

CITY OF JENKINS

Minnesota



COMPREHENSIVE PLAN
Adopted 2020

Acknowledgements

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THANK YOU

It was through the guidance and leadership of the Jenkins Planning Commission, City Council and City staff that this Comprehensive Plan update has come to fruition. Their work on updating the Comprehensive Plan and vision makes this plan a policy guide for the future. The photos located throughout the document highlight the activities and natural setting around Jenkins.

CITY STAFF

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VISION STATEMENT

Known as the “Gateway to the Whitefish Chain,” the City of Jenkins provides a semi-rural setting with housing and business opportunities for the community, while providing easy access for residents and visitors to State Highway 371 and the Paul Bunyan Trail.



GUIDING PRINCIPLES

- Improving road maintenance, which includes paving, safety aspects, and snow plowing within the City.
- Continue planning and promoting for the expansion of Minnesota State Highway 371.
- Supporting a year-round economy and job opportunities in Jenkins and the surrounding area.
- Improving and enhancing the appearance of Jenkins, specifically properties adjacent to Minnesota State Highway 371 in ways that encourage safety and a sense of community.
- Promoting a variety of housing and redevelopment of housing for a range of densities, types, and price points.
- Highlight, maintain, and enhance the recreational assets and opportunities located within and surrounding the City.

Executive Summary

The Comprehensive Plan is a plan that serves as a blueprint to a community to assist them in realizing their vision. It is important that the community use the plan and refer to it often. The elected officials will need to direct their energy and resources to work towards the identified goals. The plan gives direction to elected and appointed officials by providing implementation strategies that will allow them to focus their efforts. It helps to set priorities so that efforts will not be wasted on issues that are not as important to the community. However, the Council must recognize that change is necessary and, at some point, amendments or updates to the plan may be necessary and desirable.

The 2008 Comprehensive Plan was reviewed by City staff and the Planning Commission, and updates were made to complete the 2020 Comprehensive Plan redesign. The 2020 Comprehensive Plan carried forward most of the content from the 2008 Plan including goals, policies, and the priorities from the previous plan. To supplement information from the previous plan and data from the 2007 community visioning session, a smaller survey was distributed to the residents, which identified the following priorities for the City:

- Improving the appearance along and through Jenkins adjacent to State Highway 371
- Improving road maintenance which includes paving and snow plowing of city streets
- Planning for State Highway 371 expansion
- Supporting year-round economy and job opportunities
- Providing a variety of housing options

The 2020 Comprehensive Plan provides a similar content to the 2008 plan with strategic updates to content and graphics, as well as changes to the overall visual layout of the plan.

The 2020 plan consists of seven core sections:

1. Introduction
2. Land Use
3. Housing
4. Economic Development
5. Parks and Trails
6. Transportation
7. Implementation

**“SHOW THAT THIS IS A GREAT
COMMUNITY TO LIVE, WORK,
PLAY, AND START A
SUCCESSFUL BUSINESS.”**

HOW TO USE THIS PLAN

The Comprehensive Plan is a leading policy tool that provides a series of steps to help achieve the shared community vision. This plan will help citizens and local leaders work together more efficiently to guide future growth and development within the City. The plan represents a shared vision for the future and a strategic map to reach that vision. The plan provides broad recommendations to guide and manage growth and development. These broad recommendations come in the form of goals and policies **that express the City’s aspiration for the future.**

v

Efforts to implement the plan’s vision, goals, and strategies began at adoption. This living document should be used for the day-to-day activities of City officials and staff, and they should reference the document as needed to justify specific actions. This plan should be easily accessible to elected and appointed officials and City staff and should be explicitly referenced in land use decisions. Comprehensive Plans are generally intended to provide direction for 10 to 20-year time horizons; however, plans are most effective when updated every five years.



01

Introduction

WHAT IS A COMPREHENSIVE PLAN

The Comprehensive Plan is the leading policy tool that can help citizens and local leaders work together to more efficiently guide future growth and development. At the same time, this document can aid in protecting the **community's quality of life and identity**.

Comprehensive planning is an important tool for cities to guide future development of land to ensure a safe and economical environment for residential, commercial, industrial, and public activities. In addition, planning can help:

- Preserve important natural resources, agricultural land, and other open lands.
- Create opportunity for residents to participate in **guiding a community's future**.
- Identify issues, stay ahead of trends, and accommodate change.
- Ensure that growth makes the community better, not just bigger.
- Foster sustainable economic development.
- Provide an opportunity to consider future implications of **today's decisions**.
- Protect property rights and values.
- Enable other public and private agencies to plan their **activities in harmony with the municipality's plans**.

AUTHORITY TO PLAN

The State of Minnesota gives its communities the legal authority to adopt a plan according to the Municipal-Planning Act, Statute Sections 462.351 to 462.353. These statutes create a single, uniform procedure that applies to all cities (462.351-462.359). The Comprehensive Plan provides the legal framework to enact land use control and other municipal actions to implement long-term growth and **development regulation strategies**. The City's land use (zoning) ordinances and official zoning map should be updated to conform to the Comprehensive Plan pursuant to adoption.

**“IN ESSENCE, A
COMPREHENSIVE PLAN IS
AN EXPRESSION OF THE
COMMUNITY’S VISION
FOR THE FUTURE AND A
STRATEGIC MAP TO
REACH THAT VISION.”**

- League of Minnesota Cities





PURPOSE OF THE COMPREHENSIVE PLAN

The Plan provides a series of steps to help achieve the shared community vision. This plan will help citizens and local leaders work together more efficiently to guide future growth and development within the City. This document will provide the policy framework that the City will use to help guide future decision-making efforts. In addition, it honors and emphasizes past planning efforts and paints a future vision created by community input and public participation. The content in this plan is the blueprint for Jenkins and will guide the use of every parcel in city limits, both public and private. All land use decisions need to be determined by the goals and strategies outlined in this plan. The goals, strategies, and action steps will help provide direction as to how to solve for current issues, future trends, and the desires and aspirations of the community.

PLANNING PROCESS

Content from the 2008 Comprehensive Plan was reviewed and recommendations were presented to the Planning Commission for recommend updates to the 2020 Comprehensive Plan. Through the guidance of the Planning Commission, a new community vision statement was created, as well as the completing of a 5-question community survey that supplemented community input from the larger community visioning session, Jenkins Vision Quest, that was held on April 29, 2007. Approximately 115 people attended Jenkins Vision Quest, where community concerns, issues, and visions were discussed. The information gathered from Jenkins Vision Quest was recorded, reviewed, and refined at later meetings. The Planning Task Force also held several meetings to discuss the results of the public meeting, and additional small group meetings developed the priorities and content for the 2008 Comprehensive Plan. City staff and Jenkins Planning

“...ENTRANCES INTO TOWN SHOULD BE DEFINED AND MONEY SPENT ON CURB APPEAL.”

- Survey Respondent

Commission acknowledged many of the same priorities identified in the 2008 Comprehensive Plan that still hold true today and requested the 2020 Comprehensive Plan reflect many of the same priorities and concepts.

COMMUNITY ENGAGEMENT

The Jenkins Healthy Community Partners taskforce held a pig roast and visioning session called “Jenkins Vision Quest” on April 29, 2007. Over 115 people came together to help form a vision for the Jenkins area.

This event was sponsored and facilitated by the *Initiative Foundation*. The taskforce members planned and put on the event, which served as the kickoff for the updating of the Jenkins Comprehensive Plan. Through the *Jenkins Vision Quest* process, the following community assets and community challenges were identified:

Community Assets

- Businesses are pleasant to deal with
- Country atmosphere
- Lakes and streams
- Parks and a variety of outdoor recreation
- Access to Highway 371
- Welcoming new businesses
- Leisure lifestyle
- Close to emergency and health services
- Good school districts (with two to choose from)
- Spacious residential lot sizes

Community Challenges

- Unkept properties
- No building code inspection
- Lack of local shopping
- Little for youth and teens to do
- No public beach/swimming program
- Lack of water treatment
- Shortage of senior housing/low income
- No local medical facility
- Lack of cultural/social events
- Signal lights at Crow Wing County Road 15
- State Highway 371 is dangerous

While many issues and challenges surfaced at the Vision Quest meeting, residents were generally pleased with their community and what it has to offer them. The biggest issue was to clean up unkept properties and the appearance along Highway 371. Most people realize that the proximity of Jenkins to Pequot Lakes, Pine River, and Brainerd make it difficult for some businesses and services to locate here. While seen as a challenge, they also recognize that their proximity to other communities is an asset for them.

“...KEEP IMPROVING 371 THROUGH TOWN. MAKE THE FRONTS OF THE BUILDINGS DOWNTOWN LOOK NICE AND NEAT.”

- Survey Respondent



MINI SURVEY

To supplement information from the previous plan and data from the 2007 community visioning session, a smaller survey was distributed in 2018 to the residents, and they were asked the following questions:

1. **What should the City's short-term priorities be? (0-5 years)**
2. *When it comes to growth and development, what is Jenkins greatest challenge?*
3. *What do you see as the two most important issues facing the City of Jenkins today?*
4. *Where specifically throughout the City would you like to see improvements?*

The information from the mini-survey questions was collected and grouped into the following themes:

- Improve the appearance along and through Jenkins adjacent to State Highway 371
- Improve road maintenance which includes paving and snow plowing of city streets
- Plan for State Highway 371 expansion
- Support year-round economy and job opportunities
- Provide a variety of housing options

Although there was more than ten years between the community input gathered as part of the 2008 Comprehensive Plan and the results from the mini-survey as part of the 2018, many of the same priorities were recognized including:

Code enforcement – Code enforcement issues received high priority ranking, most notably the unkept properties within the City and specifically improving the visual appeal of the community along the Minnesota State Highway 371 corridor.

Housing – A shortage of housing types that could accommodate groups, such as senior and low-income. Housing types could include patio duplexes and townhomes.

Transportation – Which highlighted planning for the State Highway 371 expansion north towards Pine River, improved bicycle and pedestrian crossing around town, and maintenance of local city streets.

Economic development and jobs – Supporting a year-round economy and create job opportunities.

Community programming and facilities – More cultural, educational, youth, adult and senior involvement programs and facilities.



COMMUNITY OVERVIEW

Located in north central Minnesota in Crow Wing County, Jenkins is 75 miles north of St. Cloud and approximately 125 miles northwest of Minneapolis. The 2019 State Demographer estimated a total of 458 people live in Jenkins.

The village of Jenkins was incorporated in 1904 under their official name. The first rail line, built by Brainerd and Northern, came through Jenkins in 1895. Passenger trains continued until 1963 and freight trains until 1980. The former railroad line is now the Paul Bunyan Trail, a multi-purpose recreational trail.

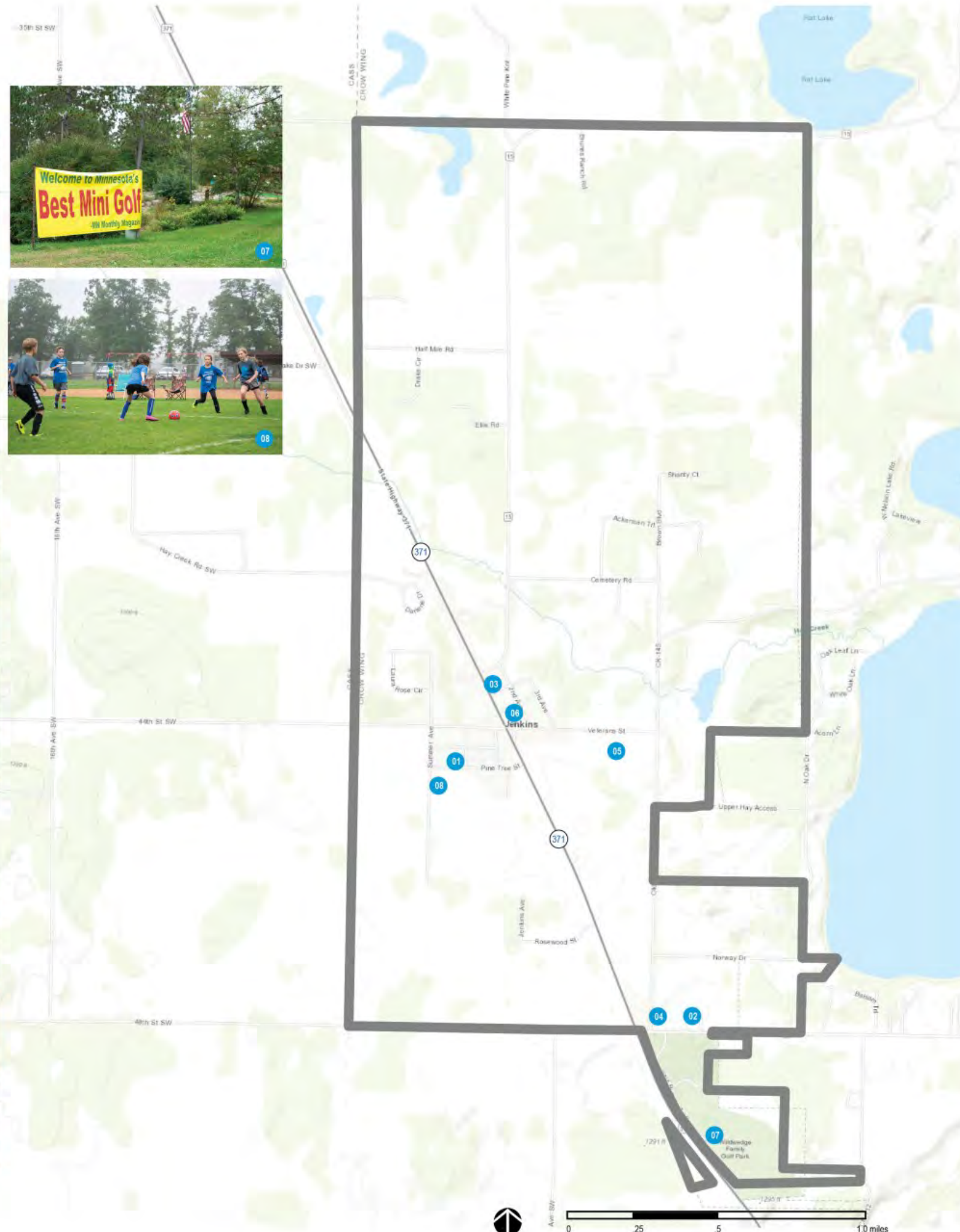
School began in Jenkins in 1904, and in 1920, a two-story brick building was built in the west end of town. The school was closed down in 1964 when the Jenkins district consolidated with Pequot Lakes.

In 1908, the first church was built in town. This church was served by ministers of many religious denominations.

Early businesses included hotels, restaurants, grocery stores, boat works, an auto repair shop, a blacksmith, a barber shop, antique shops, a filling station, a lumber yard, saloons and liquor stores, a bank, a railroad depot, a telegraph, a post office, passenger trains, a telephone exchange, a candy and confection store, a millinery department, a pool hall, an ironing board factory, and a livery stable.

Photo Inventory:

1. Jenkins City Hall
2. Sunset Cinema
3. Veterans Memorial Park
4. A-pine Restaurant
5. Pequot Tool & Manufacturing
6. Shops along Highway 371
7. Mini Golf Course
8. Soccer & Baseball Field



COMMUNITY HISTORY

1800's

Trading posts dotted the Whitefish Chain of Lakes.

1870's

Logging brings businesses which helps develop the community.

1886

George and Isabella Jenkins move to the area- manage Clough Brothers Summer Camp at Hay Creek Ranch.

1892

George acquired the Ranch property, operated the business of supplies and delivery to logging camps dotting the Whitefish Chain of Lakes.

1894

George and Isabella Jenkins sell to Brainerd and Northern Railroad Company (BNRC) a 100-foot strip of their property along the railroad.

1895

Railroad arrives to Hay Creek Ranch, expands route to Walker. And with the railroad came: farmers, merchants, bankers, postal workers, and school teachers.

1900's

Logging industry waned during the mid to late 1900's until eventually only pulpwood was hauled along the BNRC line.

1901

J.V. Brower surveyed Fort Poualak, French for "of unknown origin", where remains of earth-built fortifications evidenced early frontier life from 300 years before.

1903

Jenkins becomes organized, then is incorporated into a village. By this time, nearly 350,000 tons of freight and over 25,000 passengers had been hauled on the BNRC line.

1904

Post office established at HWY 371 and Lilac Ave. Logging came, along with workers for the logging camps, farming settlers, creamery, grocers, feed store, mercantile, hardware store, entertainment businesses, school teachers, store clerks, and barbers.

1905

Timber harvesting boom ends. Logging camps slowly transform into fishing camps, then resorts. Instead of toting supplies from the train to the logging camps, residents worked toting tourists to the lake resorts.

1920's

Other businesses sprouted- Gleason Boats crafted wood boats for area resorts. Original buildings such as Underdog's Restaurant were built long ago and are still a part of Jenkins today.

1960's

Passenger and cargo rail service discontinues in Jenkins and surfaced roads become more common. Early in the 1960's, the whole area was annexed into Jenkins.

1965

Jenkins school closes. About the same time, a restaurant opened at County Road 16 and HWY 371. The A-Pine remains today, a fixture of this intersection.

1990's

Good jobs brought by many businesses; movie theater, equipment rental, hotel, manufacturing, and others spurred new growth including housing developments, Veterans Memorial Park, and state-of-the-art ball field.

2017

\$50 million design-build, Highway 371 four lane expansion between Crow Wing CR 18 in Nisswa and CR 16 in Jenkins opened to traffic on Oct. 6, 2017.



DEMOGRAPHIC SNAPSHOT

TOTAL POPULATION*



455

TOTAL HOUSEHOLDS



150

TOTAL WORKERS



71.8%

HOUSEHOLD MEDIAN INCOME



\$42,188

POPULATION CHANGES*



5.8%
SINCE 2010

TOTAL HOUSING UNITS



180

PRIVATE WAGE WORKERS



81%

INCOME GROWTH RATE



-5.2%
SINCE 2010

MEDIAN AGE



29.7

MEDIAN HOME VALUE



\$161,200

SELF EMPLOYED



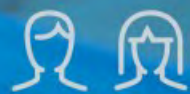
11%

MEDIAN FAMILY INCOME



\$60,625

PERCENT OVER THE AGE OF 65:



6%

HOUSING UNIT CHANGES*



58%
SINCE 2000

AVERAGE COMMUTE



19
(MINUTES)

LEADING INDUSTRY



24%

EDUCATION SERVICES, HEALTHCARE
SOCIAL ASSISTANCE

02

Land Use



Overview

Land use is traditionally the central element of the Comprehensive Plan as it 1) establishes the physical development and configuration of the City, 2) defines the location and mix of land uses, and 3) establishes the infrastructure that supports each land use. The land use plan is a collection of policies. Public and private decision makers depend on it to guide real estate transactions, site plan and project design, and the review and approval process.

Existing Land Use

An inventory of existing land use was completed in the fall of 2007 and reviewed in 2019 by the Jenkins city staff.

Jenkins comprises land of approximately 4.25 square miles or 2,888 acres. The area surrounding Jenkins is predominately forestland and lakes, while the City contains a full-range of urban and rural land uses. Agricultural is the major use of land within city limits at 47%, with residential the next highest use at approximately 36% of the total land area. Commercial use is next with 15%, and industrial is less than 1% of all land use. Open space/parks is approximately 2%, and public use is 0.2% of land use in Jenkins.

Residential

Residential property comprises the second largest use of land in Jenkins with approximately 36% or 1,040 acres used residentially. Residential includes both single and multi-family dwellings. **Lot sizes vary from 25' x 140' near the older center of the City and from two to five acres in the newer subdivisions.** In the older core, near downtown, densities average 5 to 6 units per acre, while in some newer areas there may be 1 unit per two to five acres in more rural settings. Housing styles are mixed, and most homes appear to be in good shape. There is a need for maintenance and repair in some of the older neighborhoods, but in general, housing is well maintained within the City.

In the older City center, homes exist on lots too small to support conforming septic systems and safe wells. If not already failing, many systems will fail in the future because of a lack of land for system upgrades. Approximately 20 homes fall into this category on both sides of Highway 371. Land has been identified in the northern part of Jenkins for future residential development. There is an adequate supply of land available within city limits for residential development in the foreseeable future.

Commercial

Commercial property within Jenkins is spread out along Highway 371 on both sides of the highway. There is some second-tier commercial development in the southeast part of the City. Most of the commercial properties are accessible from Highway 371, but pedestrian travel is not encouraged with the current linear design of the commercial district.

There are currently few empty commercial buildings in Jenkins, but there is land available to be developed commercially. A large parcel of land is available and zoned commercial along County Highway 16, east of Highway 371. The property has good access as a traffic light was installed in the spring of 2008 at the junction of Highway 371 and County 16. This will provide a much needed, protected intersection within city limits.

A business park is located west of Highway 371 and currently has storage-type facilities and a childcare facility located there. There are nine lots remaining that are available for development. Commercial use is approximately 14% of all land use.

Jenkins' commercial district extends along MN Trunk Highway 371 from one end of the community to the other. A downtown business district exists on the east side of the highway in the center of town and extends for a couple blocks. The downtown commercial area is a retail center serving local and area residents. Some service-type commercial also exists in this area. A newer commercial district exists east of the highway on the south, southeast edge of town.

New Commercial

Commercial land is available and ready for development along County Road 16 and the old Highway 371. This property is easily accessible to Highway 371, as a stoplight was installed in the spring of 2008 at the corner of Highway 371 and County Road 16. There is currently an equipment rental business, restaurant, motel, and theater in close proximity to the vacant commercial property. Approximately 45 acres are available, and utilities include electric, cable/ internet, telephone, and natural gas.



Industrial

Industrial land use comprises less than 1 percent of all land use in Jenkins; or 21 acres. Pequot Tool & Manufacturing and Jobe's Wood Products are the two industrial uses located in Jenkins. The business Park is zoned industrial, however without city sewer and water, it is difficult to attract large industry that would require these utilities.

Public

Public land comprises 0.2% (4 acres) of all land in Jenkins. The cemetery and City Hall are the only two properties considered public lands.

Agricultural

Agricultural land currently comprises the most acreage in Jenkins with approximately 1,352 acres or 47% of all land. Much of this land will become large-lot residential developments in the future. Without sewer and water, large lots are necessary for placement of conforming septic systems and wells.

Park/Open Space

Parks and open space comprise approximately 53 acres and include the city ball field located by City Hall, Veteran's Park along Highway 371, and the Paul Bunyan Trail running through Jenkins.

Growth Areas

Typical growth areas are areas within the City that are anticipated to see development within the next 10-20 years and can also be areas outside of a city's current boundaries that are experiencing development pressure and the need for city utilities.

There are currently no growth areas identified outside of city limits. Communication with neighboring townships should be maintained and encouraged to foster good relationships and address future needs concerning growth and development. Even though utilities are not currently available, there are benefits to the township being located inside city limits, such as tax increment financing for development and other economic development tools that may be available to land within city limits.

Although no areas of development have been identified for annexation at the present time, the need exists to monitor development patterns closely to determine future needs.

Existing Residential

Jenkins is a community that believes that quality residential development is important to the future of the City. Existing residential development is one of the most important factors of a high quality of life.

Residential neighborhoods in Jenkins are almost all single-family housing with several manufactured homes found throughout the community. Most of the properties are well-maintained.

Maintaining existing residential areas and encouraging future development are important factors for maintaining the quality of life in Jenkins. The community focuses on its rural lifestyle and its ability to attract families and those looking for affordable housing.

Much of the residential development consists of single-family housing, however, there are two small multi-family apartment buildings in the urban core of the City. More apartment buildings could be built to house seniors and income-eligible families. Housing in need of maintenance should be addressed through the zoning ordinance and building codes. Non-conforming commercial uses existing within residential neighborhoods should be identified and phased-out over time. Preserving the residential character of neighborhoods will strengthen and increase the livability of these areas, in addition to protecting property values.

The roadway system should be reviewed and platted streets that are not developed should either be developed or vacated. Streets that are substandard should be upgraded to city street standards.

Future Residential Growth New Single-Family Residential

In the future land use plan, residential land use is expanded to approximately 46% of all land use. This compares with 36% for existing residential land use. Land in the north end of Jenkins that is currently agriculture has been identified for future residential development. There have been a number of new residential subdivisions platted in this area and new homes are being built. Most of the lots are two acres, and some five acre lots are also scheduled to be developed.

New Multi-Family Residential

The Jenkins community has identified multi-family housing as a need. Housing for seniors and families in both single-family and multi-family (apartment) developments are desired.

Performance standards found in the zoning ordinance regarding off-street parking, landscaping, green space, and setbacks should be reviewed to ensure high quality development.

Future Community Development Commercial

The commercial district has been identified as an area to promote and develop. There are a number of vacant buildings, some in disrepair, that are available for new businesses. The community should actively pursue options for enticing new businesses to purchase and fill these buildings.

No new land has been identified for new commercial development other than what is already zoned commercial on the zoning map.

Industrial

The City supports the continued maintenance of the existing industrial uses. The continued upkeep of these facilities is important to the image of the community. As these uses are located near residential and commercial areas, buffer zones should be considered to assist in the protection of abutting property values and the quality of residential neighborhoods.

Expanding the industrial base with clean industry is a priority for the community. There are a few vacant lots in the current business park, and land has been identified just west of the park that could be acquired and developed for future industrial expansion. The business park and the storage park should be zoned light-industrial to protect this land from traditional commercial development. It is currently zoned commercial. In the future land use plan, industrial land use becomes 2% of all land use compared to a current land use of less than 1%.

Park/Open Space

Existing parks and open space are approximately 2% of all land uses. In the future land use plan, this increases to 3% with the proposed acquisition of the land abutting the ball field by City Hall. There is also a park concept area noted on the future land use map to remind the Planning & Zoning Commission that as development occurs in this area, the need for parks and open spaces also increases.



Planning Provisions

Once the Comprehensive Plan, which includes the land use plan, is adopted and implemented, the following provisions should be followed to **realize the community's plans and visions**.

- The Planning and Zoning Commission oversee the Comprehensive Plan and specifically, the land use plan. This committee will also assist in carrying out the policies and working towards the goals as identified in Section IV. Each year, the Commission should present a state of the Comprehensive Plan to the City Council.
- The zoning map and zoning ordinance should follow the land use plan or have provisions for future zoning in accordance with the plan. The zoning ordinance should be updated to be consistent with the Comprehensive Plan.
- Current water and wastewater needs should be assessed and a plan developed to accommodate existing and future development in the City.
- Additionally, collector streets should be planned for areas of future development to accommodate ease of access to all areas of the City. An official map should be developed to ensure future development of roads and to deter building over future roadways. Existing roads should be mapped and officially dedicated as public right of ways.
- The City should work cooperatively with surrounding townships to accomplish orderly annexation for growth areas when they are needed or requested by the township, if in the best interest of the City.
- Consider adopting the building code to ensure quality residential and commercial construction. The building code can serve as protection for home and business owners and also maintain and enhance property values.

Land use will focus on increasing residential, commercial and industrial development opportunities while maintaining the existing uses within the developed areas of the City. It builds upon the established land use pattern and identified compatible uses for future development. The future land use map can be found on page 22. The plan and strategies for accomplishing this are outlined in the following pages.



Existing Land Use Classification

The existing land use classification is often referred to as zoning. Zoning allows a city to control the development of land within the community; both the type of structures built and the uses to which the land is put. Cities use zoning to guide private development and to ensure land gets used in a way that promotes both the best use of the land and the prosperity, **health, and welfare of the city's residents**. On the following pages, are the description of the land use categories captured on the zoning map.

LAND USE GOALS:

1. ENSURE A HIGH STANDARD OF LIVING IN JENKINS.
2. ENSURE ORDERLY GROWTH AND DEVELOPMENT.

STRATEGIES:

1. UPDATE THE ZONING ORDINANCE TO BE CONSISTENT WITH THE COMPREHENSIVE PLAN AND ITS GOALS AND STRATEGIES.
2. MAINTAIN AND UPGRADE EXISTING RESIDENTIAL PROPERTY.
3. EXTEND STREETS INTO GROWING AREAS OF THE COMMUNITY.
4. ANNUALLY REVIEW AND IMPLEMENT THE CAPITAL IMPROVEMENT PROGRAM TO ENSURE TIMELY MAINTENANCE AND UPGRADING OF CITY STREETS, SIDEWALKS, AND TRAILS.
5. DEVELOP A SIDEWALK/TRAIL SYSTEM LINKING RESIDENTIAL AND RECREATIONAL AREAS OF THE CITY.

Existing Land Classification

Agricultural District (A)

Purpose and Intent: This district is intended to preserve areas for low intensity use such as forestry, pasture and cropland, low density residential development and outdoor recreation, and to serve as a holding zone for future higher intensity uses when infrastructure is made available.

Rural Residential (RR)

Purpose and Intent: The (RR) Rural Residential District is intended to be semi-rural in character and to allow low density residential and compatible agricultural uses in shoreland and non-shoreland areas. Other compatible uses may be allowed under conditional use permits.

Single Family Residential (R-1)

Purpose and Intent: The (R-1) Single Family District is intended for low to moderate density residential development in those areas where such development fits the Comprehensive Plan and policies.

Residential Storage District (RS)

Purpose and Intent: This district is intended for storage buildings housing residential storage. It is intended to be compatible with the surrounding residential districts and commercial storage is not allowed.

Urban Residential (R-2)

Purpose and Intent: The (R-2) Urban Residential District is intended for higher density residential development including single family homes, apartments, townhouses, and other buildings for two or more dwelling units in those areas where such development fits the Comprehensive Plan, where properly related to other land uses and thoroughfares, and where adequate municipal utilities are available.

Central Business District (C-1)

Purpose and Intent: This district is intended for retail stores, professional offices, financial institutions, and general offices which are mutually compatible and can benefit from and contribute to a compact shopping area serving the City and the surrounding area. It is also intended to be a setting conducive to and safe for a high level of pedestrian traffic.

Highway Business District (C-2)

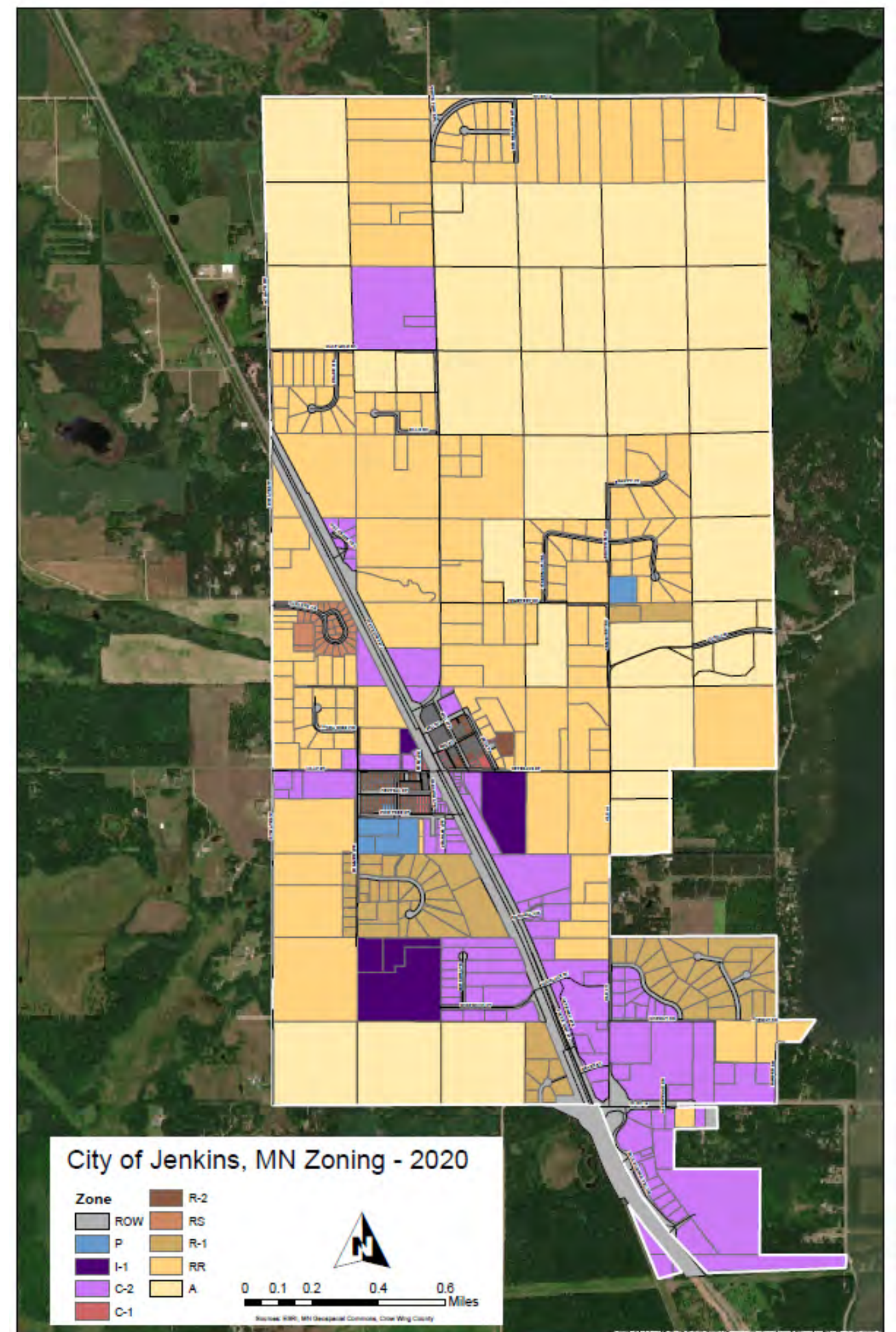
Purpose and Intent: This district is intended to accommodate professional offices and larger scale businesses that provide goods and services to the general public. The businesses in this district can benefit from access and visibility from the TH 371 corridor.

Public District (P)

Purpose and Intent: The Public Use District includes land which is currently in the public domain and which is the location of actual or planned facilities intended to serve the public; to permit orderly and economic development of **public service utilities and schools within such a "Public Use" district.**

Light Industrial District (I-1)

Purpose and Intent: This district is established to provide suitable locations for commercial storage and wholesaling uses, light manufacturing, and related activities which can maintain high standards in appearance and limit external nuisance effects such as noise, odors, smoke, and vibration.



Future Land Use

The land use plan and associated map describe the different future land use designations for the City and its planned growth areas. The designations govern zoning and the City's future land use form. They provide a general framework for growth and development within Jenkins and its growth areas at full development. The plan text provides the policies, standards, and principles to guide the City's future physical form and function and serves as the basis for updating the zoning ordinance and other development controls that are enforceable under the City's powers.

This plan is intended to serve as a guide to the Planning Commission and City Council on land use-related actions and decisions. It is important that residents, business owners, and landowners understand that the policies and map within this chapter are intended to direct development to areas where facilities and services are available and where adjacent land uses are compatible with one another. The future land use plan should not be used for site-specific decisions and does not preclude lower-intensity land uses or densities. This decision-making tool must be viewed as general in nature

As the City of Jenkins moves toward the future, the land use map may be modified to reflect the changing conditions. The future land use map is part of the adopted Comprehensive Plan document and carries the same legal weight as the plan itself. The future land use map was developed with guidance from the steering committee, utilizing the existing zoning map and current land use designations of the parcels.

Together with the Comprehensive Plan text, this map will be used to help determine whether proposed changes to zoning, both text and map amendments, are consistent with the Comprehensive Plan. The map uses color-coded categories to show the general character, distribution, intensity recommended, and planned land uses for the City's future. Residents, businesses, and landowners should understand that the future land use map (FLUM) is intended to direct development to certain areas where facilities and services are available and where land uses are compatible with one another.

It is important that the land use plan, when used as a decision-making tool, be viewed as general in nature and should not be used for site-specific decisions. For this

reason, only general locations for designated land uses are mapped.

The following section provides an overview of what the future land uses in the community should be. The following list outlines anticipated uses and developed or redeveloped land in the City.

Agriculture

The Agricultural land use category is intended to provide for areas within the City that are planned to eventually be developed for more intensive uses such as residential or commercial purposes. Agricultural land uses within the city limits would typically be viewed as a temporary use or activity.

Residential

This category provides for areas in the community where residential development is planned.

The City has chosen to keep the residential section of the future land use map general by not subcategorizing residential classifications. The intent was to keep the future land use map flexible.

Industrial

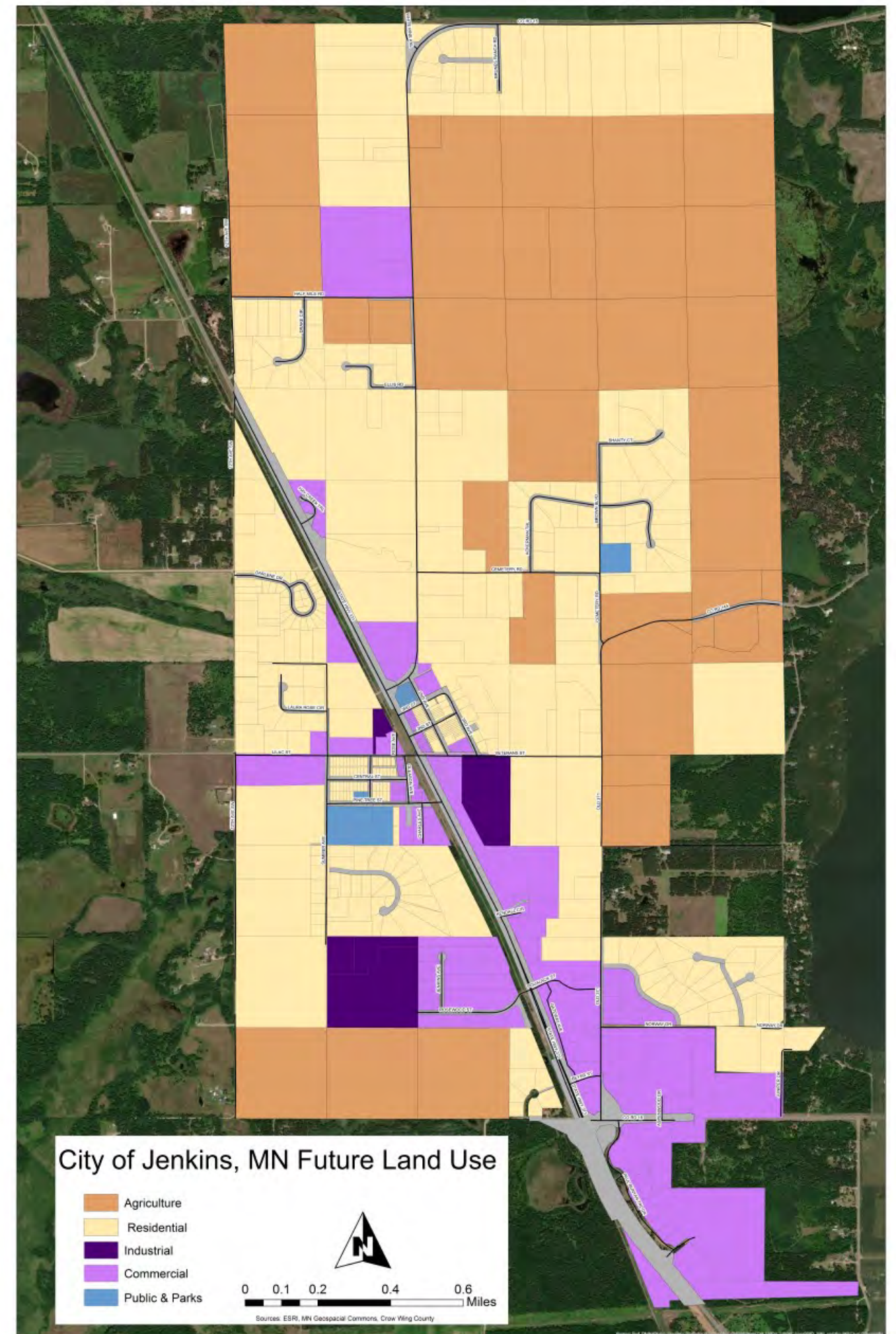
The industrial land use category should allow a variety of high-tech, light, and heavy industrial uses such as assembly, warehousing, research and development, wholesale distribution, manufacturing, and related office activities.

Commercial

This land use category would recognize development opportunities and needs for commercial establishments. This category would encompass activities related to the needs of the highway traveler as well as residents of the community and surrounding region.

Public & Parks

Public & Parks are defined as areas within the community that have been set aside from future development for their own sake. Some of these areas are intended for natural resource protection purposes. The park land use areas may be publicly or privately held and managed. Nonprofit or conservation organizations may also own and maintain such uses.



03 Housing



Overview

For many, housing is the single most important component that defines a person's quality of life. For a new resident or visitor, it also provides a visual indicator of the community's character, including prosperity and vitality. From a city's perspective, housing is typically the largest user of land and city services; it is also a significant base for local taxes. Having a clear understanding of current housing inventory (number and types), along with current and future population projections, will assist Jenkins in providing ample housing units to meet the needs of current and future residents.

Existing Conditions

The City of Jenkins offers the following residential districts that provide a range of housing choice and densities:

Single Family Residential (R1): The (R-1) Single Family District is intended for low to moderate density residential development in those areas where such development fits the Comprehensive Plan and policies. No off-street parking shall be permitted except as would be characteristic and in harmony with the purposes of an R-1 District.

Urban Residential (R2): The (R-2) Urban Residential District is intended for higher density residential development

including single family homes, apartments, townhouses, and other buildings for two or more dwelling units in those areas where such development fits the Comprehensive Plan, where properly related to other land uses and thoroughfares, and where adequate municipal utilities are available. No off-street parking shall be permitted except as would be characteristic and in harmony with the purposes of an R-2 District.

Rural Residential (RR): The (RR) Rural Residential District is intended to be semi-rural in character and to allow low density residential and compatible agricultural uses in shoreland and non-shoreland areas. Other compatible uses may be allowed under conditional use permits. Front yards shall be landscaped, and no off-street parking shall be permitted except as would be characteristic and in harmony with the purposes of an RR District.

Agricultural District (A): This district is intended to preserve areas for low intensity use such as forestry, pasture and cropland, low density residential development, and outdoor recreation and to serve as a holding zone for future higher intensity uses when infrastructure is made available.

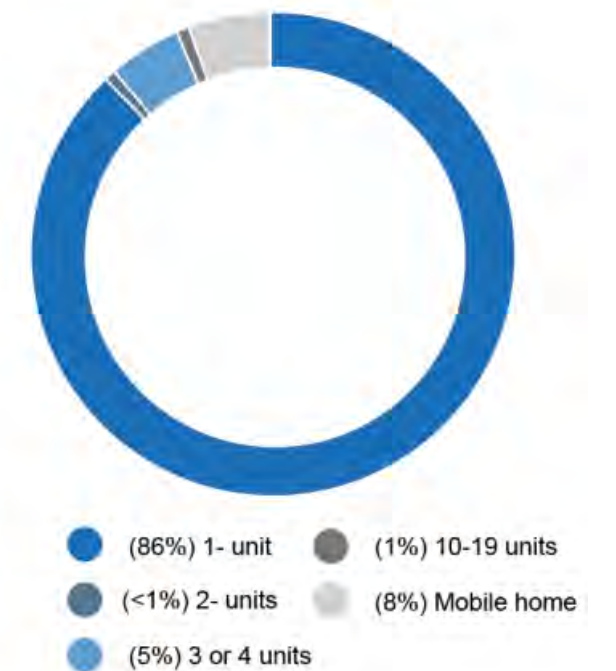
Existing Housing System

Housing inventory can change year to year, but having a full understanding of the current inventory, along with future needs, will assist Jenkins in both attracting and retaining residents. **By understanding the City's current housing inventory and its characteristics, City leaders and officials can take steps towards addressing future housing needs that should occur to meet the desires of current and future residents.** A housing unit refers to a unit where one or more people can live. A housing unit can be occupied or vacant. Of those housing units, 150 are occupied, or 84 percent. An **occupied housing unit is termed a "household."** A *household* refers to all persons who occupy a housing unit. A total of 16 percent of these households are renter occupied. **It's projected that in the future, the City will see a demand for single-family and multi-family units.**

Structure Type: Over three quarters of all housing structures, single-family (1-unit) detached homes dominate the City's housing stock. **One-unit structures, both attached and detached, account for 86 percent of the City's housing inventory.** When counting the total number of mobile homes and single-family housing, the share is closer to 94 percent of the total housing units. Mobile homes are the second largest structure type (8 percent). Medium density units

such as 2-unit, 3 or 4-units, and 5 or 9-units represent a small proportion of the total housing stock (6 percent).

JENKINS | Units in Structure (2017)



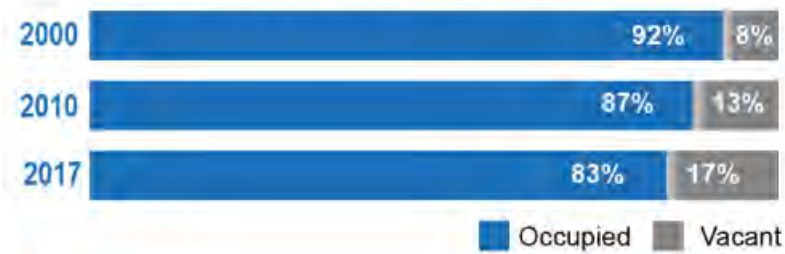


Comparison of Housing Units. When we analyze the total housing units in the City for the year 2017, nearly 16 percent of the housing units are vacant. This is an increase in vacant units from 2010 when nearly 13 percent of the housing units were vacant.

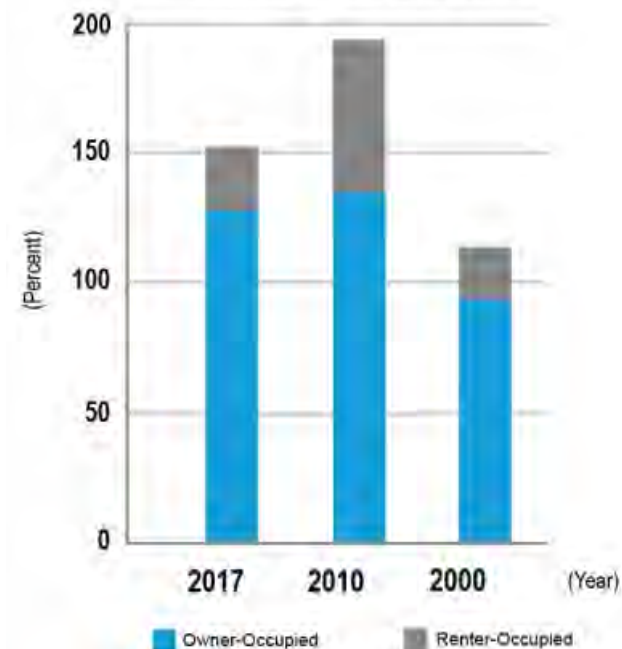
Housing Tenure. According to the American Community Survey (2017), 83 percent of the occupied housing units in Jenkins are owner-occupied. This percentage is not that unusual and generally aligns with peer communities. Nearly 17 percent of the households are renter-occupied. In 2010, nearly 69 percent of households were owner-occupied and 31 percent were renter-occupied. **According to the census data, there's been a decrease in owner-occupied units between 2010 and 2017. It's imperative that a city provide a mixture of both owner-occupied and renter-occupied units.**

Structure Age. Preservation and the rehabilitation of an existing housing stock plays a large contribution in maintaining affordability long term. Preservation is a much more efficient approach than new construction. Therefore, maintaining the existing housing stock is vitally important. Nearly one-third of the City's housing stock is over 40 years old. A large portion of homes were built between the years of 2000 to 2009, 75 in total or nearly 42 percent of the housing stock.

Comparison of Housing Units (2000-2017)



Housing Tenure (2000-2017)



Rehabilitation and Maintenance

When a household pays more than 30 percent of their income on housing, they are considered "housing cost-burdened." These households may have difficulty in affording necessary items like transportation, food, clothing, and medical care. It is important to acknowledge housing burden and household expenses when discussing rehabilitation and maintenance. A variety of programs are available to help homeowners fix their residences on the regional and state level and also through federal programming through the USDA and Housing and Urban Development. Some rehabilitation projects have transformed not just the individual structure but the street or the entire neighborhood. Rehabilitating the existing housing stock can help maintain aesthetically pleasing neighborhoods. Although important, some homeowners may find these improvements to be costly and time consuming and may lack the skills to complete the projects on their own. The City can identify barriers to rehabilitation and maintenance by providing resources or directing interested property owners to sources to support homeowners who want to pursue such improvements. Maintenance and preservation of the existing housing stock will continue to be an important factor for the City, particularly around the downtown area.

The Minnesota Housing Finance Agency administers rehabilitation, emergency, and accessibility loan programs targeted to assist low-income homeowners in financing basic home improvements that directly impact their safety,

habitability, energy efficiency, or accessibility in their homes. The Small Cities Development Program can also be leveraged to help with housing and public infrastructure rehabilitation projects. Federal programs also facilitate loans and grants targeted to homeowners for improvements and repairs. A successful program is the USDA's Single Family Housing Repair Loans and Grant Program.

Strategy to Address Housing Types and Affordability

One strategy in responding to the demand for walkable neighborhoods is to integrate "Missing Middle Housing" concepts. *Missing Middle Housing* is not a new type of building, rather, it is a range of building types that existed pre-1940 and was a fundamental building block.

Missing middle buildings typically have a footprint not greater than a large, single-family home. This makes it easy to integrate into neighborhoods; they are a good tool to transition to a higher-density and walkable context. These housing types provide a diverse array of options such as duplexes, fourplexes, and bungalow courts that effortlessly fit into low-rise, neighborhoods that seek walkability, local-serving retail, green spaces, and other local amenities. This housing typology will help address affordability and seek to solve the mismatch between the available housing stock, the shift in demographics that is occurring, and the growing demand for walkability.

Types: duplex; side-by-side, duplex, stacked, bungalow court, carriage house (ADU), fourplex, multiplex, small, townhouse, live/work, and courtyard apartments.



Residential

Jenkins is a community that believes that quality residential development is important to the future of the City. As noted in the Community Vision, *Jenkins role as a satellite community provides quality housing in a semi-rural setting.* Existing residential development is one of the most important factors that attributes to a person's quality of life.

Residential neighborhoods in Jenkins are almost all single-family housing with several manufactured homes found throughout the community.

Maintaining existing residential areas and encouraging future development are important factors for maintaining the quality of life in Jenkins. The community focuses on its rural lifestyle and its ability to attract families and those looking for affordable housing.

Much of the residential development consists of single-family housing; however, there are two small multi-family apartment buildings in the urban core of the City. More apartment buildings could be built to house seniors and income-eligible families. Housing in need of maintenance should be addressed through the zoning ordinance and building codes.

As mentioned earlier, the City is currently studying sewer and water alternatives. If a community system is not developed, the residential areas in the older urban core will need to be addressed in the very near future. Housing exists on lots that are too small to support an upgrade for a conforming septic system and safe wells. If city utilities are not made available, a plan should be developed to relocate homes in this area and redevelop the property.

Non-conforming commercial uses existing within residential neighborhoods should be identified and phased out over time. Preserving the residential character of neighborhoods will strengthen and increase the livability of these areas, in addition to protecting property values.

The roadway system should be reviewed, and platted streets that are not developed should either be developed or vacated. Streets that are substandard should be upgraded to city street standards.

Single-Family Residential

In the future land use plan, residential land use is expanded to approximately 46% of all land use. This compares with 36% for existing residential land use. Land in the north end of Jenkins that is currently agriculture has been identified for future residential development. There have been a number of new residential subdivisions platted in this area, and new homes are being built. Most of the lots are two acres, and some five acre lots are also scheduled to be developed.



It is important for the City to determine in the short term what they plan to do concerning city utilities. If city utilities are not made available, the larger lots (2-5 acres) will have ample room for conforming septic systems and wells and future upgrades. If utilities do become available in the future, residents with affordable housing on larger lots may struggle to pay the assessments. The developments with larger lots should then be required to build with future lot splits in mind so that they will be able to afford utilities when they come. The City should also consider maintaining the agriculturally-zoned areas as agriculture to prevent further large lot development that would make the extension of utilities even more difficult and less cost-effective.

Multi-Family Residential

The Jenkins community has identified multi-family housing as a need. Housing for seniors and families in both single-family and multi-family (apartment) developments are desired. Performance standards found in the zoning ordinance regarding off-street parking, landscaping, green space, and setbacks should be reviewed to ensure high-quality development.

Offering a variety of housing types within a range of prices to accommodate the various incomes in the City is a highly critical element in creating a livable community. Providing this mix of housing will meet the needs of both existing and future Jenkins residents. As our communities grow older within the next 20 years, City officials can seek to provide lifecycle housing options – particularly multi-family house. This will be critical to attract young professionals, support workforce, and retain empty nesters and seniors.

“I THINK JENKINS HAS AN OPPORTUNITY TO LOOK AT AFFORDABLE HOUSING.”

- COMMUNITY QUOTE

HOUSING GOALS:

1. PROVIDE A VARIETY OF HOUSING OPTIONS FOR RESIDENTS
2. MAINTAIN AND IMPROVE EXISTING HOUSING STOCK.

STRATEGIES:

1. PROMOTE AFFORDABLE HOME OWNERSHIP
2. IDENTIFY AND UPGRADE EXISTING HOUSING STOCK.
3. ENCOURAGE QUALITY RENTAL HOUSING.
4. IDENTIFY PROPERTY FOR OLDER ADULT HOUSING OPTIONS, SUCH AS PATIO HOMES.

04 Economic Development



Overview

Commercial development is scattered throughout Jenkins. The original downtown area has several older commercial businesses and newer businesses are located throughout the City, mostly along Highway 371.

Pedestrian travel is difficult in the downtown area with the proximity and layout of local streets and Highway 371. Crossing the highway for pedestrians and bicyclists is dangerous throughout the community.

During community engagement efforts from the 2008 Comprehensive Plan, residents voiced their opinions on commercial and business development. The lack of a local grocery store and shopping opportunities in general, ranked high as issues among residents of the area. The close proximity to larger retail centers, such as Pequot Lakes, Nisswa and Brainerd, make it difficult for retail businesses to be successful in a smaller community like Jenkins.

The City is home to Pequot Tool and Manufacturing, the largest manufacturer in Jenkins. Another large employer is **Jobe's Wood Products**. Various businesses occupy the downtown storefronts, offering antique stores that draw in many passersby. Building trades, restaurants,

convenience stores and gasoline stations, to name a few, are located in Jenkins.

As a part of outreach efforts, a community survey was launched to garner feedback and guidance on the City's future on economic development. Nearly 62 percent of survey participants identified the need for developing a year-round economy, one that remains stable and functional throughout all seasons of the year. In addition, 46 percent of survey participants identified the need to provide adequate job opportunities.

A specific focus on future actions are around expanding the industrial and retail base within the City. To support this growth, infrastructure should be studied to determine capacity and to support future expansion needs. Commercial rehabilitation was also identified, targeting the downtown district and those businesses facing the highway. Special attention can be paid to highway commercial and entrance corridors to the community for new development to ensure alignment with these standards and provide an aesthetically pleasing gateway to the community.

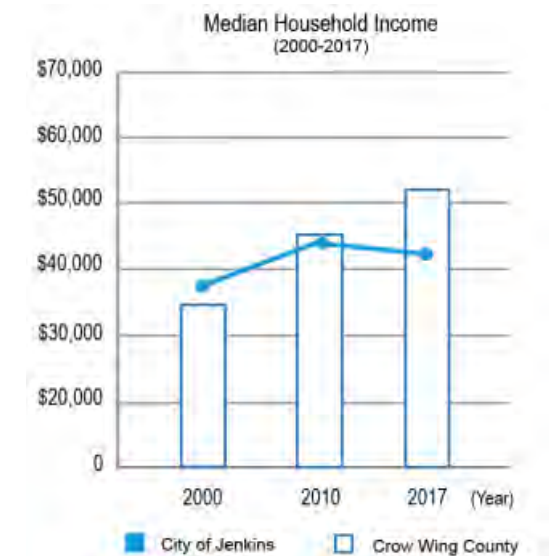
Existing Conditions

Industry. In 2017, there were a total of 196 residents in the workforce sixteen years and older. The educational and healthcare services industry employs nearly 24 percent of **Jenkin's residential working population**. This category employs the largest percentage of workers in the City. The second largest industry for workers is the *arts, entertainment, recreation, and accommodation* category with nearly 16 percent of the population. The *manufacturing* industry employs nearly 11 percent of people. The wholesale trade industry experienced a 78 percent decline in workers between the years 2017 and 2010. The *manufacturing* industry also experienced a decline with a change of 22 percent (6 workers). The *educational services and healthcare industry* experienced a significant increase in workers with an increase of 1075 percent. Since 2010, 43 workers have joined this industry. The *information* industry has also seen an increase with a change of 366 percent (11 workers).

Occupation. The occupation profile provides a higher level of review and analysis of employment categories within the City. The leading occupation for working residents is the *service* occupation, employing 31 percent of the workforce.

Closely following is the *management, business, science, and arts occupation*, employing 26 percent of the workforce.

The 2017 median household income for the City of Jenkins is \$42,188. The median is described as if all incomes of all **Jenkins' residents were listed from lowest to highest**, the median figure is the income directly in the middle. This income is below Crow Wing County. Income has slightly decreased by 5 percent since 2010, when the median income was \$44,554.



Districts

The following districts are the descriptions of the economic development land use categories illustrated within the plan.

Light Industrial District: The City's light industrial district is located west of Highway 371 in the southwest quadrant of the City. The office park includes several storage-type buildings. This office park will hold light industrial uses. There is currently no city water or sewer services. Developers must utilize private septic systems and wells. Because the park lacks municipal sewer and water services, the use of the property is limited to light industrial. Larger, more utility dependent industry may create more employment opportunities but also would require the City to invest in infrastructure.

Highway Commercial District: Commercial development is scattered throughout the City with commercial lining the Highway 371 corridor and a cluster of commercial properties located at the intersection of County Road 16 and State Highway 371. A collaborative effort should be focused on driving commercial development to the intersection of County Road 16 and State Highway 371. The proximity to the stoplight and major collectors make this an ideal area for major commercial development.

Central Business District: The central business district area is comprised of several older commercial businesses. The older, downtown commercial area abuts a residential district with small lots consisting of manufactured homes and older single-family dwellings. Private septic systems and wells serve the area. The lots are small and may not be able to support additional septic systems should the current ones fail. The current configuration of the downtown business district in relation to the highway is not conducive to pedestrian travel. Cross travel is also difficult for vehicles entering and existing the various businesses.

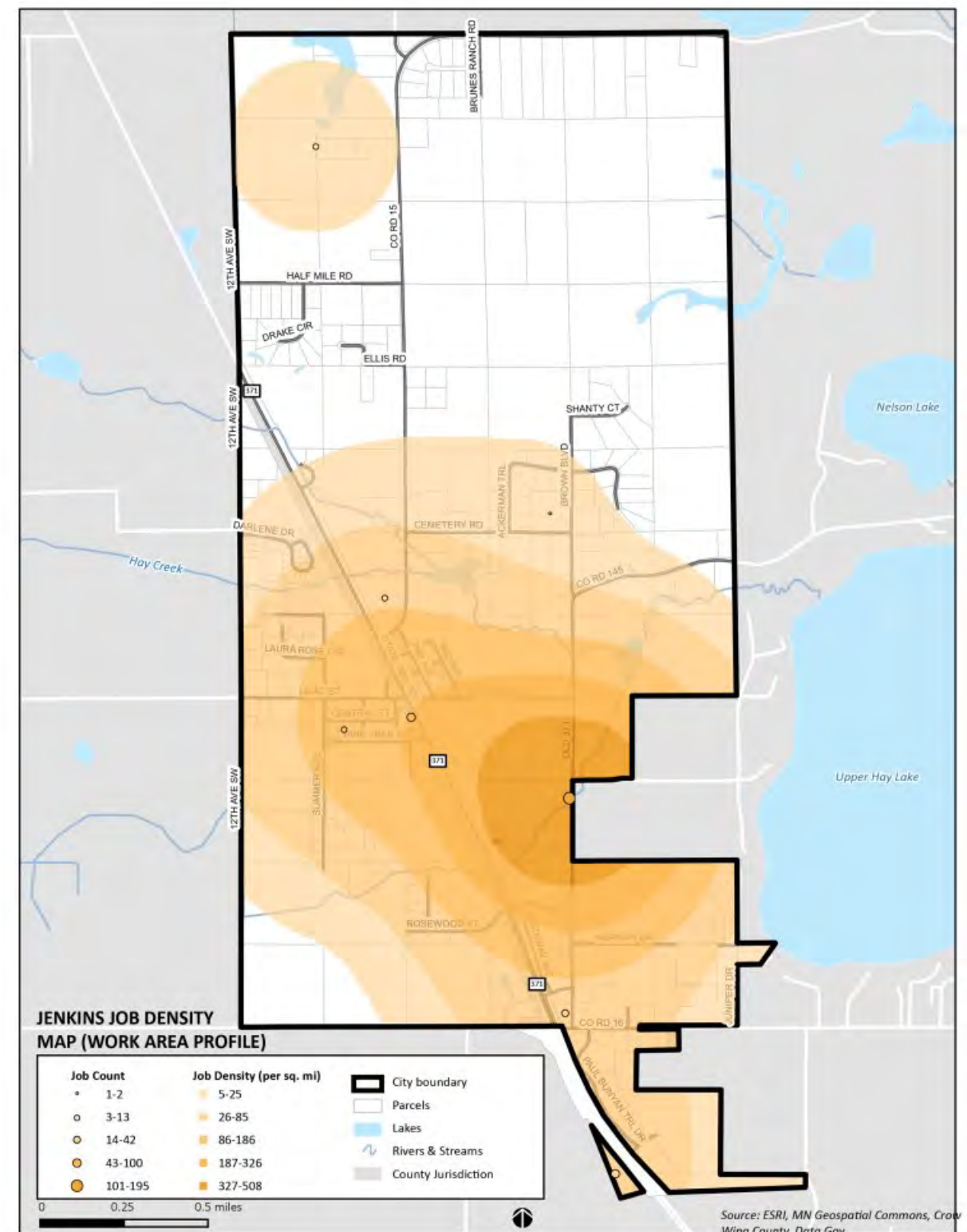
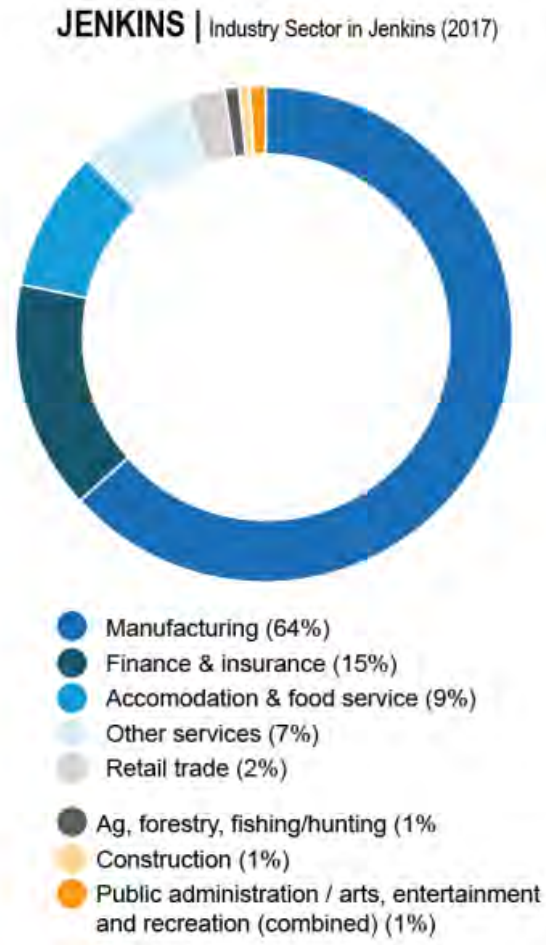
Jobs

In evaluating the jobs located within the City, 291 jobs are located within city limits (DEED, 2017). The largest percentages of these jobs are in the *manufacturing* industry, employing 185 workers, or 64 percent of the total jobs within the City. The second highest industry is *finance and insurance*, employing 43 workers, comprising 15 percent of workers. Following, the *accommodation and food services* industry employs 9 percent of the workers in Jenkins.

In analyzing inflow and outflow job counts for 2017, a total of 287 workers who live outside of the City travel into Jenkins for work. A total of 175 residents who live in Jenkins leave for employment elsewhere. A low number of workers live in Jenkins and are employed within the City. This assessment is impactful in creating workforce development programs, identifying industry needs, training opportunities, and workforce attraction efforts.

Targeted Development

Commercial land is available and ready for development along County Road 16 and the old Highway 371. This property has good access to Highway 371, as a stoplight was installed in the spring of 2008 at the corner of Highway 371 and County Road 16. There is currently an equipment rental business, restaurant, motel, and theater in close proximity to the vacant commercial property. Approximately 45 acres are available, and utilities include electric, cable/internet, telephone and natural gas.



Expanding the industrial base with clean industry is a priority for the community. There are a few vacant lots in the current business park, and land has been identified just west of the park that could be acquired and developed for future industrial expansion. The business park and the storage park could be zoned light-industrial to protect this land from traditional commercial development. It is currently zoned commercial.

The downtown serves as the heart of the City and is prominently situated along Highway 371. There are a

number of vacant buildings, some in disrepair, that are available for new businesses. The community should actively pursue options for enticing new businesses to purchase and fill these buildings. City officials should evaluate the potential of improving the pedestrian environment in the downtown core and its close connection to the Paul Bunyan Trail. Walkability along the downtown core is vital to the success of businesses and future retail development, all while promoting and enticing travelers to stop and patronize the local establishments.



ECONOMIC DEVELOPMENT GOALS:

1. EXPAND THE INDUSTRIAL BASE IN JENKINS
2. EXPAND THE RETAIL BASE IN JENKINS

STRATEGIES:

1. MAINTAIN AND PROMOTE EXISTING COMMERCIAL PROPERTIES.
2. WORK WITH MNDOT ON HIGHWAY 371 PLAN FOR FRONTAGE ROADS FOR COMMERCIAL BUSINESSES LOCATED ALONG THE HIGHWAY.
3. REVIEW AND UPDATE THE ZONING ORDINANCE PERFORMANCE STANDARDS REGARDING LANDSCAPING REQUIREMENTS, SIGNAGE, ETC. TO INCREASE THE ATTRACTIVENESS OF THE HIGHWAY CORRIDOR AND COMMERCIAL AREA.
4. ENCOURAGE THE DEVELOPMENT OF THE BUSINESS DISTRICT IN THE AREA ADJACENT TO HIGHWAY 371 AND COUNTY ROAD 16.

Approaches

To achieve the desired outcomes, a variety of models and approaches can be leveraged to take a calibrated approach in advancing economic development goals.

Business Support and Recruitment

Jenkins should position its role to support existing businesses, to assist them in expansion, and work to attract new businesses to the community. By supporting businesses, the City can look to advance economic development in a variety of ways, such as helping local businesses create jobs, encouraging entrepreneurship, expanding the tax base, and improving the quality of life by adding new services and amenities. The City of Jenkins should work with local partners to get a deep understanding of existing businesses in the City, working to complete the following:

- Get an understanding on the current composition and location of businesses, jobs, and potential emerging entrepreneurs in the City
- Use this information to help reveal how well the businesses serve local residents and contribute to quality of life
- Identify which industries have the most potential to drive economic growth based on this information
- Target key economic sectors that allow staff and City leaders to direct economic development efforts in a strategic manner

Growing New Jobs and Businesses

An approach to job growth and business development is gaining traction in recent years. The practice of “economic gardening” seeks to grow the local economy from within by promoting local entrepreneurship and small and local business development. Economic gardening works with what you have in the community to build new opportunities. Jenkins elected officials and City staff, in concert with multiple economic development partners, can work to support existing businesses and entrepreneurs, as well as home-based businesses to develop strategies that connect businesses to resources and tools that will help them grow and thrive.

Trail Town Model of Economic Development

Communities are realizing the economic potential of trails as highly desirable destinations that drive people to their communities, bringing dollars to the places they serve. In addition to preserving critical open space and providing important transportation options, the Paul Bunyan Trail attracts visitors from near and far. These visitors help facilitate job growth in tourism-related opportunities like restaurants, local stores, and lodging along the corridor. Jenkins can leverage the “trail town” model of economic development which places trails as the centerpiece of a tourism-centered strategy for small town revitalization. Pedestrian friendly environments are essential to entice trail users to leave the trail corridor and explore the City further.

Through careful planning and partnership, communities are realizing the full potential of linking trails and businesses. This practice is helping promote small-town revitalization, and trails are aiding in building strong and healthy communities.

Impacts are seen with increased property values for area residents and improved economic opportunities for local businesses.

Invest in Quality of Life

Existing residents and business leaders both value a **community that has a strong quality of life. The term “quality of life” is a vague notion, and each community should define indicators to help monitor if improvement is occurring.** A variety of factors can improve quality of life, such as vibrant downtown environments and commercial districts, options for walking and biking, artistic and cultural resources, community gathering spaces, among others. Community members have identified a series of assets that impact livability for residents. Those assets include outdoor recreation, successful school districts within close proximity, easy access to Highway 371, willingness to welcome new industry, strong local business culture, and the lakes and streams within and adjacent to city limits.

Tourism

Jenkins is at the gateway of the Whitefish Chain of Lakes, a premier lake system that helps transform the region during summer months. Jenkins experiences significant exposure during summer months and benefit from the heavily traveled highway corridor and seasonal tourism traffic. Jenkins offers shopping opportunities and services to visitors and seasonal residents. Small resorts dot Lower and Upper Hay Lakes, providing recreation and year-round fishing opportunities.

Jenkins’ economy, along with area communities, does benefit from season tourism traffic. Increasing pedestrian traffic can be a benefit to local retail and food service businesses. By focusing on walking and biking, Jenkins can encourage pedestrian travel within the City, connections to the Paul Bunyan Trail, as well as to area destinations. Environmental stewardship is also essential to maintaining the City and regional image for residents and those who visit. The outdoor **experience is an important element that is tied to the City’s identity.**

Incentive Programs

Incentives for new business and industry in Jenkins currently consist of Tax Increment Financing (TIF).

Tax increment financing (TIF) is a local development financing tool. TIF allows cities and certain other jurisdictions to finance redevelopment, economic development, housing, and other projects by “capturing” the additional property taxes generated by the project to finance up-front development costs.

Community Development Funding

Small Cities Development Program

The Small Cities Development Program through the Minnesota Department of Employment and Economic Development provides funding opportunities for cities who seek to fund housing, public infrastructure and commercial rehabilitation programs.

Housing grants can be awarded through a competitive grant process to deliver funds for the purpose of rehabilitating local housing stock. These dollars can be used for owner-occupied, rental, single-family or multi-housing rehabilitation. Housing funds must benefit low- and moderate-income persons.

Public facility grants can be awarded to wastewater treatment projects, including collection systems and treatment plants which include wells, water towers and distribution systems.

Comprehensive projects can be awarded to include housing and public facility activities (combination). These projects can also include an economic development activity i.e., rehabilitation of local commercial districts.

By leveraging local and state funding, the City of Jenkins can look to provide the necessary infrastructure and housing to support economic development efforts within the city and work towards accomplishing a variety of goals, strategies and action items outlined in this plan.

05 Parks and Trails



Overview

Parks, trails, and open spaces play an important role in a **city's success and serve as a vital part in advancing** healthy communities. Parks are dual purposed in many ways. They serve as community infrastructure that helps with stormwater runoff and water quality, and strong park networks are known to have a real positive impact on property values.

Trails serve as a mode of transportation by connecting people to destinations and places of work. In addition, trails add valuable recreation to the city and provide a place for exercise. Trails are usually the most popular recreation facility for all age groups!

This chapter provides an overview of the City's existing park system and analyzes how each park serves the broader community. This chapter also identifies further park search areas that will provide necessary park experiences as the community looks to expand and drive residential development. Trails play a pivotal role in recreation, but also the economy by having the famed Paul Bunyan Trail traverse through the City. The trails section identifies future trail linkages that connects people to destinations within the City as well as employment centers. A series of on-street and trail types are also discussed.

Existing Conditions

Parks

The City of Jenkins has two city parks, located on both sides of Highway 371. Both parks are active parks, which provide residents with recreation opportunities such as playground, picnic areas, basketball courts, and connections to the Paul Bunyan Trail. The City does not have any formal passive parks, those that are designed to preserve significant natural features like woodlands, wildlife habitat, and wooded areas. These types of passive parks do not provide recreational purposes, but provide aesthetic beauty and protect important natural systems.

Veteran's Park

Veterans Park is located at the intersection of Highway 371 and County Road 15. The park is located just north of the downtown with easy access for the highways. The park is 1.6 acres in size. This park includes open space, on-site restroom and playground equipment. People often stop to exercise their dogs in this park while traveling through the City. Parks are classified based on their **amenities and function. Veteran's Park is classified as a** neighborhood park. A neighborhood park is one that serves the day-to-day needs of neighborhoods while people from across the community would use the space from time to time.

During the Comprehensive Plan meetings, discussion centered a variety of improvements and maintenance practices to enhance the park:

- Provide more trash receptacles and furnishing amenities for dog owners such as trash receptables, benches, water sources, etc.
- Develop a dog park for locals and to accommodate **passerby's**
- Separate the playground from the dog-use area
- Ideal location for tourist information and wayfinding

Baseball Field Park

The city ball field is located adjacent to Jenkins City Hall. The park offers a baseball field, close connection to the Paul Bunyan Trail, playground equipment, and open space. Soccer also occurs within the baseball field, offering more recreation opportunities for children. The park is 4 acres in total size. Baseball Field Park is classified as a community park. A community park is one that serves the entire community and normally features natural and programmed **areas. This park can serve regional visitors but isn't the** primary function of the park. As a part of the park master plan process, participants identified the following improvements:

- Improve parking opportunities
- Better signage to help users locate restrooms and develop future plans for an on site shelter with restroom facilities and utilities
- Add a future disc golf course
- Build in trail connections, linking users to the Paul Bunyan Trail
- Identify cross-country trail opportunities
- Generally improve wayfinding and signage

“HAVING THE PAUL BUNYAN TRAIL COMING RIGHT THROUGH TOWN WOULD MAKE IT AN IDEAL PLACE TO STOP FOR FOOD.”

- COMMUNITY QUOTE

Type	Use	Service Area	Typical Amenities	City Park Facilities
Mini Parks	Small pieces of land that serve as a passive park, places to briefly relax, eat lunch, and usually have attractive landscaping and furniture	Neighborhood or specific districts	Benches, gateways, landscaping, signage, bike furniture	-
Neighborhood Parks	The primary recreation facility that meets the day-to-day needs of neighborhoods. Provides active recreation and gathering spaces	Neighborhoods (1/4—1/2 mile)	Playgrounds, open space, basketball hoops	Veteran's Park
Community Parks	Serve the entire community with access to natural and programmed areas. These parks may also serve regional visitors but are not the primary function	City-wide	Athletic fields, picnic areas, pavilions, shelters, other large format recreation	Baseball Field Park
Special Use Parks	Focused on providing services at a community-wide level. These parks and facilities serve a single use activity (i.e., athletics, monuments, education)	City-wide	Varied based on the focus of the facility	-
Natural Parks	Focus on the natural environment and passive recreation	City-wide and regional	Habitat, trails, nature access	-
Undeveloped Parks	Parcels that are dedicated for parkland but not developed, likely not accessible at this time	Varies	Likely open space and habitat.	-

Park Classifications

A variety of parks are necessary to meet the diverse and changing recreational needs of residents who live in the City, as well as the surrounding population. As a rule of thumb, the national park standard for park space is 10 acres of park and open space per 1,000 people. Based on the City's population of 391 (ACS, 2016) and a total of 5.6 acres of parkland, the City is meeting this threshold. It's important to remember that this standard is a guideline and doesn't prohibit the further development of park facilities that will continue to meet the needs of current residents, future residents, and attract visitors to these spaces. The park classification types in the chart above also offer insight into the variety of facilities that can be explored as the City evaluates future park search areas.

Future Park Development

Northern Sector Search Area

The Master Park & Open Space Plan identifies a future search area within the northern sector of city limits. The search area is along County Road 15, illustrated on the map. The future park classification will likely be an undeveloped, natural, or special use park. The acquisition of property on the northern sector of the City is a very low priority. If acquired, the park would provide recreation opportunities in an underserved area. Recreational trails could be the primary use of this site, particularly natural trails that support cross-country skiing, hiking, hunting, and snowmobile trails. During the Park Master Plan process, the idea of a campground was discussed. The location could provide unique views and scenery.

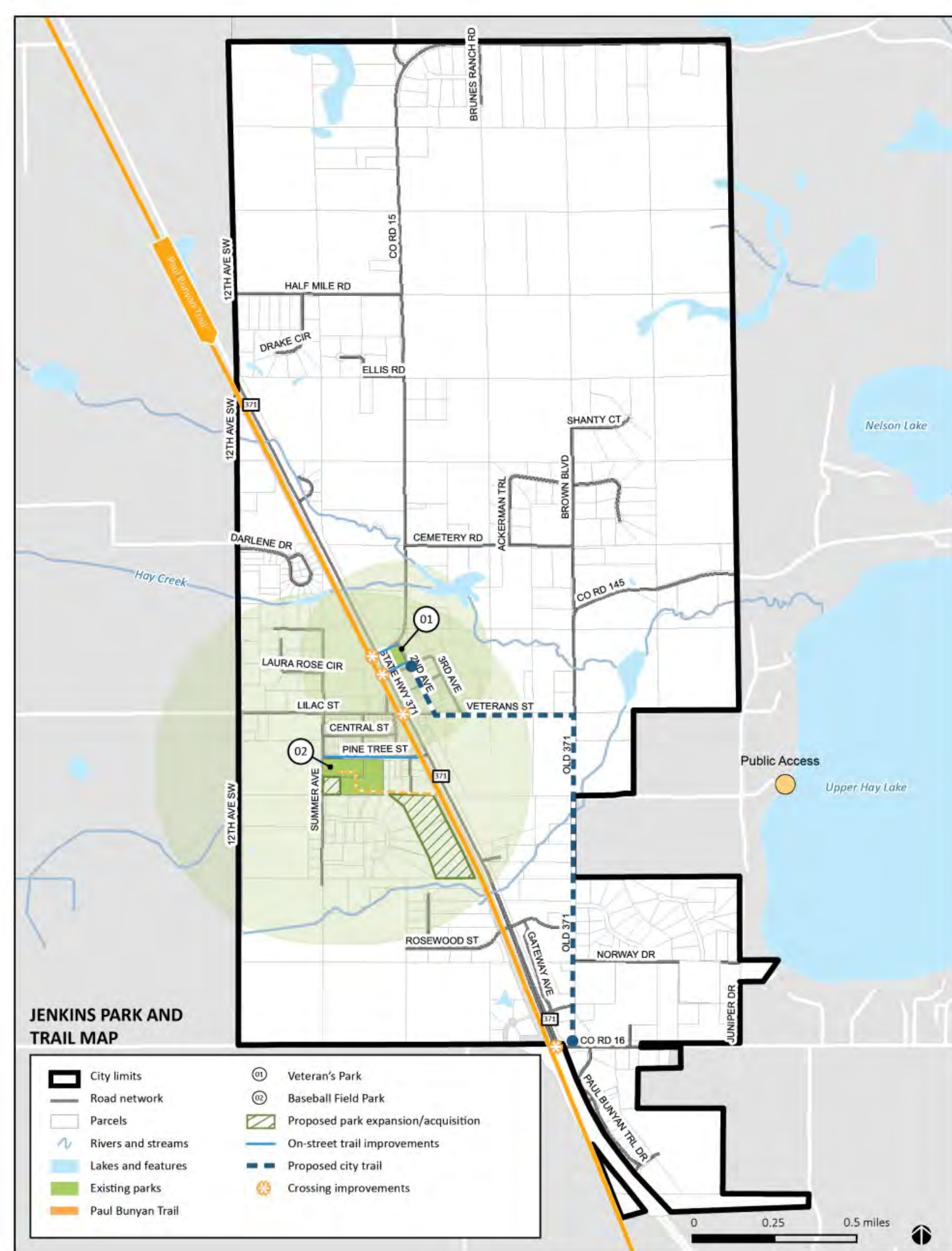
Baseball Field Park Expansion

The *Park's Master Plan* identifies the acquisition of adjacent parcels to accommodate further trail opportunities and the development of a disc golf course. Since the adoption of the parks plan, the City has acquired the property to the east of the park. The City should consider the purchase of the parcel to the south and west of the park when it becomes

available in order to align with the direction provided in the **Park's Master Plan**. The expansion of the park will provide the City an opportunity to strategically plan for the construction of key trail linkages that will connect users to the Paul Bunyan Trail, as well as provide winter activities such as snow-shoeing and cross-country skiing.

Land Adjacent to the Paul Bunyan Trail

The Master Park and Trail Plan identifies two parcels adjacent to the Paul Bunyan Trail in the southern portion of the City as a future area for potential expansion and acquisition. The current properties equal nearly 18 acres in total, adjacent to the City's industrial park and Highway 371. The majority of the property is comprised of wetland and open space. The plan identifies various opportunities that can be further explored. Expanded cross-country skiing and snow-shoeing trails could offer significant recreational value in the wintertime for residents and visitors. This site can also serve as an important linkage between Baseball Field Park and the Paul Bunyan Trail. Expansion of a disc golf course could create a large enough course that it could serve regional interest.





Existing Conditions

Trails

Trails have become the most popular recreation option of all age groups. It's understandably so since these facilities can accommodate a variety of activities such as running, walking, biking, and in-line skating, as well as provide winter activities like show-shoeing and cross-country skiing. Trails can come in a variety of forms. They can be paved and multi-use, like the Paul Bunyan Trail, and can be separated from the road or can be a designated facility that shares the road with vehicles. They can also be natural surface trails, which are suited toward nature enthusiasts, where they provide another option for walking, hiking, and cross-country skiers. The City of Jenkins has great potential to build a variety of trail networks and types throughout the City to meet the needs of all residents.

Paul Bunyan Trail

The trail is not a city-owned or maintained facility, but it runs through the City and is maintained by the Minnesota Department of Natural Resources (DNR).

The Paul Bunyan Trail is a great asset for Jenkins. An abandoned railroad line, it runs from Brainerd/Baxter to Bemidji and is 100 miles long, attracting local, regional and state trail riders. The trail pathway follows the original railroad line built in 1893 by Burlington Northern and abandoned in 1983. It is now among the longest paved "Rails to Trails" in the nation. This new trail links communities between its source in Brainerd/ Baxter and Lake Bemidji State Park on the north. It is non-motorized, except for snowmobiles. Uses of the Paul Bunyan Trail include bicycling, hiking, in-line skating, and it is fully accessible for persons with disabilities. The trail showcases area pine forests, sparkling lakes, colorful wildflowers, and wildlife. Users pass along the shorelines of 21 lakes, through scenic wetlands, and cross bridges over streams and rivers.

Vehicle parking is available in each community along the trail. The Paul Bunyan Trail intersects at Walker, MN with the 47 mile, paved Heartland State Trail. At Bemidji, the Paul Bunyan Trail continues on as the Blue Ox Trail, for another 110 miles to the Canadian border.

Besides the Paul Bunyan Trail, the City does not have a centralized sidewalk network or other trails.

Future Trail Development

Trails and sidewalks play an important role to allow and support active living and active transportation within the City. The City does not have a centralized sidewalk network or trails other than the Paul Bunyan Trail. By enhancing on-street bicycle options, the City can provide its residents valuable walking and biking options to support those with mobility challenges, such as the elderly and disabled, and connect vital destinations throughout the City.

Trail Loops

Bicycling is allowed on any street within the City. Comfort plays a significant factor in the willingness to bike. Advanced or experienced riders operate their bicycle like they would a vehicle and are comfortable with speed and sharing of the roadway with other vehicles. Basic or less confident adult riders are comfortable riding on neighborhood streets and off-street trails. These riders prefer designated facilities on the roadway, such as striped bike lanes. By adding sidewalks to park expansion projects, offering a variety of on and off-street trail options, and expanding the trail



connections throughout the City, Jenkins can establish a trail systems that has strong connections to destinations. The improved trail systems can make a stronger connection to the greater regional trail network and can help Jenkins become a destination along the trail route. By improving local trail networks, the City can strengthen recreational opportunities, economic opportunities, as well as improve the overall quality of life.

Trail Amenities

The City of Jenkins would like to add some amenities to a rest area for trail users. A sign directing trail users to community amenities such as food, shopping, etc. has been identified as an amenity, as well as providing benches and shaded areas for users of the trail.

Trail Improvements

The City will need to evaluate issues and needs within the City of Jenkins to identify and prioritize future trail improvements that will reflect the needs and values of all potential users.

Crossing Improvements

The City is bisected by Highway 371. The Paul Bunyan Trail is located on the west side of the highway and can be visibly seen from the downtown on the east side of the roadway. Connecting users to the parks, downtown, and employment centers would require bicyclists and pedestrians to cross the highway, which

provides an unpleasant experience for pedestrians. A variety of infrastructure and design considerations can enhance the rider and pedestrian experience, as well as increase safety measures to allow for a more welcoming crossing. Each design consideration should be tailored to the situation and individual crossing, but the following techniques can be researched and discussion with MnDOT and the County Highway Department would need to occur:

- Center islands
- High visibility crossings
- Refuge medians
- Signage, lights, signals at crossings, warning beacons
- Lower speeds
- Landscaping for traffic calming

PARKS AND TRAILS GOALS:

1. PROVIDE A SAFE AND HEALTHY ENVIRONMENT FOR RESIDENTS.
2. PROVIDE INCREASED RECREATIONAL OPPORTUNITIES FOR ALL AGES.

STRATEGIES:

1. CONTINUE TO MAKE IMPROVEMENTS SUCH AS ADDING CONCESSIONS TO THE CITY BALL FIELD AS FUNDING BECOMES AVAILABLE.
2. CONTINUE TO MAINTAIN EXISTING PARKS AND RECREATIONAL FACILITIES.
3. BUILD A DOG RUN AT VETERAN'S PARK.
4. WORK WITH THE DNR AND MNDOT TO PROVIDE AMENITIES ALONG THE PAUL PUNYAN TRAIL FOR TRAIL USERS AND VISITORS TO THE AREA.
5. FURTHER DISCUSS A COMMUNITY OUTDOOR ICE RINK.

06 Transportation



Overview

A community's transportation system is an integral part of the appearance and function of the community. A well-functioning network of streets, highways, sidewalks, and **paths play an important role in the community's livability.**

In terms of access, Jenkins is fortunate to have MN Trunk Highway 371 and the Paul Bunyan Trail running through the City. While important to the movement of goods and services, a major highway can also create access problems. Highway crossings become potential accident sites. A community must ensure that these crossings are adequately signed and maintained for easy and safe access for residents in vehicles, on bicycles, or on foot.

Existing Conditions

Paul Bunyan Scenic Byway The Paul Bunyan Scenic Byway, which runs along County Highways 15 and 16, east of Pequot Lakes, is another important recreational asset primarily for driving and sight-seeing. Though there are also paved shoulders in limited areas along the Paul Bunyan Scenic Byway that are available for biking, the Paul Bunyan Scenic Byway is a 54 mile loop road route. County State Aid Highway (CSAH) 16 is the spine of the route. At the intersection with CSAH 66, the route travels both north around the Whitefish Chain and south along the north side of Pelican Lake. The Byway passes through 14 local government jurisdictions: Jenkins, Ideal Township, Crosslake, Manhattan Beach, Mission Township, Pelican Township, Timothy Township, Pequot Lakes, Breezy Point, Pine River, Jenkins Township, Gail Lake Township, Wilson Township, and Barclay Township. The Byway connects with the Paul Bunyan Trail in four locations, at CSAH 16, at CSAH 11, and at CSAH 15 in Crow Wing County, and at CSAH 1 in Cass County.

**“IMPROVE STREETS
& ROADS,
INCREASED
MAINTENANCE &
BEAUTIFICATION OF
GREEN SPACES.”**

- COMMUNITY QUOTE

Community Input

The community identified three main focus areas relating to transportation including Highway 371, non-motorized transportation, and road maintenance.

Survey data and community input highlighted the need for the City to work with MnDOT on safer pedestrian and bicycling crossings along Highway 371 and improving landscaping and esthetics through Jenkins.

Expanding and enhancing non-motorized transportation was identified as a priority. Identifying new trail connections, improving trail amenities, and proving safe trail crossings were emphasized during the planning process.

Road maintenance and future planning was the third identified focus area. Community members noted the importance of continued planning for the expansion of Highway 371 north towards Pine River and implementing a Capital Improvement Program to ensure timely maintenance and upgrading of city streets, sidewalks, and trails.



TRANSPORTATION GOAL:

- 1. PROVIDE A SAFE TRANSPORTATION SYSTEM THROUGHOUT THE CITY.

STRATEGIES:

- 1. CONTINUE TO MAINTAIN AND IMPROVE EXISTING STREETS IN A TIMELY AND EFFECTIVE MANNER.
- 2. DEVELOP AND ENFORCE STREETSCAPING OR LANDSCAPING STANDARDS FOR PROPERTY ABUTTING MN TRUNK HIGHWAY #371 (THE ENTRANCE CORRIDOR TO THE CITY).
- 3. WORK WITH MNDOT ON LANDSCAPING PLANS IN CONJUNCTION WITH THEIR LANDSCAPE PARTNERSHIP PROGRAM.
- 4. WORK WITH MNDOT REGARDING SIGNAGE ALONG MN TRUNK HIGHWAY #371 AND REVIEW CURRENT ORDINANCES TO ENSURE DESIRED SIGN STANDARDS EXIST.
- 5. WORK WITH MNDOT ON SAFER PEDESTRIAN CROSSINGS ON MN TRUNK HIGHWAY #371.
- 6. ANNUALLY REVIEW AND IMPLEMENT THE CAPITAL IMPROVEMENT PROGRAM TO ENSURE TIMELY MAINTENANCE AND UPGRADING OF CITY STREETS, SIDEWALKS, AND TRAILS.
- 7. EXTEND STREETS INTO GROWING AREAS OF THE COMMUNITY
- 8. DEVELOP A SIDEWALK/TRAIL SYSTEM LINKING RESIDENTIAL AND RECREATIONAL AREAS OF THE CITY.

For the Future

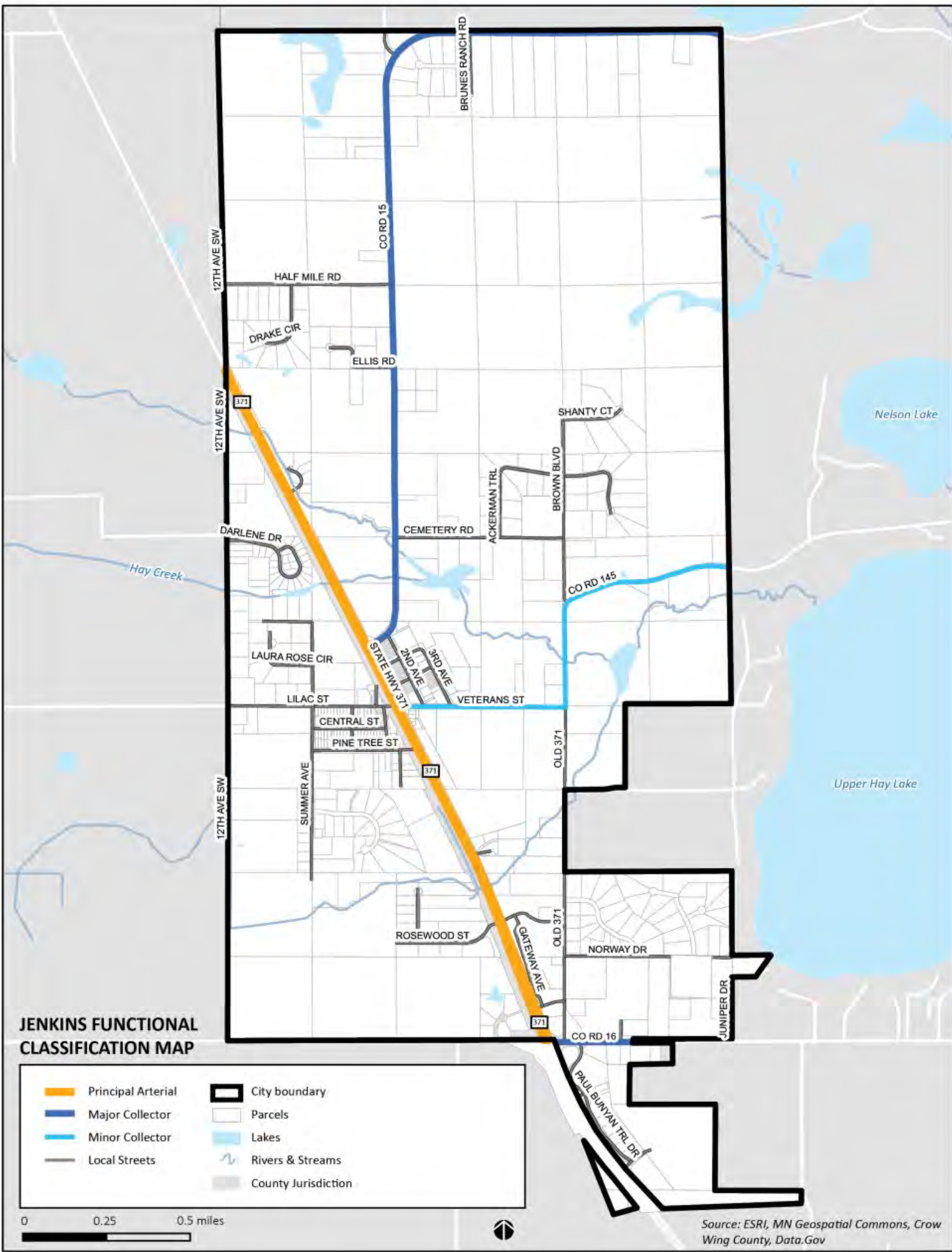
Residents have indicated a strong desire for and interest in nonmotorized transportation, such as walking and biking. As future road and projects are planned and designed, a strong effort should be made to incorporate walking and biking amenities into the projects. The community indicated the desire to improve Highway 371 through town and the overall image of the town. This can be done through catalyst projects, such as Highway 371 expansion. The City should take advantage of major reconstruction projects to incorporate elements such as safety, streetscaping, and landscaping into the design. Enhancing city beautification efforts, specifically on Highway 371, was highlighted throughout the planning process.

The City should monitor and look for ways to improve safety for vehicles and non-motorized transportation, specifically crossing Highway 371 and at the intersection of County Road 16 and Highway 371. Improving safety and mobility was emphasized in the community survey and through previous planning efforts.

Maintaining high-quality infrastructure is essential to the economic vitality and quality of life in communities. A good capital planning and budgeting process helps communities make smart investments in infrastructure and, therefore, investments in the future. One way to accomplish this is through the development of a Community Investment Program (CIP). The CIP should be used to identify, prioritize, and assign funding to transportation and other infrastructure. Within the CIP, the City should continue to develop and annually review a report that identifies future road maintenance needs and costs.

“HIGHWAY 371 CORRIDOR FROM COUNTY 16 NORTH NEEDS TO BE UPGRADED TO 371 BY-PASS STANDARD.”

-COMMUNITY QUOTE



07

Implementation

Overview

The Comprehensive Plan is meant to be a working document that results in enhancements to the City of Jenkins. In a sense, the plan presents a "blueprint" for action that provides direction and assists decision makers with short and long-range choices.

Implementing the goals and strategies identified in the plan are crucial to achieving the goals of the plan and improving the quality of life for residents, tourists, and the business community in the Jenkins community.

This chapter will serve as the action plan for prioritizing the goals and strategies within each chapter of the Comprehensive Plan. Once the plan is adopted, a new cycle of continuous work begins. The Comprehensive Plan is intended to guide many of the goals and decisions made by the City each year.

As items are completed, new goals and strategies should be identified and brought forward to implementation. Some of the following recommendations may require substantial cooperation with others, including other units of government, the private sector, and partnerships with area stakeholders.

How to Use the Plan

The Comprehensive Plan is intended to be used daily as public and private decisions are made concerning

development, redevelopment, capital improvements, economic incentives, and other matters affecting the City. The following is a summary of how decisions and processes should align with the goals and strategies of the plan.

Annual Work Programs and Budgets

The City should be cognizant of the recommendations of the plan when preparing annual work programs and budgets. One easy way for the community to advance the goals and aspirations in this plan is to review the Comprehensive Plan yearly at a workshop. This review can occur in conjunction with the City budgeting process or occur at the beginning of the year to set the priority and work schedule of City staff.

Capital Improvement Plan

A Capital Improvement Plan (CIP) should be prepared **consistent with the Comprehensive Plan's strategies and infrastructure recommendations.**

Development Approvals

Administrative and council approvals of development proposals, including rezoning and subdivision plats, should be a central means of implementing the Comprehensive Plans. Decisions by the Planning Commission, City Council, and other boards or committees under the City umbrella should reference relevant Comprehensive Plan



recommendations and strategies. The zoning code and subdivision regulations should be updated in response to regulatory strategies presented in the plan.

Private Development Decisions

Property owners and developers should consider the goals and strategies of the Comprehensive Plan in their land planning and investment decisions. Public decision-makers will be using the plan as a guide in their development deliberations, such as zoning matters and infrastructure requests. Property owners and developers should be **cognizant of and compliment the plan's recommendations.**

Consistent Interpretation

City Council should collaborate with the Planning Commission to ensure clear and consistent interpretation of major items in the plan.

Strategy

The Comprehensive Plan identifies strategies within the plan to support or achieve identified goals. A strategy is a plan of action or policy designed to achieve a goal.

Plan Management

The Comprehensive Plan should be monitored on a regular basis, and when necessary, it should be revised or updated. **This section outlines the guidance for monitoring the plan's**

effectiveness and maintaining its relevancy.

Monitoring the Plan

The Comprehensive Plan should be monitored for implementation effectiveness and relevancy. As stated in the Objectives and Strategies section, this should happen on a formal basis no less than once per year.

Updating the Plan

A major update of the Comprehensive Plan should be scheduled by City Council following a formal recommendation from the Planning Commission and administration. The update should be considered at least every five years. In the interim, key milestones may be reached that necessitate an update sooner than a five-year cycle. Such milestones should be considered by the Planning Commission and administration on a case-by-case basis.

There may be circumstances that warrant a formal amendment of the plan. Amendments to the plan should be made only with careful consideration and compelling justification. The steering committee that crafted this plan was clear that the recommendations of the plan represented a strong, long-term vision and that changes should not be made lightly.



Key Findings

The key findings of this section highlight the themes identified throughout the public engagement process and should serve as a high-level guide when making decisions. The findings were identified by characteristics the community would like to maintain and what characteristics the community would like to see improved.

Maintain

- Parks and green space
- Rural atmosphere, friendly community
- Spacious lot sizes, up-north feel
- Access to Highway 371
- Safe community and low crime

Improve

- Code enforcement – Code enforcement issues received high priority ranking, most notably the unkept properties within the City and specifically improving the visual appeal of the community along the Minnesota State Highway 371 corridor.
- Housing – A shortage of housing types that could accommodate groups, such as senior and low-income. Housing types could include patio duplexes and townhomes.

- Transportation – Highlighted the need for the future planning of the State Highway 371 expansion north, improvements to bicycle and pedestrian crossings around town, and maintenance of local city streets.
- Economic Development and Jobs – Supporting a year-round economy and create job opportunities.
- Community programming and facilities – More cultural, educational, youth and adult involvement in programs and facilities.

Future Strategy and Projects

The Implementation Matrix on the following pages, provide space for future identified strategies or projects. This allows the Planning Commission, City Council, or City staff to document new strategies or projects that might be identified as a priority in the future. As the Comprehensive Plan is monitored, the City may choose to add or reprioritize the strategies and projects in the plan.

LAND USE	
STRATEGY	PRIORITY
Maintain and upgrade existing residential property.	High
Annually review Capital Improvement Plan to ensure timely maintenance and upgrading of city streets, sidewalks, and trails.	High
Develop a sidewalk/trail system linking residential and recreational areas of the City.	Medium
Extend streets into growing areas of the community.	Low
Review and update the zoning ordinance to ensure appropriate development of property in Jenkins,	Ongoing
Update the Zoning Ordinance to be consistent with the Comprehensive Plan and its goals and strategies.	Ongoing
FUTURE IDENTIFIED STRATEGY OR PROJECT BELOW	

HOUSING	
STRATEGY	PRIORITY
Identify and upgrade existing housing stock.	High
Identify property for older adult housing options, such as patio homes.	Medium
Encourage quality rental housing.	Ongoing
FUTURE IDENTIFIED STRATEGY OR PROJECT BELOW	

ECONOMIC DEVELOPMENT	
STRATEGY	PRIORITY
Encourage the development of the business district in the area adjacent to Highway 371 and County Road 16	High
Maintain and promote existing commercial properties.	High
Work with MnDOT on Highway 371 plan for frontage roads for commercial businesses located along the highway.	Medium
Review and update the zoning ordinance performance standards regarding landscaping requirements, signage, etc. to increase the attractiveness of the highway corridor and commercial area.	Ongoing
FUTURE IDENTIFIED STRATEGY OR PROJECT BELOW	

PARKS AND TRAILS	
STRATEGY	PRIORITY
Identify trails for connectivity.	High
Continue to make improvements, such as adding concessions and play equipment to the city ball field as funding becomes available.	Medium
Build a dog run at Veteran's Park.	Medium
Work with the DNR and MnDOT to provide amenities along the Paul Bunyan Trail for trail users and visitors to the area.	Medium
Further discuss a community outdoor ice rink.	Low
Continue to maintain existing parks and recreational facilities.	Ongoing
FUTURE IDENTIFIED STRATEGY OR PROJECT BELOW	

TRANSPORTATION	
STRATEGY	PRIORITY
Develop and enforce streetscaping or landscaping standards for property abutting MN Trunk Highway #371 (the entrance corridor to the City).	High
Work with MnDOT on landscaping plans to improve esthetics through Jenkins.	High
Work with MnDOT on safer pedestrian crossings on MN Trunk Highway #371.	High
Work with MnDOT on Highway 371 plan for frontage roads for commercial businesses located along the highway.	Medium
Develop a multimodal system linking residential and recreational areas of the City.	Medium
Extend streets into growing areas of the community.	Low
Annually review and implement the Capital Improvement Program to ensure timely maintenance and upgrading of city streets, sidewalks and trails.	Ongoing
Continue to maintain and improve existing streets in a timely and effective manner.	Ongoing
FUTURE IDENTIFIED STRATEGY OR PROJECT BELOW	