



Agenda
City Council Work Session
City of Mora, Minnesota

Mora City Hall
101 Lake St. S
Mora, MN 55051

Tuesday, October 20, 2020

5:00 PM

Mora City Hall

- 1. Call to Order**
- 2. Roll Call**
- 3. Planning Commission Joint Work Session – Comprehensive Plan Update Review**
- 4. Adjournment**



MEMORANDUM

Date: October 20, 2020
To: Mayor and City Council
From: Beth Thorp, Community Development Director
RE: Planning Commission Joint Work Session

SUMMARY

The Planning Commission and City Council will hold a joint work session to review the draft Comprehensive Plan update.

DISCUSSION

The Comprehensive Plan (Comp Plan) is one of the primary tools used by local governments to achieve the community vision, regulate land uses, and guide future investments. Comp Plans typically include chapters on land use, housing, transportation, parks and trails, community facilities and services, and implementation tools. Comp Plans also include a Land Use Map which visualizes the content of the plan and shows what type of land uses are desired within the community on a parcel-by-parcel basis (which is not necessarily the same as how the parcels are currently zoned). In short, the Comp Plan is an expression of the community's vision for the future and a strategic map to reach that vision. City Code §§ 32.69 and 32.70 task the Planning Commission with preparing and amending the city's Comp Plan, with the City Council being responsible for adopting the plan. Comp Plans are typically updated every 10-20 years.

The City Council and Planning Commission held a joint work session on August 20th to receive a summary of activity to date, review survey results, review the status of the general work plan and an amended general work plan, and provide consultant Ben Oleson with feedback for development of a draft update.

Oleson will be presenting the City Council and Planning Commission with the first draft of the Comprehensive Plan update at the October 20th work session. The council and commission will have the opportunity to provide comments and suggestions for modifications. Following the work session, the Comprehensive Plan Committee will meet to review the draft as well. Once the work session and committee meeting are complete, Oleson and city staff will continue working to finalize the draft, add photos, maps and appendices, and format the document.

Oleson is proposing to include a new section in the Comprehensive Plan featuring community assets. To develop this section Oleson and staff are requesting that members of the Comprehensive Plan Committee, Planning Commission and City Council identify features that make Mora unique or special. The Comprehensive Plan will include a brief description about each of the community assets as well as photos (see attached sample). The compiled list of community assets can be used for marketing the community.

RECOMMENDATIONS

1. Review the draft Comprehensive Plan update and provide feedback.

Memorandum

2. Provide Oleson or city staff with suggestions for the new Community Assets section of the Comprehensive Plan.

Attachments

Draft Comprehensive Plan update v1

Sample page for Community Assets section

City of Mora
Comprehensive Plan

[insert month] 2021 ~~February 2009~~

DRAFT VI

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DRAFT V1

A COMPREHENSIVE PLAN FOR THE CITY OF MORA

City Council Members

Alan Skramstad, Mayor

Jody Anderson

Jake Mathison

Sam Pioske

Sara Treiber

Greg Ardner, Mayor

David Chmiel

Mark Gravich

Beth Hallin

Mike Johnson

Commented [BJO1]: All names to be verified after the November election and January board appointments for accuracy prior to adoption.

Planning Commission Members

Todd Sjoberg, Chair

Chad Gramentz

Mike Johnson

Sara Treiber, City Council Representative

TBD

Greg Nikodym, Chair

Mike Johnson

Russ Mills

Sue Kondratowicz

Todd Sjoberg

City Staff

Lindy Crawford, City Administrator / Public Utilities General Manager

Beth Thorp, Community Development Director

Joel Dhein, City Administrator

Randy Nummela, Building/Zoning Official
Beth Thorp, Community Development Planner

Comprehensive Plan ~~Task Force~~ Committee Members

- Gene Anderson, Kanabec County Board of Commissioners
- Bob Benes, Lakes & Pines Community Action Council
- Rose Dunn, Housing & Redevelopment Authority of Mora
- Jenna Grabowski, 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
- ~~Dan Johnson~~
- ~~Kevin Herwig~~
- ~~Char Weidendorf~~
- ~~Doug Conboy~~
- ~~Todd Sjoberg~~
- ~~Karen Amundson~~
- ~~Russ Mills~~
- ~~Eric Carlisle~~
- ~~Kari Strandlund~~
- ~~Mike Johnson~~

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Planning Consultants

[Hometown Planning, LLC](#)

[324 Broadway Street, Suite 101, Alexandria, MN 56308](#)

[East Central Regional Development Commission](#)

[100 Park Street South, Mora, MN 55051](#)

[Robert L. Voss, Executive Director](#)

DRAFT VI

VISION STATEMENT

Designing Mora's Future

Mora is committed to a Comprehensive Plan that will generate a process for growth and change and will preserve the valued traditions and characteristics of our community.

EXCERPT FROM MARCH 2019 PLANNING COMMISSION MEETING MINUTES

Commission members generally felt that the 2009 vision statement still conveys a clear and adequate message, and discussed the idea of allowing the Committee to develop a new vision statement incorporating their interests. Ultimately, the Commission members created a list of priorities to help guide the Comp Plan Committee, including:

- Community growth through residential, commercial, and industrial development;
- Residential development that includes a variety of housing options, with an emphasis on multi-family, workforce housing, 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 utility infrastructure.

Commented [BJO2]: The Comp Plan Committee will need to review and update the 2009 vision statement based on direction provided by the Planning Commission in March 2019 (see excerpt of minutes below).

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 towards 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 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 462.351-462.358 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 1995 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:

- ~~Development-~~The development of a community survey ~~instrument~~ 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.
- ~~An-~~The formation of an ad hoc ~~citizen-Planning Task Force~~Comprehensive Plan Committee, appointed by the Planning Commission composed of a cross section of representatives of governmental, non-profit and private entities from throughout of the community.
- ~~Input-~~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; 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, ~~complimenting~~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 ~~1995-2009~~ Comprehensive Plan in late ~~2006~~ January 2019.

In ~~December 2006~~ October 2019 a multifaceted community survey was sent out to customers of Mora Municipal Utilities 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. ~~1,874~~ XXXXXX surveys were sent out, with ~~436-200~~ being returned. ~~This~~ A copy of the survey that was distributed is attached as Appendix B.

In ~~early 2007~~ an ad hoc citizen Planning Task Force was appointed by the Mora Planning Commission ~~February 2019~~ the Planning Commission began forming an ad hoc Comprehensive Plan Committee to assist with the Comprehensive Plan update. The purpose of this ~~Task Force~~ 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. ~~This ad hoc citizen Planning Task Force~~ The committee contained a cross-section of community interests and ~~was comprised of ten members~~ 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.

~~This ad hoc citizen Planning Task Force held six meetings to review 12 distinct areas of the community. Participants were asked to use their own individual knowledge and experience to identify the City of Mora's strengths and what they saw as the community's opportunities that might be available to the City based on those strengths. Next,~~

~~participants were asked to ponder the challenges faced by Mora both today, and situations they could see arising in the future, and what they believed to be the City's greatest weaknesses. Task Force~~

members were also asked to identify whether these were forces or trends from outside the City or outside of its control that posed threats to the City. After the identification of these perceived threats and weaknesses, in an effort to mitigate these situations for the City of Mora, the group was asked to create a list of ideas, plans and policies in an effort to adequately prepare for the future.

Finally, participants were asked to describe their ideal visions of the future of the City of Mora, and ideas were generated as to how to achieve those visions.

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. Minnesota Map

Figure 2. Region 7E Map

Figure 3. Kanabec County Map

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.

Mora is located within the region known known as "7E" consisting of the counties of Kanabec, Isanti, Chisago, Mille Lacs and Pine. The region covers 3,400 square miles in area; has a population of approximately 136,000 169,242 (2019); and, includes 5-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

Since ~~being incorporated as a village on May 19, 1882~~~~it's beginning over 125 years ago~~, Mora has grown steadily into a prosperous community of ~~3,699~~~~3,615~~ people ~~in 2007~~~~as per 2019 estimates~~. It is the County Seat and ~~dominate~~~~dominant~~ trade center of Kanabec County. Mora, 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 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, Myron R. 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.

Mora grew rapidly in its early years serving the regions thriving logging industry. In 1882, the year Mora was incorporated and the Seat of Kanabec County was moved from Brunswick to Mora, the logging industry was declining as the supply of timber dwindled.

The future of Mora in the early 1890's appeared extremely bleak. 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 ~~descendents~~~~descendants~~ of the original European immigrants must again consciously consider the future of their community.

Ancestry and cultural heritage are very important aspects of life in Mora. People of German and Swedish descent are the two largest single groups in Mora and in Kanabec County. Currently, many events and activities are centered around the area's Swedish heritage.

Change is evident. According to demographics and community surveys conducted as part of comprehensive planning projects in 1994 and 2007, 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.

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 ~~is~~~~are~~ the key to Mora's future growth. This in turn directly affects the

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 ~~2000~~ 2019 and the surrounding townships from 1970 to ~~2000~~ 2019 are shown in Tables 1 and 2.

Table 1
Mora Population Trends

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

Source: Minnesota State Demographer, US Census Bureau

Table 2
Population Trends –Kanabec County Cities and 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%
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	40.0%
Grasston	132	123	119	105	158	168	36	27.3%
Ogilvie	384	423	510	474	369	359	-25	-6.5%
Quamba	114	122	124	98	123	119	5	4.4%
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

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 1990s and almost 12% in the 2000s. The latest estimates indicate that the City's population may have again mostly flattened out in the 2010s with an estimated population in 2019 of 3,615 persons. In 1990 the population grew to 2,905, a .5% increase from 1980 to 1990, a growth of 15 people. The State Demographer's Office estimated Mora's population in 2002 to be 3,304 and in 2007 to be 3,699.

Population trends have 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%. been much healthier in the area around Mora. Arthur Township grew by 47% in the 1960's, by 50% in the 1970's, and then growth slowed to 6.8% between 1980 and 1990.

Meanwhile, Kanabec County as a whole grew by enjoyed a population growth rate of about 8.3% in the 2000s, but has dropped to an estimated growth rate below 1% in the 2010s. 8.5% during the 1960's, and by 5.3% between 1980 and 1990. 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, is expected to more than double over the 30 years from 1990 to 2020 as shown on Tables 4 and 5.

Mora Population Projections

This Table 3, based on projections prepared by the Minnesota State Demographer around the time of the writing of the 2008 Comprehensive Plan indicates that Mora will grow steadily during the 20 to 25 year planning period, with the rate of growth tapering off as time goes on. The State Demographer's office no longer provides projections of growth for cities and townships so Table 3 reflects somewhat outdated data. A constant growth rate is projected through 2035.

Table 3

Mora Population Projections/Percent Change

Year	Population	Percent Change	Absolute
2000	3193		
2010	3792	18.75%	599
2015	3985	5.09%	193
2020	4150	4.14%	165
2025	4281	3.16%	131
2030	4346	1.51%	65
2035	4401	1.26%	55

Commented [BJO3]: The MN State Demographer no longer provides estimated projections for cities and townships. We can create our own based on several different methods, or just leave projections out of the Comp Plan. Some alternate scenarios (not projections – just possibilities) were included later in the updated Plan draft.

Source: Minnesota State Demographic Center -- 10/07

Table 4

Region 7E County Population – 1970 to 2019

County	1970	1980	1990	2000	2010	2019	Percent Increase 2000-2010	Percent Increase 2000-

								2019 (est).
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

Table 5

Region 7E Population Projections – 2015 to 2050

	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

Table 6

Minnesota Minor Civil Division Extrapolated Population

Average of middle values of 4 methods, controlled to county projection

City/Township	2006	2010*	2015°	2020*	2025°	2030*	2035*
Ann Lake township	404	452	498	539	573	595	615
Arthur township	2000	2191	2372	2530	2662	2742	2813
Braham city (part)	0	0	0	0	0	0	0

Brunswick township	1365	1461	1547	1620	1679	1711	1738
Comfort township	1069	1158	1240	1310	1366	1395	1419
Ford township	191	206	219	231	241	246	251
Grass Lake township	987	1032	1063	1090	1109	1115	1119
Grasston city	114	115	114	113	111	109	107
Hay Brook township	242	269	294	316	335	347	358
Hillman township	383	403	418	432	442	446	449
Kanabec township	962	1075	1183	1279	1360	1412	1458
Knife Lake township	1082	1174	1258	1330	1389	1420	1446
Kroschel township	202	209	214	217	220	219	219
Mora city	3568	3792	3985	4150	4281	4346	4401
Ogilvie city	480	482	478	472	464	453	442
Peace township	1054	1205	1350	1480	1591	1665	1731
Pomroy township	418	453	484	511	533	544	554
Quamba city	107	106	104	101	97	93	90
South Fork township	766	822	872	916	951	970	987
Whited township	885	955	1017	1072	1117	1142	1164
County total	16279	17560	18710	19710	20520	20970	21360

*Extrapolation

Source: Minnesota State Demographic Center -- 10/07

Kanabec County's growth is expected to slow some from the recent population boom, with higher growth rates seen around Mora and in the southern part of Kanabec County. The State Demographer is predicting that Kanabec County will grow by over 43.5% over the next 29 years and Region 7E by 51%. The southern part of the County should grow faster than the northern due to the proximity of the Twin

Commented [BJO4]: This is an example of creating your own projections. Does the City want to do this? Projections are often wrong by quite a bit, so it impacts their usefulness.

Also, it may not be entirely useful to project every city and township's populations for the Mora Plan. While the City is certainly impacted by population changes in surrounding jurisdictions (more people = more shoppers, users of parks, drivers on road, etc.) it might be enough to just show projections for the County as a whole? Or maybe just for the nearest townships?

Cities metro area and the role of Mora as a regional population, employment, and trade center. Factors that will affect the growth of Mora in the future include: availability of affordable housing, employment opportunities, transportation system improvements, growth of the Twin Cities metro area, and the health of the local, regional and national economies.

Note: Projecting future populations is a very inexact science at best. The further one projects into the future, the less accurate the projection is likely to be. Therefore, population projections should be used as a guide for future planning rather than an absolute. In addition, population projections should be updated frequently as conditions change.

Commented [BJ05]: This section to be updated depending on decision about including population projection data.

Table 7

1990 - 2010 Age Group Comparisons -- City of Mora

Age Group	1990 All Persons	1990 Total Pct	2000 All Persons	2000 Total Pct	2010 All Persons	2010 Total Pct
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 and 64 years	129	4%	138	4%	165	4.6%
65 and 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%

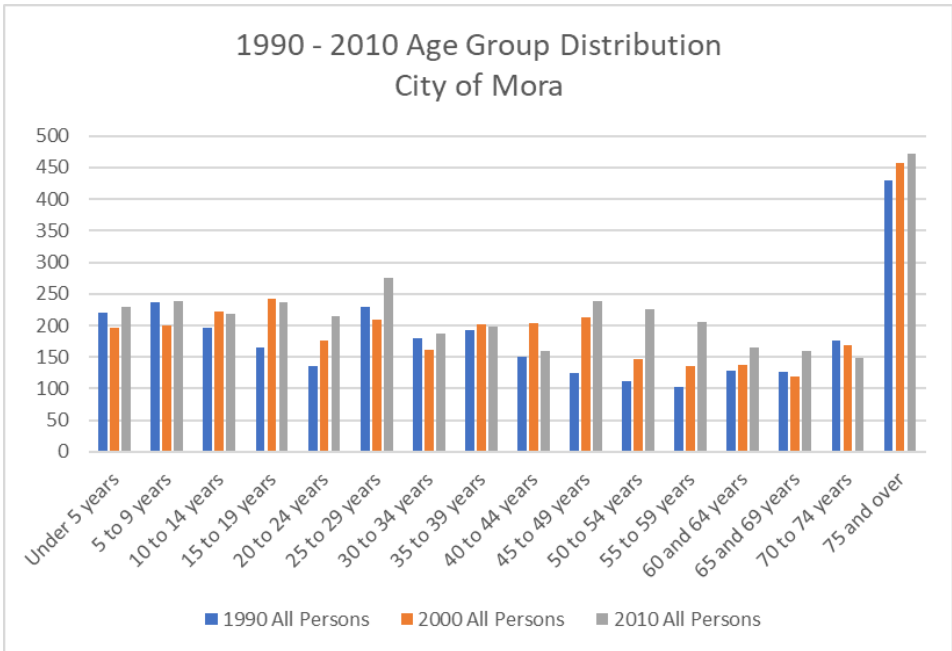
Total Population	2,905	100.00%	3,193	100.00%	3,571	100.00%
Mora - Median Age	37.3 years		39.7 years		39.6 years	
Kanabec Co. - Median Age	33.0 years		38.0 years		42.1 years	

Source: Minnesota State Demographer, US Census Bureau

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 special needs.

A review of changes among age groups (See Table 7) shows an increase in population in the over 75 years old age group and in the 15-19 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 grew from 36.6 years in 1970, 37.1 years in 1980, 37.3 years in 1990 to 39.7 years in 2000. In comparison, Kanabec County's median age in 2000 was lower at 38 years.

Graph 1



Source: Minnesota State Demographer, US Census Bureau

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

Educational Attainment

Information on educational attainment of Mora area residents is shown in Table 8. In 2018, tThe education level of the City's population was under the State average in 2000. Over 60% of Mora residents over age 25 were high school graduates in 2000.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%). Mora still had the lowest percentage of high school graduates at 78% compared to 84% in the region and 88% in the State. However, 14% of Mora's population had four or

more years of college, which was higher than Region 7E in general, yet lower than the State's 27%. In 2000, 88% of Minnesota residents over age 25 had graduated from high school, while 78% of Mora residents age 25 years of age and older had graduated from high school. (The surrounding counties, Region 7E and the state are also shown below in Table 8. Information on the surrounding counties, Region 7E and the State are presented as a basis for comparison.)

Table 8

Education Attainment in 2018

Area	# Person 25 Years+	High School Graduate or Higher	Bachelor's Degree or Higher	%H.S. or Higher	% Bachelor's Degree or Higher
Chisago	37,802	35,657	7,737	94.3%	20.5%
Isanti	26,632	24,410	4,718	91.7%	17.7%
Kanabec	11,362	10,271	1,656	90.4%	14.6%
Mille Lacs	17,645	15,849	2,703	89.8%	15.3%
Pine	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 9 shows the percent 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. A higher percentage of Mora residents have Bachelor's degree than in Kanabec County overall. The percentage of persons with a post-secondary education is growing in both the City and County. However, in both jurisdictions, the percentage of post-secondary educated persons is growing at a slower rate than the State average.

Table 9

Education Attainment – Mora, Kanabec County and Minnesota

Percent High School Graduates

	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%

Percent Bachelor's Degree and Higher

	1970	1980	1990	2000	2010	2018
Mora	10%	13%	14%	14%	20%	17%
Kanabec County	5%	9%	9%	10%	14%	15%
Minnesota	11%	17%	22%	27%	31%	35%

Source: 1979, 1980, 1990, 2000 U.S. Census and MN State Demographic Center

Economy

Analyzing the makeup and current health of the ~~Mora~~ economy in an 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. ~~The 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.

~~The economic forecast for Mora is very complicated and signals are mixed and weak.~~

~~Mora has more jobs in its top ten industries than there are employment age residents (See Community Profile). Table 10 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 10a breaks down the data a bit more specifically, indicating that of Mora's 1,425 commuters more than half (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, North Branch, Pine City and Hinckley. About 12.4% or 176 workers drive 45 minutes or more to work, which would indicate workplaces as North Branch, Forest Lake, Elk River 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 to the other regional employment centers in the area that Mora workers are likely driving to as well.~~

~~Many of these jobs are high income factory or professional jobs, but it appears that in the retail trade area, Mora pulls from a wide area to fill its positions. Many of these positions are filled by non-Mora residents. Even though it appears that most Mora residents are employed in the area (See Table 10-Travel Time to Work), Mora again fills its positions from a wide area, some as far away as the Twin Cities. Table 10 shows the average number of minutes it takes commuters from four area cities, Kanabec County, and the region. For example people from Quamba, on the average, spend 28.7 minutes commuting to work each day. This can be compared to Mora's commuters spending on average 23.5 minutes per day traveling to work.~~

Table 10

Travel Time to Work for Workers 16 Years and Over -- 2000 and 2018

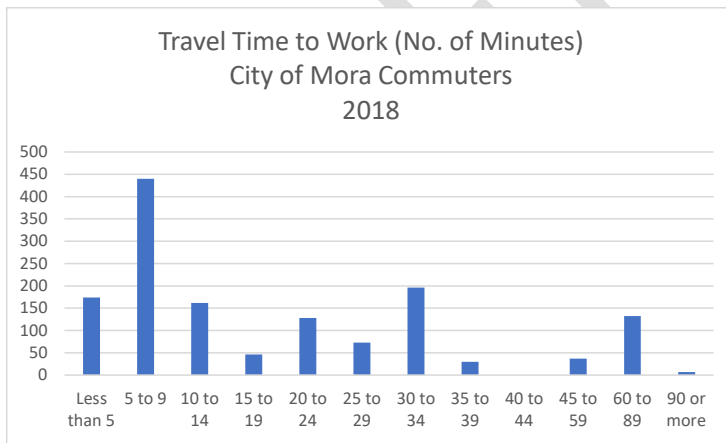
Travel time in minutes

	<u>2000</u>	<u>2018</u>
Grasston	37.8 minutes	<u>34.8 minutes</u>
Mora	23.5 minutes	<u>18.8 minutes</u>
Ogilvie	37.1 minutes	<u>28.1 minutes</u>
Quamba	28.7 minutes	<u>36.4 minutes</u>
Kanabec County	31.3 minutes	<u>31.2 minutes</u>
Region 7E	30.9 minutes	<u>32.0 minutes</u>

Source: Minnesota Demographic Center - 2000 Census

Travel Time To Work (Minutes) - 2018

City Name	Total # Commuters	Less than											
		5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 59	60 to 89	90 or more
Grasston	95	0	0	6	7	24	10	25	1	0	5	12	5
Ogilvie	186	17	9	24	36	17	8	21	22	0	15	6	11
Mora	1425	174	440	162	46	128	73	196	30	0	37	132	7
Braham	0	0	0	0	0	0	0	0	0	0	0	0	0
Quamba	60	3	2	13	0	7	3	14	3	1	7	1	6



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

Table 11

Unemployment Rates by Percent

Location	<u>2000</u>	<u>2005</u>	2008 <u>2010</u>	2007 <u>2015</u>	2006 <u>2020</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>			
Kanabec	4.8	6.7	10.5	11.2	8.4	6.6	7.0	6.2	7.4	8.0	7.4	6.5

Chisago	<u>3.7</u>	<u>4.8</u>	<u>6.88.9</u>	<u>5.84.2</u>	<u>4.96.7</u>	<u>5.3</u>	<u>5.8</u>	<u>5.4</u>	<u>4.6</u>
Isanti	<u>3.4</u>	<u>4.8</u>	<u>7.09.6</u>	<u>5.94.3</u>	<u>4.96.9</u>	<u>5.2</u>	<u>5.7</u>	<u>5.2</u>	<u>4.3</u>
Mille Lacs	<u>4.5</u>	<u>6.7</u>	<u>9.211.1</u>	<u>7.75.8</u>	<u>6.87.7</u>	<u>7.1</u>	<u>7.3</u>	<u>6.5</u>	<u>5.5</u>
Pine	<u>5.3</u>	<u>6.6</u>	<u>9.09.8</u>	<u>7.85.5</u>	<u>6.57.5</u>	<u>6.6</u>	<u>6.9</u>	<u>6.5</u>	<u>6.3</u>
Reg. 7E	<u>4.2</u>	<u>5.6</u>	<u>8.09.8</u>	<u>6.74.9</u>	<u>5.67.0</u>	<u>6.0</u>	<u>6.4</u>	<u>5.9</u>	<u>5.2</u>
MN	<u>3.2</u>	<u>4.1</u>	<u>5.57.4</u>	<u>4.63.7</u>	<u>4.07.1</u>	<u>4.6</u>	<u>4.9</u>	<u>4.5</u>	<u>3.9</u>
US	<u>4.0</u>	<u>5.1</u>	<u>5.89.6</u>	<u>4.65.3</u>	<u>4.68.5</u>	<u>5.5</u>	<u>6.0</u>	<u>5.8</u>	<u>4.7</u>

Source: Department of Employment and Economic Development

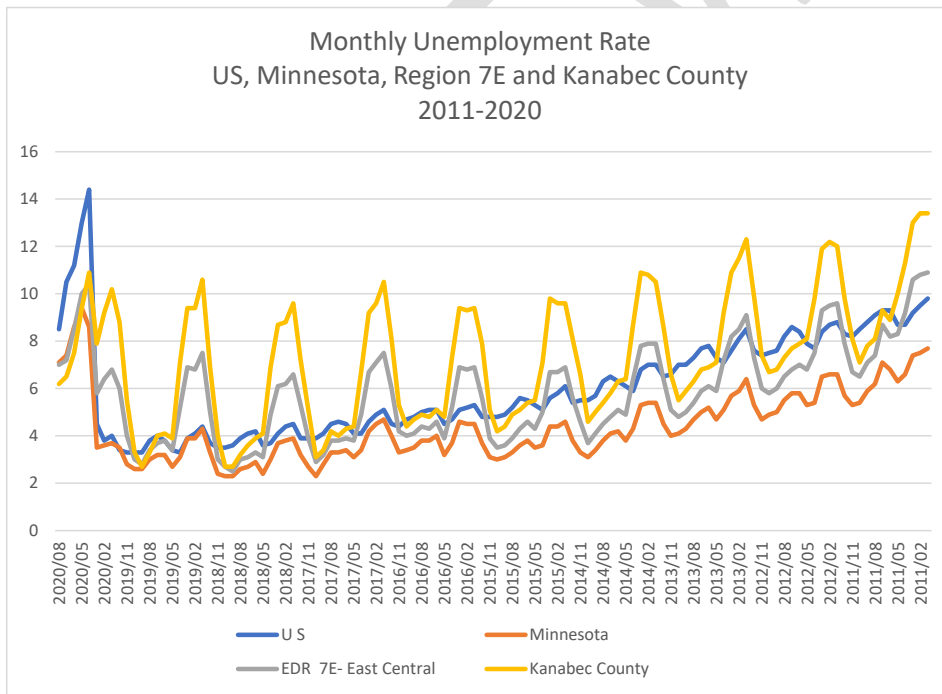
Table 12

2008 Unemployment Rates by Percent

2008	MN	Region 7E	Kanabec	Chisago	Isanti	Mille-Lacs	Pine
January	5.3	8.9	12.7	7.3	7.7	10.2	10.4
February	5.2	8.9	12.8	7.3	7.7	10.3	10.6
March	5.3	8.7	12.4	7.3	7.6	9.9	10.1
April	4.9	8.0	11.7	6.7	7.0	9.0	9.5
May	5.0	6.9	9.1	6.0	6.2	7.8	7.9
June	5.3	6.9	8.6	6.2	6.0	8.0	7.8
July	5.6	6.9	8.5	6.1	5.9	8.4	7.8
August	5.8	7.1	8.8	6.2	6.2	8.5	8.0
September	5.7	7.1	8.3	6.3	6.5	8.4	7.9
October	5.3	6.9	8.7	6.1	6.3	7.8	7.4
November	6.0	8.5	10.7	7.5	7.7	9.8	9.1
December	6.8	10.6	14.1	9.1	9.6	12.3	11.3
Annual Average	5.5	8.0	10.5	6.8	7.0	9.2	9.0

Year/Month	U.S.	Minnesota	EDR 7E- East Central	Chisago County	Isanti County	Kanabec County	Mille Lacs County	Pine County
2020/08	8.5	7.1	7	6.7	6.9	6.2	7.7	7.5
2020/07	10.5	7.4	7.2	7	7.2	6.5	8	7.7
2020/06	11.2	8.6	8.5	8.2	8.2	7.5	9.3	9.2
2020/05	13	9.4	10	9.3	9.4	9.4	10.9	11.9

<u>2020/04</u>	<u>14.4</u>	<u>8.6</u>	<u>10.4</u>	<u>9.4</u>	<u>9.7</u>	<u>10.9</u>	<u>11.4</u>	<u>12.1</u>
<u>2020/03</u>	<u>4.5</u>	<u>3.5</u>	<u>5.8</u>	<u>4.8</u>	<u>5.1</u>	<u>7.9</u>	<u>6.8</u>	<u>6.9</u>
<u>2020/02</u>	<u>3.8</u>	<u>3.6</u>	<u>6.4</u>	<u>4.9</u>	<u>5.3</u>	<u>9.2</u>	<u>7.8</u>	<u>7.8</u>
<u>2020/01</u>	<u>4</u>	<u>3.7</u>	<u>6.8</u>	<u>5.2</u>	<u>5.7</u>	<u>10.2</u>	<u>8.2</u>	<u>8.3</u>
<u>2019/12</u>	<u>3.4</u>	<u>3.5</u>	<u>6</u>	<u>4.5</u>	<u>5.1</u>	<u>8.8</u>	<u>7.1</u>	<u>7.5</u>
<u>2019/11</u>	<u>3.3</u>	<u>2.8</u>	<u>4</u>	<u>3.2</u>	<u>3.4</u>	<u>5.5</u>	<u>4.7</u>	<u>4.6</u>
<u>2019/10</u>	<u>3.3</u>	<u>2.6</u>	<u>3</u>	<u>2.6</u>	<u>2.9</u>	<u>3.3</u>	<u>3.3</u>	<u>3.5</u>
<u>2019/09</u>	<u>3.3</u>	<u>2.6</u>	<u>2.8</u>	<u>2.5</u>	<u>2.7</u>	<u>2.7</u>	<u>3.1</u>	<u>3.2</u>
<u>2019/08</u>	<u>3.8</u>	<u>3</u>	<u>3.4</u>	<u>3.1</u>	<u>3.2</u>	<u>3.3</u>	<u>3.7</u>	<u>3.8</u>
<u>2019/07</u>	<u>4</u>	<u>3.2</u>	<u>3.7</u>	<u>3.4</u>	<u>3.4</u>	<u>4</u>	<u>4</u>	<u>4.3</u>
<u>2019/06</u>	<u>3.8</u>	<u>3.2</u>	<u>3.8</u>	<u>3.5</u>	<u>3.5</u>	<u>4.1</u>	<u>4.1</u>	<u>4.3</u>
<u>2019/05</u>	<u>3.4</u>	<u>2.7</u>	<u>3.4</u>	<u>3</u>	<u>3</u>	<u>3.9</u>	<u>3.8</u>	<u>4.2</u>
<u>2019/04</u>	<u>3.3</u>	<u>3.1</u>	<u>5.2</u>	<u>4</u>	<u>4.4</u>	<u>7.1</u>	<u>6.3</u>	<u>6.5</u>
<u>2019/03</u>	<u>3.9</u>	<u>3.9</u>	<u>6.9</u>	<u>5.5</u>	<u>5.9</u>	<u>9.4</u>	<u>8.4</u>	<u>8.3</u>
<u>2019/02</u>	<u>4.1</u>	<u>3.9</u>	<u>6.8</u>	<u>5.3</u>	<u>5.8</u>	<u>9.4</u>	<u>8.4</u>	<u>8.3</u>
<u>2019/01</u>	<u>4.4</u>	<u>4.3</u>	<u>7.5</u>	<u>5.6</u>	<u>6.5</u>	<u>10.6</u>	<u>9.4</u>	<u>9.4</u>



Source: Department of Employment and Economic Development

As shown in tables 11 & 12 Tables 11 and 12, the unemployment rate in Kanabec County in 2008 was at a recent historical high (based on information gathered from 1990 – 2008 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. ~~In 2003~~ the County had a 12-month average unemployment rate of 8.0%. The true unemployment rate in Kanabec County is estimated to be much lower, with some of the chronic problems in the County spilling over into Mora.

Income in Mora is quite mixed. The most recent estimates (2018) indicate that ~~H~~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 ~~in 1999~~ 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 at \$68,411, quite low, but Family Income was higher at \$40,577, still down from the state Median Income of \$56,874. (See Table 13 – Median Family Income and Household Income). Mora’s main weak link may be its high number of senior citizens, which contributes to a lower than average household income, and combined with the county wide high unemployment rates, make Mora’s economic health and capacity difficult to judge.

Table 13
Median Family Income and Household Income

Area	Household Income		
	2000	2010	2018
Mora	\$30,566	\$41,081	\$40,221
Grasston	\$41,250	\$48,250	\$78,750
Quamba	\$38,125	\$45,417	\$40,625
Ogilvie	\$27,292	\$24,250	\$39,167
Kanabec County	\$38,520	\$45,672	\$53,300
Minnesota	\$47,143	\$57,243	\$68,411

Source: Minnesota Demographic Center — 2000 Census; US Census Bureau

Household income is defined as the income of the householder and all other individuals 15 years or older in the household, whether they are related to the household or not. Family income is defined as the incomes of all members 15 years and older related to the householder and summed and treated as a single amount.

It appears that Mora, and the areas immediately surrounding it, are an island of relative good economic health, in a County of chronically poor economic health. Some of Mora’s low household income can be attributed to its high population of senior citizens who are no longer earning wealth.

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 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), five major sources of employment and the average weekly wages in Kanabec County are as follows:

Table 14: 2019 Kanabec County Employment, Number of Establishments, Total Annual Wages and Average Weekly Wages by Industry

	Number of Employees	Number of Establishments	Total Annual Wages	Average Weekly Wage
Total, All Industries	3908	333	\$161,735,503	\$795
Education and Health Services	1355	45	\$64,920,965	\$921
Trade, Transportation and Utilities	609	66	\$18,795,929	\$592
Manufacturing	443	23	\$17,645,598	\$766
Leisure and Hospitality	357	32	\$4,714,277	\$254
Public Administration	323	22	\$15,046,252	\$896
Construction	291	51	\$21,240,378	\$1,365
Other Services	183	34	\$5,430,274	\$570
Financial Activities	181	21	\$8,459,113	\$900
Professional and Business Services	99	31	\$3,486,209	\$678

Information	36	4	\$1,183,355	\$636
Natural Resources and Mining	30	6	\$813,153	\$522

Source: MN Dept. 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

Kanabec County Housing Trends – Total Number of Households

City or Township	1980	1990	2000	2010	2018	# Increase/Decrease 1980-2018	% Increase or Decrease 1980-2018	% of Total	
								2010	2018
Ann Lake	138	165	187	168	194	56	40.6%	2.6%	3.0%
Arthur	523	618	729	630	674	151	28.9%	9.8%	10.5%
Brunswick	392	450	513	498	544	152	38.8%	7.7%	8.4%
Comfort	305	353	403	451	371	66	21.6%	7.0%	5.8%
Ford	73	88	123	76	70	-3	-4.1%	1.2%	1.1%
Grass Lake	319	340	357	364	431	112	35.1%	5.7%	6.7%
Hay Brook	76	108	136	106	112	36	47.4%	1.6%	1.7%
Hillman	127	185	215	156	186	59	46.5%	2.4%	2.9%
Kanabec	266	287	345	331	352	86	32.3%	5.1%	5.5%
Knife Lake	481	495	558	415	451	-30	-6.2%	6.4%	7.0%
Kroschel	147	175	195	84	90	-57	-38.8%	1.3%	1.4%

Peace	<u>419</u>	<u>460</u>	<u>537</u>	<u>406</u>	<u>426</u>	<u>7</u>	<u>1.7%</u>	<u>6.3%</u>	<u>6.6%</u>
Pomroy	<u>153</u>	<u>158</u>	<u>185</u>	<u>157</u>	<u>158</u>	<u>5</u>	<u>3.3%</u>	<u>2.4%</u>	<u>2.4%</u>
South Fork	<u>203</u>	<u>222</u>	<u>246</u>	<u>290</u>	<u>309</u>	<u>106</u>	<u>52.2%</u>	<u>4.5%</u>	<u>4.8%</u>
Whited	<u>294</u>	<u>328</u>	<u>363</u>	<u>381</u>	<u>323</u>	<u>29</u>	<u>9.9%</u>	<u>5.9%</u>	<u>5.0%</u>
Grasston, City	<u>47</u>	<u>51</u>	<u>46</u>	<u>52</u>	<u>75</u>	<u>28</u>	<u>59.6%</u>	<u>0.8%</u>	<u>1.2%</u>
Mora, City	<u>1290</u>	<u>1367</u>	<u>1471</u>	<u>1480</u>	<u>1460</u>	<u>170</u>	<u>13.2%</u>	<u>25.8%</u>	<u>22.6%</u>
Ogilvie, City	<u>181</u>	<u>197</u>	<u>199</u>	<u>183</u>	<u>174</u>	<u>-7</u>	<u>-3.9%</u>	<u>2.8%</u>	<u>2.7%</u>
Quamba, City	<u>51</u>	<u>51</u>	<u>38</u>	<u>31</u>	<u>49</u>	<u>-2</u>	<u>-3.9%</u>	<u>0.5%</u>	<u>0.8%</u>
Total	<u>5485</u>	<u>6098</u>	<u>6846</u>	<u>6439</u>	<u>6449</u>	<u>964</u>	<u>17.6%</u>	-	-

City or Township	1980	1990	2000	# Increase/Decrease 1980-2000	% Increase or Decrease 1980-2000	% of Total	
						1990	2000
Ann Lake	138	165	187	49	35.5	2.7	2.7
Arthur	523	618	729	306	58.5	10.1	10.6
Brunswick	392	450	513	121	30.9	7.4	7.5
Comfort	305	353	403	98	32.1	5.8	5.9
Ford	73	88	123	50	68.5	1.4	1.8
Grass Lake	319	340	357	38	11.9	5.6	5.2
Hay Brook	76	108	136	60	78.9	1.8	2.0
Hillman	127	185	215	88	69.3	3.0	3.1
Kanabec	266	287	345	79	29.7	4.7	5.0
Knife Lake	481	495	558	77	16.0	8.1	8.2
Kroschel	147	175	195	48	32.7	2.9	2.8
Peace	419	460	537	118	28.2	7.5	7.8
Pomroy	153	158	185	32	20.9	2.6	2.7
South Fork	203	222	246	43	21.2	3.6	3.6

Whited	294	328	363	69	23.5	5.4	5.3
Mora, City	1290	1367	1471	181	14.0	22.4	21.6
Grassten, City	47	51	46	-1	-2.1	-.8	-.7
Ogilvie, City	181	197	199	18	9.9	3.2	2.9
Quamba, City	51	51	38	-13	-25.5	-.8	-.6
Total	5485	6098	6846	1361	24.8		

Source: Minnesota State Demographic Center

The 2000 census data shows Mora has a total of 1,471 households, down from 1,480 in 2010 and 1,471 in 2000, a 7% increase from 1,267 in 1990, and a 14 % increase from 1290 households in 1980. Mora had 22.6 percent of the housing stock in Kanabec County in 1980, 22.4% in 1990 and it slipped to 21.5 percent in 2000.

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 is/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. One hundred eighty-one new housing units in Mora represented 14% of all new housing units added to the County from 1980 to 2000.

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

Table 18 shows the development trends by building permits issued within the City from 1996 to 2009. 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 year 2003 had the least housing starts, with 5 single family homes and 0 multi family units. Housing starts peaked in 2004 and 2005 and have since declined dramatically.

Table 16
Mora Housing Status – 2000 and 2018

Status	2000		2018	
	Units	Percent	Units	Percent
Total Housing Units	1471	100.0	1554	100.0
Owned	888	60.4	892	57.4

Rented	493	33.5	<u>568</u>	<u>36.6</u>
Vacant	90	6.1	<u>94</u>	<u>6.0</u>

Source: Minnesota State Demographic Center—2000 Census US Census Bureau, American Community Survey (2018 – 5-year estimates)

Table 17 shows the development trends by building permits issued within the City from 1996 to 2008 2019. 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 year 2003 had the least housing starts, with 5 single-family homes and 0 multi-family units. Housing starts peaked in 2004 and 2005 and have since declined dramatically.

Commented [BJO6]: This paragraph will need to be updated when Table 17 is updated.

Table 17

Mora Building Permits

Year	New Single Family Homes	New Multi-Family Units	Total # 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
<u>2009</u>			
<u>2010</u>			
<u>2011</u>			
<u>2012</u>			
<u>2013</u>			

<u>2014</u>			
<u>2015</u>			
<u>2016</u>			
<u>2017</u>			
<u>2018</u>			
<u>2019</u>			
Total	128	5	140

Source: City of Mora

Commented [BJ07]: Working with City Staff to update this table.

According to the 2000 Census, Mora had a 0.9% homeowner vacancy rate and a 6.8% rental vacancy rate, indicating a need for additional owner occupied homes and an adequate supply of rental units. This disparity between the vacancy rates may be indicative of the housing boom of the late 1990s and 2000s combined with low interest + mortgage rates and the ease of obtaining a mortgage.

Table 17 also shows 888 units are owner-occupied while 493 are renter-occupied. According to a survey conducted as part of the 2007 City of Mora Housing Plan, Mora had 350 apartment units in 2007.

Table 18
Structures Built – City of Mora

Housing units

<u>Year Built</u>	<u>2000</u>	<u>2018</u>
<u>2014 or later</u>	<u>x</u>	<u>0</u>
<u>2010 to 2013</u>	<u>x</u>	<u>8</u>
<u>2000 to 2009</u>	<u>x</u>	<u>213</u>
<u>1990 to 1999</u>	<u>219</u>	<u>193</u>
<u>1980 to 1989</u>	<u>185</u>	<u>182</u>
<u>1970 to 1979</u>	<u>248</u>	<u>297</u>
<u>1960 to 1969</u>	<u>140</u>	<u>79</u>
<u>1950 to 1959</u>	<u>223</u>	<u>211</u>
<u>1940 to 1949</u>	<u>145</u>	<u>156</u>
<u>1939 or earlier</u>	<u>312</u>	<u>215</u>
<u>Year Built</u>	<u>Data</u>	<u>Pct</u>
<u>Total:</u>	<u>1,471</u>	<u>100.0</u>
<u>Built 1999 to March 2000</u>	<u>38</u>	<u>2.6</u>

Commented [BJ08]: These figures in 2018 seem low. Checking to see if they match with City building permit data.

Built 1995 to 1998	112	7.6
Built 1990 to 1994	69	4.7
Built 1980 to 1989	185	12.6
Built 1970 to 1979	248	16.8
Built 1960 to 1969	140	9.5
Built 1950 to 1959	223	15.1
Built 1940 to 1949	145	9.9
Built 1939 or earlier	312	21.2

Source: [Minnesota Demographic Center—2000 Census](#) [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. 21.2% of Mora’s housing stock was built before 1939.

Table 19

2018 Median & Average Selected Monthly Owner Costs for Specified Owner-Occupied Housing Units- Mora

	Median Monthly Owner Costs	Average Monthly Owner Costs
Housing Units with a Mortgage	\$788,114.5	\$878
Housing Units without a Mortgage	\$242,440	\$258

Source: [Minnesota Demographic Center—2000-US Census Bureau, American Community Survey \(2018 – 5-year estimates\)](#) [Census](#)

Table 20

2018 Median Housing Value and Contract Rent – City of Mora

Median Housing Value	Median Contract Rent
\$73,100 121,000	\$375.699

Source: [US Census Bureau, American Community Survey \(2018 – 5-year estimates\)](#) [Minnesota Demographic Center 2000](#)

Table 21

Household Income by Selected Monthly Owner Costs as a Percentage of Household Income Selected Monthly Owner Costs as a Percentage of Household Income, City of Mora—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

-	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct
	89 2	100.0 %	27	100.0 %	72	100.0 %	14 0	100.0 %	18 6	100.0 %	17 8	100.0 %	98	100.0 %	17 4	100.0 %	17	100.0 %
Less than 20%	55 3	62.0 %	0	0.0%	10	13.9 %	66	47.1 %	10 4	55.9 %	90	50.6 %	92	93.9 %	17 4	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%	10 3	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 perce nt 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%
	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		\$15,000 and over	
	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct	Da a	Pct
Total	631	100	51	100	81	100	112	100	129	100	183	100	56	100	19	100	26	10 0
Less than 20%	315	49. 9	0	0	22	27. 2	55	49. 1	65	50. 4	118	64. 5	36	64. 3	19	100. 0	26	10 0
20 to 24.9 %	131	20. 8	7	13. 7	13	16. 0	17	15. 2	40	31. 0	34	18. 6	20	35. 7	0	0	0	0
25 to 29.9 %	71	11. 3	18	35. 3	7	8.6	17	15. 2	13	10. 1	16	8.7	0	0	0	0	0	0
30 to 34.9 %	55	8.7	2	3.9	13	16. 0	17	15. 2	8	6.2	15	8.2	0	0	0	0	0	0
35% or more	59	9.4	24	47. 1	26	32. 1	6	5.4	3	2.3	0	0	0	0	0	0	0	0

Source: [US Census Bureau, American Community Survey \(2018 – 5-year estimates\)](#) Minnesota Demographic Center 2000

Table 19 shows that the median monthly owner payment of housing units in 2018 was \$788-1,145 compared to the median monthly cost of \$242-440 for housing units that are not mortgaged, showing an average monthly mortgage payment of \$546. Table 20 shows that the median housing value of a Mora home is \$121,000-73,100 and the average rent is \$375-699.

Average household size has increased from 2.22 in 1990 to 2.23 in 2000. This is an increase of .27%. Total households have increased from 1,263 in 1990 to 1,381 in 2000, a 9.34% increase.

According to the City of Mora, approximately 92% of the housing units are served with City water and sewer. In 1993 the City conducted a survey to identify substandard septic systems in the Shoreland District and found six substandard systems, all located along Central Avenue. These six systems have been either repaired or replaced since that time. City sewer and water is not available at Central Avenue.

Commented [BJ09]: Working with City Staff to update this paragraph.

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 and shoreland regulations.

Climate

Mora is located a 1,010 feet above Mean Sea Level. The climate for this area is typically Continental, characterized by wide variations in temperature. The average summer temperature is 69 degrees Fahrenheit and the winter average temperature is 14 degrees Fahrenheit. The average frost free season is 138 days.

Most precipitation received in the area occurs during the period from May through September. The average annual amount of precipitation is 26.6 inches. The average annual snowfall is 44.6 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 and Floodplain 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 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. The environment defined by flood prone areas is included as part of Mora's Parks and Open Space System. The north part of the planning area drains into Lake Mora, Spring Lake and Spring Creek.

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 subdivisions regulations. The public waters in the City of Mora are protected waters and are regulated by the Shoreland and Floodplain Ordinances. The DNR's definition of "shoreland" is land located within the following distances of public water: 1,000 feet from a lake, pond, or flowages; and 300 feet from a river or stream, or the landward extent of a flood plain 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 Ordinance. The Shoreland 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

Commented [BJO10]: Working with City Staff to add language about current Floodplain Management Ordinance update.

Portions of the lakes and rivers are susceptible to periodic flooding from snow melt, rainfall, and other causes. Due to potential flood damage 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. Floods of the "100 year" or "regional" magnitude occurred throughout the State in 1965, 1969, and 1997, and in various parts of the state in 1972, 1975, 1978, 1979, 1987, 2001, 2002 and 2007. A Guide For Buying and Managing Shoreland, written by the MN 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 area placed on fill so that the lowest floor, including the basement, is two feet above the 100 year flood level."

EXISTING LAND USE

Mora is approximately 3,206 acres in size and is laid out in a traditional small town grid pattern with State Highways 23 and 65 bisecting the City.

Commented [BJO11]: To be verified.

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. The City believes there is a sufficient amount of vacant industrial land for the next 10 to 15 years.

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

The City's Official Zoning Map regulates development patterns within the community and helps to ensure that new development is compatible with existing uses. City staff maintains a working map that shows approximate acreages of land that are available in the different zoning districts. The City's Zoning Map guides the community for future developments. Each year the acreages may change, so it is important for City staff to keep this information updated and available to prospective developers.

PLANNING AND DEVELOPMENT ISSUES

To assist in identifying the planning issues confronting the City as perceived, not only by elected officials but the general public as well, the City engaged in a visioning process called "Designing Mora's Future". The visioning approach is a grass roots effort to get the entire community involved in planning Mora's future.

In addition to surveying all customers of Mora Municipal Utilities (attached as Appendix C), a ten member Ad Hoc Comprehensive Plan Task Force was created representing a variety of interests. This Ad Hoc Comprehensive Plan Task Force met several times in the spring of 2007 and focused on the following themes:

1. Parks and open spaces, environment and natural resources;
2. Recreation and tourism;
3. Business and industry;
4. Housing;
5. Public services and facilities;
6. Transportation;
7. Land use; and
8. Quality of life.

Each participant was asked the following questions on each of these themes:

1. What three things do you like most about your community?
2. What three things would you like to change?
3. What would you like your community to be like in 10 years?

A SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis was also undertaken on each of these eight themes. Suggested courses of action were then developed to capitalize on the perceived strengths and opportunities of Mora, as well as suggestions to aid on the mitigation of the perceived weaknesses and threats facing the City of Mora. Summaries of the Ad Hoc Comprehensive Plan Task Force are attached in Appendix A.

Commented [BJO12]: This section to be removed or updated.

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 ~~all possible~~ 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 gradually change 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 an expanding local labor force people throughout the broader region.
2. By attracting new industries and being a County Seat community, 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, maintain and slightly increase its population and economic growth while smaller communities in the County may grow slowly or remain stable and in some cases decrease in population
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
 - a-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. The basic life-style and housing tastes of the general population will slowly change including acceptance of higher density of living; and, social attitudes regarding family size, consumption of goods and energy and pollution control will continue to change to reflect an awareness of and a concern for the natural environment.
3. 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. The current household size of 2.23 will continue to decrease.
4. The percent of elderly, 65 years and older, in Mora's population (currently 23.3%) will increase indicating that Mora will continue to be an attractive place for retirement.
5. Mora's land use patterns, 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. Any revolutionary technological changes during the next 20 years are not expected to radically change or influence the land use pattern or life style of Mora residents.

- 5. Major means of transportation will continue to be the private automobile for at least the next 20 years.

Purpose

This Comprehensive Plan examines the City's existing state in terms of its physical, social, and economic ~~elements~~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. ~~Flexibility is the~~The key to an effective plan is to strike the right balance between identifying the general framework within which to move forward, but 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. ~~It must be an integral trait, allowing City officials to respond creatively to individual situations.~~

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 ~~and that are supported by solid data and sufficient community support~~supported by factual documentation.

Planning Goals and Policies

The formulation of ~~set~~set goals and policies involves a significant ~~thought~~thought process involving numerous considerations from a broad spectrum of government, business and citizen leaders throughout the community. for any planning study. These goals and policies that follow were produced ~~by~~after the completion of a community-wide survey, an extensive series of meetings of the Mora Comprehensive Plan Task Force, and several work sessions held with input from City Council and Planning Commission members. This broad spectrum of input provides to provide the foundation upon which the implementation tools ~~reside~~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 policies and goals are as follows:

A. Parks and open spaces, environment and natural resources

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

GOALSPOLICIES:

1. Protect and enhance the City's most sensitive natural resources and amenities to preserve the City's living environment benefits they provide to both wildlife and the City's residents and businesses.
2. Provide an extensive open space system for recreation and other open spacesuitable 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 by returning its full potential for public use and enjoyment.
- 3-4. Ensure that Mora's system of parks is well-maintained and provides recreational amenities for residents and visitors of all ages.
- 4-5. Expand, promote and integrate the City's network of off-street trails and paths separated from the street system for use by pedestrians, bicycles, road and off-road bicyclists, cross-country skiers, and others. etc., which would further Work to improve linkages between link together many of the city's neighborhoods and downtown area and to community's public facilities sites throughout the City such as schools, the library, parks, the Mora Aquatic Center, Lake Mora, the Snake River, and and downtown, into the broader regional trail system. existing trail system found in our region.

B. Recreation and tourism

POLICYGOAL: Capitalize on the many advantages of Mora's location in the State and the environmental and cultural amenities of its setting to attract tourists and benefit the City's residents and businesses.

GOALSPOLICIES:

1. Promote its 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, locational attribute of being nearly equal distance to three major cities, 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, for the purpose of promoting tourism and industry.
- 1-2. Promote Mora and its surrounding region as a regular destination in its own right for multi-day tourists and seasonal residents.

3. ~~Promote~~ Ensure that the City's main transportation thoroughfares are well-maintained, attractive and help draw those passing through into the downtown area and the City's many cultural, recreational and environmental amenities. ~~the improvement, expansion, beautification, promotion and maintenance of transportation systems including highways and trails.~~
- ~~2-4.~~ 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.
- ~~3-6.~~ Work with stakeholders, including the County and the Kanabec 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 ~~tout it~~ as a great place to live and/or start a business.

C. Business & Industry

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

GOALS POLICIES:

1. Promote Mora as a progressive, growth-oriented, expanding community ~~willing to cooperate with that supports existing businesses and is inviting to new entrepreneurs and industries seeking new sites and stressing the natural amenities of the Mora area to attract a wide range of industries, including research-oriented and similar clean industries desiring park-like settings, in a community committed to orderly and planned development.~~
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. Do not stand in the way of a "big box" type retailer from locating in Mora. The creation of such a broad spectrum of business activity can be used as ~~serve as~~ a catalyst for future development and growth and helps to ensure that the community does not become over-dependent on any one employer or sector of the economy.
3. ~~Encourage~~ Work to create steady growth in the city's industries that make use of the area's skilled and unskilled labor forces and provide livable wages. a steady rate of industrial growth providing employment opportunities for a broad range of skills.
4. Promote coordination among the city and businesses in the City's downtown 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. Develop and promote a facade ordinance for the Central Business District building on the presence of many historic buildings and the community's Scandinavian heritage.
5. Foster and promote physical, social and economic connections between the City's downtown businesses and those located along the Central Business District as well as find ways the State Highways 23 and 65 corridors and Central Business District can improve cooperation and communications.
6. Work with existing and new businesses and landowners along the City's main thoroughfares to ensure that buildings, storefronts, rear entrances and streetscapes are attractively landscaped and well-kept ~~Require new development to be suitably constructed and landscaped.~~

7. ~~Encourage new private development.~~

D. Housing

~~POLICYGOALS: Maintain and enhance existing residential areas of predominantly single family housing and encourage new residential development of all. Encourage the development and maintenance of a broad variety of housing types to provide a the full range of housing opportunities at different sizes, densities and price ranges.~~

~~GOALS~~POLICIES:

1. ~~Plan adequate and appropriate areas for residential land uses that make the most efficient use of existing and newly extended infrastructure. Plan adequate and appropriate areas for residential land uses and allow only progressive development to insure the economical extension of utilities.~~
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. Upgrade older residential areas by eliminating substandard housing and conditions of environmental blight.~~
3. ~~Protect the city's residential areas from encroachment by incompatible land uses that make them less attractive for long-term investments. Protect residential areas from industrial encroachment and other incompatible land uses.~~
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. Allow flexibility in residential design and development through such control methods as planned unit development and cluster housing.~~
5. ~~Require new development to be suitably landscaped and encourage new private development.~~
6. ~~Garner input from and be responsive to the private sector (home builders/ owners) in regard to future planning and zoning controls.~~

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

~~GOALS~~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 assisted living to allow aging residents to remain in the community while at the same time keeping their independence and quality of life. Use housing to encourage life long residency of Mora. This includes the development of assisted living to allow long time 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, socialization, 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. Promote good sidewalk and pathway plans around senior living developments.
- ~~3.4.~~ Work with the Mora Housing & Redevelopment Authority (HRA) and other agencies to encourage and create additional senior living developments and services in the community.

E. Public services and facilities

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

GOALS/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 ~~proportioned-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. ~~insure that the City's available revenues are spent wisely.~~
4. Continue to promote Mora's downtown commercial district as a hub of government, non-profit and private services and shopping opportunities for city residents and the broader region ~~Promote Mora's Central Business District as a hub of government and non-profit organizations in our 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. Take positive, proactive steps to actively participate in finding solutions to County and other area-wide problems which have a direct effect upon Mora residents and the effective funding of local 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 findings ways to coordinate activities for the good of the entire region. Establish an intergovernmental coordination committee represented by all governmental units affecting Mora and Kanabec County which would meet on a regular basis for the purpose of discussing common goals and mutual problems.

F. Transportation

POLICYGOAL: Find a faster, more convenient way of routing traffic through the community, while at the same time integrating alternative modes of transportation and aesthetics into the mix. 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.

GOALS/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. ~~safeguard the routes traffic carrying capacity.~~
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 roads, pedestrian/trail crossings, landscaping and wayfinding signage. ~~not only improve the frontage road system and access onto State Highways 23 and 65, but also beautify and make more aesthetically pleasing, as well as integrate the City and area's trail system into these plans.~~
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. Develop a plan that defines a clearly marked system for the circulation of pedestrians which includes sidewalks, trails and paths linking together major pedestrian destinations in the community.
5. Work with other units of government to promote an efficient and responsible public transit services. ~~Work with other units of government to promote more opportunities for public transit.~~

G. Land use

POLICYGOAL: Guide development in a manner which prevents land use conflicts and development inefficiencies while maintaining property values. Guide development in logical groupings according to their functions, thereby insuring against land use conflicts and development inefficiencies while maintaining property values.

GOALS/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. ~~Define areas of the community for commercial, industrial, residential, public and open space uses.~~
2. Review and amend, as necessary, city regulations to promote the goals of the Comprehensive Plan and the city's "Land Use Map".
- ~~2.~~ 3. Correct land use conflicts where they now occur through the promotion of private and public redevelopment, landscape buffering and other means appropriate strategies.

~~3.4. 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. Insure through wide distribution of the Comprehensive Plan, that all the major public and private decisions are made with knowledge and within the framework of the Comprehensive Plan.~~

H. Quality of life

~~POLICYGOAL: 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. Encourage a moderate rate of population growth and maintain a balanced population age structure.~~

~~GOALS/POLICIES:~~

- ~~1. Attract and retain businesses and industries which provide livable wages and benefits. Attract industries which provide appropriate employment opportunities.~~
 - ~~2. Promote and support a wide variety of housing options appropriate for every stage of life. Provide appropriate housing opportunities.~~
 - ~~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. Provide a broad range of public services and facilities such as schools, medical and social services, and police and fire protection.~~
- ~~3.4. Promote a city which provides and maintains the infrastructure necessary for all modes of transportation needed by the city's residents and businesses.~~

~~POLICYGOAL: Continuously improve the general welfare of Mora's present and future residents, while respecting and protecting their individual choice. Improve the overall environmental quality and insure the general welfare of Mora residents (present and future) as a whole, while protecting their individual choice.~~

~~GOALS/POLICIES:~~

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

~~POLICY: Encourage senior living developments and services in order to help seniors remain in the community.~~

~~GOALS:~~

- ~~1. Work with the Mora Housing & Redevelopment Authority (HRA) and other agencies to encourage and create additional senior living developments and services in the community.~~

Implementation

The completion of this update of the Mora Comprehensive Plan represents the first step 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; ~~however, these also need to be updated on a regular basis to ensure uniformity and coordination of land use efforts.~~

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

1. Capital Improvement Program;
2. ~~the~~ Zoning Ordinance;
3. ~~r~~ Subdivision Ordinance;
4. ~~r~~ Shoreland Ordinance; and ~~the~~
- 4-5. Floodplain 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.

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, Subdivision 5 defines a land use plan, "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 type 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 semi-public uses or any combination of such uses."

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 ~~would-should be~~ more than enough land area to accommodate ~~projected the likely amount of~~ population growth and anticipated land use requirements through ~~2020~~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. To maintain some flexibility in the housing market, a vacancy rate of at least 0.9% (2000 owner occupied vacancy rate) is provided. A 3% vacancy rate is desirable to ensure an adequate supply of homes across the spectrum of housing styles and sizes. ~~Therefore~~ Therefore, total housing stock is slightly greater than occupied housing, plus vacant housing.

The following calculations project housing demand through 2030. The following assumptions, ~~made by staff, are~~ included in the ~~following~~ calculations that follow:

- 1) The vacancy rate of 0.9% will likely not continue.
- 2) A vacancy rate of 3% is desirable.
- 3) ~~The current household sizes in Mora will continue to remain in the range of 2.15 to 2.25 persons per household of 2.23 will stay constant. (Projections for household sizes are not yet available from the State Demographer or State Planning Agency.) The calculations are based on census data for the year 2000, and population projections for 2010, 2020 and 2030.~~

Housing ~~needs unit and acreage~~ projections ~~for years 2010, 2020 and 2030~~ are based on the following formula:

- 1) $(\text{Population} / \text{household size } (2.23/2.0)) \times \text{vacancy rate } (1.03) = \text{the number of housing units expected to be needed in the future. Subtracting the calculated existing number of housing units from this total results in the number of new housing units needed.}$
- 2) $\text{Housing units} \times 10,000 \text{ (required lot size in square feet)} / 43,560 \text{ (square feet in an acre)} = \text{total number of acres needed to accommodate the new housing units.}$

The resulting calculations using these assumptions 123.1 acres does do not include streets, parks and other land, ~~etc.~~, 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 are made on many variables and should be used only as general indications of what could happen under a combination of assumed conditions, 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 projected-actual population, would change result in a different set of housing 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

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

Year	Population	Housing Units	Unit Net Gain	Additional Acreage
2000	3,193	1,471	-	-
2010	3,792	1,751	280	64.3
2020	4,150	1,834	83	19.1
2030	4,346	2,007	173	39.7
Total				123.1
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 5.18 square miles of land above water, the current city boundaries contain about 3,315 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-Highway Business District, and along Forest Avenue and Union Street, which serves as the Central-Downtown Business District. The General-Highway 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-Downtown Business District functions as "Main Street", providing a pedestrian oriented district that discourages highway-oriented ~~highway-oriented~~ land uses. The Central-Downtown Business District is the older of the two commercial areas. It is proposed that the Central-Downtown Business District will maintain its role as the downtown-primary commercial district promoting retail and professional services. It is desired that both commercial zoning districts, the Central-Downtown Business District and the General Business District, work in harmony with each other in a spirit of cooperation and connectedness for the benefit of both areas.

Downtown Business District Improvements

Improvements that should be considered in the Downtown 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. While the Central Business District has encouraged a theme for exterior building improvements, other improvements that should be considered are the formal adoption of a facade ordinance, sidewalk plan and additional public parking areas.

Highway Business District Improvements

Improvements that should be considered in the Highway Business District include efforts to encourage additional landscaping and aesthetic improvements to businesses and parking areas. The City should also work with MN DOT to seek improved pedestrian crossings across Highway 65, in particular.

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. Much of the area north of Highway 23 and east of Highway 65 is proposed for industrial and related land uses including appropriate commercial uses.

As the City's Industrial Park is filled up, potential areas for industrial uses to locate would include the lands at the southeast corner of the Highway 23 and 65 intersection as well as areas closer to the southern intersection of Highway 65 and 23 (in the northwest quadrant of this intersection).

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 School District No. 332, 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, improvements to recreational and social opportunities on Lake Mora's shoreline frontage, 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 pPark and playground land ~~is recommended to 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 Commission), increased~~ and a system of paths and trails for alternative transportation.

~~It is not intended that all areas should, however, be maintained as open space through zoning.~~

Land Use Compatibility

~~In previous sections of this report, the historic growth trends involving land use have been identified and the existing land use pattern of Mora presented and analyzed. The primary purpose of this section is to evaluate the appropriateness of the existing land use arrangement and patterns in the area and to suggest guidelines for insuring-ensuring compatible relationships among the various categories of land use. Land use compatibility refers to the interrelationship existing between one land use and another use.~~

~~Upon even superficial analysis, it becomes apparent that improving the relationship between various land forms could result in a more sound utilization of the land and financial resources in the area. Obviously, these valuable resources of both land and financial capital can be saved through the efficient and effective development of communities. The appropriate community development can best be attained through the harmonious and compatible arrangement of various forms of land use.~~

~~By insuring-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. Despite the advantages of communities with orderly land use arrangements, many examples can be identified where land uses have not been placed in the most desirable relationships. These examples include land uses whose arrangement does not benefit the overall community, where a poor choice of land use has been made, and where the potential for conflict among land uses has been introduced.~~

~~Land use planning must consider other relationships that are far less tangible and, therefore, more difficult to isolate and identify. These relationships involve such questions as community vitality, ecological balance and the social fabric. In the final analysis, these less tangible relationships may be more significant, for they strive to maximize the interrelationship between people and the way their land is used. 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

~~Planners and others concerned with community development strive to achieve compatibility of land use for two basic reasons; one is positive, the other is negative. The negative reason for seeking land use compatibility recognizes that conflicting land uses cause an economic, physical and social "drain" on the community where the conflict occurs. Incompatibility can affect the vitality of a community.~~

~~From a positive viewpoint, land use compatibility should be seen as a means of attaining the most beneficial interrelationship of land uses. By achieving this goal a community with a sound overall structure and vitality will be created and preserved.~~

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", since it is only a "one way" beneficial relationship.

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 schools and playgrounds located in close proximity to residential areas. Conversely, it is desirable to have the playgrounds 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 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. Also, heavy industry is considered an undesirable land use for educational and institutional facilities.

Commercial activities 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 24 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 summarized 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.

Table 23

	1. Residential Low Density	2. Residential Medium Density	3. Residential High Density	4. Central Business District	5. Shopping Center	6. Highway Oriented	7. Light Industry	8. Heavy Industry	9. Institution	10. Recreation	11. Utility Sites	12. Transportation	13. Agriculture	14. Woodlands
1. Residential Low Density	D													
2. Residential Medium Density	D	D												
3. Residential High Density	Q	D	D											
4. Central Business District	Q	D	D	D										
5. Shopping Center	U	Q	D	D	D									
6. Highway Oriented	U	Q	D	U	Q	D								
7. Light Industry	U	U	Q	Q	D	D	D							
8. Heavy Industry	U	U	U	Q	Q	Q	D	D						
9. Institution	Q	Q	D	D	D	Q	Q	U	D					
10. Recreation	D	D	D	D	D	U	Q	Q	D	D				
11. Utility Site	U	U	U	D	D	D	D	Q	U	D	D			
12. Transportation	U	Q	D	D	D	D	D	Q	U	D	D			
13. Agriculture	D	Q	Q	U	U	U	Q	Q	Q	D	Q	D	D	
14. Woodlands	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Notes: D=Desirable Land Use Relationship
 U=Undesirable Land Use Relationship
 Q=Questionable

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 a harmony between areas.

COMMUNITY FACILITIES AND PUBLIC SERVICES PLAN

Minnesota Statute 462.352, Subdivision 5 describes 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 semi-public 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 22 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 2000 Census states that over 90% of all residential units are on City water. The existing water system serves approximately 1,160 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.

In January 2003, SEH, Mora's City Engineering firm, completed a feasibility study for expanding water and sewer infrastructure in the South East corner of the City. This study recommended construction of a trunk water distribution system as well as wastewater collection infrastructure. Costs in 2003 dollars to provide this infrastructure to already developed parcels was estimated at \$2.027 million.

Sanitary Sewer

Mora's sanitary sewer system consists of a collection system which utilizes seven lift stations and a treatment plant. The capacity of the treatment plant is 1,200,000 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. The 2000 Census indicates that nearly all residential units are on City sewer. 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.

Treatment of sewage from the City of Quamba and Mud Lake (a.k.a. Quamba Lake) will be treated by the Mora Waste Water Treatment Plant. Quamba owns the system up to the connection point at the Mora Airport. The City of Mora will operate the entire system under contract with the City of Quamba and Comfort Township. According to the Wastewater Treatment Feasibility Study dated September 2007, completed by SEH, the existing wastewater treatment facility has adequate hydraulic capacity to

for anticipated 2030 design flows. This report does however suggest making some upgrades in the future years to maintain and improve performance of the facility. It is estimated that new phosphorus removal equipment and construction of a new final clarifier will cost \$3.477 million.

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

The City contains several areas where flooding occurs on a regular basis. Several of these areas include existing dwellings and other structures which are at risk of damages from flooding. Undeveloped areas of the floodplain and flood-prone areas are identified as areas for enforcement of existing floodplain regulations and other efforts to prevent unnecessary harm to property and persons.

Electrical Power Plant

The City of Mora owns and operates an electrical power plant, which is used for peaking power purposes that is dispatched by the Midwest Independent System Operators (MISO) out of Indiana. The plant capacity is 14 megawatts which is sufficient to meet the energy demands of 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. An expansion is in progress in conjunction with the East Central Solid Waste Commission to install a 1.6 megawatt (expandable to 2.5 megawatt) generator at the local landfill that burns the methane from the landfill. The power from this generator will be brought into town on the rural electric distribution system owned by Mora Municipal Utilities. Mora Utilities, through their membership in the Southern Minnesota

Municipal Power Agency (SMMPA), supplies the City electrical demand. As part of SMMPA, the City has an ownership share of the Sherburne County Unit #3 pulverized coal power plant near St. Cloud in partnership with Xcel Energy.

Table 24

Mora Municipal Utilities Past Electric Demand and Forecasted Demand

Year	Max. Annual Demand (KW)	Change (%)	SMPA Forecast Demand (KW)	Change
2000	11546	--		
2001	11699	1.3		--
2002	11934	2.0	12,016	--
2003	11457	-4.0	12,385	3.1
2004	11941	4.2	12,727	2.8
2005	12251	2.6	13,081	2.8
2006	12570	2.6	13,446	2.8
2007	12897	2.6	13,831	2.9
2008	13232	2.6	14,224	2.8
2009	13576	2.6	14,611	2.7
2010	13929	2.6	15,020	2.8
2011	14291	2.6	15,418	2.6
2012	14663	2.6	15,807	2.5
2013	15044	2.6	16,231	2.7
2014	15435	2.6	16,638	2.5
2015	15837	2.6	17,051	2.5
2016	16248	2.6	17,474	2.5
2017	16671	2.6	17,890	2.4
2018	17104	2.6	18,319	2.4
2019	17549	2.6	18,747	2.3
2020	18005	2.6	19,175	2.3

Source: Mora Municipal Utility Distribution System Study, March 2006

As shown in Table 24 The projected power demand from Mora Municipal Utilities is expected to increase between two and three percent year-over-year through 2020. For more information on the supply and demand of electricity from Mora Municipal Utilities, please see the Mora Municipal Utility Distribution System Study completed by SEH and dated March 2006.

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:

Municipal Library	Gas Utility	Municipal Liquor Store
Telephone Service	Law Enforcement Police Protection	Fire Protection
Solid Waste Disposal	Aquatic Center	Electric Utility
Parks & Trails	Cable Television	Oakwood Cemetery
Internet	Municipal Airport	

Table 25

Mora School District 332 ~~Student Population~~ Enrollment -- Data from ISD 332 January 2009

Year	1999-2000	2001-2004-2005	2002-2009-2010	2003-2014-2015	2004-2019-2020	2005	2006	2007	2008
Student Population	1993 2038	1950 1935	1954 1778	1904 1674	1869 1664	1889	1883	1879	1865

Source: Minnesota Department of Education

Table 26

Mora School District 332 Projected Enrollment 2009 - 2020 - Data from ~~ISO-ISD 332~~ Fall 2007

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Enrollment	1876	1871	1867	1871	1876	1879	1883	1889	1897	1905	1913	1921	1929

Commented [BJO13]: Working with City/School District Staff to determine if this table can be updated.

Table 27

Kanabec County Births—Data from ISO 332 Fall 2007

Year	2000	2001	2002	2003	2004	2005	2006	2007
Kanabec Co. Births	158	161	165	168	171	175	178	181

	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

Three school facilities are located within Mora School District #332 with a ~~2008-2009~~2019-2020 enrollment of 1,801 (as of January 2009). ~~Mora Fairview Elementary School (grades PreK-2) has 431-863 students (down from 980 in 2008-2009); Trailview Elementary School (grades 3-6) has 549 students;~~ and, Mora ~~High Secondary School~~ (grades 7-12) has 722 students (down from 821 students in 2008-2009). As the current school facilities age, namely Mora High School and Fairview Elementary, it is likely the school district will need to consider extensive rehabilitation or construction of new facilities in the future. The school district does currently own a tract of land adjacent to the Trailview Elementary School which could be used to accommodate future construction.

Commented [BJO14]: Working with City Staff to update this language.

TRANSPORTATION FACILITIES PLAN

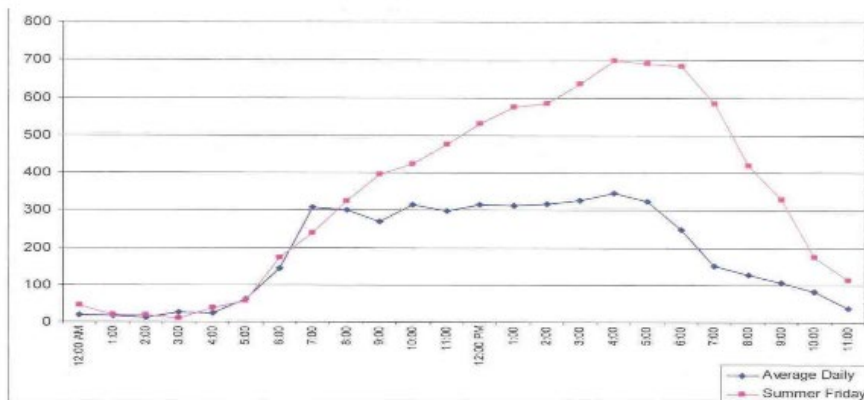
Minnesota Statutes 462.352, Subdivision 5 describes a transportation plan as follows, "Transportation Plan means a compilation of policy statements, goals, standards, maps and action programs for guiding the future development of the various modes of transportation of the municipality and its environs, including air space and subsurface areas necessary for mined underground space and subsurface areas necessary for mined underground development 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. The 2004 traffic counts and 2026 traffic forecast show a steady traffic increase. The Minnesota Department of Transportation does not anticipate State Highways 23 and 65 reaching capacity within the next 20 years.

Graph 2

Seasonal Traffic Variation- Northbound Highways 23 & 65 between Portage Avenue and Clark Street - 2005



Source: MNDOT Highways 23 & 65 Corridor Study, December 2005.

State Highways 23 and 65 through Mora see heavier traffic than average on weekends as they are major routes between the Twin Cities metro area and northern Minnesota, as shown on Graph 2.

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

Table 29

Year 2006 and Projected Year 2030 Average Daily Traffic Volumes

Location	2006 Volume	2018 Volume	2030 Projected Volume
----------	-------------	-------------	-----------------------

TH 65 South of S. Jct.	7,900	<u>7,000</u>	12,900
TH 23/TH 65 between S. Jct. and Snake River	10,800	<u>11,800</u>	19,500
TH 23/TH 65 between Snake River and Clark	11,500	<u>11,400</u>	19,800
TH 23/TH 65 between Clark and N. Jct.	14,800	<u>13,300</u>	22,000
TH 65 North of N. Jct.	6,700	<u>6,000</u>	8,900
TH 23 West of S. Jct.	5,500	<u>5,800</u>	8,000
TH 23 East of N. Jct.	10,000	<u>8,000</u>	14,300

Source: Minnesota Department of Transportation.

Table 30

Annual Average Daily Traffic (AADT) for TH 23/65

	North of the North Junction of TH 23/65	South of the North Junction TH 23/65	East of the North Junction of TH 23/65
Year	AADT	AADT	AADT
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	5,900	10,900	8,000
2002	7,900	12,900	8,800
2006	6,700	14,800	10,000

Commented [BJO15]: Working to update this table.

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 Highways 23 and 65 corridor. After reviewing traffic counts, projected traffic counts, community input, traffic crash data and other information, several proposed changes to the corridor were made. Illustrations of these proposed changes are attached as Map 1 and Map 2. For more information on the proposed upgrades to the State Highway 23 and 65 corridor, please refer to the MNDOT TH Highway 23 & 65 Corridor Study in Mora, December 2005.

Airport

The Mora Municipal Airport is located approximately 60 miles north of the Minneapolis/St. Paul metro area. Its service area includes the communities of Mora, Onamia, Wahkon, McGrath, Pine City, Brook Park, Milaca, Ogilvie, Bock, Henriette, Quamba, Grasston and Braham. The total historical and projected future operations at the airport are shown below as Table 32. A joint City, Township and County Zoning Board is in place to deal with airport land use issues. After a rehabilitation project was completed in 2007, the existing main runway is 4,800' in length. The cross wind runway has been abandoned and a new 3,150' by 150' turf cross wind runway is under development. The new location of the cross wind runway will minimize impacts to the environment and to surrounding land uses.

Table 31

Airport Operations (take-offs or landings) Forecast

Year	Operations
2005	15,000
2010 (Base Year for Forecast)	15,705,400
2015 2012-2015	16,443 10,828
2025 2016-2020	18,026 11,824
2021-2030	15,164
Average annual growth rate:	-.92%
2007—5010 Form indicates 15,000 operations	

Commented [BJ016]: Working to see why these updated numbers seem so different than previous (i.e. if I'm making an apples to apples comparison)

Source: ~~2006-MnDOT Office of Aeronautics 2011 Inventory Survey and Airport Database & JNTB Analysis~~ Minnesota State Airports System Plan

Park and Recreational Facilities

The Community Priorities determined by the Comprehensive Plan ~~Ad Hoc Task Force project~~ Committee, (refer to Appendix A), identifies parks, recreational and cultural activities as high priorities.

In March of 1993 the City Council adopted the Comprehensive Parks and Recreation Plan for The City of Mora, MN. This portion of the Comprehensive Plan is taken from the Comprehensive Parks and Recreation Plan for The City of Mora, MN, prepared by the City of Mora and the Mora Parks and Recreation Advisory Board and funded by the Central Minnesota Initiative Fund. The purpose of the Parks and Recreation Plan for The City of Mora is to help develop, provide, and maintain safe and fulfilling recreation, facilities and programs. As part of the Comprehensive Parks and Recreation Plan, the Mora Parks and Recreation Board put together a survey and mailed it to every home and business in Mora. A few surveys were also sent to an adjoining area served by City Utilities. The survey had a very good rate of return, 18%, or 241 returned out of 1,340 mailed. Most returns were by residents, while the returns by local businesses, HRA residents, and rural areas were not in themselves different enough from the norm to skew the results. Survey respondents were by far in the 25 and over age group, with those 50 years of age or over making up over one half of the respondents. The results are most likely prejudiced towards the desires of those over 50 years of age. Returns by gender were almost 50/50. A large majority of respondents (82%) had used Lions Park (Kids Kingdom), with 68% using the City Park, 45% using the Pool, 20% using Jaycees Park, and lesser percentages using the other parks. One surprise was with the use of the Sand Volleyball Courts, 7% said they had used it, with it being open less than one year. A majority of respondents felt the City had enough facilities (64%), but 53% said they would like the Parks and Recreation Board to pursue concerts and theater programs. Only 26% responded that they were willing to pay higher taxes for more facilities with 40% supporting user fees for additions to facilities or programs.

On the question of MAYRA and Community Education, only 32% wanted to see the Board take a more active role in these areas. To the question, what other facilities would you like to see built, by far the

largest response was for Walking/Bike Paths, with 27 people asking for additional paths. In programs, 63 people asked for the emphasis to be placed on maintaining what the City already has.

Trail Plan

The City has constructed and maintains approximately 4 miles of paved, multi-use trail which extends from the Kanabec History Center north to Trailview Elementary School and east to Highway 65.

The Park Board adopted a Trail Plan in March of 2008 which identifies four new sections of trail to be added to the system. The four sections will ultimately create a looped system. The City anticipates the construction of the 2.3 mile Spring Lake Trail to occur in 2009.

The Trail Plan is attached as Map 3.

The Park Board has prioritized the four new sections as follows:

1. Spring Lake Trail (from Highway 65 N to Highway 23 E)
2. Downtown Trail (through the former railroad corridor)
3. Northwest Trail (from present trail at Oakwood Cemetery to present trail at former railroad corridor via Canoe Park)
4. Southern Trail (connecting to existing trail north of History Center and continuing south and easterly to Snake River Bridge on Highway 65 and continuing easterly to Oslin Road and northerly to Highway 23)

Commented [BJO17]: This section to be updated by City Staff.

RECREATIONAL SITES PLAN

Mora has 18 recreational sites. The following describes the characteristics of the parks and recreational sites. Table 32 is an inventory of the sites.

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

This fully developed park provides the City with a very valuable recreational area because of its facilities and location. It offers a mix of passive and active recreation adjacent to the Mora Downtown area, including tennis courts, basketball courts, shelter house, a play area and a gazebo. 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

Part of the Kanabec County Fair Grounds, this park is technically not a City park, but is under the control of the Kanabec County Agricultural Society and the Lions Club, but through 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 and restrooms.

Aquatic Center/Skateboard & Bike Park

Open from June through August, the large, heated public pool is a valuable asset to the areas recreational needs. Its unique features include a large shallow area, and the professional staff handles approximately 800 swimming lessons a year. It is an older pool, but has been updated over the years, with future plans to keep it up to modern standards. A new addition to this location is the skateboard and bike park.

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 statue of the Skier, 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 20 years. It is an undeveloped site that borders Lake Mora and Hwy 65. It is mainly hilly and treed, and has little access or use at this time.

Jaycees Park

Built in the early 1980's, this park is platted on a section of the Oakwood Cemetery property at the north end of the City. Its main use is as a softball facility, and is used heavily during the summer months. It is a popular site, but needs upgrading of both the bathrooms and the fields. For a number of years the City has done basic maintenance, with the remainder left to sponsoring organizations. The City and County recently built a bike path to this site.

Canoe Landing

This site is still fairly primitive, with a minimal amount of amenities. It has considerable frontage on the Snake River, with decent parking, and access for canoes. Shoreline stabilization and regeneration with native plants was done in 2006. Construction is anticipated to begin on a new canoe landing in 2008. This site is used by canoeists, fisherpeople and picnickers.

Sunrise Park

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

Keystone Park

This little known park, located on the north side of the City, is the site of a small picnic area. This park is also the site of a future trail extension (refer to Map 3).

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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.

Fair Grounds

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 Fair Grounds.

Mora Civic Center/MAYRA Complex

Located on the Fair Grounds, the Mora Civic Center, and adjacent owned and maintained MAYRA rinks and buildings offer the opportunity for indoor and outdoor hockey, skating and events. The MAYRA program also offers summer ball programs located at the Jaycees Park.

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.

~~Trailview School~~ Mora Elementary School and Community Wellness Center

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

Commented [BJO19]: This section to be updated by City Staff.

~~Fairview Elementary School~~

~~Mainly used by students, this site does offer a play area, softball fields, basketball courts, as well as indoor gyms.~~

In addition to the numerous parks and recreational facilities, the community prides itself on its annual festivals and activities. Some of these festivals and activities include, but are not limited to, the annual City celebration, the Mid-Summer Swedish Festival, the East Central Home Show, the Mora Classic Series (Vasaloppet Cross Country Ski Race, Snake River Canoe Race, Mora Half Marathon and Mora Bike Tour) and the Kanabec History Center's Lemonade Concert Series.

Table 32

City of Mora Recreational Site Inventory

City Park	Lions Park/Kids Kingdom	Jaycees Park
5 Acres	Less than 2 Acres	10 Acres
Swings	Restrooms	3 Softball Fields
3 Toddler Swings	1 Pay Phone	Parking Lot
2 Spring Animals	1 Dala Horse (Large)	Restrooms
2 Sand Scoopers	1 Flag Pole	1 Play Apparatus
1 Merry-Go-Round	1 Picnic Shelter	Concession Building
2 Slides	12 Tables	Grand Stands
5 Benches	4 BBQ Grills	
1 Picnic Shelter	1 Flower Bed	
1 Bell Tower	1 Large/Multi Stage Play Area	
1 Basketball Court (3 nets)	1 Bike Park	
1 Drinking Fountain	Skateboard Park	Bike Park
1 Tennis Court	1.03 Acres	1.03 Acres
1 Sand Volleyball Court	Quarter Pipe	Grind Ledge
1 Older Play Apparatus	Grind Box	Grind Box
1 Modern Play Apparatus	Grind Rail	Quarter Pipe
Gazebo	Street Spine	Launch Box – Quarter Pipe to Bank
Parking Lot		Bank
Restroom		Flat Grind Rail
Keystone Park	Peterson Park	Ole Park
34.09 Acres	15 Acres	.25 Acres
Undeveloped	Undeveloped	Sister City Monument
Wooded	Wooded Park	Skier Statue
Lakeshore	Lakeshore	3 Flags/Poles
1 Picnic Table	1 Stone Monument	
Sunrise Park	Aquatic Center	Oak Park
.32 Acres	Less than 1 Acre	Less than 1 Acre
1 Picnic Shelter	1 Swimming Pool	Located within Edgewood
2 Picnic Tables	Diving Area	Manufactured Home Park
1 Grill	Large Shallow Area	4 Swings
1 Volleyball Court	Pool House	2 Sand Scoopers
	Parking	1 Storm Shelter
Canoe Landing	Fox Run Park	
3.62 Acres	Less than 1 Acre	
1 Picnic Table	Undeveloped Site Located within Fox	
400 Foot River Frontage	Run Neighborhood	
	Non-City Recreational Site Inventory	
Mora High School	Fairview Elementary School	Trailview School
1 Football Field/Track	Large Open Space	8 Tennis Courts
2 Practice Fields	1 Basketball Court	Baseball and Softball Fields
1 Softball Field	3 Slides	Practice Field
2 Tennis/BB Courts	2 Merry-Go-Rounds	Soccer Fields
Play Area	3 Climbing Apparatuses	Outdoor Track
Indoor BB Courts/Gyms	2 Softball Fields	Playground Equipment
	12 Swings	Parking
	1 Wooden Play Structure	
	Indoor BB Courts/Gyms	
Fair Grounds	Mora Civic Center/MAYRA Complex	Kanabec County Historical Society
Large Open Spaces	Civic Center-Multi Use	Skiing/Hiking Trail
Grand Stand	3 Lighted Outdoor Rinks	Parking
Arena	Warming House	Fitness Route
Various Out Buildings	Concession Area	

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 5.02 square miles. Because the Mora planning area extends beyond Mora's current corporate limits, coordination with adjacent townships and the County should be encouraged.

Commented [BJO20]: To be verified

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.

DRAFT VI



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 sq ft Public Service Building.

A 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 North at the northeast section of Mora's historic downtown.

Mora Dala Horse

The twenty-five foot Dala Horse was constructed in the early 1970s by the Mora Jaycees. The intent was to provide the City of Mora with not only landmark to the city's Swedish heritage, but would also serve as a tourist attraction. (Source: Mora Area Chamber of Commerce, 2020 Visitors Guide)

The statue is a replica of the Dalecarlian horses hand carved in Mora, Sweden. It was constructed and decorated in 1971 by the area Jaycees, and presented to the community "As a reminder of their cultural heritage and as a tourist attraction."

The Dala Horse weights in at 3,000 lbs. and is 22 ft. tall, 17 ft. long, 6 feet wide. It was manufactured in fiberglass by FAST in Sparta, Wisconsin. (Source: RoadsideAmerica.com)

Where to Find It: The Dala Horse can be found at the entrance of the Kanabec County Fairgrounds. 701 South Union Street.

