be allowed by conditional use permit. (See also [Chapter 90](#))

(K) Parking. Off-street parking when the proposed site of the off-street parking abuts on a lot which is in the B or I districts and in the same ownership as the B or I district.

(L) Day care facilities - Residential. Facility serving fifteen (15) or more persons. If required, the facility must be state licensed and meet all state mandated conditions.

(M) Temporary buildings. Buildings temporarily located for purposes of construction on the site for a period of time not to exceed the construction period.

(N) Funeral homes and mortuaries.

(O) Outdoor furnaces and boilers, provided the following conditions are met:

(1) The applicant shall submit a site plan, drawn to scale, showing the location of the proposed outdoor furnace or boiler in relation to existing structures and property lines as well as proposed screening or enclosure.

(2) Outdoor furnaces and boilers shall only be allowed on lots five (5) acres in size or greater. If the lot is divided in the future, so as to be less than five (5) acres, the outdoor furnace shall be removed.

APPENDIX A: PROPOSED CHANGES

(3) Outdoor furnaces and boilers shall be set back a minimum of fifty (50) feet from all property lines when abutting a residential district. When the property does not abut a residential district, the furnace shall comply with minimum setback requirements of the zoning district it is within.

(4) No burning materials shall be stored within five (5) feet of the principal structure and materials shall be stored in an orderly fashion.

(5) The outdoor furnace or boiler must be enclosed in a structure or screened with fencing and/or other materials as approved by the City Council.

(6) When the outdoor furnace or boiler is enclosed in a structure, the structure shall generally match the exterior of the principal structure.

(7) When the outdoor furnace or boiler is enclosed in a structure, the structure shall not count against the allowable square footage for future accessory structures, as long as it strictly serves as an enclosure for the furnace or boiler and the structure does not exceed one hundred (100) square feet in size.

(8) If the outdoor furnace or boiler is to be replaced, it shall meet the city and/or state requirements in place at that time.

(9) The outdoor furnace or boiler shall be UL Listed, or certified per the State Building Code, and the applicant shall follow all manufacturer specifications.

(10) If the outdoor furnace or boiler is taken out of service for a period of one (1) year or more, the permit shall become null and void and the unit and enclosure shall be removed from the property.

(P) Community center buildings. Community center buildings not operated by a governmental agency.

(Q) Bed and breakfast inn, provided the following are adhered to:

(1) Off-street parking shall be provided in accordance with the parking requirements of § [150.217](#). A minimum of one (1) off-street parking space per guest room shall be provided in addition to the parking requirements for the zoning district in which the facility is located. Off-street parking is to be screened from the surrounding residences.

(2) Signs shall be in accordance with the sign requirements in § [150.213](#) and meet the requirements for the zoning district that the business is located within. (Identifying signs to be not more than four (4) square feet in total, located on the building and consistent with the character of the building).

(3) A maximum of five (5) units may be established in a structure.

(4) A bed and breakfast establishment shall show proof of inspection or proof of proper operating licenses by the state and/or country.

(5) All guest rooms shall be contained within the principal structure.

(6) Dining and other facilities shall not be open to the public, but shall be used exclusively by the residents and registered guests.

(7) The maximum stay for guests shall be fourteen (14) days within a thirty (30) day period.

(8) The inn shall comply with all applicable laws, rules, and regulations governing its existence and operation, including, but not limited to, the State Building Code, the State Fire Code, and the State Health Code.

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(9) A conditional use permit shall be terminated upon occurrence for the following:

(a) Non-compliance with the provisions of these provisions.

(b) Transfer of ownership of said property from the owner/operator.

(c) The creation of a condition which adversely affects the health, safety, or general welfare of the city or its residents.

(10) The owner or operator shall reside on the property or submit a management plan for approval as part of the conditional use permit.

(R) Produce sales. Produce display for the sale of agricultural products, other than that raised on the site, provided that said display is located a minimum of ten (10) feet from the front property line.

(S) Schools. Public schools and private schools which have a curriculum equivalent to a public elementary or secondary school, provided no building is less than fifty (50) feet from any abutting residential lot.

(T) Dwellings with a zero (0) lot line. When dwelling units of a two-family structure are to be under separate ownership, a zero (0) lot line may be permitted between the units. State Building Code and Fire Code requirements shall be complied with. Also, minimum lot frontage and lot area requirements shall be met.

(U) Land reclamation. See § [150.015](#).

(V) Mining. See § [150.016](#).

§ 150.063 INTERIM USES.

Those other uses which in the opinion of the Planning Commission are appropriate only on an interim basis, and pursuant to § [150.037](#).

§ 150.064 ACCESSORY USES.

Within any R-1 Single Family Residential District, the following uses shall be permitted accessory uses, provided, that only one (1) accessory building one thousand (1,000) square feet per principal structure be allowed on lots up to twenty thousand (20,000) square feet. If the lot is over twenty thousand (20,000) square feet, you can add five percent (5%) of the lot area over twenty thousand (20,000) square feet to the garage, up to a maximum of one thousand six hundred (1,600) square feet. (See also § [150.011](#)) One utility/storage building up to a maximum of one hundred forty-four (144) square feet is allowed.

(A) Garages. Private garage, carport or parking space for passenger cars and for not more than one (1) one and one-half (1½) ton truck.

(B) Boarders. The keeping of not more than two (2) boarders by resident family.

(C) Pools and similar recreational facilities. Private swimming pools, tennis courts and other recreational facilities necessary to conduct a home sporting event.

(D) Home occupations as defined by this Zoning Code.

(E) Signs as permitted by this Zoning Code.

(F) Utility and storage buildings. Lawn, garden and other buildings used for private storage purposes provided that not more than one (1) building is located per dwelling unit and the maximum floor area of the building does not exceed one hundred forty-four (144) square feet.

APPENDIX A: PROPOSED CHANGES

(G) Decorative landscape features. Decorative landscape features including but not limited to arbors, hedges, walls, shrubs, trees, and similar features.

(H) Essential services. Local service, electrical power lines, gas utilities, telephone lines and similar essential services.

(I) Day care facility – Non-Residential. Facility accessory to legal conforming church, school, or health care facility.

§ 150.065 AREA, HEIGHT, LOT WIDTH AND YARD REQUIREMENTS.

(A) When dwelling units of a two-family or multiple dwelling structures are to be under separate ownership, zero (0) lot lines will be permitted between the units. State Building Code requirements for zero (0) lot lines shall be complied with.

(B) Side yard-corner lot. A side yard abutting a street shall not be less than thirty (30) feet in width.

(C) Area, frontage, and yard requirements. The following requirements shall be the minimum permitted in this district:

Area (ft.)	Frontage (ft.)	Height (ft.)	Front Yard Setback (ft.)	Side Yard Setback (ft.)	Rear Yard Setback (ft.)
Single family dwelling lots with public sewer:					
10,000	80	30 or 2½ stories, whichever is lesser	30	8	30
Two-family dwelling lots with public sewer:					
12,500	100	30 or 2½ stories, whichever is lesser	30	8	30
Single family dwelling lots without public sewer and water if allowed:					
1 acre	150	30 or 2½ stories, whichever is lesser	30	8	30
Dwellings with zero lot lines with public sewer:					
8,750	70	30 or 2½ stories, whichever is lesser	30	8	30
Utility/storage structures: see § 150.011					
		15 or 2 stories, whichever is lesser		5	10
Detached garages: see § 150.011					
				5	10

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See subdivision § [153.057](#) for corner lot widths.

(D) Lots without public sewer - minimum lot area requirement. The minimum lot area for single family dwellings shall be one (1) acre or larger as required to accommodate an on-site sewage disposal system. Soil and percolation tests conducted in accordance with recommended procedures of the Minnesota Department of Health shall be made to determine whether or not the lot size as proposed, will meet the minimum standards of health and sanitation required by the Minnesota Pollution Control Agency and the city.

(E) Miscellaneous.

(1) Frontage for lots without public sewer shall be a minimum one hundred fifty (150) feet on a public right-of-way.

(2) Structures should be placed in such a manner to be able to subdivide for smaller lot development in the event that public sewer becomes available.

(3) No septic tank, drain field, or drywell shall be less than twenty (20) feet from a property line. See MHD - most restrictive shall apply.

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R-2 MANUFACTURED HOME PARK DISTRICT

§ 150.075 R-2 MANUFACTURED HOME PARK DISTRICT.

The R-2 Manufactured Home Park District is intended to provide a district exclusively for manufactured homes served by public sanitary and storm sewers and water facilities. Every manufactured home park in the R-2 district must conform to all state regulations. No manufactured home built before June 15, 1976 shall be permitted on any site within the city unless said site is part of an approved manufactured home park, and it has a HUD seal showing it has been inspected.

§ 150.076 PERMITTED USES.

Within the R-2 Manufactured Home Park District, no structures or land shall be used except for one (1) or more of the following uses:

(A) Manufactured homes. Only units which are connected to electric, sewer and water utilities shall be allowed as a permitted use.

(B) Storm shelter.

§ 150.077 CONDITIONAL USES.

Within any R-2 Manufactured Home Park District, no structure or land shall be used for the following uses, except by conditional use permit:

(A) Permanent residential structures. Includes residence connected with management offices.

(B) Essential service structures. Essential service structures including, but not limited to, buildings such as telephone substation, pumping station and elevated water storage tanks.

(C) Manufactured home sales. Sales office and display area.

(D) Parking. Off-street parking when the proposed site of the off-street parking abuts on a lot which is in the B or I districts and in the same ownership as the B or I district.

(E) Service buildings. Laundry facilities, management offices, repair shops, and storage areas.

(F) Recreation facilities. For exclusive use of mobile home park residents, indoor and outdoor swimming pools, community center, etc.

(G) Land reclamation. See § [150.015](#).

(H) Mining. See § [150.016](#).

(I) Day care facilities – Residential. Facility serving up to fourteen (14) persons.

(J) Day care facilities – Non-Residential. Facility serving up to fourteen (14) persons.

§ 150.078 INTERIM USES.

Those other uses which in the opinion of the Planning Commission are appropriate only on an interim basis, and pursuant to § [150.037](#).

§ 150.079 ACCESSORY USES.

Within any R-2 Manufactured Home Park District, the following uses shall be permitted as accessory uses:

(A) Car ports. Car port or parking space for passenger cars.

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(B) Enclosed entry. An entry addition consistent with the design of the manufactured home to which it is attached and not exceeding one hundred twenty (120) square feet of the manufactured home floor area.

(C) Signs as permitted by this Zoning Code.

(D) Decorative landscaped features. Decorative landscape features including but not limited to, pools, arbors, hedges, walls, shrubs, trees and similar features.

(E) Utility and storage building. Lawn, garden and other buildings used for private storage purposes, provided that not more than one (1) building is located per lot and the maximum floor area of the building does not exceed one hundred sixty-eight (168) square feet. The structure shall be located no less than six (6) feet from the home and no less than ten (10) feet from any adjacent principal structure.

§ 150.080 AREA, HEIGHT, LOT WIDTH AND YARD REQUIREMENTS.

(A) Side yard-corner lot. A side yard abutting a public street shall not be less than thirty (30) feet in width.

(B) Area, frontage, and yard requirements. The following requirements shall be the minimum permitted in this district.

Area (sq.ft.)	Frontage (ft.)	Height (ft.)	Front yard setback (ft.)	Side yard setback (ft.)	Aggregate setback (ft.)	Rear yard setback (ft.)
4,000	40	15 or 2 stories, whichever is lesser	20	5	14	10

(C) Land coverage. The maximum percentage of the manufactured home park permitted to be covered by mobile homes and other structures is thirty-five percent (35%).

§ 150.081 OTHER REQUIREMENTS.

(A) Play area. A minimum of four hundred (400) square feet per manufactured home site shall be provided for definable play areas and open space within the manufactured home park. Such areas of open space and play areas shall not be areas included in any setback nor shall they include any areas of less than twenty (20) feet in length or width. In addition, if the manufactured home park is part of a new subdivision; there shall be a dedication of land for public recreation and open space uses in accordance with provisions of the Subdivision Code.

(B) Landscape buffer. Where a mobile home park abuts a single-family residential area or external street area, there shall be a minimum of thirty (30) feet between the lot or right-of-way line and any manufactured home park use; such setback area shall act as a buffer and shall be landscaped according to a landscape plan to be submitted at the time of application.

(C) Landscaping.

(1) The entire manufactured home park shall be landscaped and there shall be planted or otherwise located one (1) shade tree with a minimum diameter of two (2) inches on or near each manufactured home site.

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(2) Manufactured home parks shall be enclosed by a fence or screen planting so as to provide privacy for the occupants of the park.

(D) Street access. Access to or from a manufactured home park shall not be permitted into or upon local streets serving single-family residential areas.

(E) Street width. Streets shall have a minimum width so as to permit two (2) moving lanes of traffic. Minimum lane width shall be twelve (12) feet.

(F) Street and parking area paving. Private streets and parking areas within a manufactured home park shall be hard surfaced to control dust and drainage according to city standards as specified by the City Engineer.

(G) Public utilities. All utilities supplied by the manufactured home park shall be underground. This shall include electricity and telephone lines.

(H) Skirting. Each manufactured home shall be completely enclosed with weatherproof skirting.

(I) Visitor parking. Off-street parking for visitors shall be provided as required by the city.

(J) Anchoring. All manufactured homes shall be anchored in accordance with the State Building Code.

(K) Set-up. All manufactured homes must be completely set-up and skirted within thirty (30) days of permit issuance.

(L) Address. Each manufactured home shall be clearly marked with an address designation.

§ 150.082 PERMIT/INSPECTION FEES.

(A) No manufactured home set up or installed after the effective date of this Zoning Code shall be occupied prior to obtaining an installation permit from the City Building Official. Conditions for issuance of such permit shall be payment of fees and inspection to ensure compliance with Minnesota State Building Code and this Zoning Code. It shall be the responsibility of both the manufactured home park owner and the individual manufactured home owner to obtain the installation permit; however, the cost of the permit shall be borne by the individual manufactured home owner.

(B) Fee to be paid as established by City Council resolution.

APPENDIX A: PROPOSED CHANGES

R-3 MULTIPLE DWELLING DISTRICT

§ 150.090 R-3 MULTIPLE DWELLING DISTRICT.

The R-3 Multiple Dwelling District is intended to provide a district which allows a broad range of multiple family housing units (townhouses, row houses, apartments) where properly related to other land uses and thoroughfares and where such development is consistent with the Comprehensive Plan. Unless otherwise specified, all structures in the R-3 District shall comply with the following minimum standards:

(A) A permanent foundation under the entire structure which complies with the Minnesota Building Code.

(B) The minimum pitch on any shingled roof must be at least two-twelfths (2/12) or in the case of a flat roof design, a built up roof assembly to comply with the State Building Code. All roofs must be shingled or an A roof assembly.

(C) The minimum width and length of the principal structure must be twenty-four (24) feet for more than fifty percent (50%) of the floor area. Minimum square footage of the main floor shall be five hundred seventy-six (576) square feet.

(D) Any alterations or additions must be of the same materials, type of construction, and must have the same appearance as the principal structure.

(E) No building permits shall be issued until a complete drainage system has been reviewed by the city. If deemed appropriate, the City Building Official may require approval of the drainage system by the City Engineer.

(F) All principal structures must have a basement or approved solid wall footing wall around the perimeter of the structure or a footing around the perimeter of the structure designed by a state licensed engineer and approved by the local building official.

(G) Every new single-family dwelling must construct a garage with a minimum size of two hundred forty (240) square feet. Every new two-family dwelling must construct one (1) or two (2) garages with a total minimum size of four hundred eighty (480) square feet. The garage(s) must be constructed before a final certificate of occupancy will be granted.

§ 150.091 PERMITTED USES.

Within the R-3 Multiple Dwelling District, no structure or land shall be used except for one (1) or more of the following uses:

(A) Single and two-family dwellings. Single-family detached dwelling and two-family dwelling structures.

(B) Multiple dwelling structures. Structures containing not more than eight (8) dwelling units.

(C) Two-family dwellings with a zero (0) lot line. When dwelling units of a two-family structure are to be under separate ownership, a zero (0) lot line may be permitted between the units. State Building Code and Fire Code requirements shall be complied with. Also, minimum lot frontage and lot area requirements shall be met.

(D) Day care facilities - Residential. Facility serving up to fourteen (14) persons.

(E) Day care facilities – Non-Residential. Facility serving up to fourteen (14) persons.

§ 150.092 CONDITIONAL USES.

APPENDIX A: PROPOSED CHANGES

Within any R-3 Multiple Dwelling District, no structure or land shall be used for the following uses except by conditional use permit.

- (A) Multiple dwelling structures. Structures containing nine (9) or more dwelling units.
- (B) Clubs. Private clubs and lodges which are not operated for a profit.
- (C) Churches and other places of worship. Church buildings and areas, schools of religion and similar institutions.
- (D) Day care facilities - Non-Residential. Facility serving fifteen (15) or more persons.
- (E) Day care facilities - Residential. Facility serving fifteen (15) or more persons.
- (F) Nursing homes, rest homes, or homes for the aged. Provided the site shall contain at least one thousand (1,000) square feet for each person to be served.
- (G) Professional offices. Offices of persons in the professions: clinics for human health care, funeral homes, mortuaries and office of civic, religious or charitable institutions.
- (H) Studios. Art studios, interior decoration studios, photo studios, music studios, and similar activities.
- (I) Public buildings and essential service structures. Municipal and other public buildings used for office purposes, museums, libraries, and structures containing or providing essential public services.
- (J) Outdoor furnaces and boilers, provided the following conditions are met:
 - (1) The applicant shall submit a site plan, drawn to scale, showing the location of the proposed outdoor furnace or boiler in relation to existing structures and property lines as well as proposed screening or enclosure.
 - (2) Outdoor furnaces and boilers shall only be allowed on lots five (5) acres in size or greater. If the lot is divided in the future, so as to be less than five (5) acres, the outdoor furnace shall be removed.
 - (3) Outdoor furnaces and boilers shall be set back a minimum of fifty (50) feet from all property lines when abutting a residential district. When the property does not abut a residential district, the furnace shall comply with minimum setback requirements of the zoning district it is within.
 - (4) No burning materials shall be stored within five (5) feet of the principle structure and materials shall be stored in an orderly fashion.
 - (5) The outdoor furnace or boiler must be enclosed in a structure or screened with fencing and/or other materials as approved by the City Council.
 - (6) When the outdoor furnace or boiler is enclosed in a structure, the structure shall generally match the exterior of the principle structure.
 - (7) When the outdoor furnace or boiler is enclosed in a structure, the structure shall not count against the allowable square footage for future accessory structures, as long as it strictly serves as an enclosure for the furnace or boiler and the structure does not exceed one hundred (100) square feet in size.
 - (8) If the outdoor furnace or boiler is to be replaced, it shall meet the city and/or state requirements in place at that time.
 - (9) The outdoor furnace or boiler shall be UL Listed, or certified per the State Building Code, and the applicant shall follow all manufacturer specifications.

APPENDIX A: PROPOSED CHANGES

(10) If the outdoor furnace or boiler is taken out of service for a period of one (1) year or more, the permit shall become null and void and the unit and enclosure shall be removed from the property.

(L) Bed and breakfast inn, provided the following are adhered to:

(1) Off-street parking shall be provided in accordance with the parking requirements of § [150.500](#) et seq. A minimum of one (1) off-street parking space per guest room shall be provided in addition to the parking requirements for the zoning district in which the facility is located. Off-street parking is to be screened from the surrounding residences.

(2) Signs shall be in accordance with the sign requirements in § [150.213](#) and meet the requirements for the zoning district that the business is located within. (Identifying signs to be not more than four (4) square feet in total, located on the building and consistent with the character of the building).

(3) The maximum of five (5) units may be established in a structure.

(4) A bed and breakfast establishment shall show proof of inspection or proof of proper operating licenses by the state and/or country.

(5) All guest rooms shall be contained within the principal structure.

(6) Dining and other facilities shall not be open to the public, but shall be used exclusively by the residents and registered guests.

(7) The maximum stay for guests shall be fourteen (14) days within a thirty (30) day period.

(8) The inn shall comply with all applicable laws, rules, and regulations governing its existence and operation, including, but not limited to, the State Building Code, the State Fire Code, and the State Health Code.

(9) A conditional use permit shall be terminated upon occurrence for the following:

(a) Non-compliance with the provisions of these provisions.

(b) Transfer of ownership of said property from the owner/operator.

(c) The creation of a condition which adversely affects the health, safety, or general welfare of the city or its residents.

(10) The owner or operator shall reside on the property or submit a management plan for approval as part of the conditional use permit.

(L) Multiple garages and/or accessory buildings in excess of those that are allowed by the code.

(M) Schools.

(N) Self-service storage facility. The storage facility cannot result in an adverse impact on adjacent properties by reason of parking demand, traffic generation, lighting, outdoor activities, fire hazard, safety hazard, visual blight, incompatibility to the surrounding neighborhood, or any other adverse impact as determined by the City Council.

(1) No on-site sales shall be conducted, other than the rental of storage spaces.

(2) All storage shall be fully enclosed within the storage structure.

(3) No containers of flammable or hazardous materials other than normal household quantities shall be stored on-site. Quantities shall be stored per local code requirements. Exception: Quantities

APPENDIX A: PROPOSED CHANGES

over the normal household amounts can be stored if stored per local code and reported and registered with the local fire department.

- (O) Land reclamation. See § [150.015](#).
- (P) Mining. See § [150.016](#).
- (Q) Residential facilities serving more than six (6) unrelated persons.

§ 150.093 INTERIM USES.

Those other uses which in the opinion of the Planning Commission are appropriate only on an interim basis, and pursuant to § [150.037](#).

§ 150.094 ACCESSORY USES.

Within any R-3 Multiple Dwelling District, the following uses shall be permitted accessory uses:

(A) Garages and parking. Private garages, and off-street parking space for passenger cars and trucks up to one and one-half (1-1/2) ton capacity. More than one (1) garage structure requires a conditional use permit. (See § [150.092\(N\)](#))

(B) Pools and similar recreational facilities. Swimming pools provided such pools are fenced so as to control access, tennis courts, and other similar recreational facilities which are part of a residential development and are located not less than fifteen (15) feet from any other lot in an R district.

(C) Utility and storage buildings for one- and two-family dwellings. Lawn, garden and other buildings used for private storage purposes provided that not more than one (1) building is located per dwelling unit and the maximum floor area of the building does not exceed one hundred forty-four (144) square feet.

(D) Utility and storage buildings for multiple dwellings. One (1) building as described in division (C) of this section will be permitted for each apartment building that is under separate ownership. More than two (2) utility/storage buildings requires a conditional use permit. (See § [150.092\(N\)](#))

[\(E\) Day care facility – Non-Residential. Facility accessory to legal conforming church, school or health care facility.](#)

§ 150.095 AREA, HEIGHT, LOT WIDTH AND YARD REQUIREMENTS.

(A) When dwelling units of multiple dwelling structures are to be under separate ownership, zero (0) lot lines will be permitted between the units. State Building Code requirements for zero (0) lot line shall be complied with.

(B) Area, frontage, and yard requirements. The following requirements shall be the minimum permitted in this district:

Area (sq. ft.)	Area Per Unit (sq. ft.)	Frontage (ft.)	Height (ft.)	Front Yard Setback (ft.)	Side Yard Setback (ft.)	Rear Yard Setback (ft.)	Depth (ft.)
Single family dwelling lots:							
10,000	10,000	80	35 or 3 stories,	30	8	20	125

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			whichever is lesser				
Two-family dwelling lots:							
12,500	6,250	100	35 or 3 stories, whichever is lesser	30	8	20	125
Two-family dwelling lots with zero lot lines:							
17,500	8,750	140	35 or 3 stories, whichever is lesser	30	8	20	125
Multiple family dwellings:							
As required below		100	35 or 3 stories, whichever is lesser	20	10	20	
Utility/storage structures: see § 150.011							
			20		5	10	
Detached garages: see § 150.011							
			20		5	10	

(C) Lot area per dwelling unit.

(1) The following requirements shall be the minimum permitted lot area per unit for three (3) or more unit structures.

Lot Area Per Dwelling Unit

1 Bedroom Unit - 2,500 square feet

2 Bedroom Unit - 3,000 square feet

3 Bedroom Unit - 3,500 square feet

(2) The above mentioned requirements shall be the minimum permitted lot area per unit for three (3) to four (4) unit structures and for each unit over four (4), the lot area may be reduced by twenty-five percent (25%).

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R-4 LOW DENSITY RESIDENTIAL DISTRICT

§ 150.115 R-4 LOW DENSITY RESIDENTIAL DISTRICT.

The R-4 Low Density Residential District is intended to maintain existing single-family residential areas and provide for the development of new large lot single-family residential areas served or to be served with public sanitary sewer, storm sewer and water facilities. Unless otherwise specified, all structures in the R-4 district shall comply with the following minimum standards:

- (A) A permanent foundation under the entire structure which complies with the State Building Code.
- (B) The minimum pitch on any shingled roof must be at least two-twelfths (2/12) or in the case of a flat roof design, a built up roof assembly to comply with the State Building Code. All roofs must be shingled or be an A roof assembly.
- (C) The minimum width of the principal structure must be thirty-two (32) feet and the length of must be forty (40) feet for more than fifty percent (50%) of the floor area. The minimum square footage of the main floor shall be one thousand two hundred eighty (1,280) square feet.
- (D) Any alterations or additions must be of the same materials, same type of construction and must have the same appearance as the principal structure.
- (E) No building permits shall be issued until a complete drainage system has been reviewed by the city. If deemed appropriate, the Building Official may require approval of the drainage system by the City Engineer. The cost of the City Engineer's analysis shall be paid for by the developer.
- (F) All principal structures must have a basement or approved solid footing wall around the perimeter of the structure or a footing around the perimeter of the structure designed by a state licensed engineer and approved by the local Building Official.
- (G) Every new single-family dwelling must construct a garage with a minimum size of four hundred eighty (480) square feet. Every new two-family dwelling must construct one (1) garage or two (2) garages with a total minimum size of nine hundred sixty (960) square feet. The garage(s) must be constructed before a final certificate of occupancy will be granted.

§ 150.116 PERMITTED USES.

Within the R-4 Low Density Residential District, no structure or land shall be used except for one (1) of the following uses:

- (A) Single-family detached dwelling.
- (B) Residential facilities serving six (6) or fewer unrelated persons.
- (C) Parks and playgrounds. Public parks and playgrounds, community centers and other recreational facilities operated by governmental agencies.
- (D) Public buildings.
- (E) Horticultural uses. Truck gardening, produce stands and other horticultural activities provided that only those products grown on the premises be sold or offered for sale.
- (F) Day care facilities - Residential. Facility serving up to fourteen (14) persons.

(G) Day care facilities – Non-Residential. Facility serving up to fourteen (14) persons.

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(H) Uses not listed. Other residential and commercial uses as determined by the Planning Commission and City Council to be of the same general character as other identified permitted uses and found not to be detrimental to the general public's health, safety and welfare.

§ 150.117 CONDITIONAL USES.

Within the R-4 Low Density Residential District, no structure or land shall be used for the following uses except by conditional use permit:

- (A) Churches and other places of worship.
- (B) Duplex structures.
- (C) Residential facilities serving seven (7) to sixteen (16) unrelated persons.
- (D) Private recreation facilities. Country clubs, golf courses, swimming pools and other private non-commercial recreation areas and facilities provided that any principal structure or swimming pool is located not less than fifty (50) feet from any other property line in a residential district.
- (E) Cemeteries. Cemeteries adjacent to or in extension of an existing cemetery.
- (F) Museums.
- (G) Health care facilities. Including hospitals, nursing homes and other similar health care facilities.
- (H) Essential service structure. Including structures such as telephone exchanges, substations, wells, pumping stations and elevated water storage tanks.
- (I) Commercial or residential stables. Stables and riding academies provided the property upon which the use is located is a minimum of five (5) acres. One horse is allowed upon the first five (5) acres and an additional two (2) acres are required for each additional horse.
- (J) Kennels. Any lot or premises or portion thereof on which four (4) or more dogs and/or cats over six (6) months old are owned, boarded, bred or offered for sale. No more than five (5) dogs and/or cats shall be allowed by conditional use permit. (See also [Chapter 90](#).)
- (K) Agricultural uses. Agricultural activities including the keeping of farm animals or fowl provided no building having farm animals or fowl be nearer than one hundred (100) feet of a property line. Chickens numbering three (3) or fewer are excluded from agricultural uses and subject to the provisions of §§ [150.400-150.403](#).
- (L) Schools. Public or private schools which have a curriculum equivalent to a public elementary or secondary school, provided no building is less than fifty (50) feet from any abutting residential lot.
- (M) Day care facilities - Residential. Facility serving fifteen (15) or more persons. ~~If required, the facility must be state licensed and meet all state mandated conditions.~~
- ~~(N) Day care facilities – Non-Residential. Facility serving fifteen (15) or more persons.~~
- (O) Outdoor furnaces and boilers, subject to the following conditions:
 - (1) The applicant shall submit a site plan, drawn to scale, showing the location of the proposed outdoor furnace or boiler in relation to existing structures and property lines as well as proposed screening or enclosure.
 - (2) Outdoor furnaces and boilers shall only be allowed on lots five (5) acres in size or greater. If the lot is divided in the future, so as to be less than five (5) acres, the outdoor furnace shall be removed.

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(3) Outdoor furnaces and boilers shall be set back a minimum of fifty (50) feet from all property lines when abutting a residential district. When the property does not abut a residential district, the furnace shall comply with minimum setback requirements of the zoning district it is within.

(4) No burning materials shall be stored within five (5) feet of the principle structure and materials shall be stored in an orderly fashion.

(5) The outdoor furnace or boiler must be enclosed in a structure or screened with fencing and/or other materials as approved by the City Council.

(6) When the outdoor furnace or boiler is enclosed in a structure, the structure shall generally match the exterior of the principle structure.

(7) When the outdoor furnace or boiler is enclosed in a structure, the structure shall not count against the allowable square footage for future accessory structures, as long as it strictly serves as an enclosure for the furnace or boiler and the structure does not exceed one hundred (100) square feet in size.

(8) If the outdoor furnace or boiler is to be replaced, it shall meet the city and/or state requirements in place at that time.

(9) The outdoor furnace or boiler shall be UL Listed, or certified per the State Building Code, and the applicant shall follow all manufacturer specifications.

(10) If the outdoor furnace or boiler is taken out of service for a period of one (1) year or more, the permit shall become null and void and the unit and enclosure shall be removed from the property.

(P) Bed and breakfast, subject to the following conditions:

(1) Off-street parking shall be provided in accordance with the parking requirements of § [150.500](#). A minimum of one (1) off-street parking space per guest room shall be provided in addition to the parking requirements for the zoning district in which the facility is located. Off-street parking is to be screened from the surrounding residences;

(2) Signs shall be installed in accordance with § [150.213](#) and shall meet all other requirements of the zoning district which the business is located in. (Identifying signs to be not more than four (4) square feet in total and shall be located on the structure consistent with the character of the structure);

(3) A maximum of five (5) units may be established in the structure;

(4) A bed and breakfast establishment shall show proof of inspection or proof of proper operating licenses by the state and/or county;

(5) All guest rooms shall be contained within the principal structure;

(6) Dining and other facilities shall not be open to the public, but shall be used exclusively by the residents and registered guests;

(7) The maximum stay for guests shall be fourteen (14) days within a thirty (30) day period;

(8) The bed and breakfast shall comply with all applicable laws, rules and regulations governing its existence and operation, including, but not limited to, the State Building Code, the State Fire Code and the State Health Code;

(9) A conditional use permit shall be terminated upon occurrence of the following:

(a) Non-compliance with the provisions of this Zoning Code;

APPENDIX A: PROPOSED CHANGES

(b) Transfer of ownership of said property;

(c) The creation of a condition which adversely affects the health, safety or general welfare of the city or its residents.

(10) The owner or operator shall reside on the property or submit a management plan for approval as part of the conditional use permit.

(Q) Produce sales. Produce stand for the sale of agricultural products, other than that raised on the site, provided that the display is located a minimum of ten (10) feet from the front property line.

(R) Uses not listed. Other residential and commercial uses as determined by the Planning Commission and City Council to be of the same general character as other identified conditional uses and found not to be detrimental to the general public's health, safety and welfare.

(S) Land reclamation. See § [150.015](#).

(T) Mining. See § [150.016](#).

§ 150.118 INTERIM USES.

Interim uses are those other uses which in the opinion of the Planning Commission are appropriate only on an interim basis, and pursuant to § [150.037](#).

§ 150.119 ACCESSORY USES.

Within the R-4 Low Density Residential District, the following uses shall be permitted accessory uses provided, however, that only one (1) accessory building one thousand six hundred (1,600) square feet in size be permitted per principal structure in addition to one (1) utility/storage building with a maximum size of one hundred forty-four (144) square feet. The size of the accessory structure shall not exceed the footprint of the principal structure and the exterior shall match the exterior of the principal structure.

(A) Garages. Private garage, car port or parking space for passenger vehicles.

(B) Boarders. The keeping of not more than two (2) boarders by resident family.

(C) Pools and similar recreational facilities. Including private swimming pools, tennis courts and other recreational facilities necessary to conduct a home sporting event.

(D) Home occupations as defined in § [150.002](#).

(E) Signs as permitted by the Zoning Code.

(F) Utility and storage buildings. Lawn, garden and other buildings used for private storage purposes provided that not more than one (1) building is located per dwelling unit and the maximum floor area of the building does not exceed one hundred forty-four (144) square feet.

(G) Decorative landscape features. Including, but not limited to, pools, arbors, hedges, walls, shrubs, trees and similar features.

(H) Essential services. Local service, electrical power lines, gas utilities, telephone lines and similar essential services.

(I) Day care facility – Non-Residential. Facility accessory to legal conforming church, school, or health care facility.

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§ 150.503 MINIMUM PARKING REQUIREMENTS.

(A) Residential uses.

USE	MINIMUM PARKING REQUIRED
Single family, townhouse, condo, two family, manufactured/mobile	Two (2) spaces per dwelling unit
Group home, state licensed residential facility	Two (2) spaces for each five (5) beds offered for residence purposes
Boarding house, bed & breakfast	Two (2) spaces plus one (1) for each guest room
<u>Day care facility - Residential</u>	<u>No spaces required when the facility serves no more than fourteen (14) persons. The dwelling is still subject to the minimum parking requirements provided in this section.</u>
<u>Day care facility – Non-Residential (serving no more than fourteen (14) persons)</u>	<u>No additional spaces required when facility serves no more than fourteen (14) persons.</u>
<u>Day care facility – Non-Residential (serving fifteen (15) or more persons) Group daycare, nursery school</u>	<u>Five (5) spaces plus one (1) for each five (5) program participants based on the facility’s licensed capacity One (1) space per five (5) persons served based on the facility’s licensed capacity plus one (1) space for each employee or volunteer on the largest shift plus one (1) space for each business vehicle.</u>
Multi-family structure (excluding senior housing)	Two (2) spaces for each unit, one (1) parking space for each efficiency unit
Senior housing	One (1) space per dwelling unit
Apartments attached to businesses	Two (2) spaces per unit

APPENDIX A: PROPOSED CHANGES

§ 150.002 Definitions.

Day Care Facility - Residential. ~~A facility that dwelling in which a permanent occupant of the dwelling provides care, protection and supervision to one or more persons in a private residence for periods of less than twenty-four (24) hours per day for gain or otherwise. The size of the outdoor play area and the number and qualifications of required care givers are set forth in Minnesota Statutes which may be amended from time to time. This use may be licensed by other agencies.~~

Day Care Facility – Non-Residential. A non-residential facility, public or private, which for gain or otherwise ~~regularly~~ provides one or more persons with care, training, supervision, habitation, rehabilitation, or developmental guidance ~~on a regular basis~~, for periods of less than twenty-four (24) hours per day. Non-residential day care facilities include, but are not limited to: day care centers, day nurseries, nursery schools, daytime activity centers, and structures previously used for residential purposes but now used for day care purposes without occupancy. ~~day treatment programs, and day services as defined by M.S. § 245.782.~~



MEMORANDUM

TO: Planning Commission
FROM: Mark Nolan, AICP, Senior Planner II
Short Elliott Hendrickson, Inc.
SUBJECT: Public Hearing to consider approval of the Comprehensive Plan Update and forward a recommendation of approval to City Council.
DATE: December 13, 2021

SUMMARY

The Planning Commission will conduct a public hearing to consider approval of the Comprehensive Plan Update and to forward a recommendation of approval to City Council.

DISCUSSION

The Comprehensive Plan is one of the primary tools used by local governments to achieve a community vision, regulate land uses and guide future investments. Comprehensive Plans typically include history and demographics about the community along with chapters on land use, housing, transportation, parks and trails / recreation, community facilities and services, goals and policies, implementation tools, and more. Comprehensive Plans also include a Land Use Map which visualizes the content of the plan.

The City of Mora's current Comprehensive Plan was adopted by the City Council in 2009 and the Planning Commission has been tasked with updating the plan once again. The City, utilizing the consulting services of Hometown Planning, Inc. for the project, began the updating process in 2019. Because the Comprehensive Plan establishes a vision and guides decisions for the entire community, it was vital to engage members of the community in the process. The first step in garnering community involvement was the formation of a 13-member Comprehensive Plan Committee representing a diverse mix of populations served and community interests. The second step in garnering community involvement was collecting feedback through the use of a community survey (fall 2019). Results of the survey helped to create a blueprint for the Comprehensive Plan update by identifying what's most important to community members.

The Comprehensive Plan Committee met several times throughout the process, reviewing all sections of the current plan and recommending changes for the Comprehensive Plan update. Hometown Planning, City staff and the Planning Commission then worked together to prepare a draft Comprehensive Plan update which addressed concerns identified through the community survey process, included recommendations from the Comprehensive Plan Committee, and incorporated current statistical information.

The Planning Commission has completed its review of the draft Comprehensive Plan update and held an open house on September 22nd in order for the community to learn about the draft update and provide feedback. At its October 6th meeting the Planning Commission discussed the draft Comprehensive Plan

update and feedback obtained at the open house, and scheduled this public hearing to consider its approval.

A public hearing notice was published in the Kanabec County Times on November 25th and December 2nd. The notice encouraged those wishing to provide testimony to do so in writing, with written testimony request to be submitted by Friday, December 10th. Staff has not received any inquiries regarding this item.

ACTION REQUESTED

Motion to approve the Comprehensive Plan Update and to forward recommendation of approval to City Council.

Attachments

Draft City of Mora Comprehensive Plan



**City of Mora, MN
Comprehensive Plan
2021**



2021 Comprehensive Plan

Adopted by the Mora City Council on

DRAFT

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DRAFT

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DRAFT

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City Council

Alan Skramstad, Mayor
Jody Anderson
Sadie Broekemeier
Jake Mathison
Kyle Shepard
Sam Pioske, Past
Sara Treiber, Past

Planning Commission

Todd Sjoberg, Chair
Carmen Finn
Chad Gramentz
Jake Mathison, City Council Representative
Sara Treiber
Mike Johnson, Past
Karen Onan, Past

Key Staff

Lindy Crawford, City Administrator / Public Utilities General Manager
Joe Kohlgraf, Public Works Director
Jeff Krie, Activities & Recreation Coordinator
Beth Thorp, Community Development Director

Comprehensive Plan Committee

Gene Anderson, Kanabec County Board of Commissioners
Bob Benes, Lakes & Pines Community Action Council
Rose Dunn, Housing & Redevelopment Authority of Mora
Jenna Maciej, Mora Area Chamber of Commerce
Sadie Hosley, City of Mora Park Board and Recovering Hope Treatment Center
Mike Johnson, City of Mora Planning Commission
Karla Kastenbauer, City of Mora Airport Board
Jake Mathison, City of Mora City Council
Karen Onan, City of Mora EDA and East Central Regional Development Commission
Craig Schultz, ISD 332
Joe Stitz, Seven County Senior Federation
Lori Swanson, Kanabec County Public Health
Randy Ulseth, Welia Health
Dan Voce, ISD 332

Engineering Consultant

Short Elliott Hendrickson Inc.
3535 Vadnais Center Drive
St. Paul, MN 55110-5196

Planning Consultant

Hometown Planning, LLC
324 Broadway Street, Suite 101
Alexandria, MN 56308

Photographers and Photo Submissions

Melinda Cloose
Kirsten Faurie
Dee Kotaska
Mora Public Schools

Short Elliott Hendrickson Inc.
Nick Stafford
Beth Thorp
Welia Health

VISION STATEMENT

The City of Mora is committed to a Comprehensive Plan which provides a basis for carefully managed growth while preserving the community's identity, valued traditions, and natural resources. Mora will be known as a thriving and welcoming community that provides residents of all ages with opportunities for personal enrichment and a high quality of life; seeks to attract economic growth and development while maintaining a small-town atmosphere; and, provides exceptional municipal services.

Supporting this vision, the City of Mora values:

- Community growth through residential, commercial and industrial development;
- Residential development which provides a variety of housing options, with an emphasis on multi-family, workforce, and affordable housing;
- Preservation of community identity and traditions;
- Staying current with information technology;
- Promotion of health and wellness, including mental health awareness; and,
- Maintenance and improvement of municipal utility infrastructure.

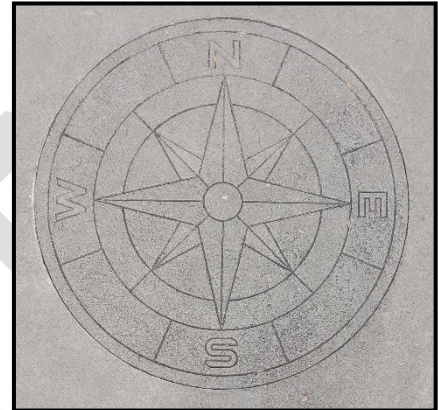


INTRODUCTION

Planning is a continuous process. A community updates and modifies its plans to respond to its changing social, economic, environmental and political conditions. This process involves looking toward the future and anticipating problems and opportunities which may occur. (Paraphrased from Chapin, Urban Land Use Planning)

The four basic elements which are considered in an on-going comprehensive planning program include:

- Development of goals and policies to guide decision making;
- Identification of planning issues and data collection;
- Preparation of the Comprehensive Plan to serve as a guide for future activities within the City;
- Implementation of the Comprehensive Plan which will support and direct activities such as zoning, shoreland management, subdivision control, and capital improvement programs.



The Plan is designed to correct existing problems and to help increase the City's quality of life by helping to realize a well-functioning community.

The Comprehensive Plan and its well thought out goals and policies are vital in the future implementation of the City's development controls. Future development should be based upon the goals and policies stated in the Comprehensive Plan. This provides the City with a sound legal framework for the implementation and enforcement of future ordinances.

After the Comprehensive Plan has been prepared and adopted it must then be implemented to be effective. The Plan itself does nothing to ensure that its contents will be accomplished. Implementation tools typically include a zoning map, a zoning ordinance, subdivision regulations, shoreland management ordinance, floodplain management ordinance, capital improvement programs and utilization of federal and state aid programs.

The planning process should continue to offer a flexible process which is adaptable to change. A continual re-evaluation of the issues and data which formulated the initial plan should be undertaken on a periodic basis. It is important to remember that the development of the implementation tool is not the conclusion of an overall planning program. These tools must be updated on a continual basis. This process will provide Mora with a flexible planning program which will respond to the needs of its residents.

Authority to Plan

Municipal planning is authorized under Minnesota State Statute 462.351-462.364 which include the authority to plan, the definition of planning terms, community-based planning, organization for planning, as well as the preparation, adoption and amendment of the comprehensive municipal plan and zoning and subdivision authority. The statement of policy from the legislature includes: "Municipal planning will assist in developing lands more wisely to serve citizens more effectively, will make the provision of public services less costly, and will achieve a more secure tax base." The City of Mora complies with this legislature in its ability, authority and need to plan.

Previous Plans

This document is a continuation of the on-going planning process in Mora. It legally amends the 2009 Comprehensive Plan, the latest official Comprehensive Plan for the City. The City has used this planning process as an opportunity to evaluate and reinforce the existing growth and development policies and to evaluate previous planning efforts in order to update and reinforce past decisions that are still valid. A major premise of this Plan, therefore, is to utilize portions of previous community plans whenever applicable.

Methodology

This Comprehensive Plan is the product of several entities and systemic, ongoing, forward-looking processes including:

- The development of a community survey which was distributed to all customers of Mora Municipal Utilities, which includes all Mora residences and businesses as well as some residences and businesses in Arthur Township. The survey was also made available in an online format. A total of 200 responses were received to the survey;
- The formation of an ad hoc Comprehensive Plan Committee, appointed by the Planning Commission and composed of a cross section of representatives of governmental, non-profit and private entities from throughout the community;
- The garnering of input from the Mora City Council, Planning Commission, Economic Development Authority, Public Utilities Commission, Park Board and Airport Board;
- The gathering of demographic and historical data from a variety of sources including the City of Mora, Kanabec County, the State of Minnesota and the US Census. Review of City ordinances, prior planning documents, reports, studies, etc.;
- Assistance from the City Engineer;
- Assistance from a planning consultant; and,
- Assistance from City Staff.

Purpose

The purpose of this Plan is to guide City leaders in making decisions on the growth of Mora. A good Comprehensive Plan provides a direction for making public decisions by the establishment of goals and policies. These goals and policies are in essence a yardstick that provides a uniform set of measurements on which to judge development proposals. This Plan gives a sense of direction for change and establishes a community development concept that will have meaning for the residents of Mora.

This Comprehensive Plan has a variety of uses. Elected and appointed officials and staff use it as the basis for decisions regarding land development, infrastructure improvements, acquisition and utilization of public land, capital improvements planning, orderly annexation, natural resources protection and establishing regulatory changes. Property owners can use it to determine potential uses of property, establishing reasonable land values, and making property improvements. Developers can use the Plan for acquiring property for development, complementing the City's other plans, and establishing major street alignments in newly developing areas.

A Comprehensive Plan is more than a series of maps and written policies. Because the City has decided to continue its involvement in this planning process, it indicates that the citizens of the community are interested in continuing to take an active role in positively influencing the changes that are naturally occurring in Mora. The act of being involved in the planning process, however, does not end with the completion of the Plan. Planning is an ongoing process and the Planning Commission and City Council will be asked to make many land use decisions in the future. These decisions should be based, in large part, on the information, goals, and policies contained within this document.

The Plan is a general guide for development; however, it is the only time when future growth and development is considered in a comprehensive manner. While no plan should be considered final or inflexible, it should be adhered to as much as possible or it will soon become meaningless. As a public document, it is a statement of where various land uses are planned. This information is important when decisions are made for sewer, water, streets, and other public services. It is also important that the citizens know what is planned for their community and they can then make land purchase decisions accordingly. The tools that are available in the form of zoning and subdivision control give a degree of public input into development decisions that can dramatically improve the future environment. If fully utilized by decision makers, this Plan and available management tools will combine to serve as practical working guides to achieve economically efficient, aesthetically-pleasing, and environmentally sound development in Mora.

Comprehensive Planning Process

The Mora Planning Commission began looking into updating the 2009 Comprehensive Plan in late January 2019.

In October 2019 a multifaceted community survey was sent out to customers of Mora Municipal Utilities, which includes all Mora residences and businesses as well as some residences and businesses in Arthur Township, for the purpose of garnering feedback and input on a variety of issues from not only residents of Mora, but also those who do not reside within the City limits, but have a vested interest in the community. Approximately 1,770 surveys were sent out, with 200 being returned. A copy of the survey that was distributed and the survey results are attached as Appendix B.

In February 2019 the Planning Commission began forming an ad hoc Comprehensive Plan Committee to assist with the Comprehensive Plan update. The purpose of this committee was to provide the City with feedback on the planning process, and to ensure the information collected and the ideas proposed appropriately reflect the City's current condition and future needs. The committee contained a cross-section of community interests and included a total of 14 members, including representation from the Mora City Council and Mora Planning Commission.

The Comprehensive Plan Committee held several meetings and was involved in the creation of the community survey, review of survey results and discussion about common themes contained in the survey results, review of the 2009 Comprehensive Plan, discussion about current needs for the community, development of an inventory of community assets, and review of the draft 2021 Comprehensive Plan prior to adoption.

Scope of the Plan

Plans that anticipate too far into the future are necessarily broad in scope and will not provide the guidance needed for day-to-day decisions. The Comprehensive Plan should look first at making Mora a

better place to live, work and play for the people who live here now. Whether the City of Mora grows substantially, remains the same size, or even dwindles in size, the objective to keep improving the City should be the same. This Plan is based on a 10-20 year planning period with a limited range of recommended actions. The Plan addresses issues that need to be resolved now or in the near future. As new issues arise, the Plan should be amended accordingly.

Location

The City of Mora is located approximately 72 miles north of the Twin Cities, 90 miles southwest of Duluth, 60 miles southeast of Brainerd, and 52 miles northeast of St. Cloud. Mora is situated along the shores of scenic Lake Mora and the Snake River in south central Kanabec County. Major transportation routes include immediate access to State Highway 23 running west to US Highway 169 at Milaca and east to Interstate 35 near Hinckley, as well as State Highway 65 running south to the Twin Cities and north through the lakes country to US Highway 2.

Figure 1. Illustration of Mora at Center of 50 and 100 Mile Diameters

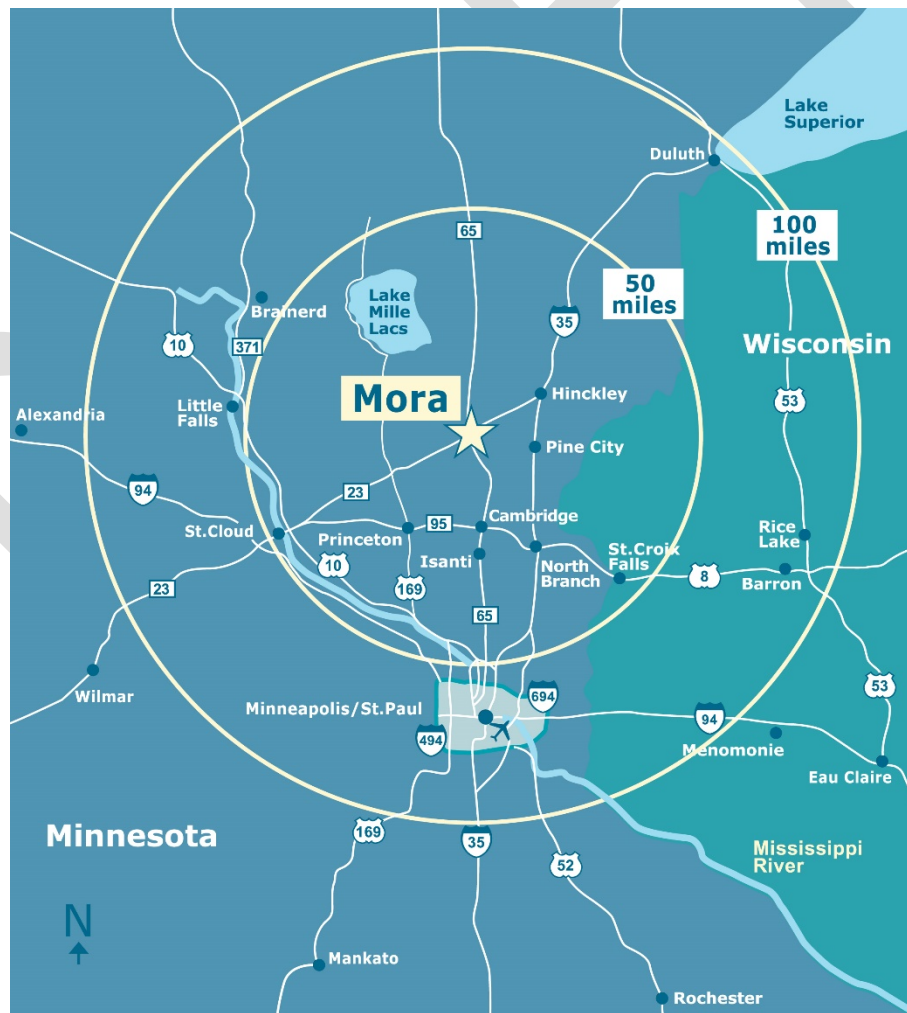
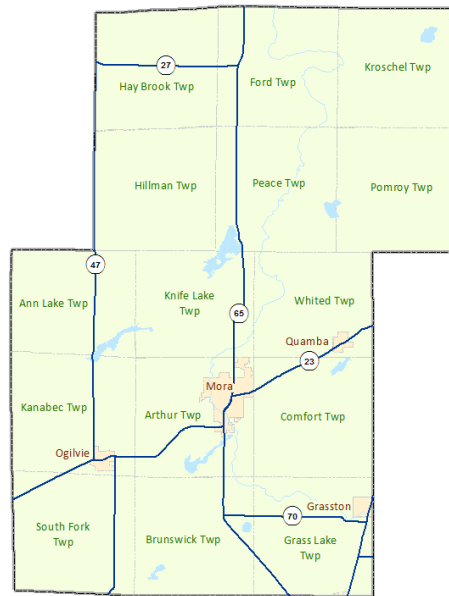
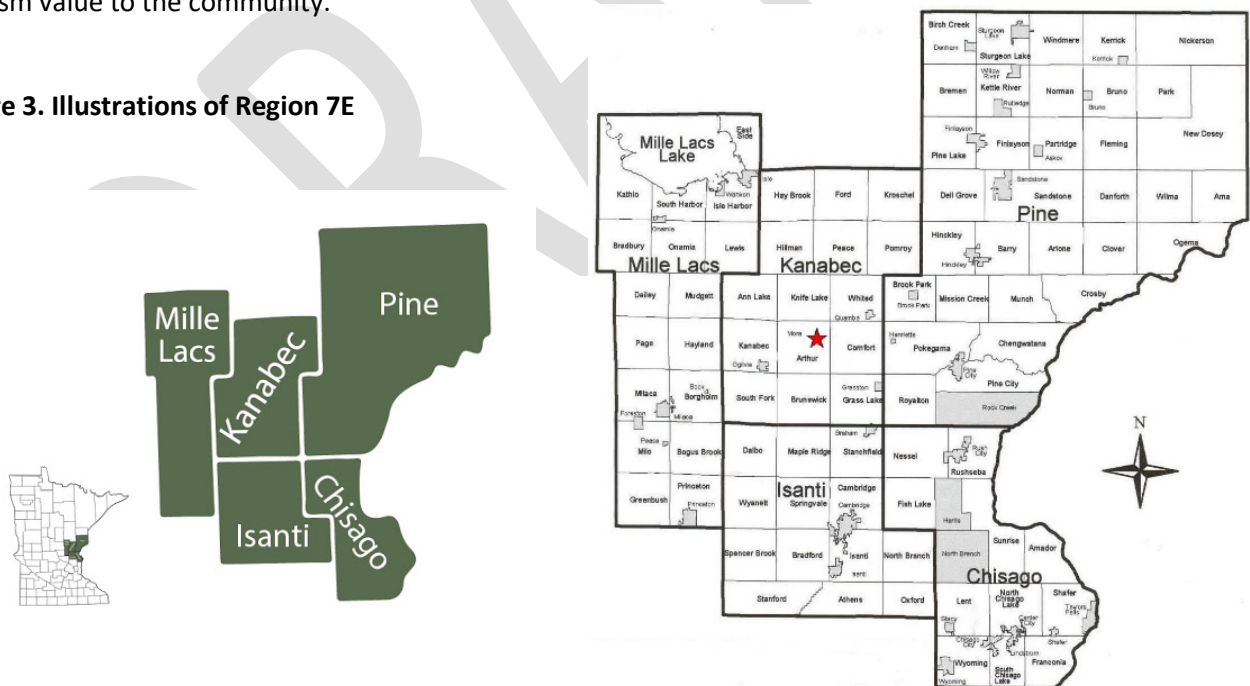


Figure 2. Map of Kanabec County, MN



The area around Mora is dotted with many lakes and rivers including Knife, Ann, Fish, Mora, Eleven, Bass, Lewis, Five, Full of Fish, Quamba and Pomroy lakes, as well as the Snake, Knife, Groundhouse, Grindstone, Ann and Rice rivers. These lakes and rivers represent a significant and valuable natural resource to both the City of Mora and State of Minnesota, and provide a considerable recreation and tourism value to the community.

Figure 3. Illustrations of Region 7E



Mora is located within the region known as "7E" consisting of the counties of Pine, Isanti, Chisago, Kanabec and Mille Lacs, also known as the PICKM counties. The region covers 3,400 square miles in area; has a population of approximately 169,242 (2019); and, includes five counties, 39 cities and 88 townships. It is one of the fastest growing regions in the State because of its proximity to the Twin Cities metro area.

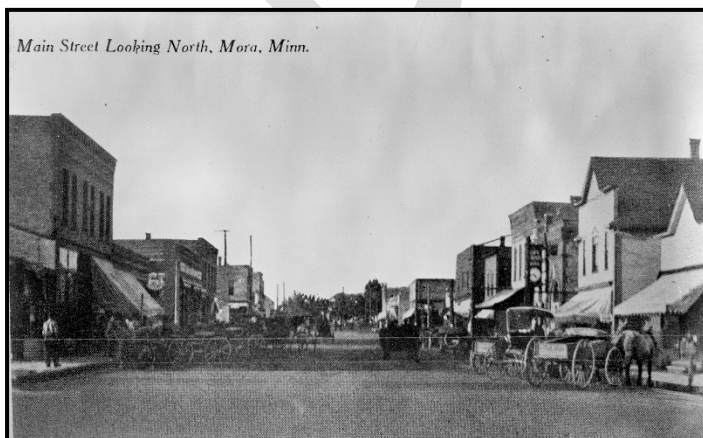
HISTORY

Myron R. Kent filed the first plat of the village of Mora in May 1882 and the first post office opened in February 1883. Since being officially incorporated as a village in 1891 and designated as a city by state statute in 1973, Mora has grown steadily into a prosperous community of 3,615 people as per 2019 estimates. Mora is the County Seat and dominant trade center of Kanabec County. Mora, which is served by State Highways 23 and 65, is located strategically in relation to the Twin Cities, St. Cloud and Duluth. It is 72 miles due north of the Twin Cities, 52 miles northeast of St. Cloud and 90 miles southwest of Duluth as shown in Figure 1.



Like most other Midwest communities, Mora's beginning was tied to transportation; first water transportation and later the railroad. The Snake River was used by many early explorers and later by logging operations and steamboats. The railroad, however, put Mora on the map. In 1882, Kent, anticipating development opportunities as a result of Great Northern Railroad Company expansion through Kanabec County, conceived and platted Mora which was named after a town in central Sweden located on Lake Siljan in Dalarna Province. Israel Israelson, an early settler who homesteaded near Lewis Lake in 1871, was credited with suggesting the name of the village after his hometown in Dalarna, Sweden.

Mora grew rapidly in its early years serving the region's thriving logging industry. In 1882, the year Mora was first platted and the County Seat of Kanabec County was moved from Brunswick to Mora, the logging industry was declining as the supply of timber dwindled. Pioneer Swedish immigrants were credited for beginning the conversion of the county from a region of logging into an area of agricultural development. Primarily through the promotion efforts of one man, J. C. Morrison, Mora's future was secured. European immigrants, particularly Swedish, were attracted by him in large numbers to settle in Kanabec County and develop farms on the cut over land. Mora grew into the community it is today. Mora residents, many who are descendants of the original European immigrants must again consciously consider the future of their community.



Change is evident. According to demographics and community surveys conducted as part of comprehensive planning projects in 1994, 2007 and 2019, Mora's role as an agriculturally based trade center is declining. This is likely due to the decreasing farm population and encroachment of the Twin Cities metro area. Although agriculture is an important economic activity in Kanabec County, manufacturing and other industrial activities have become increasingly more important for the City of Mora.

Ancestry and cultural heritage are still very important aspects of life in Mora, as evidenced by the photos below. Currently, many events, activities, decorative features, buildings and developments are centered around the area's Swedish heritage.



DEMOGRAPHICS

Survey and Analysis

The survey and analysis section represents the data gathering process in the development of the Comprehensive Plan. Its purpose is to record existing conditions and analyze trends in population, housing, economic activity, land use and natural resources. This section provides an understanding of those factors which have influenced present development and will serve as a basis in the formulation of appropriate goals, policies and development guides.

Employment, population and housing are highly interrelated and need to be studied separately as well as collectively to determine a community's growth potential. Employment opportunities provided by industrial development are the key to Mora's future growth. This in turn directly affects population and housing. Population analysis and projections are essential parts of any community planning program.

Population

Analysis of past, current, and predicted population trends is one of the most important parts of the survey and analysis section of the Comprehensive Plan. By understanding the changes that are taking place in the City's population and the surrounding townships, development goals can be better defined to meet the needs of the community. Population trends for Mora from 1940 to 2019 and the surrounding townships from 1970 to 2019 are shown in Tables 1 and 2.

Table 1

Population Trends – City of Mora

Year	Population	Absolute Change	Percent Change from Previous Date	Average Annual Percent Change
1940	1,494			
1950	2,018	525	35.1%	3.51%
1960	2,329	311	15.4%	1.54%
1970	2,582	253	10.9%	1.09%
1980	2,890	308	11.9%	1.19%
1990	2,905	15	0.5%	0.05%
2000	3,193	288	9.9%	0.99%
2010	3,571	378	11.8%	1.18%
2019 (est.)	3,615	44	1.2%	0.13%
Average 1940-2019		26.9	12.1%	1.21%

Source: Minnesota State Demographer, US Census Bureau

Graph 1

Population Trends – City of Mora

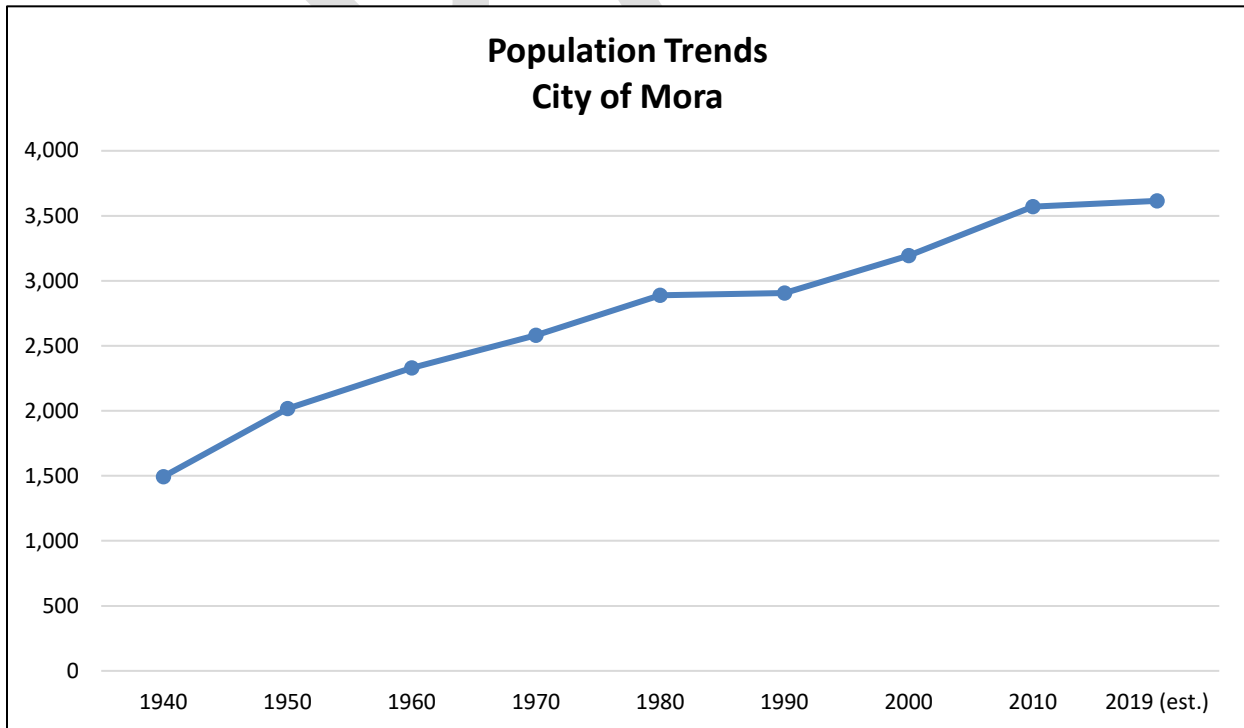


Table 2

Population Trends – City of Mora and Selected Nearby Cities

Cities	1970	1980	1990	2000	2010	2019	2010-2019 Absolute Change	2010-2019 Percent Change
Mora	2,582	2,890	2,905	3,193	3,571	3,615	1,033	28.9%
Pine City	2,143	2,489	2,613	3,043	3,123	3,281	1,138	36.4%
Cambridge	2,720	3,170	5,094	5,520	8,111	9,249	6,529	80.5%
Milaca	1,940	2,104	2,182	2,580	2,946	2,904	964	32.7%
Rush City	1,130	1,198	1,497	2,102	3,079	3,130	2,000	65.0%
Hinckley	885	963	946	1,291	1,800	1,909	1,024	56.9%
Grasston	132	123	119	105	158	168	36	22.8%
Ogilvie	384	423	510	474	369	359	-25	-6.8%
Quamba	114	122	124	98	123	119	5	4.1%

Source: Minnesota State Demographer, US Census Bureau

Graph 2

Population Trends – City of Mora and Selected Nearby Cities

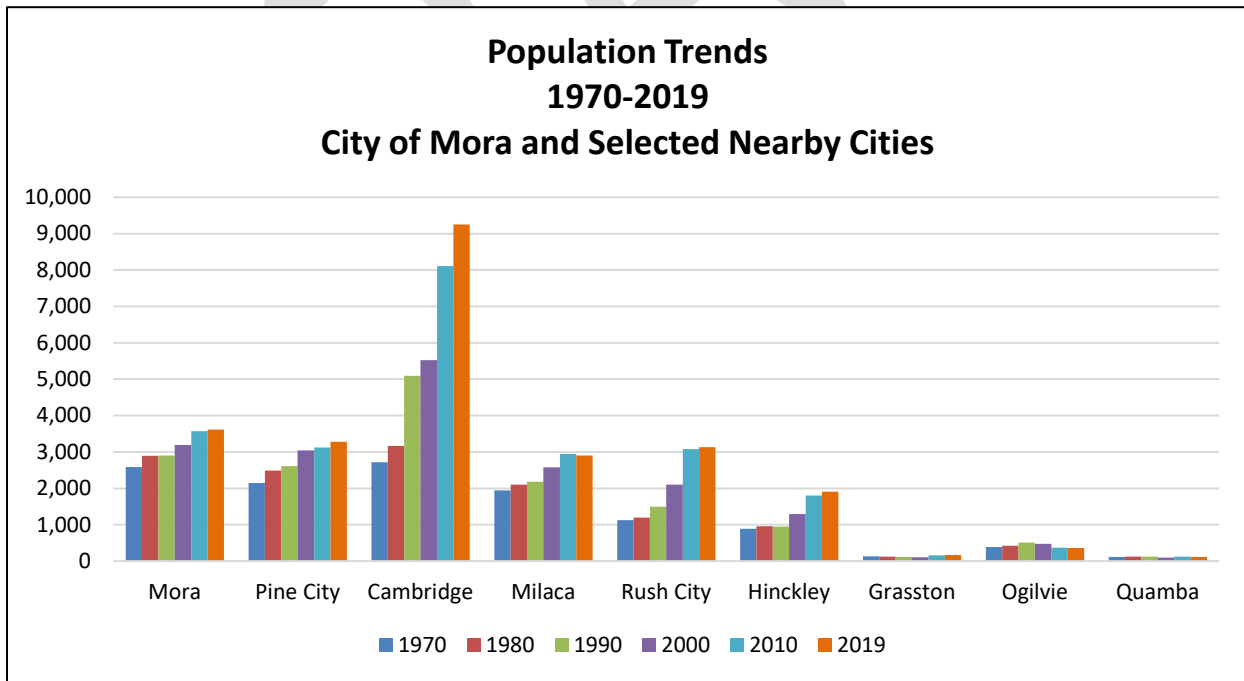


Table 3

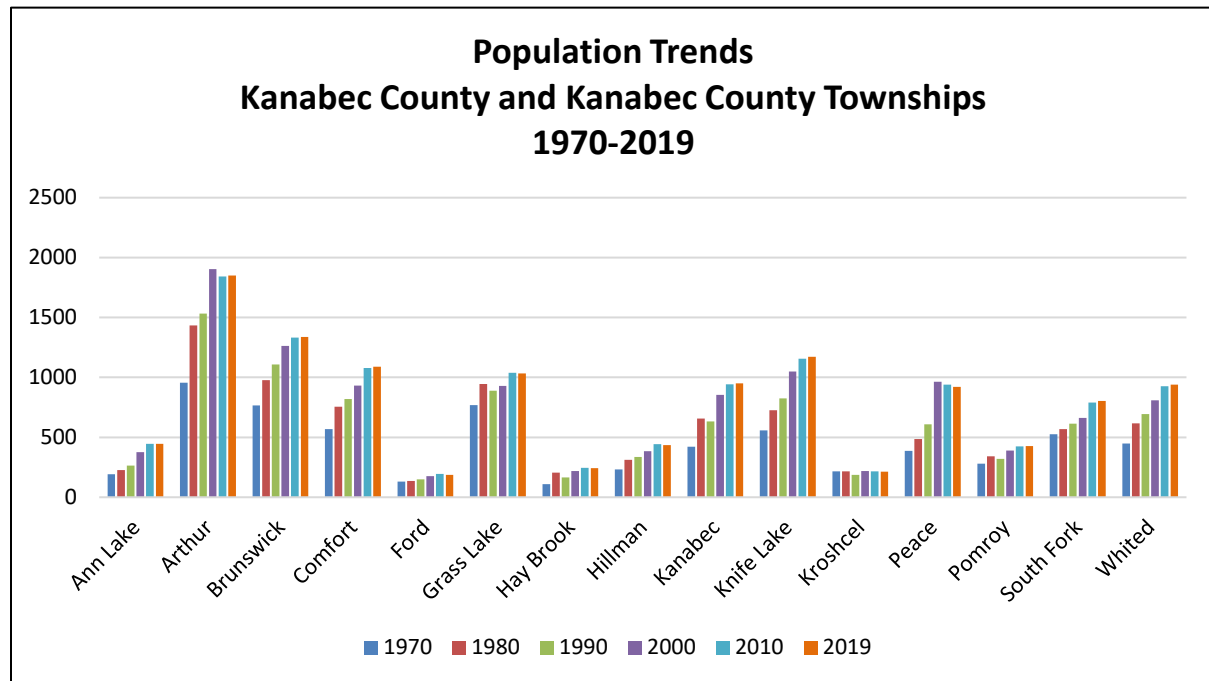
Population Trends – Kanabec County and Kanabec County Townships

Townships	1970	1980	1990	2000	2010	2019	2010-2019 Absolute Change	2010-2019 Percent Change
Ann Lake	193	226	264	377	447	445	252	130.5%
Arthur	957	1,435	1,533	1,905	1,843	1,851	894	93.4%
Brunswick	765	978	1,107	1,263	1,333	1,338	573	74.9%
Comfort	569	756	819	931	1,078	1,090	521	91.6%
Ford	131	137	150	177	195	187	56	42.7%
Grass Lake	769	944	888	928	1,038	1,034	265	34.5%
Hay Brook	108	206	165	218	246	244	136	125.9%
Hillman	233	311	335	384	444	434	201	86.3%
Kanabec	423	656	633	853	943	950	527	124.6%
Knife Lake	557	727	825	1049	1,156	1,171	614	110.2%
Kroshcel	216	216	188	218	216	213	-3	-1.4%
Peace	386	485	609	963	939	921	535	138.6%
Pomroy	281	342	321	390	425	428	147	52.3%
South Fork	526	568	614	662	789	803	277	52.7%
Whited	449	616	693	808	926	940	491	109.4%
Counties	1970	1980	1990	2000	2010	2019	2010-2019 Absolute Change	2010-2019 Percent Change
Kanabec Co.	9,775	12,161	12,802	14,996	16,239	16,310	6,535	66.9%

Source: Minnesota State Demographer, US Census Bureau

Graph 3

Population Trends – Kanabec County and Kanabec County Townships



Since its founding, the City of Mora has grown steadily every decade except during the 1920's and the 1980's. As can be seen in Table 1, Mora grew 10.9% in the 1960's and by 11.9% in the 1970's. The City's population began to decline in the early 1980's, but the decline bottomed out in 1986. The City again grew by about 10% in the 1990's and almost 12% in the 2000's. The latest estimates indicate that the City's population may have again mostly flattened out in the 2010's with an estimated population in 2019 of 3,615 persons.

Table 2 shows Mora's population changes as compared to other cities in the area. Cambridge has shown the most rapid growth, more than tripling in population since 1970. Mora, Pine City, Milaca, Rush City and Hinckley have all experienced slower, but steady growth over that same time period. In Kanabec County, Grasston, Ogilvie and Quamba have all maintained relatively low but stable populations over the years.

Population trends for other townships and cities in Kanabec County have also generally shown growth. Comfort, South Fork, Whited and Knife Lake townships experienced the largest increases in their total population – all growing by more than 100 persons between 2010 and 2019. Like Mora, however, their estimated 2019 populations all show significantly slower growth as a percentage – dropping from growth rates of between 10 and 20 percent to around 1-2%.

Meanwhile, Kanabec County as a whole enjoyed a population growth rate of about 8.3% in the 2000's, but dropped to an estimated growth rate below 1% in the 2010's. Region 7E grew 30.7% between 1970 and 1980, and 9.4% from 1980 to 1990, shown in Table 4. The most current projections from the Minnesota State Demographer, however, indicate that Region 7E as a whole is expected to maintain a relatively flat level of population through 2050, as shown in Table 5.

Table 4

Population Trends - Region 7E and Counties

Counties	1970	1980	1990	2000	2010	2019	2000-2010 Percent Increase	2000-2019 (est.) Percent Increase
Kanabec	9,775	12,161	12,802	14,996	16,239	16,310	8.3%	0.4%
Chisago	17,492	25,717	30,521	41,101	53,887	56,613	31.1%	5.1%
Isanti	16,560	23,600	25,921	31,287	37,816	40,566	20.9%	7.3%
Mille Lacs	15,703	18,430	18,670	22,330	26,097	26,227	16.9%	0.5%
Pine	16,821	19,871	21,264	26,530	29,750	29,526	12.1%	-0.8%
Region 7E Total	76,351	99,779	109,178	136,244	163,789	169,242	20.2%	3.3%

Source: Minnesota State Demographer, US Census Bureau

Graph 4

Population Trends - Region 7E and Counties

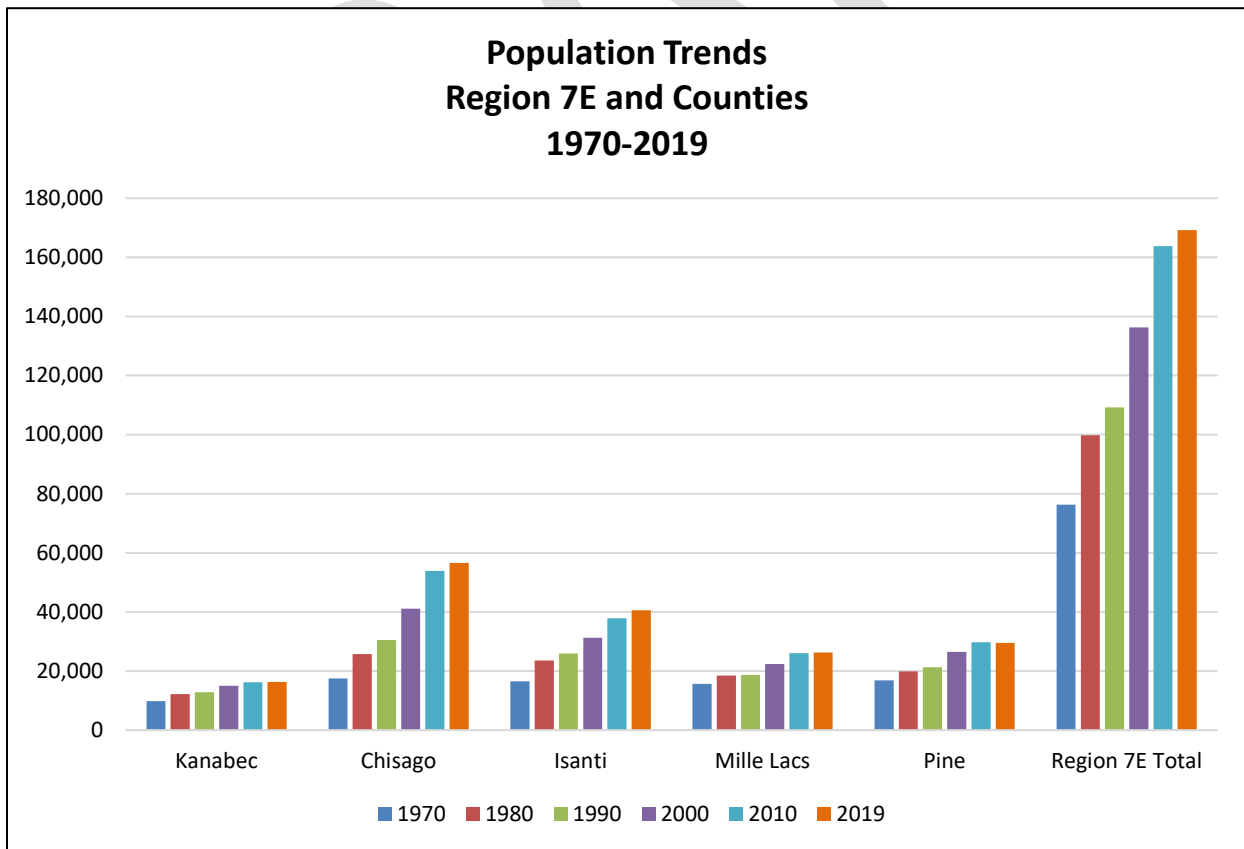


Table 5

Population Projections - Region 7E and Counties

Counties	2015	2020	2025	2030	2035	2040	2045	2050
Chisago	54,995	56,696	57,937	58,713	59,234	59,475	59,530	59,582
Isanti	38,780	39,570	40,090	40,345	40,455	40,410	40,262	40,112
Kanabec	15,913	15,571	15,206	14,836	14,463	14,095	13,732	13,366
Mille Lacs	25,950	25,903	25,753	25,514	25,228	24,896	24,537	24,174
Pine	29,463	29,554	29,508	29,339	29,104	28,802	28,459	28,113
Region 7E	165,101	167,294	168,494	168,747	168,484	167,678	166,520	165,347

Source: Minnesota State Demographer, March 2017

Graph 5

Population Projections - Region 7E and Counties

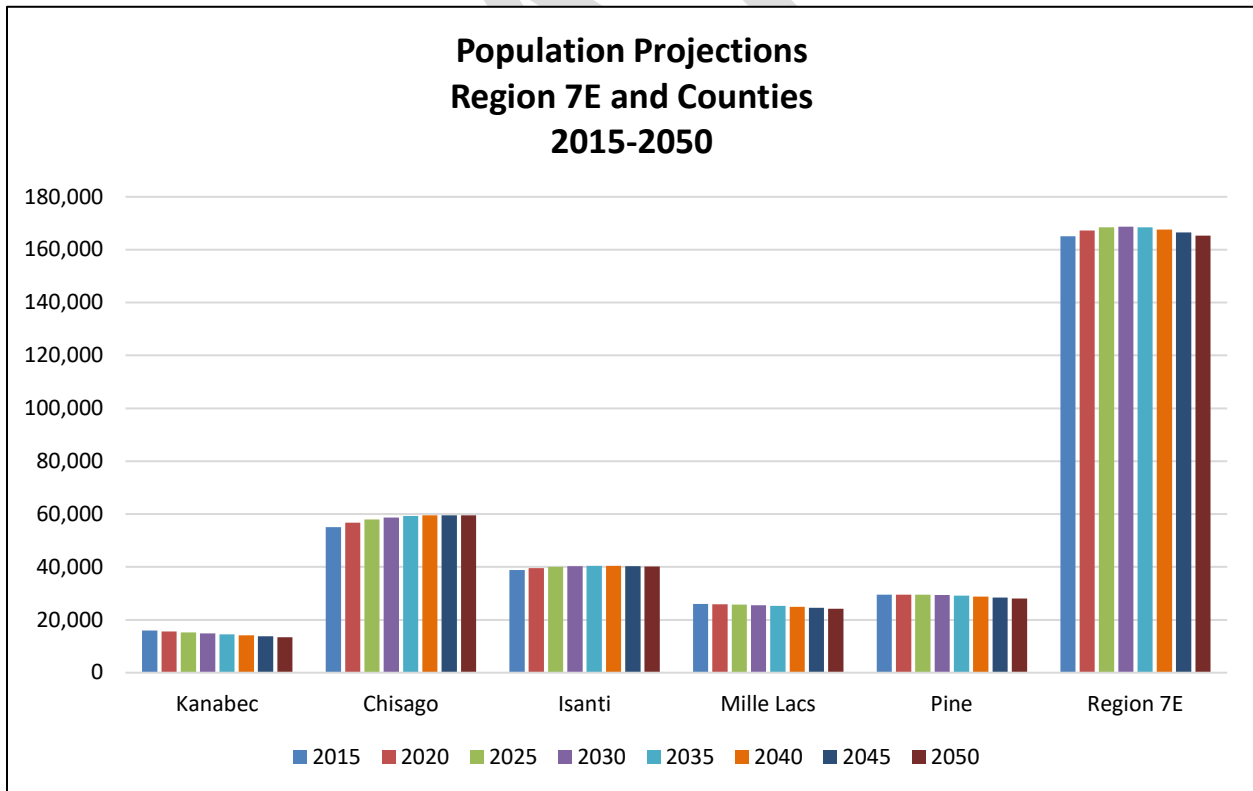


Table 6**Age Group Comparisons - City of Mora**

Age Group	1990 All Persons	1990 Total Percent	2000 All Persons	2000 Total Percent	2010 All Persons	2010 Total Percent
Under 5 years	220	8%	197	6%	229	6.4%
5 to 9 years	236	8%	200	6%	239	6.7%
10 to 14 years	197	7%	222	7%	219	6.1%
15 to 19 years	166	6%	243	8%	236	6.6%
20 to 24 years	136	5%	177	6%	214	6.0%
25 to 29 years	229	8%	209	7%	276	7.7%
30 to 34 years	179	6%	161	5%	188	5.3%
35 to 39 years	192	7%	201	6%	198	5.5%
40 to 44 years	150	5%	204	6%	160	4.5%
45 to 49 years	124	4%	213	7%	238	6.7%
50 to 54 years	111	4%	147	5%	225	6.3%
55 to 59 years	103	3.5%	136	4%	205	5.7%
60 to 64 years	129	4%	138	4%	165	4.6%
65 to 69 years	127	4%	120	4%	159	4.5%
70 to 74 years	177	6%	168	5%	148	4.1%
75 and over	429	4.5%	457	14%	472	13.2%
Total Population	2,905	100.00%	3,193	100.00%	3,571	100.00%

Source: Minnesota State Demographer, US Census Bureau

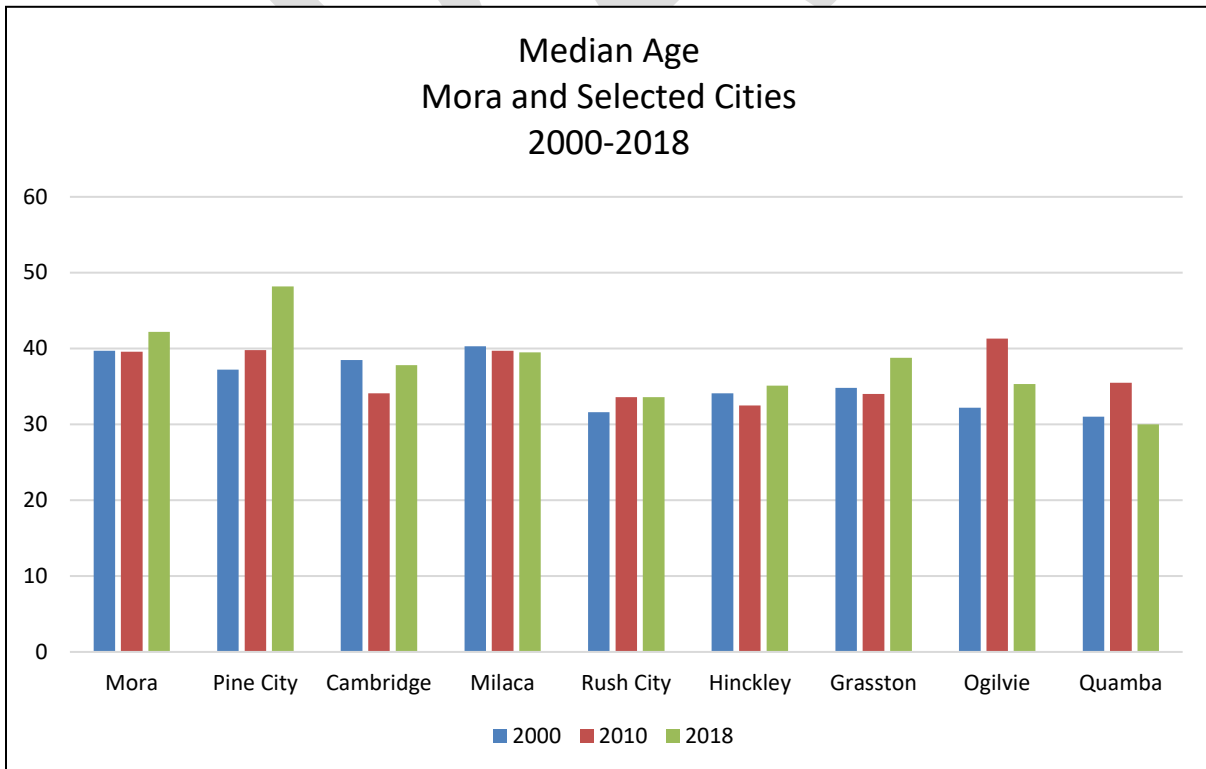
Table 7

Median Age - City of Mora and Selected Nearby Cities

Cities	2000 Median Age	2010 Median Age	2018 Median Age
Mora	39.7	39.6	42.2
Pine City	37.2	39.8	48.2
Cambridge	38.5	34.1	37.8
Milaca	40.3	39.7	39.5
Rush City	31.6	33.6	33.6
Hinckley	34.1	32.5	35.1
Grasston	34.8	34.0	38.8
Ogilvie	32.2	41.3	35.3
Quamba	31.0	35.5	30.0

Graph 6

Median Age - City of Mora and Selected Nearby Cities

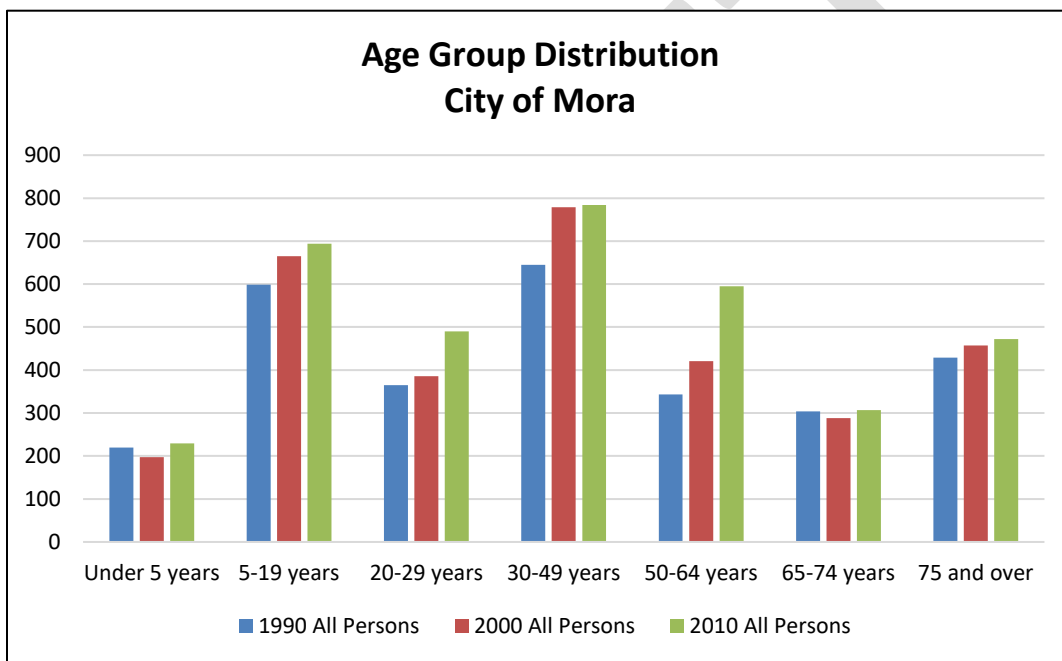


An analysis of the City's population composition is vital in planning for future services and facilities. School and recreational needs are two examples of services and facilities that are affected by changes in the composition of the City's population. The study of population by age groups provides information on the number of elderly and other age groups who might have specific or unique needs.

A review of changes among age groups (see Table 6) shows an increase in population in the over 75 years old age group and in the 25-29 years old age group. As in the United States as a whole, the older age group, over 75 years of age, has increased rapidly. The median age for Mora residents has steadily increased from 36.6 years in 1970 to 39.7 in 2000, before leveling off to 39.6 in 2010. Kanabec County's median age continued to increase between 2000 and 2010 – increasing from 38.0 to 42.1.

Graph 7

Age Group Distribution – City of Mora



Source: Minnesota State Demographer, US Census Bureau

Mora's future planning efforts should keep in mind the needs of its largest age groups – its young adults and senior citizens. These age groups are more dependent on walking, biking and/or public transit and create the bulk of the demand for services such as recreation, medical and social services.

Educational Attainment

Information on educational attainment of Mora area residents is shown in Table 8. In 2018, the education level of the City's population was under the State average. The percent of high school graduates among Mora's residents over the age of 25 increased from 65% in 1990 to 78% in 2000 and to an estimated 91.2% in 2018, signaling significant progress. Still, the City remained slightly below the average for Region 7E as a whole (91.8%) and the State of Minnesota (93.0%).

In regards to the number of residents age 25 and over that had attained a bachelor’s degree or higher, Mora has increased from 13.9% in 2000 to an estimated 17.0% in 2018. While this also shows significant progress, it remains slightly less than Region 7E (17.4%) and less than half of the average for the entire State of Minnesota (35.4%).

Table 8

Educational Attainment in 2018 – Region 7E, Region 7E Counties, City of Mora and State of Minnesota

Area	Number of Persons 25 Years+	High School Graduate or Higher	Bachelor’s Degree or Higher	Percentage of High School or Higher	Percentage of Bachelor's Degree or Higher
Chisago County	37,802	35,657	7,737	94.3%	20.5%
Isanti County	26,632	24,410	4,718	91.7%	17.7%
Kanabec County	11,362	10,271	1,656	90.4%	14.6%
Mille Lacs County	17,645	15,849	2,703	89.8%	15.3%
Pine County	21,175	18,979	3,078	89.6%	14.5%
Region 7E	114,616	105,166	19,892	91.8%	17.4%
Mora	2,465	2,249	420	91.2%	17.0%
Minnesota	3,731,762	3,469,361	1,322,782	93.0%	35.4%

Source: US Census Bureau, American Community Survey (2018, 5-year estimates)



Table 9a

Educational Attainment – City of Mora, Kanabec County and State of Minnesota

Percentage of High School Graduates

Area	1970	1980	1990	2000	2010	2018
Mora	52%	58%	65%	78%	88%	91%
Kanabec County	54%	59%	70%	81%	87%	90%
Minnesota	58%	73%	82%	88%	91%	93%

Table 9b

Educational Attainment – City of Mora, Kanabec County and State of Minnesota

Percentage of Bachelor's Degree and Higher

	1970	1980	1990	2000	2010	2019
Mora	10%	13%	14%	14%	20%	16%
Kanabec County	5%	9%	9%	10%	14%	15%
Minnesota	11%	17%	22%	27%	31%	36%

Source: U.S. Census and MN State Demographic Center

Tables 9a and 9b show the percentage of high school graduates and those with Bachelor’s degrees or higher over time. Compared to Kanabec County as a whole, Mora’s residents have slightly higher rates of educational attainment. Compared to the entire state however, Mora’s percentage of high school graduates has remained below the average and significantly below the average of the state when it comes to college degrees.

Economy

Analyzing the makeup and current health of the economy in and around the City of Mora is an important factor used to determine the overall growth and development of the area. A healthy economy creates jobs and generates a need for new housing and services. This, in turn, generates pressure for land development. An analysis of the local and regional economy will form part of the basis from which assumptions on the future growth and development of Mora will be made.

Table 10a indicates the amount of time workers from cities in Kanabec County, Kanabec County as a whole, and Region 7E as a whole travel to their workplace. Workers who live in Mora tend to have relatively short drive times to their work (18.8 minutes on average), indicating that most workers living in Mora also work in Mora or its immediately surrounding area. Table 10b breaks down the data a bit more specifically, indicating that of Mora’s 1,425 commuters more than half of them (776 or about 54%) are within a 14 minute drive of their workplace. A significant number (299 or 21.0%) drive between 25 and 39 minutes to work – suggesting locations such as Cambridge, Princeton and Hinckley. About 12.4% or 176 workers drive 45 minutes or more to work, which would indicate workplaces such as North Branch, Forest Lake, Elk River, Blaine and other northern exurban areas of the Twin Cities and to the St. Cloud area.

The data for other cities and Kanabec County as a whole indicate that a fair number of their commuters are likely driving into Mora for their work, with others driving to the other regional employment centers in the area that Mora workers are likely driving to as well.



Table 10a

Travel Time for Workers 16 Years and Over – City of Mora, Kanabec County and Region 7E

Areas	2000	2019
Mora	23.5 minutes	18.8 minutes
Kanabec County	31.3 minutes	31.2 minutes
Region 7E	30.9 minutes	32.9 minutes

Source: US Census Bureau, American Community Survey

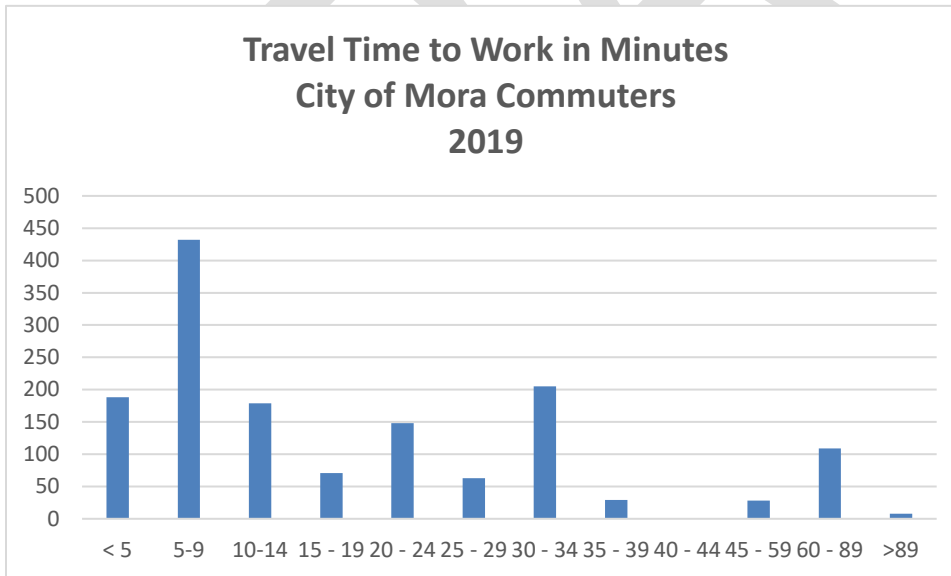
Table 10b

Travel Time to Work in Minutes – Kanabec County Cities (2019)

Cities	Number of Commuters	< 5	5 - 9	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 59	60 - 89	>89
Grasston	83	0	0	0	7	17	11	25	1	0	4	10	8
Ogilvie	220	12	15	26	41	19	5	27	33	2	22	8	10
Mora	1,460	188	432	179	71	148	63	205	29	0	28	109	8
Quamba	47	4	2	12	0	6	2	10	2	2	2	1	4

Graph 8

Travel Time to Work in Minutes – City of Mora Commuters (2019)



Source: US Census Bureau, American Community Survey, 2019 (5-year estimates)

Table 11**Unemployment Rates – Region 7E, Region 7E Counties, State of Minnesota and United States**

Areas	2000	2005	2010	2015	2020
Kanabec County	4.8%	6.7%	11.2%	6.6%	6.2%
Chisago County	3.7%	4.8%	8.9%	4.2%	6.7%
Isanti County	3.4%	4.8%	9.6%	4.3%	6.9%
Mille Lacs County	4.5%	6.7%	11.1%	5.8%	7.7%
Pine County	5.3%	6.6%	9.8%	5.5%	7.5%
Region 7E	4.2%	5.6%	9.8%	4.9%	7.0%
Minnesota	3.2%	4.1%	7.4%	3.7%	7.1%
United States	4.0%	5.1%	9.6%	5.3%	8.5%

Source: Minnesota Department of Employment and Economic Development

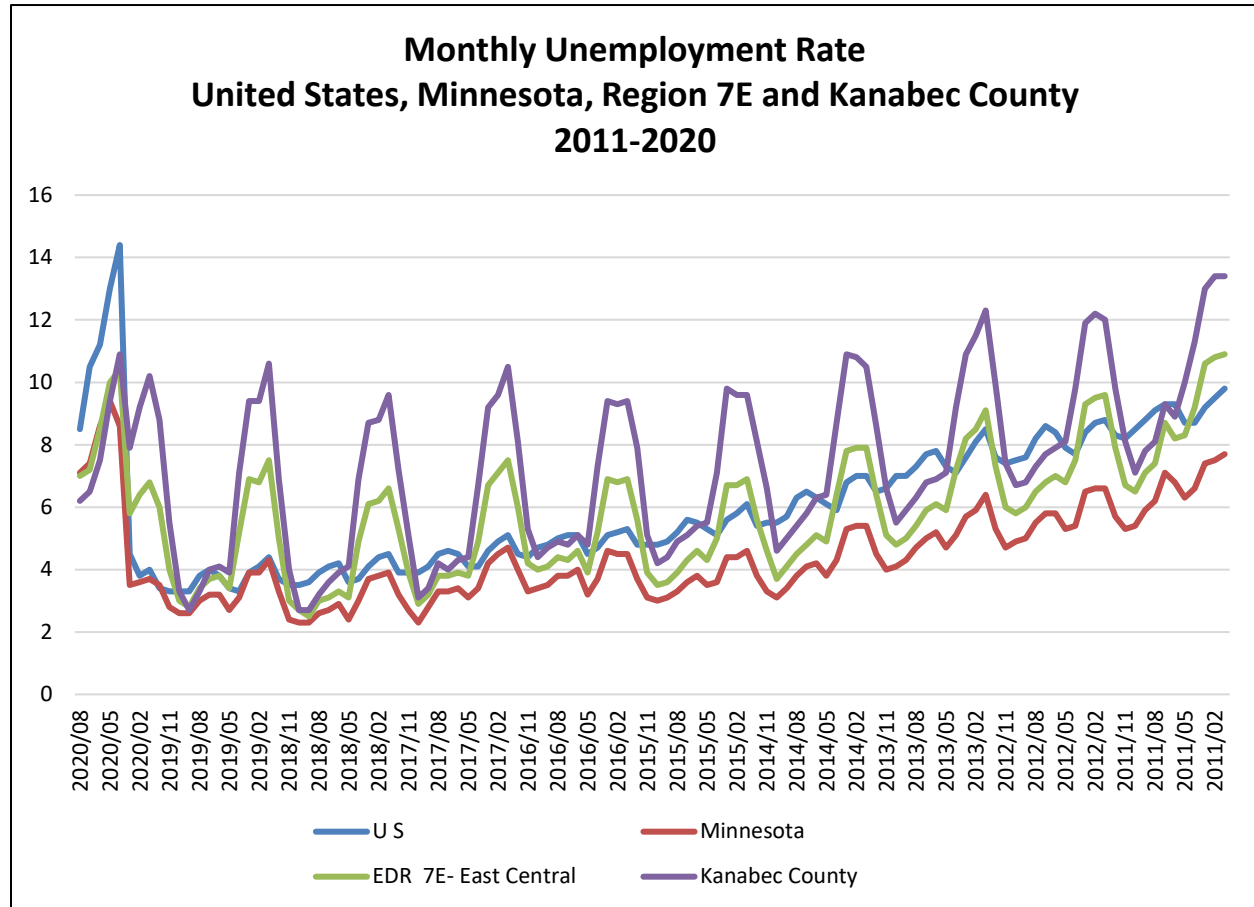
Table 12**Unemployment Rates by Percentage - Region 7E, Region 7E Counties, State of Minnesota and United States**

Year/Month	United States	Minnesota	Region 7E	Pine County	Mille Lacs County	Isanti County	Chisago County	Kanabec County
2020/08	8.5	7.1	7	7.5	7.7	6.9	6.7	6.2
2020/07	10.5	7.4	7.2	7.7	8	7.2	7	6.5
2020/06	11.2	8.6	8.5	9.2	9.3	8.2	8.2	7.5
2020/05	13	9.4	10	11.9	10.9	9.4	9.3	9.4
2020/04	14.4	8.6	10.4	12.1	11.4	9.7	9.4	10.9
2020/03	4.5	3.5	5.8	6.9	6.8	5.1	4.8	7.9
2020/02	3.8	3.6	6.4	7.8	7.8	5.3	4.9	9.2
2020/01	4	3.7	6.8	8.3	8.2	5.7	5.2	10.2
2019/12	3.4	3.5	6	7.5	7.1	5.1	4.5	8.8
2019/11	3.3	2.8	4	4.6	4.7	3.4	3.2	5.5
2019/10	3.3	2.6	3	3.5	3.3	2.9	2.6	3.3
2019/09	3.3	2.6	2.8	3.2	3.1	2.7	2.5	2.7
2019/08	3.8	3	3.4	3.8	3.7	3.2	3.1	3.3
2019/07	4	3.2	3.7	4.3	4	3.4	3.4	4
2019/06	3.8	3.2	3.8	4.3	4.1	3.5	3.5	4.1
2019/05	3.4	2.7	3.4	4.2	3.8	3	3	3.9
2019/04	3.3	3.1	5.2	6.5	6.3	4.4	4	7.1
2019/03	3.9	3.9	6.9	8.3	8.4	5.9	5.5	9.4
2019/02	4.1	3.9	6.8	8.3	8.4	5.8	5.3	9.4
2019/01	4.4	4.3	7.5	9.4	9.4	6.5	5.6	10.6

Source: Minnesota Department of Employment and Economic Development

Graph 9

Monthly Unemployment Rate – United States, State of Minnesota, Region 7E and Kanabec County (2011-2020)



Source: Minnesota Department of Employment and Economic Development

As shown in Tables 11 and 12 and illustrated in Graph 9, the unemployment rate in Kanabec County has fluctuated over the years from relative lows of 4.8% in 2000 to a much higher 11.2% in 2010 as the economy nationwide was still recovering from the “Great Recession” to a rate of about 6-6.5% in more recent years.

Compared to Region 7E and the state, Kanabec County’s unemployment rate has generally been higher in recent decades, although the most recent data has actually been better than the state average. This is likely a temporary condition related to the economic upheavals from the COVID-19 pandemic.

The most recent estimates (2018) indicate that household median income (defined as the income of the householder and all other individuals 15 years or older in the household, whether they are related to the householder or not) for Mora was \$40,221 (up from \$30,566 in 2000 but down slightly from \$41,081 in 2010). These figures, as compared to Kanabec County and the State of Minnesota as a whole were

relatively low. Kanabec County’s median household income in 2018 was \$53,300 and Minnesota’s was \$68,411.

Table 13
Median Household Income – City of Mora, Selected Nearby Cities, Kanabec County and State of Minnesota

Areas	2000	2010	2018
Mora	\$30,566	\$41,081	\$40,221
Pine City	\$29,118	\$46,025	\$36,688
Cambridge	\$35,313	\$46,487	\$49,974
Milaca	\$26,964	\$33,843	\$40,545
Rush City	\$34,219	\$43,707	\$46,600
Hinckley	\$29,338	\$36,250	\$35,195
Ogilvie	\$27,292	\$24,250	\$39,167
Kanabec County	\$38,520	\$45,672	\$53,300
Minnesota	\$47,143	\$57,243	\$68,411

Source: US Census Bureau

Mora appears to have a fairly stable economy, especially in the retail area. Its retail trade attracts from a wide area, which has an impact on all City services. Additionally, Mora's industrial base is remarkable for its small size, with it also attracting employees from a wide area.

According to the Minnesota Department of Employment and Economic Development, Table 14 shows that the industries with the highest number of employees in Kanabec County are Education and Health Services (1,335 employees), Trade, Transportation and Utilities (609), Manufacturing (443), Leisure and Hospitality (357), Public Administration (323) and Construction (291). However, in terms of average weekly wages from the various industries, the highest wage-generating industries for Kanabec County are Construction (\$1,365), Education and Health Services (\$921), Financial Activities (\$900), Public Administration (\$896) and Manufacturing (\$766).

Table 14

Kanabec County Employment, Number of Establishments, Total Annual Wages and Average Weekly Wages by Industry with More than 100 Employees (2019)

Industry	Number of Employees	Number of Establishments	Total Annual Wages	Average Weekly Wage
Total, All Industries	3908	333	\$161,735,503	\$795
Hospitals	507	1	\$28,543,860	\$1,082
Educational Services	407	4	\$15,635,587	\$743
Nursing and Residential Care Facilities	275	6	\$8,246,446	\$577
Executive, Legislative, and Other General Government Support	232	10	\$10,200,796	\$847
Specialty Trade Contractors	178	32	\$12,188,775	\$1,296
Food and Beverage Stores	156	4	\$3,049,772	\$376
Fabricated Metal Product Manufacturing	132	8	\$6,074,296	\$885
Religious, Grantmaking, Civic, Professional, and Similar Organizations	122	5	\$4,300,664	\$680
Credit Intermediation and Related Activities	110	4	\$6,090,713	\$1,069
Motor Vehicle and Parts Dealers	105	13	\$3,447,885	\$632
Heavy and Civil Engineering Construction	104	10	\$8,625,000	\$1,533

Source: Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages (2019)

Housing

An analysis of housing characteristics is an important part of the City's Comprehensive Plan. This is because housing is an essential need by residents and the size and condition of the housing stock is an important factor in the community's environment and quality of life.



Table 15

Total Number of Households Trends – City of Mora, Selected Nearby Cities and Townships

Areas	1980	1990	2000	2010	2018	Number of Increase or Decrease 2010-2018	Percentage of Increase or Decrease 2010-2018
Mora	1290	1367	1471	1480	1460	-11	-0.9%
Pine City	1013	1097	1222	1322	1373	151	14.9%
Cambridge	1261	1876	2237	3137	3315	1078	85.5%
Milaca	860	920	1115	1308	1225	110	12.8%
Rush City	477	578	705	844	924	219	45.9%
Hinckley	404	422	551	736	691	140	34.7%
Grasston	44	44	42	53	75	33	75.0%
Ogilvie	158	188	182	160	174	-8	-5.1%
Quamba	46	43	33	42	49	16	34.8%
Arthur Township	467	543	672	683	674	2	0.4%
Comfort Township	242	274	344	420	371	27	11.2%
Knife Lake Township	255	300	412	459	451	39	15.3%
Whited Township	194	241	300	356	323	23	11.9%

Source: Minnesota State Demographic Center



2018 estimates show that Mora has a total of 1,460 households, down from 1,480 in 2010 and 1,471 in 2000. Mora had 22.6% of the housing stock in Kanabec County in 2018.

Mora experienced the greatest growth in the number of households between 1980 and 2018 (170 new households), but much of the new housing built in recent years in Kanabec County was located in the townships as shown on Table 15. Brunswick (152 new households) and Arthur (151) townships led the way with Grass Lake (112) and South Fork (106) townships not far behind.

Table 16 indicates that the majority of Mora’s housing units are owner-occupied (57.4%) with 36.6% being rented and 6% vacant. Since 2000, the figures indicate a slightly lower percentage of owner-occupied housing and higher percentage of rental units.

Table 16

Housing Status – City of Mora (2000 and 2018)

Status	2000		2018	
	Units	Percent	Units	Percent
Total Housing Units	1,471	100.0	1,554	100.0
Owned	888	60.4	892	57.4
Rented	493	33.5	568	36.6
Vacant	90	6.1	94	6.0

Source: US Census Bureau, American Community Survey (2018 – 5-year estimates)

Table 17 shows development trends by building permits issued within the City from 1996 to 2020. The largest amount of development of single family homes took place in 2005 when 24 single family homes were built. The largest amount of development of multi-family units took place in 1994 when 54 units were constructed in one development. The least amount of development occurred following the Great Recession, with only 4 single family homes and 0 multi-family units constructed from 2010 through 2016. Development began to increase in 2017, but again dipped in 2020 in response to the COVID-19 pandemic and its impact on the cost of construction materials.

Table 17**Building Permits – City of Mora**

Year	New Single Family Homes	New Multi-Family Units	Total Number of Multi-Family Units
1996	6	0	0
1997	6	1	54
1998	6	0	0
1999	8	1	18
2000	15	0	0
2001	12	1	24
2002	7	1	21
2003	5	0	0
2004	20	0	0
2005	24	0	0
2006	9	0	0
2007	9	0	0
2008	1	1	23
2009	1	0	0
2010	0	0	0
2011	0	0	0
2012	0	0	0
2013	2	0	0
2014	0	0	0
2015	2	0	0
2016	0	0	0
2017	6	1	24
2018	7	0	0
2019	19	0	0
2020	12	0	0
Total	177	6	164

Source: City of Mora, Building Department

Table 18**Structures Built / Housing Units – City of Mora**

Year Built	2000	2018
2014 or later	x	65
2010 to 2013	x	2
2000 to 2009	x	171
1990 to 1999	219	193
1980 to 1989	185	182
1970 to 1979	248	297
1960 to 1969	140	79
1950 to 1959	223	211
1940 to 1949	145	156
1939 or earlier	312	215

Source: US Census Bureau

Table 18 shows that as of 2018, Mora’s housing stock is fairly balanced in terms of when it was constructed, with housing construction dates spread across all decades.

Table 19**Median and Average Selected Monthly Owner Costs for Specified Owner-Occupied Housing Units – City of Mora (2018)**

	Median Monthly Owner Costs
Housing Units with a Mortgage	\$1,145
Housing Units without a Mortgage	\$440

Source: US Census Bureau, American Community Survey (2018 – 5-year estimates)

Table 20**Median Housing Value and Contract Rent – City of Mora (2018)**

Median Housing Value	Median Contract Rent
\$121,000	\$699

Source: US Census Bureau, American Community Survey (2018 – 5-year estimates)

Table 19 shows that the median monthly owner payment of housing units in 2018 was \$1,145 compared to the median monthly cost of \$440 for housing units that are not mortgaged. Table 20 shows that the median housing value of a Mora home was \$121,000 and the average rent was \$699 in 2018.

Table 21

Selected Monthly Owner Costs as a Percentage of Household Income – City of Mora

	Total		Less than \$10,000		\$10,000 to \$19,999		\$20,000 to \$34,999		\$35,000 to \$49,999		\$50,000 to \$74,999		\$75,000 to \$99,999		\$100,000 to \$149,999		\$150,000 and over	
	Data	Pct	Data	Pct	Data	Pct	Data	Pct	Data	Pct	Data	Pct	Data	Pct	Data	Pct	Data	Pct
	892	100.0%	27	100.0%	72	100.0%	140	100.0%	186	100.0%	178	100.0%	98	100.0%	174	100.0%	17	100.0%
Less than 20%	553	62.0%	0	0.0%	10	13.9%	66	47.1%	104	55.9%	90	50.6%	92	93.9%	174	100.0%	17	100.0%
20 to 24.9%	89	10.0%	0	0.0%	8	11.1%	0	0.0%	53	28.5%	22	12.4%	6	6.1%	0	0.0%	0	0.0%
25 to 29.9%	103	11.5%	0	0.0%	0	0.0%	18	12.9%	29	15.6%	56	31.5%	0	0.0%	0	0.0%	0	0.0%
30 to 34.9%	42	4.7%	0	0.0%	12	16.7%	22	15.7%	8	4.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
35 to 39.9%	36	4.0%	0	0.0%	26	36.1%	0	0.0%	0	0.0%	10	5.6%	0	0.0%	0	0.0%	0	0.0%
40 to 49.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
50 percent or more	77	8.6%	27	100.0%	16	22.2%	34	24.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Source: US Census Bureau, American Community Survey (2018 – 5-year estimates)

PHYSICAL CHARACTERISTICS AND NATURAL RESOURCES

The physical characteristics and natural resources of an area serve as a guiding force in the development of communities. Physical characteristics and natural resources played key roles in the locations where rural communities developed. Future development in Mora will be shaped to some extent by the physical characteristics and natural resources of the area.

Topography

Topographically the built up area of the City is flat to gently rolling with an average elevation of 1,000 feet Mean Sea Level. Grades and slopes along the Snake River and Lake Mora place some restrictions on development since these areas are subject to floodplain management and shoreland management regulations.

Climate

Mora is located at 1,000 to 1,010 feet above Mean Sea Level. The climate for this area is typically continental, characterized by wide variations in temperature. In Mora, the summers are warm and wet; the winters are freezing, snowy, and windy; and it is partly cloudy year round. Over the course of the year, the temperature typically varies from 4°F to 80°F and is rarely below -18°F or above 89°F. Each winter, on average, the risk of frost is from September 22 through May 17. Most precipitation received in the area occurs during the period from May through September, with the average annual amount of precipitation being 29.5 inches. Most snowfall occurs from November through February, with the average annual snowfall being 46 inches.

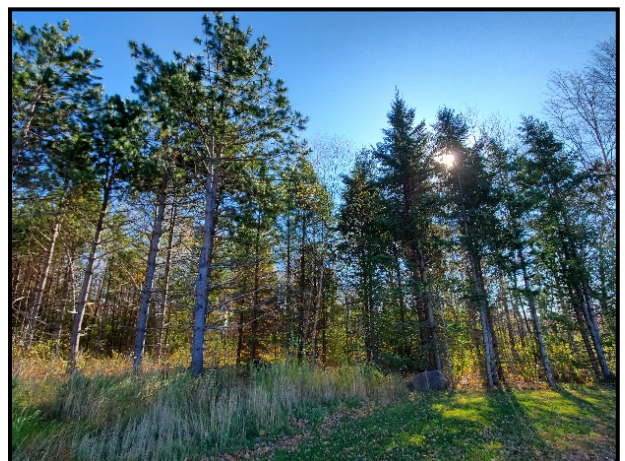
Soils

Soils throughout the Mora area are generally well drained sandy loams with a deep water table. Limitations on development because of the soil conditions would be slight, except near the banks of the Snake River and the shores of Lake Mora and Spring Lake where flooding potential and peat may exist. Soils in the area are primarily the Milaca-Ronneby Association and the Rosholt-Onamia Association. The Milaca-Ronneby Association is described as nearly level to gently sloping, well and somewhat poorly drained soils that have dense reddish fine sandy loam subsoil. The Rosholt-Onamia Association is characterized by nearly level to gently sloping well drained soils that have loamy subsoil and gravelly sand substratum.

Development should be discouraged on environmentally sensitive soils and appropriate land regulatory measures, such as Zoning, Subdivision, Shoreland Management and Floodplain Management Ordinances, should be strictly enforced and regularly updated to ensure the protection and preservation of these areas.

Wood

Aerial photos reveal that areas of natural vegetation exist primarily along the Snake River and the north half of Lake



Mora. Mature trees are also found in older built up residential areas and in Oakwood Cemetery. These wooded areas are a dominant visual characteristic of Mora and should be preserved for their aesthetic value as well as their environmental benefits.

Drainage

The majority of the City of Mora is drained by the Snake River which has served for many years as Mora's natural western boundary. This is now changing, due to annexation, with the boundary of the City now on the west side of the river. The river, which flows in a relatively undisturbed natural setting, should be preserved and protected.

With increasingly large rain events and subsequent flooding within certain areas of the community, the City of Mora retained Advanced Engineering and Environmental Services, Inc. (AE2S) to complete a regional drainage analysis for three major watersheds located within the community: Downtown, Fairgrounds, and Lake Mora. The purpose of the analysis was to:

1. Identify and assess key storm system deficiencies and risk areas within the Downtown and Fairground watersheds;
2. Determine the hydraulic interaction between Lake Mora and the City's storm system and design a gravity outlet system for Lake Mora; and,
3. Evaluate alternative solutions to improve regional drainage and reduce the risk of flooding.

AE2S presented its findings, including implementation and prioritization of storm sewer system improvements, to the Mora City Council in October 2019. Because constructing all of the storm sewer system improvements at once is not financially feasible for the City, it is anticipated that improvements will be phased and integrated into street and utility improvement projects when possible.

Water Resources - Shoreland

The Minnesota Department of Natural Resources Statewide Standards affect all lakes greater than ten acres in municipalities, and rivers with drainage areas two square miles or greater. These standards set guidelines for the use and development of shoreland property including: a sanitary code, minimum lot size, minimum water frontage, building setbacks, building heights and subdivision regulations. The public waters in the City of Mora are protected waters and are regulated by the Shoreland Management and Floodplain Management Ordinances. The DNR's definition of "shoreland" is land located within the following distances of public water: 1,000 feet from the ordinary high level of a lake, pond, or flowage; and 300 feet from a river or stream, or the landward extent of a floodplain designated by ordinance on a river or stream, whichever is greater.

The following bodies of water are classified in accordance to the shoreland classification system as follows:

Lake Mora	General Development
Spring Lake	Recreational Development
Snake River	Transition River

These bodies of water are under the jurisdiction of the City's Shoreland Management Ordinance. The Shoreland Management Ordinance defines the classifications of the bodies of water as such:

General Development Lakes -- Have greater than 225 acres of water per mile of shoreland, over 25 dwellings per mile of shoreland and are over 15 feet deep.

Recreational Development Lakes -- Have between 60 and 225 acres of water per mile of shoreline, between 3 and 25 dwellings per mile of shoreland, and are over 15 feet deep.

Transition River -- A mixture of cultivated, pasture, and forested land.

Floodplain

Portions of the lakes and rivers are susceptible to periodic flooding from snow melt, rainfall, and other causes. Due to potential flood damage to property, the federal government has conducted a flood study of the City. The study designates floodway, the 100 year floodplain, and the 500 year floodplain. The floodway and floodplain are areas that pose special problems for development. For this reason, the State has mandated floodplain zoning regulations for land within the floodway and the 100 year floodplain.

A Guide for Buying and Managing Shoreland, written by the Minnesota Department of Natural Resources (DNR) states: "The natural floodplain is an important part of our water system. It affects storm runoff, water quality, vegetative diversity, wildlife habitat and aesthetic qualities of the lakes and river."

A Guide for Buying and Managing Shoreland has the following to say about the floodway: "The floodway is the natural conduit for flood waters. The floodway must remain open in order to allow flood waters to pass. Since these areas must be left open, only green space uses, such as farm land, residential yards or gardens, golf courses, parks, playgrounds, or parking areas, should be allowed in the floodway. The remainder of the floodplain lying outside of the floodway is called the flood fringe. This area is generally covered by shallow, slow moving flood waters. Development is normally allowed in the flood fringe as a conditional use, provided that the residential buildings are placed on fill so that the lowest floor, including the basement, is two feet above the 100 year flood level."

The City's current Floodplain Management Ordinance was adopted in February 2021, following a two-year effort by the Planning Commission and City Council to update the 1997 ordinance to be in compliance with State floodplain management rules and the floodplain management standards of the Federal Emergency Management Agency (FEMA). To address local flooding concerns, and with full support from the DNR, the City established a new flood district – known as the Flood Prone District – and corresponding City of Mora Flood Prone Areas Map. The City's goal in establishing the Flood Prone District was to create awareness of potential flooding and prevent flood damage by providing recommendations for new construction in known flood prone areas.

EXISTING LAND USE

Mora is approximately 3,500 acres in size and is laid out in a traditional small town grid pattern with State Highways 23 and 65 bisecting the City.

The City's predominant existing land use is residential. Based on past history and anticipated growth, there appears to be a sufficient amount of vacant single family residential property to meet needs for at least the next ten years. Multi-family residential land is nearing saturation and there may be a need for more multi-family vacant land in the next several years.

Commercial development straddles the State Highways 23 and 65 corridor, as well as the downtown area. Downtown businesses are located close to the sidewalk in a traditional "Main Street" pattern. Businesses include a variety of service and retail establishments.

There are several developed industrial properties in the northeast part of the City with vacant industrial lots still available in this area. Many of the vacant properties are located in the City's industrial park. With a limited number of vacant buildable lots available in Mora Industrial Park 2nd Addition, the City will need to consider installing street and utility infrastructure to serve the eastern portion of the platted industrial park to meet future industrial development needs.

Institutional uses, including City and County facilities, Welia Health and ISD 332 facilities, take up approximately 25% of the City's acreage.

The City's Official Zoning Map regulates development patterns within the community, helps ensure that new development is compatible with existing uses, and guides the community for future development in tandem with the Comprehensive Plan Land Use Map. It's important for City staff to keep the Zoning Map updated and available to prospective developers.

COMPREHENSIVE PLAN

Planning Assumptions

There are many assumptions in the goals formulation process and it is necessary that they be articulated. This Comprehensive Plan attempts to, at least generally, take into account the most likely factors affecting future development. There are a number of things, however, which cannot be known and certain assumptions need to be made in order to qualify the basis on which planning proposals are made.

Every plan conceived is based on both implicit and explicit assumptions. An implicit assumption, for example, would be that there will be no war or other catastrophe which precludes effective planning for the future. A number of similar assumptions could be stated, but they should not be belabored. There is, however, a need to express the explicit assumptions on which this plan is based. These assumptions need to be carefully reviewed from time to time, in order to test their validity in the light of future events and experience.

Assumptions

The explicit assumptions made for this Plan include the following:

1. Mora's long range role in the region will continue its gradual transition from its historical role as a commercial and service center serving an agricultural trade area to a "full service balanced community" providing a broad mix of housing, shopping and employment opportunities for people throughout the broader region.
2. Mora's population, shopping opportunities and housing stock will continue to experience steady growth in the coming years as it benefits from its position as the County Seat, its location at the intersection of two major state highways and its proximity to other growing communities in the region such as Cambridge and Princeton.
3. Mora's current and future residents will tend to demand a greater focus on:
 - a. compact and family-friendly neighborhoods as opposed to the more sprawling large-lot neighborhoods in more suburban or rural areas;
 - b. well-maintained trails, public parks and playgrounds that offer a wider variety of recreation opportunities for all ages, including seniors and the elderly;
 - c. transportation infrastructure that continues to serve the personal automobile as the primary means of transportation, but that also meets the desires and needs of residents who do not have access to personal automobiles or would prefer the option of walking, biking and using public transit to move about the community; and
 - d. a broad spectrum of housing styles and neighborhoods that will serve their needs and allow them to stay in Mora throughout all stages of life.
4. The City will continue to experience growth in the number of senior and elderly residents, but should expect that the City will begin to also attract a greater number of younger residents and families - both with and without children.
5. Mora's land use patterns and mix of residents and businesses will be influenced by a number of regional economic and technological trends over which it has little direct control, including:

- a. the availability, reliability and affordability of high-speed internet;
- b. continued growth in the use of the internet for day-to-day shopping needs, entertainment and education;
- c. proximity to sub-regional growth centers such as Cambridge and Princeton and its location at the intersection of two major state highways; and
- d. the expanding influence of the Twin Cities metropolitan region on housing supply, demand and affordability, employment opportunities and shopping.

While other broader economic and technological trends will certainly create opportunities and challenges, it is these four that will have the greatest influence on Mora over the next 20 years.

Purpose

This Comprehensive Plan examines the City's existing state in terms of its physical, social, and economic components. The plan, goals, and policies which have been developed should not be viewed as a "static" document. Rather, necessary changes should be made, on a regular basis, to reflect social, economic and political situations as warranted. The key to an effective plan is to strike the right balance between identifying the general framework within which to move forward, and allowing for adjustments to the details within that framework as conditions warrant. City leaders should not be afraid to suggest amendments to this Plan's goals and policies so that the City can respond in the most effective and creative manner.

The individual components of the Plan should be reviewed every few years, to determine whether policy shifts need to be made. All changes to the Plan should involve broad citizen participation and remain based upon sound planning principles that are supported by solid data and sufficient community support.

Planning Goals and Policies

The formulation of goals and policies involves a significant process involving numerous considerations from a broad spectrum of government, business and citizen leaders throughout the community. The goals and policies that follow were produced after the completion of a community-wide survey, an extensive series of meetings of the Mora Comprehensive Plan Committee, and several work sessions held with input from City Council and Planning Commission members. This broad spectrum of input provides the foundation upon which the implementation tools were developed so as to guide the City's future land use and planning decisions.

Planning goals are broad general statements of value concerning the long range future of the community. Goals are the desired objectives as expressed by the planning participants. They are meant to ultimately result in the kind of living, working and playing environments desired by the residents of the community. The primary goal of this planning process is to create a "quality environment" which will enhance the "quality of life."

Planning policies are generally short range courses of action designed to achieve established goals. They are expressed courses of action by the elected body of the community. Goals and policies must be considered collectively. While an individual goal or policy may dictate a course, it is more likely that several policies should be considered in determining a course of action.

The goals and policies are as follows:

A. Parks and Open Spaces, Environment and Natural Resources

GOAL: Improve and protect the physical environment of the community as a setting for human activities, making it more attractive, healthful and efficient.

POLICIES:

1. Protect and enhance the City's most sensitive natural resources and amenities to preserve the benefits they provide to both wildlife and the City's residents and businesses.
2. Provide an extensive open space system for recreation and other suitable uses, taking advantage of natural features and using, where possible, land not suitable for intensive development.
3. Work to maintain or improve Lake Mora's water quality so that it remains suitable for public use and enjoyment.
4. Ensure that Mora's system of parks is well-maintained and provides recreational amenities for residents and visitors of all ages.
5. Expand, promote and integrate the City's network of off-street trails and paths for use by pedestrians, road and off-road bicyclists, cross-country skiers, and others. Work to improve linkages between the City's neighborhoods and downtown area and to public sites throughout the City such as schools, the library, parks, the Mora Aquatic Center, Lake Mora, the Snake River, and the broader regional trail system.



B. Recreation and Tourism

GOAL: Capitalize on the many advantages of Mora's environmental and cultural amenities to attract tourists and benefit the City's residents and businesses.

POLICIES:

1. Promote Mora to tourists traveling along State Highways 23 and 65, US Highway 169 and Interstate 35 on their way to and from other regional destinations such as Lake Mille Lacs, Minneapolis/St. Paul, St. Cloud, and Duluth. Highlight Mora's many amenities, attractions and businesses as a place to stop and spend a few hours exploring rather than just passing through.
2. Promote Mora and its surrounding region as a regular destination in its own right for multi-day tourists and seasonal residents.
3. Ensure that the City's main transportation thoroughfares are well-maintained, attractive and help draw those passing through into the downtown area and to the City's many cultural, recreational and environmental amenities.
4. Seek to create attractive and visible trailheads to the City's trail and park network.
5. Enhance Lake Mora as a tourist destination by improving public access to the lake and expanding recreational and cultural opportunities on, or adjacent to, the lake.

6. Work with stakeholders, including the County and the Mora Area Chamber of Commerce, to develop a branding and marketing campaign for the community and use it to not only promote tourism in our area, but also as a great place to live and/or start a business.

C. Business & Industry

GOAL: To promote the growth and diversification of Mora's local economy making it a "full service" community with a broad economic base.

POLICIES:

1. Promote Mora as a progressive, growth-oriented community that supports existing businesses and is inviting to new entrepreneurs and industries.



2. Seek to attract and support the expansion of all types of businesses - from small startups and locally owned businesses to larger regional or national businesses and "big box" retailers. The creation of a broad spectrum of business activity can

serve as a catalyst for future development and growth and help to ensure that the community does not become over-dependent on any single employer or sector of the economy.

3. Work to create steady growth in the industries that make use of the area's skilled and unskilled labor forces and provide livable wages.
4. Promote coordination among the City and businesses in the central business district and other commercial districts. Work to create a sense that Mora's business districts as a whole are well-kept, attractive and respectful of the City's many historic buildings and Scandinavian heritage. Create an environment where customers may be seeking a stop at one business but are drawn to others as well.



5. Foster and promote physical, social and economic connections between the City's central business district and those businesses located along the State Highway 23 and 65 corridors.

6. Work with businesses and landowners along the City's main thoroughfares to ensure that buildings, storefronts, rear entrances and streetscapes are attractively landscaped and well-kept.

D. Housing

GOAL: Encourage the development and maintenance of a broad variety of housing types to provide the full range of housing opportunities at different sizes, densities and price ranges.

POLICIES:

1. Plan adequate and appropriate areas for residential land uses that make the most efficient use of existing and newly extended infrastructure.
2. Support policies and ordinances that allow for reasonable maintenance and expansion of existing homes that may otherwise be more difficult to sell to families that are seeking to live in the City's older neighborhoods or that may be contributing to substandard housing conditions or environmental blight.
3. Protect the City's residential areas from encroachment by incompatible land uses that make them less attractive for long-term investments.



4. Ensure that City ordinances and policies allow for flexibility in housing types and the design of neighborhoods so as to be responsive to the needs of current and future residents, home building professionals and land developers. Balance this flexibility with the need to promote the efficient use of infrastructure and public resources and create attractive residential neighborhoods.

GOAL: Encourage the development of additional senior living options and services within the community.

POLICIES:

1. Promote the development of housing types appropriate for all stages of a person's life, so as to ensure that people can live in Mora as long as they would like. This includes the development of senior living options, such as assisted living, to allow aging residents to remain in the community while at the same time keeping their independence and quality of life.
2. Promote land use that places seniors in close proximity to shopping, social opportunities, recreation and healthcare.



3. Promote the creation of infrastructure and services necessary to allow older residents to walk, bike or make use of public transit to access a full range of commercial, social and recreational opportunities in the community.
4. Work with the Housing & Redevelopment Authority of Mora (HRA) and other agencies to encourage and create additional senior living developments and services in the community.

E. Public Services and Facilities

GOAL: Maintain a high level of public services in an efficient manner that minimizes the tax burden on Mora's residents, businesses and industries.

POLICIES:

1. Encourage a balanced land use pattern, recognizing that public service costs and requirements vary substantially among the various types of land uses and are not necessarily directly proportionate to the taxes generated.
2. Realize that certain public costs, such as education and pollution control, represent an essential investment in the future and should be supported.
3. Use the Comprehensive Plan as the basis for capital improvement programming in order to ensure that the City's available revenues are spent efficiently and in a manner which promotes continued private investment and re-investment.
4. Continue to promote Mora's central business district as a hub of government, non-profit and private services and shopping opportunities for City residents and the broader region.
5. Enact and enforce appropriate regulations controlling water, land, air and noise pollution, as well as visual blight.
6. Use the Comprehensive Plan as the primary document to communicate the desired direction of Mora's future growth to residents, businesses, land developers and other governmental units.
7. Take positive, proactive steps to actively participate in finding solutions to county, state, federal and other broader issues which have an effect upon Mora's residents, businesses and government.
8. Seek out opportunities to maintain and strengthen strong working relationships with Mora's nearby townships and cities, Kanabec County and other local, state and federal governmental agencies. Continue to promote the independence of each level of government while also finding ways to coordinate activities for the good of the entire region.
9. Construct four additional reed beds at the City's wastewater treatment facility to bring the facility to the full, 8-reed bed capacity anticipated as being necessary in the City's 2012 Facility Plan.



F. Transportation

GOAL: Maintain and expand, as appropriate, the network of roads, sidewalks and trails in and around the City of Mora so as to ensure the safe and effective movement of people and goods.

POLICIES:

1. Establish a logical vehicular circulation pattern based on a hierarchy of streets, appropriate for different traffic speeds, volumes and purposes, to move traffic to, through and within the City.
2. Control land use and development adjacent to major thoroughfares in order to strike the appropriate balance between the free flow of traffic and providing access to and from the City's downtown and other nearby commercial areas and neighborhoods.
3. Work with MNDOT on creating a plan to better integrate State Highways 23 and 65 with their adjacent land uses through the effective use of frontage or backage roads, pedestrian/trail crossings, landscaping and wayfinding signage.
4. Develop a city-wide funding, land acquisition and construction plan for the phased expansion and maintenance of a comprehensive system of sidewalks, bikeways, trails and pathways that more effectively links the City's commercial districts, residential neighborhoods and recreational sites.
5. Work with other units of government to promote an efficient and responsible public transit system.



G. Land Use

GOAL: Guide development in a manner which prevents land use conflicts and development inefficiencies while maintaining property values.

POLICIES:

1. Maintain and amend, as necessary, the City's "Land Use Map" to clearly communicate to the public those areas of the City deemed appropriate for future commercial, industrial, residential, public and open space uses. Identify targeted areas where mixed-use buildings (i.e. lower level commercial with residential above) or neighborhoods (i.e. areas that allow for both residential and limited commercial) are considered appropriate.
2. Review and amend, as necessary, City regulations to promote the goals of the Comprehensive Plan and the City's "Land Use Map".
3. Correct land use conflicts where they now occur through the promotion of private and public redevelopment, landscape buffering and other appropriate strategies.
4. Work to ensure that all major public and private decisions regarding land use are made with an understanding of the goals and framework of the City's Comprehensive Plan. Promote widespread knowledge of the Comprehensive Plan through a variety of distribution and education efforts.

H. Quality of Life

GOAL: Work to create a community that meets the needs of all residents regardless of age or economic status and which grows in a manner which is socially, economically and environmentally sustainable.

POLICIES:

1. Attract and retain businesses and industries which provide livable wages and benefits.
2. Promote and support a wide variety of housing options appropriate for every stage of life.
3. Provide or support the provision of a complete range of public services in an efficient and effective manner – including schools, medical and social services, and emergency and public safety services.
4. Promote a city which provides and maintains the infrastructure necessary for all modes of transportation needed by the City's residents and businesses.



GOAL: Continuously improve the general welfare of Mora's present and future residents, while respecting and protecting their individual choices.

POLICIES:

1. Consistently seek a balance between the interests of the individual and of the community.
2. Inject long range considerations into short term actions.
3. Facilitate the democratic process in decision making on land use development.

Implementation

The completion of this update of the Mora Comprehensive Plan represents a continuation of the City's efforts toward developing an ongoing comprehensive planning program. From this point, Mora will focus its efforts on implementing the Plan through modification and adoption of regulatory tools on a consistent basis.

The primary existing regulatory tools intended to implement the policies and goal of this Plan include the City's:

1. Capital Improvement Program;
2. Zoning Ordinance;
3. Subdivision Ordinance;
4. Shoreland Management Ordinance; and
5. Floodplain Management Ordinance.

While these will likely be the primary tools for implementation of the goals of the City’s Comprehensive Plan, they are not the only tools. Education, coordination with other public and private entities to implement certain goals or policies and the choices elected officials make about day-to-day expenditures can all contribute to the realization of the City’s land use goals. To be most effective over time, the steps undertaken to implement the Plan also need to be updated on a regular basis so that they are well-coordinated with the City’s other efforts that relate to or impact land use decisions.

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LAND USE PLAN

The Land Use Plan is simply a proposal for the future use of land with the ultimate goal of providing a pleasing, healthful and efficient urban environment in which to live, work and play. It does this by serving as a guide for public and private investment. The Land Use Plan for Mora is graphically illustrated on the Comprehensive Plan Land Use Map. Minnesota Statute 462.352 defines a land use plan as follows: "Land use plan means a compilation of policy statements, goals, standards, and maps, and action programs for guiding the future development of private and public property. The term includes a plan designating types of uses for the entire municipality as well as a specialized plan showing specific areas or specific types of land uses, such as residential, commercial, industrial, public or semipublic uses or any combination of such uses. A land use plan may also include the proposed densities for development."

The basis for the Land Use Plan are environmental considerations, existing land use, existing and proposed transportation routes, estimated population and economic growth, community needs and goals and planning principals which relate together land use, the transportation system and open space. The present incorporated area of Mora should be more than enough land area to accommodate the likely amount of population growth and anticipated land use requirements through 2030 and likely through 2040. The distribution of land uses for the present incorporated areas are shown in the Comprehensive Plan Land Use Map.

LAND USE PROPOSALS

Residential

Residential land use, as it is today, will be the dominant future urban land use. Major residential expansion areas will likely occur north of Lake Mora and in the southeast and southwest regions of the City. Redevelopment should be considered in the older residential neighborhoods to eliminate substandard housing. Three categories of urban residential land use are proposed: Low Density Residential consisting of one and two family dwelling units; Medium Density Residential consisting of three to eight units; and, High Density Residential consisting of nine or more units.

Mora Housing Projections

Population forecasts are the foundation of housing projections. Projected population divided by average household size indicates housing demand. A 3% vacancy rate is desirable to ensure an adequate supply of homes across the spectrum of housing styles and sizes. Therefore, total housing stock is slightly greater than occupied housing, plus vacant housing.

The following calculations project housing demand through 2040. The following assumptions included in the calculations that follow:

1. A vacancy rate of 3% is desirable.
2. Household sizes in Mora will continue to remain in the range of 2.15 to 2.25 persons per household.



Housing unit and acreage projections are based on the following formula:

1. $(\text{Population} / \text{household size of } 2.20) \times \text{vacancy rate of } 1.03 = \text{the number of housing units expected to be needed in the future. Subtracting the calculated existing number of housing units from this total results in the number of new housing units needed.}$
2. $\text{Housing units} \times 10,000 \text{ square feet} / 43,560 \text{ (square feet in an acre)} = \text{total number of acres needed to accommodate the new housing units.}$

The resulting calculations using these assumptions do not include streets, parks and other land needed to serve future residential uses. It also assumes that all new housing will need to be accommodated by development of previously undeveloped land rather than, for instance, the redevelopment of several adjacent single family homes into a more densely populated series of townhomes or apartments.

For these reasons and because many other variables will impact the need for additional land, these projections should be used only as general indications of the amount of land that will be necessary for future residential uses. Changes in any of the variables, i.e. population composition, household size,

actual lot sizes developed for residential homes, the extent to which redevelopment of existing homes into more densely populated housing, and changes in the actual population, would result in a different set of projections.

Rather than attempting to project future populations in specific years, the following calculations lay out several different scenarios in terms of how quickly the City grows in its population and what that may mean for the need for additional land.

Table 22

Land Needs to Accommodate Residential Growth under Various Growth Scenarios – City of Mora

NOTE: Starting point is 2019 estimated population of 3,615.

Growth Scenario	2030 Resulting Population	2040 Resulting Population	Additional Housing Units Needed by 2040 @ 2.2 Persons per Household	Additional Acreage Needed by 2040 @ 10,000 sq ft per Dwelling Unit
Slower Growth (0.5%/year)	3,772	3,965	233.3	53.6
Historical Average since 1990 (0.81%/year)	3,902	4,230	357.3	82.0
Historical Average since 1940 (1.23%/year)	3,122	2,762	538.0	123.5
Moderate-Growth (2%/year)	4,440	5,412	910.8	209.1
Fast Growth (3.5%/year)	5,214	7,354	1,819.9	417.8
Very Fast Growth (5%/year)	6,108	9,948	3,034.6	696.6

Given that the City of Mora currently contains about 5.47 square miles of land above water, the current City boundaries contain about 3,500 acres of land. A very rough estimate of the amount of large-tract vacant land in the City of Mora’s current municipal boundaries is approximately 1000 acres. This does not include vacant land within the generally developed areas of the City, for which there is certainly additional vacant land available. At the same time, the 1,000 acre-estimate does not account for the need to develop around natural features such as streams, wetlands, ponds and steep hills or floodplains. Still, a very quick analysis suggests that the City’s current boundaries could accommodate the housing needed even if it were to grow at an annual rate far in excess of what it has seen in the past.

Commercial

Existing commercial uses are found in two major locations within the City. Commercial establishments are found along State Highways 23 and 65, which serves as the General Business District, and along Forest Avenue and Union Street, which serves as the Central Business District. The General Business District provides activities that are primarily highway or automobile oriented. Highway orientated commercial developments are to be clustered where practical and provided with adequate parking areas and served by service roads. The most recent commercial developments have occurred along State Highways 23 and 65. The Central Business District functions as "Main Street", providing a pedestrian oriented district that discourages highway oriented land uses. The Central Business District is the older of the two commercial areas. It is proposed that the Central Business District will maintain its role as the primary commercial district promoting retail and professional services. It is desired that both commercial zoning districts, the B-1 Central Business District and the B-2 General Business District, work in harmony with each other in a spirit of cooperation and connectedness for the benefit of both areas and the community as a whole. In an effort to connect these two commercial areas, the Forest Avenue corridor located between Union Street and Highway 65, is zoned for commercial use. This corridor was originally developed as a residential area, including many single family homes; however, as the residential uses are discontinued and ownership changes these properties are changing from residential use to commercial use.

Central Business District Improvements

Improvements that should be considered in the Central Business District include a sidewalk plan to ensure a continuous system connecting downtown businesses to each other and to surrounding residential neighborhoods, the promotion of continuous maintenance and improvement to downtown buildings (including rear entries to buildings, where they exist) and an examination of the best methods



for addressing parking needs in the downtown area – whether that be with additional parking, less restrictive off-street parking regulations, the promotion of alternative methods of transportation or other appropriate measures.

General Business District Improvements

Improvements that should be considered in the General Business District include efforts to encourage additional landscaping and aesthetic improvements to businesses and parking areas. The City should also work with MNDOT to seek improved pedestrian crossings across the Snake River and across Highway 65, in particular, as most of the community's businesses providing "basic necessities" are located adjacent to or near Highway 65. For the purposes of this section, basic necessities can be defined as food, clothing, household equipment and furniture, medical facilities and the post office.



Industrial Land Use

Future industrial expansion is anticipated to take place in the Mora Industrial Park which is located in the northeast part of the City. In fact, the vast majority of land zoned for industrial use is located north of Highway 23 and east of Highway 65.

As the City's Industrial Park comes closer to being fully developed, potential areas for industrial uses to locate would include land near the southeast corner of the Highway 23 and 65 intersection (existing industrially zoned land) as well as areas closer to the southern intersection of Highways 23 and 65.



Public Land Use

Public land use refers to all publicly used, owned and operated sites and buildings. The amount of land used for public purposes is projected to increase substantially. Because of the overlapping nature of many public services provided by different governmental units, coordination is essential between the Mora Public School District, Kanabec County, adjacent townships, various State agencies and the City of Mora.

Major public land use proposals that warrant continued consideration include trail construction and recreational opportunities in the Snake River flood corridor, trail construction and improved pedestrian crossings across the Snake River and across Highway 65, improvements to recreational and social opportunities on Lake Mora's shoreline, further improvements to the Spring Lake area and other open space areas taking advantage where practical of low lands, streams, ponds, and other critical environmental areas. It is recommended that the City's parks and playgrounds be improved and expanded, where appropriate (i.e. the creation of a dog park and a new park east of Highway 65 are potential expansions that have been discussed by the City's Park Board in recent years), as well as the system of trails and paths for alternative transportation.

Land Use Compatibility

The primary purpose of this section is to evaluate the appropriateness of the existing land use arrangement and patterns in the City and to suggest guidelines for ensuring compatible relationships among the various categories of land use.

By ensuring the appropriate use of land, wasteful and inefficient partial arrangements can be avoided; the duplication of expensive facilities can be eliminated; and, the necessary facilities can more easily be programmed and provided. This section will endeavor to establish guidelines which will serve to identify various levels of compatibility in land use forms for Mora. These are designed to avoid repetition of existing types of inappropriate land use practices and to encourage the appropriate relationships.

Guidelines for Land Use Compatibility

In order to determine the compatibility of existing and proposed land uses with other land use forms, a systematic approach was developed. It places virtually all potential land use interrelationships into one

of three basic categories. The categories are measured on a "compatibility scale." The three-level compatibility scale includes interrelationships that are deemed (1) desirable, (2) undesirable and (3) questionable. In considering a compatibility rating system, it should be noted that land use compatibility implies a two-way relationship. In instances where two different types of land uses are mutually beneficial and compatible with each other, they have been classified as "desirable." Where neither of the two land uses is in a beneficial relationship it has been classified as "undesirable." In those instances where only one form of land use may benefit from proximity with another land use, the interrelationship has been classified as "questionable."

Perhaps the best example of a desirable type of land use compatibility is the one that residential land use forms. From the residential standpoint it is desirable to have recreation, parks and open space located in close proximity to residential areas. Conversely, it is desirable to have recreation, parks and open space located in close proximity to their primary users.

Another example of a desirable land use relationship is found between high density residential use and commercial facilities. Here the rationale involves both the question of proximity of commercial services to high density residential areas and the realization that apartments and other forms of multi-family residential development frequently form a desirable buffer between traffic-generating commercial uses and less intense residential uses. When considering compatible land use relationships it should be remembered that a given form of land use is categorically assumed to be a "desirable" neighbor of a similar land use form.

Both light and heavy industrial forms are classified as "undesirable neighbors" of low density and medium density residential land uses. This rating was derived through the recognition that the various characteristics of industrial development are generally conflicting with the atmosphere sought in residential areas. Similarly, neither low density nor medium density residential land use forms benefit industrial development by being its neighbor. Undesirable land use relationships are also found between low density residential forms and utility rights-of-way which are generally undesirable in residential areas. Conversely, these facilities do not benefit by close proximity to residential areas.

Commercial activities (highway oriented) as well as recreational and open space forms are considered as "questionable" neighbors of heavy industry because proximity benefits one land use category but not the other. For example, commercial, open space and recreational lands may represent a "desirable" buffer around heavy industry, but most of the land use relationships placed in the "questionable" category are examples of relationships which benefit one of the land use forms but not the other.

Examination of Table 23 indicates that one land use, woodlands, is considered a desirable or compatible type of land use of all other land use forms. This reflects the aesthetic quality of woodlands as a characteristic desirable in virtually any type of development. It is also indicative that woodlands are a desirable buffer. Subject to limitations of any generalization, it may be observed that virtually any kind of land use can be compatible with virtually any other type of use if a buffer of woodlands of the appropriate scale separates the two land uses.

Application of compatibility ratings presented in Table 23 serve as a useful guideline in promoting orderly land use arrangements as well as in identifying areas of the City where land use conflicts already exist. Since the figure summarizes the compatibility ratings, it is subject to the limitations inherent in any form of generalization. Undoubtedly, there are specific instances that can be cited in the City where the compatibility ratings on the chart appear to be unduly harsh in view of the quality of development and other factors peculiar to specific sites. On the other hand, there are no doubt specific instances where the compatibility ratings are too generous. They may imply harmonious relationships when in reality

conflicts exist. Nevertheless, despite these inherent limitations, it is believed that the information contained in the figure serves as a useful tool for both guiding and evaluating community development.

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Table 23

Land Use Compatibility Matrix

Land Use Compatibility Matrix	Low Density Residential	Medium Density Residential	High Density Residential	Central Business District (Pedestrian Oriented)	General Business District (Highway Oriented)	Light Industrial	Industrial / Heavy Industrial	Public / Semi-Public / Institutional	Recreation, Park or Open Space	Woodlands	Agriculture	Transportation (Major Thoroughfares)	Utility Site
Low Density Residential	D	D	Q	Q	U	U	U	Q	D	D	D	U	U
Medium Density Residential	D	D	D	D	Q	U	U	Q	D	D	Q	Q	U
High Density Residential	Q	D	D	D	D	Q	Q	D	D	D	Q	D	U
Central Business District (Pedestrian Oriented)	Q	D	D	D	Q	Q	Q	D	D	D	U	D	D
General Business District (Highway Oriented)	U	Q	D	Q	D	D	Q	Q	Q	D	U	D	D
Light Industrial	U	U	Q	Q	D	D	D	Q	Q	D	Q	D	D
Industrial / Heavy Industrial	U	U	Q	Q	Q	D	D	Q	Q	D	Q	D	D
Public / Semi-Public / Institutional	Q	Q	D	D	D	Q	Q	D	D	D	Q	Q	Q
Recreation, Park or Open Space	D	D	D	D	Q	Q	Q	D	D	D	Q	U	U
Woodlands	D	D	D	D	D	D	D	D	D	D	D	D	D
Agriculture	D	Q	Q	U	U	Q	Q	Q	Q	D	D	Q	D
Transportation (Major Thoroughfares)	U	Q	D	D	D	D	D	Q	U	D	Q	D	D
Utility Site	U	U	U	D	D	D	D	Q	U	D	D	D	D

Legend: D = Desirable land use relationship or compatible

Q = Questionable Land Use Relationship (compatible if impacts can be properly mitigated)

U = Undesirable land use relationship or incompatible

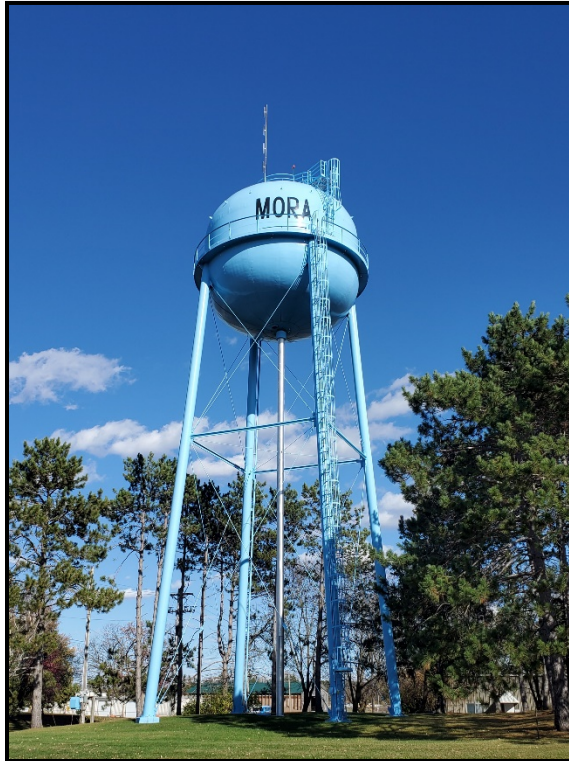
In addition to using the compatibility ratings listed in Table 23 to identify existing inconsistencies of land use, the ratings can and should be used in developing land use planning and zoning policies as well as in reviewing zoning proposals. In this respect, the figure will be used as a guide for land use planning.

It is recommended that Table 23 be utilized by the City as a guide in reaching decisions concerning land uses. In such a way, land use problem areas associated with conflicts and compatibility can be avoided and beneficial relationships fostered. Projected over a long term, the avoidance of land use conflicts will seem a natural objective designed to achieve harmony between areas of the community.

DRAFT

COMMUNITY FACILITIES AND PUBLIC SERVICES PLAN

Minnesota Statute 462.352 defines a community facilities plan as follows: "Community facilities plan means a compilation of policy statements, goals, standards, maps and action programs for guiding the future development of the public or semipublic facilities of the municipality such as recreational, educational and cultural facilities."



Water System

A Water System Study was completed by Short Elliot Hendrickson Inc. in July 1994. The purpose of the study was to analyze the City's existing water distribution system and to assess the City's water requirements for the next 20 years. Based on 1994 demographic projections, this study found that the City of Mora should have adequate water capacity to facilitate growth through approximately 2020.

The City's water distribution system consists of approximately 35 miles of water main. Mora's water system consists of three wells and three storage tanks – one 150,000 gallon elevated tank, one 500,000 gallon storage tank and a 50,000 gallon underground storage tank. The City also operates its own water treatment plant.

The existing water system serves approximately 1,249 customers, including residential units and commercial and industrial establishments. Present domestic water demands and fire protection requirements are

satisfactory. The present system is able to support 400 new residential units. The three largest water customers include Regency of Minnesota (Kenwood Manufactured Home Park), Welia Health and Mora Acquisitions (Edgewood Manufactured Home Park).

Sanitary Sewer

Mora's sanitary sewer system consists of a collection system of over 36 miles of gravity sewer line and approximately two miles of force main. The system utilizes nine lift stations and a treatment plant. The capacity of the treatment plant is 837,000 gallons per day, with an average demand of 450,000 gallons per day. Treatment is accomplished by oxidation ditch process with final discharge into the Snake River. Nearly all developed areas of the City are served by the sanitary sewer system. Expansion of the system can be accomplished by providing gravity sewer



extensions or lift stations to serve the entire incorporated area. The treatment capacity can support an additional 400 residential units.

In the updated Facility Plan dated December 27, 2012 the projected 2034 average wet weather flow is 837,000 gpd. However, the WWTF is only permitted for an average wet weather flow of 800,000 gpd. It was known there is significant inflow and infiltration (I&I) to the collection system and the Facility Plan indicated the City would do enough I&I reduction in the collection system to remove at least 37,000 gpd to remain under the 800,000 gpd at the projected flows. Abandonment of the TH 65 lift station in the fall of 2020 should accomplish the needed reduction in I&I.

The Facility Plan also indicated that eight reed beds are required at full capacity for sludge disposal. Prior to bidding it was decided that four reed beds were sufficient for the current flows and loads (and only four reed beds were built), but understood that if the flow or sludge quantities increased, additional beds would be required. The estimated construction cost for the eight reed beds in 2012 was around \$1,000,000 - \$1,500,000. According to the construction cost index for Minneapolis (Mortenson Construction) construction costs have risen by 29% since 2012. Some of the most notable increases have been in reinforcement steel, cast-in-place concrete, and earthwork which are all included in the construction of reed beds. That would push the estimated construction cost for the eight reed beds to around \$1,300,000 - \$1,900,000 today, with the construction of just four reed beds at roughly half of that. It should be noted that estimate does not include any engineering, mobilization or mark-ups, contingency, or other administrative costs.

Storm Sewer

Mora has an underground storm sewer system separate from the sanitary sewer system. Storm drainage runoff in developed areas of the City is facilitated by streets having curb and gutter, catch basins, culverts and drainage ditches. A storm water utility was established in 2005 to manage storm water projects. A monthly fee is charged to all properties to pay for this service.

Floodplain Management

Including and in addition to the floodplain districts established by the federal government, the City contains several areas where flooding occurs on a regular basis. Many of these areas include existing dwellings and other structures which are at risk of damages from flooding. To prevent unnecessary harm to property and persons, the City regulates development in the flood hazard areas through the Floodplain Management Ordinance contained in the City Code.

The Floodplain Management Ordinance regulates development in the flood hazard areas of the City. Flood hazard areas are subject to periodic inundation, which may result in the loss of life and property; health and safety hazards; disruption of commerce and governmental services; extraordinary public expenditures for flood protection and relief; and, impairment of the tax base. It is the purpose of the ordinance to promote the public health, safety, and general welfare by minimizing losses and disruptions. The ordinance is also intended to preserve the natural characteristics and functions of watercourses and floodplains in order to moderate flood and stormwater impacts, improve water quality, reduce soil erosion, protect aquatic and riparian habitat, provide recreational opportunities, provide aesthetic benefits and enhance community and economic development.

The City's previous Floodplain Management Ordinance was adopted in 1997. Recognizing the increasing number of local flooding events and the fact that the ordinance had become outdated, the Planning

Commission began the process of updating the ordinance in 2019. Like the 1997 ordinance, the proposed update was largely based on guidance provided by the Minnesota Department of Natural Resources (DNR); however, the Planning Commission proposed, with encouragement from the DNR, to create a new flood district known as the Flood Prone District. In order to prevent unnecessary harm to property and persons in the Flood Prone District, the Planning Commission first developed a map, known as the City of Mora Flood Prone Areas Map, to identify all flood prone properties and then developed a series of recommendations for new construction and improvements in the area of the property identified as being flood prone. The City Council adopted the updated Floodplain Management Ordinance, including the establishment of the Flood Prone District and corresponding City of Mora Flood Prone Areas Map, in February 2021.

Electrical Power Plant

The City of Mora owns and operates an electrical distribution system and power plant through Mora Municipal Utilities (MMU). The City, represented by MMU, is also a member of the Southern Minnesota Municipal Power Agency (SMMPA). SMMPA provides the power and energy used by MMU to meet the needs of the City and its residents. SMMPA has a diverse portfolio of electric generation facilities that include coal, natural gas, wind, solar and biomass. In 2020, SMMPA announced plans to retire the Sherburne County Unit #3 coal plant in 2030 and replace it primarily with wind and solar resources resulting in a generation portfolio that is 80 percent carbon-free in 2030. This will represent a 90 percent reduction in carbon emissions compared to 2005 levels. The City also partners with SMMPA to provide energy efficiency programs for homes and businesses and to provide public electric vehicle charging in Mora.



The City's power plant is under contract to SMMPA and is used when dispatched by the Midcontinent Independent System Operator (MISO) instructions to SMMPA. The plant capacity is 14 megawatts, which is sufficient to meet the energy demands of the City, and can be operated independent of SMMPA and MISO when needed in emergencies to maintain power to the City. The plant is a dual fuel plant that operates on Natural Gas and diesel fuel that is blended to as much as 20% bio-fuel. In 2012, SMMPA, in conjunction with the East Central Solid Waste Commission installed a 1.6 megawatt generator at the local landfill that burns the methane from the landfill. The power from this generator is brought into the City on the distribution system owned by MMU.



Table 24**Historical and Forecasted Demand and Energy – Mora Municipal Utilities**

Year	Max Demand (KW)	Change %	Annual Energy (MWh)	Change %
2010	11,744	10.6%	57,970	4.9%
2011	12,261	4.4%	57,916	-0.1%
2012	11,872	-3.2%	58,244	0.6%
2013	12,377	4.3%	59,058	1.4%
2014	11,143	-10.0%	56,526	-4.3%
2015	11,017	-1.1%	57,616	1.9%
2016	11,035	0.2%	55,747	-3.2%
2017	10,335	-6.3%	53,299	-4.4%
2018	10,715	3.7%	54,314	1.9%
2019	10,642	-0.7%	52,651	-3.1%
2020	10,644	0.0%	52,657	0.0%
2021	10,794	1.4%	54,379	3.3%
2022	10,739	-0.5%	54,078	-0.6%
2023	10,721	-0.2%	54,002	-0.1%
2024	10,690	-0.3%	54,168	0.3%
2025	10,690	0.0%	53,884	-0.5%
2026	10,668	-0.2%	53,826	-0.1%
2027	10,643	-0.2%	53,770	-0.1%
2028	10,592	-0.5%	53,938	0.3%
2029	10,577	-0.1%	53,634	-0.6%
2030	10,544	-0.3%	53,560	-0.1%

Source: SMMPA 2020 Load Forecast

For more information on the supply and demand of electricity from MMU, please contact MMU.

Other Municipal, Public & Semi Public Facilities and Services

The following is a partial list of other municipal and public and semi-public facilities and services available to Mora residents which were considered in this plan:

Regional Library System	Telephone Service	Public Transportation System
Outdoor Aquatic Center	Cable Television	Hospital & Medical Facilities
Parks & Trails	Broadband Access	Law Enforcement
Municipal Liquor Store	Natural Gas Utility	Fire Protection
Oakwood Cemetery	Solid Waste Disposal	Municipal Airport
	Electric Vehicle Charging Stations	

Table 25

Student Enrollment - Mora Public Schools

Year	1999-2000	2004-2005	2009-2010	2014-2015	2019-2020
Student Population	2038	1935	1778	1674	1664

Source: Minnesota Department of Education

Table 26

Births – Kanabec County

Year	2003	2004	2005	2006	2007	2008	2009	2010	2012	2014	2015	2016	2017	2018
Total Births	164	186	168	210	212	179	168	163	123	147	157	166	181	178

Source: Minnesota Department of Health

Schools

According to “*KEN-A-BIG The Story of Kanabec County*” written by Frank Ziegler in 1977, ten children comprised the entire population of Mora’s common school district no. 9 when it was organized in June 1883. School was held in a room of a building at 100 Maple Avenue E. The high school also had its start on Maple Avenue E., in 1890, located immediately west of the present day high school facility. The original high school building was demolished in 1935, following construction of a new high school in 1917 and repurposing for other school needs.

Today Mora Public Schools has two school facilities located in Mora, Mora Elementary School serving grades Pre K - 6 and Mora High School serving grades 7 - 12 and housing the Alternative Learning Center (ALC). Mora Elementary School (MES) was constructed in 1996 and was the first school facility to be constructed on the school district's 9th Street E. campus. At the time of construction, the facility was known as Trailview Elementary and it served grades 3 - 6. The facility was expanded in 2017 to house

the former Fairview Elementary School which served grades Pre K - 2. Mora High School (MHS), located in Mora's downtown area on Maple Avenue E., was originally constructed in 1917 with additions in the 1930s, 1950s, 1970s and 1980s. The Maple Avenue E. facility became quite aged, difficult to maintain, and, in some aspects, unsafe. In May 2020 voters in the Mora School District approved a referendum to construct a new high school facility on the school district's 9th Street E. campus. Construction began in 2021 and is scheduled to be completed in summer 2023. The 9th Street E. campus, nearly 150 acres in size, is home to other school facilities including tennis courts, ball fields, a track and football field, as well as Welia Health Wellness Center and Vasaloppet Nordic Ski Center. When construction of MHS is complete, all of the school district's facilities and athletic fields will be located on the 9th Street E. campus.



TRANSPORTATION FACILITIES PLAN

Minnesota Statutes 462.352 describes a transportation plan as follows: "Transportation Plan means a compilation of policy statements, goals, standards, maps and action programs for guiding the future development of the various modes of transportation of the municipality and its environs, such as streets and highways, mass transit, railroads, air transportation, trucking and water transportation, and includes a major thoroughfare plan."

Major Thoroughfares

Forming the backbone of the Transportation Plan are State Highways 23 and 65. These thoroughfares are designed to carry large volumes of traffic. Traffic count data in Table 28 shows that the trend for these two categories is a steady increase in traffic over time. The Minnesota Department of Transportation does not anticipate State Highways 23 and 65 reaching capacity within the next 20 years.

The past, present and future traffic counts (Annual Average Daily Traffic -- AADT) for Highways 23 and 65 have been provided by MNDOT and are listed below:

Table 27

Average Daily Traffic Volumes – 2006 and Current Volumes and 2025 and 2045 Forecasted Volumes

Location	2006 Volume	Current Volume (Year)	2025 Forecasted Volume	2045 Forecasted Volume
TH 65 South of S. Jct.	7,900	7,000 (2018)	7,290	8,120
TH 23/TH 65 between S. Jct. and Snake River	10,800	11,800 (2018)	12,210	13,390
TH 23/TH 65 between Snake River and Clark	11,500	11,400 (2018)	12,050	13,910
TH 23/TH 65 between Clark and N. Jct.	14,800	13,300 (2018)	13,770	15,100
TH 65 North of N. Jct.	6,700	6,000 (2016)	6,270	6,870
TH 23 West of S. Jct.	5,500	5,800 (2018)	6,040	6,720
TH 23 East of N. Jct.	10,000	9,400 (2018)	9,730	10,670

Source: Minnesota Department of Transportation

Table 28**Annual Average Daily Traffic (AADT) – Trunk Highways 23 and 65**

Year	AADT North of the North Junction of TH 23/65	AADT South of the North Junction TH 23/65	AADT East of the North Junction of TH 23/65
1972	3,420	5,120	not available
1974	3,870	5,050	not available
1976	4,300	5,545	5,600
1978	3,100	6,000	5,600
1980	4,000	6,500	not available
1982	3,800	not available	5,900
1984	4,300	6,700	5,900
1986	4,650	7,300	6,000
1988	5,020	not available	not available
1990	5,400	7,150	6,250
1992	6,100	10,000	7,800
1994	5,800	11,000	7,900
1996	5,200	10,900	8,400
1998	7,000	10,000	8,400
2000	4,950	12,500	8,700
2002	7,900	12,900	8,800
2004	7,300	14,200	9,500
2006	6,700	14,800	10,000
2008	6,600	14,700	10,000
2010	6,700	12,900	8,700
2012	5,800	12,200	8,400
2014	6,300	11,900	8,700
2016	6,000	12,500	9,000
2018	6,150	13,300	9,400

Source: Minnesota Department of Transportation

Local Thoroughfares

These roads are the next step down in speed, volume and accessibility. Their primary function is to move traffic, although in a community the size of Mora, they may also provide access to property. Most of the indicated local thoroughfares shown in the Transportation Plan are either State Highways, County State Aid Highways or County Roads.



Collector Streets

Traffic service and land access are equally important functions of collector streets. Collectors generally pass through neighborhoods collecting traffic from local streets and distributing to the thoroughfares. Many local streets in Mora now act as collector streets. This is generally undesirable because it allows through traffic in residential areas. An established system of collectors eliminates the use of local streets serving as collectors.

Local Streets

These streets are intended solely for the purpose of providing access to local property. Vehicle volumes should be light with low speeds. Local streets should be designed to discourage their use as short cuts between collectors or as alternate collector streets. Local streets are not shown on the Transportation Plan.

2005 MNDOT Study

In 2005 the Minnesota Department of Transportation (MN DOT), in conjunction with the City of Mora and the East Central Regional Development Commission, undertook a transportation study of the State Highway 23 and 65 corridor. After reviewing traffic counts, projected traffic counts, community input, traffic crash data and other information, several long-term improvements were proposed for the corridor. Illustrations of these proposed improvements are attached as Map 1 and Map 2. For more information about the State Highway 23 and 65 corridor and the 2005 transportation study, refer to the Highway 23 & 65 Corridor Study in the City of Mora in Kanabec County.

Airport

The Mora Municipal Airport is located approximately 60 miles north of the Minneapolis/St. Paul metro area. The airport serves a 60-minute drive time radius around the community up to McGregor and Moose Lake to the north, St. Cloud to the west, Forest Lake to the south, and Burnett Wisconsin to the east. The Mora Municipal Airport is a public-use airport owned by the City of Mora and located two miles northeast of the downtown district. The airport and all associated property are located entirely

within Mora City limits. The Airport Advisory Board meets monthly to make recommendations for the general oversight of the airport, including financial planning, growth, and development. Day-to-day operations of the airport are managed largely by the Public Works Department.

The airport is home to 30 based aircraft: 28 single-engine, one jet, and one helicopter. The airport is served by one paved runway and one turf crosswind runway. The paved runway, Runway 17/35, is 4,794 feet long by 75 feet wide. The runway serves single-engine recreational and business aircraft, agricultural spray aircraft, some multi-engine aircraft, and small business jets.

A new turf runway, Runway 11/29, was constructed in 2017. The turf runway is 3,151 feet long by 80 feet wide. The runway is located on the north end of the airfield and serves small single-engine and agricultural spray aircraft.

A 20-year Master Plan was completed for the airport in 2020. The purpose of the Master Plan was to determine the facilities needed to meet the project aviation demand in the 20-year planning period. As part of the study, aviation activity forecasts were prepared based on responses to user surveys, the airport's service area, and analysis of local and national general aviation trends and socioeconomic data. The number of based aircraft is forecasted to increase from 30 in 2019 to 48 by 2039. A takeoff and a landing are considered two aircraft operations at an airport. Aircraft operations are expected to increase at an annual average growth rate of 1.36%, from 9,192 in 2019 to 12,055 in 2039.

The focus at the airport between 2009 and 2017, was construction of the crosswind runway. Since that time, the demand for hangar space has increased at the airport. The Master Plan was updated to document this increase in users and the potential for hangar expansion. The next 20 years at the airport will focus on maintaining existing pavement and facilities, constructing additional taxiways for construction of new hangars, and monitoring the airspace around the airport to avoid obstructions and continue to meet MnDOT and FAA standards.

Trail System

The City has constructed and maintains approximately 5.2 miles of paved, multi-use trail extending from the Kanabec County Historical Society north to the Mora Public Schools campus on 9th Street, east across State Highway 65 to the Spring Lake area and south to Maple Avenue E. The most recently constructed section of trail is located on the northern portion of Wood Street N. and 9th Street adjacent to the Mora Public Schools campus. The City has identified additional sections of trail to be added to the system which will ultimately create a looped trail system.

The Park Board first adopted a Trail Plan in March 2008 which identified existing trail sections as well as proposed sections to be added to the system. The goal of the plan was to ultimately create a looped trail system. The City Council adopted an updated Trail Plan in July 2021. While the 2021 plan still focuses on creating a looped trail system, it also focuses on providing trail access to areas of the City located south of the Snake River. Providing safe pedestrian access across the river has become increasingly important with increased development south of the river and increased vehicle-pedestrian accidents on or near the Snake River Bridge.

The Trail Plan is illustrated on Map 3.



PARKS AND RECREATIONAL SITES

Mora has several parks and recreational sites, including 22 sites described below (listed in alphabetical order). Table 31 provides an inventory of amenities at each of the sites.

Canoe Landing

This scenic site is still fairly primitive, with a minimal amount of amenities. It has considerable frontage on the Snake River, with parking and access for canoes. Shoreline stabilization and regeneration with native plants was done in 2006. This site is used primarily by canoeists, fisherpeople and picnickers.

Fox Run Park

This undeveloped park is centrally located in the Fox Run neighborhood. The land, which was originally platted as two single family residential lots, was conveyed to the City from the State of Minnesota in 2019 for park purposes. The City's Park Board is actively planning a park to serve neighborhood youth.

Jaycees Park

Built in the early 1980's, this park is situated on a section of the Oakwood Cemetery property at the north end of the City. Its main use is as a softball facility, but also offers play equipment for young spectators. The park is used heavily during the summer months.

Kanabec County Fairgrounds

This 23 acre site, under the control of the Kanabec County Agricultural Society, is the site of the annual Kanabec County Fair. While it does have large open areas, buildings, grandstands and arenas, it is greatly underused and is sorely in need of updating. The Kanabec County Fair continues to be the largest event at the Fairgrounds.

Kanabec County Historical Society

Though primarily used as a museum, the History Center, through the use of volunteers, does keep open a set of hiking and skiing trails along the Snake River. The History Center puts on a number of other programs, including Time Line Programs, festivals, fairs, and other classes and events to use the facility and expertise.

Keystone Park

This little known park, located on the north side of the City, serves as the trailhead to the City's trail system. The park offers access to the historic keystone bridge and incredible scenic views of Spring Lake and surrounding wetland areas.



Library Park (Also called Downtown Park, Bell Tower Park or City Park)

This fully developed park on the shores of Lake Mora provides the City with a valuable recreational area because of its facilities and location. It offers a mix of passive and active recreation adjacent to the downtown area, including tennis and pickleball courts, basketball courts, volleyball court, picnic shelter and picnic tables, a play area and a gazebo for events and live entertainment. The park projects a positive impression of the City by the well maintained facilities and neat appearance. The park has an adequate amount of open space and should be considered fully developed, with the remaining open space being part of its appeal.

Lions Park / Kids Kingdom

This park is technically not a City park, but is under the control of the Kanabec County Agricultural Society and the Mora Lions Club. Through an agreement, the Kids Kingdom portion of this park, as well as lawn mowing and trash pickup, is maintained by the City of Mora. The main feature of this park is the large, community built play area called Kids Kingdom. This facility is highly used and admired and has become a regional draw. Other main features to this park are the picnic shelter, restrooms and a view of the 25-foot tall Dala Horse.

Mora Aquatic Center

Open during June, July and August, the large, heated public pool is a valuable asset to the areas recreational needs. Its unique features include a lap pool, three slides, diving area and zero entry pool with spray features. The professional staff provide swim lessons and lifeguard training.

Mora Civic Center / MAYRA Complex

Located on the Kanabec County Fairgrounds, the Mora Civic Center, and adjacent MAYRA ice rinks and buildings offer the opportunity for indoor and outdoor hockey, ice skating and other events. While the Mora Civic Center is primarily used for sporting events during winter months, it is used year-round for all manners of events.



Mora Community Garden

Managed by the Kanabec County Master Gardeners, this site is located on City owned land and offers garden plots to community members for a small fee. The community garden is typically open mid-May to mid-October.

Mora Elementary

This school facility, located on the north end of the City, offers first class baseball and softball fields, practice fields, soccer fields, an outdoor track, tennis courts and playground equipment.

Mora High School

The indoor gyms and basketball courts, outdoor track, football fields, and tennis courts offer opportunity for students and residents alike to watch or participate in a number of sporting, social and cultural events.

Oak Park

This small park is located within the Edgewood Manufactured Home Park neighborhood, providing residents with various play equipment, a half-basketball court and a storm shelter.

Ole Park

This park has little recreational use or potential, with over 75% of its land being on State right-of-way, but is valuable as a centrally located site to display the Sister City Monument with Mora, Sweden, the Skier statue, and a display area for the American, State, and Swedish Flags. Little additional change is planned for this site.

Peterson Park

This little known park has been part of the park system for over 30 years. It is an undeveloped site that borders Lake Mora and Highway 65. It is mainly hilly and treed, and has little access or use at this time.

Skateboard & Bike Parks

Located adjacent to the Mora Aquatic Center, the Skate and Bike Parks provide space designed specifically for skateboarders and bikers and offer several pieces of equipment. While the parks are open to all ages and skill levels, the sites are highly utilized by the community's older youth.

Sunrise Park

This small park on the east side of the City offers a large sheltered picnic area with a volleyball court.

Trail System

The City has constructed and maintains approximately 5.2 miles of paved multi-use trail, extending from the Kanabec County Historical Society north to the Mora Public Schools campus, east



across State Highway 65 to the Spring Lake area and south to Maple Avenue E. The most recently constructed section of trail is located on the northern portion of Wood Street N. and 9th Street adjacent to the Mora Public Schools campus. The City has identified additional sections of trail to be added to the system which will ultimately create a looped trail system.

Welia Health Wellness Center

Connected to Mora Elementary, the Welia Health Wellness Center was constructed in 2017 through a partnership between Independent School District 332 and Welia Health (then FirstLight Health System). The facility offers an indoor elevated walking track and various group classes. The facility is open to the community, but membership is required.

In addition to the numerous parks and recreational sites listed above, the community prides itself on its annual festivals and activities. Some of these festivals and activities include, but are not limited to, Mora's Music in the Park, Mora Municipal Airport Fly-In, Fall Fest, the Mid-Summer Swedish Festival, and the Mora Classic Series (Vasaloppet Cross Country Ski Race, Snake River Canoe Race, Mora Half Marathon and Mora Bike Tour).

Table 29

Parks and Recreational Sites Inventory – City of Mora

City Owned or Maintained Sites

Library Park	Lions Park / Kids Kingdom	Jaycees Park
5 Acres 2 Swings 3 Toddler Swings 2 Spring Animals 2 Sand Scoopers 1 Merry-Go-Round 4 Slides 2 Benches by Play Apparatus 2 Benches by Gazebo 1 Picnic Shelter 6 Picnic Tables 1 Bell Tower 1 Basketball Court (2 nets) 1 Drinking Fountain 1 Tennis Court / 2 Pickle Ball Courts 1 Sand Volleyball Court 1 Older Play Apparatus 1 Modern Play Apparatus 1 Glider (adult exercise equipment) 1 Stepper (adult exercise equipment) Gazebo Parking Lot Restroom (seasonal) 1 Flowerbed	Less than 2 Acres Restrooms (seasonal) 1 Dala Horse (Large) 2 Flag Poles 1 Picnic Shelter 12 Picnic Tables 1 BBQ Grills 1 Flower Bed 1 Large/Multi Stage Play Area 2 Swings 2 Toddler Swings 1 Tire Swing 1 Swinging Bench 2 Benches	10 Acres 3 Softball Fields 1 Play Apparatus 1 Swing Parking Lot Restrooms (seasonal) Concession Building Grand Stands 1 Flower bed
	Skateboard Park	Bike Park
	1.03 Acres Quarter Pipe Grind Box Grind Rail Street Spine	1.03 Acres Grind Ledge Grind Box Quarter Pipe Launch Box – Quarter Pipe to Bank Bank Flat Grind Rail
Keystone Park	Peterson Park	Ole Park
34.09 Acres Undeveloped Wooded Trail Access / Trailhead 1 Picnic Table 6 Benches Parking Lakeshore Scenic Views of Spring Lake	15 Acres Undeveloped Wooded Park Lakeshore 1 Stone Monument Picnic Area Overlooking Lake Mora	.25 Acres Sister City Monument Skier Statue 3 Flags/Poles 1 Picnic Table
Canoe Landing	Fox Run Park	Community Garden
3.62 Acres 1 Picnic Table 1 Bench 400 Foot River Frontage	.7 Acres Undeveloped Site Located within Fox Run Neighborhood	10' x 20' Garden Plots Open Mid-May to Mid-October Managed by Kanabec County Master Gardeners

Sunrise Park	Mora Aquatic Center	Oak Park
.32 Acres 1 Picnic Shelter 2 Picnic Tables 1 Volleyball Court	Less than 1 Acre 1 Lap Pool 3 Water Slides 1 ADA Lift Diving Area 1 Zero Entry Pool 3 Spray Features Pool House Parking	Less than 1 Acre Located within Edgewood Manufactured Home Park 2 Swings 2 Toddler Swings 2 Spring Animals 2 Sand Scoopers 1 Half-Basketball Court (1 net) 1 Storm Shelter
Trail System		
5.2 Miles 10' Wide Paved Multi-Purpose Trail		

Non-City Owned or Maintained Sites

Mora High School	Mora Elementary	Welia Health Wellness Center
1 Football Field/Track 2 Practice Fields 1 Softball Field Play Area Indoor Basketball Courts and Gyms	8 Tennis Courts Baseball and Softball Fields Practice Field Soccer Fields Outdoor Track Playground Equipment Parking	Indoor Elevated Walking Track Various Fitness Classes Parking
Fair Grounds	Mora Civic Center/MAYRA Complex	Kanabec County Historical Society
Large Open Spaces Grand Stand Arena Various Out Buildings	Civic Center-Multi Use Facility 3 Lighted Outdoor Rinks Warming House Concession Area	Skiing/Hiking Trail Parking Fitness Route Covered Shelter Museum Reference Library Gift Shop
Vasaloppet USA Nordic Ski Center		
13 km of Groomed Trails (5 km lit for night skiing) Snowmaking Machine Wax Room Changing Rooms with Saunas Kitchen		

COMPREHENSIVE PLAN

The Comprehensive Plan is primarily concerned with the current incorporated area of Mora where in a legal sense, jurisdictional controls can be exercised to achieve community goals. However, in a practical sense, Mora extends far beyond its corporate limits. The Mora community encompasses approximately 5.47 square miles. Because the Mora planning area extends beyond Mora's current corporate limits, coordination with adjacent townships and the County should be encouraged.

The Comprehensive Plan is concerned with a 10-20 year time period. It provides a process for preparing for the future. Expansion areas for each land use category are designated on the plan to meet the needs of projected population and future industrial and commercial development.

The Comprehensive Plan Land Use Map, attached as Map 4, summarizes graphically the long range proposals for major land uses, circulation, open space and certain community facilities. The Comprehensive Plan Land Use Map is not precise as to areas or locations shown, rather it attempts to communicate the inter-relationships of the various Plan elements in both space and time. Integral within the Comprehensive Plan Land Use Map are the elements of a Land Use Plan, Transportation Plan and Community Facilities Plan.

IMPLEMENTATION

The Comprehensive Plan gains in value and meaning as its proposals are implemented by private and public actions to achieve community goals. Implementation of the Plan is part of the on-going planning process through various ordinances and programs.

Zoning

Zoning regulates the use of land and building as well as the size and placement of buildings within the municipality. It interprets the land use patterns established by the Land Use Plan into ordinance form for legal administration. Zoning districts are delineated on the City's Official Zoning Map and the type of development permitted is defined in the Zoning Ordinance.

Subdivision Controls

Subdivision controls regulate the manner in which land, whether for residential, commercial or industrial use, is made ready for use. Minimum land development design standards are set forth in ordinance form, concerning the width and construction of streets, utilities, length and depth of blocks, open space dedication and provision for easements.

Coordination

Coordination of the various units of government involved in the Mora planning process is facilitated by a published Comprehensive Plan. Using the Plan, duplication of effort and conflicting plans can be avoided between the various units of government involved in community development.

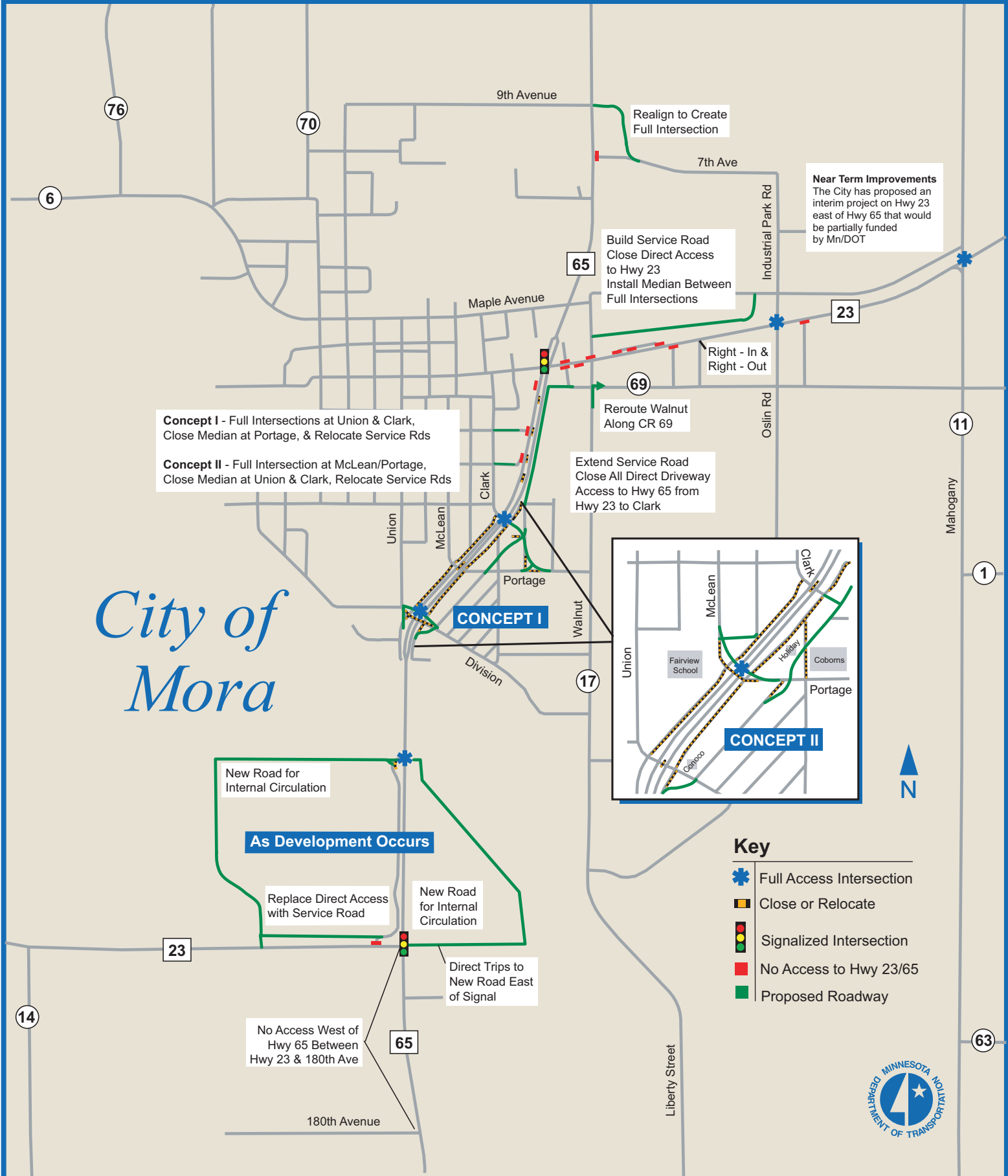
Capital Improvement Program

A Capital Improvements Program is a combined planning-financial operation. It is a moving schedule of major municipal projects to be accomplished during a five, ten, or twenty year period. This assists the City Council in preparing its annual budget by identifying needed public improvements, assigning costs, establishing priorities for improvements, and identifying sources of funds. Determining development timing for plan implementation is a function of the Capital Improvements Program.

Planning Administration

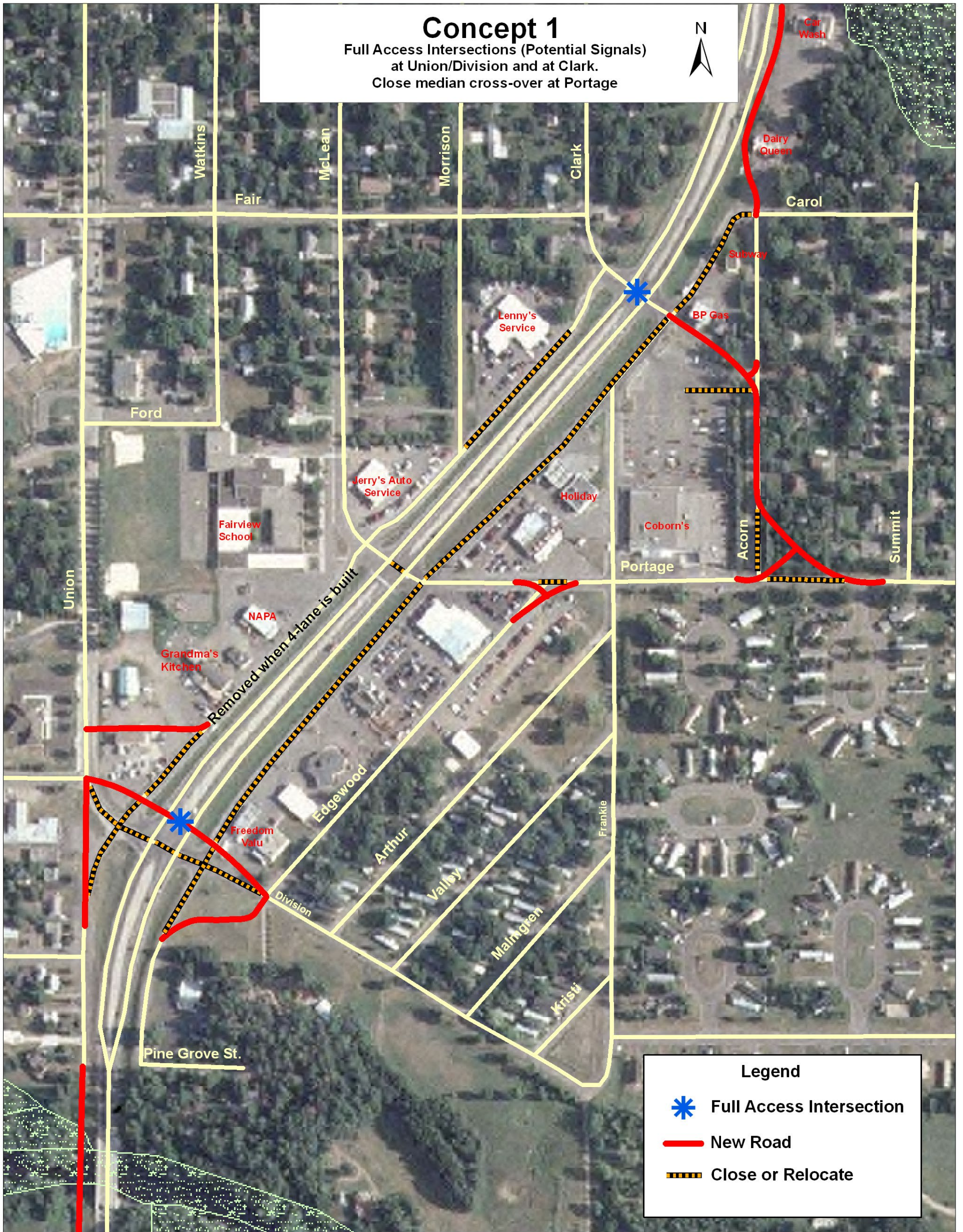
Comprehensive Plan implementation is closely tied to day-to-day planning administration. Planning administration includes the decision making process of the governing body, citizens, private developers and others concerned with development and land use. Planning Commission review of development proposals and coordination of planning activities are major aspects of planning administration.

Hwy 23/65 Proposed Improvements






Concept 1

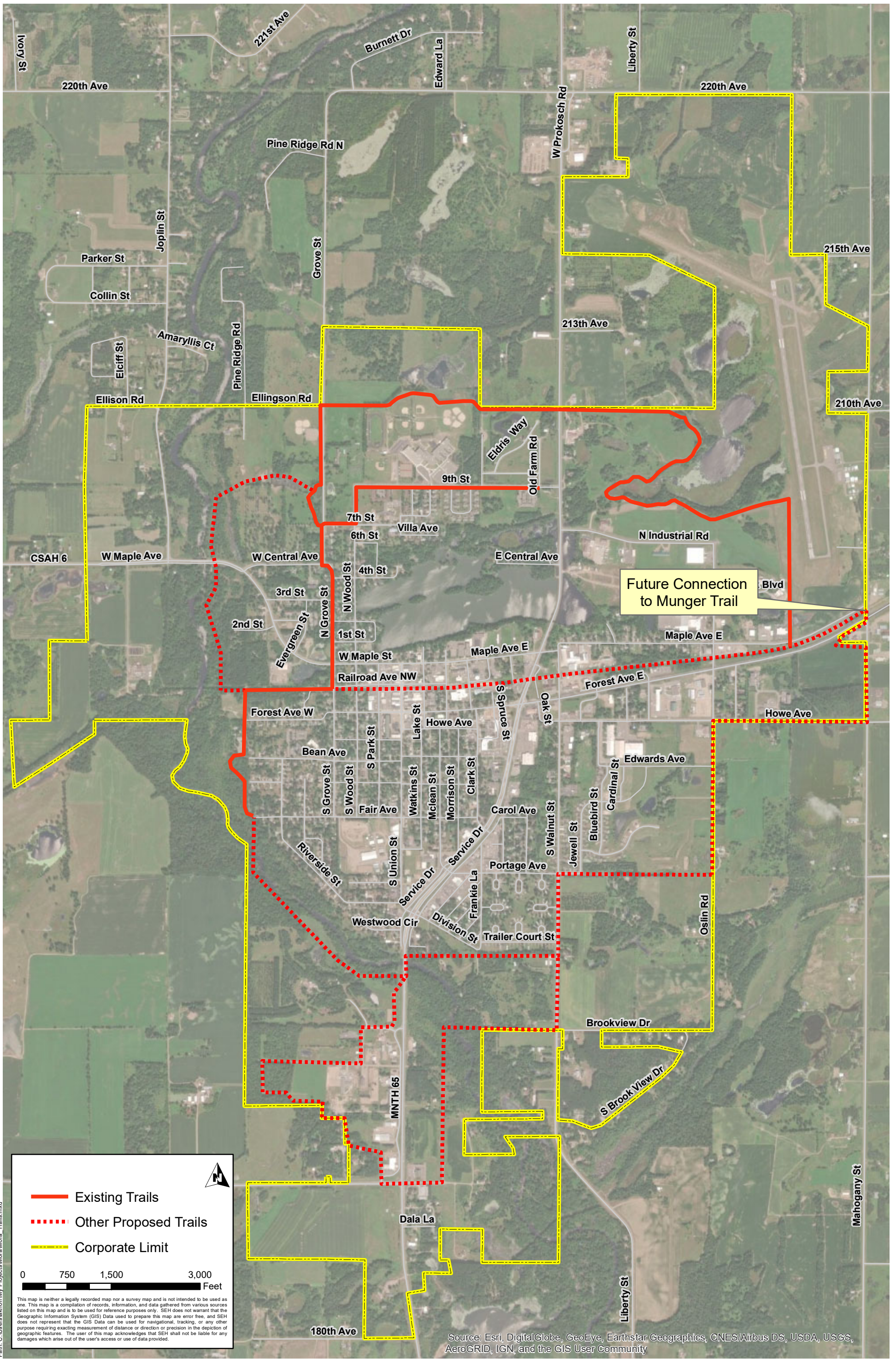
Full Access Intersections (Potential Signals)
at Union/Division and at Clark.
Close median cross-over at Portage



Legend

-  Full Access Intersection
-  New Road
-  Close or Relocate

Preferred Alternative



Future Connection to Munger Trail

— Existing Trails
- - - Other Proposed Trails
- - - Corporate Limit

0 750 1,500 3,000
 Feet

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

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Path: C:\Users\akomrmy\Projects\Mora\Mora_Trails.mxd



Print Date: 8/4/2021

TRAIL PLAN

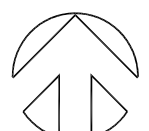
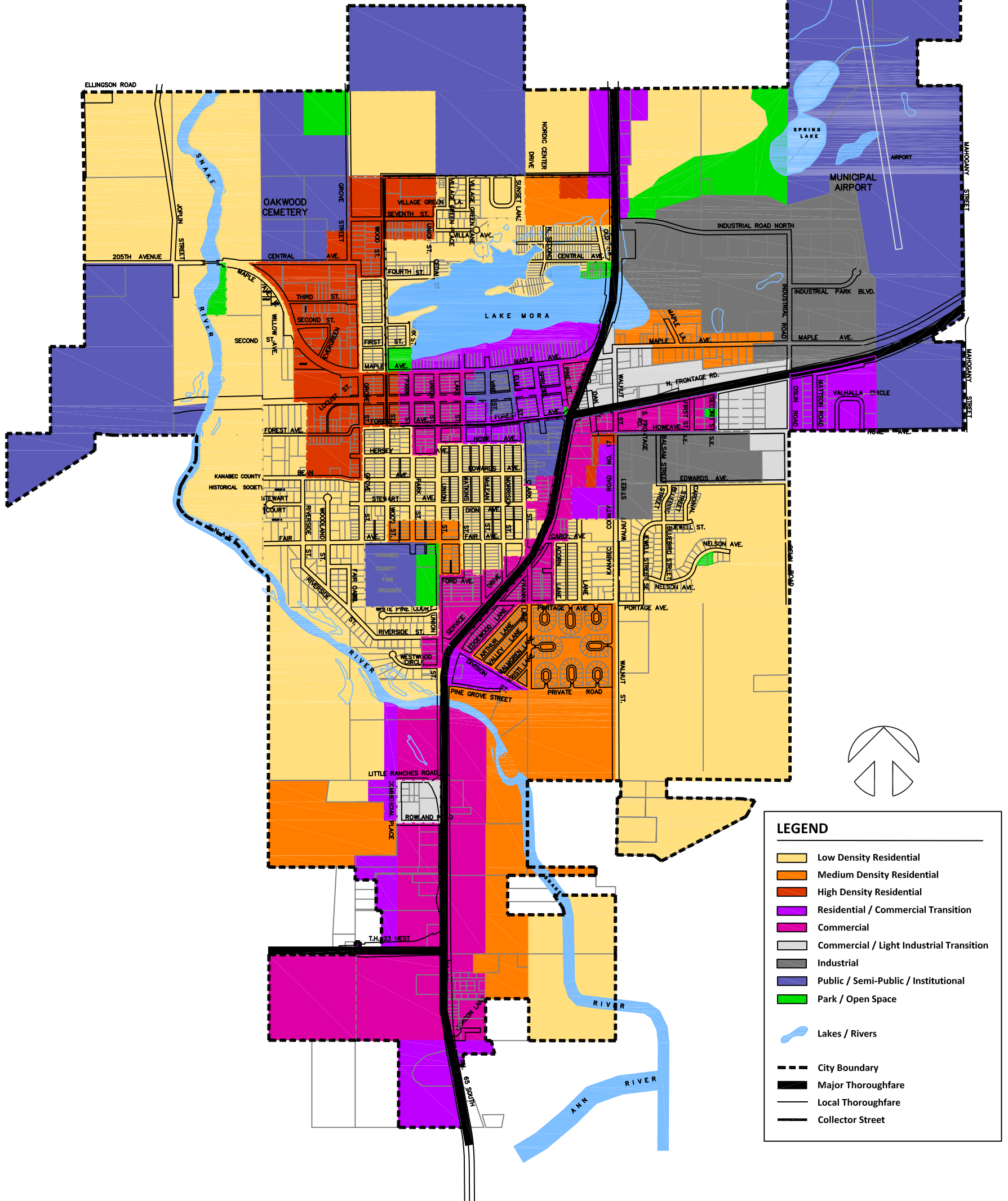
Mora, Minnesota

Adopted by the Mora City Council on July 20, 2021



City of Mora Minnesota

DRAFT 2021 Comprehensive Plan Land Use Map



LEGEND	
	Low Density Residential
	Medium Density Residential
	High Density Residential
	Residential / Commercial Transition
	Commercial
	Commercial / Light Industrial Transition
	Industrial
	Public / Semi-Public / Institutional
	Park / Open Space
	Lakes / Rivers
	City Boundary
	Major Thoroughfare
	Local Thoroughfare
	Collector Street

APPENDIX A: COMMUNITY SURVEY

In the Fall of 2019, a community survey was developed by the Comprehensive Plan Committee and distributed with the City's Fall newsletter and made available on the City's webpage for the purpose of garnering feedback and input on a variety of issues from not only residents of Mora, but also those who do not reside within the City limits but have a vested interest in the community.

This document is a culmination of the survey process and is meant to be a useable resource for the data collected to provide guidance to the City Council, Planning Commission, other boards and commissions and staff of the City of Mora.

APPENDIX A1: COMMUNITY SURVEY – SURVEY INSTRUMENT



COMMUNITY SURVEY CITY OF MORA COMPREHENSIVE PLAN UPDATE FALL 2019

The City of Mora is in the process of developing a Comprehensive Plan, which will guide development and land use planning for the next 10 years. The Comprehensive Plan is a tool for the city to use to plan for the future of our community. It contains the core values of the residents and provides a vision for future growth and development. A Comprehensive Plan will assist in long term planning efforts, keep the core community values in place despite outside forces, control growth to areas that can sustain growth, create and encourage community and economic development and can focus the various groups in the city on sustainable and achievable goals. In addition, it will provide a “blueprint” for the City Council, the Planning Commission, and city staff on how to achieve the long-term goals created for the community.

Please take a moment to complete this survey giving us your opinions on the current state and the future of Mora. When you have completed it, please mail it back or drop it off at Mora City Hall. Each individual can complete a survey -- extra copies are available at City Hall.

Please return your completed survey by Friday, November 15, 2019. Thank you!

1. Where do you currently live? (your primary place of residence)

- The City of Mora
 Township (enter Township name) _____
 Other (enter other community name(s), seasonal vs. permanent home, etc.)

2. How long have you lived in your current community? (choose one)

- Less than 5 years 21-40 years
 6-10 years More than 40 years
 11-20 years

3. Please indicate which of the following age groups are represented in your household (choose all that apply):

- | | |
|--|--|
| <input type="checkbox"/> 0-5 years old | <input type="checkbox"/> 36-45 years old |
| <input type="checkbox"/> 6-10 years old | <input type="checkbox"/> 46-55 years old |
| <input type="checkbox"/> 11-18 years old | <input type="checkbox"/> 56-65 years old |
| <input type="checkbox"/> 19-25 years old | <input type="checkbox"/> 66-75 years old |
| <input type="checkbox"/> 26-35 years old | <input type="checkbox"/> 76 years or older |

4. What type of housing do you live in? (choose one)

- | | |
|---|--|
| <input type="checkbox"/> Single-family Home | <input type="checkbox"/> Manufactured Home |
| <input type="checkbox"/> Duplex or Townhome | <input type="checkbox"/> None |
| <input type="checkbox"/> Apartment Building | <input type="checkbox"/> Other (_____) |

5. Do you rent or own your home? (choose one)

- Rent
- Own
- Not applicable

6. Where is your primary place of work? (choose one)

- In Mora
- Within 5 miles of Mora
- 5 to 30 miles from Mora
- More than 30 miles from Mora
- Not applicable

7. Which of these community features do you value most in Mora? (your top 3 responses - rank from 1 to 3 where 1 = most important)

- | | | |
|---|--|---|
| <input type="checkbox"/> Visual appearance | <input type="checkbox"/> Entertainment | <input type="checkbox"/> Work places |
| <input type="checkbox"/> Trail system | <input type="checkbox"/> Shopping | <input type="checkbox"/> Schools |
| <input type="checkbox"/> Parks and open space | <input type="checkbox"/> Restaurants | <input type="checkbox"/> Medical facilities |
| <input type="checkbox"/> Aquatic Center | <input type="checkbox"/> Convenient location | <input type="checkbox"/> Events/festivals |
| <input type="checkbox"/> Neighborhood/housing | <input type="checkbox"/> Friendly people | <input type="checkbox"/> Quiet and peaceful |
| <input type="checkbox"/> Law enforcement | <input type="checkbox"/> Fire protection | <input type="checkbox"/> Code enforcement |
| <input type="checkbox"/> Other (_____) | | |

8. If there is one thing you could change about Mora, what would it be?

9. Of the retail purchases you make for your household, about what percentage are purchased from businesses located in Mora? (choose one)

- 90-100% (almost everything from businesses in Mora)
- 75-89%
- 50-74%
- 25-49%
- 11-24%
- 0-10% (very little from businesses in Mora)

10. Of the following commercial/retail services, which has the most value to you? (choose one)

- Shopping in downtown Mora
- Retail establishments along the Hwy 23/65 corridor
- Retail opportunities provided by other communities
- Internet / Online shopping



11. Are retail businesses and services in Mora open for business when it is most convenient to you?
(choose one)

Mostly Yes Mostly No

Explain:

12. Select the following types of housing you feel Mora needs more of (your top 3 responses - rank from 1 to 3 where 1 = most important):

<input type="checkbox"/> Single family homes	<input type="checkbox"/> Senior housing
<input type="checkbox"/> Manufactured homes	<input type="checkbox"/> Senior assisted living
<input type="checkbox"/> Duplexes or townhomes	<input type="checkbox"/> Nursing homes and/or memory care
<input type="checkbox"/> Apartment buildings	<input type="checkbox"/> No new housing needs
<input type="checkbox"/> Other (_____)	

13. What, if anything, should specifically be done to better address housing needs in Mora?

14. Which of these services would you most like to see in Mora? (your top 3 responses - rank from 1 to 3 where 1 = most important)

Improved streets
 Improved sidewalks
 Improved trail system
 Improved public transit
 Improved high speed wireless internet
 Other (_____)

15. How often would you use a bus or other means of public transportation if it was accessible to you?
(choose one)

Daily
 Once a week
 More than once a week
 Once a month
 Never
 Don't know

16. How well can you get around the community by using sidewalks and trails?

I can get everywhere that I want/need to go
 I can get to some places that I want/need to go
 I can get to very few of the places I want/need to go
 Not applicable

If improvements are needed for bicycles and pedestrians, what specifically should be done?

17. What are the best recreational opportunities currently offered in Mora?

18. What types of new or expanded recreational opportunities are needed in Mora?

19. Basic needs can be defined as those things that are necessary to sustain life. Basic needs consists of adequate food, shelter, and clothing plus some household equipment and furniture. They also include essential services provided by and for the community such as safe drinking water, sanitation, health and education.

Are the basic needs of all age groups available in Mora? (choose one)

Yes No

If you answered no, what basic needs are missing and for which age groups?

20. What types of additional employment opportunities would you like to see in Mora?

21. What is Mora's best or most attractive feature?

22. If you are a Mora resident, why did you choose to live in Mora?

23. What personal or special meaning does Mora have to you?

24. Please describe your vision for Mora ten years from now:

25. Of people you know who have moved away from Mora, what do you think their main reasons were?
(your top 3 responses – rank from 1 to 3 where 1 = most important reason)

- | | |
|--|--|
| <input type="checkbox"/> Employment opportunities | <input type="checkbox"/> Preferred larger community |
| <input type="checkbox"/> Housing opportunities | <input type="checkbox"/> Preferred smaller community |
| <input type="checkbox"/> Schools | <input type="checkbox"/> Locate closer to family |
| <input type="checkbox"/> Shopping and/or amenities | <input type="checkbox"/> Locate closer to job |
| <input type="checkbox"/> Recreation and/or entertainment opportunities | <input type="checkbox"/> Property taxes |
| <input type="checkbox"/> Aging infrastructure in Mora | <input type="checkbox"/> Rising crime in Mora |
| <input type="checkbox"/> Other (_____) | |

26. Other comments:

APPENDIX A2: COMMUNITY SURVEY – KEY FINDINGS

Most respondents live and work in or within 5 miles of the City. About 22 percent of respondents indicate they commute more than 30 miles to work. They are predominantly single family homeowners. Renters account for 15 percent of responses.

Some key preliminary findings from these results are views as follows. (Reference is made to the response from questions as numbered in the survey instrument attached):

On the attraction of Mora (Q. 7, 21-23)

- The most valued features of the Mora community its medical facilities, visual appearance, work places, and schools.
- Asked about the City of Mora’s best or most attractive feature, respondents most often said the friendly people and the small town feel.
- Responses indicate the choice to live in Mora is typically due to family or their job.
- The personal or special meaning that Mora represents for most of the respondents is home, family or where they grew up (56 percent).

On shopping/retail opportunities (Q.8-11):

- The top response when asked, “is there one thing you would change,” is to have more stores, shopping, and businesses in Mora.
- Over half (51 percent), said they do most of their shopping outside the City of Mora. A high number indicate there is not enough shopping for their needs.
- While 85 percent indicated businesses are “mostly” open when convenient, many qualified this by saying many stores close too early or are often not available when needed.

On housing needs (Q.12-13):

- Many types of housing needs were identified with the top response being the need for more single family homes and more senior housing.
- Many also called out the need for the City of Mora to provide more low-income and affordable housing options.

On recreational opportunities (Q. 17-18)

- The City’s system of trails and bike paths was rated as the best recreational opportunity provided. The City’s aquatic park was the second highest response.
- Asked what recreational opportunities are needed in Mora, a high percentage indicated a need for more sports or other activities for youth.

On transportation services: (Q. 14-16)

- When given a choice of services they would most like to see in Mora, the top response was better streets and sidewalks.
- Those using sidewalks and trails can generally get to where they need to be, though about 60 percent said sidewalks and trails could be improved.
- Asked if they would use public transit if it were available, 24 percent said yes and 40 percent said they weren’t sure.

On response to basic needs (Q. 19-20)

- About 29 percent of respondents said some segments of the City’s population are missing basic needs.
- From the response, basic needs that are missing include food, clothing and housing for the low-income and homeless.
- Responses suggest a need for more retail and industrial employment and higher wages.

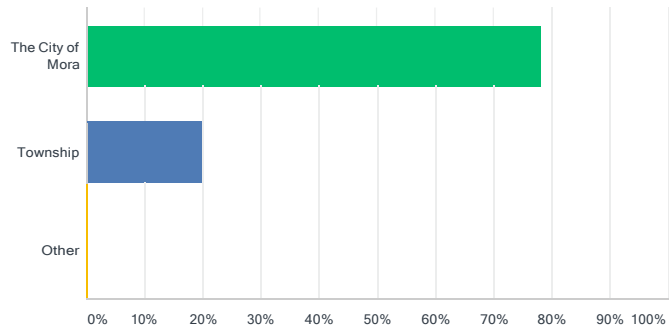
On the community vision (Q. 24-25)

- Asked about the future of Mora, most desire a healthy, safe, and growing community with more jobs and prosperity.
- Other responses, though a minority, reflect a belief that the community will remain the same or worse in ten years.

APPENDIX A3: COMMUNITY SURVEY – SURVEY RESULTS

Q1 Where do you currently live? (your primary place of residence)

Answered: 194 Skipped: 5



ANSWER CHOICES	RESPONSES	
The City of Mora	78.35%	152
Township	19.59%	38
Other	2.06%	4
TOTAL		194

If "Township", enter township name:

Answered: 36 Skipped: 163

#	RESPONSES	DATE
1	Arthur	11/15/2019 4:38 PM
2	Arthur	11/6/2019 3:47 PM
3	Hillman	11/5/2019 3:17 PM
4	Ann Lake	10/24/2019 6:04 PM
5	Arthur	10/15/2019 7:57 PM
6	Arthur	10/15/2019 6:36 PM
7	Arthur	10/15/2019 2:07 PM
8	Arthur	10/15/2019 2:04 PM
9	Arthur	10/11/2019 7:47 PM
10	Arthur	10/11/2019 7:38 PM
11	Arthur	10/11/2019 7:31 PM
12	Knife Lake	10/11/2019 6:49 PM
13	no answer	10/11/2019 6:14 PM
14	Kanabec	10/11/2019 5:03 PM
15	Knife Lake	10/11/2019 4:51 PM
16	Knife Lake	10/9/2019 6:36 PM
17	Knife Lake	10/9/2019 4:24 PM
18	Knife Lake	10/7/2019 11:08 PM
19	Arthur	10/4/2019 6:40 PM
20	Whited	10/4/2019 6:25 PM
21	Arthur	10/3/2019 2:38 PM
22	Arthur	10/3/2019 2:29 PM
23	Kanabec	10/3/2019 2:27 PM
24	Arthur	10/1/2019 4:05 PM
25	Kanabec	9/27/2019 12:39 AM
26	Kanabec	9/26/2019 7:25 PM
27	ann lake	9/25/2019 6:03 PM
28	Auther	9/25/2019 5:36 PM
29	Whited	9/25/2019 4:48 PM
30	Arthur	9/25/2019 4:23 PM
31	Whited	9/25/2019 4:20 PM
32	Peace	9/25/2019 4:17 PM
33	Knife Lake	9/25/2019 4:15 PM
34	Brunswick	9/25/2019 4:05 PM
35	Whited	9/25/2019 3:52 PM
36	ford	9/24/2019 6:49 PM

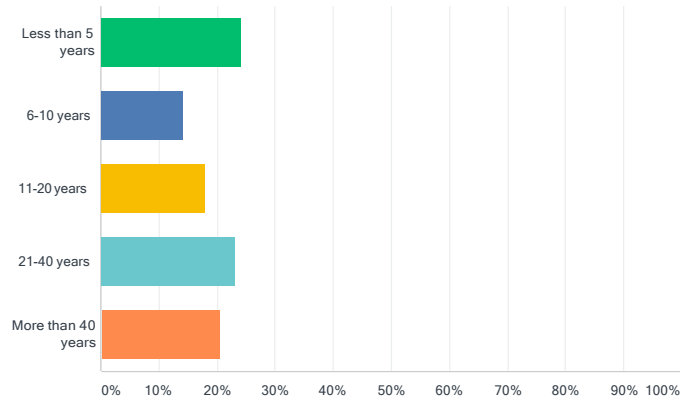
If "Other", describe (community name(s), seasonal vs. permanent home, etc.)

Answered: 2 Skipped: 197

#	RESPONSES	DATE
1	Coon Rapids, MN (own apts in Mora 10 yrs, zero profit in 10 years)	10/15/2019 7:06 PM
2	Permanent home in Mora school district	9/25/2019 5:48 PM

Q2 How long have you lived in your current community? (choose one)

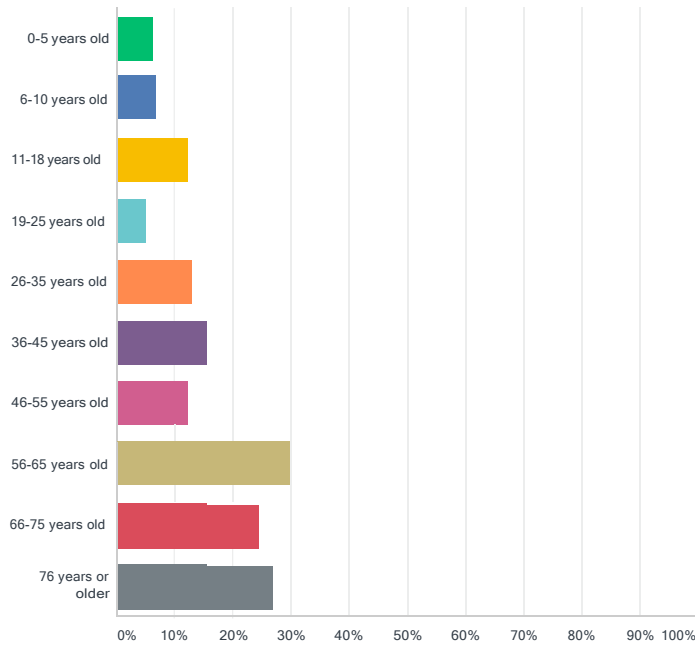
Answered: 190 Skipped: 9



ANSWER CHOICES	RESPONSES	
Less than 5 years	24.21%	46
6-10 years	14.21%	27
11-20 years	17.89%	34
21-40 years	23.16%	44
More than 40 years	20.53%	39
TOTAL		190

Q3 Please indicate which of the following age groups are represented in your household (choose all that apply):

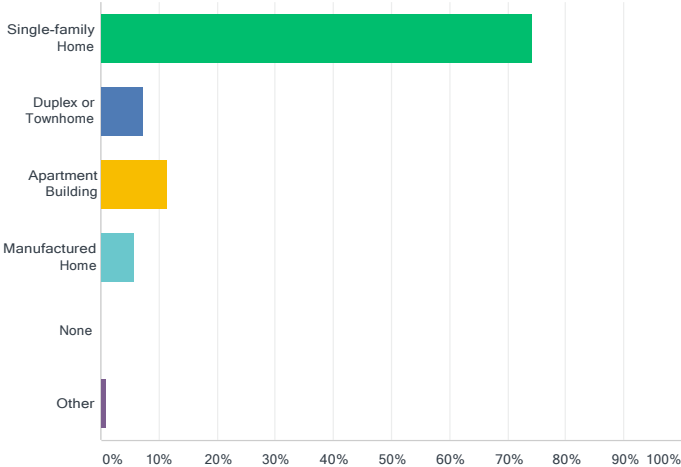
Answered: 191 Skipped: 8



ANSWER CHOICES	RESPONSES
0-5 years old	6.28% 12
6-10 years old	6.81% 13
11-18 years old	12.57% 24
19-25 years old	5.24% 10
26-35 years old	13.09% 25
36-45 years old	15.71% 30
46-55 years old	12.57% 24
56-65 years old	29.32% 56
66-75 years old	24.61% 47
76 years or older	27.23% 52
Total Respondents: 191	

Q4 What type of housing do you live in? (choose one)

Answered: 191 Skipped: 8



ANSWER CHOICES	RESPONSES	
Single-family Home	74.35%	142
Duplex or Townhome	7.33%	14
Apartment Building	11.52%	22
Manufactured Home	5.76%	11
None	0.00%	0
Other	1.05%	2
TOTAL		191

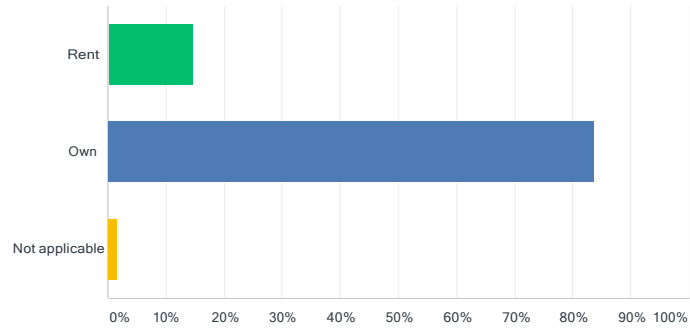
If you answered "Other", describe.

Answered: 2 Skipped: 197

#	RESPONSES	DATE
1	assisted living	10/11/2019 6:37 PM
2	mobile home	10/9/2019 6:37 PM

Q5 Do you rent or own your home? (choose one)

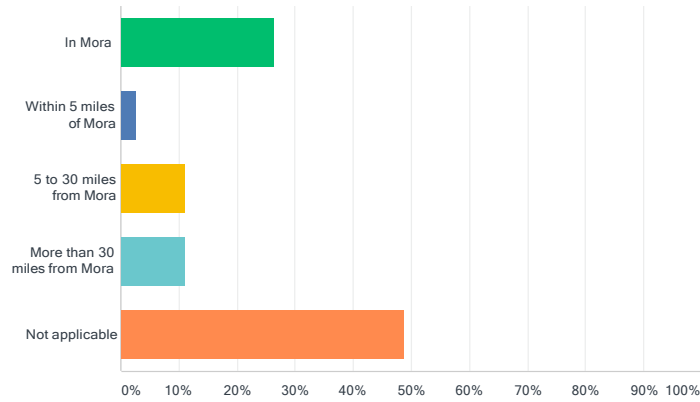
Answered: 191 Skipped: 8



ANSWER CHOICES	RESPONSES	
Rent	14.66%	28
Own	83.77%	160
Not applicable	1.57%	3
TOTAL		191

Q6 Where is your primary place of work? (choose one)

Answered: 189 Skipped: 10

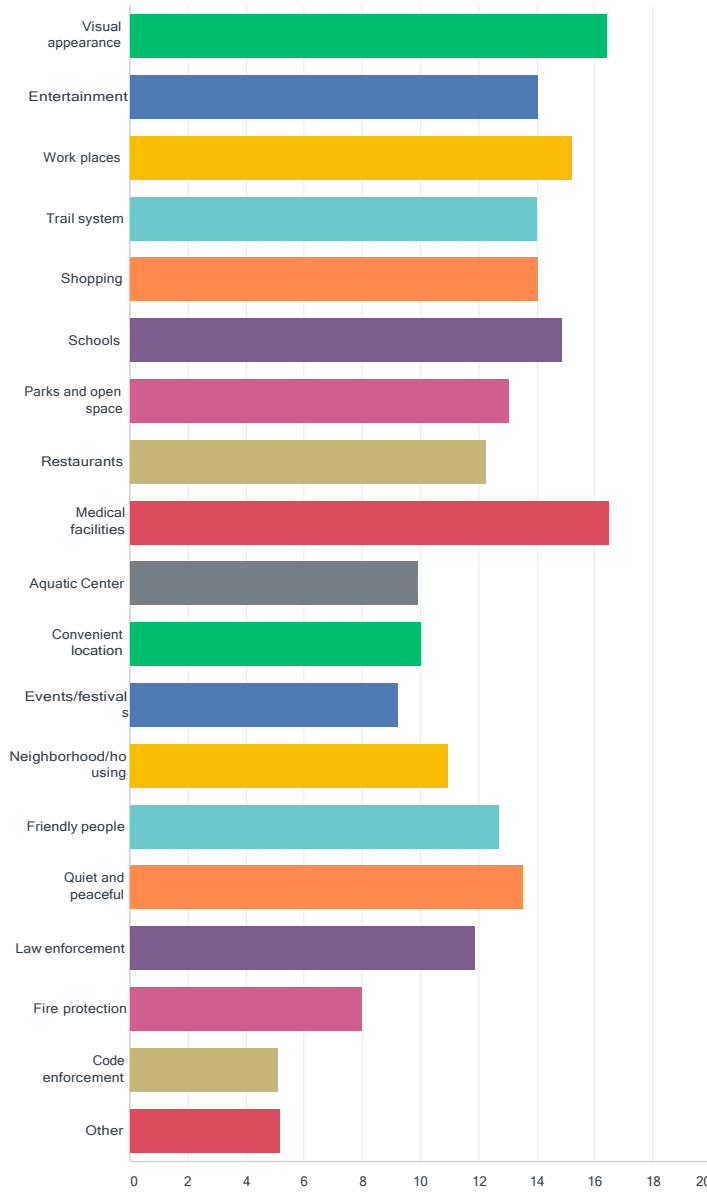


ANSWER CHOICES	RESPONSES
In Mora	26.46% 50
Within 5 miles of Mora	2.65% 5
5 to 30 miles from Mora	11.11% 21
More than 30 miles from Mora	11.11% 21
Not applicable	48.68% 92
TOTAL	189

City of Mora Comprehensive Plan Survey

Q7 Which of these community features do you value most in Mora?

Answered: 186 Skipped: 13



	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Visual appearance	13.51% 10	16.22% 12	20.27% 15	36.49% 27	5.41% 4	0.00% 0	1.35% 1	4.05% 3	0.00% 0	0.00% 0	0.00% 0	1.35% 1	1.35% 1	0.00% 0
Entertainment	0.00% 0	7.14% 4	8.93% 5	10.71% 6	44.64% 25	7.14% 4	1.79% 1	1.79% 1	3.57% 2	1.79% 1	3.57% 2	1.79% 1	1.79% 1	1.79% 1
Work places	18.18% 12	9.09% 6	9.09% 6	4.55% 3	9.09% 6	36.36% 24	3.03% 2	3.03% 2	0.00% 0	4.55% 3	0.00% 0	1.52% 1	0.00% 0	1.52% 1
Trail system	13.24% 9	4.41% 3	13.24% 9	7.35% 5	2.94% 2	14.71% 10	32.35% 22	1.47% 1	0.00% 0	0.00% 0	1.47% 1	1.47% 1	0.00% 0	0.00% 0
Shopping	10.96% 8	17.81% 13	10.96% 8	1.37% 1	4.11% 3	4.11% 3	10.96% 8	26.03% 19	1.37% 1	4.11% 3	0.00% 0	2.74% 2	0.00% 0	1.37% 1
Schools	21.62% 16	10.81% 8	12.16% 9	2.70% 2	5.41% 4	5.41% 4	6.76% 5	14.86% 11	17.57% 13	0.00% 0	1.35% 1	0.00% 0	0.00% 0	0.00% 0
Parks and open space	10.29% 7	13.24% 9	8.82% 6	1.47% 1	1.47% 1	0.00% 0	7.35% 5	8.82% 6	22.06% 15	19.12% 13	2.94% 2	0.00% 0	0.00% 0	0.00% 0
Restaurants	6.94% 5	9.72% 7	11.11% 8	2.78% 2	4.17% 3	1.39% 1	1.39% 1	4.17% 3	11.11% 8	20.83% 15	18.06% 13	1.39% 1	1.39% 1	1.39% 1

City of Mora Comprehensive Plan Survey

If you answered "Other" as one of your top three items, please describe.

Answered: 16 Skipped: 183

#	RESPONSES	DATE
1	library	10/25/2019 8:13 PM
2	better roads (repair) keep painted lines bright for elderly	10/22/2019 6:20 PM
3	low taxes	10/15/2019 7:07 PM
4	church	10/15/2019 2:15 PM
5	Vasaloppet	10/11/2019 5:57 PM
6	good streets	10/9/2019 7:06 PM
7	church choices	10/9/2019 4:25 PM
8	Felon - found a landlord to rent to me	10/4/2019 8:29 PM
9	sense of community and helping each other	10/3/2019 11:33 PM
10	lakes	10/3/2019 1:46 PM
11	Security	10/1/2019 3:47 PM
12	Near family	9/27/2019 4:20 AM
13	This is the worst town I've ever lived in	9/25/2019 5:42 PM
14	Accessibility, need to be able to GET to businesses etc. handicap parking curbs with cutout wc users can use. Better way to cross 65?	9/25/2019 4:12 PM
15	I didn't answer "other" however I would say this question is extremely difficult as so many of them could be in my top 3! Schools is huge because people look at that when moving but they also look at medical/L.E. But then if you have a great looking downtown and fun shops (we have the fun shops) then people love to come (we do have lots of lakes so I think of Nisswa)	9/25/2019 3:48 PM
16	This list isn't a comprehensive view of critically relevant items related to a city. Items such as: Progressive vision Vibrant downtown Tourism magnet A destination Industrial/business growth Population growth above low-income	9/24/2019 6:56 PM

City of Mora Comprehensive Plan Survey

Q8 If there is one thing you could change about Mora, what would it be?

Answered: 142 Skipped: 57

#	RESPONSES	DATE
1	Entertainment and restaurants are needed.	11/18/2019 6:59 PM
2	The city administrator would live in the community	11/18/2019 12:22 AM
3	Enforce speed limit when people are driving vehicles.	11/15/2019 7:29 PM
4	Gas / convenience store on north side of town on Hwys 65 & 23. Better grocery store - Coborn's is expensive; I go to Aldis in Cambridge.	11/15/2019 5:21 PM
5	better police	11/15/2019 5:08 PM
6	better streets	11/15/2019 4:39 PM
7	Inadequate snow removal! Indifference to peoples need to get to work!	11/6/2019 4:51 PM
8	We should have a store that has everyday clothing - jeans, tshirts, etc.	11/6/2019 3:54 PM
9	Promote new businesses into the Mora area. This would bring jobs, jobs bring wages and taxes, growth comes from this base. Stop closing out business opportunities because of a few on city council want to protect their personal businesses. City leaders are supposed to consider what's best for everyone in the area not a select few . Enough with the dollar discount stores and second hand stores. They have a place but they should not dominate the landscape and that's exactly what we have in Mora. Not one of these locations pays a living wage. You will never attract investment into the Mora area where all you have are secondhand stores to shop at.	11/5/2019 3:27 PM
10	Mora need city poice.	10/30/2019 6:19 PM
11	exclusive cliques, nepotism; decision making is not participatory; Mora needs to figure out how to mend the school debacle.	10/29/2019 1:26 PM
12	being able to cross Hiways 23 & 95 during rush hour on weekends during the summer hours	10/29/2019 1:08 PM
13	We need a Walmart and Menards we have to drive to Cambridge.	10/24/2019 6:05 PM
14	taste of city water	10/24/2019 1:19 PM
15	preserve downtown	10/24/2019 1:12 PM
16	having more business - slop food, grocery and like Walmart	10/23/2019 2:24 PM
17	?	10/22/2019 6:26 PM
18	Walmart	10/22/2019 6:20 PM
19	More of a selection for shopping like Walmart, Target, Aldi, so you don't have to drive so far!	10/22/2019 6:12 PM
20	noise laws enforced	10/22/2019 2:02 PM
21	BETTER law enforcement! Not necessarily more, but officers and management that take calls seriously and return calls and do follow up of cases!	10/20/2019 10:23 PM
22	less dogs running loose and another grocery store	10/18/2019 3:43 PM
23	There needs to be shopping places here in Mora. All we have are dollar stores and used shops. There are no stores where we can go and get a gift for someone, always have to run to Cambridge.	10/18/2019 3:29 PM
24	Make people keep yards clear of JUNK!	10/15/2019 8:18 PM
25	We need a Walmart store to come into Mora.	10/15/2019 8:06 PM
26	knowledge that there is 5 or 6 homes on CR 12 that is Mora Utilities not Braham	10/15/2019 7:59 PM
27	Bring Aldi to the old Shopko location.	10/15/2019 7:54 PM
28	more police	10/15/2019 7:49 PM
29	In over 50 years - I have never seen the streets so bad - summer and winter.	10/15/2019 7:42 PM
30	bring in more shopping - groceries and especially clothing	10/15/2019 7:21 PM
31	more employment opportunities	10/15/2019 7:07 PM
32	more retail	10/15/2019 7:01 PM
33	property tax - school changes	10/15/2019 6:57 PM
34	real police department; a base store like a Walmart to help with tax base	10/15/2019 6:48 PM
35	Build a new high school with swimming pool!	10/15/2019 6:44 PM
36	more participation and volunteering by more people	10/15/2019 6:37 PM
37	We need another grocery store. A clothing store.	10/15/2019 2:48 PM
38	someplace to get clothing	10/15/2019 2:43 PM
39	more employment opportunities for folks	10/15/2019 2:35 PM
40	More law enforcement. I had my yard ????? (unable to read); it took me 15 months to get neighbor to move his fence.	10/15/2019 2:31 PM
41	More sidewalks!!	10/15/2019 2:20 PM
42	have aquatic center open sooner and stay open longer	10/15/2019 2:15 PM
43	The current high school could be remodeled and continue to be used.	10/15/2019 2:09 PM
44	more local shopping	10/15/2019 2:05 PM
45	noise at night	10/15/2019 2:01 PM

City of Mora Comprehensive Plan Survey

46	would be nice if there was a playground on the east side of 65	10/11/2019 7:51 PM
47	more jobs	10/11/2019 7:47 PM
48	more jobs	10/11/2019 7:45 PM

City of Mora Comprehensive Plan Survey

49	build a new high school	10/11/2019 7:39 PM
50	build a new high school	10/11/2019 7:32 PM
51	new school	10/11/2019 7:28 PM
52	Add another grocery store. Coborn's is very expensive and competition would be a very good thing. How about an Aldi?!	10/11/2019 7:21 PM
53	more businesses	10/11/2019 7:03 PM
54	Improve the appearance of structures and sites as a better impression of Mora as you drive in and through on Hwy 65 and 23. (Building are in need of removal.)	10/11/2019 6:58 PM
55	add retail downtown	10/11/2019 6:50 PM
56	better shopping opportunities	10/11/2019 6:40 PM
57	lower taxes	10/11/2019 6:33 PM
58	Put stop & go lights by quick trip it is badly needed.	10/11/2019 6:21 PM
59	more economical shopping opportunities	10/11/2019 6:15 PM
60	more co-operation by our community regarding our schools	10/11/2019 6:07 PM
61	Enforce the noise ordinance and get mufflers on those loud pickup trucks.	10/11/2019 5:58 PM
62	fix the streets; manage the lake flooding	10/11/2019 5:00 PM
63	More places to shop so I don't have to drive to Cambridge or online. You want us to shop local, but an empty crt is no good.	10/11/2019 4:53 PM
64	Add a city police department.	10/11/2019 4:48 PM
65	more business particularly big box store	10/11/2019 4:35 PM
66	wish we had more industry to pick up some of our tax burden	10/11/2019 4:28 PM
67	friendlier to newcomers!	10/11/2019 4:24 PM
68	Reduce heavy holiday traffic going through Mora (similar to what Cambridge did, which spark interest of business along 95. Perhaps 23 would do the same?).	10/11/2019 4:18 PM
69	More businesses downtown	10/11/2019 3:18 PM
70	another grocerie store to choose from	10/9/2019 8:19 PM
71	Eliminate the eyesore of the homes and trailer park between Nordenstron's and the liquor store.	10/9/2019 8:13 PM
72	The school board - we need reliable people, honest people. We don't have that!	10/9/2019 8:06 PM
73	Bring in a Shopko type store! Have to run to Cambridge for almost everything.	10/9/2019 8:00 PM
74	another grocery store	10/9/2019 7:54 PM
75	more grocery stores	10/9/2019 7:50 PM
76	updated septic system - it is old and outdated	10/9/2019 7:43 PM
77	Better shopping. It's very limited and it's hard when you have no car!	10/9/2019 7:35 PM
78	the city board members - we are in need of businesses for employment	10/9/2019 6:38 PM
79	more retail	10/9/2019 5:52 PM
80	We need better shopping options like Target, Fleet Farm, Marshalls - good shops, not dollar stores or second-hand.	10/9/2019 4:54 PM
81	more lights or road change when left turn from south off Hwy 65	10/9/2019 4:49 PM
82	more city patrol from law enforcement	10/9/2019 4:40 PM
83	sewer rates are abomidibal, much too high for single family house and more than my actual water bill - ridiculous	10/9/2019 4:31 PM
84	more quality restaurants	10/9/2019 4:26 PM
85	Better water!	10/9/2019 4:19 PM
86	my neighbors	10/9/2019 4:15 PM
87	more shopping options so I don't have to travel in the snow	10/8/2019 2:28 PM
88	make 23/65 a 30 mph zone	10/8/2019 2:13 PM
89	Get rid of all the drugs and people whom do them. Different school board. More places for kids to play (SAFE!!).	10/8/2019 2:01 PM
90	The community divide over the school system. Would like to see a community that supports their schools and children. I feel like the current angst with administration has left a negative feeling towards the schools as a whole. Our children need to feel supported by their community, not in the middle of a pissing match on both sides.	10/7/2019 11:26 PM
91	the amount of law enforcement that we have to try and take care of the drug problem	10/4/2019 9:16 PM
92	The negative, selfish, unwilling to look at the true facts concerning the school to meet the needs of this current age and time.	10/4/2019 9:03 PM
93	more stores, another grocery store	10/4/2019 8:59 PM
94	another store like Shopko with nice clothes and shoes	10/4/2019 8:55 PM
95	Property taxes are disgustingly high and ever-increasing.	10/4/2019 8:46 PM
96	Bring back Shopko or something like that.	10/4/2019 8:42 PM
97	Quit fighting over new school!	10/4/2019 8:35 PM
98	gotta conditions in Edgewood Park Mora Acquisition LLC	10/4/2019 8:30 PM
99	Organize our shopping areas, It seems to be all over the place. Example: Cambridge is rebuilding	mostly east of town. We also need a

City of Mora Comprehensive Plan Survey

complete service road on east side of 65 to stoplight.

10/4/2019 6:42 PM

100	a place like Walmart in town	10/4/2019 6:37 PM
101	another grocery store, a store like Walmart	10/4/2019 6:33 PM

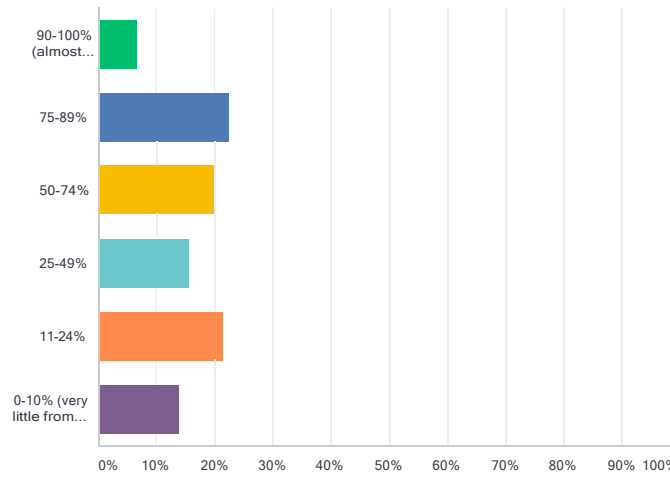
City of Mora Comprehensive Plan Survey

102	the "feel sorry for me because we are all broke" attitude!!	10/4/2019 6:27 PM
103	shopping choices - another grocery store and a Walmart or mini Target, Hyvee grocery? Aldi's? Mike's Food - like Braham - anything	10/4/2019 6:13 PM
104	We need a store where people can buy gifts and clothes for all.	10/4/2019 6:00 PM
105	the drug problem	10/4/2019 5:50 PM
106	Successful economic development - getting new jobs in the area	10/4/2019 5:17 PM
107	Complete transparency in ALL matters that relate to the public and especially the tax-paying public including the public school system, with term-limited elected and appointed representatives that actually serve and pay attention to what the citizens truly want, leadership that fully includes citizen participation with real community collaborations that empower all aspects of our community with accountability, and a plan to "re-create" our town as a favored/famous destination for both work and play with both creative arts and technology.	10/4/2019 6:36 AM
108	A store where we could purchase shoes, purses, gifts, belts, etc. We often have to drive to Cambridge because Mora doesn't have shopping. We even do Duluth, Mpls and St. Cloud. Too many antiques and used clothing shops.	10/3/2019 2:53 PM
109	stop light access - or lack of - onto Hwy 23, especially on weekends or holidays	10/3/2019 2:47 PM
110	Build a new school to attract young professional families.	10/3/2019 2:30 PM
111	Get jobs available adults - work situation is unbelievable - it's hard to attract with next to no jobs. You can feel that older retired folks should be able to come thru for you.	10/3/2019 2:17 PM
112	more stores to shop in	10/3/2019 1:54 PM
113	To add more things for children and more retail shops. Make a nice beach area at Mora Lake! Visitors would also love this!	10/3/2019 1:47 PM
114	More activities! Especially a dog park!!! More block parties, more live music, more events.	10/3/2019 1:39 PM
115	New high school	10/3/2019 1:38 PM
116	My family wants to see a dog park added to our town / community! We know several people who travel to the Cambridge dog park - it would be great to have our own!	10/1/2019 4:31 PM
117	?	10/1/2019 4:26 PM
118	Need a Walgreens pharmacy.	10/1/2019 4:16 PM
119	Get a clothing store.	10/1/2019 4:07 PM
120	More than one grocery store. We need a store like Target or Walmart. Right now we have to drive to Cambridge for everything from underwear to ink cartridges.	10/1/2019 3:56 PM
121	Lower taxes, lower spending on economic development, transportation and social services.	10/1/2019 3:48 PM
122	Smarter people. Kinder people. That people actually cared about the community and it's future	9/28/2019 1:55 PM
123	More activities to get people out more often. Even downtown Mora is a ghost town on a Sunday. It's the weekend, no reason for town to be dead besides that business is going elsewhere	9/27/2019 4:22 AM
124	They need to get rid of everyone that is in any way shape or form runs that town and needs to start from scratch!!! Its a joke!	9/27/2019 12:42 AM
125	Better water/sewer infrastructure in areas where it lacks.	9/26/2019 8:43 PM
126	Stop asking for New Schools	9/26/2019 7:08 PM
127	I was told ordinances are only enforced if enough people complain, little proactive enforcement, and it shows.	9/26/2019 7:04 PM
128	The high school	9/25/2019 7:21 PM
129	Mora needs city police.	9/25/2019 6:18 PM
130	More small town businesses	9/25/2019 6:05 PM
131	The junky appearance of the town. As you drive in to town it seems that we value Car dealerships, dollar stores and alcohol. Q)	9/25/2019 5:53 PM
132	Everything	9/25/2019 5:42 PM
133	Having all the schools in one place, putting businesses in all the empty buildings or knock them down.	9/25/2019 5:42 PM
134	Move the High School! Vote YES and YES!	9/25/2019 5:35 PM
135	Add a family restaurant with quality food, not bar that serves food	9/25/2019 4:27 PM
136	Less thrift/dollar stores	9/25/2019 4:23 PM
137	I would like Mora to begin the process of updating their infrastructure to allow more of a business friendly environment without losing its small town charm. In order for Mora to be sustainable in the future it needs to have the ability to have a vision that allows for healthy changes, embracing what it has and is, while looking to the future.	9/25/2019 4:23 PM
138	Make the city more walkable with sidewalks and better road crossings.	9/25/2019 4:23 PM
139	Better high school, more one level housing	9/25/2019 4:12 PM
140	Better/more, business/employment opportunity	9/25/2019 4:00 PM
141	I love our shops downtown but I wish we would have hanging plants and make it cute	9/25/2019 3:49 PM
142	A city of visionaries who actually create a vision that drives all plans for the betterment of the future of Mora. If this attempt is anything like the 2008 plan and fallen projects, it'll be a waste of time.	9/24/2019 6:58 PM

City of Mora Comprehensive Plan Survey

Q9 Of the retail purchases you make for your household, about what percentage are purchased from businesses located in Mora?

Answered: 186 Skipped: 13

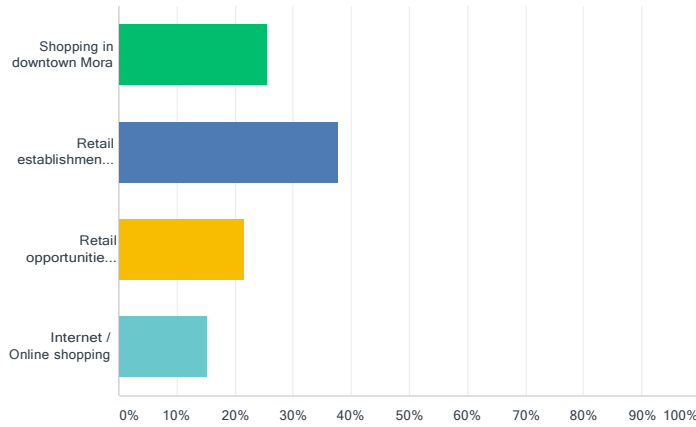


ANSWER CHOICES	RESPONSES	
90-100% (almost everything from businesses in Mora)	6.99%	13
75-89%	22.58%	42
50-74%	19.35%	36
25-49%	15.59%	29
11-24%	21.51%	40
0-10% (very little from businesses in Mora)	13.98%	26
TOTAL		186

City of Mora Comprehensive Plan Survey

Q10 Of the following commercial/retail services, which has the most value to you?

Answered: 177 Skipped: 22

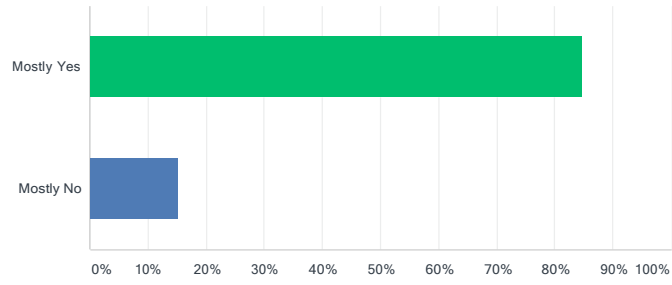


ANSWER CHOICES	RESPONSES	
Shopping in downtown Mora	25.42%	45
Retail establishments along the Hwy 23/65 corridor	37.85%	67
Retail opportunities provided by other communities	21.47%	38
Internet / Online shopping	15.25%	27
TOTAL		177

City of Mora Comprehensive Plan Survey

Q11 Are retail businesses and services in Mora open for business when it is most convenient to you?

Answered: 183 Skipped: 16



ANSWER CHOICES	RESPONSES	
Mostly Yes	84.70%	155
Mostly No	15.30%	28
TOTAL		183

City of Mora Comprehensive Plan Survey

If you answered "Mostly No", please explain.

Answered: 42 Skipped: 157

#	RESPONSES	DATE
1	Mostly YES - comment: Yes they are open, but cost way more than Walmart.	11/15/2019 5:21 PM
2	Answered YES: comment - The ones I have business with are usually open when needed.	11/15/2019 5:13 PM
3	I am currently retired so it has become easier for me now but when you're working you are unable to get home in time to catch most businesses open. Many shut down early on Saturday. This is not convenient for the consumer at all so they're forced to stop in other communities on their way home in order to ensure they can get what they need.	11/5/2019 3:39 PM
4	Not much open after 5 pm downtown for shopping; no coffee houses; limited Sat - Sun hours for business	10/29/2019 1:26 PM
5	Answered YES - comment: Being basically retired I can shop whenever I want so there isn't any time better time needed.	10/29/2019 1:16 PM
6	Answered YES - comment: Would love to have a coffee shop open in the afternoons.	10/25/2019 8:14 PM
7	Answered YES - comment: Close too early, especially Saturday.	10/24/2019 1:13 PM
8	Answered YES - comment: We are retired and able to shop during the day. Others, who work, may find it difficult when stores close between 4-5. Thursday nights should be promoted more for evening shopping.	10/22/2019 6:27 PM
9	Alot of businesses close by the time I am off work.	10/15/2019 7:49 PM
10	YES: not enough businesses in Mora to do business with	10/15/2019 7:43 PM
11	Alot of places no longer offer much on Saturdays.	10/15/2019 6:57 PM
12	everything closes early	10/11/2019 7:51 PM
13	too old to shop (88)	10/11/2019 7:37 PM
14	YES: the most important ones are open	10/11/2019 7:33 PM
15	restaurants close too early	10/11/2019 4:49 PM
16	Mostly YES: For me being retired so business places are usually open at a good time for me.	10/11/2019 4:36 PM
17	answered yes: we plan accordingly	10/9/2019 8:14 PM
18	There is no where to buy shoes, clothing, or the like. Except thrift store.	10/9/2019 7:36 PM
19	not open for those who work during regular business hours	10/9/2019 5:52 PM
20	Mostly Yes: Most facilities are open at a reasonable business hour time and stay open till after business hour so people have a chance after work to shop them.	10/9/2019 4:41 PM
21	not many here	10/8/2019 2:17 PM
22	Nothing here besides thrift stores, gas stations, and grocery store.	10/8/2019 2:02 PM
23	Mostly YES: during daytime hours; some not enough on weekends	10/4/2019 9:17 PM
24	Mostly YES: grocery store	10/4/2019 6:43 PM
25	Mostly YES: but very little to choose from	10/4/2019 6:13 PM
26	The stores close as other are getting off work too.	10/4/2019 6:07 PM
27	Mostly YES: The way the question is presented "yes" is my answer. I would like to add that "mostly no" works as well because there are no longer many businesses in town.	10/4/2019 5:52 PM
28	We work and have a family. It's tough to get to somewhere by 5 or 6	10/4/2019 5:18 PM
29	answered YES: Being retired, I can go anytime of the day.	10/3/2019 1:55 PM
30	I teach and coach so I am at school from 7:00 am to 5:30 pm everyday. If I want/need to get something done, I have to take a personal day off of work, especially if it is government related.	10/3/2019 1:41 PM
31	Mostly Yes: Not many stores open in Mora anymore. No clothing stores, except thrift stores.	10/1/2019 4:17 PM
32	Most businesses close by 5 or aren't open weekends, inconvenient hours on weekends, etc. Which is understandable, don't stay open when not busy. Restaurants that aren't open past 1pm or that don't open until 3pm. Again, understandable, but then restaurants are open when nothing else on main street is open.	9/27/2019 4:25 AM
33	Its mora if you need it they dont have it!! If it's late nothings open. Again it's a joke!	9/27/2019 12:43 AM
34	We work during the day, we need downtown stores to be open late at least one night a week for us, ie Friday night or Saturday night - otherwise we have to go to other communities with larger stores. We would prefer to spend our money locally, but business owners now-a-days want a work-life balance and not spend their life working especially on Saturdays.	9/26/2019 8:47 PM
35	Most are only open 8am-5pm	9/26/2019 7:09 PM
36	When I return to the area after work everything is closed	9/25/2019 6:06 PM
37	This town offers nothing of value but has stations. Downtown stores never open. Products I need never in stock	9/25/2019 5:44 PM
38	Not sure other than the dollar stores what there even is for retail	9/25/2019 4:29 PM
39	Too many of the downtown businesses close in later afternoon and early evening. Many of the consumers are working during that time or commuting back and forth from work. When the businesses close in Mora it drives the consumers to do their buying in neighboring communities.	9/25/2019 4:27 PM

City of Mora Comprehensive Plan Survey

40	Inconvenient business hours, closed by the time I get home from work commute	9/25/2019 4:25 PM
41	Most local retailers are closed for business when I get home after a commute from work. Hard to shop local when noone is open or only open Saturdays from 8-Noon.	9/25/2019 4:04 PM

City of Mora Comprehensive Plan Survey

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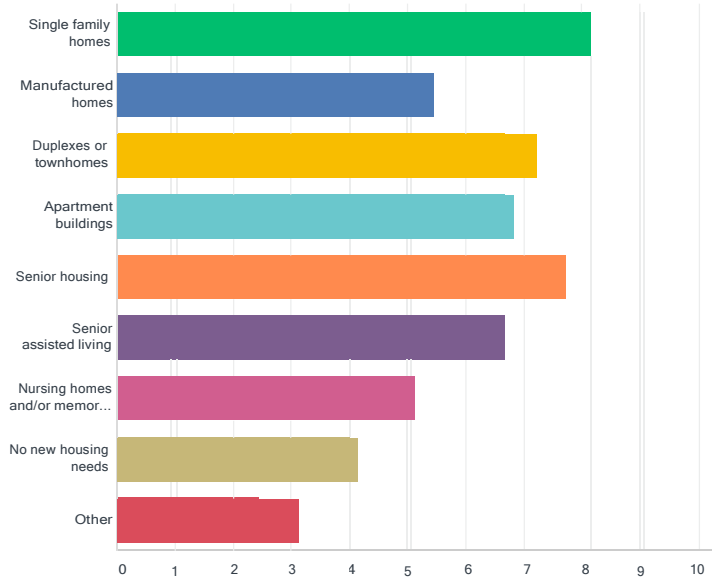
However, there are a few merchants who seem more inclined to close early on Saturdays, not open, or 5 o'clock weekdays.

9/24/2019 7:00 PM

City of Mora Comprehensive Plan Survey

Q12 Select the following types of housing you feel Mora needs more of:

Answered: 170 Skipped: 29



	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Single family homes	53.61% 52	20.62% 20	10.31% 10	15.46% 15	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	97	8.12
Manufactured homes	1.96% 1	11.76% 6	15.69% 8	21.57% 11	29.41% 15	1.96% 1	11.76% 6	0.00% 0	5.88% 3	51	5.47
Duplexes or townhomes	19.05% 16	32.14% 27	27.38% 23	4.76% 4	8.33% 7	7.14% 6	1.19% 1	0.00% 0	0.00% 0	84	7.23
Apartment buildings	23.86% 21	19.32% 17	26.14% 23	4.55% 4	6.82% 6	13.64% 12	5.68% 5	0.00% 0	0.00% 0	88	6.85
Senior housing	34.13% 43	30.95% 39	21.43% 27	2.38% 3	5.56% 7	4.76% 6	0.79% 1	0.00% 0	0.00% 0	126	7.68
Senior assisted living	13.33% 12	30.00% 27	23.33% 21	6.67% 6	3.33% 3	13.33% 12	10.00% 9	0.00% 0	0.00% 0	90	6.63
Nursing homes and/or memory care	7.94% 5	12.70% 8	20.63% 13	1.59% 1	6.35% 4	7.94% 5	30.16% 19	12.70% 8	0.00% 0	63	5.06
No new housing needs	19.64% 11	3.57% 2	10.71% 6	0.00% 0	1.79% 1	0.00% 0	3.57% 2	55.36% 31	5.36% 3	56	4.16
Other	16.07% 9	3.57% 2	8.93% 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7.14% 4	64.29% 36	56	3.14

City of Mora Comprehensive Plan Survey

If you answered "Other", please describe.

Answered: 19 Skipped: 180

#	RESPONSES	DATE
1	better mobile home park; tiny homes	11/15/2019 5:09 PM
2	affordable housing	10/29/2019 1:27 PM
3	Comment: We would like to move into a townhome in the next couple of years, but are finding it difficult to find something like St. Andrew's Field. We don't want to leave Mora, but that kind of housing is hard to find now.	10/22/2019 6:29 PM
4	one level single family homes	10/22/2019 6:20 PM
5	buildings for working people or retired	10/15/2019 8:00 PM
6	low income housing	10/15/2019 7:10 PM
7	help for the homeless	10/11/2019 5:59 PM
8	low income housing	10/9/2019 8:20 PM
9	Have apartment buildings - need more - subsidized AND no smoking. Have another subsidized building for smokers only!	10/9/2019 4:20 PM
10	one-level homes	10/9/2019 4:15 PM
11	more economies	10/8/2019 2:20 PM
12	rental properties	10/8/2019 2:02 PM
13	low income family housing	10/4/2019 9:18 PM
14	senior housing not owned or related in any way to St. Clare	10/4/2019 8:48 PM
15	upscale townhomes, NOT low income	10/4/2019 6:14 PM
16	Felon Friendly Housing 2 Low income housing	10/3/2019 8:38 PM
17	1 bedroom rental cottages for seniors	10/3/2019 2:22 PM
18	lower income housing	10/3/2019 1:55 PM
19	We need more townhomes that are nice like right across from Elem school. Right now it's like people are just waiting for someone to move out and it's taken before even going on the market.	9/25/2019 3:51 PM

City of Mora Comprehensive Plan Survey

Q13 What, if anything, should specifically be done to better address housing needs in Mora?

Answered: 91 Skipped: 108

#	RESPONSES	DATE
1	Offer reasonably priced townhomes and condos for retired population / middle class.	11/18/2019 7:01 PM
2	Natural gas in the surrounding townships	11/18/2019 12:25 AM
3	I'm not sure what we need.	11/15/2019 7:29 PM
4	Is there a committee researching the housing available in Mora to address the housing needs?	11/15/2019 5:13 PM
5	smaller houses - \$100,000-\$125,000 range	11/15/2019 5:09 PM
6	zoning to allow small / less expensive housing options	11/15/2019 5:05 PM
7	more subsidized apartments	11/15/2019 4:56 PM
8	address wage inequality - look at housing from policy-system-environment perspective	10/29/2019 1:27 PM
9	possibility work with Lakes & Pines to see if they can offer assistance in marketing new homes from purchase thru ownership or rental	10/29/2019 1:17 PM
10	Bring more manufacturing to Mora.	10/24/2019 1:21 PM
11	Get Mora grant money. City should be looking to obtain more grant money in every aspect.	10/23/2019 2:26 PM
12	Have someone put up more affordable townhomes. Many baby boomers will be looking for that kind of housing in the next few years.	10/22/2019 6:29 PM
13	?	10/22/2019 6:20 PM
14	nothing	10/22/2019 6:12 PM
15	More options of everything listed would be great	10/20/2019 10:25 PM
16	There is always a waiting list for people to get in so that should be an indication that we could use more housing.	10/18/2019 3:30 PM
17	nothing	10/15/2019 8:29 PM
18	me - water problem	10/15/2019 8:00 PM
19	Stop some of the developers that are just building shitty houses quickly.	10/15/2019 7:50 PM
20	offer something to impress people	10/15/2019 7:22 PM
21	New bldg inspector too strict. I passed on buying a building for 6 new low income units because inspector required too many updates, ie. fire walls and ceilings and sound proofing. It was not economically feasible to buy and rent out the bldg.	10/15/2019 7:10 PM
22	real businesses so people will shop and move here	10/15/2019 6:49 PM
23	We have an aging population. Choices for those not wanting to keep up a home need upgrading.	10/15/2019 2:36 PM
24	A lot of people need assistance in managing a budget and improving their credit.	10/15/2019 2:21 PM
25	Prevent flooding in spring when snow melts. One way - build a dike on west side of Mora Lake.	10/15/2019 2:16 PM
26	I am a landlord of 3 apartments for over 12 years. The only reason I don't own more is the housing market is too high to justify buying to rent. I don't think there is anything that needs to be done.	10/15/2019 2:10 PM
27	senior housing	10/15/2019 2:05 PM
28	more new affordable housing	10/11/2019 7:52 PM
29	low income housing	10/11/2019 7:48 PM
30	check for lawn mowing and appearance of home	10/11/2019 7:45 PM
31	Keep short-term nursing and rehab open.	10/11/2019 7:34 PM
32	Look at the average income per household as a starting base.	10/11/2019 7:22 PM
33	make it affordable yet appealing	10/11/2019 6:58 PM
34	Make housing more affordable if possible. So much of our population is on welfare and don't work or pay taxes. No wonder we don't have money for what the city really needs to operate.	10/11/2019 6:42 PM
35	mailboxes by handicap people houses or driveway instead of group mailboxes a block away	10/11/2019 6:22 PM
36	not sure	10/11/2019 6:11 PM
37	churches open for the homeless	10/11/2019 5:59 PM
38	do houseing before school	10/11/2019 5:06 PM
39	Can't think of other things. Maybe more single homes or senior housing.	10/11/2019 4:37 PM
40	We have a lot of income based housing. We need good affordable housing for working class.	10/11/2019 4:29 PM
41	more of it!	10/11/2019 4:25 PM
42	Mora need new businesses to sustain and strengthen young families.	10/11/2019 4:19 PM
43	more low income & affordable housing options	10/9/2019 8:20 PM
44	Demo the high school and develop senior / affordable housing on the lakefront property.	10/9/2019 8:15 PM
45	build	10/9/2019 8:07 PM
46	senior housing; senior assisted living; and, nursing homes and/or memory care	10/9/2019 7:55 PM
47	updated city septic	10/9/2019 7:44 PM

City of Mora Comprehensive Plan Survey

48

make it more affordable

10/9/2019 7:37 PM

49

Enforce housing codes to insure quality of housing stock. Some communities require a pre-sale inspection to insure decency of property.

10/9/2019 7:07 PM

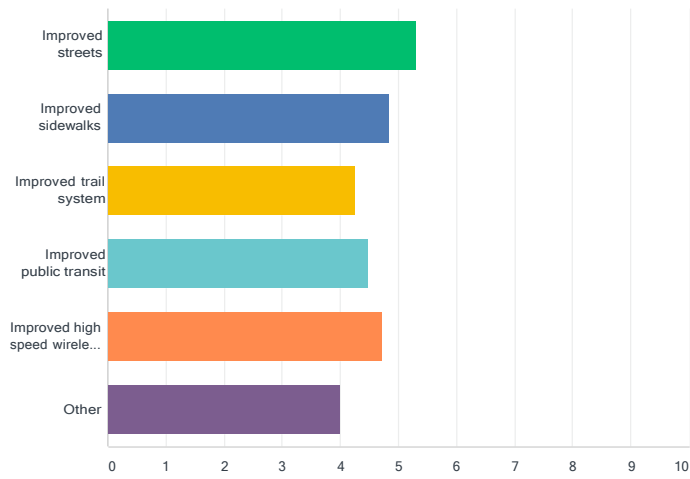
City of Mora Comprehensive Plan Survey

50	low income housing	10/9/2019 6:39 PM
51	Enforce more clean up codes on houses and yards. Tear down any foreclosures left standing after two years and clean up the lot space.	10/9/2019 4:43 PM
52	lower rent	10/9/2019 4:36 PM
53	When we call for services it takes forever for people to get back to us. I try to keep it local. They need to want the work.	10/8/2019 2:30 PM
54	lower standards	10/8/2019 2:20 PM
55	rental properties (houses)	10/8/2019 2:02 PM
56	build more complexes	10/4/2019 9:18 PM
57	Look into attracting people who have resources, good retirement options. Encourage a better school facility to attract families.	10/4/2019 9:04 PM
58	Reduce property taxes! Incentives for landlords.	10/4/2019 8:48 PM
59	NA no opinion	10/4/2019 8:30 PM
60	add low income housing	10/4/2019 8:21 PM
61	lower income housing for young families, with regulations for upkeep and maintenance	10/4/2019 6:44 PM
62	The overall image - clean up the residential areas. The trailer courts look like scrap yards.	10/4/2019 6:29 PM
63	There is no senior housing! I moved to a senior apartment I thought and now a 27 year old and a 1st grader live next door!	10/4/2019 6:22 PM
64	find more developers who will build	10/4/2019 6:14 PM
65	Find land - renovate Shopko and any other buildings sitting vacant (remove / rebuild)	10/4/2019 5:53 PM
66	You would need to work with investors. Mora is in an Opportunity Zone and that's something that should be advertised for potential investors.	10/4/2019 5:20 PM
67	New businesses with decent paying jobs so you could afford to live.	10/3/2019 8:38 PM
68	townhouses, single family	10/3/2019 2:53 PM
69	gov / private investment for seniors	10/3/2019 2:42 PM
70	additional subsidized apartment buildings	10/3/2019 2:22 PM
71	Keep the costs as low as possible, there's not enough rentals for struggling seniors.	10/3/2019 2:18 PM
72	pet-friendly homes, reasonable rent	10/3/2019 1:55 PM
73	More low income housing or more affordable homes \$100,000 or less	10/3/2019 1:48 PM
74	Affordable housing for senior citizens	10/3/2019 1:38 PM
75	Could there be a city managed page of current offerings for rental properties?	10/1/2019 4:32 PM
76	?	10/1/2019 4:27 PM
77	?	10/1/2019 4:17 PM
78	Cheaper places for people who don't have any income.	10/1/2019 4:08 PM
79	Don't tax people to subsidize other people.	10/1/2019 3:50 PM
80	Please - no more trailers. Let's figure out how to help people help themselves.	9/28/2019 1:57 PM
81	I'm sure it's already done but work with the HRA to do housing studies to see what's needed in the area. Apartments or townhomes with no income limits in Mora are hard to find. Low income or restricted income is easier to find than residents that exceed the income thresholds. We basically are attracting more lower income people because of this. Build nice new townhomes with no income or age restrictions to attract others to the community	9/27/2019 4:31 AM
82	More single family housing has been torn down to expand commercial interest with very little built to replace it.	9/26/2019 7:10 PM
83	Focus on housing for families with children. Not all low income housing, but quality homes.	9/25/2019 5:55 PM
84	Enforce dog ordinance. Dogs should be leashed or chained up.	9/25/2019 5:45 PM
85	Move the High School and build houses on the lake and in spitting distance of the hospital! Vote YES and YES!!!	9/25/2019 5:38 PM
86	I didn't change any, I don't know of any housing need specifics	9/25/2019 4:33 PM
87	A thorough vision of what Mora wants to be now and in the future. Does it want to be a place for current students to stay and raise a family? That requires good paying jobs. Does it want to attract more businesses? That requires an investment in ensuring that the schools are current and efficient so that Mora students are competitive in the educational and job marketplaces.	9/25/2019 4:32 PM
88	No more trailer parks	9/25/2019 4:26 PM
89	Make the city more walkable, with smaller shops near developments.	9/25/2019 4:25 PM
90	No trailer parks	9/25/2019 4:07 PM
91	We have the spots just need the investors to build townhomes. Decent ones that would be around \$150,00+	9/25/2019 3:51 PM

City of Mora Comprehensive Plan Survey

Q14 Which of these services would you most like to see in Mora?

Answered: 144 Skipped: 55



	1	2	3	4	5	6	TOTAL	SCORE
Improved streets	56.07% 60	24.30% 26	16.82% 18	0.93% 1	0.93% 1	0.93% 1	107	5.31
Improved sidewalks	24.14% 21	47.13% 41	20.69% 18	5.75% 5	2.30% 2	0.00% 0	87	4.85
Improved trail system	21.82% 12	18.18% 10	40.00% 22	9.09% 5	7.27% 4	3.64% 2	55	4.27
Improved public transit	20.59% 14	33.82% 23	30.88% 21	5.88% 4	4.41% 3	4.41% 3	68	4.47
Improved high speed wireless internet	39.71% 27	22.06% 15	23.53% 16	2.94% 2	8.82% 6	2.94% 2	68	4.72
Other	25.00% 10	20.00% 8	27.50% 11	5.00% 2	2.50% 1	20.00% 8	40	4.00

City of Mora Comprehensive Plan Survey

If you answered "Other", please describe.

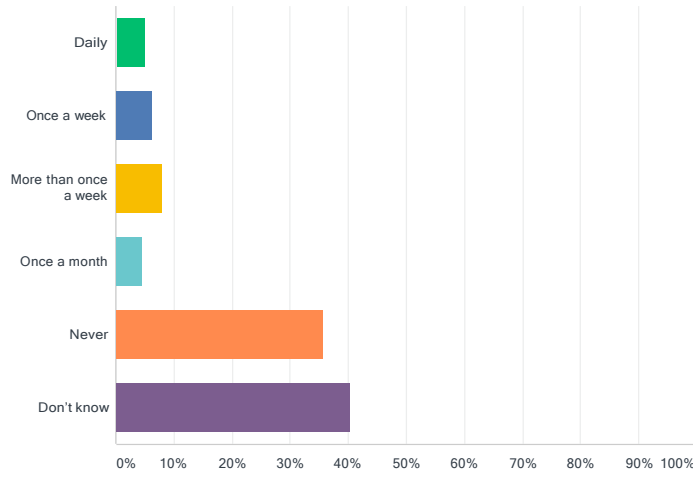
Answered: 44 Skipped: 155

#	RESPONSES	DATE
1	restaurants, bookstores	11/18/2019 7:02 PM
2	Improved weekend traffic flow. Weekend travelers will avoid driving through Mora if they are delayed for long periods of time. I have heard some say slowing traffic down may keep them in Mora longer and perhaps they will stop and visit one of the businesses. I believe just the opposite. They will shop for everything before getting to Mora knowing that they're going to be sitting in traffic and the last thing they want to do is get off the road only to fight a way back on later.	11/5/2019 3:53 PM
3	improved upkeep / improvement of library	10/25/2019 8:15 PM
4	stop lights on Hwy 65	10/24/2019 6:12 PM
5	lights coming from Freedom gas station onto Hwy 65 and onto 65 from Coborn's	10/18/2019 3:31 PM
6	CR 12	10/15/2019 8:00 PM
7	fix the streets you have	10/15/2019 7:44 PM
8	lower sewer and water costs	10/15/2019 7:10 PM
9	Grocery store and clothing store. We are getting to be a bedroom town. Change it.	10/15/2019 2:49 PM
10	more traffic control to cross 23/65 from residential streets	10/15/2019 2:44 PM
11	competition for Coborn's - they have a monopoly!	10/11/2019 7:23 PM
12	streets in Edgewood park in badly repair and retard	10/11/2019 6:25 PM
13	curb and gutter in certain areas (ie. 4th Street)	10/11/2019 6:16 PM
14	Internet comment: city owned	10/11/2019 5:59 PM
15	Do something with Mora Lake's water level to stop property and street damage.	10/11/2019 4:20 PM
16	Why not fix potholes and fill cracks? Never gets done - why? We pay tax money - is there none left?	10/9/2019 8:08 PM
17	need Mora Police Dept. back	10/9/2019 8:01 PM
18	comment: Fixing Forest Ave was good.	10/9/2019 7:56 PM
19	rental of bicycles or scooters	10/9/2019 6:40 PM
20	Other: more "community" police Streets: they don't patch / fix anymore Sidewalks: downtown looks neglected - weeds growing in sidewalks and curbs, not taken care of	10/9/2019 5:55 PM
21	dog park	10/9/2019 4:32 PM
22	business	10/8/2019 2:20 PM
23	shopping places, Walmart, etc.	10/8/2019 2:03 PM
24	community unite more often	10/4/2019 9:18 PM
25	better handicapped parking	10/4/2019 9:05 PM
26	comment: N. Grove really is rough	10/4/2019 8:36 PM
27	comment: N. Wood Street - nightmare - no center line and no sidewalks; add benches along paved trails	10/4/2019 8:23 PM
28	Improved Streets: mobile home park streets are in terrible condition	10/4/2019 6:35 PM
29	a Uber for 7 days a week, Timber Trails only works M-F now	10/4/2019 6:15 PM
30	a variety store	10/4/2019 5:54 PM
31	Improved winter plowing of city streets.	10/3/2019 8:41 PM
32	public safety - we have no local PD and Sheriff's Office picks up the burden while maintaining safety in the rest of the county	10/3/2019 2:49 PM
33	four lane to Cambridge	10/3/2019 2:42 PM
34	improved school facilities	10/3/2019 2:31 PM
35	less expensive cemetery plots	10/3/2019 2:22 PM
36	speed bumps by St. Clare	10/3/2019 1:48 PM
37	1 - Improved high speed wireless internet 2 - Improved trail system 3 - Improved sidewalks	10/1/2019 4:23 PM
38	1 - Improved streets 2 - Improved sidewalks 3 - Improved trail system	10/1/2019 4:18 PM
39	1 - Improved streets 2 - Improved public transit 3 - Improved sidewalks	10/1/2019 4:14 PM
40	Also, a grocery store downtown Mora.	10/1/2019 4:09 PM
41	1 - Improved streets 2 - Improved sidewalks 3 - Improved public transit	10/1/2019 3:58 PM
42	Maintaining utilities and streets.	10/1/2019 3:51 PM
43	Police force! Overhall of Brian Smith and the joke of a sheriff's department they have!!	9/27/2019 12:46 AM
44	I think we already have great trails/sidewalks/high speed internet etc... Things for teenagers to do	9/25/2019 3:54 PM

City of Mora Comprehensive Plan Survey

Q15 How often would you use a bus or other means of public transportation if it was accessible to you?

Answered: 176 Skipped: 23

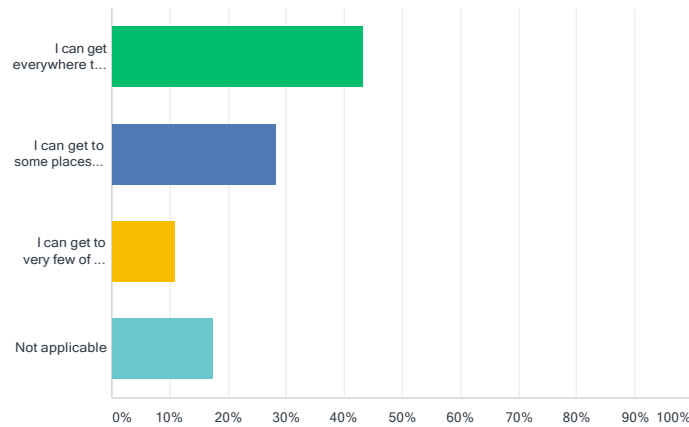


ANSWER CHOICES	RESPONSES	
Daily	5.11%	9
Once a week	6.25%	11
More than once a week	7.95%	14
Once a month	4.55%	8
Never	35.80%	63
Don't know	40.34%	71
TOTAL		176

City of Mora Comprehensive Plan Survey

Q16 How well can you get around the community by using sidewalks and trails?

Answered: 166 Skipped: 33



ANSWER CHOICES	RESPONSES	
I can get everywhere that I want/need to go	43.37%	72
I can get to some places that I want/need to go	28.31%	47
I can get to very few of the places I want/need to go	10.84%	18
Not applicable	17.47%	29
TOTAL		166

City of Mora Comprehensive Plan Survey

If improvements are needed for bicycles and pedestrians, what specifically should be done?

Answered: 88 Skipped: 111

#	RESPONSES	DATE
1	sidewalks	11/18/2019 7:02 PM
2	Nothing	11/18/2019 12:26 AM
3	When people (mostly young) need to be aware of others when on streets, highway, sidewalks.	11/15/2019 7:30 PM
4	Improve sidewalks, add sidewalks, and improve the trails (especially the trail by Locust St.). I use the streets for walking - sidewalks are too uneven.	11/15/2019 5:15 PM
5	tunnel or bridge over 65	11/15/2019 5:09 PM
6	more sidewalks, wider streets	11/15/2019 5:06 PM
7	Bike and walking trails end at Lakes & Pines and don't begin until Kanabec Museum. That is a large gap with very dangerous highway traffic.	11/15/2019 4:58 PM
8	Extend the bike trail down the RR tracks and fix the little arch bridge on the trail that is falling down.	11/6/2019 4:52 PM
9	Educate pedestrian's / bicyclist's to wear reflective clothing, etc. Not walking in the driving paths and walk single file when vehicles are approaching.	10/30/2019 6:21 PM
10	driver awareness of peds and peds respecting crosswalks; the students at high school dart and dash, cross without looking	10/29/2019 1:29 PM
11	bike racks at store; being assisted crossing the highway streets	10/29/2019 1:19 PM
12	more grant money for more trails and crossing both hwy's!!	10/23/2019 2:27 PM
13	Bike lanes painted or extended with pavement or concrete. Research Hilton Head, SC bike trails and lanes everywhere.	10/22/2019 6:21 PM
14	crossing 65 differently for safety	10/22/2019 6:13 PM
15	snow removal	10/20/2019 10:27 PM
16	more stop signs	10/18/2019 3:44 PM
17	Improve the sidewalks around town.	10/18/2019 3:31 PM
18	nothing	10/15/2019 8:30 PM
19	bike lanes and sidewalk improvement	10/15/2019 7:55 PM
20	don't raise our taxes	10/15/2019 7:51 PM
21	bike lanes; pedestrian bridge or more traffic lights	10/15/2019 7:23 PM
22	not needed	10/15/2019 7:10 PM
23	bike lanes; better crosswalks; sidewalks are horrible and tripping hazards	10/15/2019 6:58 PM
24	More sidewalks and trails. Encourage peds to use crosswalks, esp. downtown!	10/15/2019 6:39 PM
25	Fix sidewalks everywhere!	10/15/2019 2:37 PM
26	We need more sidewalks!	10/15/2019 2:21 PM
27	crossing Hwy 65	10/15/2019 2:11 PM
28	There are no sidewalks on east side of 65 neighborhood (Walnut / Portage area).	10/11/2019 7:52 PM
29	blacktop shoulders of roads coming in and out of Mora	10/11/2019 7:34 PM
30	more bike / walking lanes on streets; can always use more trails	10/11/2019 6:59 PM
31	no bikes on downtown sidewalks	10/11/2019 6:51 PM
32	better roadway and trails for handicap people on scooters or scooter chairs need stop & go lights to cross by quick trip	10/11/2019 6:25 PM
33	NA	10/11/2019 6:11 PM
34	fix sidewalks and more signs	10/11/2019 5:07 PM
35	bike lanes marked	10/11/2019 5:01 PM
36	Can't think of much other than maybe more sidewalks and some are in need of repair.	10/11/2019 4:38 PM
37	A stop light (additional) on Hwy 65	10/11/2019 4:20 PM
38	Bicycle paths	10/11/2019 3:21 PM
39	sidewalks and repair on all streets	10/9/2019 8:21 PM
40	Paint bike paths on streets. The state could do the same at least two miles north, south, west and east.	10/9/2019 8:08 PM
41	bike lanes, walking lanes	10/9/2019 8:01 PM
42	I'd like to see more benches to sit on on Main Street.	10/9/2019 7:56 PM
43	more trails or add bike / walk lanes for walkers / bikers	10/9/2019 7:44 PM
44	don't know	10/9/2019 7:37 PM
45	1. Continue the bike trail from 7th & Wood St to Wood & Maple Ave. 2. Complete a bike path loop. 3. Maintain the existing bike path.	10/9/2019 7:09 PM

City of Mora Comprehensive Plan Survey

46	Make a lane for bicycles or scooters and wheelchairs to use.	10/9/2019 6:40 PM
47	expand trail system	10/9/2019 6:00 PM
48	City narrowed up streets and took away sidewalks (ie. so. Grove). Grove is used by many walkers.	10/9/2019 5:55 PM

City of Mora Comprehensive Plan Survey

49	NA	10/9/2019 4:32 PM
50	Bicycle riders need to obey intersection rules - stopping at stop signs and looking!	10/9/2019 4:21 PM
51	specific marked street / road for bicycles	10/8/2019 2:30 PM
52	better locations	10/8/2019 2:20 PM
53	bike lanes	10/8/2019 2:03 PM
54	More bike lanes, especially near the high school.	10/7/2019 11:29 PM
55	wider walkways; possible rental bikes??	10/4/2019 9:18 PM
56	sidewalks	10/4/2019 9:05 PM
57	re-do roads, bike lanes	10/4/2019 8:31 PM
58	more bike trails / bike lanes in town; add and repair sidewalks	10/4/2019 8:23 PM
59	Fix sidewalks on Union Street. I don't go for walks since I need to walk on the streets and we have some speeding drivers who don't use their brakes at corners.	10/4/2019 6:46 PM
60	repave history center lot and parts of bike trails	10/4/2019 6:23 PM
61	more places to lock your bikes - like library, retail businesses, downtown Mora	10/4/2019 6:15 PM
62	more sidewalks around town	10/4/2019 6:01 PM
63	Fix the potholes and the "bumps" at the end of driveways.	10/4/2019 5:54 PM
64	Maintained sidewalks along main street. They are very rough and heaved in spots. Additional sidewalks could be added	10/4/2019 5:21 PM
65	more bike "lane" areas painted on city streets to remind kids especially to pay attention to where they are riding AND remind drivers to watch for bikes, and paint on the downtown sidewalks to say NO BIKES and then enforce it. (I was almost run over by a kid on a bike riding fast on the sidewalk on Union Street by Railroad Ave and was injured slightly just by trying to avoid being hit, although that was a far better outcome than had I been hit because I would have been severely injured. Not happy!) And this also speaks to the parents, teachers, and peers who need to teach and support each other to be safe and follow the rules that are there for a reason ...	10/4/2019 6:54 AM
66	Bikes should not be ridden on sidewalks or crosswalks. Maybe bike lanes on the street?	10/3/2019 8:41 PM
67	don't know	10/3/2019 2:22 PM
68	better safety	10/3/2019 1:56 PM
69	Better sidewalk on North Wood and add a sidewalk to 7th Street	10/3/2019 1:48 PM
70	Make the trail a complete circuit.	10/3/2019 1:43 PM
71	Bike lanes on all roads, not just some. Those streets that don't have bike lanes have broken down sidewalks	10/3/2019 1:43 PM
72	?	10/1/2019 4:27 PM
73	Stop lights needed on 65 so people can cross better when walking!! Lots of different stop lights needed.	10/1/2019 4:18 PM
74	Doesn't apply to me.	10/1/2019 4:09 PM
75	Not needed.	10/1/2019 3:51 PM
76	I think our current trails and roadways are fine for pedestrians and bicyclists. There are a few areas where if a pedestrian is on the roadway walking it might get a little tight if you meet another car, but learn to share the road, we don't live in a big metropolis, we live in small town Mora.	9/27/2019 4:35 AM
77	Focus that money on streets and stop wasting tax payer money!	9/27/2019 12:46 AM
78	Fix the uneven and almost dangerous sidewalks on Union, add sidewalks to the bikepath/trail areas that are concurrent with city streets or do a better job of maintaining the trails. PATCH and/or REPAIR the crumbling paths. Pedestrian wise, many city sidewalks have uneven spots that one trips on if not careful, this also creates holding areas for ice in cold months. Very dangerous for an elderly person trying to get exercise.	9/26/2019 8:52 PM
79	There's only one crosswalk/light on 65, and sections without any service road or sidewalk. Im amazed more People don't get hurt attempting to cross the highway.	9/26/2019 7:14 PM
80	Bicycle lanes, sidewalks	9/26/2019 7:11 PM
81	Sidewalks and paths	9/25/2019 6:23 PM
82	We desperately need sidewalks and bike lanes/trails. Our community needs to get healthy!	9/25/2019 5:57 PM
83	Overpass to cross 65. Multiple pedestrian crossings along 65	9/25/2019 5:47 PM
84	More Sidewalks	9/25/2019 5:45 PM
85	Make sure they are upgraded and safe for now and for growth in the future.	9/25/2019 4:34 PM
86	Number one concern is pedestrians walking along 65/23 with no barrier from traffic. Make the sidewalks connect through city streets, currently there are some sidewalks that just end without connecting to another sidewalk area and are useless for walking. Making the city more walkable is the number one improvement the city could make for health and safety.	9/25/2019 4:29 PM
87	Hwy 65 crossing needs to be addressed	9/25/2019 4:22 PM
88	another spot to cross by the highway	9/25/2019 3:54 PM

City of Mora Comprehensive Plan Survey

Q17 What are the best recreational opportunities currently offered in Mora?

Answered: 131 Skipped: 68

#	RESPONSES	DATE
1	Vasaloppet	11/18/2019 7:02 PM
2	Walking path	11/18/2019 12:28 AM
3	Many music concerts are good. Nice walking trail to keep active.	11/15/2019 7:31 PM
4	movie theater; swimming	11/15/2019 5:25 PM
5	Preparing for and participating in the Mora Classic events - canoe, run, bike, ski.	11/15/2019 5:16 PM
6	open space, parks, trails, swimming, lakes, river, boats, canoes, fishing	11/15/2019 5:10 PM
7	swimming	11/15/2019 5:06 PM
8	pool	11/15/2019 4:58 PM
9	x-country skiing; biking; theater	11/6/2019 4:53 PM
10	pool; parks	11/6/2019 3:51 PM
11	Aquatic park. Trail system.	11/5/2019 3:56 PM
12	walking trails; aquatic center	10/29/2019 1:29 PM
13	aquatic center	10/29/2019 1:20 PM
14	Mora's wonderful (but underpromoted) bike trails!	10/25/2019 8:16 PM
15	cross country skiing; lakes; shopping; eating	10/24/2019 6:13 PM
16	?	10/24/2019 1:21 PM
17	Mora Lake but city has not done anything to make that happen. Grants, grants and more grants.	10/23/2019 2:42 PM
18	park; trail	10/22/2019 6:22 PM
19	NONE. Need something for teenage kids!	10/22/2019 6:13 PM
20	music in the park; I like the park activity	10/22/2019 2:09 PM
21	movie theater	10/22/2019 2:05 PM
22	pool and trails what else is there?	10/20/2019 10:28 PM
23	theater; music in park	10/18/2019 3:44 PM
24	the aquatic center; hockey rink; movie theater	10/18/2019 3:32 PM
25	park and pool	10/15/2019 8:30 PM
26	hiking / walking trails; theatre	10/15/2019 8:14 PM
27	sports	10/15/2019 8:00 PM
28	hunting; fishing	10/15/2019 7:55 PM
29	Mora Aquatic Center	10/15/2019 7:51 PM
30	fishing on area lakes	10/15/2019 7:44 PM
31	bike trails; walking on bike trails	10/15/2019 7:39 PM
32	swimming pool; hockey; softball	10/15/2019 7:23 PM
33	parks; swimming	10/15/2019 7:11 PM
34	the only one - movie theater	10/15/2019 6:49 PM
35	swimming pool	10/15/2019 6:45 PM
36	The Mora Classic - Vasaloppet, canoe race, bike tour, half marathon; the county fair; the wellness center	10/15/2019 6:40 PM
37	aquatic center; races; concerts	10/15/2019 2:45 PM
38	walking; pickleball; skiing	10/15/2019 2:37 PM
39	Library Park; Kids Kingdom; Mora Aquatic Center	10/15/2019 2:22 PM
40	good enough now	10/15/2019 2:17 PM
41	bike path	10/15/2019 2:11 PM
42	parks	10/15/2019 2:06 PM
43	pool	10/11/2019 7:53 PM
44	theater	10/11/2019 7:49 PM
45	trail system; wellness center	10/11/2019 7:37 PM
46	the Mora theater	10/11/2019 7:34 PM
47	bike trail; Library Park; wellness center	10/11/2019 7:29 PM
48	aquatic center	10/11/2019 7:23 PM
49	2 parks; pool; tennis court; baseball fields	10/11/2019 7:04 PM
50	trails; wellness center; fitness center	10/11/2019 7:00 PM
51	not much offered	10/11/2019 6:54 PM
52	Swimming pool should be open longer in summer. It hardly gets opened before it is again closed. Don't have it if we can't utilize it.	10/11/2019 6:44 PM
53	live music at the park	10/11/2019 6:26 PM

City of Mora Comprehensive Plan Survey

54	park and Vasaloppet	10/11/2019 6:16 PM
55	NA	10/11/2019 6:12 PM
56	bike trails	10/11/2019 5:59 PM
57	movie theater	10/11/2019 5:07 PM
58	bike and walking trail; library park; ski trails	10/11/2019 5:01 PM
59	indoor walking track	10/11/2019 4:57 PM
60	outdoor	10/11/2019 4:54 PM
61	It seems there is a lot offered. We see advertisements but don't participate.	10/11/2019 4:50 PM
62	the new oval and the opportunities for other recreation, such as tennis, pickleball, etc.; the aquatic center	10/11/2019 4:39 PM
63	walking trails	10/11/2019 4:29 PM
64	the theater, trails, lake	10/11/2019 4:20 PM
65	Fitness Center	10/11/2019 3:21 PM
66	pool and bike park	10/9/2019 8:21 PM
67	1. cross county skiing at the Nordic Center 2. wellness center	10/9/2019 8:16 PM
68	none	10/9/2019 8:09 PM
69	wellness center	10/9/2019 8:01 PM
70	city park for children and swimming	10/9/2019 7:56 PM
71	trails	10/9/2019 7:45 PM
72	Crystal Bar	10/9/2019 7:37 PM
73	The skate park is important and, although the pool is very important to Mora residents, many of the best recreational opportunities are not offered by the city. There are but two playgrounds and they are inadequate. Some of the best recreation is provided by the Vasaloppet organization and the Classic Series affiliates. Springbrook is also a recreational asset. Recreation for youth is entirely provided by the school district.	10/9/2019 7:12 PM
74	city pool for 2 short months	10/9/2019 6:41 PM
75	x-country skiing	10/9/2019 6:00 PM
76	pools and parks	10/9/2019 5:56 PM
77	adequate opportunity for size of city	10/9/2019 4:45 PM
78	NA	10/9/2019 4:33 PM
79	Vasaloppet, canoe race, bike tour, half marathon, aquatic center, parks, Paradise Theater, Nordic Center	10/9/2019 4:28 PM
80	pools and parks	10/9/2019 4:16 PM
81	the theater	10/8/2019 2:31 PM
82	bike trails	10/8/2019 2:20 PM
83	the parks and playgrounds; skate park and pool	10/8/2019 2:14 PM
84	none known	10/8/2019 2:03 PM
85	THE SWIMMING POOL! What a community gem. I know SO MANY people that come from neighboring communities to use/visit our pool. It is a great place for little kids.	10/7/2019 11:32 PM
86	aquatic center; school sports; Paradise Theatre	10/4/2019 9:19 PM
87	the new walking facility, parks, pool	10/4/2019 9:06 PM
88	Paradise Movie Theatre; Vasaloppet	10/4/2019 8:49 PM
89	Lakes & Pines	10/4/2019 8:32 PM
90	pool; tennis	10/4/2019 8:23 PM
91	health center at Trailview; walking trails north of city	10/4/2019 6:46 PM
92	trails; wellness walking path	10/4/2019 6:38 PM
93	nature	10/4/2019 6:30 PM
94	ski, canoe, biking, swimming, walking, gardening	10/4/2019 6:23 PM
95	2 parks	10/4/2019 6:16 PM
96	pools and parks	10/4/2019 6:08 PM
97	pools; parks for kids	10/4/2019 6:02 PM
98	NA to me	10/4/2019 5:54 PM
99	Not a lot for young adults who do not drink. The city owned parks are hit or miss with sketchy patrons. We usually end up bringing our kids to the playground at the elementary school because of this.	10/4/2019 5:23 PM
100	in no particular order: trails, aquatic center, History Center, library events, movie theater, bike/skate park, fair, play areas, various community group events, music in the park, community garden, art group, can't think of more right now	10/4/2019 7:11 AM
101	Hiking or walking trails	10/3/2019 8:42 PM
102	Mora wellness center / walking	10/3/2019 2:54 PM
103	bike / walking trails	10/3/2019 2:49 PM
104	ski trails; bowling; Jaycee ball fields; 1st Light wellness center	10/3/2019 2:32 PM
105	Mora pool; wellness center; kids play parks	10/3/2019 2:23 PM

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106

? don't go to any as what is offered, I am not interested

10/3/2019 1:56 PM

107

the pool (hours are lacking tho)

10/3/2019 1:49 PM

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108	The only thing a person can do right now is walk the trails or drink. This causes the trails to become over crowded.	10/3/2019 1:45 PM
109	Parks	10/3/2019 1:43 PM
110	swimming pool, recreational parks, music in the park	10/3/2019 1:39 PM
111	?	10/1/2019 4:27 PM
112	Aquatic Center. Paradise Theatre.	10/1/2019 4:23 PM
113	?	10/1/2019 4:19 PM
114	Don't know.	10/1/2019 4:09 PM
115	Movie theater	10/1/2019 3:59 PM
116	Parks, including waterpark.	10/1/2019 3:51 PM
117	Parks are great. People who go to the parks - not so much. Vandalism and drug deals at parks are completely unacceptable.	9/28/2019 2:00 PM
118	Limited. The Wellness Center offers insight walking and some classes but they are all on TV and some have issues with getting a background check due to the lack of policy on record keeping. Hunting, fishing, enjoying the lakes although there isn't a nice local place to swim in the area and fit some reason the new resident on their west side of Mora Lake has blocked the access to the lake although it's within 100 feet of a road right away and by DNR definition should be accessible. The local brewery, winery and cidery of those things interest a person. Local parks, geocaching, our trail system is nice.	9/27/2019 4:45 AM
119	Good questions?? Smoking weed? The local meth house?!	9/27/2019 12:47 AM
120	The TRAILS!!!! and ball parks, aquatic center also in summer time.	9/26/2019 8:54 PM
121	?	9/26/2019 7:11 PM
122	Skiing (but no rental places), the aquatic center, and the movie theater.	9/25/2019 5:59 PM
123	None	9/25/2019 5:49 PM
124	Mora aquatic center	9/25/2019 5:46 PM
125	Bike trail	9/25/2019 5:39 PM
126	Best by far is the Mora classic/motion series, it is a major driver of community health and keeps my family inspired to keep healthy. Swimming at the aquatic center is ok, however the pool closes too early in the season to take full advantage of the investment in infrastructure needed. The hospital provides fun recreational opportunities in 5k runs, but they are not as well advertised for people as could be.	9/25/2019 4:35 PM
127	Bike trails	9/25/2019 4:34 PM
128	Parks / Aqua Center	9/25/2019 4:29 PM
129	Trails, parks, vasaloppet, ball fields, wellness center	9/25/2019 4:22 PM
130	Fishing, bicycle, watching youth sports	9/25/2019 4:17 PM
131	we have lots couldn't name them all. From boating/biking/running/golf/rollerblading/skiing we have it all	9/25/2019 3:54 PM

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Q18 What types of new or expanded recreational opportunities are needed in Mora?

Answered: 93 Skipped: 106

#	RESPONSES	DATE
1	More snowmobile and four wheel trails	11/18/2019 12:28 AM
2	Not sure what we need.	11/15/2019 7:31 PM
3	roller skating & video arcade; ninja & trampoline courre (?); mini golf	11/15/2019 5:25 PM
4	More trails for walking, biking, roller skiing.	11/15/2019 5:16 PM
5	lake access to Mora Lake	11/15/2019 5:10 PM
6	non-motorized boating on Mora Lake; mini-golf downtown	11/15/2019 5:06 PM
7	don't know	11/15/2019 4:58 PM
8	non-religious social activities for seniors	11/6/2019 4:53 PM
9	dog park	11/6/2019 3:51 PM
10	Adding bike trails and building on the walking trail system would help attract new residents in the area.	11/5/2019 3:56 PM
11	indoor swimming pool	10/30/2019 6:22 PM
12	better fair - what or who is putting the fair together? They need help.	10/29/2019 1:29 PM
13	year round pool for swimming; city leagues softball and baseball teams possibly basketball; volleyball city league teams	10/29/2019 1:20 PM
14	Mora Lake!!! fishing peir, canoe, kayakz / ski, ice fishing	10/23/2019 2:42 PM
15	Please, please help provide an indoor swimming pool. Many of us have health needs that would greatly benefit from water therapy. The pool at American Inn should not have to be the go to.	10/22/2019 6:31 PM
16	Keep improving on the Christmas activities and light parade that has great potential.	10/22/2019 6:22 PM
17	recreation center maybe (roller skating)	10/22/2019 6:13 PM
18	balls games for kids; swimming games	10/22/2019 2:09 PM
19	more for our youth	10/22/2019 2:05 PM
20	not pay a fee for the wellness center - we are already paying for it!	10/20/2019 10:28 PM
21	I think we need more things for the young people to get involved in, instead of walking the streets at night, but things all kids can afford and are welcome.	10/18/2019 3:32 PM
22	none	10/15/2019 8:30 PM
23	canoe / kayak rental near the park for Lake Mora	10/15/2019 8:14 PM
24	have enough sports	10/15/2019 8:00 PM
25	trail access to larger trail systems	10/15/2019 7:55 PM
26	none	10/15/2019 7:44 PM
27	new parks	10/15/2019 7:23 PM
28	indoor swimming pool	10/15/2019 6:45 PM
29	MAYRA offered soccer for youth - more of that!	10/15/2019 6:40 PM
30	swimming more than 3 months	10/15/2019 2:37 PM
31	free after-school and summer activities for children	10/15/2019 2:22 PM
32	none	10/15/2019 2:11 PM
33	something for youth! possibly a YMCA	10/11/2019 7:23 PM
34	teen event center	10/11/2019 7:04 PM
35	everything	10/11/2019 6:54 PM
36	Have more summer sport activities for all age children to help keep them off the streets. Use the school yards for areas for activities. Ask for retired volunteer helpers.	10/11/2019 6:44 PM
37	more nature trails for handicap people to enjoy	10/11/2019 6:26 PM
38	NA	10/11/2019 6:12 PM
39	more parks	10/11/2019 5:07 PM
40	Can't think of much other than maybe a place for teens to gather.	10/11/2019 4:39 PM
41	expand parks	10/11/2019 4:29 PM
42	for elderly and middle age	10/11/2019 4:25 PM
43	dog park	10/11/2019 4:20 PM
44	More accessibility to all areas of fitness center.	10/11/2019 3:21 PM
45	unsure	10/9/2019 8:21 PM
46	boat launch on Lake Mora	10/9/2019 8:16 PM
47	for me, it is okay	10/9/2019 7:56 PM
48	more trails or add bike / walk lanes for walkers / bikers	10/9/2019 7:45 PM
49	a center for seniors to play cards, etc.	10/9/2019 7:37 PM

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50	Recreational programs for ages 12 - 17 are badly needed.	10/9/2019 7:12 PM
51	another water park of automatic sprinkler type	10/9/2019 6:41 PM

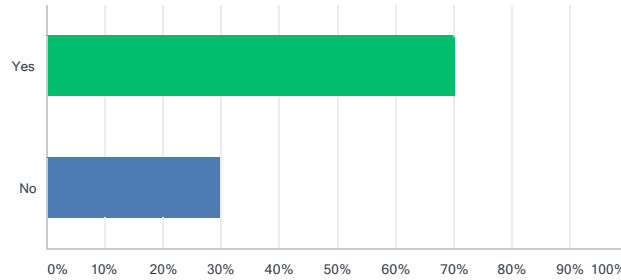
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52	fishing pier and boat landing on Mora Lake	10/9/2019 5:56 PM
53	expanded and cleaner canoe access to river; updated benches, grills and picnic tables	10/9/2019 4:45 PM
54	need a dog park	10/9/2019 4:33 PM
55	updated skateboard park (see concrete, in ground options at other locations)	10/9/2019 4:28 PM
56	more activities like roller skating; fun places to go...not a lot to do here	10/8/2019 2:31 PM
57	trails	10/8/2019 2:20 PM
58	for kids!	10/8/2019 2:03 PM
59	I would like to see something done with Kid's Kingdom park. Especially with its location so close to the fairgrounds and pool, would be nice to see better lightening and possibly some type of basketball or pickle ball court for use and ice skating park. But the lightening is horrible and invites nefarious activity. LIGHT THAT THING UP!	10/7/2019 11:32 PM
60	dance class for young girls; crafting classes; group activities	10/4/2019 9:19 PM
61	A community center! I play bridge once a week at Eastwood - sometime cancelled - then we can't play - also not enough handicapped parking.	10/4/2019 9:06 PM
62	entertainment	10/4/2019 8:32 PM
63	many mile bike / walk trails	10/4/2019 8:23 PM
64	remove drug activities from current parks	10/4/2019 6:30 PM
65	Something for families to do with young children during the winter inside. We only have bowling! Roller rink? Trampoline park?	10/4/2019 6:16 PM
66	NA to me	10/4/2019 5:54 PM
67	That's a loaded question....small businesses have an extremely hard time in this community. To attract a niche business will be tough.	10/4/2019 5:23 PM
68	community theater group, writers' group, sewing/quilting/needlework/fabric arts group, astronomy group, pickleball, rockhound/geology group, publishing and graphics special interest group, various explorer-type opportunities for kids and adults to experience a wide range of hobbies and careers	10/4/2019 7:11 AM
69	Many - for teenagers and school age kids to keep them off the streets and out of trouble.	10/3/2019 8:42 PM
70	enhanced children's park (more and better equipment); "Y" type center (indoor pool)	10/3/2019 2:43 PM
71	a dog park	10/3/2019 2:28 PM
72	don't know	10/3/2019 2:23 PM
73	Something for kids and teens to do	10/3/2019 1:56 PM
74	Bigger / fun parks; splash park	10/3/2019 1:49 PM
75	Dog parks. Maybe year round public pool. More shopping areas open at later times. More public gardens, statue or flower.	10/3/2019 1:45 PM
76	Fishing pier on the lake	10/3/2019 1:43 PM
77	?	10/1/2019 4:27 PM
78	Anything would be fine.	10/1/2019 4:23 PM
79	Maybe another workout place downtown.	10/1/2019 4:19 PM
80	Don't know.	10/1/2019 4:09 PM
81	No expansion.	10/1/2019 3:51 PM
82	A real community center, like a YMCA. especially for winter	9/28/2019 2:00 PM
83	Kid friendly/ teen friendly hang out. Give them something to do besides drugs, vandalism and video games. Make it a destination spot for people to come to. Laser tag, photo opps, mini golf, etc.	9/27/2019 4:45 AM
84	None	9/27/2019 12:47 AM
85	Something that makes Lake Mora accessible for residents, to fish, kayak, or paddleboat. Maybe even swim for those daring.	9/26/2019 8:54 PM
86	Community center for swimming and other activities	9/25/2019 6:07 PM
87	Splash pads, picnic parks, dog parks, and we need to utilize our lakes with a few beaches!	9/25/2019 5:59 PM
88	Something for children and teens. A community Center. Something other than "redneck" activities for adults that aren't "county"	9/25/2019 5:49 PM
89	Indoor play area for 1-10yrs of age.	9/25/2019 5:46 PM
90	Lake Sports!	9/25/2019 5:39 PM
91	The bike trail system should be expanded to connect together, currently it ends at the airport road and near the fairgrounds. It would be nice to make a circuit. It also needs repaving in some areas. Biking is one of the popular activities in the community and could be expanded.	9/25/2019 4:35 PM
92	Community events/celebrations/parades. 4th of July celebration/fireworks display specifically	9/25/2019 4:29 PM
93	?	9/25/2019 3:54 PM

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Q19 Are the basic needs of all age groups available in Mora? Basic needs can be defined as those things that are necessary to sustain life. Basic needs consists of adequate food, shelter, and clothing plus some household equipment and furniture. They also include essential services provided by and for the community such as safe drinking water, sanitation, health and education.

Answered: 171 Skipped: 28



ANSWER CHOICES	RESPONSES	
Yes	70.76%	121
No	29.24%	50
TOTAL		171

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If you answered "No", what basic needs are missing and for which age groups?

Answered: 52 Skipped: 147

#	RESPONSES	DATE
1	homeless shelter	11/18/2019 7:02 PM
2	NO WHERE TO BUY CLOTHES	11/18/2019 12:29 AM
3	food and shelter for the homeless at any age	11/15/2019 5:16 PM
4	housing and food; homeless high schoolers	11/15/2019 4:58 PM
5	need clothing store - all ages	11/6/2019 3:55 PM
6	Grocery store - Coborn's is a dump. Work with Coborn's corporate to improve Coborn's. The Mora Coborn's is the armpit of all Coborn's stores.	10/29/2019 1:32 PM
7	Walmart type shopping for clothing and food and also a Menards	10/24/2019 6:13 PM
8	The young people don't always have enough to keep them busy or a place to hang.	10/22/2019 6:31 PM
9	Answered YES - comment: Water quality could be a bit better.	10/22/2019 6:23 PM
10	I think we need something in Mora to shop at like Shopko uset too.	10/22/2019 6:15 PM
11	more for our seniors	10/22/2019 2:06 PM
12	protection from harm... laws enforced and charged. cops not looking the other way because they've been to a certain house before	10/20/2019 10:30 PM
13	adequate housing for seniors with low, low income	10/18/2019 3:44 PM
14	We need clothing and essential things store not dollar stores!! This would be for all ages!!	10/18/2019 3:33 PM
15	homeless shelters; more homes for druggies!	10/15/2019 7:44 PM
16	clothing for smaller people	10/15/2019 7:23 PM
17	More low income housing which I tried to provide by purchasing a bldg but the bldg inspector wanted me to spend 50,000 dollars for fire walls and fire ceiling replacement and sound proofing, but that made it nonprofitable so I did not buy the building (N. Wood St.). Call me at 763-957-0662 regarding low income housing.	10/15/2019 7:15 PM
18	YES: mostly - more retail, but tough market here for clothes.	10/15/2019 6:40 PM
19	clothing and grocery stores	10/15/2019 2:49 PM
20	young adults in need of housing	10/15/2019 2:37 PM
21	clothing - all ages	10/15/2019 2:26 PM
22	Clothing stores. Walmart would have been better then a new dollar store - clothing, groceries, and employment!!!	10/11/2019 7:42 PM
23	more housing for homeless!	10/11/2019 7:04 PM
24	comment: food shelve does not give milk to single people, but they give you cereal. Funny isn't it.	10/11/2019 6:27 PM
25	need retail - linens, kitchen, clothes, shoes, etc.	10/11/2019 6:12 PM
26	Answered YES: sewer and water too expensive, currently	10/11/2019 6:08 PM
27	We have lots of homeless people. Safe housing for homeless.	10/11/2019 6:00 PM
28	housing for homeless	10/11/2019 4:50 PM
29	YES: could use a little more clothing outlet, especially with Shopco closing and maybe more grocery shopping	10/11/2019 4:40 PM
30	Bring in a Shopko type store! Have to run to Cambridge for almost everything.	10/9/2019 8:02 PM
31	clothing, especially for children	10/9/2019 7:38 PM
32	homeless teenagers to young 20 years of age	10/9/2019 6:42 PM
33	need more housing for all age groups	10/9/2019 6:00 PM
34	Answered YES: homeless shelter	10/9/2019 4:37 PM
35	school lunches for children, that parents can't afford; better weatherization assistance	10/9/2019 4:22 PM
36	water fountains	10/8/2019 2:21 PM
37	nothing for kids to do (inside); shopping is limited	10/8/2019 2:04 PM
38	I think there is still a large poverty-stricken community in Mora, whether young or elderly that are not being served. Those that sitting on the commissions and the city council are not representative of the community as a whole and tend to see their view through biased lenses.	10/7/2019 11:33 PM
39	need low income housing / shelter	10/4/2019 8:24 PM
40	better water	10/4/2019 6:38 PM
41	grocery store to compete; no clothing store for clothing	10/4/2019 6:35 PM
42	senior housing	10/4/2019 6:23 PM
43	Housing for all groups!! A grocery store that all shoppers can afford. Better communication to those wanting to increase education for a job, etc.	10/4/2019 5:55 PM
44	These basic needs are available but there are MANY who are not able to purchase or afford them.	10/3/2019 8:45 PM
45	housing and food may be challenging for some people	10/3/2019 2:32 PM

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46	rent is too high (families with children); more pet-friendly rentals	10/3/2019 1:57 PM
47	We have very little places to buy clothing for all ages	10/3/2019 1:49 PM
48	Housing for seniors, not low income. Housing that includes some amenities.	10/1/2019 3:59 PM

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49	You can't purchase shoes in Mora any longer since Shopko is no longer here. There may be one or 2 choices at Dollar General, or something used at the thrift store but used shoes are terrible for your feet. The cost of groceries in this town is atrocious. Seniors on a fixed income often times find themselves choosing between medication or food.	9/27/2019 4:48 AM
50	The district has horrible teachers that cannot wait to retire. That is all most of them talk about -they cannot wait to get away from the children.....	9/25/2019 6:08 PM
51	More grocery store choices are needed in town, one store is monopolizing the market.	9/25/2019 4:37 PM
52	Since shopko closed, nowhere to buy some household goods	9/25/2019 4:18 PM

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Q20 What types of additional employment opportunities would you like to see in Mora?

Answered: 119 Skipped: 80

#	RESPONSES	DATE
1	part-time for semi-retired	11/18/2019 7:05 PM
2	Better paying jobs	11/18/2019 12:32 AM
3	I would like to see some stores where we could buy clothing, shoes, etc.	11/15/2019 7:33 PM
4	big retail like Target or Walmart	11/15/2019 5:26 PM
5	more factory	11/15/2019 5:11 PM
6	manufacturing	11/15/2019 5:07 PM
7	mope manufacturing	11/15/2019 4:59 PM
8	jobs that provide a livable wage	11/6/2019 4:54 PM
9	small Target store in the old Shopko building	11/6/2019 3:52 PM
10	more manufacturing	11/6/2019 3:49 PM
11	Better manufacturing jobs Competition in the grocery market would help keep prices down and bring in more jobs. Hi tech jobs would be of course the best we could hope for. But I'm not sure of infrastructure is quite there yet	11/5/2019 4:02 PM
12	More higher pay jobs; technical jobs; local grown food available	10/29/2019 1:42 PM
13	manufacturing; possible Dakota Steel instead going out of the area, they decided against going into Ogilvie	10/29/2019 1:24 PM
14	industry	10/25/2019 8:18 PM
15	Walmart and Menards	10/24/2019 6:14 PM
16	more manufacturing	10/24/2019 1:23 PM
17	A plant that could provide many jobs (like Fingerhut used to). One that would offer a decent wage of living and decent health benefits, etc. that would give stability to young families.	10/22/2019 6:42 PM
18	assembly; call centers; sit down jobs for people who cannot stand	10/22/2019 6:25 PM
19	We could have a Burger King that would bring in employment.	10/22/2019 6:16 PM
20	jobs - new factory	10/22/2019 2:23 PM
21	walmart. target. pizza ranch. menards. something with a wage that you can live off of	10/20/2019 10:32 PM
22	more grocery stores; more restaurants	10/18/2019 3:45 PM
23	I would like to see more stores and businesses move into Mora. More in the industrial park also.	10/18/2019 3:34 PM
24	Walmart store	10/15/2019 8:07 PM
25	young people won't work	10/15/2019 8:01 PM
26	more competitive pay	10/15/2019 7:56 PM
27	Wallmart; Fleet Farm; Kohls; Target	10/15/2019 7:45 PM
28	another grocery store; another fast food place	10/15/2019 7:36 PM
29	more retail stores as in clothing, electronics, home interior, less thrift	10/15/2019 7:25 PM
30	more jobs that pay a living wage	10/15/2019 7:18 PM
31	more competitive wages; better opportunities for younger or new people to be considered for jobs	10/15/2019 7:00 PM
32	Walmart, Cub, Menards	10/15/2019 6:50 PM
33	light manufacturing	10/15/2019 6:46 PM
34	anything with a living wage	10/15/2019 6:42 PM
35	more manufacturing; a nice restaurant	10/15/2019 2:38 PM
36	craft store	10/15/2019 2:33 PM
37	jobs that would train young people who have no post-high school education	10/15/2019 2:23 PM
38	need bigger employers with more full-time employment opportunities	10/11/2019 7:54 PM
39	manufacturing	10/11/2019 7:29 PM
40	diversify!	10/11/2019 7:25 PM
41	department stores; groceries; restaurants	10/11/2019 7:05 PM
42	more retail (Aldi's)	10/11/2019 7:01 PM
43	everything	10/11/2019 6:55 PM
44	factory jobs	10/11/2019 6:52 PM
45	smaller sized machine shops; garment factory type (sewing) for women	10/11/2019 6:46 PM
46	NA	10/11/2019 6:13 PM
47	Small business development center with computers and tech help to get artists and other existing talent online.	10/11/2019 6:04 PM
48	We need jobs to keep people local rather than driving. Many people work in Cambridge in retail jobs.	10/11/2019 4:55 PM
49	I am retired but feel that Mora could use more industry and business for more employment opportunities.	10/11/2019 4:44 PM

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51	variety	10/11/2019 4:26 PM
52	manufacturing; retail - esp. a grocery store	10/11/2019 4:22 PM
53	Factory and Retail	10/11/2019 3:23 PM
54	unsure	10/9/2019 8:21 PM
55	manufacturing expanded in the industrial park	10/9/2019 8:18 PM
56	Don't know, but something for older people to work in to supplement SSI income.	10/9/2019 8:11 PM
57	a clothing store	10/9/2019 7:57 PM
58	more county jobs	10/9/2019 7:47 PM
59	retired	10/9/2019 7:38 PM
60	Target department	10/9/2019 6:43 PM
61	need more mid-level jobs	10/9/2019 6:01 PM
62	manufacturing companies	10/9/2019 5:50 PM
63	definitely not Walmart	10/9/2019 4:59 PM
64	store like Shopko	10/9/2019 4:51 PM
65	public service, streets, parks, highway, forestry	10/9/2019 4:46 PM
66	more industry	10/9/2019 4:38 PM
67	NA	10/9/2019 4:34 PM
68	more people being hired - train them if necessary - FAIR wages and conditions	10/9/2019 4:23 PM
69	anything manufacturing and assembly	10/9/2019 4:17 PM
70	more clothing retail stores; another grocery store	10/8/2019 2:32 PM
71	more of temp services or jobs	10/8/2019 2:22 PM
72	manufacturing	10/8/2019 2:15 PM
73	more retail businesses	10/8/2019 2:10 PM
74	decent pay to be able to stay in their own towns, not have to travel so far to be able to support their families	10/8/2019 2:06 PM
75	I would like to see a larger box store employer come to Mora. With the closing of Shopko, Dollar Stores are NOT the answer. We need something with variety to keep shopping here. Dollar General is not cheap and does not help our impoverished community.	10/7/2019 11:41 PM
76	part-time felon-friendly work	10/4/2019 9:21 PM
77	more commercial development	10/4/2019 9:08 PM
78	NA	10/4/2019 9:00 PM
79	companies willing to hire and train young people so they stay in the community	10/4/2019 8:57 PM
80	More manufacturing, technology jobs, and building contracting jobs. Business taxes have increased 100% due to increase taxes due to new schools. Business cannot be sustained with such tax increases. New business will not come if taxes are high.	10/4/2019 8:53 PM
81	some that would provide many jobs like manufacturing, shopping center	10/4/2019 8:44 PM
82	retail	10/4/2019 8:33 PM
83	increase and encourage environmentally solid companies	10/4/2019 8:25 PM
84	manufacturing - more jobs with a good wage so folks do not have to travel to Minneapolis	10/4/2019 6:57 PM
85	all types - you need variety	10/4/2019 6:31 PM
86	all - anything would help	10/4/2019 6:10 PM
87	More factory jobs for people. We need another grocery store, in my opinion. We need a department store. (I do a lot of shopping in Cambridge.)	10/4/2019 6:05 PM
88	More manufacturing jobs and trades.	10/4/2019 5:25 PM
89	technology! we already have access to high-speed Internet, why don't we leverage it?	10/4/2019 8:19 AM
90	MANY! restaurants etc. The city shouldn't be so picky as to what businesses are able to go into the Industrial Park. Employment is needed badly!	10/3/2019 8:54 PM
91	manufacturing	10/3/2019 2:56 PM
92	industry with adequate wages and benefits	10/3/2019 2:44 PM
93	professional - medical, teaching, lawyers, etc.	10/3/2019 2:33 PM
94	moderately priced shoes and clothes store	10/3/2019 2:24 PM
95	more factories	10/3/2019 2:19 PM
96	retail (clothing stores, grocery); manufacturing	10/3/2019 1:51 PM
97	More stores. Sporting goods store especially.	10/3/2019 1:49 PM
98	More higher paying manufacturing	10/3/2019 1:44 PM
99	More jobs for high school grads	10/3/2019 1:40 PM
100	Factories	10/1/2019 4:29 PM
101	Higher paying professional jobs.	10/1/2019 4:25 PM
102	Maybe a Walgreens and Walmart. Taco Bell.	10/1/2019 4:20 PM
103	Places where anyone could learn how to work at.	10/1/2019 4:11 PM
104	Whatever the private sector chooses to gamble on.	10/1/2019 3:53 PM
105	Jobs and training for teens, young adults	9/28/2019 2:04 PM

City of Mora Comprehensive Plan Survey

106	A call center for administrative jobs, like Delta has in Chisholm, MN. More teen jobs that work around schedules. Jobs that offer on the job training for technical fields along with other duties such as cleaning etc.. Welding apprentice, plumbing helper, Carpentry, etc. Within licensing regulations.	9/27/2019 5:04 AM
107	Something other than what's there. Anything that pays more than \$12 an hour!	9/27/2019 12:50 AM
108	More industrial businesses, factories, a formal or family restaurant that serves more than greasy burgers.	9/26/2019 9:01 PM
109	Manufacturing	9/26/2019 7:12 PM
110	ANYTHING	9/25/2019 6:10 PM
111	More higher paid middle class jobs, not just entry level jobs or white collar.	9/25/2019 6:03 PM
112	Technology based manufacturing and design	9/25/2019 5:54 PM
113	More manufacturing facilities	9/25/2019 5:53 PM
114	NA	9/25/2019 5:50 PM
115	More creative jobs- design and development. Many small towns are creating "maker spaces" and the city could encourage creative spaces with low-cost spaces. Small business and entrepreneurs would make the city better.	9/25/2019 4:48 PM
116	Larger retail like Menards or Fleet Farm to make pricing more competitive. Manufacturing jobs, skilled trade jobs, educational jobs. What about partnering to establish a vocational school or satellite college in Mora?	9/25/2019 4:41 PM
117	Mid range salary jobs	9/25/2019 4:38 PM
118	Manufacturing, retail	9/25/2019 4:37 PM
119	We could probably use more in the industrial park	9/25/2019 3:57 PM

City of Mora Comprehensive Plan Survey

Q21 What is Mora's best or most attractive feature?

Answered: 145 Skipped: 54

#	RESPONSES	DATE
1	Vasaloppet	11/18/2019 7:05 PM
2	The Vasalopet	11/18/2019 12:32 AM
3	I appreciate overall what is going on in Mora. We feel quite safe and comfortable.	11/15/2019 7:33 PM
4	scenary; small town feel	11/15/2019 5:26 PM
5	Its volunteer and friendly spirit; Vasaloppet radiates with it.	11/15/2019 5:17 PM
6	visitors from all over	11/15/2019 5:11 PM
7	parks; lakes	11/15/2019 5:07 PM
8	small town atmosphere	11/15/2019 4:59 PM
9	Vasaloppet	11/6/2019 4:54 PM
10	hospital	11/6/2019 3:52 PM
11	Medical facilities.	11/5/2019 4:02 PM
12	the Dala horse	10/29/2019 1:42 PM
13	A good trainable workforce located here.	10/29/2019 1:24 PM
14	the many people who work for the betterment of the community	10/25/2019 8:18 PM
15	friendly people	10/24/2019 6:14 PM
16	quite	10/24/2019 1:23 PM
17	I liked the corner of 65 & Forest with the skier statue, but now its unattractive with the car dealership & Dollar General! Move the skier!	10/24/2019 1:17 PM
18	50 miles to St. Cloud, 75 miles to cities, and 85 miles to Duluth; you can go anywhere to anything from here; Mora "home base" to life	10/23/2019 2:47 PM
19	small town flavor; affordable cost of living here; friendly people; a proactive, recreational community; love our Paradise Theater	10/22/2019 6:42 PM
20	Kids Kingdom; courthouse	10/22/2019 6:25 PM
21	Kwik trip very nice and General Dollar also	10/22/2019 6:16 PM
22	knowing the people	10/22/2019 2:23 PM
23	the people	10/22/2019 2:06 PM
24	not sure	10/20/2019 10:32 PM
25	lake and Vasaloppet	10/18/2019 3:45 PM
26	Kwik Trip!	10/18/2019 3:34 PM
27	pool and park	10/15/2019 8:30 PM
28	theatre!; Sapsucker Farm; park events - festivities	10/15/2019 8:16 PM
29	nothing much here	10/15/2019 8:07 PM
30	1 more time	10/15/2019 8:01 PM
31	aquatic center; county fair	10/15/2019 7:56 PM
32	Good schools that's why my family moved back	10/15/2019 7:51 PM
33	don't know of one	10/15/2019 7:45 PM
34	community feel	10/15/2019 7:39 PM
35	it heritage	10/15/2019 7:25 PM
36	lower taxes; quiet; safety; responsive city council (gov't) and mayor	10/15/2019 7:18 PM
37	Vasaloppet	10/15/2019 7:02 PM
38	hospital	10/15/2019 6:50 PM
39	healthcare	10/15/2019 6:46 PM
40	Its people and Lake Mora	10/15/2019 6:42 PM
41	restaurants	10/15/2019 2:50 PM
42	races that attract visitors	10/15/2019 2:45 PM
43	our courthouse	10/15/2019 2:38 PM
44	community spirit	10/15/2019 2:27 PM
45	small-town friendliness	10/15/2019 2:23 PM
46	True Vine Lutheran Church	10/15/2019 2:18 PM
47	small town. I don't want to live in the cities. I want a small town feeling.	10/15/2019 2:13 PM
48	walking trail	10/11/2019 7:54 PM
49	friendly; much volunteering	10/11/2019 7:49 PM
50	nothing	10/11/2019 7:43 PM
51	the library	10/11/2019 7:38 PM
52	Paradise Theatre	10/11/2019 7:29 PM
53	I can't think of any. Poor shopping options and limited restaurant options.	10/11/2019 7:25 PM

City of Mora Comprehensive Plan Survey

54	small community	10/11/2019 7:05 PM
55	our heritage and traditions; Vasaloppet; Dala horse; hospital	10/11/2019 7:01 PM
56	schools	10/11/2019 6:55 PM
57	downtown	10/11/2019 6:52 PM
58	hospital; nursing home complex	10/11/2019 6:46 PM
59	the country and trees	10/11/2019 6:28 PM
60	Sr. housing	10/11/2019 6:13 PM
61	It has kind, loyal volunteer-minded people.	10/11/2019 6:09 PM
62	Amazing artists live here and the city ignores them.	10/11/2019 6:04 PM
63	new hospital	10/11/2019 5:08 PM
64	Vasaloppet	10/11/2019 5:02 PM
65	small town atmosphere	10/11/2019 4:58 PM
66	City management takes such good care to making city attractive. Quick snow removal, etc. and keeping streets quite well maintained.	10/11/2019 4:44 PM
67	courthouse; school	10/11/2019 4:31 PM
68	small town living	10/11/2019 4:26 PM
69	the hospital	10/11/2019 4:22 PM
70	Small town close to the cities.	10/11/2019 3:23 PM
71	friendly people	10/9/2019 8:21 PM
72	the Dala horse and everything connected with the Vasaloppet	10/9/2019 8:18 PM
73	Sure is not the dam smoke shop! Building should have been condemned and destroyed, removed, gone. Why is it there, an eyesore? Is Al your friend? I know he is a lyer!	10/9/2019 8:11 PM
74	parks	10/9/2019 8:04 PM
75	friendly town	10/9/2019 7:57 PM
76	churches	10/9/2019 7:52 PM
77	Welia	10/9/2019 7:47 PM
78	none	10/9/2019 7:38 PM
79	Most important feature: the hospital Most attractive feature: quaint downtown and Dala horses Most iconic feature: the neon sign over the Sportmen's Cafe	10/9/2019 7:16 PM
80	bicycle trail	10/9/2019 6:43 PM
81	people	10/9/2019 6:01 PM
82	Mora Lake; parks	10/9/2019 5:56 PM
83	Mora cross country Vasaloppet ski race	10/9/2019 5:50 PM
84	I like the blue & white house north end of Main Street; paint mural on the theater	10/9/2019 4:51 PM
85	it has a little bit of everything for your average citizen	10/9/2019 4:46 PM
86	close to St. Cloud and cities	10/9/2019 4:38 PM
87	nice small town; great movie theater - Paradise	10/9/2019 4:34 PM
88	Main Street	10/9/2019 4:29 PM
89	The trees - need more regular pines, not jack pine	10/9/2019 4:23 PM
90	Lake Mora	10/9/2019 4:17 PM
91	I love the downtown area and the lake.	10/8/2019 2:32 PM
92	trails	10/8/2019 2:22 PM
93	wood playground; fairgrounds; pool	10/8/2019 2:15 PM
94	pool area	10/8/2019 2:10 PM
95	At this time, NOTHING!! Crime is up; horrible law enforcement; terrible school adendums	10/8/2019 2:06 PM
96	The liquor store? Ha! Mora has a great sense of community.	10/7/2019 11:41 PM
97	small town, simple and peaceful	10/4/2019 9:21 PM
98	hospital, parks, pool	10/4/2019 9:08 PM
99	park by the lake	10/4/2019 9:00 PM
100	the Dala horse	10/4/2019 8:57 PM
101	Vasaloppet and Dala horse, Swedish heritage	10/4/2019 8:53 PM
102	friendly	10/4/2019 8:39 PM
103	country living	10/4/2019 8:33 PM
104	friendly	10/4/2019 8:25 PM
105	friendly, caring, and work together	10/4/2019 6:57 PM
106	friendly	10/4/2019 6:39 PM
107	centrally located between metro, St. Cloud, Duluth and Brainerd	10/4/2019 6:31 PM
108	the Vasaloppet and related events	10/4/2019 6:24 PM
109	small town atmosphere; cleaning up school for Kwik Trip and bank - nice improvement	10/4/2019 6:18 PM
110	clean and welcoming feeling at its parks and businesses	10/4/2019 6:10 PM
111	Paradise Theatre; hospital	10/4/2019 6:05 PM

City of Mora Comprehensive Plan Survey

113	Local hospital and small town feel	10/4/2019 5:25 PM
114	nice people and at least where I live a low crime rate	10/4/2019 8:19 AM
115	Family	10/3/2019 8:54 PM
116	maybe the movie theater downtown	10/3/2019 2:56 PM
117	Vasaloppet	10/3/2019 2:50 PM
118	Lake Mora	10/3/2019 2:44 PM
119	Kanabec County Courthouse	10/3/2019 2:24 PM
120	the people	10/3/2019 1:59 PM
121	the Vasaloppet	10/3/2019 1:51 PM
122	It is on the corner intersection of 65 and 23, it is prime for businesses to drive through and hopefully stop.	10/3/2019 1:49 PM
123	Small town living	10/3/2019 1:44 PM
124	hospital, school	10/3/2019 1:40 PM
125	2 stop & go lights	10/1/2019 4:29 PM
126	The hospital / clinic. The new wellness center is amazing also.	10/1/2019 4:25 PM
127	The parks and bike trail. Fairgrounds.	10/1/2019 4:20 PM
128	A clean town.	10/1/2019 4:11 PM
129	Our new medical center.	10/1/2019 4:00 PM
130	Main Street	10/1/2019 3:53 PM
131	Cost of living is low. Competition to appear "upper class" is very low	9/28/2019 2:04 PM
132	Everyone comes together for their greater good. Someone is sick, we help out. There's a fire or accident, there's a benefit to help the family. There's a stray cat that no one is taking care of so the neighborhood rallies together to buy him food, play kitty daycare, get him vet care and find him a forever home. Mora always comes together in a time of need.	9/27/2019 5:04 AM
133	?	9/27/2019 12:50 AM
134	Walking down Union Street, it's quaint and it's beautiful.	9/26/2019 9:01 PM
135	The Dala horse	9/26/2019 7:12 PM
136	??	9/25/2019 6:10 PM
137	Mora Aquatic Center	9/25/2019 6:03 PM
138	The Lake, hospital and schools	9/25/2019 5:54 PM
139	Never seen children behave as bad as the kids around here!	9/25/2019 5:53 PM
140	Small community living	9/25/2019 5:50 PM
141	Low cost of living is number one.	9/25/2019 4:48 PM
142	It's history and it's ability to adapt to change...when it wants to.	9/25/2019 4:41 PM
143	Central location to st cloud, metro area, duluth	9/25/2019 4:38 PM
144	Dala Horse/ Vasaloppet/ Swedish Heritage	9/25/2019 4:37 PM
145	all we have to offer	9/25/2019 3:57 PM

City of Mora Comprehensive Plan Survey

Q22 If you are a Mora resident, why did you choose to live in Mora?

Answered: 153 Skipped: 46

#	RESPONSES	DATE
1	My parents were here.	11/18/2019 7:05 PM
2	Job	11/18/2019 12:32 AM
3	We had a job which made us move to Mora.	11/15/2019 7:33 PM
4	friends and family live nearby; homes are more affordable	11/15/2019 5:26 PM
5	close to work	11/15/2019 5:17 PM
6	friendly	11/15/2019 5:11 PM
7	family	11/15/2019 5:07 PM
8	felt comfortable	11/15/2019 4:59 PM
9	a series of unfortunate events	11/6/2019 4:54 PM
10	I was born here and I like it here.	11/6/2019 4:49 PM
11	opportunity to buy a business	11/6/2019 3:52 PM
12	family	10/29/2019 1:42 PM
13	The housing unit I could afford became available.	10/29/2019 1:24 PM
14	work	10/25/2019 8:18 PM
15	We love small town friendliness.	10/24/2019 6:14 PM
16	was closest relatives	10/24/2019 1:23 PM
17	It was close to my work. I'm retired now.	10/24/2019 1:17 PM
18	50 miles to St. Cloud, 75 miles to cities, and 85 miles to Duluth; you can go anywhere to anything from here; Mora "home base" to life. Central to all our needs.	10/23/2019 2:47 PM
19	For all of the above reason's (small town flavor; affordable cost of living here; friendly people; a proactive, recreational community; love our Paradise Theater). Have raised my children here; we were active with school events, 4-H, church, Vasaloppett; know many people here	10/22/2019 6:42 PM
20	born here; nice people	10/22/2019 6:25 PM
21	quiet and friendly	10/22/2019 6:16 PM
22	go to church sent to high school,(staff unable to read this part of response)...this our town.	10/22/2019 2:23 PM
23	family	10/22/2019 2:06 PM
24	job	10/20/2019 10:32 PM
25	for fishing access	10/18/2019 3:45 PM
26	I've lived here all my life.	10/18/2019 3:34 PM
27	cheaper place to live	10/15/2019 8:30 PM
28	It offers things for my family to do without leaving town.	10/15/2019 8:16 PM
29	I don't know	10/15/2019 8:07 PM
30	if more money, would move	10/15/2019 8:01 PM
31	reasonable housing	10/15/2019 7:56 PM
32	Good schools that's why my family moved back	10/15/2019 7:51 PM
33	was born here	10/15/2019 7:45 PM
34	close to family	10/15/2019 7:39 PM
35	My husband died and I was used to shopping, banking, etc. in Mora. It was the easiest thing for me to do. There were also volunteer work for me to keep busy.	10/15/2019 7:36 PM
36	I had a sister in that lived a long time ago	10/15/2019 7:25 PM
37	purchased an apartment home 10 years ago!	10/15/2019 7:18 PM
38	family here	10/15/2019 7:02 PM
39	for my kids - close to their dad and their school (not Mora school)	10/15/2019 7:00 PM
40	to be close to family	10/15/2019 6:46 PM
41	career employment	10/15/2019 2:45 PM
42	My job brought me here.	10/15/2019 2:38 PM
43	I don't know.	10/15/2019 2:33 PM
44	friends and interest groups	10/15/2019 2:27 PM
45	My family moved here when I was young. I stayed because it's a wonderful place to raise a family.	10/15/2019 2:23 PM
46	grew up here	10/15/2019 2:18 PM
47	My husband lived here.	10/15/2019 2:13 PM
48	born there	10/15/2019 2:06 PM
49	to be close to family	10/11/2019 7:54 PM
50	grew up in Anoka; husband from Ogilvie - worked at Fingerhut 23 years	10/11/2019 7:43 PM
51	to be near relatives	10/11/2019 7:38 PM
52	Only because we had to come this far north to purchase a home that allows us to be mortgage	free.

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53	job opportunity (hospital)	10/11/2019 7:05 PM
54	originally moved here because of employment	10/11/2019 7:01 PM
55	family	10/11/2019 6:55 PM
56	small town with a lot to offer	10/11/2019 6:52 PM
57	Its been "home" all my life.	10/11/2019 6:46 PM
58	It is quiet yet accessible to everything.	10/11/2019 6:39 PM
59	I was born here 69 years ago.	10/11/2019 6:36 PM
60	I love country living and small towns more peaceful	10/11/2019 6:28 PM
61	Sr. housing - close to city	10/11/2019 6:13 PM
62	job	10/11/2019 6:09 PM
63	I bought land on a wildlife corridor. Mora was an afterthought.	10/11/2019 6:04 PM
64	always lived here	10/11/2019 5:08 PM
65	family and healthcare	10/11/2019 5:02 PM
66	to be close to family	10/11/2019 4:58 PM
67	My parents and family live in or near Mora.	10/11/2019 4:50 PM
68	To be close to family in senior years - but find Mora a welcoming community and a good place to call home.	10/11/2019 4:44 PM
69	moved into town as I got older and able to walk most places	10/11/2019 4:31 PM
70	quiet small community	10/11/2019 4:26 PM
71	cost of housing (affordable)	10/11/2019 4:22 PM
72	Job	10/11/2019 3:23 PM
73	convenient location	10/9/2019 8:21 PM
74	employment opportunity	10/9/2019 8:18 PM
75	been here most of my life, no reason in particular	10/9/2019 8:04 PM
76	I moved here from a large city on the west coast and near my boyhood home state.	10/9/2019 7:57 PM
77	good price for house, close to work and family; we like the city trails and fishing culture; values also seem better than other areas	10/9/2019 7:47 PM
78	don't remember	10/9/2019 7:38 PM
79	My wife and I chose to move here for the opportunity to cross country ski a lot. Nordic skiing seems to be part of the cultural heritage here. We like that.	10/9/2019 7:16 PM
80	cheap and small town	10/9/2019 6:43 PM
81	house type we were looking for; friendly community; good government	10/9/2019 6:01 PM
82	seemed like a nice town at the time	10/9/2019 5:56 PM
83	Swedish heritage; Mora Vasaloppet	10/9/2019 5:50 PM
84	was born and raised here	10/9/2019 4:59 PM
85	family live here	10/9/2019 4:55 PM
86	grew up here - moved back - family	10/9/2019 4:51 PM
87	convenient to work; decent housing	10/9/2019 4:46 PM
88	job	10/9/2019 4:38 PM
89	drove through on visit 15 years ago and liked it	10/9/2019 4:34 PM
90	family connections	10/9/2019 4:29 PM
91	family	10/9/2019 4:23 PM
92	was very affordable once	10/9/2019 4:17 PM
93	We moved here because my boyfriend is from here.	10/8/2019 2:32 PM
94	dialysis center	10/8/2019 2:26 PM
95	quaint and safe	10/8/2019 2:22 PM
96	housing prices; friendly people	10/8/2019 2:15 PM
97	job	10/8/2019 2:10 PM
98	family is here	10/8/2019 2:06 PM
99	My husband was from Mora.	10/7/2019 11:41 PM
100	school is excellent and also a solid recovery community is forming here	10/4/2019 9:21 PM
101	started my first teaching job here	10/4/2019 9:08 PM
102	I wanted an apartment there	10/4/2019 9:00 PM
103	I grew up here	10/4/2019 8:57 PM
104	grew up here	10/4/2019 8:53 PM
105	born here, raised here, worked here	10/4/2019 8:44 PM
106	husband's employment	10/4/2019 8:39 PM
107	someone that would rent to me after drug felony charge	10/4/2019 8:33 PM
108	family; schools	10/4/2019 8:25 PM
109	I love this area. Mora is a clean small town. Churches, good school.	10/4/2019 6:57 PM

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110

peaceful

10/4/2019 6:39 PM

111

employment

10/4/2019 6:31 PM

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112	location, size, recreational opportunities, school, medical facility	10/4/2019 6:24 PM
113	to be by family	10/4/2019 6:18 PM
114	house was the right price and family	10/4/2019 6:10 PM
115	a job	10/4/2019 6:05 PM
116	family here	10/4/2019 5:58 PM
117	I grew up here and wanted to raise my family here.	10/4/2019 5:25 PM
118	like the area and people and small-town culture, and found a house in our price range	10/4/2019 8:19 AM
119	Family	10/3/2019 8:54 PM
120	it was due to a job change	10/3/2019 2:56 PM
121	small town atmosphere	10/3/2019 2:50 PM
122	marriage	10/3/2019 2:44 PM
123	employment opportunity	10/3/2019 2:33 PM
124	I think the city workers do a good job of keeping our town clean, streets swept, etc. I just think it's a pretty good place to live!	10/3/2019 2:26 PM
125	family	10/3/2019 2:24 PM
126	because of my health	10/3/2019 2:19 PM
127	Close to employment prior to retirement. Also there was adequate stores so didn't need to drive to cities.	10/3/2019 2:14 PM
128	job	10/3/2019 1:59 PM
129	grew up here	10/3/2019 1:51 PM
130	It is close to work and it is relatively cheap.	10/3/2019 1:49 PM
131	Schools; HAD low property tax; small town living	10/3/2019 1:44 PM
132	A job opportunity	10/3/2019 1:40 PM
133	Activity - people - jobs - family	10/1/2019 4:29 PM
134	Spouse's employment.	10/1/2019 4:25 PM
135	It's a nice quiet town. People are friendly.	10/1/2019 4:20 PM
136	My job.	10/1/2019 4:14 PM
137	I have always lived around Mora.	10/1/2019 4:11 PM
138	I grew up here. Children are here.	10/1/2019 4:00 PM
139	Quality of life.	10/1/2019 3:53 PM
140	Husbands job	9/28/2019 2:04 PM
141	I fell in love with a Mora boy at I moved here. Now we can't move until the kid graduates.	9/27/2019 5:04 AM
142	I ask my self why I stay everyday!	9/27/2019 12:50 AM
143	The School District	9/26/2019 9:01 PM
144	It was a small town when I moved here-everyone was close, helpful and that town was alive with activities all the time!	9/25/2019 6:10 PM
145	To be near family.	9/25/2019 6:03 PM
146	Home	9/25/2019 5:54 PM
147	Didn't know what I was getting myself into	9/25/2019 5:53 PM
148	Cost of living is low.	9/25/2019 5:50 PM
149	My job brought us to Mora, we stay for the low cost of housing and the school.	9/25/2019 4:48 PM
150	Small town atmosphere	9/25/2019 4:38 PM
151	Born and raised, community/family	9/25/2019 4:37 PM
152	Born here	9/25/2019 4:19 PM
153	born and raised. moved back because of sports with my kids. they have a better opportunity to play compared to the cities. plus more bang for your buck on housing. the price of our house in the cities would be WAY out of our price range	9/25/2019 3:57 PM

City of Mora Comprehensive Plan Survey

Q23 What personal or special meaning does Mora have to you?

Answered: 131 Skipped: 68

#	RESPONSES	DATE
1	? Odd question. As background we were born here, but that isn't why we stay.	11/18/2019 7:05 PM
2	Its home	11/18/2019 12:32 AM
3	I appreciate a nice home and neighbors. I also like to have good physical check-ups at the clinic and nice dental clinic.	11/15/2019 7:33 PM
4	I grew up in this area.	11/15/2019 5:26 PM
5	met husband	11/15/2019 5:11 PM
6	born and raised here; had prior businesses here; like small town living	11/15/2019 4:59 PM
7	none	11/6/2019 4:54 PM
8	I have a lot of family living here.	11/6/2019 4:49 PM
9	Still has some of the small town warmth. But this needs to be balanced with jobs and growth or the small town withers and dies.	11/5/2019 4:02 PM
10	it is where I grew up	10/29/2019 1:42 PM
11	Not being considered a new comer even though have lived in Minnesota almost 15 years.	10/29/2019 1:24 PM
12	the people of our church congregation and other friends who have reached out in friendship	10/25/2019 8:18 PM
13	I have been here 67 years and I love the town.	10/24/2019 6:14 PM
14	?	10/24/2019 1:23 PM
15	I like that the city is Swedish inspired. Love the Dala Horse.	10/24/2019 1:17 PM
16	Sweadish community rich in history but isn't looked at much anymore Vasalopet but that is February	10/23/2019 2:47 PM
17	Have lived here since 1991 (29 years). Most everything we have needed, we can find here. Have liked living here, though I grew up in a large town. Peaceful and quiet.	10/22/2019 6:42 PM
18	Memories of bands "live" and dancing. Hard to find anymore.	10/22/2019 6:25 PM
19	none	10/22/2019 6:16 PM
20	it's my town	10/22/2019 2:23 PM
21	family	10/22/2019 2:06 PM
22	grew up here	10/20/2019 10:32 PM
23	friends here	10/18/2019 3:45 PM
24	It's where I grew up!	10/18/2019 3:34 PM
25	none	10/15/2019 8:30 PM
26	This is where my husband and I have choosen to raise our family. Good library, hospital, shops within walking distance, bike trails. We enjoy staying busy in town.	10/15/2019 8:16 PM
27	a place to call home	10/15/2019 8:01 PM
28	a prideful and well maintained community	10/15/2019 7:56 PM
29	I have family here.	10/15/2019 7:51 PM
30	none	10/15/2019 7:45 PM
31	born in the area, came back many years later	10/15/2019 7:39 PM
32	I have two very special friends and I have volunteer work that I like and can keep busy.	10/15/2019 7:36 PM
33	it quiet	10/15/2019 7:25 PM
34	had relatives in Mora and now friends in Mora	10/15/2019 7:18 PM
35	my hometown	10/15/2019 7:02 PM
36	none	10/15/2019 7:00 PM
37	none	10/15/2019 6:50 PM
38	family	10/15/2019 6:46 PM
39	I'm raising a family here.	10/15/2019 6:42 PM
40	home; career; family	10/15/2019 2:45 PM
41	my friends and relationships	10/15/2019 2:38 PM
42	none	10/15/2019 2:33 PM
43	I like the connection to Mora, Sweden!	10/15/2019 2:23 PM
44	hometown	10/15/2019 2:18 PM
45	It has really become home to me. I love that everyone knows everyone and that we don't act or feel big city.	10/15/2019 2:13 PM
46	grew up here	10/11/2019 7:54 PM
47	a good place to live	10/11/2019 7:49 PM
48	nothing	10/11/2019 7:43 PM
49	lifelong home	10/11/2019 7:29 PM

City of Mora Comprehensive Plan Survey

50

none

10/11/2019 7:25 PM

51

family here; hospital employment; church; nice people

10/11/2019 7:05 PM

City of Mora Comprehensive Plan Survey

52	raising a family here	10/11/2019 7:01 PM
53	42 years here	10/11/2019 6:52 PM
54	Born, raised, educated and employed here most of my life. Family lives in the area also.	10/11/2019 6:46 PM
55	I grew up here. It use to be a friendly, beautiful, thriving community back in the 50s and 60s.	10/11/2019 6:36 PM
56	quiet town	10/11/2019 6:28 PM
57	grew up in Mora	10/11/2019 6:17 PM
58	not sure yet	10/11/2019 6:13 PM
59	I like my neighbors.	10/11/2019 6:04 PM
60	I grew up here.	10/11/2019 5:08 PM
61	where my grandparents lived - visiting as a child, walking downtown to the variety store and the drug store	10/11/2019 5:02 PM
62	small town	10/11/2019 4:58 PM
63	Like the people - friendly and caring; also good medical facilities; also such a large volunteer base.	10/11/2019 4:44 PM
64	home of family for 80 years	10/11/2019 4:31 PM
65	friendship	10/11/2019 4:26 PM
66	location = equal distance between surrounding family members	10/11/2019 4:22 PM
67	My children grew up in Mora and I ran a business in Mora	10/11/2019 3:23 PM
68	none	10/9/2019 8:21 PM
69	Mora is a destination because of the Vasaloppet.	10/9/2019 8:18 PM
70	?	10/9/2019 8:04 PM
71	relatives here	10/9/2019 7:57 PM
72	my wife grew up in the area	10/9/2019 7:47 PM
73	none	10/9/2019 7:38 PM
74	Sportman's Cafe; Freddie's Restaurant	10/9/2019 6:43 PM
75	Swedish traditions	10/9/2019 6:01 PM
76	I like the small friendly atmosphere	10/9/2019 5:50 PM
77	medical, church, some shopping	10/9/2019 4:51 PM
78	relatively friendly area for family setting	10/9/2019 4:46 PM
79	people	10/9/2019 4:34 PM
80	it's not south of Isanti	10/9/2019 4:17 PM
81	My boyfriend has family here, nothing for me.	10/8/2019 2:32 PM
82	close to health venues	10/8/2019 2:26 PM
83	safe	10/8/2019 2:22 PM
84	it has become my home	10/8/2019 2:10 PM
85	born & raised	10/8/2019 2:06 PM
86	A lot of family lives here.	10/7/2019 11:41 PM
87	I recovered here. My daughter and I were able to live safe and secure together.	10/4/2019 9:21 PM
88	our children were on	10/4/2019 9:08 PM
89	nice and peaceful	10/4/2019 9:00 PM
90	Swedish heritage	10/4/2019 8:53 PM
91	friends / family	10/4/2019 8:44 PM
92	I have lived in Mora 60 years. It has been a good place to live and raise a family. I have been active in many things over the years and now at 90 I am in my home yet. Glad Coborn's and clinic are here.	10/4/2019 8:39 PM
93	I came to re-evaluate and start a new life.	10/4/2019 8:33 PM
94	I was born in Kanabec County. My family history is in this county. I met my husband in Mora and raised our family here. We had a good life.	10/4/2019 6:57 PM
95	was good place to raise kids	10/4/2019 6:39 PM
96	used to drive from Pine City to Mora bakery in 1960	10/4/2019 6:24 PM
97	where people tend to care for one another	10/4/2019 6:18 PM
98	where I grew up and family did	10/4/2019 6:10 PM
99	personal and church connections; Vasaloppet	10/4/2019 6:05 PM
100	Mora still has their grip on that "home town" feeling but I am concerned about the drug situation here and lack of value to the next upcoming citizens here. We need to preserve that feeling and find ways for teenagers to "get it".	10/4/2019 5:58 PM
101	My family is here. I hold no other meaning that that.	10/4/2019 5:25 PM
102	people are friendly and helpful to strangers (me)	10/4/2019 8:19 AM
103	Growing up here in the 60's & 70's. So much nicer back then. You knew everyone and there weren't so many snooty people.	10/3/2019 8:54 PM
104	friends / people we have met through the years	10/3/2019 2:56 PM
105	living here for 74 years and raising family	10/3/2019 2:44 PM
106	met my wife here	10/3/2019 2:33 PM

City of Mora Comprehensive Plan Survey

108	My children were born and raised here; many friends here	10/3/2019 1:59 PM
109	grew up here	10/3/2019 1:51 PM
110	Family owns a business here.	10/3/2019 1:49 PM
111	Our first home	10/3/2019 1:44 PM
112	I have liked Mora since I was in high school and have lived here 55 years.	10/3/2019 1:40 PM
113	Comfortable	10/1/2019 4:29 PM
114	It has been home for almost 30 years.	10/1/2019 4:25 PM
115	?	10/1/2019 4:20 PM
116	It used to be a place I could buy clothes and a spool of thread. Anymore you have to go out of town.	10/1/2019 4:11 PM
117	I grew up here. Children are here.	10/1/2019 4:00 PM
118	Security.	10/1/2019 3:53 PM
119	None	9/28/2019 2:04 PM
120	I've only lived in one other town (Pine City) I moved here when I was 21. When I first moved here, Mora was not nice to me. Everyone was very clique-y and not very welcoming. But I was used to that because that's how Pine City is. I'm a loud outgoing person and people quickly learned they couldn't ignore me. I've made a lot of friends here and now it feels like home. I feel like a part of the community here and I want to see it grow and prosper.	9/27/2019 5:04 AM
121	Grew up here	9/27/2019 12:50 AM
122	That its a community that tries to invest in its younger generations while still valuing the older generations.	9/26/2019 9:01 PM
123	It is where I live	9/25/2019 6:10 PM
124	I grew up here, but couldn't wait to leave because there isn't very many opportunities. I came back for family.	9/25/2019 6:03 PM
125	Home	9/25/2019 5:54 PM
126	None. Would move if could!	9/25/2019 5:53 PM
127	It's where I grew up and want to raise my kids.	9/25/2019 5:50 PM
128	Family lives near Mora, which keeps us here. Also the housing is lower than surrounding areas.	9/25/2019 4:48 PM
129	Lived here most of my life	9/25/2019 4:38 PM
130	I'd like to raise my family in Mora	9/25/2019 4:37 PM
131	Family	9/25/2019 3:57 PM

City of Mora Comprehensive Plan Survey

Q24 Please describe your vision for Mora ten years from now:

Answered: 122 Skipped: 77

#	RESPONSES	DATE
1	new city council and school board; more restaurants and entertainment; housing for retired	11/18/2019 7:05 PM
2	A Walmart and mennards	11/18/2019 12:32 AM
3	I hope we will have a new high school building.	11/15/2019 7:33 PM
4	better looking homes; roads not potholed; more shopping	11/15/2019 5:26 PM
5	A complete hospital facility, a new school, and marketing Mora to become a destination (events / activities).	11/15/2019 5:17 PM
6	vibrant downtown with small town feel; bustling Hwy 65	11/15/2019 5:11 PM
7	to continue to provide gainful employment within a short driving distance	11/15/2019 4:59 PM
8	don't have one	11/6/2019 4:54 PM
9	Slow continued growth. Controlled so that it does not overwhelm our ability to build infrastructure to handle it.	11/5/2019 4:02 PM
10	more inclusive; trail connects across 65 by bridge or tunnel; supportive of area farmers	10/29/2019 1:42 PM
11	City population tripled to gain more government money to help with taxes. Schools are better preparing graduates for college or the work force. Crime rate remains below average for state, area, and national.	10/29/2019 1:24 PM
12	the vision that has already begun with the improvements to the downtown, schools, businesses and other....	10/25/2019 8:18 PM
13	more senior activities	10/24/2019 6:14 PM
14	worst then it is now	10/24/2019 1:23 PM
15	The city is going to look very typical of every other small town with Kwik Trip, Dollar General, etc. We need another retail store where Shopko was.	10/24/2019 1:17 PM
16	A community that is willing to grow and explore within; trails and roads to everywhere to meet all stages of life.	10/23/2019 2:47 PM
17	Miss having a store like ShopCo to fill in shopping needs. Like that we have changes going on ie. - hospital, new stores. Keep bringing in businesses.	10/22/2019 6:42 PM
18	more jobs; Walmart; live bands and dancing coming back; keep people caring about each other	10/22/2019 6:25 PM
19	busyer, built up	10/22/2019 6:16 PM
20	more jobs; better school; people getting along, good to each other; no pray - going to church any Sunday	10/22/2019 2:23 PM
21	more jobs and safer community	10/20/2019 10:32 PM
22	I would like to see Mora expand, get some new stores and businesses in here, and more senior housing.	10/18/2019 3:34 PM
23	cleaner, quieter, more senior citizens	10/15/2019 8:30 PM
24	Keep cleaning up the park - strict rules for vandalism. Add a dog park.	10/15/2019 8:16 PM
25	same as before	10/15/2019 8:07 PM
26	more crime	10/15/2019 8:01 PM
27	A lot like now. With an Aldi and not a Dollar General.	10/15/2019 7:56 PM
28	Better streets; more businesses for people to work besides dollar stores and thrift stores	10/15/2019 7:45 PM
29	don't know	10/15/2019 7:36 PM
30	a bit bigger	10/15/2019 7:25 PM
31	I do not think Mora will need nor can afford 3 new schools. The trend is less children born, more private schools, many public school systems downsizing or closing. New large schools are a long term financial mistake.	10/15/2019 7:18 PM
32	businesses to provide jobs are needed	10/15/2019 6:50 PM
33	Probably not much change. Need a new modern school to attract businesses and residents.	10/15/2019 6:46 PM
34	new high school; good jobs; less poverty; engaged population	10/15/2019 6:42 PM
35	gone on less you do something now	10/15/2019 2:50 PM
36	a place where people of all ages can safely mix and enjoy one another	10/15/2019 2:38 PM
37	Same as today, only better!	10/15/2019 2:23 PM
38	good infrastructure	10/15/2019 2:18 PM
39	Lower taxes. Help build small business. Stop adding rules and regulations to everything.	10/15/2019 2:13 PM
40	new school	10/15/2019 2:06 PM
41	Most stores will be closed. No one goes to Main Street and they are not open late enough.	10/11/2019 7:54 PM
42	vacant if no new high school and employment	10/11/2019 7:43 PM
43	expanded shopping opportunities; expanded restaurants options	10/11/2019 7:25 PM
44	lower taxes	10/11/2019 7:05 PM

City of Mora Comprehensive Plan Survey

45	Make it more inviting as you approach Mora (clean up the areas of unkept housing and buildings).	10/11/2019 7:01 PM
46	town is falling apart	10/11/2019 6:55 PM
47	booming downtown; new school; industry	10/11/2019 6:52 PM
48	another run down community with no tax base and finding it hard to rebuild	10/11/2019 6:36 PM

City of Mora Comprehensive Plan Survey

49	better streets in trailer parks like you did in town residential area	10/11/2019 6:28 PM
50	perhaps some sort of community college or trade school	10/11/2019 6:17 PM
51	NA	10/11/2019 6:13 PM
52	Hope we have moved past the school issue.	10/11/2019 6:09 PM
53	It could be a thriving artisan destination because everyone in the younger generations makes items and grows real food in sustainable ways. The rest of the world is out of clean water and soon oxygen as well. Eyes will turn here. We can lead other communities to become sustainable or be bought by Nestles.	10/11/2019 6:04 PM
54	work opportunities	10/11/2019 5:08 PM
55	Mora will be the same then as it is now. People don't event seem to want to change.	10/11/2019 4:55 PM
56	I'm optimistic for Mora based on any improvements listed in this questionnaire. As an outsider coming here, I see many good things - a friendly community and many caring people.	10/11/2019 4:44 PM
57	Going to become more of a retirement community. Careful what we build because that will be our tax base.	10/11/2019 4:31 PM
58	Hwy 65 corridor with businesses and developed	10/11/2019 4:26 PM
59	ensuring the local residence benefit from growth & development and to be more accepting of diversity	10/11/2019 4:22 PM
60	More growth of Industry Retail and Businesses	10/11/2019 3:23 PM
61	unsure	10/9/2019 8:21 PM
62	new school; new housing on the lake; new businesses in the industrial park; hide the trailer park	10/9/2019 8:18 PM
63	?	10/9/2019 8:04 PM
64	More trails or add bike / walk lanes for walkers / bikers. Also more shopping centers and a large workout facility. I think many people (esp young people) would use a large updated workout facility.	10/9/2019 7:47 PM
65	have none	10/9/2019 7:38 PM
66	In ten years Mora should have a new high school on 9th Street. The old high school will be torn down and in its place will be a very nice housing complex with a beautiful lakefront park. A pedestrian / bike pathway will connect the existing pathway at 65 & 9th Street around the east and south sides of Mora Lake. Mora should also have its own clothing / department store. Another pipe dream: Mora Municipal Utilities should buy or lease enough acreage for a solar power garden, lessening dependence on other generators.	10/9/2019 7:16 PM
67	higher taxes for no reason to pay!!!	10/9/2019 6:43 PM
68	more rental housing; several more chain stores on Hwy 23; all downtown stores and shops full	10/9/2019 6:01 PM
69	still a small town	10/9/2019 4:55 PM
70	lower crime, cleaner housing, larger park recreation area, better access to 65 / 23 from side streets	10/9/2019 4:46 PM
71	more employment choices	10/9/2019 4:38 PM
72	Stay the way it is.	10/9/2019 4:34 PM
73	a new school campus at the Trailview site and a park area where the current high school is	10/9/2019 4:29 PM
74	smooth streets	10/9/2019 4:17 PM
75	another stop light; more shops and restaurants	10/8/2019 2:32 PM
76	diversified population; fewer republicans; fewer pro-life religious fanatics	10/8/2019 2:26 PM
77	NA	10/8/2019 2:22 PM
78	better law enforcement; less crime; better school boards; more job opportunities	10/8/2019 2:06 PM
79	I would like to see the stretch of businesses on 65 to mirror the updated hospital construction - not run down or empty businesses. And the smoke shop and its nasty sign would be gone. I would like to see thriving businesses and an increase in events.	10/7/2019 11:41 PM
80	More sober people than using. Town grows for better stores and opportunities.	10/4/2019 9:21 PM
81	hopefully a better school facility to attract families; a new store that sells clothing and other necessities that are not here now	10/4/2019 9:08 PM
82	less taxes, more businesses, less gov't regulation to enable more community involvement. Example: farmers' market so regulated it is impossible for small time vendors.	10/4/2019 8:53 PM
83	Hope there will be more jobs, grocery stores and retail plus housing	10/4/2019 8:39 PM
84	don't have one	10/4/2019 8:33 PM
85	If we don't get any more jobs, this will be a bedroom community.	10/4/2019 6:57 PM
86	small business to attract young family	10/4/2019 6:39 PM
87	a clean, comfortable small town with a good quality of life	10/4/2019 6:31 PM
88	more retail; new high school	10/4/2019 6:18 PM
89	has expanded and hopefully gotten some new businesses	10/4/2019 6:10 PM
90	I hope we have a new high school, so we can attract people to Mora. I hope we have more job opportunities to attract people.	10/4/2019 6:05 PM
91	If our town Mora can work together starting now, I believe we will have many "new" roots that want to stay here.	10/4/2019 5:58 PM
92	Adding new jobs to get new families to join the area.	10/4/2019 5:25 PM

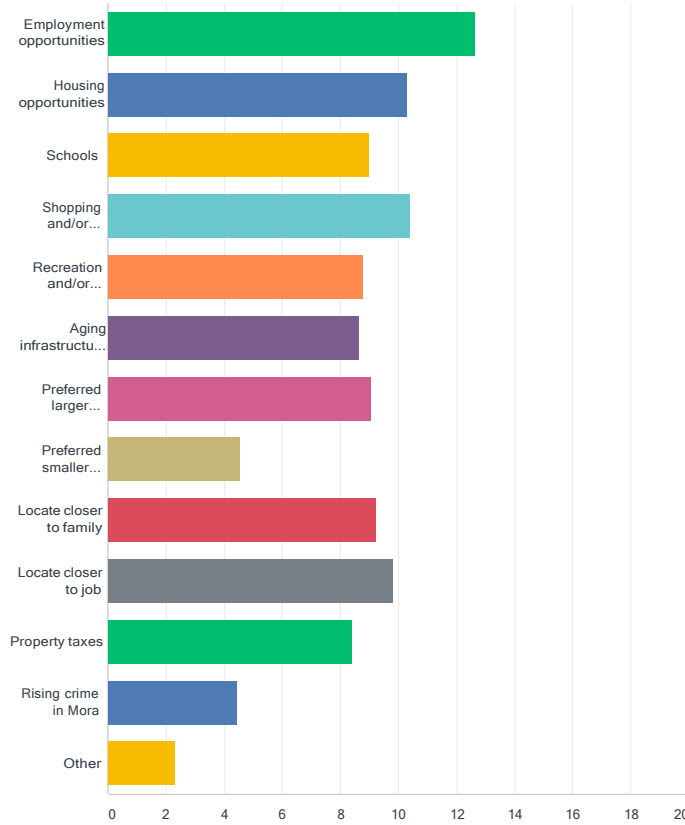
City of Mora Comprehensive Plan Survey

93	Still a small-town extended-family-feel community with less than 5,000 people or so, and such a cool place to be that all generations feel at home and young adults love their life here. A destination for creative arts experiences/shopping and holistic healing opportunities. Economic sustainability and balance, with innovative employee-owned anchor businesses that leverage technology to provide goods and services collaboratively with other local businesses; our success is a model for other small communities to thrive. Property taxes, if not completely abolished for residential homesteads, are transparently based on the real cost of residential services provided while the taxes on business are fair and still are enough to cover the actual services they receive. Leadership embraces change AND critical thinking/checks and balances, and exists to empower all citizens; the citizen-created Town Charter is inclusive, heartfelt, and expansive—the compass used to guide us into our future. (and yes, I'm still sore about my property tax quadrupling in the 3 years I've been here; why are my tax payments more than my mortgage now? Something's gotta give!)	10/4/2019 8:19 AM
94	The same, but hopefully I will be retired and out of here by then. Somewhere warm where I can possibly afford to live and the property taxes aren't so outrageous!	10/3/2019 8:54 PM
95	more diversified shopping - maybe chain retail store; large food store; yarn store; quilting shops	10/3/2019 2:56 PM
96	staying a small bedroom community unless industry and roads are added	10/3/2019 2:44 PM
97	better school facility; more positive attitudes; less division	10/3/2019 2:33 PM
98	would like to see a really good restaurant - too many fast food places now; another grocery store - Coborn's prices are too high	10/3/2019 1:59 PM
99	More developed with many restaurants and grocery stores to choose from	10/3/2019 1:51 PM
100	I would love to see a more bustling center with businesses and activities but in reality, I imagine they will build a bypass to ease congestion on 65/23 and the town will turn into a ghost town.	10/3/2019 1:49 PM
101	Hopefully we have a new high school and some new businesses.	10/3/2019 1:40 PM
102	At 93 I can't visionize much difference, but hope the drug situation improves. Fight it harder!	10/1/2019 4:29 PM
103	Growing and prospering with well educated children.	10/1/2019 4:25 PM
104	?	10/1/2019 4:20 PM
105	I would have to say, I don't know.	10/1/2019 4:11 PM
106	New high school. Shopping mecca.	10/1/2019 4:00 PM
107	Not sprawling, not a chemical dependency treatment magnet or social welfare destination.	10/1/2019 3:53 PM
108	Division of haves/have nots will not be as large. The perception of life will be more realistic. That people will realize the potential I. mora AND work towards achieving it.	9/28/2019 2:04 PM
109	More business (but not too much, we don't want to be Cambridge) Affordable options for groceries! More activities scheduled on weekends to get people out and about and get our downtown booming. And for heavens sake someone do a total revamp of the fair!	9/27/2019 5:04 AM
110	Something cleaner and more respectable then it is now	9/27/2019 12:50 AM
111	To welcome young families from all sorts of backgrounds and ethnicities with enough houses for them to live in. And to have enough living spaces for older folks, like apartment buildings.	9/26/2019 9:01 PM
112	It is going to hell in a handbasket-not sure that a new and improved hospital will help it now...	9/25/2019 6:10 PM
113	To be visually beautiful. To utilize our beautiful lakes with community beaches. To see people out and about using sidewalks and bike trails. To raise the morals of the community.	9/25/2019 6:03 PM
114	Place place that Mora HS graduates return to with their college degrees to live in a Beautiful small town	9/25/2019 5:54 PM
115	Hoping not to be here..	9/25/2019 5:53 PM
116	All schools are in the same place, more activities for children indoors, and less empty business buildings.	9/25/2019 5:50 PM
117	A walkable city with younger and older workers coming from other communities for jobs. An airport supporting the community well, with an FBO operating. A variety of small restaurants with healthy food. I would like a city that emulates all of the qualities of a city like Duluth, in a small town.	9/25/2019 4:48 PM
118	Consistent controlled growth in all phases of the marketplace. Business, housing, retail, education, and senior living are great places to start.	9/25/2019 4:41 PM
119	not much different than it is now	9/25/2019 4:38 PM
120	More desirable of a community, higher standard of living, less thrift stores and dollars stores, better business opportunities, more retail/shopping	9/25/2019 4:37 PM
121	Fully accessible town adequate handicap parking	9/25/2019 4:19 PM
122	fun downtown that attracts tourists	9/25/2019 3:57 PM

City of Mora Comprehensive Plan Survey

Q25 Of people you know who have moved away from Mora, what do you think their main reasons were?

Answered: 169 Skipped: 30



	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	SCO
Employment opportunities	79.02% 113	9.09% 13	9.09% 13	2.80% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	143	12
Housing opportunities	8.33% 5	25.00% 15	11.67% 7	31.67% 19	13.33% 8	3.33% 2	0.00% 0	1.67% 1	3.33% 2	0.00% 0	0.00% 0	1.67% 1	0.00% 0	60	10
Schools	1.92% 1	17.31% 9	11.54% 6	13.46% 7	32.69% 17	7.69% 4	0.00% 0	1.92% 1	0.00% 0	3.85% 2	3.85% 2	5.77% 3	0.00% 0	52	9
Shopping and/or amenities	7.41% 6	37.04% 30	18.52% 15	4.94% 4	8.64% 7	16.05% 13	4.94% 4	0.00% 0	0.00% 0	0.00% 0	2.47% 2	0.00% 0	0.00% 0	81	10
Recreation and/or entertainment opportunities	3.70% 2	9.26% 5	20.37% 11	1.85% 1	5.56% 3	25.93% 14	24.07% 13	3.70% 2	5.56% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	54	8
Aging infrastructure in Mora	8.62% 5	15.52% 9	15.52% 9	3.45% 2	1.72% 1	3.45% 2	20.69% 12	20.69% 12	8.62% 5	1.72% 1	0.00% 0	0.00% 0	0.00% 0	58	8
Preferred larger community	6.15% 4	21.54% 14	27.69% 18	0.00% 0	0.00% 0	4.62% 3	6.15% 4	18.46% 12	12.31% 8	3.08% 2	0.00% 0	0.00% 0	0.00% 0	65	9
Preferred smaller community	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	5.00% 2	20.00% 8	32.50% 13	22.50% 9	10.00% 4	7.50% 3	2.50% 1	40	4
Locate closer to family	13.25% 11	24.10% 20	26.51% 22	1.20% 1	0.00% 0	1.20% 1	3.61% 3	2.41% 2	8.43% 7	12.05% 10	4.82% 4	2.41% 2	0.00% 0	83	9
Locate closer to job	7.14% 7	30.61% 30	36.73% 36	2.04% 2	2.04% 2	0.00% 0	0.00% 0	1.02% 1	1.02% 1	12.24% 12	5.10% 5	1.02% 1	1.02% 1	98	9
Property taxes	19.12% 13	14.71% 10	20.59% 14	2.94% 2	1.47% 1	1.47% 1	2.94% 2	1.47% 1	1.47% 1	1.47% 1	29.41% 20	1.47% 1	1.47% 1	68	8
Rising crime in Mora	0.00% 0	10.87% 5	8.70% 4	0.00% 0	6.52% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	4.35% 2	6.52% 3	63.04% 29	0.00% 0	46	4

City of Mora Comprehensive Plan Survey

Other	4.88%	2.44%	4.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	87.80%	36	41	2
	2	1	2	0	0	0	0	0	0	0	0	0				

City of Mora Comprehensive Plan Survey

If you answered "Other", please describe.

Answered: 6 Skipped: 193

#	RESPONSES	DATE
1	dyed	10/9/2019 7:52 PM
2	aging person moves closer to children for needed care and assistance	10/4/2019 6:58 PM
3	Dirty Law Enforcement in our county	10/3/2019 8:55 PM
4	The mind set of people in Mora is one of helplessness. Why change - is what most people think, they don't realize it is eventually better. People don't want to do the work. Once high school kids move away, they rarely come back. Unless they come from a family of poverty. Check the data.	9/28/2019 2:07 PM
5	Drugs! Poor law-enforcement	9/27/2019 12:51 AM
6	I'm guessing it's the small minded racists	9/25/2019 5:54 PM

City of Mora Comprehensive Plan Survey

Q26 Other comments:

Answered: 56 Skipped: 143

#	RESPONSES	DATE
1	Mora offers very little to the young who grow up here. When they graduate there isn't any reason to come back.	11/18/2019 7:09 PM
2	Nice for us to give our thoughts about our community.	11/15/2019 7:34 PM
3	Why not ask "Of people you know who have moved INTO Mora, what do you think their main reasons were?"	11/15/2019 5:19 PM
4	Restriction of parking vehicles on street. E.g. Vehicles only used in summer months and parked 24 x 7 until snow falls (only to be used occasionally). Speed bumps on some residential streets (children walk to school and people think the streets are for speeding, cutting corners, driving in the middle of the street and not paying attention to pedestrians). Using side streets for thru traffic.	11/15/2019 5:03 PM
5	Mora is the last stop on 65 heading north until McGregor. I believe we need to do whatever it takes to convince good businesses to open/expand in our town. If we make it convenient for people to stop and shop here they will. We have a strategic location for anyone heading north let's take advantage of it. Every dollar spent means more revenue for our community. Common sense Will tell you if we have more revenue and we have the key to improve and build on our city.	11/5/2019 4:10 PM
6	The farmers' market is a joke. I would use public transportation if it ran from Mora - St. Cloud - metro - Duluth - Brainerd. Not much for sidewalks in residential areas.	10/29/2019 1:44 PM
7	Shopko was a great loss for Mora. I shopped there at least once a week. Too much ordering online!	10/24/2019 1:18 PM
8	People would come but high school is no place to have children grow and learn. Library is old but what a place we have next door, Mora Lake, Mora Lake needs to be embraced and built upon!	10/23/2019 2:48 PM
9	We were not born into this city. We adopted it. We love that it was a city founded on pride and heritage and we are doing our part to revitalize it. I only have one point to make: I would like to see a 20-year comprehensive plan to convert "downtown" into something that will continue to generate revenue for both the business owners and for the city. One suggestion would be to convert "downtown" into "Old Town Mora / Gamla Stan Mora" full of quaint Scandinavian ambiance and appeal. This will require effort and funds from the city, not just the business owners who is already barely making ends meet. A few of the following ideas may work but I'm sure there are many more practices that have proven successful in other communities: festivals; thriving farmers markets; cobble stone sidewalks; well maintained historic buildings; monuments worthy of photographing; usable lake access with parking near the downtown area. Fall Fest was a huge success! I would love to see it expanded in the future! These types of events, and others like it, are key in sustaining the like of Old Town Mora. I am proud to call this town home.	10/22/2019 6:55 PM
10	None of my children have settled here. All down in the cities. Mostly due to lack of jobs that could be gained to do with their college degrees. Many towns are starting to have dog parks. I would really like to see one here in Mora. My yard is not fenced and my dog would enjoy being able to run free at a dog park.	10/22/2019 6:44 PM
11	Stay honest.	10/22/2019 6:25 PM
12	Please I feel we differently need something put in were Shopko was and Corbons Pharmacy needs to step it up very slow even with 15 co-works ther. Thank you	10/22/2019 6:18 PM
13	clean up the yards!! no cars, boats, ice houses in yard or driveway. enforce grass and weed cutting. it looks terrible. not let people park in their grass and create ruts... park in driveway only	10/20/2019 10:34 PM
14	Need to clean up old parts of cemeteries - the stones - so what if many years ago. It cost money to buy back then, no relatives around or alive - please. Tried to find someone - finally did but now - what a mess.	10/15/2019 8:04 PM
15	Fix the streets they are embarrassing	10/15/2019 7:46 PM
16	Beginning to feel "taxed out" of this town. Taxes have doubled in the 6 yrs we've lived here. We will have to move if it continues at this rate.	10/15/2019 7:41 PM
17	Ned McCarty 763-957-0662	10/15/2019 7:19 PM
18	Has the city considered designating some handicap street parking - maybe in front of Ace or the Crystal? There is always jaywalking there - maybe mobility issues are partly to blame? There are lots of crosswalks to use.	10/15/2019 6:43 PM
19	Wood Street is busy in the AM with young children walking to Trailview. The road needs a designated walking area from 3rd Street to 7th Street where they can get on the larger sidewalk. The traffic is hectic and dangerous to small children.	10/11/2019 7:31 PM
20	Being that Mora is the last sizable town before going farther north, one would expect a greater selection of businesses. Mora needs to actively attract businesses in order to remain viable.	10/11/2019 7:26 PM
21	Need a clothing / food discount business (ie. Walmart) to keep people buying in the community. There is no competition or selection for goods and services at this time in Mora. Too many people shopping elsewhere.	10/11/2019 6:19 PM
22	City of Mora is a good place to live, so many positives. As an outsider I see so many things - nice people, so many people stepping up to volunteering, good church activity, good city care, clean streets, excellent snow removal. Seems to me that as your people leave so many return to their roots eventually.	10/11/2019 4:47 PM
23	We need in Mora is a Aldi store in the Shopko building.	10/9/2019 8:12 PM
24	I like Mora. I'm close to the VA in St. Cloud.	10/9/2019 7:58 PM
25	roads need improvement	10/9/2019 7:53 PM

City of Mora Comprehensive Plan Survey

26	Please put passing lanes on highway 65 abd 23. Cars can only drive 50 mph it seems and passing is very dangerous. Adding occasional passing lanes would solve this. Thanks!	10/9/2019 7:49 PM
27	The library could be better and bigger.	10/9/2019 7:39 PM
28	We need to change and get new board members on city and school!!	10/9/2019 6:59 PM
29	Overall, Mora is a nice place to live. Thanks to all who help make this community a great place.	10/9/2019 5:57 PM

City of Mora Comprehensive Plan Survey

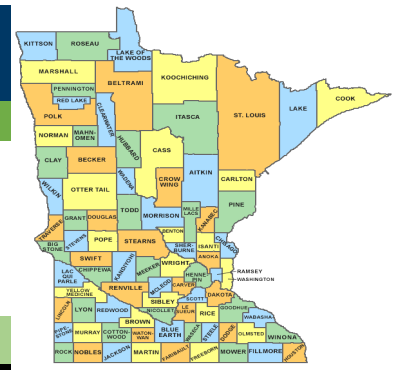
30	FYI the school could save some money by only sending the big color Mustang Express books to the student's family. The rest of us just throw them away.	10/9/2019 4:57 PM
31	Fix the streets - manholes should not be 2" (or more) lower than street.	10/9/2019 4:24 PM
32	Mora is not a bad town and I love our neighborhood. We don't have kids in school, so I have no comment on schools here. I'm from Wyoming and we can ride or go anywhere there and the trails here are ok, but we are limited.	10/8/2019 2:34 PM
33	need more apartment rentals for limited income seniors and families	10/8/2019 2:27 PM
34	I cannot stress enough that I hope for the city council and commission boards to reflect the community in years to come. There are some "old time" opinions that hindering our community from growing. With respect to traditions, its does not always mean that the old way of thinking and doing is how we are moving. Growing communities mean growing tax base mean growing opportunities. We can not get there if our initial decision makers and policy organizers are biased and reluctant to any time of change.	10/7/2019 11:45 PM
35	For our community to survive, must cut spending / taxes, bring in good paying desirable jobs.	10/4/2019 8:54 PM
36	An arborist or tree trimmer must go into the cemetery and clear out all of the dead branches hanging from trees.	10/4/2019 8:26 PM
37	I feel that our shopping area needs a lot of improvement. People do not like to navigate Hwy 65 in order to shop each store or business. Even Coborn's is cumbersome to get to their parking lot. We need a full length service road and organized shopping.	10/4/2019 6:59 PM
38	Too much garbage home sites have been allowed for years, no one wants to build a nice house next to trash ones.	10/4/2019 6:32 PM
39	The trailer court is looking MUCH better! Please continue cleaning out those junky trailers. I would like to see some of the cut-throughs across Hwy 65 shut off and one more stop light added (south of Forest light). Too dangerous on weekend with all the traffic on 65. Thank you!	10/4/2019 6:20 PM
40	There are a zillion things to say here but I'll limit my comments to: getting more of our community to volunteer and also getting everyone to feel needed and respected and that they count.	10/4/2019 5:59 PM
41	Term limits and transparency are critically important	10/4/2019 8:27 AM
42	1. Plowing is pathetic - Last year missed 2 days of work because they didn't plow the road for 2 days. 2. Fireworks went off all summer long sometimes until after midnight. I leave for work at 4 am after a sleepless night because I can't sleep and my dog gets anxiety from them. Some sound like gun shots on the next street over and not once have we seen any law enforcement in the area. This town is anything but peaceful!	10/3/2019 9:05 PM
43	As long as you keep adding businesses on 65, downtown will die out.	10/3/2019 2:29 PM
44	I really like Mora, but find myself going elsewhere to eat out, entertainment, shopping.	10/3/2019 2:00 PM
45	We have become a haven for the elderly but we are scaring away the 22-45 age ranges. We don't have a bustling night life and if we want that, we have to drive 1 hour away for that. We don't have a decently priced convenience store and if we want that, we have to drive 30 minutes away. We are in prime location to be the new hotspot of music/entertainment located conveniently at the midway point between the cities and Duluth and the range cities. If we don't do something now, they will end up putting up a bypass and the town will die.	10/3/2019 1:53 PM
46	We NEED more restaurants and grocery stores. Need clothing and shoe stores! Fun things for children to do. Make a nice beach at Mora Lake / fishing pier. Offer paddle boating or canoeing on Mora Lake!	10/3/2019 1:52 PM
47	Don't screw this up. This isn't a metro suburb and shouldn't be.	10/1/2019 3:54 PM
48	I don't mean to sound jaded, but I have lived here too long. I have also let vex other places and have seen the mentality of other communities. Generational poverty is alive and well here. Thought processes of "this is the way we have always done it! Why change?" is absolutely the majority. And they are loud.	9/28/2019 2:09 PM
49	They need to fix the sheriff's department and get a police department back	9/27/2019 12:52 AM
50	The city of Mora will be a ghost town in a short time. I dont have the magical answers-something should have been done long ago.	9/25/2019 6:11 PM
51	We really need amenities that encourage people to get outside and meet their neighbors: sidewalks, bike paths and public beaches.	9/25/2019 6:04 PM
52	Mora sucks. Wish I never lived here!	9/25/2019 5:55 PM
53	Vote YES and YES	9/25/2019 5:55 PM
54	If the city could do one thing to stimulate growth, it would be to encourage small business job growth. I believe the main areas that the city can enhance are the sidewalks and bike path, the airport, and developing a "maker space" for new businesses to get started.	9/25/2019 4:52 PM
55	I think there is a gap in the job pay. Outside of the school and hospital its either business owners or \$10/hour jobs	9/25/2019 4:45 PM
56	Do NOT build a road that connects the frontage road to Union St. That would not be good for downtown as people would race downtown turn at 4 way stop and go to the stop light to beat traffic on 65. I see it now from 23 if the light is red they start speeding down the frontage road and then not stop and turn back on 65	9/25/2019 4:00 PM

APPENDIX B: KANABEC COUNTY PROFILE

COUNTY PROFILE

Kanabec Co.

Kanabec Co. is a part of Economic Development Region 7E, which is located in the Central Planning Region.



POPULATION CHARACTERISTICS

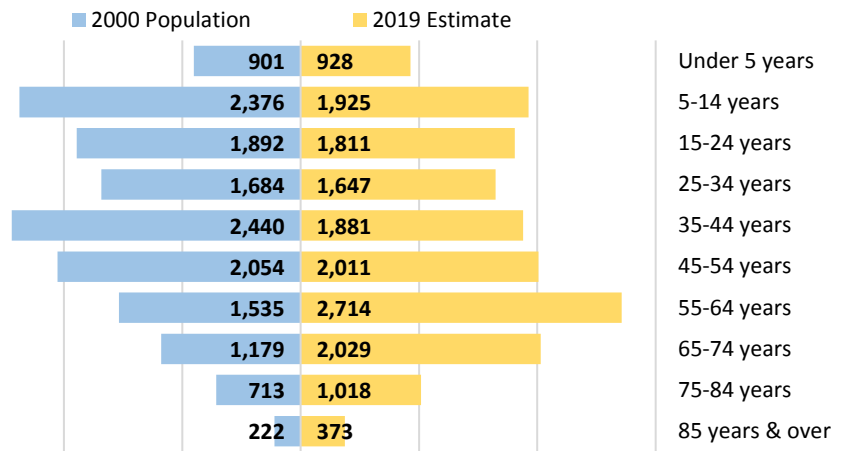
Kanabec Co.'s population has increased so far this decade, ranking as the 40th fastest growing of the 87 counties in the state from 2010 to 2019. It is now the 52nd largest in the state. Kanabec Co.'s population has an older median age than the state and a larger percentage of people aged 65 years and older. The population is aging, especially as the Baby Boom generation moves through the population pyramid (see Figure 1).

Current population:	16,337 people	Median Age:	44.9 years
Population change, 2010-2019	98 people 0.6% increase	state:	38.3 years

	Number	Percent
Under 5 years	928	5.7%
5-14 years	1,925	11.8%
15-24 years	1,811	11.1%
25-34 years	1,647	10.1%
35-44 years	1,881	11.5%
45-54 years	2,011	12.3%
55-64 years	2,714	16.6%
65-74 years	2,029	12.4%
75-84 years	1,018	6.2%
85 years & over	373	2.3%
Total Population	16,337	100.0%

Source: U.S. Census Bureau, Population Estimates

Figure 1. Population Pyramid, 2000-2019



Kanabec Co. enjoyed a natural increase - more births than deaths from 2010 to 2019, but also experienced net out-migration - meaning more people moved out than moved in. Despite suffering domestic out-migration, Kanabec Co. welcomed net international in-migration - gaining new Minnesotans from foreign countries (see Table 2).

Table 2. Components of Population Change, 2010-2019

	Total Population Change	April 1, 2010 to July 1, 2019					
		Natural Increase	Vital Events		Net Migration		
			Births	Deaths	Total	International	Domestic
Kanabec Co.	93	110	1,482	1,372	-15	70	-85
State of Minnesota	335,705	250,488	637,356	386,868	88,161	114,414	-26,253

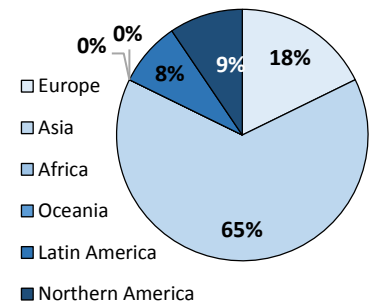
Source: U.S. Census Bureau, Population Estimates Program

Compared to the state, Kanabec Co. has a smaller percentage of foreign-born residents. From 2010 to 2018, Kanabec Co. saw an increase in the number of foreign-born residents, which was faster than the statewide increase.

	Kanabec Co.		Change 2010-2018		Minnesota	
	Number	Percent	Number	Percent	Percent	Change
Foreign-born Population	169	1.1%	37	28.0%	8.4%	25.8%
Europe	30	17.8%	-3	-9.1%	10.2%	4.8%
Asia	109	64.5%	80	275.9%	37.7%	27.8%
Africa	0	0.0%	-44	-100.0%	24.5%	61.1%
Oceania	0	0.0%	0	#DIV/0!	0.5%	41.9%
Americas:	30	17.8%	4	15.4%	27.1%	9.8%
Latin America	14	8.3%	9	180.0%	24.6%	11.8%
Northern America	16	9.5%	-5	-23.8%	2.6%	-6.0%

Source: U.S. Census Bureau, 2014-2018 American Community Survey

Figure 2. Place of Birth for the Foreign Born Population, 2018



Kanabec Co.'s population was becoming more racially diverse over time. Since 2000, the county's white population increased and the number of people of other races increased (see Table 4).

Figure 3. Population by Race, 2018

- White
- Black or African American
- American Indian
- Asian
- Some Other Race
- Two or More Races

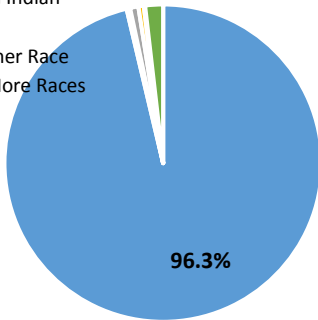


Table 4. Race and Hispanic Origin, 2018	Kanabec Co.			Minnesota	
	Number	Percent	Change from 2000-2018	Percent	Change from 2000-2018
Total	16,004	100.0%	6.7%	100.0%	12.4%
White	15,412	96.3%	5.7%	83.3%	4.7%
Black or African American	56	0.3%	115.4%	6.2%	99.3%
American Indian or Alaska Native	136	0.8%	12.4%	1.1%	7.3%
Asian or Other Pac. Islanders	88	0.5%	23.9%	4.8%	83.8%
Some Other Race	20	0.1%	-20.0%	1.8%	48.7%
Two or More Races	292	1.8%	75.9%	2.9%	90.7%
Hispanic or Latino origin	248	1.5%	77.1%	5.3%	104.2%

Source: U.S. Census Bureau, 2014-2018 American Community Survey

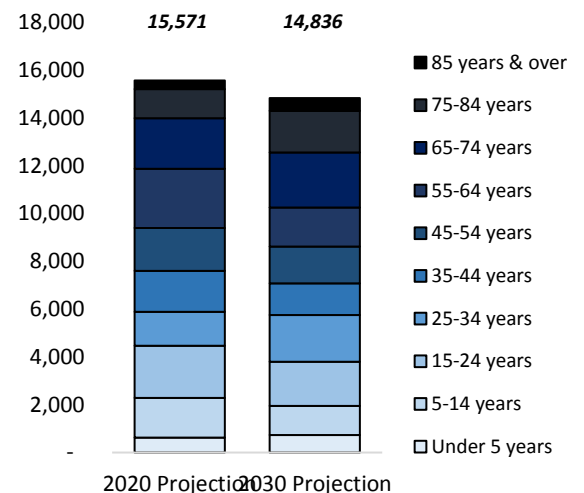
POPULATION PROJECTIONS

According to the Minnesota State Demographic Center, Kanabec Co.'s population is expected to decline from 2020 to 2030, with a rate of change that is slower than the projected statewide growth rate (5.0%). Despite the decline, the number of people aged 65 years and older is expected to increase over the next decade (see Figure 4 and Table 5).

Table 5. Population Projections by Age Group, 2020-2030				
Kanabec Co.	2020 Projection	2030 Projection	Numeric Change	Percent Change
Under 5 years	619	731	112	18.1%
5-14 years	1,664	1,222	-442	-26.6%
15-24 years	2,183	1,841	-342	-15.7%
25-34 years	1,421	1,957	536	37.7%
35-44 years	1,708	1,328	-380	-22.2%
45-54 years	1,805	1,537	-268	-14.8%
55-64 years	2,471	1,640	-831	-33.6%
65-74 years	2,118	2,298	180	8.5%
75-84 years	1,215	1,736	521	42.9%
85 years & over	367	546	179	48.8%
Total Population	15,571	14,836	-735	-4.7%

Source: Minnesota State Demographic Center

Figure 4. Projections by Age Group, 2020-2030



EDUCATIONAL ATTAINMENT

Kanabec Co. has a lower percentage of adults (18 years & over) with at least a high school diploma than the state (92.4%), and a lower percentage of people with at least some college experience. Kanabec Co. also has a lower percentage of people with an Associate's degree and a lower percentage of people with a Bachelor's degree or higher.

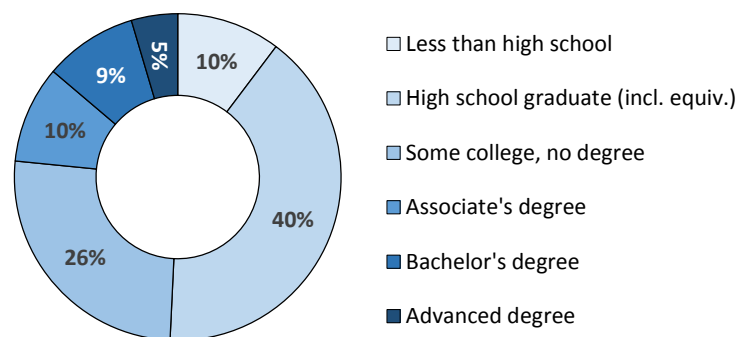
Percentage of the adult population (18 years & over) with at least a high school diploma:

89.7%

College-educated: 49.2%
state: 67.1%

Associate's Degree: 9.6%
Bachelor's Degree: 9.2%
Advanced Degree: 4.6%

Figure 5. Educational Attainment, 2018



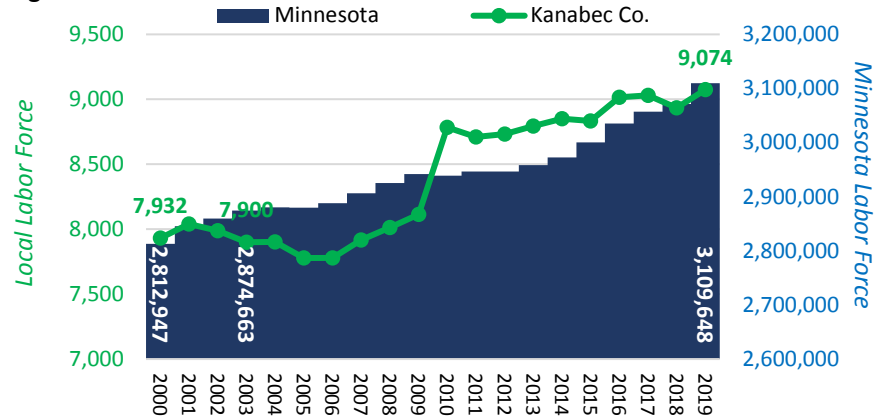
Source: U.S. Census Bureau, 2014-2018 American Community Survey

LABOR FORCE TRENDS

The number of workers in Kanabec Co. increased over the past year. Long term, Kanabec Co.'s labor force expanded more rapidly from 2004 to 2019, compared to a statewide growth rate of 8.0% (see Figure 6).

9,074 available workers	
Labor Force change, 2004-2019	1,173 workers 14.8% increase
6.0% unemployment rate	
3.2% state	
544 unemployed workers	

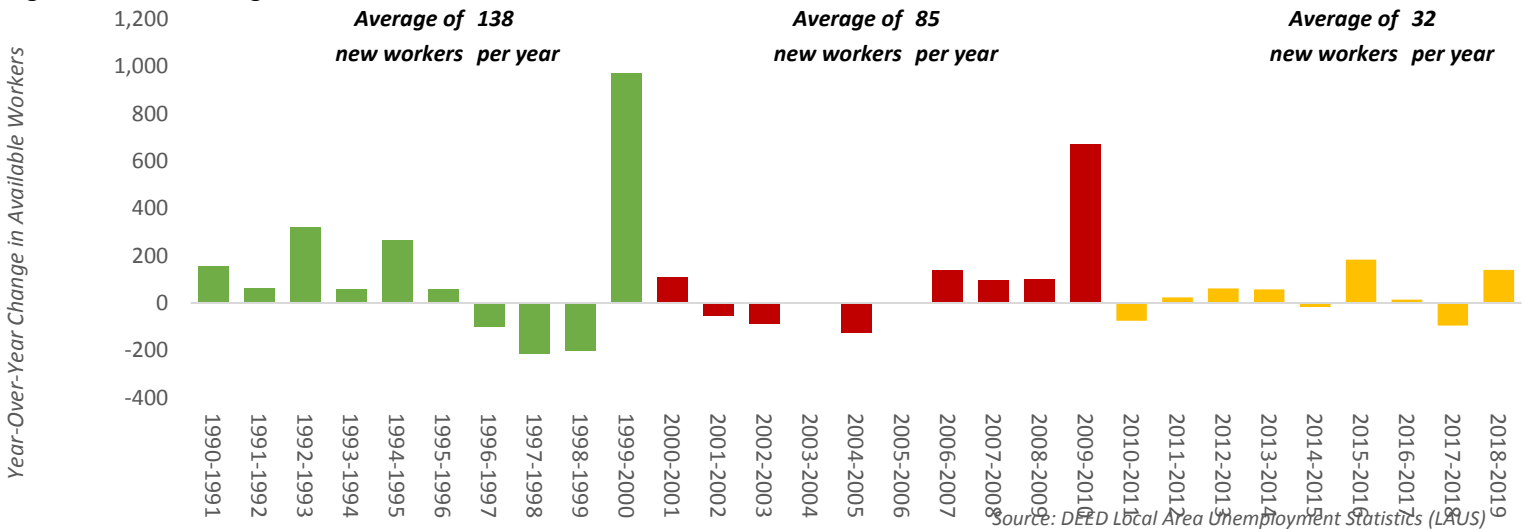
Figure 6. Annual Labor Force Estimates



Source: DEED Local Area Unemployment Statistics

At 6%, Kanabec Co. had a higher unemployment rate than the state in 2019. Kanabec Co.'s unemployment rate increased compared to 5.5% in 2018, and was lower than the 13% rate posted in 2009. The number of unemployed workers actively seeking work in Kanabec Co. increased over the past year, and is down compared to 2009.

Figure 7. Annual Change in Labor Force, 1990-2019



Source: DEED Local Area Unemployment Statistics (LAUS)

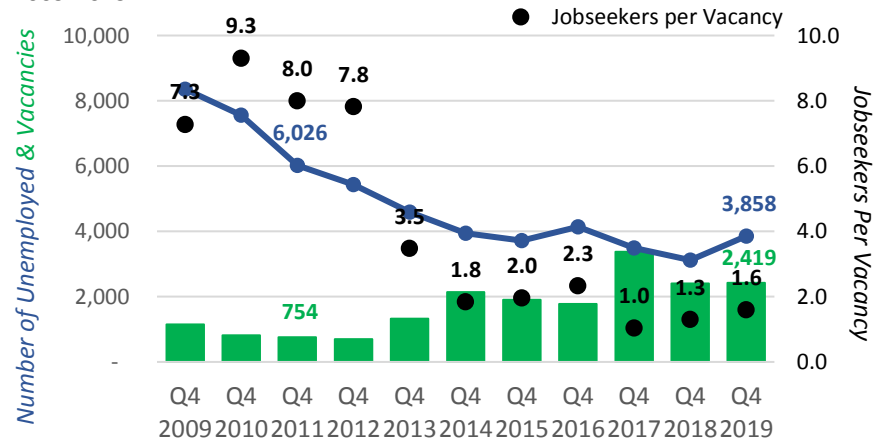
Labor force growth has slowed in recent years. After experiencing a net gain of workers from 1990 to 2000, Kanabec Co. averaged an annual gain of new workers from 2000 to 2010, and most recently a gain of new workers since 2010 (see Figure 7). Moving forward, Kanabec Co. is expected to see a labor force decline from 2020 to 2030 (see Table 6).

	Labor Force Projection	
	2020	2030
16 to 24 years	1,409	1,260
25 to 54 years	4,154	4,062
55 to 64 years	1,627	1,080
65 years & over	623	705
Total Labor Force	7,813	7,107

Source: Minnesota State Demographic Center

Kanabec Co. is a part of Region 7E, which includes Chisago, Isanti, Kanabec, Mille Lacs, and Pine County. The labor market has grown extremely tight in recent years, dropping to a ratio of 1.6 jobseekers per vacancy during the 4th quarter of 2019 (see Figure 8).

Figure 8. Jobseekers Per Vacancy, 2009-2019



Source: DEED Job Vacancy Survey, LAUS program

LABOR FORCE CHARACTERISTICS

Kanabec Co. had a lower labor force participation rate than the state. The labor force in Kanabec Co. is less racially diverse than the state (where 85.5% of workers are white alone), but is becoming more diverse over time.

Table 7. Employment Characteristics, 2018

	Kanabec Co.			Minnesota		Kanabec Co.	
	In Labor Force (available workers)	Labor Force Partic. Rate	Unemp. Rate	Labor Force Partic. Rate	Unemp. Rate	Male	Female
Total Labor Force	8,116	62.5%	4.6%	69.7%	3.9%	4,361	3,754
16 to 19 years	399	52.3%	11.0%	52.9%	11.7%	222	177
20 to 24 years	750	87.1%	9.1%	84.4%	6.4%	411	339
25 to 44 years	2,884	84.6%	4.8%	88.6%	3.5%	1,531	1,353
45 to 54 years	1,805	83.4%	3.5%	87.3%	2.8%	953	851
55 to 64 years	1,732	65.8%	3.1%	72.6%	3.0%	923	809
65 to 74 years	481	25.7%	0.8%	27.6%	2.4%	276	205
75 years & over	64	5.0%	0.0%	6.3%	2.6%	45	20

Employment Characteristics by Race & Hispanic Origin

White alone	7,880	62.8%	4.3%	69.5%	3.3%
Black or African American	9	18.4%	0.0%	70.7%	9.9%
American Indian & Alaska Native	78	67.8%	19.2%	58.5%	12.8%
Asian or Other Pac. Islanders	40	62.5%	17.5%	71.3%	4.7%
Some Other Race	1	11.1%	0.0%	77.2%	6.2%
Two or More Races	110	54.5%	8.2%	73.1%	7.6%
Hispanic or Latino	90	55.9%	10.0%	76.3%	6.5%

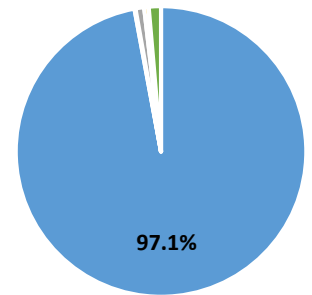
Employment Characteristics by Disability

With Any Disability	720	49.7%	8.6%	52.5%	9.0%
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Employment Characteristics by Educational Attainment

Population, 25 to 64 years	6,422	78.3%	4.0%	84.2%	3.2%
Less than H.S. Diploma	371	60.9%	5.6%	65.4%	4.5%
H.S. Diploma or Equivalent	2,445	77.5%	2.7%	78.6%	2.6%
Some College or Assoc. Degree	2,506	80.1%	3.3%	85.2%	3.2%
Bachelor's Degree or Higher	1,096	83.7%	0.8%	89.8%	1.9%

Figure 9. Labor Force by Race, 2018



- White alone
- Black or African American
- American Indian & Alaska Native
- Asian or Other Pac. Islanders
- Some Other Race
- Two or More Races

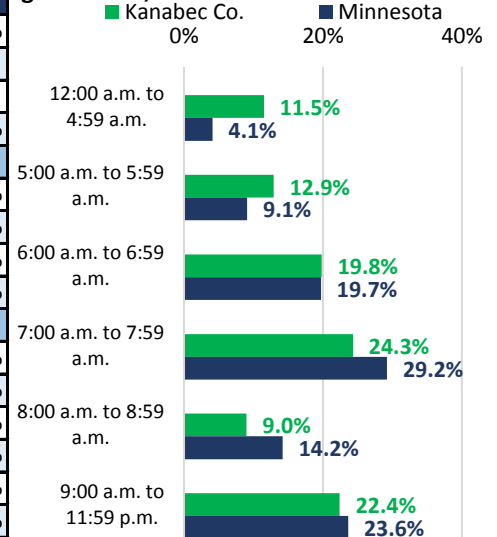
Source: 2014-2018 American Community Survey, 5-Year Estimates

A smaller percentage of workers in Kanabec Co. worked in the same county in which they live compared to the state. Kanabec Co. also had a longer average commute time than the state.

Table 8. Commuting Characteristics, 2018

	Kanabec Co.		Minnesota	
	Number	Percent	Number	Percent
Worked in state of residence	7,433	98.8%	2,807,811	97.5%
Worked in county of residence	3,483	46.3%	1,831,557	63.6%
Worked out of county of residence	3,950	52.5%	979,134	34.0%
Worked outside state of residence	90	1.2%	71,995	2.5%
MEANS OF TRANSPORTATION TO WORK				
Car, truck, or van	6,853	91.1%	2,488,152	86.4%
Public transportation (excl. taxicab)	53	0.7%	103,673	3.6%
Other method (walk, bike, taxi, etc.)	316	4.2%	126,711	4.4%
Worked at home	308	4.1%	164,149	5.7%
TRAVEL TIME TO WORK				
Less than 10 minutes	1,414	18.8%	455,009	15.8%
10 to 19 minutes	1,738	23.1%	869,701	30.2%
20 to 29 minutes	1,286	17.1%	639,317	22.2%
30 to 44 minutes	1,159	15.4%	564,442	19.6%
45 to 59 minutes	542	7.2%	192,947	6.7%
60 or more minutes	1,384	18.4%	158,389	5.5%
Mean travel time to work (minutes)	31.2 minutes		23.5 minutes	

Figure 10. Time Leaving Home to go to Work, 2018



Source: 2014-2018 American Community Survey, 5-Year Estimates

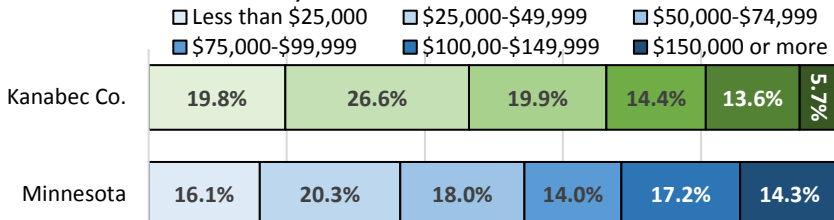
INCOMES, COST OF LIVING, & HOUSING

Kanabec Co. had a lower median household income than the state, and a higher percentage of households with incomes below \$50,000. Overall, Kanabec Co. had the 65th highest median household income of the 87 counties in the state.

Median Household Income	\$53,300
state	\$68,411
Median Family Income	\$64,193
state	\$86,204
Per Capita Income	\$27,331
state	\$36,245

Source: 2014-2018 American Community Survey

Figure 11. Household Incomes, 2018



Source: 2014-2018 American Community Survey 5-Year Estimates

Kanabec Co. also had a lower cost of living than the state, with a required hourly wage of \$15.48 for a single person living alone to meet a basic needs cost of living, and an hourly wage requirement of \$17.68 for a typical family with 2 adults and 1 child (see Table 9).

Table 9. Basic Needs Cost of Living Estimates, 2019

Single Adult, 0 children	Single Yearly Cost of Living	Hourly Wage Required	Monthly Costs						
			Child Care	Food	Health Care	Housing	Transportation	Other	Taxes
Kanabec Co.	\$32,208	\$15.48	\$0	\$327	\$166	\$620	\$917	\$265	\$389
State of Minnesota	\$30,900	\$14.86	\$0	\$335	\$137	\$759	\$629	\$336	\$379
Typical Family: 2 Adults (1 working full-time, 1 part-time), 1 child	Family Yearly Cost of Living	Hourly Wage Required	Monthly Costs						
			Child Care	Food	Health Care	Housing	Transportation	Other	Taxes
Kanabec Co.	\$55,164	\$17.68	\$316	\$748	\$659	\$814	\$1,084	\$438	\$538
State of Minnesota	\$55,548	\$17.80	\$511	\$764	\$484	\$986	\$729	\$537	\$618

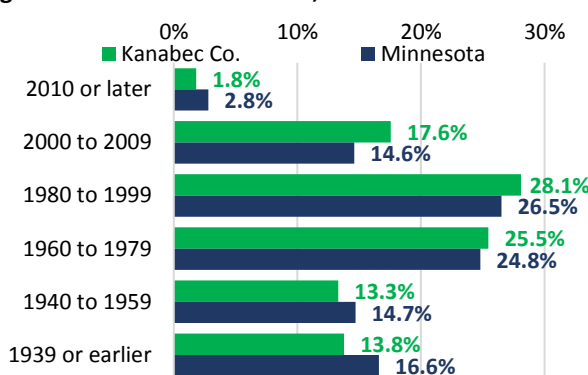
Source: DEED Cost of Living tool

Kanabec Co. had a lower median house value than the state, having the 48th highest value of the 87 counties in 2018. Kanabec Co.'s housing stock was newer than the state's, with a higher percentage of units built since 2000 (see Figure 12).

Table 10. Estimated Value of Owner-occupied Housing Units, 2018	Kanabec Co.		Minnesota
	Total	Percent	Percent
Total	5,358	100.0%	100.0%
Less than \$50,000	410	7.7%	5.7%
\$50,000 to \$99,999	948	17.7%	9.4%
\$100,000 to \$149,999	1,258	23.5%	15.2%
\$150,000 to \$199,999	1,071	20.0%	19.8%
\$200,000 to \$299,999	1,131	21.1%	25.7%
\$300,000 to \$499,999	443	8.3%	17.6%
\$500,000 or more	97	1.8%	6.6%
Median (dollars)	\$152,600		\$199,700

Source: 2014-2018 American Community Survey, 5-Year Estimates

Figure 12. Year Structure Built, 2018



Median monthly owner costs, owner-occupied units with a mortgage **\$1,311**

state \$1,547

Percentage of households with a mortgage spending 30% or more of their income on housing costs **30.8%**

state 22.6%

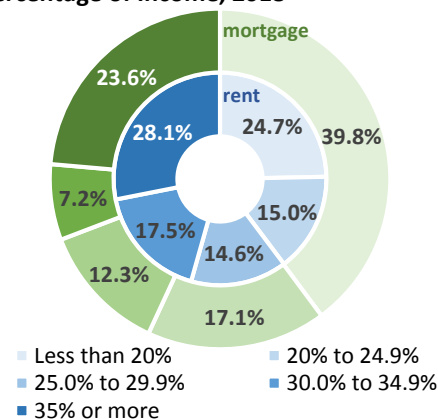
Median monthly rent costs **\$783**

state \$944

Percentage of renters spending 30% or more of their household income on rent **45.6%**

state 45.9%

Figure 13. Housing Costs as a Percentage of Income, 2018



Source: 2014-2018 American Community Survey, 5-Year Estimates

OCCUPATIONS

At \$19.81 in 2020, wages were lower in Region 7E than the state. Overall, Region 7E had the 2nd highest median hourly wage level of the 13 economic development regions in the state. Wages were highest for management occupations (\$44.06) and lowest for food preparation and serving related jobs (\$12.07) (see Table 11).

Table 11. Occupational Employment Statistics, 2020

Occupational Group	Region 7E				State of Minnesota		
	Median Hourly Wage	Estimated Regional Jobs	Share of Total Jobs	Regional Location Quotient	Median Hourly Wage	State-wide Jobs	Share of Total Jobs
Total, All Occupations	\$19.81	46,480	100.0%	1.0	\$21.49	2,880,650	100.0%
Management	\$44.06	2,470	5.3%	0.9	\$24.38	165,310	5.7%
Business & Financial Operations	\$28.72	1,720	3.7%	0.6	\$12.43	244,300	8.5%
Computer & Mathematical	\$35.25	720	1.5%	0.5	\$17.72	4,060	0.1%
Architecture & Engineering	\$35.81	890	1.9%	1.0	\$20.03	363,800	12.6%
Life, Physical & Social Science	\$32.33	430	0.9%	1.0	\$24.31	100,060	3.5%
Community & Social Service	\$23.57	1,540	3.3%	1.7	\$13.65	70,290	2.4%
Legal	\$26.81	210	0.5%	0.6	\$18.06	216,890	7.5%
Education, Training & Library	\$22.64	3,930	8.5%	1.5	\$38.00	55,520	1.9%
Arts, Design, Entertainment & Media	\$12.69	450	1.0%	0.7	\$28.97	104,900	3.6%
Healthcare Practitioners & Technical	\$32.81	3,060	6.6%	1.0	\$37.35	20,050	0.7%
Healthcare Support	\$14.19	3,190	6.9%	1.2	\$24.52	38,540	1.3%
Protective Service	\$24.96	1,340	2.9%	1.8	\$15.37	277,000	9.6%
Food Preparation & Serving Related	\$12.07	1,650	3.5%	0.4	\$23.34	57,200	2.0%
Building, Grounds Cleaning & Maint.	\$14.68	1,320	2.8%	1.0	\$15.23	83,860	2.9%
Personal Care & Service	\$12.26	1,050	2.3%	0.9	\$36.07	190,800	6.6%
Sales & Related	\$14.57	5,570	12.0%	1.2	\$42.71	97,960	3.4%
Office & Administrative Support	\$18.85	5,370	11.6%	0.9	\$52.70	170,650	5.9%
Farming, Fishing & Forestry	\$15.27	80	0.2%	1.2	\$19.03	212,650	7.4%
Construction & Extraction	\$26.16	2,400	5.2%	1.4	\$22.45	45,030	1.6%
Installation, Maintenance & Repair	\$23.33	1,760	3.8%	1.1	\$14.81	163,160	5.7%
Production	\$19.00	3,930	8.5%	1.1	\$33.87	171,550	6.0%
Transportation & Material Moving	\$19.55	3,410	7.3%	1.0	\$34.35	27,070	0.9%

Source: DEED Occupational Employment Statistics, Qtr. 1 2020

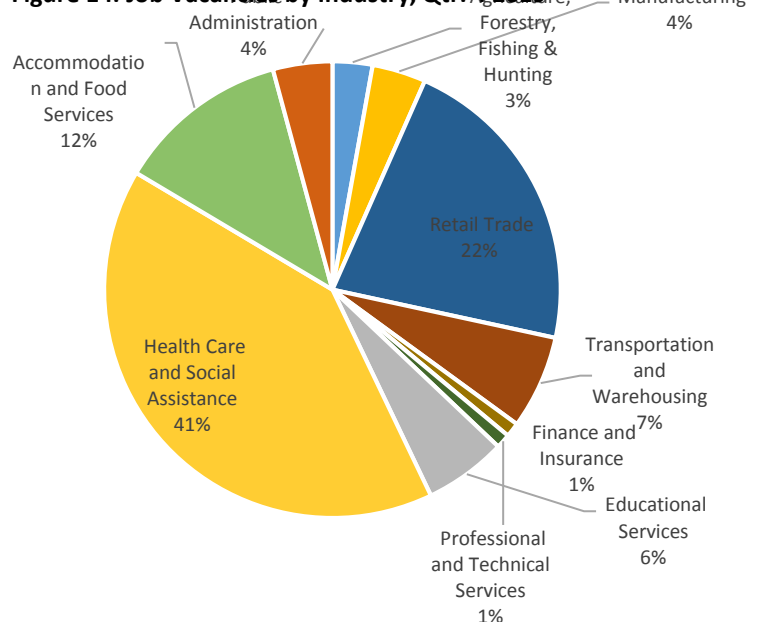
JOB VACANCY SURVEY

Kanabec Co. is a part of Region 7E, which includes Chisago, Isanti, Kanabec, Mille Lacs, and Pine County. There were 2419 job vacancies posted by employers in the 4th Quarter of 2019, indicating extensive opportunity in the region, with openings across several occupations and industries (see Figure 14).

Table 12. Region 7E Job Vacancy Survey Results, Qtr. 4 2019

Occupational Group	Number of Vacancies	Wage Offer
Total, All Occupations	2,419	\$14.04
Management	54	\$34.24
Business & Financial Operations	14	\$23.73
Computer & Mathematical	#N/A	#N/A
Architecture & Engineering	37	\$36.62
Life, Physical & Social Sciences	#N/A	#N/A
Community & Social Service	85	\$18.19
Education, Training & Library	#N/A	#N/A
Healthcare Practitioners & Technical	120	\$14.49
Healthcare Support	#N/A	#N/A
Protective Service	186	\$26.61
Food Preparation & Serving Related	150	\$12.14
Building, Grounds Cleaning & Maint.	12	\$14.25
Personal Care & Service	365	\$12.34
Sales & Related	39	\$12.56
Office & Administrative Support	461	\$13.81
Construction & Extraction	304	\$13.75
Installation, Maintenance & Repair	194	\$13.84
Production	14	\$18.00
Transportation & Material Moving	42	\$11.86

Figure 14. Job Vacancies by Industry, Qtr. 4 2019



Source: DEED Job Vacancy Survey, Qtr. 4 2019

OCCUPATIONS IN DEMAND

Table 13. Central Occupations in Demand, 2019

Less than High School	High School or Equivalent	Some College or Assoc. Deg.	Bachelor's Degree or Higher
Retail Salespersons \$25,362	Heavy & Tractor-Trailer Truck Drivers \$48,425	Registered Nurses \$77,526	Elementary School Teachers \$57,806
Personal Care Aides \$26,819	First-Line Supervisors of Retail Sales Workers \$41,149	Nursing Assistants \$35,265	Secondary School Teachers \$58,086
Combined Food Preparation & Serving \$23,801	Teacher Assistants \$30,937	Licensed Practical & Licensed Vocational Nurses \$46,876	Software Developers, Applications \$85,496
Cashiers \$24,482	Carpenters \$50,024	Automotive Service Technicians & Mechanics \$39,870	Preschool Teachers, Except Special Education \$32,388
Stock Clerks & Order Fillers \$25,685	First-Line Supervisors of Food Prep & Serving Workers \$36,181	Heating, Air Cond. (HVAC) & Refrig. Mechanics \$51,059	Human Resources Specialists \$56,611
Janitors & Cleaners \$29,692	Welders, Cutters, Solderers, & Brazers \$46,676	Machinists \$49,847	Middle School Teachers \$60,055
Laborers & Freight, Stock & Material Movers, Hand \$34,830	Secretaries & Administrative Assistants \$41,947	Hairdressers, Hairstylists, & Cosmetologists \$30,265	Industrial Engineers \$82,415
Home Health Aides \$28,942	Office Clerks, General \$36,597	Police & Sheriff's Patrol Officers \$63,297	Market Research Analysts & Marketing Specialists \$52,743
Cooks, Restaurant \$27,711	Maintenance & Repair Workers, General \$43,720	Electricians \$68,811	Nurse Practitioners \$105,231
Maids & Housekeeping Cleaners \$26,215	Customer Service Representatives \$34,038	Radiologic Technologists \$62,286	Financial Managers \$93,620

Source: DEED Occupations in Demand

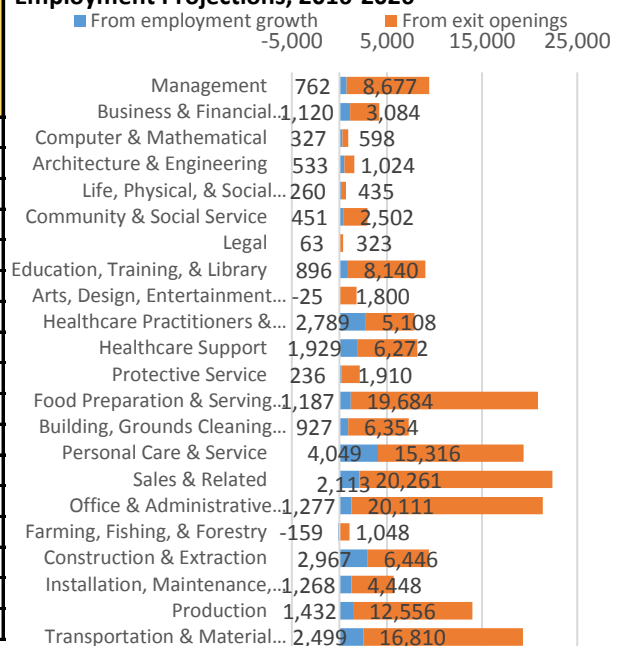
Kanabec Co. is a part of the Central planning region, which is projected to see a 8.6% increase in employment levels over the next decade. In addition to new jobs created, there will be a much larger number of exit openings (see Figure 15).

Table 14. Regional Industry Employment Projections, 2016-2026

Central Planning Region	Estimated Employment 2016	Projected Employment 2026	Percent Change 2016-2026
Total, All Industries	310,433	337,062	8.6%
Natural Resources & Mining	4,811	4,456	-7.4%
Utilities	2,234	2,342	4.8%
Construction	16,522	20,503	24.1%
Manufacturing	41,361	43,677	5.6%
Wholesale Trade	10,237	11,189	9.3%
Retail Trade	35,825	37,842	5.6%
Transportation & Warehousing	10,210	11,568	13.3%
Information	2,855	2,673	-6.4%
Finance & Insurance, Real Estate	9,306	9,502	2.1%
Professional Services & Mgmt. of Companies	8,642	10,135	17.3%
Administrative & Waste Services	9,834	10,892	10.8%
Educational Services	25,717	26,325	2.4%
Health Care & Social Assistance	47,461	56,807	19.7%
Leisure & Hospitality	27,130	28,141	3.7%
Other Services, Ex. Public Admin	11,569	12,024	3.9%
Public Administration	18,239	20,261	11.1%

Source: DEED 2016-2026 Employment Outlook

Figure 15. Regional Occupational Employment Projections, 2016-2026



ECONOMIC CHARACTERISTICS

After gaining jobs over the past year, Kanabec Co. had the 70th largest economy of the 87 counties in the state. Kanabec Co. was the 8th fastest growing in the past year and the 33rd fastest growing since 2014. From 2014 to 2019, employers in Kanabec Co. added jobs, but lagged the state's 6.3% growth rate.

334 business establishments

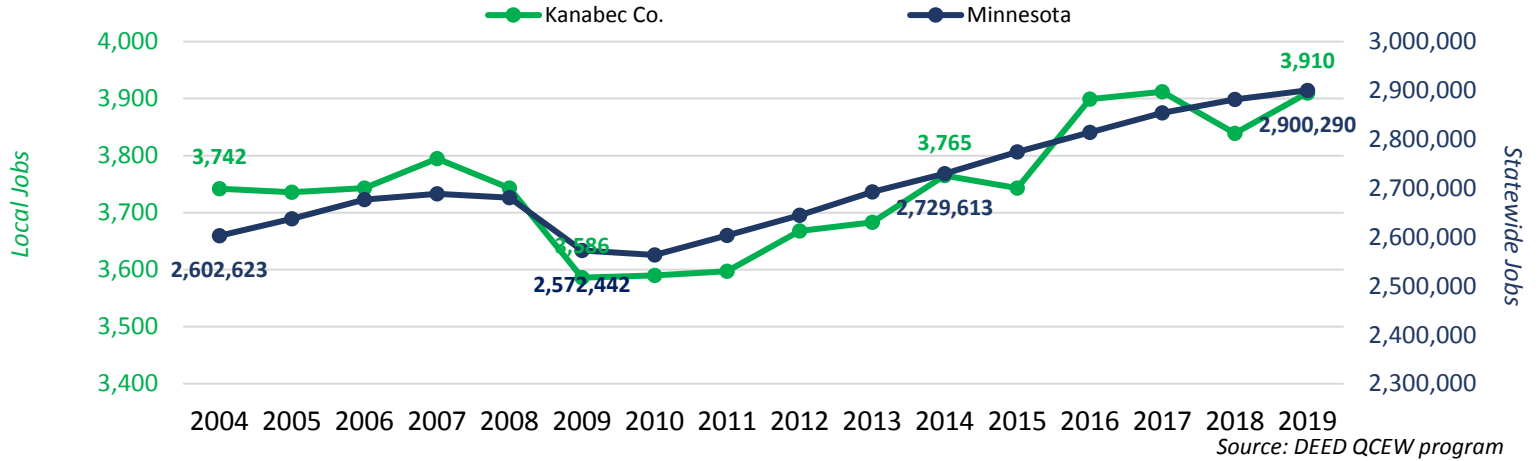
\$41,371 annual average wage

3,910 jobs

\$161,762,423 total industry payroll

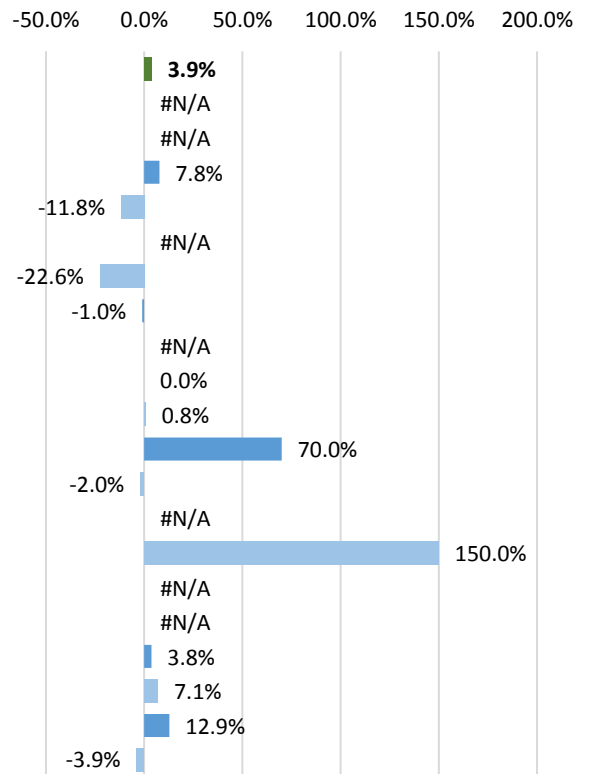
Job change, 2014-2019: 145 jobs, 3.9% increase

Figure 16. Industry Employment Statistics, 2004-2019



Industry	Number of Jobs	Percent of Total Jobs	Average Annual Wage
Total, All Industries	3,910	100.0%	\$41,371
Agriculture, Forestry, Fish & Hunt	#N/A	#N/A	#N/A
Mining	#N/A	#N/A	#N/A
Construction	291	7.4%	\$72,991
Manufacturing	443	11.3%	\$39,832
Utilities	#N/A	#N/A	#N/A
Wholesale Trade	48	1.2%	\$53,275
Retail Trade	490	12.5%	\$27,172
Transportation & Warehousing	#N/A	#N/A	#N/A
Information	36	0.9%	\$32,871
Finance & Insurance	129	3.3%	\$51,954
Real Estate & Rental & Leasing	51	1.3%	\$34,451
Professional & Technical Services	49	1.3%	\$36,672
Management of Companies	#N/A	#N/A	#N/A
Admin. Support & Waste Mgmt. Svcs.	50	1.3%	\$33,786
Educational Services	407	10.4%	\$38,417
Health Care & Social Assistance	948	24.2%	\$51,999
Arts, Entertainment, & Recreation	55	1.4%	\$16,043
Accommodation & Food Services	302	7.7%	\$12,688
Other Services	184	4.7%	\$29,606
Public Administration	323	8.3%	\$46,583

Figure 17. Change in Jobs, 2014-2019



For more information on Kanabec Co.'s population, labor force, and economic trends, contact:

Luke Greiner | Regional Analyst, Central & Southwest
 CareerForce St. Cloud | 1542 Northway Dr. Door 2 | St. Cloud MN 56303
 Office: 320-308-5378 | E-mail: luke.greiner@state.mn.us
 web: www.mn.gov/deed/data/regional-lmi/

APPENDIX C: COMMUNITY ASSETS

The following pages provide details about some of the many assets in the Mora area that benefit Mora’s residents and visitors and which help make the City such a vibrant community. This is in no way meant to be an exhaustive grouping of assets, merely a sampling of what makes Mora so special.

Access to Post-Secondary Education and Customized Training

Residents have access to two college campuses within a 30-minute drive of Mora. Pine Technical & Community College (PTCC) is located Pine City and Anoka Ramsey Community College (ARCC) is located in Cambridge. Both colleges offer customized training programs for businesses, too!



Where to Find It: PTCC is located in downtown Pine City at 900 4th Street SE and ARCC is located on the west side of Cambridge at 300 Spirit River Drive S.

Berm Benders Raceway

Motocross enthusiasts will enjoy Berm Benders Raceway located just nine miles east of Mora in Whited Township near the border between Kanabec and Pine Counties. The facility is conveniently located approximately halfway between Highway 65 and Interstate 35. Berm Benders is home to a District 23 / AMA motocross track open for practices and races, with the season kicking off in April and wrapping up in October.



**BERM
BENDERS**
RECREATION PARK

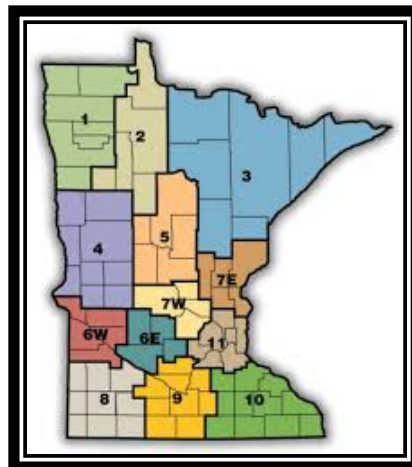


Where to Find It: *Berm Benders is located at 2393 Sherwood Street in Brook Park.*

East Central Regional Development Commission

The East Central Regional Development Commission (ECRDC), officed in Mora, provides service to Pine, Isanti, Chisago, Kanabec, and Mille Lacs Counties. Formation of regional development commissions – RDCs – was authorized under the Regional Development Act of 1969; and, the ECRDC was organized by petition of local units of government in 1973. An updated Regional Development Act was passed in 1997 by the Minnesota Legislature. There are 13 development regions in Minnesota.

The ECRDC's mission is to provide leadership and direction through problem solving. They accomplish this by initiating projects and programs that lead to create solutions to regional problems, by providing technical assistance and by identifying and developing available resources. The ECRDC is a leader and an advocate for positive change throughout East Central Minnesota.



Where to Find It: The ECRDC is conveniently located in downtown Mora at 100 Park Street S.

Ideal Location

Location, location, location! Mora is conveniently located at the crossroads of State Highways 65 and 23 in east central Minnesota. Mora is located 72 miles north of the Twin Cities, 90 miles southwest of Duluth, 60 miles southeast of Brainerd, and 52 miles northeast of St. Cloud, and situated along the shores of scenic Lake Mora and the Snake River.

Major transportation routes include immediate access to State Highway 23 running west to US Highway 169 at Milaca and east to Interstate 35 near Hinckley, as well as State Highway 65 running south to the Twin Cities and north through the lakes country to US Highway 2.

Mora residents and businesses enjoy a small town atmosphere while having easy access to several larger cities.



Where to Find It: Mora is located at the intersection of State Highways 65 and 23 in east central Minnesota.

Kanabec County Courthouse

Mora serves as the county seat for Kanabec County. The Kanabec County courthouse houses the various departments of County Government and the county's court system.

The current Courthouse, originally built in 1894 after a fire burned the County's first court house and jail building, was first enlarged in 1937 with an addition to the east end. Subsequent additions came in 1997 when the County constructed a new 20,000 square foot Public Service Building.

After consideration of moving all courthouse activities to a new site – a proposal that went by the wayside once the public demanded that the historic courthouse be preserved - more significant renovation of the existing courthouse was begun in 1998 and completed in 2000.



Where to Find It: The Kanabec County Courthouse can be found at 18 Vine Street N. at the northeast section of Mora's historic downtown.

Kanabec County Fair and Kanabec County Fairgrounds

Located on Union Street just south of downtown Mora, the fairgrounds come alive for five days in July during the Kanabec County Fair. The fair typically includes a parade, 4-H/livestock shows and exhibits, demonstrations, pine derby races, redneck races, talent show, tractor pull, truck pull, horse show, rods and rust car show, swap meet, grandstand events, entertainment, kids pedal pull, contests, kids events, carnival rides, live musical concerts, great food, vendors, and much more.

Also located on the fairgrounds are Lions Park / Kids Kingdom and the Mora Civic Center; and, the Mora Aquatic Center and Skateboard and Bike Parks are located adjacent to the fairgrounds. There's something for everyone, all year long.

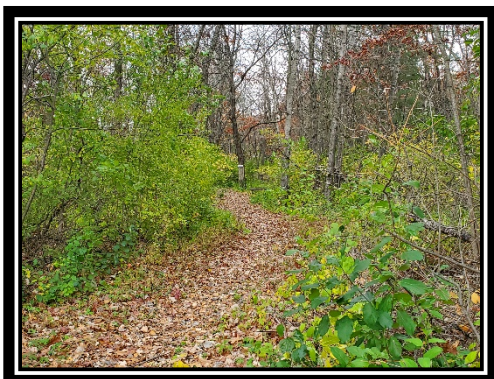


Where to Find It: The Kanabec County Fairgrounds are located at the southwest corner Union Street S. and Fair Avenue W. at 701 Union Street S. To learn more about the fair, visit <http://www.kanabecfair.org>.

Kanabec County Historical Society

Established in 1978, the Kanabec County Historical Society – also known as the History Center – is a non-profit 501(c)3 organization supported entirely through memberships and donations. The History Center hosts a variety of programs and exhibits and offers educational programs and workshops throughout the year. The gift shop offers a selection of books, hand crafted items and souvenirs, and a robust library is available for genealogy research. An updated banquet room and outdoor space is available to rent for events.

Although close to the City's main business district, the History Center is situated on 37 acres of land bordered by the Snake River. In addition to the historic exhibits, this beautiful woodland site provides ample opportunity to enjoy Minnesota's parade of seasons from the lush wild flower display of springtime to the quiet beauty of the snow covered trails.



Where to Find It: The History Center is located on the west side of Mora on the banks of the Snake River at 805 Forest Avenue W.

Lakes and Rivers

The Mora area is rich with many lakes and rivers for water enthusiasts. The Snake River, Ann River and Knife River are all popular destinations in Kanabec County, with camping and lake access available at Ann Lake, Knife Lake, Fish Lake, Lake Full of Fish and Quamba Lake. Lake Mora and Spring Lake are located within Mora and provide opportunities for fishing, recreation and visual enjoyment. The area lakes and rivers offer endless opportunities for swimming, fishing, boating, sailing and water skiing in the summer months, and ice fishing, skating, cross country skiing and snowmobiling in the winter months.



Where to Find It: For a map of public water accesses in Kanabec County, visit http://files.dnr.state.mn.us/maps/water_access/counties/kanabec_millelacs.pdf.

Links to Scandinavian Culture and Swedish Landmarks

Of the roughly 1.25 million Swedish men, women, and children who came to the United States between 1845 and 1930, more settled in Minnesota than in any other state. Named after Mora, Sweden, Mora, Minnesota was first platted in 1882 and officially incorporated as a village in 1891 and its strong Swedish heritage can still be seen in its buildings, decorations, monuments and events.



Where to Find It: Signs of Mora's Swedish heritage can be found all throughout the community!

Mora Aquatic Center

This city-owned outdoor pool complex features one full-depth pool with two flume slides and one drop slide, two diving boards, and a zero-depth pool with water features. Concessions are available as well as lounge chairs, tables and umbrellas for shade. The Mora Aquatic Center offers swim lessons and life guard training courses each summer. The facility is open during June, July and August.



Where to Find It: The aquatic center is located at 611 Union Street S. adjacent to the Kanabec County Fairgrounds.

Mora Area Chamber of Commerce and Kanabec Area Chamber Foundation

The Mora Area Chamber of Commerce is an organization of business and community members working together in support of its membership with an ongoing mission to create, promote and enhance a healthy business environment. Providing leadership, resources and support necessary for business success, growth and viability, the Mora Area Chamber of Commerce exists to help businesses succeed. In addition to supporting local businesses and the community, the chamber seeks to present the excellent prospects that the Mora area offers to those looking for opportunities to relocate or expand, or enter into a new venture.

The Kanabec Area Chamber Foundation was built upon the need for 501(C)3 non-profit status, in order to apply for grants, make donations tax deductible, and to be able to contribute scholarships to its membership. The Mission of the Kanabec Area Chamber Foundation is to support the Mora Area Chamber of Commerce as it works for local economic and business

The foundation organizes the annual Murder Mystery Dinner Theatre Fundraiser for to support its Business Development Education Scholarship Program.



Where to Find It: The chamber office is located in downtown Mora at 16 Lake Street N.

The Mora Area Youth Recreation Association and Mora Civic Center

The mission of the Mora Area Youth Recreation Association (MAYRA) is to organize, direct and promote youth activities in a manner that will positively represent the community in a fun, fair and safe environment for all participating youth. To house and support activities, MAYRA operates the Mora Civic Center, an indoor hockey arena situated on the site of the Kanabec County Fairgrounds. While hockey and ice skating are popular events during fall and winter months, the civic center hosts many other events throughout the year. MAYRA also coordinates other youth activities such as football, soccer, and Tball.

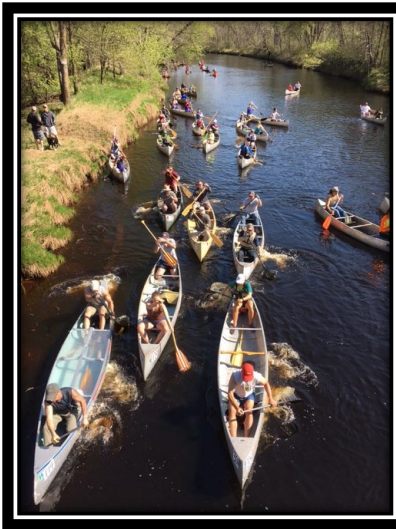


Where to Find It: The Mora Civic Center is located at 701 Union Street S. Visit <https://www.mayrasports.com> to learn more about the organization and the programs it offers.

Mora Classic Series

The Mora Classic Series is a great way to stay active and enjoy “silent sports” all year long. The series includes four events throughout the year: the **Vasaloppet USA Ski Race** held on the second Saturday in February; the **Snake River Canoe Race** held on the first Saturday in May; the **Mora Half Marathon & 5K** held on the third Saturday in August; and, the **Mora Bike Tour** held on the third Saturday in September.

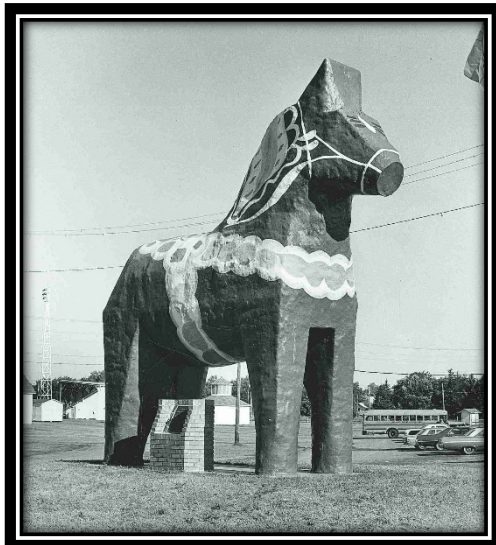
Individuals completing each event within a 12 month timespan will earn a Classic Medal, or the Motion Series Award for those choosing shorter races within the series.



Where to Find It: The Mora Classic Series events happen in and around Mora. For more information about each event, visit <https://vasaloppet.us/>.

Mora Dala Horse

According to the plaque displayed with the beloved Dala Horse, the statue is a replica of the Dalecarlian horses hand carved in Mora, Sweden since the 1840s. The statue was constructed and decorated in 1971 by the Mora Jaycees, and presented to the community as a reminder of their cultural heritage and as a tourist attraction. At the time of construction, the statue weighed approximately 3,000 pounds and was 22 feet tall, 17 feet long and 6 feet wide.



Where to Find It: The Dala Horse can be found at 701 Union Street S. at the entrance of the Kanabec County Fairgrounds.

Mora Municipal Airport (JMR)

The airport is located approximately two miles northeast of downtown Mora just north of State Highway 23 and adjacent to the Mora Industrial Park. The airport was constructed in 1945 and expanded in 1950, 1964, 1983, 2007, and 2017 and now covers over 400 acres.

Owned and operated by the City, the airport features a 4,800 foot paved primary runway, a paved parallel taxiway, and a grass crosswind runway. The airport facility includes a 24/7 unattended arrival / departure building, self-service 100LL and Jet A fuel, tie-downs, and hangar space. Building sites for hangars and aviation related businesses are available.

Mora Municipal Airport received the Intermediate General Aviation Airport Project of the Year award for the Turf Crosswind Runway 11/29 project.



Where to Find It: The airport is located in the northeast section of Mora at 2085 Mahogany Street, just north of Highway 23.

Mora Public Library

A branch of the East Central Regional Library System, the Mora Public Library is located in downtown Mora on the shores of Lake Mora. The Mora Public Library offers a wide selection of books, large print books, e-books, videos, reference materials, CDs, audio books, public computers, wireless access and other resources. The facility also has meeting space available for large groups; reservations are required.

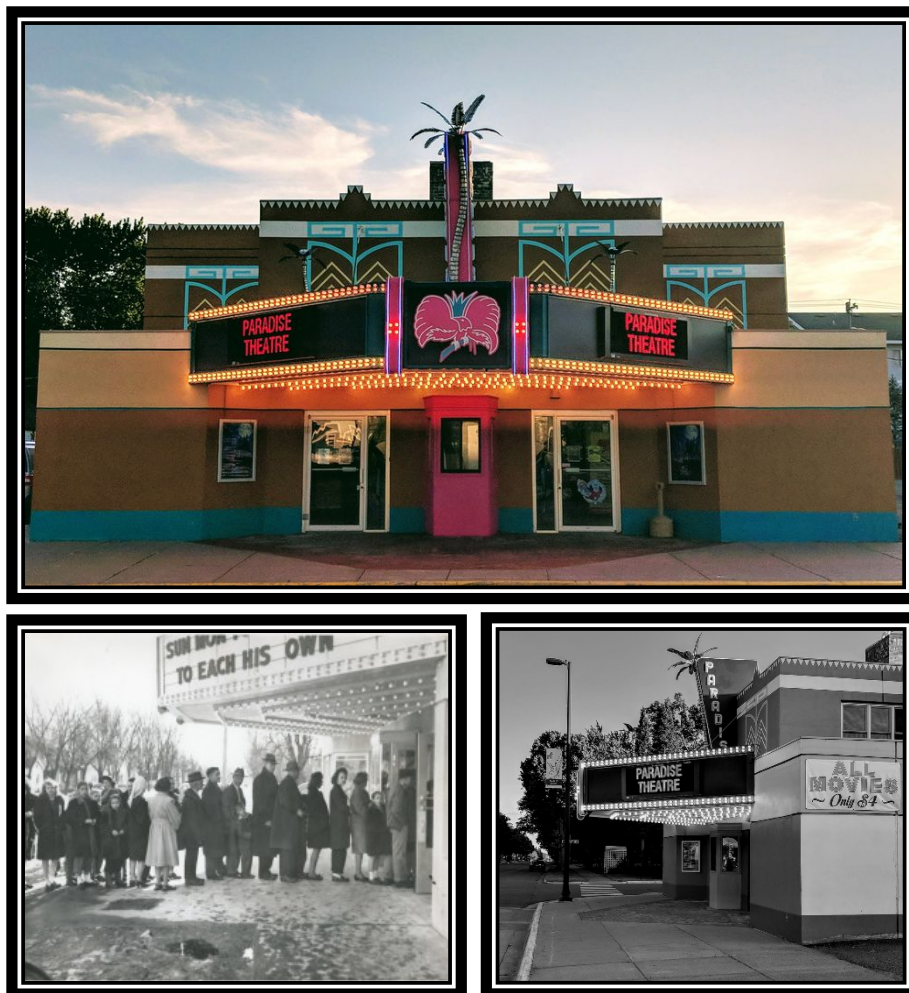


Where to Find It: The library is located in downtown Mora adjacent to Library Park at 200 Maple Avenue W.

Paradise Theatre

The Paradise Theatre is a 501(c)(3) Non-Profit theater serving Mora and its surrounding areas. First opened in 1947, the Paradise was fully restored in 1999 and continues to bring first-run movies and low-cost entertainment to the area.

Through the years, the Paradise has also hosted numerous concerts, plays, and arts offerings on its stage. The goal of the Paradise is simple: to provide high quality cinema and arts entertainment to its rural community at a price the whole family can afford.



Where to Find It: The Paradise Theatre is located in downtown Mora at 237 Union Street S.

Parks and Picnic Areas

Mora offers several parks and picnic areas for those who enjoy the outdoors. Two of the larger parks are Lions Park / Kids Kingdom near the Kanabec County Fairgrounds and Library Park near the shores of Lake Mora. Lions Park / Kids Kingdom offers a large wooden playground for youth, two shelter areas and restroom facilities. Library Park offers a gazebo / band shelter, picnic shelter, tennis and pickleball courts, a basketball court, and playground. Canoe Park, located on the shores of the Snake River, is a great spot for picnicking, accessing the river, and enjoying the scenery.



Where to Find It: For a map of parks in the City of Mora, visit the city's website at www.ci.mora.mn.us.

Spring Brook Golf Course

Located just east of Mora in Comfort Township, Spring Brook Golf Course and Country Club offers guests a beautiful 18-hole championship layout that can test the skills of even the most elite players. The Front nine holes allow players ample room to hit the rolling fairways, but miss any of the elevated, well-bunkered greens and bogey or worse is likely. The Back nine holes are literally cut out of the woods and lowlands of the property. Short and tight fairways force players to use every club in their bag. The slippery slopes of the back-side greens emphasize the importance of well-placed approach shots.



Where to Find It: Spring Brook Golf Course can be found just east of Mora at 2276 200th Avenue.

State Forests and Wildlife Management Areas

Kanabec County is home to two state forests and two wildlife management areas, including the Snake River State Forest located in northeastern Kanabec County, the Rum River State Forest located in western Kanabec County, the Mille Lacs Wildlife Management Area located in northwestern Kanabec County and the Ann Lake Management Area located in western Kanabec County.

State forest lands are available for a variety of recreational activities, including hunting, trapping, off-highway vehicle riding, camping, fishing, mountain biking, horseback riding, and wildlife watching.

Wildlife management areas (WMAs) are part of Minnesota's outdoor recreation system and are established to protect those lands and waters that have a high potential for wildlife production, public hunting, trapping, fishing, and other compatible recreational uses. They are the backbone to DNR's wildlife management efforts in Minnesota and are key to protecting wildlife habitat for future generations; providing citizens with opportunities for hunting, fishing and wildlife watching; and, and promoting important wildlife-based tourism in the state.



Where to Find It: For more information about the wildlife management areas visit <https://www.dnr.state.mn.us/wmas>, and for more information about the state forests visit https://www.dnr.state.mn.us/state_forests.

Kanabec County Timber Trails Public Transit

Timber Trails Public Transit, a public transit bus service provided by Kanabec County, strives to make it as easy as possible to access public transportation within the county. Timber Trails' mission is to meet the public transportation needs of all Kanabec County residents, from children to senior citizens.



Where to Find It: Timber Trails Public Transit is based in Mora at 300 Industrial Park Road.

Vasaloppet Headquarters

Vasaloppet USA is headquartered in downtown Mora in an attractive Swedish-style building converted from the former Burlington Northern Depot.

The site is also home to Mora's "little" Dala Horse which, like its larger counterpart located at 701 Union Street S., is visited by many tourists every year.



Where to Find It: The Vasaloppet Headquarters building is centrally located in Mora's historic downtown at 100 Union Street S.

Vasaloppet USA Nordic Ski Center

The Vasaloppet Nordic Ski Center provides a convenient place for skiers to train or to simply enjoy skiing. Providing access to 15 kilometers of groomed trails, the center features a wax room, changing rooms and sauna, a small kitchen with plenty of room for ski gear and events. The complex was funded entirely by private donations and is used throughout the year. Rental of the facility is available for meetings and social events.



Where to Find It: *The Nordic Ski Center and related facilities are located at the northern boundary of Mora at 400-420 Nordic Center Drive.*