

CITY OF PERHAM

COMPREHENSIVE PLAN

ORIGINAL – 2003

**DEMOGRAPHICS/ECONOMIC OVERVIEW
AND LAND USE**

UPDATED 2015

INTRODUCTION

What is a Comprehensive Plan, and why is it important to the City? These questions are the first questions that people ask when they read that the City of Perham has adopted such a document.

The Comprehensive Plan is a compilation of policy statements, goals, standards, and maps, for guiding the physical, social, and economic development of Perham. The Comprehensive Plan contains several Elements including a Land Use Plan, Township Discussion - Growth Management, Transportation Plan, Housing Plan, Community Facilities, Utilities, Parks and Recreation, Environmental Resources, and Community Image. In addition to the various Elements contained in the Comprehensive Plan, the Plan also includes a final section that provides Implementation Strategies.

The importance of the Comprehensive Plan is that it establishes a vision for the Community, focusing on "what the Community wants to be", and allows the City Council and Planning Commission to make decisions based on policies, and to plan for future growth, rather than to react to it. Most Comprehensive Plans are designed to look at a City's projected 20-year growth, and establish policies based on that timeframe. In the City of Perham's case, it was very important that the Plan looked at the projected 20-Year growth potential of the City, but also focused on the next five year period to assure that the document is going to reflect reality, and can be modified as community forces change.

The other key element in the creation of the Comprehensive Plan was the participation on the part of the community. The Comprehensive Plan was created to reflect the desires and needs of the people that live, work, play, and conduct business in the City of Perham.

It is important to remember that the timing of future development is dependent on a number of factors including the strength and growth capacity of the economy and to a larger degree, the desires of individual property owners in and around the community. The policies and recommendations contained in the Comprehensive Plan are not intended to force any particular property to develop. Rather, the Plan establishes policies and recommendations to guide the use of land when development becomes appropriate.

REGIONAL SETTING/HISTORY¹

The City of Perham is located in Northeastern Otter Tail County, 185 miles from Minneapolis/St. Paul and 70 miles from Fargo/Moorhead just off of US Highway 10 in an area abundant in lakes and other natural resources.

Perham is named after Josiah Perham, the first man to envision a railroad from Lake Superior to the Pacific Coast, and President of the Northern Pacific Railroad. The railroad arrived in Otter Tail County in 1871. A mercantile store was erected on the north side of the tracks the next year and Perham has been prospering ever since.

In the late 1800's Perham was home to many retail and service industries, and most impressively in 1875 Perham began its public education system. In 1888, Perham built a two-story public school building, with an addition being built on in 1898, and it served the district until a high school was built in 1916. In addition to the Public School system, Perham has two parochial elementary schools, St. Henry's and St. Paul's, both of which have been established since the late 1800's, early 1900's. Perham began to operate a local newspaper in 1881, known at the time as the Perham Bulletin. Today, that same newspaper operates as the Perham Enterprise Bulletin. Medical services in Perham began in the late 1800's with St. James Hospital being built in 1902. In 1958 St. James Hospital was converted into a nursing home and a new Hospital was built. Today Perham Memorial Hospital and Home has just completed work on an expansive renovation and addition project, and provides comprehensive medical care, including the Merit Care Clinic, Perham Memorial Hospital, and the nursing home.

Throughout the 1900's, Perham continued to grow and prosper with many new businesses and buildings being added to the downtown business district every year. Perham also became well known as a tourist area because of the many lakes that provided fishing and recreational opportunities. Perham continues to attract thousands of tourists, as well as local people because of the lakes, golf course, library, history museum, and Perham Area Community center. Today businesses including gift and specialty retail shops, service businesses, and government buildings form the core of downtown Perham.

While much of the early Industrial development in Perham centered around agriculture, the railroad, and logging, that began to change during World War II when the Land O' Lakes plant was built to meet the demand for dry powder milk during the war. In 1950 Royale and Eleanor Arvig bought the local Telephone Company, and grew it into what is today Arvig Enterprises, one of the largest providers of telephone, cable and communication services in northwestern Minnesota and North Dakota. In 1964 Tuffy Nelson and his son Kenny began to make dog Food and sold it under the Tuffy's dog food label. After many ownership changes, in 2001 Tuffy's was once again bought by a local group and continues to produce Tuffy's dog food, as well as other pet food lines. In 1973, Kenny Nelson began Barrel O' Fun a potato chip company that today includes multiple snack food lines. In addition to the above mentioned businesses, Perham has many other diverse industries including agriculture, machining, welding, construction trades, printing, and egg products. Perham is now a city of over 2,500 and boasts an impressive business community based upon retail/service/commercial, industry, agriculture, and tourism.

¹ Source: "Perham Minnesota – 1872-1997, 125 Years and Still on Track"

PLANNING/Framework

This Comprehensive Plan is intended to serve as a guide in making decisions that will affect the City of Perham for the next two decades. In order to be effective, it needs to represent the goals and collective vision of those who it is intended to benefit. The beneficiaries of this plan are the people that live, work, play, and conduct business in Perham now and in the future. The Plan is designed to represent their thoughts and ideas, and accordingly the process used to prepare this plan included a wide variety of community involvement opportunities.

A key element of the community involvement process was a kick-off meeting event that was held on February 26, 2001 at 7:00 p.m. at the VFW Community Meeting Room. There were 74 people in attendance at that meeting.

The meeting was designed to receive input from the people. The City wanted to find out what the issues were/are regarding Perham. The information was compiled and the following is the results of that meeting.

Favorite Places Exercise: One of the first things that were done was to have people place colored dots on City maps identifying their favorite places in Perham. The responses were as follows:

- PACC - 32 (responses)
- Library - 28
- Public Schools - 19
- Area Churches - 18
- Golf Course - 17
- History Museum - 15
- Bike Path - 12
- Paul Miller Park - 11
- Hospital/Clinic - 11
- Baseball Park - 10
- Softball Complex - 9
- Main Street - 9
- Private Schools - 6
- Little Pine Lake - 6
- Other Parks - 3
- Other - 4

The City also asked people to tell them what they think, in the areas of Housing, Parks and Open Space, Industrial Development, Commercial Development, and just in general. The response was very good and the following is a list of items that were viewed as Positives for the City of Perham:

1. Great Lakes, Golf Course, Bike Path, Parks
2. PACC, Library, History Museum
3. Vital Main Street & Commercial Corridor - wide variety of shopping opportunities; unique shops.
4. Active, Progressive Chamber - Events
5. Proximity to Highway 10
6. Hospital, Clinic and Nursing Home
7. Diverse Industry; Technology Center
8. Schools both public and private
9. Agriculture; variety and services

10. Progressive, roll up your sleeves attitude
11. "Perham has it all"

The following is a list of items viewed as Negatives for the City of Perham:

1. Traffic issues
 - a. Lack of off-street parking downtown;
 - b. Not pedestrian friendly;
 - c. No place for emergency vehicles to cross RR tracks;
 - d. Congested/dangerous areas by Post Office and Liquor Store;
 - e. Hwy. 78 and intersection by DQ and Dean's Country Market.
2. Water quality
3. Lack of Housing Options
4. Restrictive Building Codes
5. East and West entrances into Community - Junky.
6. Wages not competitive with other industries.
7. Industrial Park
 - a. Not utilized;
 - b. Storm sewer issues
8. Declining School population

People were then asked to participate in small group discussions on three general topics. The first topic was "What makes Perham unique/different in the areas of Tourism, Industrial Development, Agriculture/Retail/Service Industries, and Community?" Many of the comments received were items that were viewed as positives and negatives for Perham and are included in the previous listings.

The next topic discussed was "What are the three most important issues facing Perham today?" While there were more than three issues listed, there were three issues that were mentioned several times throughout the evening, both in small group discussions, and on comments received from people. Those issues were:

1. Strength of School District
2. Water Quality
3. Economic Development - diverse industry, business retention, housing, land for City to grow.

The last topic discussed was "What are the three most important issues facing Perham in the future (five years from now and beyond)?" It was more difficult to narrow this list down to just three, because there was a greater variety in the responses that were received. However, like the previous question, there were some issues mentioned several times, those issues were:

1. Water, Wastewater; Infrastructure; Power Supply
2. School District

3. Economic Development
4. Healthcare - aging population
5. Diversity of Population

The following is a list of other topics that came up during the discussions:

1. Family entertainment
2. Recreation opportunities
3. Metro vs. Outstate
4. Community Leadership
5. Vision for Community
6. Follow Comprehensive Plan
7. Unknown Factors
8. Real Estate Taxes

From information that was collected at the kick-off meeting, a Vision Statement and set of Guiding Principles was developed. These statements and the thoughts and ideas that they represent became the framework for the preparation of this Plan.

VISION

A key element of the community involvement process was to define a vision for the City of Perham. The dictionary defines vision in a number of ways including "imaginative contemplation" and "the ability to perceive something actually not visible." Vision as it applies to a community includes these characteristics and more. Perham's vision speaks to what the City will be, based on the community's input, its history, its natural environment, and the values of its people. In the context of the Comprehensive Plan, the vision serves as a reminder of "What Perham wants to be."

**VISION STATEMENT
CITY OF PERHAM**

**PERHAM IS AND WILL BE A COMMUNITY THAT MAINTAINS ITS UNIQUE
IDENTITY BY RECOGNIZING ITS NATURAL FEATURES AND DIVERSE
ECONOMY WHILE PROVIDING OPPORTUNITIES FOR PEOPLE TO LIVE,
WORK, PLAY, AND CONDUCT BUSINESS.**

GUIDING PRINCIPLES

In assembling the Perham Comprehensive Plan, principles were established as a way to guide development of the plan and to serve in the future as statements of criteria by which community development issues can be assessed. Information gathered during the kick-off meeting, and input from the Planning Commission, City Staff, and City Council form the basis for the Guiding Principles. Together the Vision statement and Guiding Principles serve the following purposes:

- They orient the community to the future.
- They require imagination, recognizing that the direction that they set today will be the reality of the future.
- They look to current conditions and community traditions as the basis for what is appropriate in the future.
- They are based on a shared understanding of what the community desires for itself.
- They will be used as tools for evaluation of proposals, projects, ideas, and future decisions.
- They will be an anchor during conflict, a way of finding common ground and shared values.
- They become a basis of coordination and cooperation.
- They are a source of energy and enthusiasm for maintaining a commitment to the future of Perham.

The Guiding Principles are an important tool; they can be used as a conceptual yardstick in assessing future projects, development, and issues. While the community's plan will continue to evolve over time and modifications will be necessary to accommodate unforeseen circumstances, it is important that the spirit and intent of the Guiding Principles are upheld. In doing so, they will help ensure that the steps Perham has taken in preparing this Comprehensive Plan produce the desired results.

GUIDING PRINCIPLES CITY OF PERHAM

*** To promote a Traditional "Main Street" as a place for people to gather.**

Downtown Perham is an essential element of the community, as such the City will maintain a traditional "Main Street" which is and will be the destination for residents and visitors and the focal point of commerce and government. The Main Street shall continue to incorporate design elements including decorative lighting, trees, and benches, as well as sidewalks and adequately signed crosswalks that promote a pedestrian friendly environment. Both on street and public off street parking areas shall be part of Main Street so that access to businesses and government offices are convenient and safe for people.

*** Promote a Commercial Corridor that provides linkages to Main Street and other areas of the community.**

Continue to promote commercial development along West Main Street through downtown Perham and along East Main Street and 3rd Avenue SE out to Highway 10. Development will happen in a logical, safe pattern. Continue to incorporate design elements into the commercial corridor area that includes decorative lighting, trees, and sidewalks. Encourage large commercial development to occur in areas where adequate land exists for off-street parking and loading/unloading areas, and in areas where minimal conflicts will occur with other land uses.

- * **Continue to promote Industrial Development.**
Continue to promote "the Perham Industrial Park" as an area for Industrial development. Identify areas within the Industrial Park for Industrial users of all sizes that take advantage of the infrastructure and lot layout. Provide for transition areas that include parking, storm sewer holding areas and industrial uses that would not conflict with the adjoining residential neighborhoods. Continue to promote Industrial Development in other areas of the community, where such uses are appropriate and not in conflict with residential or other commercial land uses.
- * **Identify and redevelop transitional areas**
There exists within Perham areas of housing located in or adjacent to commercial or industrial property that is substandard and dilapidated and needs to be demolished and redeveloped to create buffer space between existing residential and commercial and or industrial land uses.
- * **Provide a safe, convenient, and efficient Transportation System.**
The Transportation System will serve both the existing and future needs of the community. Transportation corridors will connect all areas of the community and the street pattern will be designed effectively so that infrastructure is optimized and safety is provided to both vehicular and pedestrian traffic.
- * **Housing that reflects a full range of choices.**
Perham will continue to offer housing choices that serve a broad range of incomes, lifestyles, and age groups. The community's housing stock will allow people to have the opportunity to move into alternative forms of housing as their needs change over time.
- * **Continue to promote Perham as a Tourism Area.**
Maintain a working relationship with the Perham Area Chamber of Commerce to promote Perham as a recreation destination area that offers many tourist attractions.
- * **An identity that reflects the place.**
Perham will present a clear community identity as a reflection of its natural amenities, industrial development, and cultural heritage. The built environment will express integrity through high quality building materials and architectural details that reflect the historical roots of the community.
- * **Efficient Infrastructure.**
Perham will maintain a high quality, efficient infrastructure system. The utilities and services delivery systems will serve both the present and future needs of the community.
- * **Recreation opportunities for residents and visitors**
Perham will continue to provide parks and open space areas that serve the needs of the community and are connected to other areas of interest through a trail system. Perham will also continue to support the Perham Area Community Center as a recreational hub for the community.
- * **Protect and preserve the Environment**
Perham will protect and preserve the natural amenities in the area, as well as the drinking water, and wastewater facilities through sustainable development practices and environmental controls.
- * **A caring, learning environment**
Perham will continue to work with the local schools to provide opportunities for learning to all ages.

*** A strong, health care system**

Perham will maintain a health care system that keeps pace with the changing needs of the population.

*** Economic development**

Perham's economic development efforts will help create a sustainable economy by balancing tax base and providing a wide range of employment, goods, and services.

*** A well-balanced tax base**

Perham will preserve its fiscal integrity by maintaining a mix of land uses that result in a balanced tax base. A proper mix of uses in the community will provide desired employment, goods, and services while maintaining manageable residential tax rates.

*** A proactive position on future growth**

Perham will position itself to plan for rather than react to growth. The Comprehensive Plan in tandem with the community's codes and ordinances will be used to establish locations and rates of future growth and development. Future growth will be phased to maintain pace with the services and facilities necessary for its support.

DEMOGRAPHIC/ECONOMIC OVERVIEW

Perham is influenced by demographic changes that occur throughout the nation and the State of Minnesota, as well as on a Regional level. The Minnesota State Demographer has identified five trends that will impact Minnesota's population. Many of these trends will impact the City of Perham. Statewide trends include:

Aging

Members of the large baby boom generation (those born between 1947 and 1964) will move into the late middle age and early old age during the next 30 years. In 2000, baby boomers were approximately 36 to 53: by 2025, they will be 61 to 78.

Between 1990 -2025, the population over age 45 will increase substantially, while the under 45 population will decline. After 2010, the number of people over age 65 will grow dramatically as baby boomers reach this age bracket. The very old population, those age 85 and older, will rise rapidly until 2010, after which its growth will slow, reflecting the low birth rates during the Depression of the 1930's.

From 1990 to 2020, the households that will grow the most will be married couple families without children, mostly "empty nesters." One-person households will also go up substantially, while married couple families with children will decline. All of these trends reflect the aging of the baby boomers. Older people are much more likely to be empty nesters or to live alone.

As evidence of these trends, one only has to look at the statistics for Otter Tail County and the City of Perham 1990 - 2010:

Population - Otter Tail County							
	Under 18	18-24	25-44	45-59	60-64	65-74	75 & older
1990	13,443	3,432	13,557	7,740	2,697	5,018	4,827
2000	14,078	4,267	13,857	11,085	3,014	5,410	5,448
2010	12,457	3,764	11,447	13,548	4,055	6,156	5,876
%	4.7%	24.3%	2.2%	43.2%	11.8%	7.8%	12.9%
Change 1990-2000							
%	-11.5%	-11.8%	-17.4%	22.2%	34.5%	13.8%	7.9%
Change 2000-2010							

Source: US Census

Households - Otter Tail County				
	Family	Living Alone	Over 65	Average Household Size
1990	13,939	5,027	2,908	2.53
2000	15,768	6,022	3,010	2.46
2010	16,148	6,817	3,200	2.33
%	13.1%	19.8%	3.5%	-2.8%

Change 1990-2000				
% Change 2000-2010	2.4%	13.2%	6.3%	-5.3%

Source: US Census

Population – City of Perham							
	Under 18	18-24	25-44	45-59	60-64	65-74	75 & older
1990	520	125	550	239	92	225	324
2000	592	227	658	349	102	223	408
2010	676	274	659	573	105	242	456
% Change 1990-2000	13.8%	81.6%	19.6%	46.0%	10.9%	-0.9%	25.9%
% Change 2000-2010	14.2%	20.7%	0.2%	64.2%	2.9%	8.5%	11.8%

Source: US Census

Households – City of Perham				
	Family	Living Alone	Over 65	Average Household Size
1990	520	337	204	2.24
2000	642	410	229	2.23
2010	722	495	253	2.19
% Change 1990-2000	23.5%	21.7%	12.3%	-0.4%
% Change 2000-2010	12.5%	20.7%	10.5%	-1.8%

Source: US Census

Concentration in Metropolitan Regions

Minnesota's fastest population growth between 2015 and 2045 is projected for the corridors between the Twin Cities and St. Cloud, the seven-county Twin Cities region, the Rochester area other regions surrounding the Twin Cities. Other regional centers, such as the Bemidji and Brainerd/Baxter areas are also expected to experience significant population growth. The table below shows the trends in the State of Minnesota regarding population projections through 2045.

Projected Population Growth – Minnesota Regions				
Region	2015	2030	2045	Percent Change 2015-2045
Central	437,443	498,999	533,320	25.2%
7 County Twin Cities	2,930,059	3,220,273	3,341,508	15.1%

Southeast	514,056	559,835	580,787	14.6%
Southwest	122,183	132,769	137,460	14.2%
East Central	180,147	198,377	203,942	14.0%
Headwaters	86,941	93,353	95,686	11.8%
North Central	173,132	184,580	188,012	10.2%
Southwest	120,758	127,622	130,471	8.8%
West Central	231,570	244,408	247,564	7.6%
Northwest	88,319	93,184	94,348	7.0%
South Central	235,369	246,878	249,529	6.1%
OTTER TAIL COUNTY	60,256	62,549	62,633	3.9%
Upper Minnesota Valley	45,399	46,392	46,251	1.2%
Arrowhead	332,557	335,931	326,923	-3.5%

Rural Area Growth

In rural areas such as Otter Tail County, the Minnesota State Demographer projects a more moderate increase in the population of about 3.9% between 2015 and 2045. However, this moderate overall growth masks a fairly rapid growth in the number of persons aged 60-75 years old in Otter Tail County. For that age group, the population is expected to increase 16.8% in the next 10 years before leveling off and eventually beginning to decline after 2030. This is a very important trend to consider because of the impact that type of population will have on several different economic sectors of the community, including housing, health care, goods and services, and the school district.

Increasing Diversity

Populations of color and Hispanic origin have been increasing in Perham and throughout Otter Tail County. Between 1990 and 2010, the percentage of nonwhite persons in Perham increased from less than 1 percent of the population in 1990 to almost 6 percent in 2010. In the County as a whole, the figures increased from 1 percent to almost 4 percent over the same time period. According to the Minnesota State Demographer, these trends are projected to continue throughout the region. Between 2005 and 2035, the percentage of nonwhite or Hispanic persons in the region² is projected to increase from 5.7 percent of the population to 9.5 percent.

Slower Growth

Minnesota's population will not grow as fast in the future as it has in the past. Between 2000 and 2010, the state's population increased by 7.8% - down from a 12.4% increase between 1990-2000. For the upcoming decades 2010 - 2020, and 2020-2030, growth is projected to continue to decline at rates of 7.0%, and 5.4% respectively. The aging of the population, the decrease in the number of children that are born, and the increase in the number of deaths will all be contributing factors to the decrease in the growth rate of the population.

Similarly, the labor force will expand much more slowly than it has in previous decades. The State of Minnesota saw a record number of jobs and businesses open up or expand in the 1990's. The average annual growth rate in seasonally adjusted jobs was 2.3% per year during the 1990's. From 2000-2009,

² The region is defined as the Region IV Economic Development Region (Otter Tail, Becker, Clay, Wilkin, Traverse, Grant, Douglas, Stevens and Pope counties).

that growth rate essentially flat lined at -0.1%, due in large part to a -3.9% growth rate in 2009. Between 2010 and 2013, growth has improved somewhat to an average annual rate of 1.6%. Statewide, the growth rate in new jobs is expected to continue at a rate of 1.3% between 2010 and 2020. A similar 1.4% growth rate is projected for all of Northwestern Minnesota.

Rising Dependency Ratio

Elderly people are projected to increase not only in numbers, but will also account for a dramatically larger proportion of the total population. This is a trend that has already begun, with the percentage of the population 65 or older rising from 12.1% to 12.9% in between 2000 and 2010. By 2020, 17.1 percent of Minnesotans are projected to be more than 65. By 2030, the figure is expected to rise to 21.8% of the total population. As this rise in elderly population occurs, the dependency ratio - the ratio of the number of children and elderly to the number of working people will also begin to go up. A relatively small number of workers will have to support a large number of retirees and children.

POPULATION AND HOUSEHOLDS

The growth of a community can be measured and forecast in a number of ways. Traditionally, population forecasts are commonly referenced as a measure of the growth potential of a community. Household growth is actually a better indicator of community growth because households represent occupied dwelling units.

After losing population from 1980-1990, the City of Perham has seen growth rates of 23.3% and 16.6% in the two decades that followed, based on the 2010 census. This is attributed to several economic factors including growth in the business, industrial, and retail sector of the community, as well as in-migration due to the geographic location of Perham. Otter Tail County has also experienced resurgence in growth in the last decade, as have many of the townships in and around the City of Perham.

Population Growth							
	Total Population				Percent Change		
	1980	1990	2000	2010	1980-1990	1990-2000	2000-2010
City of Perham	2,086	2,075	2,559	2,985	-0.5%	23.3%	16.6%
Otter Tail County	51,937	50,714	57,159	57,303	-2.4%	12.7%	0.3%
Corliss township		415	462	493		11.3%	6.7%
Dead Lake township		338	452	494		33.7%	9.3%
Dora township		494	726	725		47.0%	-0.1%
Edna township		725	921	897		27.0%	-2.6%
Gorman township		389	398	465		2.3%	16.8%
Otter Tail township		363	556	491		53.2%	-11.7%
Perham township		774	931	827		20.3%	-11.2%
Pine Lake township		513	656	639		27.9%	-2.6%
Rush Lake township		777	966	970		24.3%	0.4%

Source: US Census

Although the City lost population in the 1980's, the number of households actually increased 7.5% by 1990. This was due to a reduction of average household size, caused by changes such as single parent households, increase in the elderly population, and delay of marriage. From 1990-2000, the City saw an increase of 25.5% in the number of households in the community and from 2000-2010 the number increased another 18.1%. When looking at household information, it is also important to look at average number of persons per household.

Household Growth							
	Total Households				Percent Change		
	1980	1990	2000	2010	1980-1990	1990-2000	2000-2010
City of Perham	818	880	1,104	1,304	7.6%	25.5%	18.1%
Otter Tail County	18,549	19,510	22,671	24,055	5.2%	16.2%	6.1%

Source: US Census

Persons Per Household					
	1980	1990	2000	2010	2012 Estimate
City of Perham	2.43	2.24	2.23	2.19	2.18
Otter Tail County	2.71	2.53	2.46	2.33	2.32

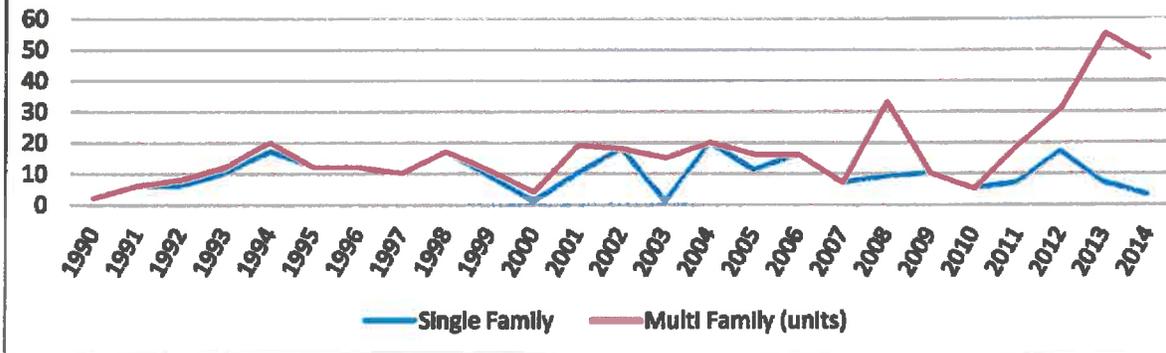
Source: US Census, Minnesota State Demographer (2012 Estimate)

As indicated in the above table, the average household size has continued to decline since 1980. Given that most of this can be attributed to the aging of the Baby Boomer generation, which is now making its way through the older age cohorts, it could be anticipated that this trend will slow and possibly begin to reverse in the coming decade.

The City of Perham's average household size is well below the countywide average. This is due to several factors, including a high concentration of one-person households, and single female head of households. It is expected that this trend will continue over the next decade, and there is indications that non-family households and elderly married couple households will also be increasing within the City over the next decade.

Another indication to look at when evaluating household trends is to review building permit activity. The following is the building permit activity in single-family construction for the City of Perham since 1990.

City of Perham Residential Permit Activity 1990-2014



	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Single Family	2	6	6	10	17	12	12	10	17	9
Multi Family (units)	0	0	2	2	3	0	0	0	0	2
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Single Family	1	10	18	1	20	11	16	7	9	10
Multi Family (units)	3	9	0	14	0	5	0	0	24	0
	2010	2011	2012	2013	2014					
Single Family	5	7	17	7	3					
Multi Family (units)	0	12	14	48	56					

Between 1990 and 2000, new single family housing permits accounted for approximately 46 percent of the growth in households during that same period (102 of the 224 additional households). From 2001-2010, the percentage increased to over 53 percent (107 of the 200 additional households). For 2011-2014, the pace of single-family permits is continuing at a similar rate of about 8.5 units per year, on average. Permits for the construction of multi-family units grew at a modest average rate of 1.2 units per year between 1990 and 2000 and increased significantly to 5.2 units per year between 2001 and 2010. This growth in multi-family units increased even more from 2011 and 2014 to an average annual increase of 29.5 units for those four years.

Another factor to consider in a community's housing is the mix of owner-occupied and renter-occupied housing as this can signal a number of important issues such as the degree to which residents are intending to stay in the community over the long-term, the capacity of the city to accommodate residents at various stages of life and the overall mix of housing options within a community.

According to the U.S. Census, renter occupied housing units increased slightly between 2000 and 2010 – from 41% of the occupied housing units in 2000 to 44% in 2010. With the relatively rapid growth of multi-family home construction between 2011 and 2013, it is likely that the percentage of renter-occupied housing will increase further. Given that the population of the City is aging, it may be that some of the increase in the percentage of renter-occupied units is due to long-time residents moving out of homes and

into apartments or assisted-living. It may also signal an increasing demand for rental housing to accommodate the recent and steady growth in employees amongst the City's manufacturing industry.

POPULATION PROJECTIONS

The Minnesota State Demographer occasionally publishes population projections for the state as a whole as well as counties. Their most recent projections – released in March 2014 – are based on an analysis of projected births, deaths and net migration of persons in and out of an area and project total county population.

The following charts reflect actual populations as measured in the last two United States censuses as well as the county projections from the State Demographer. City population projections reflect an assumption that the City's share of the total County population in 2010 will remain constant through 2030. Obviously, many factors will influence the actual share of growth that Perham will experience.

Population Growth and Projections				
	Actual		Projections	
	2000	2010	2020	2030
City of Perham	2,559	2,985	3,209	3,258
Otter Tail County	57,159	57,303	61,409	62,549

Source: US Census (2000 and 2010 actual population), MN State Demographer (County Projections)

Recent household projections from the Minnesota State Demographer were not yet available at the time this data was updated. The table below reflects a rough projection using the above population projections and converting to households using the average household size that was measured from the 2010 Census.

Household Growth and Projections					
	Actual		Estimated Average Household Size	Projections	
	2000	2010	2012	2020	2030
City of Perham	1,104	1,304	2.18	1,472	1,494
Otter Tail County	22,671	24,055	2.32	26,555	26,961

Source: US Census (Actual), MN State Demographer (Household Size)

Any projections, of course, should only be viewed as an estimate and can be impacted significantly by economic or other factors. As such, they are presented here to provide a general estimate to aid in planning for the future of the City.

Socio-Economic Factors

In addition to looking at population statistics and demographic trends, it is also important to understand what outside influences; particularly economic influences will impact how a community grows. As was previously stated, Perham, like so many other communities in Minnesota, saw a healthy increase in new businesses and business expansions during the 1990's and 2000's. Along with the businesses there was also an increase in the number of employed people, and unemployment for the decade was very low.

The United States entered into two separate recessions over that time period – one in 2001 and another in 2008 - which affected national, state, and local economies. The City of Perham faced a major plant downsizing in February 2002 resulting in the net loss of approximately 50 jobs. During the second recession, the City also lost its only new car dealership and another industry relocated a part of their business out of state. It is important to note however that during that same time period, the City assisted several businesses in relocation and expansion efforts. Despite the state and national economic downturn, the City was successful in adding jobs throughout the previous decade. The City has an active Economic Development Authority (EDA) that assists new and expanding businesses, as well as an active Chamber of Commerce. The City has also continued to provide an attractive Main Street through various downtown improvement projects, as well as a deferred low interest loan program to aid business owners in making various improvements to their buildings.

As a community Perham does have a diverse economy comprised of agriculture, industry, service/retail, and tourism contributing to a relatively strong and growing local economy. While the average weekly wage in Perham is slightly higher than in the region, it lags behind the state as a whole (\$703 in 2013 as compared to \$964 for the state average). Still, the City has been closing the wage gap in recent years. For example, between 2000 and 2013 average weekly wages in Perham increased by 61% - from \$436 to \$703. By comparison, wages increased by 47% in the County, 50% in the region and 42% statewide.

The Comprehensive Plan looks at several areas of economic development related to land use, housing, etc. However, the City of Perham and Perham EDA will need to put together a specific Strategic Plan to address business retention and expansion and other important economic goals. The EDA Strategic Plan should incorporate the vision and guiding principles of the Comprehensive Plan.

LAND USE PLAN

The City of Perham is located in northeastern Otter Tail County just off of Highway 10 and is surrounded by agriculture land, with Little Pine Lake located to the north of Perham adjacent to Paul Miller Park. Outside the city limit boundaries there exists pockets of residential development as well as commercial and industrial development. As one travels northwest on Main Street beyond the city limit boundaries there is commercial and industrial development, as well as the Perham municipal airport. The same pattern also exists beyond city limit boundaries to the southeast of Main Street, where the Perham stockyards and other commercial and industrial development is located. South of Perham and west of Highway 78 next to Highway 10 there is also a commercial corridor area that is outside of the city's boundaries.

The existing land use for the City of Perham is shown on the Current Land Use Map (Map #1). City has a total of 1,648 acres of land. The Existing Land Use chart provides a breakdown of land use by category.

Existing Land Use - 2001		
Land Use	Acres	Percent of Total
Residential		
Single Family	247.4	15%
Multi-family	33.21	2%
Commercial	55.03	3%
Industrial	151.58	9%
Public	80.48	5%
Other		
Parks and Recreation	448.16	27%
Open Space	130.98	8%
Streets, alleys, parking	501.16	30%

Existing Residential Land Use

The community of Perham dates back to the late 1800's when the railroad first was built and came through town. The main core of the community was built up around the railroad line and runs parallel to the railroad in a northwest to southwest and northeast to southeast configuration. Many of the homes that are located in this core area just off of Main Street date back to the early 1900's through the 1950's. These homes are located on smaller lots ranging in size from 50 to 60 foot frontages. While many of the homes are used as single-family residents, some have been converted into rental units and have multiple tenants. As you move in a southwest direction away from Main Street, in the 6th Street SW area near Krauss Park, there are newer homes located on larger lots that were built between the late 1960's and 1980s. Since the 1980s, residential development has been centered primarily to the north and east of downtown in the various phases of the Country Pine Estates, Westwind, and other subdivisions near to the Perham Golf Club. The East Park plats on the City's east side have been platted in various phases to include a mix of residential and light industrial uses. On the far northeast side of the City there have been recent residential developments in the Prairies Edge development – a development that has not yet been fully serviced with public roads or utilities. Since the mid-2000s, residential development has been largely centered in the publicly-developed Clearwater Estates subdivisions to the far southwest of the City near Highway 10 and the new clinic and school sites.

Development (created)	Lots	Use
Krauss Park Addition (1970)	53	Single family residential
Krauss Park 1st Addition (1983)	19	Single Family residential (also contains elementary & middle schools)
Country Pine Estates (1986)	18	Single family residential
Country Pine Estates 1st Addition (1989)	23	Single Family & Multi Family Residential
Country Pine Estates 2nd Addition (1990)	10	Mixed use – Multi Family Residential and Industrial
Country Pine Estates 3rd Addition (1991)	10	Single Family and Multi Family Residential
Lakeside Estates (1992)	8	Single Family & Multi Family Residential
Westwind (1994)	48	Single Family Residential
Westwind 1st Addition (1999)	36	Single Family Residential
Westwind 2nd Addition (2002)	31	Single Family Residential
Westwind 3rd Addition (2006)	37	Single Family Residential
East Park Addition (1992)	29	Single Family Residential (2 Light Industrial)
East Park 1st Addition (2003)	13	Single Family & Multi Family Residential
East Park 2nd Addition (2014)	24	Mixed use -- Multi Family & Light Industrial
The Links (2003)	16	Single Family (Planned Unit Development)
Pentagon Gardens (2004)	40	Single Family Residential
Prairies Edge (2005)	47*	Single Family Residential
Clearwater Estates (2005)	45	Single Family & Multi Family Residential
Clearwater First Addition (2009)	29	Single Family & Multi Family Residential
Clearwater Second Addition (2013)	40*	Single Family & Multi Family Residential

* Not all lots are served with public infrastructure.

In the City of Perham, there is also a wide variety of multiple family and rental residential housing. There is a mobile home court located on the west side of town that has a variety of rental and owner occupied units. There are also several apartment buildings in town; some have income guidelines, and age restrictions, while others are market rate. As discussed previously there are also several single-family homes that have been converted into rental properties. These homes are scattered throughout the City, primarily in the core areas off of or right on Main Street.

Existing residential land uses can be seen in the City's Current Land Use Map (Map #1). A more thorough study of the City's housing can be found in the "City of Perham Housing Study" (2014) in Appendix A of this Plan. This plan represents a "post-recession" update to the City's 2007 Housing Study.

Existing Commercial Land Use

Perham's downtown area is the focal point of the community and is rich in history containing some of the oldest buildings in Perham. It is also a place where both local residents and tourists come to shop. Much of the activity that takes place in Perham in the summertime is geared towards the tourist. The downtown area of Perham is primarily considered to be the area along Main Street located between 3rd Avenue SE and 3rd Avenue SW, as well as two blocks deep to the south of Main street on the west side. Just east of Main Street is the railroad line, and so this area of downtown is only 1/2 block deep. The core downtown area contains a wide variety of retail and service businesses, many of which are well maintained and have been beneficiaries of "Small Cities" funding from the State of Minnesota during both the 1990s and 2000s to cost share needed renovations. Reconstruction of Main Street, as well as streetscape elements including benches, trees, and decorative lighting occurred in the 1990s and the

reconstruction of 2nd Street SW occurred in the 2000s. The Post Office and City Hall/Chamber of Commerce office are also located downtown. Beyond the core downtown area along Main Street, both to the east and to the west there exists several commercial and some industrial properties, as well as several homes. Most of the commercial and industrial properties utilize larger tracks of land and contain off street parking. Just off of Main Street along 3rd Avenue SE there are several commercial sites as you head south on 78 towards Highway 10. 3rd Avenue SE is considered a transitional area for business and is zoned Service Commercial.

The city's most recent commercial development is the Happel Addition in the northeast quadrant of the intersection of State Highway 78 and U.S. Highway 10. Since the mid-2000s, this area has developed to include a retail/office strip mall, a grocery store, a hotel, a hardware store, a liquor store, a dentist's office and other office buildings.

Existing commercial land uses can be seen in the City's Current Land Use Map (Map #1).

Existing Industrial Land Use

There are primarily three areas where industrial development has occurred in Perham. The downtown corridor along the railroad tracks is home to many of Perham's largest industries such as Tuffy's Pet Foods, Bongards Creameries, Jennie-O feed mill and Barrel O'Fun. The second area of industrial and some commercial development is located on the northwest side of Perham, in the Country Pines Business Park. The northwest area is home to larger businesses such as Kenny's Candies, Nutheads, and Professional Agronomy. The third area of industrial development is the Northeast Industrial park, including the City-owned industrial lots located on the northeast side of town. The Northeast Industrial Park stretches from Perham Egg and the Perham Resource Recovery Facility on the west to Kit Masters and Industrial Finishing Services on the east.

Existing industrial land uses can be seen in the City's Current Land Use Map (Map #1).

Transitional Land Use Areas

There also exists within the City of Perham pockets of existing residential development, primarily single-family homes that the City has not identified for any particular future use. These are primarily areas that lie nearby to the industrial areas of the downtown corridor that the City anticipates could be appropriately developed into industrial, multi-family or single-family residential uses depending on landowner desires and market forces. The main locations of these transitional areas are:

- Immediately north of the Bongards plant as well as to the southeast, and along 3rd Street NE.
- Immediately north of the Tuffy's production facility along 3rd Street NW.
- East and south of Barrel O' Fun's trailer parking areas adjacent to Lake Avenue.

These transitional areas are identified on the City's Future Land Use Map (Map #2).

Park and Recreation

Perham has a 27-hole golf course, as well as Arvig Park and Pioneer Village, which is the City's major community park that includes several types of recreational fields, all on the north side of town between County road 51 and County road 8. Together this takes up over 448 acres of land within city limits. The City also has several smaller parks within the city limits.

The City of Perham also owns Paul Miller Park that abuts Little Pine Lake. While not a park facility it is important to mention that the East Otter Tail County fairgrounds is located on Highway 78 immediately adjacent to 3rd Avenue SE. The fairgrounds are primarily used in the summertime during the fair. A baseball park is also located in this same area.

A map identifying the City's park and recreation facilities is included as Map #4.

Public Uses

Public land uses in the City of Perham include the various churches, Perham Public Schools, the Perham Area Community Center, the Perham Health & Living campus, city parks and other property, and public buildings including the Perham Area Public Library and City Hall, In Their Own Words Veterans Museum and the History Museum of East Otter Tail County.

The City's tax exempt properties can be found on the City's Current Land Use Map (Map #1).

OVERALL LAND USE CONCEPT

Perham is a unique place, rich in history and located in a very attractive setting. Perham offers a wide range of amenities that make it a desirable place to live. The historical pattern of development contributes to the character of the community, with its strong downtown, excellent recreational areas, attractive residential neighborhoods, and various places of employment. As the community grows in the future, these elements are looked at as building blocks. These building blocks will be used as a foundation for designating future growth areas that continue and strengthen the existing community development pattern.

This section of the Plan contains a glimpse at the future of Perham. It addresses the locations of new residential, commercial, industrial, public, and park areas. Before presenting a look at the future land use, however, it is important to revisit key elements of the framework of this Comprehensive Plan.

At the beginning of the planning process, the residents of Perham were asked to formulate a vision for the future that included a set of guiding principles to guide the assembly of this plan. A number of those principles were carefully considered for the direct bearing they have on the formulation of this Land Use Plan. Applicable guiding principles include:

To promote a Traditional "Main Street" as a place for people to gather

Downtown Perham is an essential element of the community, as such the City will maintain a traditional "Main Street" which is and will be the destination for residents and visitors and the focal point of commerce and government. The future land use plan builds on this core and strongly advocates the continued prominence of the downtown area.

Promote a Commercial Corridor that provides linkages to Main Street and other areas of the community

Continue to promote commercial development along west Main Street through downtown Perham and along east Main Street and 3rd Avenue SE out to Highway 10. Development will happen in a logical, safe pattern. The future land use plan builds on the existing land use pattern in a very organized pattern.

Continue to promote Industrial Development

Continue to promote "the Perham Industrial Park" as an area for Industrial development. The future land use plan seeks to continue to promote this area and provides sound reasoning for where specific types of users will be located to minimize conflict with the residential neighborhood to the north.

An identity that reflects the place

Perham will present a clear community identity as a reflection of its natural amenities, industrial development, and cultural heritage. The plan seeks to reinforce the community identity through existing and new developments.

Efficient Infrastructure

Perham will maintain a high quality, efficient infrastructure system. The plan identifies areas of growth that optimize the use of existing utilities and provides areas where utilities could be expanded efficiently.

Identify and redevelop transitional areas

There exists within Perham areas of housing located in or adjacent to commercial or industrial property that the City anticipates could be appropriately redeveloped into industrial, multi-family or single-family residential uses depending on landowner desires and market forces. The City will generally support such transitions provided they are not incompatible with the surrounding area or other City policies.

A well-balanced tax base

Perham will preserve its fiscal integrity by maintaining a mix of land uses that result in a balanced tax base. The land use plan allocates land to accommodate a range of residential, commercial, and industrial uses.

A proactive position on future growth

Perham will position itself to plan for rather than react to growth. The land use plan represents a model for the future growth of the community. It is meant to specifically guide land use decisions that will be made over the next decade or more.

20-YEAR FUTURE LAND USE PLAN

As part of the Comprehensive Plan, the City of Perham has identified an overall Future Land Use Plan that is immediately contiguous to the city limits and is expected to be developed within the next twenty years. These areas will likely be annexed and served by municipal services. In addition to the guiding principles that will serve as measures of how growth will occur in the future, the following Objectives and Policies also apply to the future development of the City of Perham.

20-Year Land Use Plan Objectives

1. Land within the proposed 20-Year Land Use Plan shall be annexed to the City prior to development.
2. The City will allow residential, commercial, and industrial growth consistent with the Land Use Plan.

20-Year Land Use Plan Policies

1. Accommodate residential, commercial, and industrial development consistent with the Comprehensive Plan.
2. It is recommended that development be served with municipal utilities.
3. Lot sizes, setbacks, etc. shall be consistent with applicable municipal zoning criteria.
4. Developments shall be subject to all subdivision requirements

FUTURE RESIDENTIAL DEVELOPMENT

In 2014, the City had a Housing Study completed as an update to its 2007 Housing Study. This study is included as Appendix A of this Plan and includes detailed information regarding the existing housing stock of the City and the factors which are likely to drive demand for new and redeveloped housing in the near future.

The study's author summarized their findings in the study by noting that "the City has significant growth potential, driven in large part by the strength of the local economy... The employment level in Perham is expected to keep growing, provided that an adequate labor force is available. The area does not have a surplus of housing options, and job growth, household growth and housing unit construction will all be intertwined over the next several years."

The residential land use plan identifies three categories of residential land development including low-density, medium-density, and high density residential. The following is an overview of each classification:

Low Density Residential (R-LD)

The area(s) designated as low density residential will include traditional single-family detached homes.

Medium Density Residential (R-MD)

The area(s) designated as medium density will include a mixed use neighborhood, that may have street and lot sizes that are traditionally narrower and smaller to accommodate more affordable housing options, as well as some larger lots for market rate housing, it may also include areas for townhouse type housing units that are attached units no larger than a six unit attached building.

High Density Residential (R-HD)

The area(s) designated as high density are intended to accommodate traditional multiple family of six or more units per building. These areas will be located near commercial or industrial property and will serve as a buffer to other residential neighborhoods.

PROJECTED FUTURE RESIDENTIAL AREAS

The following areas have been designated as future residential growth areas in and adjacent to the City of Perham, as shown on the Future Land Use Map (Map #2):

The area south of the Perham public school properties, across from Coney Street West (Haverland property). Residential, High Density (R-HD)

The Haverland Property, approximately 10.5 acres, located directly across the street from the Middle School and Elementary School is well suited for high density residential development. With its close proximity to the schools, commercial area, and Highway 10, high density apartments would be a good fit for this area with minimum conflict with other land uses. Utilities are also readily available in this area with access to Coney Street West.

The area north of Perham Health and south of County Highway 34 (Paul Lake Road) (RDO property). Mixed Use Residential, Medium Density (R-MD)

RDO maintained ownership of the northern half of the irrigation pivot that was sold to the City for the establishment of the new Perham Health campus and Clearwater Second Addition. With approximately 86 acres with close proximity to the hospital and clinic and direct access from Highway 10 on the new interchange, additional housing would be a good fit in this area with a mix of single family and multi-family uses.

Development south of Mosquito Hts. Road (Meyer Property). Residential, Low Density (R-LD)

The City of Perham recently developed the property directly south of the Meyer Property, East Park Second Addition, which lies directly north of 3rd Street NE. East Park Second Addition is a combination of Light Industrial use in the south towards 3rd Street NE and the Bongards sewer lagoons and residential multi-family to the north along the border with the Meyer Property. The Meyer Property is approximately 49 acres and lends itself well to low density housing to match the existing housing development in Pentagon Gardens to the west and the township housing development in the Mandt Tree Farm to the east.

Continued development of Westwind Subdivision to the Southwest. Residential, Low Density (R-LD)

This area is located immediately adjacent to an existing residential area and utilities and streets could be phased into this area. It would be important for the existing Westwind development to be filled up before this area opens up for more residential development. Proposed development would be R-LD density.

Other Areas included in the Projected 20-Year Growth Area

Three other residential areas have been included in the 20-Year Growth area. Two of these are very large tracts of land located on either side of 450th Street west of County Road 51 and between County Road 8 and 450th Avenue. These areas have been designated for a mix of Medium Density (R-M) and Low Density (R-L) residential development. The primary reason for including these areas in the 20-Year growth plan is that the potential exists for these properties to be developed within the next twenty years due to the proximity to the Golf Course and other city amenities. The City has already provided a sewer extension to the Golf Course to accommodate a new clubhouse facility. Part of that extension was a large lift station that was designed to accommodate residential growth in the areas mentioned above.

At this time there are no immediate plans to provide utilities to these areas; however it could happen sooner than 20-Years. The City should only consider these areas when it is economically feasible and there is enough growth to offset the costs of utilities. In the meantime, any new growth in these areas should not occur until such time as sewer and water is available from the City.

RESIDENTIAL OBJECTIVES AND POLICIES

In addition to looking at where specific residential land uses would be located, it is also important to identify specific objectives and policies to guide both existing and future residential development.

Existing Residential Neighborhood Objectives:

1. Uphold the quality, appearance, and overall maintenance of housing in established neighborhoods.
2. Minimize land use conflicts.
3. Allow safe and convenient traffic corridors to and from the neighborhoods.

Existing Residential Neighborhood Policies:

1. Monitor the housing stock and enforce codes and ordinances as a means to improve the overall quality of neighborhoods and minimize land use conflicts.
2. Discourage the use of single-family homes being used as rental properties through the use of proper codes and ordinances.
3. Discourage through traffic on local residential streets while preserving emergency access.
4. Provide proper pedestrian access and signage including the use of crosswalks in areas where there is higher pedestrian traffic.
5. Prohibit non-residential land use intrusions into residential neighborhoods.
6. Require compatible land use transition areas at the edges of neighborhoods through the use of screening and buffering.
7. Require that infill and transitional development be compatible in use and scale with the surrounding neighborhood.
8. Upgrade neighborhood infrastructure as needed.
9. Restrict home occupations to businesses customarily found in homes that employ only household residents.

Future Residential Area Objectives

1. Plan living environments with common facilities and amenities that create neighborhood unity, cohesiveness, and identity while sustaining long-term value.
2. Provide a full range of housing opportunities for an increasingly diverse population.

Developing Residential Area Policies

1. Where possible utilize existing natural features as part of the overall design plan for new residential areas.
2. Discourage residential lots that have direct access onto arterials and collectors.
3. Require street connections between adjacent residential areas in order to link neighborhood areas and to provide safe access from collector and arterial streets.
4. Require the development of parks, walkways, and trails as elements in new neighborhoods.
5. Utilize both traditional grid pattern development and large street width, as well as narrower streets and dead-end or cul-de-sac street design to provide a variety of neighborhood choices.
6. Work closely with private developers to develop neighborhoods that meet the objectives of the Comprehensive Plan.

FUTURE COMMERCIAL LAND USE

Communities like Perham are the envy of many other cities throughout Greater Minnesota. Why? Because Perham has an established, strong downtown that is rich with history and full of a unique variety of shopping experiences. Its incorporation of streetscape elements offers a very pleasing landscape and ties the community together. The other unique feature of downtown Perham is the railroad line and the industries located along the railroad line.

Tuffy's has been a prominent feature of downtown Perham for decades and while traditional planning would dictate that a downtown commercial area is not an appropriate place for such a large industrial user, it is not appropriate or practical to relocate Tuffy's, nor is it a desire to have it relocated. Tuffy's is an important part of the downtown landscape of Perham. Downtown Perham will continue to be an area where retail and service businesses can be located. Downtown Perham has not been designed to accommodate larger commercial users; those users have generally located beyond the core downtown area of Perham along 3rd Avenue SE near Highway 10. The City will continue to encourage continued mid- and large-scale commercial development in this area so as to make the most efficient use of the existing infrastructure, ensure adequate off-street parking for such uses, minimize conflicts with other land uses and enhance the 3rd Avenue SE area as a vibrant connection between Highway 10 and Downtown.

Other areas where future commercial development will be encouraged include those areas located along east and West Main Street beyond the core downtown area. While most of these areas are developed, there exists within these areas opportunities for redevelopment of properties that are currently dilapidated or are no longer being used as commercial properties.

Highway 78 out to Highway 10 is another commercial area that has in recent years been developed as an area where commercial users that depend on Highway traffic are located including motels, fast food restaurants, and convenience stores. This area also contains other types of retail development, as well as some public buildings.

3rd Avenue SE has been designated as a Service Commercial district. It is important that as 3rd Avenue SE develops it is tied to downtown Perham with the use of streetscape elements such as sidewalks, lighting, and other amenities so that it becomes a continuation of downtown Perham.

Future Commercial Classifications

The demand for commercial land is difficult to predict because the required supply results from a number of variables including trade area growth, demographics, and the strength of the national and local economies. In 2000, approximately 3% of the land in the community was commercial. In the core downtown area of Perham, the storefronts are generally filled 100% of the time, while in the Service Commercial area properties are gradually being converted into commercial uses. In addition to the downtown area, the Palubicki Addition and Happel Addition, located at the interchange of 3rd Avenue SE and Highway 10, both have lots available for development.

There are some areas where redevelopment would be appropriate in and adjacent to downtown. Along west Main Street there are some residential homes that are in very poor condition and should be considered for demolition so that more property could be opened up for commercial development. The same can be said for areas along 3rd Street SE.

In planning for future commercial development, the City will adhere to the following principles:

1. Ensure that commercial development occurs in a manner which preserves and enhances 3rd Ave SE as the primary commercial corridor connecting Highway 10 with the downtown area.
2. The redevelopment of existing properties that are vacant or substandard.
3. That some commercial businesses could be served by locating in the Industrial Park.
4. Restrict commercial businesses from being located outside city limit boundaries, in areas of the City where that would require expensive extensions of public infrastructure through the policies established in the Comprehensive Plan, and encourage such businesses to locate

within city limits where infrastructure is already provided or can be efficiently extended as appropriate.

5. At the same time it is important to annex those properties that are currently commercial and adjacent to city limits where appropriate and practical.
6. Recognize and distinguish between service/retail businesses, and highway commercial businesses.

Based on these principles, the Future Land Use Plan contains two future commercial classifications: 1) Downtown Commercial (DC), which includes the Central Business and Service Commercial zoning districts and designed to accommodate smaller commercial businesses and 2) Highway Commercial (HC), which identifies area appropriate for larger scale commercial and auto-oriented businesses that require larger areas of off-street parking and businesses oriented toward Highway 10 traffic.

Within the Highway Commercial classification, the Future Land Use Plan makes a distinction between those areas that are already serviced with public road, sewer and water infrastructure (HC – Phase I) and those which have not yet been serviced (HC – Phase II). The intent of making this distinction is to highlight the City’s intent that large-scale commercial developments, such as “big box” retail stores or other uses which tend to attract other businesses to locate in the same area, should be directed to areas of the City that already have public infrastructure. This orderly, phased approach to the development of the city’s commercial areas will not only make efficient use of city infrastructure, but also help to enhance the existing commercial corridors and preserves their vibrancy rather than fragmenting the City into multiple commercial areas and their interplay with the Downtown area.

In addition to the existing areas of commercial development, the following areas are included as Highway Commercial areas to accommodate future growth of the community, as shown on the Future Land Use Map (Map #2):

The area east of the Happel Addition running out to 450th Avenue and located north of Hwy. 10. This is the area of the City that is most appropriate for large “big box” retailers and other high traffic generating businesses given that utilities and other infrastructure is already in place or can be easily extended as needed.

The existing developed area in the southwest quadrant of the Highway 10/Highway 78 interchange.

A small area of infill located on West Coney Street south of the school property.

A large area north of County Road 34 and between Highway 10 and West Main Street, adjacent to the Municipal Airport and the new Highway 10/County Road 34 interchange. Given the lack of utilities and other infrastructure in this area, the City does not see this area as appropriate for large “big box” retailers and other high traffic generating businesses.

COMMERCIAL OBJECTIVES AND POLICIES

Downtown Perham and the adjacent Service Commercial corridor are different than the Highway Commercial areas of the community, due to the differences in these areas, land use and objectives vary accordingly.

Downtown Commercial Objectives

1. Maintain downtown Perham and the adjacent area on 3rd Avenue as a place of retail and service importance.
2. Promote the expansion of downtown's retail goods and services within the land supply limitations.
3. Maintain downtown as a diverse and active Central Business District that is the community's center for social interaction, governmental services and an important place of commerce.
4. Maintain the historic main street character of downtown, and continue this design concept along 3rd Avenue SE.
5. Maintain an environment that is attractive in scale, amenities and function for pedestrian use.
6. Provide convenient parking to meet parking demands.
7. Promote land use arrangements that improve the retail mix and provide for a vibrant downtown.
8. Continue downtown's use as the key location for community events.

Downtown Area Policies

1. Continue to encourage private sector rehabilitation of existing buildings.
2. Identify and encourage the redevelopment of properties that are dilapidated or substandard through the use of code enforcement and incentive programs.
3. Provide safe and convenient pedestrian access to and within the downtown area by utilizing appropriate signage including the use of crosswalks.
4. Encourage all new buildings, building remodeling, and signage to be in character with the existing appearance of the downtown.
5. Continue to maintain both on street and off street parking areas. When possible and practical develop the areas located adjacent to the railroad as parking lots.
6. Encourage unified downtown promotional events to attract customers.

Highway Commercial Objectives

1. Provide for an appropriate range of businesses that require larger site areas.
2. Improve the image of development along East and West Main Street beyond the downtown area of Perham.
3. Minimize traffic conflicts.
4. Encourage manufacturing and light industrial businesses to locate in the Perham Industrial Park.
5. Continue to maintain and enhance 3rd Avenue SE as the primary commercial connection between Highway 10 and Downtown.

Highway Commercial Policies

1. Restrict Commercial development only to those areas designated by the land use plan.
2. Minimize the number of additional driveway entrances to 3rd Avenue SE and encourage the use of frontage roads where practical and appropriate.

3. Unify the Highway Commercial corridor at the intersection of Highway 10 and 3rd Avenue SE with design guidelines, signage requirements, and consistent landscape requirements. In both the future development, as well as in the existing Palubicki and Happel additions.
4. Require adequate setbacks to accommodate future street expansion needs.
5. Encourage pedestrian connections between commercial developments along 3rd Avenue SE.
6. Identify and encourage the redevelopment of properties that are dilapidated or substandard through the use of code enforcement and incentive programs.
7. Require that all outdoor storage be completely screened from view along Coney Street and 3rd Avenue SE.
8. Locate Light Manufacturing businesses in the Perham Industrial Park.

FUTURE INDUSTRIAL LAND USE

Perham has a strong tradition of Industrial based businesses. Some of these businesses are located in the Perham Industrial Park, and others are located in other areas of the community as discussed in previous Chapters. The City has invested a substantial amount of money into the development of sewer, water, and streets in the Perham Industrial Park and this is the area where new, expanding, or relocating Industrial businesses will be located.

In addition to the existing areas of industrial development the following areas are included as Industrial areas to accommodate future industrial growth of the community:

The area east of the existing Industrial Park near the existing Bongard's wastewater ponds.

The area of existing industrial uses along the south side of East Main Street, between 450th Ave on the east and 9th Avenue SE on the west.

A large area on the north side of West Main Street /County Road 80, across the railroad tracks, at the west edge of town.

Industrial Area Objectives

1. Promote quality Industrial development that is compatible with the environment and is visually attractive.
2. Promote Industrial diversification and attract Industries that provide higher paying jobs.
3. Promote the Perham Industrial Park.
4. Reserve those areas with larger sewer and water capacity in the Perham Industrial Park for those users that would require larger infrastructure.

Industrial Area Policies

1. Continue to support the EDA's Strategic Plan of attracting new businesses to the community and in promoting the expansion of existing businesses.
2. Require landscaping and signage for new businesses, as well as existing businesses in the Perham Industrial Park to promote a unified, well-designed Industrial Park.

3. Maximize land use compatibility by requiring the upgrading of building materials, additional setbacks, buffering, screening and landscaping between industrial developments and existing residential areas.
4. Clearly identify the location of the Perham Industrial Park with the use of signage.
5. Require that businesses provide adequate off street parking and loading areas for their employees and customers.

FUTURE PUBLIC LAND USE

Public Land Uses are those areas within the City of Perham that are owned or are intended to be owned by a public agency or institution. Uses intended to be accommodated within this classification include the public schools, municipal facilities, hospital and related facilities, and other publicly owned facilities. At this time the only area that has been designated as future public land is the area adjacent to the public middle school for future expansion of the school system. A discussion related to other facilities can be found in the *Community Facilities* section.

Public Use Area Objectives

1. Provide for needed public facilities and services.
2. Support the expansion of existing public facilities.
3. Interconnect the City's most important public features and facilities with sidewalks, bike paths or other pedestrian paths.

Public Use Area Policies

1. Provide sufficient public land to accommodate the public land needs of the community
2. Continue to work with other public entities to encourage the joint use of facilities

DISCUSSION AREAS IN PERHAM TOWNSHIP - OUTSIDE FUTURE 20-YEAR LAND USE BOUNDARIES.

In addition to the Land Use Plan that discusses the 20-Year growth area of the City of Perham, there also exists areas that are located outside of the 20-Year growth area that currently have developed land uses located in them, they are:

1. **Mandt Tree Farm** - This is a residential development located east of Perham along Mosquito Heights Road. This neighborhood is characterized by large tracts of 2 1/2 acres or greater. This is an area that is serviced with private on-site sewer systems, as well as private wells. This is an area where there is a mix of residential development, mostly single family homes, some are mobile homes that have been brought in, and some are stick built homes.
2. **Lots along south shore of Little Pine Lake** - Little Pine Lake is located north of Perham and parts of it abut the city limits adjacent to Paul Miller Park. This is a densely populated lake with over 270 homes. Some of these homes are year round residents, while others are seasonal cabins. A portion of homes are located adjacent to the city limits of Perham on the South side of the Lake. It is important to note that the Pine Lakes Improvement District (LID), which consists of both Little and Big Pine Lake are in the process of gathering data that they will use to complete a Sustainable Lakes Management Plan. This is a Plan similar to a Comprehensive Plan. The Sustainable Lakes Management Plan will focus on water quality issues and what can be done to keep Little and Big Pine Lake's water quality from eroding. While the Sustainable Lakes Management Plan has not been completed, and will not be done until after the City has adopted their Comprehensive Plan it is important to note this, due to the fact that there may be opportunities for the LID and City to work together to address some of the water quality issues related to the two lakes.
3. **Commercial Development along Fort Thunder Road** - As was discussed in an earlier section, there is also Commercial development outside the city limits located along Fort Thunder Road, south of Highway 10. This includes several services businesses, a C-Store, the School Bus Garage, Arvig's Construction Division, as well as a Restaurant/Bowling Alley and Shooting range.
4. **Agriculture Irrigation Systems** - In addition to the areas mentioned above, there are several irrigation pivots that are located next to the city limits of Perham.

It is important to note that the City of Perham has had a good working relationship with Perham Township, and the two governments have cooperated regarding annexation matters. Whenever a parcel of land needed to be annexed into the city of Perham, Perham Township has allowed such annexation to take place, and the annexation has occurred by ordinance.

Otter Tail County does not have a Comprehensive Plan, and the County's involvement related to land use is limited to Shoreland Management around lakes and rivers, as well as a Subdivision Ordinance, and Septic system ordinance. As already discussed there has been substantial development outside the city limits of Perham with very few land use controls to govern where development should be located in Perham Township. In order to plan for future growth that will not have a negative impact on the City, it is imperative that the City begin to discuss with Perham Township the need to plan for growth and cooperation between the two government entities.

The City of Perham through its Comprehensive Plan recognizes that there are three classifications of land outside the current city limit boundaries as defined below:

1. **Future 20-Year Land Use Plan** - As already discussed in the Plan, the City of Perham has identified an overall Future Land Use Plan that is immediately contiguous to the City limits and is expected to develop within the next twenty years.
2. **Urban Expansion/Transition Area** - Land within the urban expansion/transition area is located in the second tier, close to the current municipal boundary but not contiguous. Land within this area lies outside of the anticipated 20-Year growth area. These areas may be more suitable for limited residential development.
3. **Agriculture Preservation Area** - This is an area that is primarily Agriculture and should be limited to farming or conservation activities. These areas are not shown on the maps, but include all of the areas in Perham Township that are not called out as either Future Land Use or Urban Expansion/Transition Areas.

GROWTH MANAGEMENT POLICIES

In addition to the Objectives and Policies already discussed for the Future Land Use Plan, specific policies and standards have been formulated for the Urban/Transition Area and the Agriculture Preservation Areas. These policy statements identify the City's position on development. The Perham Comprehensive Plan is not an annexation agreement nor is it a substitute for such an agreement. The Comprehensive Plan and its role in the future expansion of the existing municipal boundary is limited to serving as a statement of city policy. It can however serve as the basis for discussions with Perham Township about putting in place an Orderly Annexation Agreement. From the City's perspective, it is imperative that any future agreements with Perham Township are consistent with the policies outlined in the Comprehensive Plan and therefore the City has identified the following land use policies:

Urban Expansion/Transition Area Policies

1. Allow limited residential growth consistent with practices that preserve natural resources.
2. Encourage commercial and industrial growth to occur within the city limits.
3. Allow on-site sewer systems - such as cluster or individual systems to eliminate public debt associated with premature infrastructure development.

Agriculture Preservation/Conservation Area Policy

1. Promote the use of the land for long-term agriculture.
2. Where appropriate to protect the Wellhead Protection Area, land should be put into conservation districts.

ZONING AND DEVELOPMENT STANDARDS

Just as each of the Growth Management boundary expansion areas has unique policies, they also have differing zoning and development standards. The City of Perham on its own cannot implement the standards that are outlined in the Comprehensive Plan.

They will require the cooperation of Perham Township and Otter Tail County. The following standards are intended to further define the form of acceptable development within each of the policy areas.

Urban Expansion/Transition Area Standards

1. Residential development only - prohibit commercial and industrial uses.
2. All lots shall have appropriate on-site treatment systems.
3. Maximum density on one home per two and one-half acres with an urban overlay that would show how the property could be further subdivided when annexed into the city limits. Encourage cluster platting practices that preserve open space for future development.

Agriculture Preservation/Conservation Standards

1. Prohibit non-agricultural land development.
2. Preferred residential density of 1 home per 40 acres.

IMPLEMENTATION PLAN

It is in the best interest of the City of Perham and Perham Township to enter into an orderly annexation agreement. This effort will require the cooperation of both entities.

The policies and standards that are identified in this plan form the basis for the City's position on future municipal boundary expansions. When an agreement is in place and is administered by a joint board, annexation and land use will be bound by the zoning provisions identified in the agreement.

TRANSPORTATION PLAN

The City of Perham is principally dependent on vehicles for the movement of people, and utilizes vehicles, as well as rail for the movement of goods in and out of the community. The community also provides limited van transportation service for the elderly and those in need.

Due to the location of many of the businesses and industries in the community, many people also walk or bike to work. It is also important to note that tourism, particularly in the summertime increases the pedestrian traffic in the community. As Perham continues to grow in the future, bicycle paths and sidewalk improvements may be necessary to accommodate pedestrian and bicycle movements within the community. A discussion of future bike path locations can be found in the Parks and Open Space section.

EXISTING TRANSPORTATION

Streets and Highways

The City of Perham is located just off of Highway 10 in Otter Tail County. In addition to Highway 10, Perham is also served by a series of County Roads that transport traffic to Highway 10 and other areas outside the community. These County Roads include Main Street (County Hwy. 80) which runs southeast to northwest through the Central Business District. 3rd Avenue SE that converges with County Hwy. 78 and runs to the intersection of Highway 10 and continues to run south of the community. County Highway 8 that runs along the northeast side of the community. County Highway 51, which runs on the west/northwest side of the community. Highway 34, which runs west out of town. Highway 10 coupled with the County systems carry significant traffic volumes through Perham. According to Traffic data provided by Otter Tail County Highway Department, Main Street sees traffic volumes of over 6,900 vehicles per day. While County Highway 78 at the Intersection of Highway 10 has traffic volumes of 8,500 vehicles per day. Other heavily traveled roadways include County Highway 34 with 2050 vehicles per day, and County Highway 8 (heading northwest) with 1850 vehicles per day.

Other significant streets in the City of Perham include 1st Avenue Southwest, and 2nd Avenue Southwest, as well as 2nd Street SW/SE.

Perham does have some congestion problems, particularly in the summertime due to the high volume of seasonal traffic, as well as the increase in semi-truck traffic, both of which heavily use Main Street. Main Street does have two stoplights.

One at the intersection of 3rd Avenue SE and Main Street, as well as another one at the intersection of 1st Avenue and Main Street. The stoplights do help alleviate some of the traffic problems.

Another area of congestion is the intersections located down by the schools and the commercial areas off of County Hwy. 78. There is a significant amount of traffic particularly at the intersection of Coney Street and County Hwy. 78, before and after school. This, along with the fact that the existing commercial business driveways are located very close to the intersection is not only a traffic congestion issue, but also a safety concern.

Rail Service

Perham is served by a double track railroad system that is a main shipping corridor for products going to and from the United States and Canada. The railroad also serves local industries.

Aviation

Perham does have a small municipal airport located 2 miles northwest of Perham on County Highway 80.

TRANSPORTATION PLAN

Streets and Highways

The proposed street and highway system consists of a functional hierarchy of streets including Major Arterials, Minor Arterials, Collector and Local street classifications. Major and minor Arterials comprise the principal roadway network and are generally under the jurisdiction of either the State or the County. Collector streets are either under the jurisdiction of the County or City, and Local streets are exclusively the responsibility of the City of Perham to construct, maintain and regulate.

The street system is intended to continue the existing roadway network, which allows for the flow of traffic across a number of streets rather than have it concentrated entirely on a few major arteries.

The following Chart defines the Functional Street Classification system.

Functional Street Classification				
	Major Arterial	Minor Arterial	Collector	Local
Location	At neighborhood edges	At neighborhood edges	On edges or within neighborhoods	Within neighborhoods
Land Access	None	Limited	Spaced access	Spaced access
Traffic Control	Signals/Grade separated	Signal/ Stop signs	Signal/ Stop signs	Stop signs/ Cul-de-sacs
On-Street Parking	Not permitted	Not permitted	Restricted by width	Restricted by width
Land Use Connections	Inter-city	Inter-city/ Intra-city	Connects neighborhoods	Connects blocks
System Connections	To arterials	To arterials	To arterials/	To collectors/

			collectors	local
Service	Long trips	Medium to Long trips	Within City – links to rural country	Short Trips performed within city
Travel Speed	High	Moderate to high	Moderate	Low
Traffic Volume	10,000 or >	5,000 – 10,000	500 – 5,000	< 500

At this time Perham has one Major Arterial Roadway, which is State Highway 10. No additional major arterials are proposed as part of the Comprehensive Plan.

Minor Arterials in Perham include Main Street (County Highway 80) and 3rd Avenue SE/Highway 78. No Minor Arterial streets are proposed as part of the Comprehensive Plan.

Collector Streets in Perham include - County Highway 34, County Highway 8, County Highway 51, 1st Avenue, 2nd Avenue, and 2nd Street. Fourth Street NW also serves as a collector for traffic coming off of and going onto County Road 51. Future collector streets include:

1. The continuation of Coney Street east off of County Highway 78 out to 7th Avenue NE. This will allow some truck traffic to bypass Main Street and will also allow better access to the
2. Perham Industrial Park, as well as provide a street for future Commercial development as discussed previously.
3. The development of 9th Avenue NE from Main Street out to County Highway 8.

Local Streets are all of the other streets within the City of Perham. Their primary purpose is to provide access to and from private properties. Local streets will be based on future residential, commercial, and industrial development.

Transportation Plan Objectives

1. To develop a system of streets that is keeping with the existing transportation pattern in the community that provides major streets that separate traffic according to length of trip, speed and accessibility.
2. To provide a well-balanced transportation system that includes roadways, streets, and pedestrian and bike paths.

Transportation Plan Policies

1. Minimize the number of direct driveway accesses to Minor Arterials and Collector streets as part of the development review process.
2. Provide frontage roads into commercial areas located along minor arterials and collector streets.
3. Require that driveway accesses be adequately spaced along major streets to minimize traffic conflicts, and to allow for adequate stacking of cars before the major intersections.
4. Where practical encourage the use of shared driveways in commercial areas.
5. Require enough right-of-way as part of commercial projects to allow for adequate turn lanes where appropriate and practical.
6. Continue to construct pedestrian and bike paths as part of the overall transportation system.

7. Develop a safe crosswalk for pedestrian and bike traffic across County Hwy. 51 to Arvig Park.

HOUSING PLAN

Existing Housing Stock

There is a wide variety of housing stock within the City of Perham. Approximately 60% of the housing stock are owner-occupied. As compared to other communities in Otter Tail County, the City of Perham has a disproportionate share of rental units to owner occupied units. Approximately 40% of Perham's housing stock is rental units, compared to 21% overall in the County.

Of the units that are owner-occupied, nearly 30% were built prior to 1940. In general the owner-occupied housing stock in the City of Perham is well maintained. Since 1997-1998, there have been several owner occupied housing units that were rehabbed as part of a Small Cities program that we of Perham offered to local residents. The estimated market value based on data from the Otter Tail County Assessor's office indicates an average value single family detached home to be \$86,400.00. Residential homestead total new construction value for 2001 was \$2,879,450.00.

Over the past decade, particularly in the latter part of the 1990's, the City of Perham saw an increased demand for owner occupied single-family housing.

Rental housing in Perham includes subsidized rental housing, market rate rental housing, senior designated rental housing, and single-family houses that have been converted to rental units. Subsidy sources include HUD 202/Section 8 New Construction and HUD Low Rent Public Housing, as well as Tax Credit assistance. Some of the market rate rental property that is available has traditionally been marketed for the senior citizen population however it is not exclusive to that market.

Unlike the single-family owner occupied housing stock, the condition of the rental stock varies from excellent to very poor. The City recognized this as a problem, and adopted a Rental Inspection Program in 1999. This program allows the City to inspect rental properties on an annual basis, and to require the landlord to correct any health and or safety violations within a given time period. Indications so far show that this program has been successful.

Not all rental units within the city are at full occupancy. A number of factors account for this including income, and or age restrictions, affordability, and condition of units. A 5% overall vacancy rate is considered a healthy rental market in a community. The overall vacancy rate in Perham is estimated to be less than 5%, which would indicate the need for additional rental.

The demand for rental at this time, based on discussions with local real estate agents, developers, and City personnel is for those who need to rent for a short term (less than one year), work force, and empty nesters.

Over the past decade, the City of Perham has seen a steady increase in the construction of single-family owner occupied housing, particularly on the Northwest and East sides of the community, where property has been platted and developed for single-family lots. Development design and lot sizes vary. Most of the property has been platted in a traditional grid format, with public right of ways being 80 feet, and 50 feet of street surface. The wide streets have been a traditional street design in Perham, and have carried out into the newer developments.

While there are some good points to having extra wide streets, such as parking on both sides, room for all utilities in the right of way, these streets can also be a drawback. If streets were designed at a more conventional 66 ft. right of way, with 36 feet of street surface, the cost for improvements would be less, and more lots could be designed into the development. Also incorporating other types of design, such as cul-de-sacs, coving, and smaller lot sizes, allows for more housing options, and helps in the marketability of the property.

The lot sizes in the newer areas vary in size. On average the lots have a 100 ft. width, and a depth of 150 feet, making the total lot size 15,000 square feet. Lot prices vary, but range from \$9,000 - \$12,000. These prices include some special assessments. It should be noted that all of the streets within the newer developments were paved in 2001, and the lots within these subdivisions have been assessed accordingly, bringing the average lot cost up to \$16,000.00.

In 1999, the City adopted a Tax Increment Financing (TIF) Policy for Housing Districts. A TIF was used in Westwind 1st Addition. The City has also developed an Employer assisted housing program. This program has the potential to help eight qualified employees of various companies construct affordable single-family homes.

Currently within the newer sections of town, there are approximately 15 lots available for single-family construction, with the potential of another 36 being developed over the next few years. These numbers are based on existing information and may not reflect all of the lots that are available in the community for single family housing, including the redevelopment and further subdividing of existing lots.

In addition to the developments within city limits there is also residential development occurring outside the city limits. Most of these developments have lot sizes that are greater than 1/2 acre in size, with private septic and well.

In 2000, the City of Perham developed a Strategic Housing Plan. As part of that Plan, a housing survey was completed to find out what needs existed for affordable housing. The survey was developed jointly for both the City of Perham and the City of New York Mills. Surveys were sent out to employers in Perham and New York Mills who have workers that commute into work. By definition, that would be those workers who do not reside within city limits or adjacent rural areas of Perham and New York Mills.

Of the 656 surveys sent out in Perham, 216 people responded, which resulted in a return rate of 33%. Of the 216 people that responded, 26 out of 216 stated that they would consider moving to the Perham Area. The average age of the respondent was 37, and the average household income was \$38,000.00. 67% of those who are renting responded that the reason that they do not own is lack of affordable housing, while 33% responded that they are saving to build a home. 77% indicated that they would be interested in owning a single-family home. When asked about style of home and type of neighborhood, 54% responded that they would prefer a rambler w/basement, and 73% indicated that they would prefer to live on 1-5 acres. When asked about monthly housing costs - 73% indicated that they would be comfortable with a payment of under \$570.00 per month. This equates to a mortgage of \$75,000.00 or less. In interviewing local real estate agents, the most inquiries that they receive for housing is in the \$75,000-\$100,000 range. While clientele varies, the typical profile of people looking for that price range, are young married or about to be married couples with zero to one child who have not previously owned a home.

A typical new 1,200 square foot rambler with an attached garage, and unfinished basement, on a lot in one of the newer developments would sell for around \$118,000.

The current housing stock in the City of Perham is the best resource that the community has to provide for affordable housing.

Housing Objectives

1. Adopt and implement City's Strategic Housing Plan
2. Maintain a well balanced housing supply with housing available for people at all income levels and unit types.
3. Maintain and preserve existing Single Family Housing Stock.
4. Increase the Supply of quality, affordable, existing housing available for home ownership.
5. Promote ongoing maintenance of rental housing.
6. Provide Affordable Rental Housing Alternatives.
7. Increase the capacity of the HRA in order to effectively respond to the highest priority housing issues in we of Perham.

Housing Policies

1. Preserve Single Family housing, as Owner-Occupied Single-Family Housing.
2. Market existing programs to aid in the repair, maintenance, and rehabilitation of existing owner-occupied housing units.
3. Market existing programs available for home ownership.
4. Seek areas suitable for mixed-use residential development.
5. Continue to support City's Rental Inspection Program.
6. Encourage new housing construction starts to occur in developments where existing infrastructure is available.
7. Encourage the use of Innovative Subdivision and building Design.

COMMUNITY FACILITIES

CURRENT CITY FACILITIES

Built in 1906, the Perham City Hall building has been an important landmark in the community. The building was designed by Minneapolis architect Fremont D. Orff and construction was managed by contractor Alex Nelson. The two-story brick building was originally built for multi-purpose use including space for the Council meeting chambers, the fire station, jail, and community gatherings. The Perham City Council held their first meeting in the building on July 3, 1906 and the building continued to serve as the municipal government's headquarters until 1962. Over the years the building has also housed many other offices and organizations including the library, the Chamber of Commerce, the municipal gas department, the Food Shelf, extension offices, the municipal liquor store, and the East Otter Tail County Historical Society storage facilities.

In 1992 the City made the decision to renovate the old City Hall building and reclaim it as the hub of city services. The renovation plans were designed by architectural firm Triebwasser and Associates from Fargo-Moorhead and carried out by construction manager, Hammers Construction. The City offices were moved back into the renovated building in April of 1993. Currently all administrative offices of the City are located on the second floor of the City Hall building including the Council Chambers, the office of the City Manager, the municipal gas department, economic development department, housing, and the finance department. The lower level of the building houses the municipal liquor store, Landmark Liquor.

In 1984 the building was added to the National Register of Historic Buildings. "The Perham City Hall qualifies because it is a good representative example of civic architecture," said National Register Historian, Susan Roth of the State Historic Preservation Office. "It has been important to the community, to local politics and to government in the City of Perham." In his 1916 *History of Otter Tail County, Minnesota*, J.W. Mason said of the building, "The city hall was erected at a cost of ten thousand dollars and for a village of this size it is one of the best in the state."

City Hall - circa 1906



City Hall - circa 1993



In addition to City Hall, other City buildings include the Public Works Building, a 9,000 square facility that was built in 1990 and is located just off of County Highway 51. This houses the Public Works Department which is responsible for maintaining the streets, parks, water system, wastewater system, storm-water system, gas system, airport, cemetery, and other miscellaneous items.

The Emergency Services Building is located at 525 West Main Street and houses the Fire Department, the Police Department, and the EMS departments.

Other Public Buildings

In addition to City Hall, Public Works, Emergency Services, and the Airport, other public buildings include the Perham Area Public Library, voted one of the best rural libraries in the United States, the East Otter Tail County History Museum, and the Perham Area Community Center.

The Perham Area Public Library is housed in a beautiful new facility that was built in 1998. The Library's mission is to serve the educational, informational, recreational, and cultural interests and needs of the community. It does this by supplying the best possible material in a variety of subjects, formats and reading levels. The library encourages the use of its facilities, offers guidance and assistance to its users, and is readily accessible to all. Through its association with the Viking Library System and telecommunications networking, the Perham Area Public Library serves as the community's connecting link with the total library resources of the region, state, nation and world.

Located in the same block as the Library, and located in the building that was once home to the Library, is The History Museum of East Otter Tail County. Established in 1998, the displays at the History Museum tell the stories of the people, places and events of the area through interpretive exhibits, photographic displays and original motion picture footage. Housed in a beautiful historic stone structure built in 1887 the Museum is open daily to the public. A genealogy lab at the museum welcomes visiting researchers.

The pride of Perham is the state-of-the-art community fitness and recreation center, offering equipment and activities suited for the entire family. The Perham Area Community Center (PACC) is a 66,000 square foot facility that houses a beautiful pool area with a 115 foot water slide, an elevated walking track, racquetball courts, 3 full size gyms, a complete weight and fitness area, and much more.

Most of the City owned or affiliated buildings are relatively new, and at this time the City does not have any immediate or future needs to expand their existing facilities.

The East Otter Tail County History Museum is currently working with the Perham VFW to complete a Veteran's exhibit, which may include a facility to house such an exhibit. These discussions are very preliminary in nature.

City Facilities Policies

It is important that the City of Perham provide facilities now and in the future, the following policies serve as guidelines for future development of city owned or affiliated facilities.

1. To provide for adequate facilities and staff to operate and maintain the essential services in the community.
2. To continue to serve the citizens of Perham in an efficient, friendly, and cost effective manner.
3. To continue to evaluate facility space needs and to consolidate common facilities and staff functions when appropriate and practical.
4. To update and maintain facilities and operations.
5. To continue to evaluate technology and the need to incorporate technology in carrying out the functions of the city.

Other Community Facilities

The Perham Health campus is located on West Coney in the City of Perham. The 120,000 square foot facility opened in 2012. The existing campus consists of the hospital, Perham Health/Sanford Clinic, pharmacy, maintenance shop and receiving area. Perham Health is a 25-bed acute care hospital that offers a full range of health care services with medical equipment that is technologically current, and a network of professional and qualified staff that is trained and skilled in each of their fields.

Perham Living is located at 735 3rd Street SW. This concept of a "household model" nursing home was developed in 2001. The model was implemented in 2004, as staff and residents were divided into six households of 16 residents each with permanently assigned staff. This does not include Briarwood a congregate 28-unit apartment complex, and St. James Manor a 38-unit senior citizen apartment complex.

Perham Health and Living is a progressive leader in providing quality health care - maintaining a strong focus on providing personalized and caring services.

Perham Community Schools

School District 549 - Perham Area Public Schools serves the communities of Perham, Otter Tail, Richville, Dent and the surrounding rural areas. The current enrollment is approximately 1,600 students that is served by a staff of over 200 teachers, support staff and administration. The following is a list of District 549 facilities:

1. **Heart of the Lakes Elementary - 810 2nd Avenue SW.** Built in 1989, Heart of the Lakes Elementary is a 57,000 square facility that serves grades K-4.
2. **Dent Elementary School of Technology - Located in Dent MN,** Dent Elementary School of Technology serves grades K-4. Dent utilizes technology and multiage programs for more individual learning.
3. **Prairie Wind Middle School - 480 Coney Street.** Built in 1995, Prairie Wind is the newest of the public schools. It serves grades 5-8, and utilizes the house concept of teaching.
4. **Perham High School - 200 5th Avenue SE.** Built in 1916 and renovated in 1991. Perham High School serves grades 9-12. The District Administration offices are also located in the High School.

5. Other Public School Facilities include - Perham Area Learning Center, Prairie Lakes Educational Center, and Community Education.

Perham Public Schools is committed to quality education and continually evaluates the needs for additional facilities as part of their overall strategic planning process. As discussed previous in the Land Use Plan section, there has been an area designated on the future land use plan for future school facilities.

Post Office

The Post office is located in downtown Perham and had expressed an interest in relocating their facility. At this time however funds have been frozen for any new post office facilities. The Post Office is vitally important to downtown Perham, not only due to its convenience for pedestrian traffic, but also due to its position as draw into the downtown area.

Community Facilities Policies

1. To encourage other public entities to look at developing long range plans for their facilities.
2. To work in a spirit of cooperation with other public entities that will allow them to achieve their long range goals.
3. The City should continue to work with the Post Office to assure that their facility stays downtown.

UTILITIES

To be completed by City Staff

PARKS AND RECREATION

Introduction

Perham has a unique and defining Parks and Open Space system for a community of its size. At 448 acres, Parks and Open Space account for 27% of the land use in the City of Perham. This includes Perham Lakeside Country Club, a 27-hole championship golf course. Perham Lakeside Country Club consists of 257 acres of land.

The Park System in Perham is comprised of approximately 191 acres of land and includes the following Parks:

Northwest Park - NP Park

The NP Park is located on west Main Street, Perham, next to the Post Office. It was so named for the Northern Pacific Depot that was located just behind the park at one time. The park contains a large turtle with a slide for young children to use. It also contains a central fountain, tables for holding a picnic or to stop for Noon lunch on a warm day, lots of trees and flowerbeds, and a lion drinking fountain.

Krause Park

Krause Park is located in a southwest residential area of Perham. It is a large grassy block that contains an outdoor basketball court, a sand volleyball court, plenty of play area and equipment for children, a picnic area, and flowerbeds.

Library Park

The Library Park is located on the North East side of Perham between the Perham Public Library and the East Otter Tail Historical Museum. It contains a sand area, slides, swings, a merry-go-round and a Jungle gym.

Turtle Park

The Turtle Park is located next to the City Hall on East Main Street and is used every summer for the Perham Turtle Races. It also contains a large tree, grassy area, flowers and benches to make a good resting spot for vacationers and shoppers.

East Park

East Park is a residential park located on the North East side of Perham in what is known as the Huebsch Addition. The park has playground equipment for children and an open lawn area for outdoor games.

Pentagon Gardens Park

Pentagon Gardens Park is a residential park located in the North East side of town.

Country Pines Park

This residential park is located on the North West side of Perham, not far from the Arvig Park complex on County Hwy. 51, and contains a half basketball court, a sand volleyball court, and playground equipment.

Arvig Park

Arvig Park, the city's largest park, is located close to the junction of County Road 51 and County Road 8 on the North side of Perham. This park was named after Royale Arvig, a businessman and former Mayor of Perham. The facilities include softball fields, volleyball sand courts, tennis courts, Little League fields, bike paths, a soccer field, a playground, and restrooms. The many facilities are separated by woods and greenery and encompasses many acres of land as it extends from the city limits to the golf course. On the east side of the park the Pioneer Grounds are located. This area hosts the Pioneer Festival and Black Powder Rendezvous in August. There is also a radio controlled model plane airport which regularly holds radio-controlled model plane events. The bike path makes a 3 mile loop around the park and Pines addition of the golf course. The path is also there for people who enjoy walking, or rollerblading.

Paul Miller Park

Paul Miller Park is located beyond the golf course, north of Perham on County Road 51. It was named after a former Mayor of Perham. The park borders Little Pine Lake and has a great array of playground equipment, picnic areas, a swimming beach, a dock in the swimming area, a boat ramp and small fishing dock. The picnic areas include picnic tables and barbeque grates. A restroom/changing room building is also available. A large, covered public shelter is available for family gatherings and reunions or other get-togethers and includes electricity.

Westwind Park

This park is located on the North West side of town. Currently the area is undeveloped.

Courtyard of Caring at Perham Memorial Hospital and Home

This passive beautiful garden park is located within the Perham Memorial Hospital and Home campus and is open to the public. This garden includes a large variety of shrubs, flowers and trees, as well as seating areas with benches and chairs. This area also contains sidewalks throughout the gardens for easy access.

Boy Scout Park

The Boy Scout Park is located on Little Pine Lake off County Road 8 north approximately three miles from town. The park is a wooded area that the Boy Scouts use for activities.

Community Sledding Hill

The community sledding hill is located 1.5 miles south of Perham on the east side of State Highway 78. The area is open November 1 to May 1 for sledding with small sleds.

Ice Skating

The Ice Skating facility is located south of the community center by the High School Football Field. A warming house is available with an attendant during posted open hours. The ice rink is usually open by late December.

East Otter Tail County Fairgrounds

The fairgrounds are operated by the East Otter Tail County Fair Board, and are located on approximately 32 acres in Perham. The East Otter Tail County Fair, a four-day event held during the last half of July, has an agricultural focus with a strong emphasis in 4-H and FFA activities. On average, the fair, with an approximate annual attendance of 30,000, features four nights of entertainment including local and name bands, a demolition derby, a tractor pull, a mud run, and beer gardens. During the remaining year, the fairgrounds hosts a variety of other events including the annual Antique Car Show, the weekly Farmer's Market and numerous baseball tournaments. During the winter months the fairgrounds provides winter storage for recreational vehicles and boats. The Fair Board currently leases the land from the City of Perham.

Krueger Field

Contained within the East Otter Tail County Fairgrounds, is Krueger baseball Field. It's amenities include a nice playing surface that is well-lit, a 28 foot electronic scoreboard, a nostalgic covered grandstand with seating for approximately 650, modern concessions and restrooms, and locker rooms with shower facilities. This field has hosted the 1995 Minnesota State Men's Baseball Tournament and the 1996 Fargo/Moorhead Red Hawks professional baseball team in its first exhibition game in the area. Maintained by the Perham Athletic Association, the Krueger Field facilities host multiple games and tournaments throughout the summer months for high school, Legion, VFW, and amateur leagues.

City of Perham Gun Range

The City Gun Range is located 1/2 mile south of Perham on State Highway 78, and then 1/2 mile down the first tarred road to the east. The range has three separate firing ranges, 75 yards, 50 yards, and 25 yards, with two shooting stations located at each. Also available is a clay pigeon range with a stationary pigeon thrower. The range is open from 8:00 am to dusk and is monitored by the Perham Police Department. Large and small caliber rifles, handguns, and shotguns may be used at the gun range.

School Facilities

In addition to the City owned parks and others mentioned above, there is also a number of school facilities and playgrounds that are utilized for recreational activities.

Parks and Open Space Plan

In the community meeting that was held at the beginning of the comprehensive planning process, the golf course and park system were all considered important amenities to the community of Perham. If the City is to maintain these areas as an integral part of the community, as well as incorporate other park areas as the population increases, there are several items that need to be incorporated into the Parks and Open Space Plan.

Maintain and Improve Existing Park Systems

As discussed earlier, the City of Perham contains approximately 191 acres of property for parkland and bike paths, excluding the golf course property. That is a substantial amount of parks and open space for a community with a population of 2,559 persons. While the Parks are used by a number of residents that do not reside within the city limits of Perham, the City is still responsible for the maintenance and upkeep of the park facilities. The exceptions to that rule are Krueger Field, Perham Lakeside golf course, courtyard of caring, and school related facilities.

The Public Works department is responsible for the maintenance and upkeep of the existing Park System. The City has appointed a Park Board who is responsible to oversee the Parks, and plan for the needs of existing parks as well as future parks. It is important that the Park Board continues to be active in the development of Parks and Open Spaces in the community, and should continue to operate as a separate Board.

Sell off non-developed Park Property for other purposes

The City of Perham does not have a set policy to deal with Park dedication and has therefore received parkland that in some cases is too small for development of a park and therefore is an area that is not utilized as parkland, but still requires maintenance. This is an inefficient use of City funds and these parks should be sold off as private lots, or utilized in other ways. The two parks that this would apply to are:

1. Westwind Park
2. Pentagon Gardens Park

While there has been some discussion about developing Pentagon Gardens Park into a passive garden park, selling it off for private use may be a better option due to its location. East Park is located just two blocks south of the Pentagon Park property and could incorporate passive elements such as plantings and landscaping.

Develop quality Park Dedication Standards through the Subdivision Ordinance

In 2009 the City of Perham adopted a Subdivision Ordinance. This ordinance requires developers of new subdivisions to the City of Perham to dedicate a reasonable amount of land equal to five percent of the total land proposed to be subdivided, exclusive of land dedicated to public streets or other public purposes, for parks or recreation purposes.

Develop a Five-Year Capital Improvement Plan for the Park System

The City of Perham through the Perham Park Board should continue to develop a five year Capital Improvement Program (CIP) for the existing and future park system. The Capital Improvement Program outlines the types of equipment and other amenities necessary to the Park System, the cost of such items, and the year in which the City is projecting to fund such improvements. This CIP should then be included in the overall Capital Improvement Program for the City.

Acquire Park and Open Space in the following areas of the City

Through the Planning Process the City has determined that a Community Park should be located in each of the four quadrants of the City. Currently the following parks serve that purpose:

1. North Quadrants - Arvig Park. While it is located in the North Quadrant of the community, because of its large size and multi-purpose, Arvig Park serves as a Community Park for the whole community.
2. Southwest Quadrant - Krauss Park
3. Southeast/East Quadrant - East Park

Based upon current development patterns and proposed future land use, there would need to be a Community Park located in the Northwest section of the community in the Westwind Addition.

Continue To Add Segments To The Bike Path/Greenway Trail System

Efforts are underway to continue to add segments to the bike path/greenway trail system either directly or via a secondary sidewalk system so that all City Parks are linked together.

Develop A Safe Crosswalk For Pedestrian And Bike Traffic Across County Hwy. 51 To Arvig Park

While this is normally not a function of the Park plan, it is important to note in this section because of its direct impact on safety into part of the park system. It should also be noted that this is mentioned in the *Transportation Plan*.

Support Private Efforts for Improving or Construction of Other Facilities

Continue to support and assist other entities in their expansion efforts, most notably;

1. Perham Lakeside Country Club's new clubhouse construction in the Spring of 2003.
2. Perham Athletic Association's building of a new baseball complex in Arvig Park.

Parks and Open Space Policies

1. Provide for a variety of activities within the park system, including various cultural and social activities, and active and passive recreation.
2. Establish and promote high quality design standards in the development of the park system.
3. Encourage cooperative planning, development and use of park and recreational facilities between the City and other private and public entities.
4. To insure that all areas of the City have equal access to parks and open space areas by providing for equal distribution of parks and open spaces throughout all sections of the City relative to user population densities.
5. To continue to provide high quality golfing opportunities to the Perham community and surrounding area.

Parks and Open Space Objectives

1. To link all of the park systems via a bike path, trail, or sidewalk system.
2. To work with the School District and other entities in developing a plan to maximize the use of all park and recreation facilities, and set up a joint board among all of the stakeholders to encourage communication and allow for long range planning and cost efficiencies.

3. To provide for a community park in each of the four quadrants of the City. Such parks would be multi-purpose facilities that would offer multiple passive and recreational activities. A community park would be a park that is 7-10 acres in size.
4. To provide pedestrian access to Parks in those areas where new housing construction is steadily increasing.
5. Maintain open space in environmentally sensitive areas.
6. To provide for recreational equipment and other amenities throughout the park system.
7. To locate parks in areas that are convenient to the populations being served.
8. To plan for parks that take maximum advantage of natural features, notable waterways, and other natural amenities.

ENVIRONMENTAL RESOURCES

As discussed in previous chapters, the City of Perham exists in an area rich in natural resources, most notably Little and Big Pine Lakes, and the Otter Tail River. All of which are located close to the City of Perham. These bodies of water help define the area with year round and summer residents, as well as the tourists that frequent area resorts. The population on these bodies of water contribute significantly to the local economy. The Lakes and river are an extremely important part of Perham and great care needs to be given to them to assure that they will continue to be a part of the local area and a viable natural resource.

Fortunately, the people that live on the lakes and Otter Tail River also recognize the importance of these bodies of water, and have been very proactive in assuring that these natural resources will continue to be of high quality now and in the future. The Pine Lakes Improvement District (LID) - comprised of both Big and Little Pine Lake is in the process of creating a Sustainable Lakes Management Plan for the LID. Simply put, the Sustainable Lakes Management Plan is a Comprehensive Plan that will look at how the lakes are used, what environmental concerns the lakes are faced with, and how a plan can be created to meet the needs of all people without compromising the ability of future generations to use and enjoy a high quality lake resource. As a result of the Plan and its components, the outcome would be to put in place strategies that will address water quality issues, and work towards improvement in the overall water quality of Big Pine Lake and Little Pine Lake. Specifically the reduction of phosphorous and measurable TSI. The Plan will also help property owners understand and improve development and management practices of their own lakeshore. It is expected that the Sustainable Lakes Management Plan will be completed in the Summer of 2003.

The Otter Tail River has formed an association for the people that reside on the river, and has begun the process of identifying the issues that exist on the river.

Otter Tail County also controls land use issues related to the lakes and rivers through its Shoreland Management Ordinance, and the whole county is governed by an on-site sewage treatment ordinance. It is important to note however, that Otter Tail County does not have a Comprehensive Plan, does not enforce the uniform building code, and does not require septic systems to be updated when a property is sold.

One of the concerns that came up during the kick-off event was the City's water supply. The City's public water supply is located in a shallow, unconfined aquifer, which is underlain by low permeability glacial till, and is considered vulnerable. The City recognizes that this is a problem that needs to be addressed and has adopted a Wellhead Protection Plan. The Wellhead Protection Plan is a stand alone document that is governed by a Wellhead Protection Board. The Wellhead Map is included in this document for reference - see Map #5. Any issues related to the Wellhead area are discussed in the Wellhead Protection Plan, and that document should be referred to when discussing water quality.

Environmental Resource Objectives

1. Promote conservation of key natural resources and open space areas.
2. Establish a balance between the protection of natural resources and future development.
3. Promote environmental stewardship including reducing, recovering and recycling waste materials.
4. Establish conservation buffer zones around the City in areas that are particularly vulnerable to ground water contamination.

5. Work closely with both the LID and Otter Tail River Association to protect the lakes and river.
6. Continue to work with the County on land use issues.

Environmental Resource Policies

1. Examine specific requirements for environmental protection that may be incorporated into the City's zoning and subdivision regulations.
2. Emphasize proper management of open space areas in order to preserve the trees, floodplain, water quality and similar environmentally sensitive features.
3. Cooperate with Otter Tail County in maintaining existing on-site treatment systems and in promoting the use of innovative sewage treatment systems.
4. Work with Otter Tail County to change their policies related to the inspection of on-site sewage systems.
5. Encourage tree planting on private property within the city.
6. Require appropriate erosion controls during construction.
7. Encourage efforts to preserve plant and wildlife habitat where feasible.
8. Require compliance with federal, state and local wetland rules and regulations and compliance with air quality, water quality and noise regulations.
9. Maximize on-land management of storm water to minimize the negative impacts of runoff on surface water quality.
10. Continue to work closely with the LID, Otter Tail River Association, Wellhead Protection Committee, Otter Tail County and other entities to ensure that the environment is being protected.

COMMUNITY IMAGE

Over the last ten years, the City of Perham has worked on upgrading many of the streets and utilities, and has invested a significant amount of money into streetscape elements in the downtown area including sidewalks, benches, trees and decorative lighting. Many of the storefronts have also been renovated and downtown Perham has a unique, yet unified look.

In addition to the downtown area, many residential neighborhoods have also been improved due to the use of housing rehab programs, and the rental inspection program that requires the clean-up of rental properties.

The Downtown Commercial Area is unique from the Highway Commercial Area as discussed previously. However as part of the overall look of Perham it is important that the entrances into the community reflect what the community is about, and that the built environment continue to welcome people into Perham. As such, the following Objectives apply related to Community Image.

Community Image Objectives

1. Continue to incorporate streetscape elements into the Downtown Commercial Areas including 3rd Avenue SE where possible. Such elements to include sidewalks, decorative lighting, trees and benches.
2. Make buildings the focus of Perham's business districts, not parking areas.
3. Clean-up the entrances into the community on the west and east sides and make these areas more inviting.
4. Continue to enforce existing ordinances related to buildings, including the rental inspection program and the uniform building code.
5. Encourage the use of sidewalks and common parking areas in the Highway Commercial areas, particularly on the South side of town near Highway 10.
6. Clearly Identify the Perham Industrial Park through signage.
7. Wherever possible provide for a buffer or screening area between large Industrial Users and surrounding properties.

IMPLEMENTATION

Perham spent a great deal of time and energy assembling this Comprehensive Plan. It is a document that is intended to shape the future of the community, and designed as a critical planning tool to be used by the Planning Commission and City Council. Over the next twenty years many things will change in Perham and the Comprehensive Plan must be viewed as a document that will accommodate those changes. So it is important that the Plan be reviewed every year or every other year to see if it still meets the needs of Perham.

One of the best ways to ensure that the Plan is flexible is to develop a series of Implementation Strategies that will address the priorities that have been outlined in the Comprehensive Plan.

Since resources are usually limited, not all of the Strategies will be implemented at the same time. Therefore it is important to prioritize the Strategies according to the next five years, ten years and so on.

While the following list was developed based on the needs of the City and input from the public at the kick-off meeting, the Planning Commission and City Council can further refine the strategies and develop specific plans for each area. They may also choose to implement other strategies as necessary.

It is also important to note that many Strategies are contained within the Plan under the various Headings.

The following seven categories and their respective Strategies and timelines have been identified and included in the Plan.

LAND USE STRATEGIES

Strategy #1 - Upon adoption of the Comprehensive Plan, review and update the existing Zoning Ordinance, and create a new Subdivision Ordinance that will be used to carry out the objectives of the Comprehensive Plan.

This is a requirement per state law, and these regulatory tools will need to be updated to assure consistency with the Comprehensive Plan. Changes to the ordinances should address PUD's and Park dedication policies.

Timeline – Completed 2009

Strategy #2 - Prepare design guidelines for commercial and industrial development.

Based on several objectives contained within the Plan, simple design guidelines related to signage, lighting, sidewalks, screening, streetscape amenities, and building front designs should be developed. These guidelines do not have to be restrictive, but rather should reflect the values of Perham, and be put in place to ensure compatibility with the existing physical landscape.

Timeline – Completed 2009

Strategy #3 - Work with Perham Township to develop an Orderly Annexation Agreement.

As was stated under the Land Use Section of the Plan, it is critical that the City of Perham and Perham Township work together to guide the future growth in the collective community. To that end, it is important that an Orderly Annexation Agreement be put into place.

Timeline - Ongoing

Strategy #4 - Continue to market the 3rd Avenue SE corridor and the Downtown area as viable options for commercial/retail/service businesses.

When possible and when appropriate encourage compatible businesses to locate in these areas, and discourage the turnover of properties for residential uses. Provide various incentives to businesses to locate in these areas.

Timeline - Ongoing

Strategy #5 - Demolish and redevelop Properties located in the Transition Districts.

As discussed in the Plan, there exists several dilapidated structures in the Transition areas and the City should put together a program that will allow these structures to be demolished and redeveloped for other purposes. The City should work with the businesses that would benefit from such redevelopment and develop a cost share program to minimize public expense associated with such clean-up.

Timeline - Ongoing

Strategy #6 - Continue to market Perham as a great place to live, work, recreate and conduct business

The City will need to continue its joint marketing efforts with the Perham Area Chamber of Commerce and others to market Perham and to create additional jobs and residents.

Timeline - Ongoing

Strategy #7 - Work with the Fair Board to determine best course of action for the Fairground property

The lease on the Fairground property is up in 2004 and there has been informal discussion regarding what to do with the Fairground Property. The City needs to take an active role in working with the Fair Board to develop an overall plan for the Fairgrounds - this Plan may include the Fair staying at its current location, or may include the Fairground be relocated.

Timeline - Ongoing

TRANSPORTATION STRATEGIES

Strategy #1 - To work with the MNDOT and the County to determine priorities for transportation updates over the next five years.

Identify those roadways within the community that will need to be fixed, or updated and work with the State and County to take advantage of cost share money and to be included in their Capital Improvement Programs.

Timeline - Immediate and ongoing.

Strategy #2 - Extend and develop Coney Street.

The extension of Coney Street will be essential to the overall transportation of the community, when the roadway is designed; consideration needs to be given to safe access onto County Hwy. 78 and turning lanes should be a consideration.

Timeline - High priority - 2003-2008.

Strategy #3 - Improve 9th Avenue from Main Street to County Highway 8

9th Avenue on the east side of town will need to be improved eventually to provide access for existing and future growth areas.

Timeline - latter part of Plan - next ten to fifteen years.

Strategy #4 - Improve access at the intersection of Coney Street West and Hwy. 78.

As discussed in the Plan this is a very dangerous and high traffic area. A study should be conducted to determine what type of traffic controls could be put in at this intersection and the City needs to work with the County to improve conditions at this intersection.

Timeline - High Priority - 2003 - 2005

Strategy #5 - Develop a safe crosswalk for pedestrian and bike traffic across County Hwy. 51 and Arvig Park.

As previously discussed in the Plan, the residential neighbors to the west of County Hwy. 51 need to have a safe access to utilize Arvig Park. City needs to study this issue and come up with some alternatives.

Timeline - Immediate Priority - 2003/2004

HOUSING STRATEGIES

Support the Strategic Housing Plan approved by the Perham HRA in 2002.

ECONOMIC DEVELOPMENT STRATEGIES

Support the Strategic Plan for the EDA.

UTILITY EXTENSION STRATEGIES

Perham's growth over the next twenty years will require the extension of utility systems. The land use and utility sections of the Plan call for expansion of services to address the needs of a growing residential population, as well as growth in the commercial, public and industrial sectors of the community.

Strategy #1 - Closely monitor the amount of available developable land in the community and extend utilities consistent with the land use locations recommended in the Plan.

Timeline - Ongoing

Strategy #2 - Identify required utility expansions in the annual Capital Improvement Program.

Timeline - Immediate 2003 - and Ongoing.

PARKS AND OPEN SPACE STRATEGIES

Many of the Strategies regarding Parks and Open Space have been included as part of the Plan and are discussed under the Parks and Open Space section of this document.

Strategy #1 - Develop a Park Dedication policy to be included as part of the Subdivision Ordinance.

Timeline - Completed

Strategy #2 - Develop a Capital Improvements Program for the Park system

Timeline - Immediate 2003-2007

Strategy #3 - Seek outside grants and funding assistance for the acquisition and development of future parks

Timeline - Immediate/Ongoing

PUBLIC SERVICES STRATEGIES

Strategy #1 - Provide efficient management and distribution of public services supplied by the City of Perham.

The City of Perham is instrumental in supplying public services within the community and to areas outside of the community and needs to continue to provide the highest level of service to its customers.

Timeline - Future needs under this area should be monitored and directed by City Staff and Council.

Strategy #2 - Annually update the City's Capital Improvement Program to reflect required expenditures over the upcoming 5-year period of time.

Timeline - Ongoing

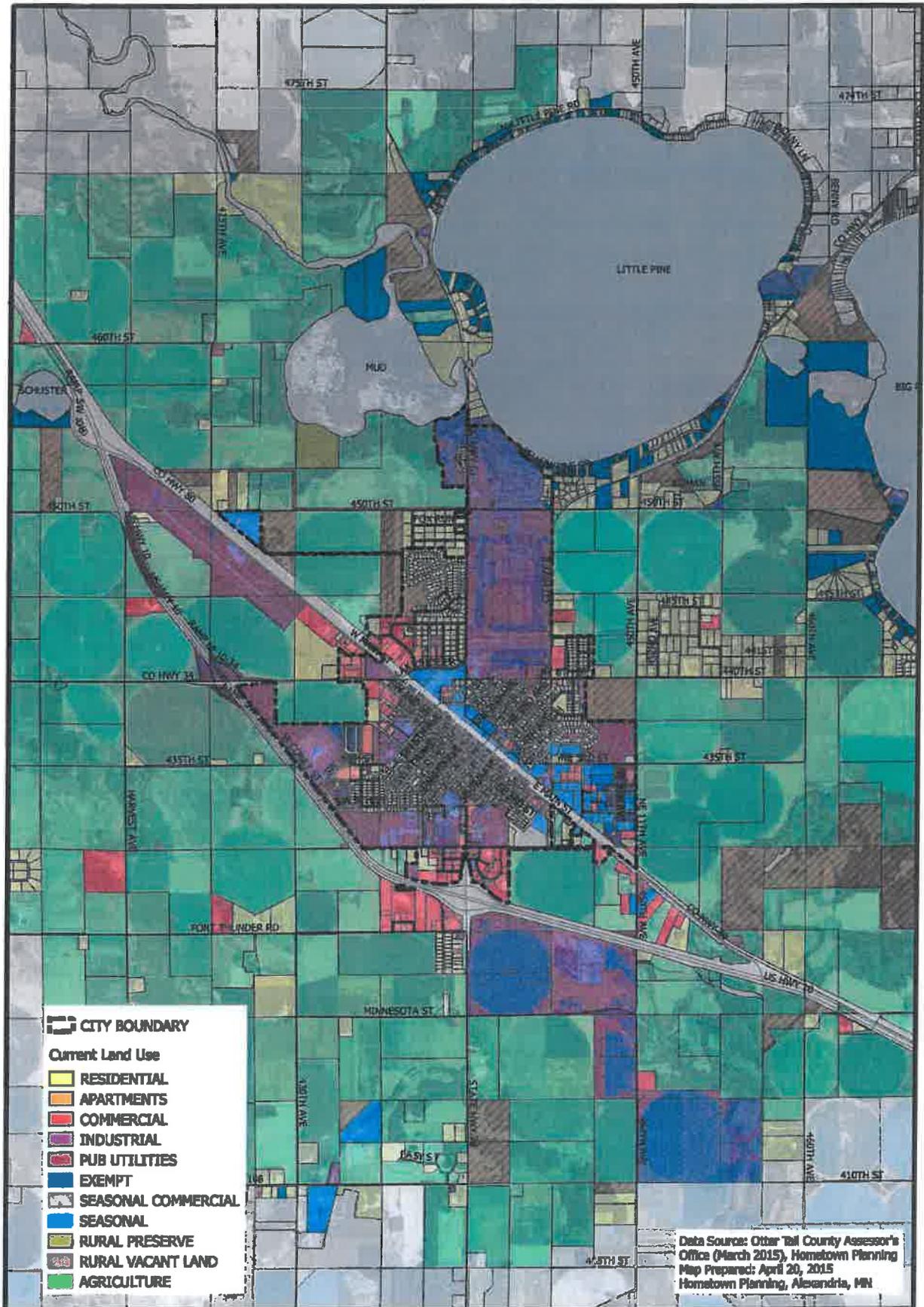
Perham has an excellent education system in place and should continue to meet with School Officials to discuss concerns, issues, and opportunities.

Timeline - Ongoing

Strategy #4 - Continue to support the Perham Area Community Center (PACC) and Golf Course
The PACC and Golf Course are seen as a very vital part of Perham, and the City needs to continue to work with and support the PACC and Golf Course

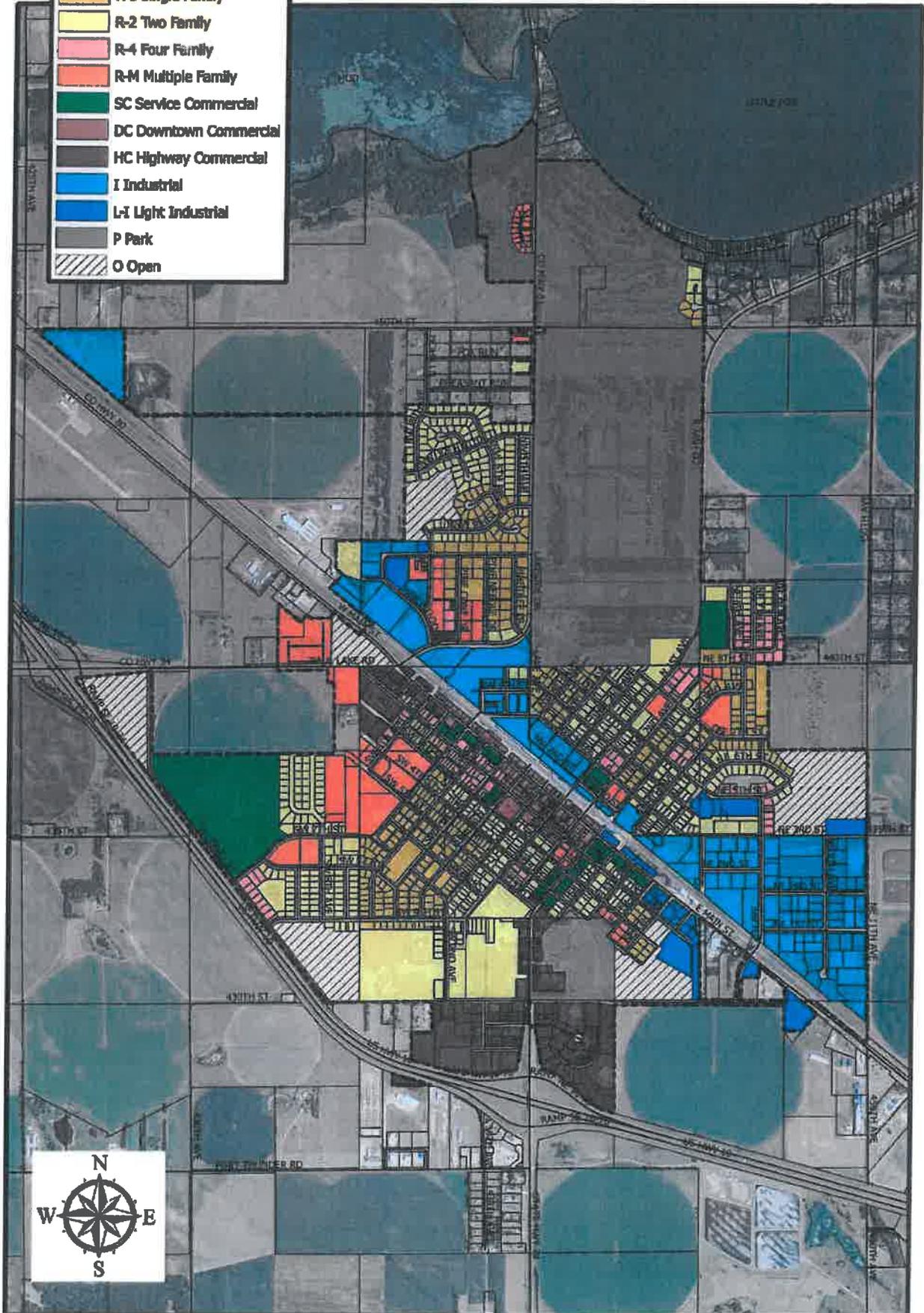
Timeline - Ongoing

MAP #1 CITY OF PERHAM COMPREHENSIVE PLAN CURRENT LAND USE



CITY OF PERHAM ZONING MAP DRAFT - FEBRUARY 28, 2014

Zoning Districts	
	R-1 Single Family
	R-2 Two Family
	R-4 Four Family
	R-M Multiple Family
	SC Service Commercial
	DC Downtown Commercial
	HC Highway Commercial
	I Industrial
	L-I Light Industrial
	P Park
	O Open



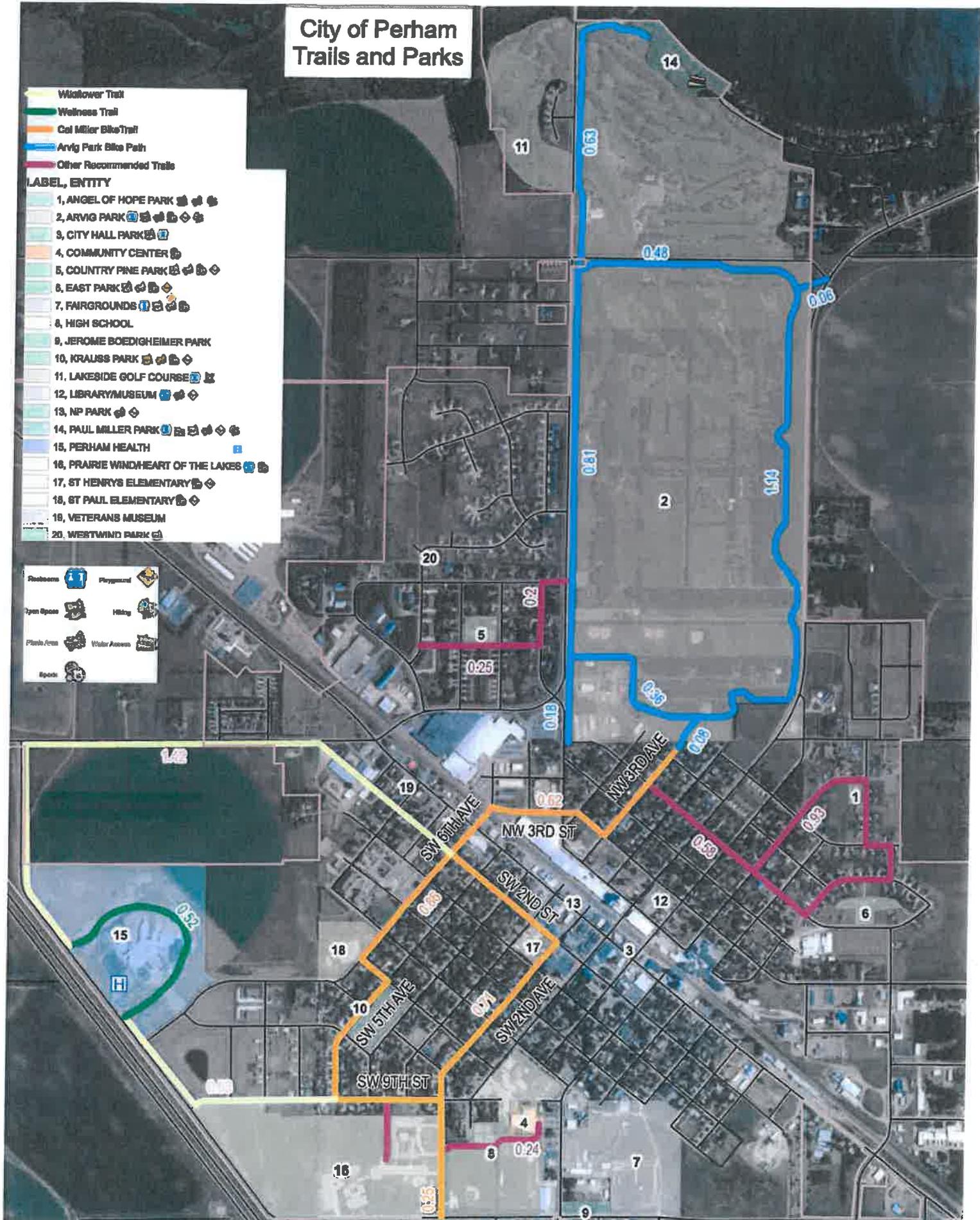
City of Perham Trails and Parks

- Willower Trail
- Wellness Trail
- Col Miller Bike Trail
- Arvig Park Bike Path
- Other Recommended Trails

LABEL, ENTITY

- 1, ANGEL OF HOPE PARK
- 2, ARVIG PARK
- 3, CITY HALL PARK
- 4, COMMUNITY CENTER
- 5, COUNTRY PINE PARK
- 6, EAST PARK
- 7, FAIRGROUNDS
- 8, HIGH SCHOOL
- 9, JEROME BOEDIGHEIMER PARK
- 10, KRAUSS PARK
- 11, LAKESIDE GOLF COURSE
- 12, LIBRARY/MUSEUM
- 13, NP PARK
- 14, PAUL MILLER PARK
- 15, PERHAM HEALTH
- 16, PRAIRIE WINDHEART OF THE LAKES
- 17, ST HENRY'S ELEMENTARY
- 18, ST PAUL ELEMENTARY
- 19, VETERANS MUSEUM
- 20, WESTWIND PARK

- Bikes
- Playground
- Open Space
- Hiking
- Picnic Area
- Water Access
- Sports



Distances in Miles, between route segments

Source: Esri, DigitalGlobe, GeoEye, Earthstar (USA), USGS, AeroGRID, IGN, ICB, and the GIS User Community