City of St. Francis

PLANNING COMMISSION

ISD #15 DISTRICT OFFICE BUILDING
4115 AMBASSADOR BLVD.

May 16, 2018

7:00 PM

AGENDA

1. Call to Order/Pledge of Allegiance
2. Roll Call
3. Adopt Agenda
4. Approve Minutes March 21, 2018
5. Public Comment
6. Public Hearings
    a. Comprehensive Plan - HKGI
    b. Conditional Use Permit – Meridian Behavioral Health, LLC
7. Regular Business Items
8. Discussion by Planning Commissioners
9. Adjournment

Website Link to Agenda and Packets:

There may be a quorum of St. Francis Council Members present at this meeting.

City of St Francis Planning Commission Agenda Item
Executive Summary

Title of Item: **CONDITIONAL USE PERMIT:** A request from Meridian Behavioral health, LLC, to construct a new in-patient chemical dependency treatment center on Lot 1, Block 1, Meadows of St. Francis 2nd Addition – PID 06-33-24-11-0084. This request is very similar to the facility that was previously approved in May 2013, but was never constructed.

Meeting Date: **5-16-18**

Staff Reporting: **Ben Gozola, City Planner**

Summary: Meridian Behavioral Health is seeking re-approval of a conditional use permit for an in-patient chemical treatment facility on Lot 1, Block 1, Meadows of St. Francis 2nd Addition.

In May of 2013, the City approved both a rezoning of the subject property and a conditional use permit (CUP) to allow construction of a new Meridian Behavioral Health facility within the City of St. Francis. While the rezoning of the land was successfully completed, economic considerations forced the applicant to delay construction of the project until the present time. This new CUP application is needed to re-establish the previous approval, and is seeking to authorize updates to the site plan to address updated storm water and building operation requirements that have come into play since the previous approval.

Recommendations:

- **Staff believes the CUP can be approved with conditions.**
- **Template motions, recommended findings, and suggested conditions can be found on pages 15 through 17.**

List of Attachments:

A) Staff Report
B) Engineering Memo
C) December 2017 PC Minutes
D) Applicant's submittals

City of St. Francis Planning Department
CUP Report

To: **Planning Commission**

From: Ben Gozola, City Planner

Meeting Date: **5-16-18**

Applicant: **Meridian Behavioral Health, LLC**

Property Owner: (same)

Location: Lot 1, Block 1, Meadows of St. Francis 2nd Addition

Zoning: **R-4**

Introductory Information

Project: Meridian Behavioral Health is seeking re-approval of a conditional use permit for an in-patient chemical treatment facility on Lot 1, Block 1, Meadows of St. Francis 2nd Addition.

History: In May of 2013, the City approved both a rezoning of the subject property and a conditional use permit (CUP) to allow construction of a new Meridian Behavioral Health facility within the City of St. Francis. While the rezoning of the land was successfully implemented, economic considerations forced the applicant to delay construction of the project until the present time.

Because the use was not established within one year of the CUP approval, the previous CUP is now void and must be reestablished. An application to do so was submitted in late 2017 which included site plan updates to address new storm water and building requirements that came into play since 2013. While the application made it through Planning Commission with a recommendation of approval, it was subsequently withdrawn as the applicants determined that a change to the building footprint was needed. The new plans are finally complete, and the revised application is back for consideration. The new site plan is largely the same with the building increasing in size from 20,454 square feet to 26,165 square feet (a 5711 sq ft increase).

CUP Request(s):

- The application is requesting a Conditional Use Permit to establish, construct, and maintain an "In-patient chemical dependency treatment center."
- This use is conditionally permitted in the R-4 zoning district which means the use is permitted provided all code provisions are met.

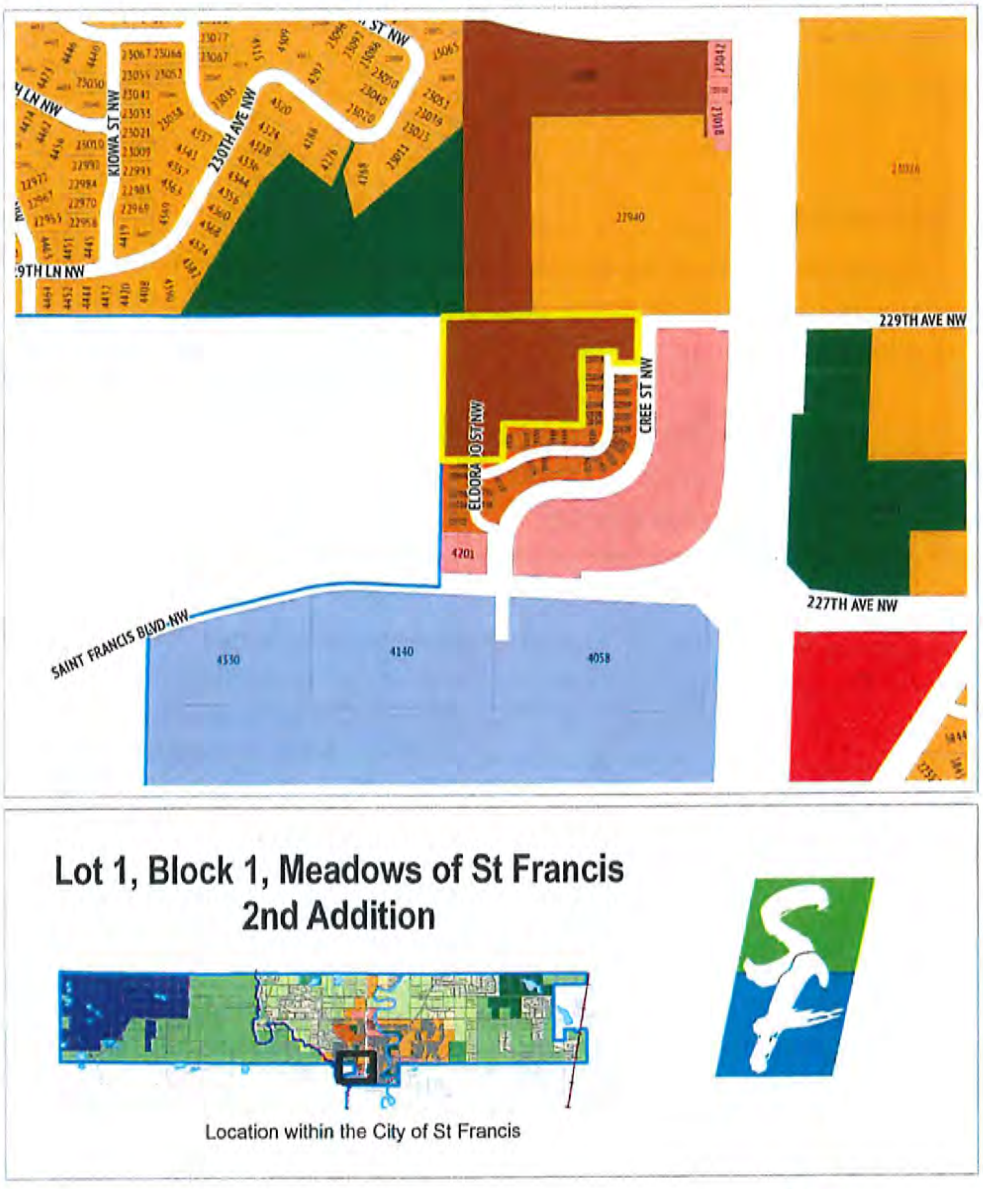
Findings

Site Data:

- Lot Size ≈ 8.21 acres (357,621 sq ft)
- Existing Use – open space
- Existing Zoning – R-4
- Property Identification Number (PID): 06-33-24-11-0084

Comp Plan Guidance:

- The comprehensive plan guides this property for high-density residential. The proposed use under R-4 zoning is therefore appropriate.



Lot 1, Block 1, Meadows of St Francis 2nd Addition

Location within the City of St Francis

SITE IDENTIFICATION MAP

Sambatek

Application Review:

Applicable Code Definitions:

CHEMICAL DEPENDENCY TREATMENT CENTER: A facility required to be licensed by the state or county that provides one or more persons with twenty-four (24) hour per day care, food, lodging, training, education, supervision, habilitation, rehabilitation, or treatment outside a person's own home for the purposes of relieving chemical dependency. Facilities are limited to those licensed and/or regulated by the Department of Human Services and the Department of Health.

CONDITIONAL USE: A use which, because of special problems of control the use presents, requires reasonable, but special, unusual and extraordinary limitations peculiar to the use for the protection of the public welfare and the integrity of the City Comprehensive Plan.

CONDITIONAL USE PERMIT: A permit issued by the City Council in accordance with procedures specified in this Ordinance, as a flexibility device to enable the City Council to assign dimensions to a proposed use or conditions surrounding it after consideration of adjacent uses and their functions and the special problems which the proposed use presents.

RESIDENTIAL CARE FACILITY, STATE LICENSED: Any program, defined by Minnesota Statutes section 245A.02, subdivision 14, that provides twenty four (24) hour a day care, supervision, food, lodging, rehabilitation, training, education, habilitation, or treatment outside a person's own home, including a nursing home or hospital that receives public funds, administered by the commissioner of the Department of Human Services to provide services for five (5) or more persons whose primary diagnosis is mental retardation or a related condition or mental illness and who do not have a significant physical or medical problem that necessitates nursing home care; a program in an intermediate care facility for four (4) or more persons with mental retardation or a related condition; a nursing home or hospital that was licensed by the commissioner of the Department of Human Services on July 1, 1987, to provide a program for persons with a physical handicap that is not the result of the normal aging process and considered to be a chronic condition; and chemical dependency or chemical abuse programs that are located in a hospital or nursing home and receive public funds for providing chemical abuse or chemical dependency treatment services under Minnesota Statutes 254B. Residential programs include home and community-based services for persons with mental retardation or a related condition that are provided in or outside of a person's own home.

Applicable Codes:

- **Chapter 10, Section 6: <u>Conditional Use Permits</u>**
  Outlines the general standards required of all conditionally permitted uses within the City of St. Francis.
- **Chapter 10, Section 59: <u>R-4 High Density Residential District</u>**
  Outlines allowed uses within the R-4 zoning district. Chemical dependency treatment centers are conditionally permitted in this district.

Applicant's Narrative:

Background

The proposed Meridian Behavioral Health project is an in-patient dependency treatment center with 60 beds. The project legal description is Lot 1 Block 1 Meadows of St. Francis 2nd Addition located west of the intersection of Cree St. NW and 229th Ave. NW. The proposed building will be a single-story structure, at 27,403 GSF, with a separate accessory 700 GSF garage for storage. This facility will be opened 24 hours for in patient chemical dependency. The project site is currently zoned R4- High Density Residential and allows for an in-patient chemical dependency treatment center with a conditional use permit. The comprehensive plan has this area shown to be high density residential, which the proposed use is compatible.

Building

The proposed building will be a one-story wood frame construction over a concrete slab-on-grade. The exterior finishes include a brick masonry base with an architectural precast concrete sill. Above the base will be two types of cementitious siding, 7" lap side and 4" lap siding. The asphalt roof will be primarily Hip roof with three Gable roof areas, one designating the front entrance. The roof truss bearing will be 10' above finish floor. The roof ridge will be at 24'-0" above finished floor elevation. The facility will house 60 residents in 30 shared bedrooms (each room will be double occupancy) at each end with supporting Large & Small Group Rooms, Toilets and Offices. The central area will accommodate the controlled entrance, reception, medical, offices, fitness and dining services. Trash / recycling enclosure and storage garage will be located on the back side of the building. All entrances and exits will be controlled and monitored.

Signage

A signage package for the development will be forthcoming for separate approval. The building will have wall mounted signage in addition to a monument sign near the main entrance at intersection of Cree St. NW and 229th Ave. NW. All signage will adhere to City Code.

Site

The site is approximately 8.21 acres and is currently vacant and un-developed, with existing stormwater pond that will serve our proposed project along with surrounding residential development. The site is currently zoned as a R-4 High Density Residential, and is designed to meet zoning standards. Setbacks for the property are per the table below. The proposed facility will meet the required setbacks, with the exception of the first 125 feet of driveway entrance, which encroaches 7 feet into the side yard setback. This encroachment is due to the orientation of the adjoining 229th Ave NW. The proposed driveway is aligned center-to-center with 229th and begins a gradual sweep south to enter the site. This sweep is designed with traffic safety in mind entering the facility. To avoid the side yard encroachment, either the entrance drive would be installed off center from 229th, or a severe turn immediately after entering the site would be required, which would increase risk for traffic entering and exiting the facility.

(cont.)

	Building Setback		Pavement Setback	
	Required	*Proposed*	*Required*	*Proposed*
Front Yard B-2 & R-3 (East)	60 Feet	60 Feet	30 Feet	30 Feet
Side Yard R-1 & R-4 (North)	50 Feet	110 Feet	25 Feet	25 Feet
Side Yard R-3 (South)	25 Feet	130 Feet	25 Feet	35 Feet
Rear Yard (West) 30 Feet from delineated wetland	30 Feet	60 Feet	30 Feet	30 Feet

Within the R-4 District, the total allowable impervious surface is limited to 50% of the site area. The proposed development has approximately 93,345 SF of impervious area, which includes the building footprint. The proposed impervious area is approximately 26% of the total site area.

Access and Parking

Site access is provided at the northeast corner of the site, off intersection of Cree St. NW and 229th Ave. NW. Entrance drive is 24' wide and runs south west leading to two parking areas.

Parking area in front of the building is for ADA accessibility and visitor parking. The second parking area south of the building is employee and overflow parking for visitors. A vehicular drop-off is located in front of the main entrance. The number of stalls provided has been sized to accommodate the largest number of employees per shift, 1 stall per every 6 beds provided in the facility, and additional visitor and overflow parking.

Deliveries to the building will follow the ring road around to the west side of the building at a dedicated delivery access. Delivery vehicles will load and unload externally from the building. The building trash enclosure is located on the west side of the building adjacent to the delivery drive. This ring road also serves as fire access for the facility.

Landscaping and Tree Preservation

Landscaping is designed to provide site character and blend into the surrounding existing tree canopy. We plan to preserve existing trees that fall outside of the grading limits and provide screening from abutting residential properties. The project has proposed a planting schedule which provides ample landscaping and screening for the site. The types (species) of new trees and minimum size specified meets the City ordinance. The proposed trees in addition to the existing trees that plan to be saved we are near the required percentages. An existing tree survey has not been completed, but after reviewing existing site aerial images the assumption is that there are sufficient trees preserved and that they are of a reasonable size and species to meet the total required caliper inches and complement percentages.

(cont.)

Grading and Drainage

Proposed site grades are generally between 1.2% and 4.0% within drive aisles and parking areas. The northwest side of site has a retaining wall and serves as a natural separation from the wetland. The parking lot and drive aisles will be bounded with curb and gutter to collect stormwater runoff and direct it to the onsite stormwater infiltration basins. Overall grades within greenspace areas are typically kept at 5:1, though some areas may steepen to a maximum of 3:1.

Stormwater Treatment

The City of St. Francis requires stormwater treatment to be provided for all new development. The site has an existing wet stormwater pond with a normal water level of 904' in the southeast corner. This pond is serves the adjacent residential development and was designed to accommodate additional runoff from future residential on the site. The proposed development will install three infiltration basins in the northeast and southwest areas of the property. These basins will provide treatment for the runoff generated and will infiltrate the instantaneous runoff volume of one inch over the new impervious surfaces on site. The southwest basin is split into two sub basins in order to avoid stormwater encroachment over the utilities running to the south. Both infiltration basins will discharge to the existing pond which will be utilized for rate control. The existing outlet for the pond will be re-aligned to avoid conflicts with the proposed building. Discharge rates will be less than existing runoff rates for all design storms through the existing pond and proposed outlet control structures.

Per the Minnesota Pollution Control Agency, infiltration basins provide 100% removal efficiency of all pollutants within the infiltrated stormwater volume. The City of St. Francis requires no increase in the amount of total suspended solids and total phosphorous from the site. A P8 model showing the average annual net reduction of pollutant loading from the site has been included in the Stormwater Memo. The proposed infiltration basins provide an overall reduction of pollutants within the stormwater runoff via infiltration of the required water quality volume. Though soils are typically type A throughout the site, type B was used for conservative modeling purposes.

Utilities

The proposed facility will connect to existing City sanitary and water lines within the public utility easement along Eldorado Street NW to the south. The existing lines have capacity to serve the proposed development.

The 8" PVC watermain will be looped to the existing 8" watermain within the public utility easement on the northeast corner of the property. The proposed 6" combined water service will tee off of the proposed watermain. The water service will split internally for domestic potable and fire service flows. The building will be sprinklered. One new hydrant is proposed on the northeast corner of the building, which provides full building coverage and fire access. An existing hydrant in the northeast corner of the site will be relocated adjacent to the proposed entrance drive.

(cont.)

The existing sanitary stubs to the site are within a public utility easement. The proposed sanitary is an 8" PVC main that will connect to and extend the public sanitary main that serves the adjacent residential properties. This main will be extended to the front of the proposed building and terminated with a manhole. The proposed sanitary service for the facility will be a 6" PVC service to this manhole.

Both the proposed 8" watermain and 8" sanitary main are within a proposed public utility easement per the section below.

Site lighting will be provided via pole mounted fixtures around the perimeter of the parking lot and site entrance. Pole height will be limited to 25 feet. Additional decorative pole mounted fixtures at the building entrance and wall mounted fixtures around the building will be added as necessary as design progresses.

Easements

The site currently has easements that were platted to serve the proposed development from the initial rezoning during May of 2013.These easements include a 30' wide Public Utility and City Utility Easement (Doc. No. 532481.002) that overlaid the proposed public watermain and sanitary, a 24' wide Access Easement (Doc. No. 53248.002) that provided access to the existing stormwater pond, and a 20' wide Public Drainage and Utility Easement that overlaid the proposed outlet from the existing stormwater pond to the wetland.

All three of these easements were platted with the original design from 2013. The new building layout and site orientation is not conducive to the reuse of these existing easements. For the proposed design, all three easements are to be vacated and new easements are proposed. The proposed easements serve the same purpose as the existing easements, simply with slightly different alignments to serve the new facility. An easement vacation exhibit and new legal descriptions of the proposed easements are included with this submittal.

St. Francis Meridian Behavioral Health Development Schedule

- April 2018 – CUP Application to the City of St. Francis
- Summer 2018 – Building Permit Application
- Fall 2018 – Begin Construction
- Spring 2019 – Building occupancy
- Spring, 2019 – Building occupancy

Chemical Dependency Treatment Center Standards:

- There are no specific CUP standards listed in code for this type of conditionally permitted use in the R-4 district. All general CUP standards will therefore be the City's guiding review criteria.

CUP Standards Review: Issuance of a CUP requires an analysis of the proposed use against the specific review criteria established in code. Staff has reviewed the City's criteria for conditionally permitted uses, and we offer the following analysis for consideration:

General review Criteria (Section 10-6-3):

1. ***The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the Official City Comprehensive Plan.***

   Staff Comment: The city's Comprehensive Plan guides this property for high-density residential, and the corresponding zoning district for this land use classification is R-4. Per the zoning ordinance, Chemical Dependency Treatment Centers are a conditionally permitted use in this zoning district, so the proposed use is consistent with the City's Comprehensive Plan. **Criteria met.**

2. ***The proposed use is or will be compatible with present and future land uses of the area.***

   Staff Comment: The site is adjacent to the Meadows of St. Francis Townhome Development which is only partially developed to the south of the subject site. Proposed parking on this site will come within 80 feet of one existing residence, and the proposed building will be a full 250 feet from the nearest residence. These distances combined with the proposed landscaping along the southern property boarder should provide adequate separation between the two land uses. **Criteria met.**

3. ***The proposed use conforms with all performance standards contained in this Ordinance.***

   Staff Comment: The following is a summary of the various performance standards listed in code (see section 10-6-4):

   a) *The use and the site in question shall be served by a street of sufficient capacity to accommodate the type and volume of traffic which would be generated and adequate right of way shall be provided.*

      Staff Comment: In 2013, previous staff completed an analysis to compare the proposed use to the townhomes that were previously contemplated for this area. It was determined that the treatment center would generate approximately 327 trips/day for a 50 employee as compared to the 375 trips per day that were anticipated if townhomes were constructed. Even with the slight uptick in employees as proposed by the new plan, the traffic numbers will still be very similar to the originally anticipated use for this site. **Criteria met.**

(cont.)

b) *The site design for access and parking shall minimize internal as well as external traffic conflicts and shall be in compliance with Chapter 19 of this Ordinance.*

Staff Comment:

- Site Access – The proposed site access off the intersection of Cree Avenue NW & 229th Ave NW in the northwestern corner of the Meadows Development will keep most traffic to and from this site away from the existing townhomes to the south as traffic will naturally come directly from the highway. Dead-ending Eldorado St NW within the existing townhome development will also push entering and exiting traffic to 229th.
- Internal Traffic Flow & Conflicts – The City Engineer has reviewed the plans and did not find any issues of note regarding internal traffic flows and/or conflicts. It was requested that all existing & proposed traffic controls (i.e. stop signs) be shown on future plans for review and approval.
- Parking – The City previously determined in 2013 that the applicable requirement for this use is one (1) space per six (6) patient beds, plus one (1) space per employee on the largest work shift; so we are holding this revised proposal to the same standard. There are sixty-eight (66) spaces proposed on site, and a total of approximately 55 employees working at the facility. Even if the largest shift included ¾ of the employees, the proposed number of spaces would still be sufficient.
- Parking Setbacks – All proposed parking is well inland to the site, so staff has no concerns about setbacks.

Criteria met with conditions.

c) *If applicable, a pedestrian circulation system shall be clearly defined and appropriate provisions made to protect such areas from encroachment by parked or moving vehicles.*

Staff Comment: A pedestrian circulation system/plan is unnecessary with this application. In general, there does not appear to be anything out of the ordinary with the parking lot design, and a walkway is being provided adjacent to the building to provide direct access to all parking areas. **Criteria met.**

d) *Adequate off-street parking and off-street loading shall be provided in compliance with Chapter 19 of this Ordinance.*

Staff Comment: As previously noted, the site meets parking requirements as designed. No off-street loading docks are required by code. A drive up area leading to a standard door is being provided for deliveries. **Criteria met.**

(cont.)

e) *Loading areas and drive-up facilities shall be positioned so as to minimize internal site access problems and maneuvering conflicts, to avoid visual or noise impacts on any adjacent residential use or district, and provided in compliance with Chapter 19 of this Ordinance.*

Staff Comment: The drive-up/unloading point is well screened from adjacent properties, so staff sees no problem with the design. We do not anticipate any problems with site access, on-site maneuvering, or nuisances as a result of the site plan layout. **Criteria met.**

f) *Whenever a non-residential use is adjacent to a residential use or district, a buffer area with screening and landscaping shall be provided in compliance with Chapter 20 of this Ordinance.*

g) *General site screening and landscaping shall be provided in compliance with Chapter 20 of this Ordinance.*

Staff Comments:

- Per section 10-20-4(B)(5)(b)(1), the required number of trees is equal to the gross square footage of the building divided by 320. Based on a 26,165 square foot building, the required number of trees is 82. Per the proposed planting plan, 85 trees (or 170 caliper inches of tree) are proposed to be planted around the site periphery which meets the City's minimum requirements.
- When comparted to the planting plan reviewed in late 2017, the main difference is the elimination of all perennial planting (43 Purple Emperor Echinacea plants are no longer being proposed).
- Regarding the mix of trees and shrubs, the planting plan is also conforming to code as 37.5% of the plantings are proposed to be deciduous (minimum 25% required), 44.2% are proposed to be coniferous (minimum 25% required), and 18.3% are proposed to be ornamental (minimum 10% required).
- Multiple species of deciduous and evergreen trees are proposed as required.
- Spacing/opacity requirements appear to be met.
- As a condition of approval, all open areas of the site not occupied by the building, parking, or other improvements shall be either seeded or sodded as may be approved by the City Engineer.

Both criteria met.

(cont.)

h) *All exterior lighting shall be so directed so as not to cast glare toward or onto the public right of way or neighboring residential uses or districts, and shall be in compliance with Section 10-16-8 of this Ordinance.*

Staff Comment: The revised photometric plan that shows that proposed lighting is substantially in compliance with City standards as it does not exceed 0.4 foot candles on adjacent residential property at the shared property line. A minor concern exists in the projects NE corner where light is right at or over the threshold near the property line. To ensure there are no future issues, lights in this area will be required to include additional controls to mitigate glare to the north.

Regarding the proposed fixtures, all must contain a cut-off to direct light at an angle of 90 degrees or less downward, and each free-standing fixture shall not exceed 25' in height. **Criteria met with conditions.**

i) *Potential exterior noise generated by the use shall be identified and mitigation measures, as may be necessary, shall be imposed to ensure compliance with Section 10-16-12 of this Ordinance.*

Staff Comment: Staff does not anticipate any problems with exterior noise as a result of the proposed use. **Criteria met.**

j) *The site drainage system shall be subject to the review and approval of the City Engineer.*

The City Engineers have reviewed the proposed storm water management plan provided by the applicant, and their initial analysis it outlined in the attached Engineer's memo. Revisions and changes as outlined in the memo for all engineering items should be a condition of any approval recommendation. **Criteria met with conditions.**

k) *The architectural appearance and functional design of the building and site shall not be so dissimilar to the existing or potential buildings and area so as to cause a blighting influence. All sides of the principal and accessory structures are to have essentially the same or coordinated, harmonious exterior finish materials and treatment.*

Staff Comment: The proposed building incorporates high-quality materials throughout in conformance with the requirements of code. All faces of the building are also treated consistently. **Criteria met.**

(cont.)

Color rendering

l) All signs and informational or visual communication devices shall be in compliance with Chapter 23 of this Ordinance.

Staff Comment: The applicants have identified the location for an entrance monument near the entrance at 229th Avenue NW. Per section 10-23-8(D), one permanent area identification sign is allowed not to exceed sixty (60) square feet in sign area and ten (10) feet in height. A future sign permit application will need to show conformity to this and all other applicable code standards. If desired, one business wall sign of up to two square feet can also be permitted on the structure. **Criteria met.**

m) The use and site shall be in compliance with any Federal, State or County law or regulation that is applicable and any related permits shall be obtained and documented to the City.

Staff Comment: Staff would recommend that any approval of this CUP be conditioned on successfully adherence to all applicable governmental regulations and obtaining of all necessary permits to authorize construction and establishment of the use. **Criteria met.**

n) Any applicable business licenses mandated by the City Code are approved and obtained.

Staff Comment: Staff would recommend that any approval of this CUP be conditioned on successful acquisition of any needed business licenses mandated by City Code. **Criteria met.**

(cont.)

o) *The hours of operation may be restricted when there is judged to be an incompatibility with a residential use or district.*

Staff Comment: The nature of this use dictates that it will be a 24-hour a day, 7-day a week facility, and the use has already been deemed conditionally permitted in this zoning district. Provided all other requirements are met or can be met with conditions, there will be no incompatibility. **Criteria met.**

p) *The use complies with all applicable performance standards of the zoning district in which it is located and where applicable, any non-conformities shall be eliminated.*

Staff Comment: All proposed structures (and the use itself) will be conforming to R-4 performance standards; and all setbacks, height, and impervious surface standards are being met. Subject to all engineering requirements, this **criteria is met.**

q) *All additional conditions pertaining to a specific site are subject to change when the Council, upon investigation in relation to a formal request, finds that the general welfare and public betterment can be served as well or better by modifying or expanding the conditions set forth herein.*

Staff Comment: As a condition of approval, the applicant shall be put on notice that modifications or expansion to conditions for public safety or public betterment may be considered by Council at a future date. **Criteria met.**

4. ***The proposed use can be accommodated with existing public services and will not overburden the City's service capacity.***

Staff Comment: The City Engineers fully reviewed the sewer and water system serving this site, and their initial analysis it outlined in the attached Engineer's memo. Revisions and changes as outlined in the memo for all engineering items should be a condition of any approval recommendation. **Criteria met with conditions.**

5. ***Traffic generation by the proposed use is within capabilities of streets serving the property.***

Staff Comment: There is no evidence to suggest that anticipated traffic to and from the site cannot be accommodated by the existing road network. As previously indicated, traffic for the previously anticipated townhomes was estimated to be 375 trips per day as compared to the 327 trips per day for the proposed use at 50 employees. Even with the slight uptick in employees proposed with this plan, traffic numbers should still be very similar. **Criteria met.**

Additional Information:

- Even though the project does not directly front on Highway 47, MnDOT was provided with the development plans and was asked to provide if desired. No feedback was offered.
- The existing access and drainage & utility easements previously created to accommodate the 2013 plan have already been vacated subject to approval of this CUP and replacement with new easements.

Engineering Review:

- An Engineering review memo of the proposed plans was penned by Hakanson Anderson and is attached to this report.

Public Comment:

- Staff has not received any feedback from surrounding property owners as of 5/9/18.
- The Planning Commission held a public hearing on this matter at their meeting on December 20, 2017, and the following is a summary of the public comments received:
  - Further traffic increases on Highway 47 will eventually require that an overpass be provided for kids to get to school. Is that being examined?
  - One resident applauded the number of trees that were being planted, but expressed concern about how the use is run (i.e. is this a day-treatment facility or are these full-time residents?). The applicant clarified that the facility will house full-time residents who are their voluntarily, and there are procedures in place for both the intake of new patients, and the departure of existing patients.
  - Two residents expressed concern about the clients and asked if patients get out, will they harm people? One was also concerned that a family member may return to town if they could get help in St. Francis.
  - One resident stated support for the facility and indicated more treatment centers are needed in society today.
  - One resident expressed concern about lighting, but was satisfied when told the plans showed conforming light levels at the property lines.

Planning Commission Rec:

- The Planning Commission previously recommended approval of the requested CUP based on the findings of fact listed in the report subject to the recommended conditions.

Conclusion:

The application is requesting a Conditional Use Permit to establish, construct, and maintain an "In-patient chemical dependency treatment center" on Lot 1, Block 1, Meadows of St. Francis 2nd Addition.

Staff Recommendation: APPROVAL with conditions

Commission Options:

The Planning Commission has the following options:

A) RECOMMEND APPROVAL OF THE REQUEST based on the applicant's submittals and findings of fact.

B) RECOMMEND DENIAL OF THE REQUEST based on the applicant's submittals and findings of fact.

C) TABLE THE ITEM and request additional information.

- Based on an application date of 4/16/18, the 60-day review period for this application expires on 6/15/2018. This deadline can be extended an additional 60 days if more time is necessary.

Template Denial Motion:

(not recommended)

- "I move that we recommend the City Council deny the requested conditional use permit based on the following findings of fact:"
  - *(provide findings to support your conclusion)*

Template Approval Motion:

RECOMMENDED

- "I move we recommend the City Council approve the requested conditional use permit based on the findings of fact listed on pages 15 & 16 of the report subject to the conditions listed on pages 16 & 17 as may have been amended here tonight."

Suggested Findings of Fact:

1. The subject site is guided for residential use, and in-patient chemical dependency treatment centers are a conditionally permitted use within the R-4 zoning district.
2. The proposed separation distance between the facility and nearby residential uses coupled with proposed landscaping will ensure this permitted use will continue to be compatible with surrounding lands.
3. The proposed direct connection to 229th Avenue NW will ensure traffic is not an issue and is consistent with anticipated traffic levels for this site.

(cont.)

4. Proposed parking has been deemed to be adequate for the use and is consistent with the City's minimum parking standards.
5. All proposed buildings and parking spaces meet required setbacks.
6. Proposed landscaping materials are acceptable, and the proposed planting plan is in conformance with City standards.
7. Proposed lighting will not cast glare onto the public right-of-way or adjacent property in a manner that is inconsistent with code or that cannot be managed.
8. The proposed building materials to be used are of high quality and are consistent with City standards for residential structures.
9. Stormwater plans will be in conformity with local standards once all engineering issues are addressed, and post-development runoff rates will be less than existing run-off rates once the project is complete.
10. The proposed use can be adequately served by the City's sewer and water infrastructure, and will not be a burden on city services.

Recommended Conditions:

1. Construction shall be consistent with all plans approved as part of this conditional use permit except as required to be updated by City Staff to conform to conditions of approval.
2. All changes requested by the City Engineer in their review memo dated 5/8/18 shall be implemented on the final plans prior to permits being issued.
3. Minor updates to the approved plans as may be needed to avoid encroachment(s) into final drainage and utility easements, meet required setbacks, or to improve the site design shall be worked out with City Staff (i.e. final sign placements) during the permitting process.
4. An NPDES Construction Permit from the MPCA shall be obtained by the applicant.
5. All exterior lighting shall include cut-offs to direct light at an angle of 90 degrees or less downward, and each free-standing fixture shall not exceed 25' in height.
6. Additional shielding or other appropriate measures shall be provided on lights in the NE corner of the property to ensure spillover light is compliant at the northern property line.
7. The use shall be in compliance with all Federal, State, or County laws and regulations that are applicable, and all related permits shall be obtained and documented to the City.

(cont.)

8. The property owner shall adhere to all applicable governmental regulations, secure all necessary licenses, and shall obtain all necessary permits to authorize construction, establishment, and continued operation of the proposed use.
9. The applicant shall enter into a development agreement with the city specifying the responsibilities, securities, and timeline for project completion.
10. A financial security (or securities), shall be provided to the city to ensure the installation of proposed site improvements including but not limited to; landscaping, lighting, grading, and stormwater management.
11. The applicant shall recognize that modifications or expansion to conditions for public safety or public betterment may be considered by Council at a future date.

cc: Kevin Pfeiffer, Wenck

Review No. 2

Hakanson Anderson

ENGINEERING REVIEW
for the City of St. Francis
by
Hakanson Anderson

Submitted to:	**City of St. Francis**
cc:	**Joe Kohlmann, City Administrator** **Benjamin Gozola, City Planner** **Kate Thunstrom, Community Development Director** **Paul Teicher, Public Works Director** **Craig Jochum, City Engineer**
Reviewed by:	**Shane Nelson, Assistant City Engineer**
Date:	**May 8, 2018**
Proposed Project:	**Meridian Behavioral Health**
Street Location:	**Lot 1, Block 1 Meadows of St Francis 2nd Addition**
Applicant:	**Jolene Hoysler, Meridian Behavioral Health**
Owners of Record:	**Anoka Property Holdings, LLC**
Purpose:	**Residential Treatment Center**
Jurisdictional Agencies: (but not limited to)	**City of St. Francis, MPCA, MDH**
Permits Required: (but not limited to)	**City Approval, NPDES Construction Permit, MPCA Sanitary Sewer Extension, MDH Water Extension**

INFORMATION AVAILABLE

Meridian Behavioral Health Submittal Stage Plans, dated 11/16/17, Revised 4/16/18, prepared by Wenck Associates and Pope Architects

Meridian Behavioral Health Stormwater Management Calculations, dated 4/16/18, prepared by Wenck Associates

Conditional Use Permit application, dated 4/16/18

Easement Documentation, dated 4/16/18, prepared by Wenck Associates

City Comment Response, dated 4/16/18, prepared by Wenck Associates

SITE ACCESS / VEHICULAR TRAFFIC

1. The site is proposed to gain access from 229th Avenue and Cree Street, which are public streets.
2. The access road is aligned center-line to center-line with 229th Avenue, which is encouraged. Applicant shall depict existing traffic controls (i.e. stop signs) so it can be determined if any changes are necessary.

SEWER AND WATER UTILITIES

1. Sanitary sewer to the site is available at Eldorado Street, as shown.
2. The extension of the sanitary sewer within the subject property will be considered a private service and it will be the applicant's responsibility to ensure long term operation and maintenance.
3. There is an existing sanitary sewer that is in-line with a northerly extension of Dakota Street. The change in use for this property necessitates that this manhole and sewer pipe be addressed. All manholes must be accessible by maintenance equipment via a paved surface. Consider removing approximately 100' of sewer pipe and constructing a new manhole to the south if the existing sewer line will not be utilized for this development.
4. Domestic water is available to the site at Eldorado Street and the northerly extension of Dakota Street, as depicted in the plans.
5. A watermain loop is proposed through the site, which will be publicly maintained after acceptance. The remaining watermain, including the new hydrant on the north side of the building, will be a private utility and it will be the applicant's responsibility to ensure long term operation and maintenance.

GRADING, DRAINAGE AND EROSION CONTROL

1. The storm sewer between STMH-2 and STMH-1 is at an approximate invert elevation of 905 fifty feet east of STMH-2, and the ground elevation is also at an approximate elevation of 905. Therefore, the pipe will have no cover in its current proposed location. Please revise.

2. The Landscape Plan depicts trees directly over the storm sewer pipe from STMH-2 to STMH-1. Consider shifting pipe to avoid conflict or revising Landscape Plan.
3. The plans shall be revised to label the access route to the outlet structure for the existing pond.
4. The limits of the silt fence and landscaping area shall be extended on the south side of the existing Pond A approximately 160' east to include the disturbance associated with the proposed storm sewer.
5. It appears that the elevations for Detail 1, Sheet C-800 were not updated to reflect the revised pond designs. Please revise.

STORMWATER MANAGEMENT

1. The infiltration basins and internal storm sewer system, once constructed, will be a private system. The property owner will be required to enter into a maintenance agreement to ensure the long term operation and maintenance.
2. The storm sewer outlet for existing Pond A that is proposed to be relocated is a public utility and must be accessible for maintenance within the easements. Given the 15' depth, the proposed 20' wide easement is not sufficient to allow future maintenance and/or replacement of this pipe. Revise the easement to a 40' width, offset on the pipe (25'-pipe-15') to allow a 1:1 slope on the north and east side and sufficient space for a 1:1 slope plus soil stockpile on the south and west side.

OTHER ITEMS

1. The plans are not certified and are labeled "Not for Construction". Final Plans must be certified and submitted for review.

SUMMARY AND/OR RECCOMMENDATION

1. We recommend approval subject to the conditions as listed herein.

CITY OF ST. FRANCIS
ST. FRANCIS, MN
PLANNING COMMISSION MINUTES
December 20, 2017

1. **Call to Order:** The Planning Commission meeting was called to order at 7:00 pm by Chairman Steinke.

2. **Roll Call:** Present were Ray Steinke, Todd Gardner, Joel Olson, Greg Zutz, Julie Morin and William Murray. Absent: Brittney Berndt. Others in attendance: Councilman Rich Skordahl, Kate Thunstrom Community Development Director, Ben Gozola Sambatek/City Planner

3. **Adopt Agenda:** Motion by Zutz second by Olson to approve the agenda. Motion carried 6-0.

4. **Approve Minutes:** Motion by Olson second by Gardner to approve the November 17, 2017 minutes. Motion carried 6-0.

5. **Public Comment:** None received

6. **Public Hearing:**

   a. **Planned Unit Development (PUD) Senior Living Facility**
      - Additional handout provided to Commission, Hakanson Anderson Engineering Comments and Wenck project narrative.
      - Gozola reviewed packet. Identified that historical was not reviewed and is dependent on first approvals review. Approval by a 4/5th vote is required by Council. Based on items identified, Staff recommends approval to forward recommendation to Council.
      - Public Hearing Opened at 7:10, nobody came forward for comment, Closed at 7:11 p.m.
      - No further question or discussion from Commission

      Olson made a motion to recommend the City Council approve the requested planned unit development amendment based on the findings of fact in the staff report, and subject to the conditions listed on pages 10 and 11 of the existing staff report. No amendments made.
      Second by Steinke; Motion Passed 6-0

   b. **Conditional Use Permit – Meridian Behavioral Health**
      - Gozola reviewed project. This had been previously approved in 2013. A simple majority vote by Council is required to pass. Onus is on the City to prove not supported by existing Code as it is approved within the zoning district as a Conditional Use. CUP standards have been met or can be met with conditions.
      - MNDOT has chosen not to provide feedback on the project. A request for an opinion had been forwarded to them even though the facility is not directly located on the State Hwy.
      - Public Hearing Opened 7:24 p.m.
        - Chris Vee 4106 DeGardner Circle, comments: concerns with crosswalk at Pederson and traffic increase
          Councilman Skordahl identified that the Mayor and Staff are working with the State to address crossing and traffic concerns at Pederson
        - Liz Fairbanks 24360 Yukon St, comments: Hwy 47 is being looked at but is a state hwy, applaud with the number of trees being added. Question on the type of treatment facility and individuals being served.
        - John Seymore with Meridan: this is a voluntary treatment center, Rule 31 facility, serving adults. Traffic will be family and staff. Estimate 50 employees but they will be in shifts as the facility is 24 hour operation. Residents are transported and not coming and going.

People are supervised. People leave with a discharge plan. Facility is secure to provide privacy to the individuals seeking treatment.

- Jim Hollerbach 24476 St. Francis Blvd, comments: concerned clients will bring harm to the community and that the taxpayers are paying for all the growth.
- Wanita Walker 4357 241st, comments: that with this clientele will come problems, Anoka County should be working on this not the City, does not want this brought to our backyard.
- Joe Muhlbauer 3459 229th, comments: anyone can be a danger to the community on or off drugs, appreciates the public comments and feedback, disagrees on comments against the project as these facilities are needed.
- Meridian Architect, comments: works on these projects for Meridian, existing facility in Pine City, these people are already in the community and being drug dependent does not identify mental health concerns and vice versa.
- Fern Wahlquist, Townhome Development, question on lighting and signage on the new development.
  Ben, the project has submitted a lighting plan and it is not exceeding the threshold identified in code. The sign will be one at the entrance of the facility.

- Public Hearing Closed 7:38 p.m.
  - Zutz requested information on the program relying on the police department services.
    - Meridian, the facility will have staff that supervises full time, police department will be called based on protocol if necessary.
  - Morin addressed public that if they still have issues to address with the City to reach out to the City Council.

Olson, thanked the public for providing comment. Based on information provided by Staff, recommended approval of the request based on the applicant's submittals and findings of fact. Second by Gardner, motion passed 6-0

c. Conditional Use Permit – Woodhaven
   - Gozola reviewed the packet. Additional handout provided: MNDOT letter. Unique lot with east side ROW. Two units are affected by the ROW and could be reviewed as a variance. MNDOT will not allow access to Hwy 47.
   - Steinke questioned storage.
     - Mike Schrader, ALS Properties, comments: phase 1 was purchased in 1992 and the last phase was completed by 1999. Storage is provided in two ways. There is a storage area in which all residents can utilize for access storage and each unit is designed and provided a garage. Garages are shared garages allowing 12X22 with a combined lot line. All boats and other items are expected to be in the garage and not allowed to be stored in the driveway.
   - Morin requested information on the life expectancy of these types of units.
     - Schrader, depends on how the product was built. Units are replaced regularly, some have 30 year mortgages showing lenders expect a life of the unit beyond that. These are lifecycle housing and not trailers. If they become depleted they are removed. Units are built to federal standards.
   - Schrader identified that maintenance staff live on site and units are well managed. Homes that will be brought in for the new section are multi-sectional and priced between $75k and $100k.
   - Murry asked about the need for a storm shelter
     - Schrader, yes they will be building one on this plan to accommodate this area specifically.
   - Public Hearing Opened 8:03 p.m.
     - Liz Fairbanks, 24360 Yukon St, want businesses on a main street. Fine with this idea as the city needs the people to bring the water down. Hwy 47 should be commercial.
     - Jim Hollerbach 24476 St. Francis Blvd, is not aware of Comp Plan and mapping, fear of water and sewer.

BUILDING CLINIC PERSPECTIVE

POPE ARCHITECTS

Meridian Behavioral Health St.Francis Facility

ST. FRANCIS, MN

MERIDIAN BEHAVIORAL HEALTH

WENCK ASSOCIATES

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City of St. Francis
23340 Cree Street NW, St. Francis, MN 55070

Community Development
Department Phone: 763.753.2630

Application Date:	04/16/2018
Fee: N/A	Escrow: N/A

PERMIT APPLICATION

PERMIT YOU ARE REQUESTING: [X] CONDITIONAL USE [ ] INTERIM USE

PROPERTY INFORMATION If multiple properties, attach separate sheet	PARCEL ID #: 06-33-24-11-0084	COMP PLAN FUTURE LAND USE: (HD) Apartments	
	LEGAL DESCRIPTION: Lot 1, Block 1, Meadows of St. Francis 2nd Addition	ZONING DISTRICT: R4 - High Density Residential	
		LOT SIZE: 8.2 Acres	
	PROJECT ADDRESS: N/A		
OWNER INFORMATION	NAME: Jolene Hoysler - Meridian Behavioral Health, LLC		
	ADDRESS: 550 Main Street Suite 280		
	CITY: New Brighton	STATE: MN	ZIP: 55112
	PHONE: 763-670-9396	EMAIL: jolene.hoysler@meridianprograms.com	
APPLICANT If different than owner	NAME:	PHONE:	
DESCRIPTION OF REQUEST	Approval of a conditional use permit allowing Meridian Behavioral Health to build a facility as detailed in the attached submittal package.		
REASON FOR REQUEST	The proposed use of an in-patient chemical dependency treatment center is an approved conditional use within the R-4 District.		
ORDINANCE REQUIREMENT	R-4, High Density Residential District, 10-59-4: Conditional Uses		

Submittal Materials

The following materials must be submitted with your application in order to be considered complete. A complete application must be made by the application deadline for the Planning Commission meeting for which you wish to be heard. If you have any questions or concerns regarding the necessary materials, please contact the Community Development Department.

APPLICATION SUBMITTION MATERIALS
Survey, site plan, and development plans. Three (3) sets of large scale drawings; one **legible** set of 8 ½" x 11" or 11" x 17" reductions. Additional sizes and copies may be requested and required by the City for application completion. The following information must be included: ☒ Map or plat showing the lands proposed for the conditional use permit and all land within 350 feet of the boundaries of the property. ☒ Survey of the property showing all property lines, topography, existing and proposed structures (including dimensions and distances to property lines and other buildings), existing streets, alley, private roads, and fire lanes and easements. ☒ Access points, driveways, and parking areas including striping and number of spaces. ☒ Landscaping and ground cover including existing to be retained, existing to be removed, and proposed – all identified by size, type species, and quantity. ☒ Grading, drainage, and stormwater plans with existing and proposed topography prepared by a professional civil engineer registered in the state and adopted. ☒ Utility plans prescribing locations for city water, sewer, fire hydrants, manholes, power, telephone, and cable lines, natural gas mains, and other service facilities prepared by a professional civil engineer registered in the state and adopted. ☒ General floor plans and elevations for all existing and proposed structures. ☒ Proposed signage. ☒ Site lighting. ☒ A legend identifying the legal description, size of parcel, use(s) and square footage, number of units and density of residential, building height, floor area ratio, ground floor area ratio, impervious surface ratio, setbacks on all sides, graphic scale, north point, and usable open space.
Statement acknowledging that you have contacted the other governmental agencies such as Watershed Districts, County Departments, State Agencies, or others that may have authority over your property for approvals and necessary permits.
Names, addresses, and signatures of all owner(s), and any other person having legal interest, of the property.
Permit application form completed, including questionnaire answers.
Permit Request Supplement
Paid application fee and escrow

MATERIALS THAT MAY BE REQUIRED UPON THE REQUEST OF THE CITY

Survey of the property: An official survey, by a licensed surveyor, must be submitted with the application. The survey shall be scalable and in an 11" x 17" or 8 ½" x 11" format.
Electronic copy of all submittal documents
Any other materials as deemed necessary to help in the review of the application

Application fees and expenses: by signing this application form, the applicant agrees that all fees and expenses incurred by the City for the processing of this application, including costs for professional services, are the responsibility of the property owner to be paid immediately upon receipt or the City may approve a special assessment for which the property owner specifically agrees to be assessed for 100 percent per annum and waivers any and all appeals under Minnesota Statues 429.081 as amended. All fees and expenses are due whether the application is approved or denied or withdrawn. Escrow fees collected at the time of application may not cover actual expenses, any additional fees will be billed.

I, the undersigned, hereby apply for the considerations described above and declare that the information and materials submitted in support of this application are in compliance with adopted City policy and ordinance requirements are complete to the best of my knowledge. I further understand that the IUP application will be processed in accordance with the established City review procedures and Minnesota Statutes 15.99 as amended, at such times as it is determined to be complete. Pursuant to Minnesota Statutes 15.99, the City will notify the applicant within fifteen (15) business days from the filing date of any incomplete or other information necessary to complete the application. Failure on my part to supply all necessary information as required by the City may be cause for denying this application.

This application must be signed by all owners of the subject property or an explanation given why this is not the case. *We, the undersigned, have read and understand the above.*

Signature of Applicant	4/10/2018 Date	Signature of Applicant	Date
Signature of Owner (if different than Applicant)	Date		

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April 16, 2018

Shane Nelson
Assistant City Engineer
23340 Cree Street NW
St. Francis, MN 55070

RE: Response to Meridian Behavioral Health Engineering Review
Emailed Comments for Planning Commission Dated December 12, 2017

Dear Shane:

This provides a response to review comments received December 12, 2017 on the Preliminary Civil Design Plans and application documents for the Meridian Behavioral Health Project proposed in St. Francis, MN.

For convenience, the received comments are provided in **bold** with our response provided below in *italics*.

Site Access / Vehicular Traffic

1. The Site is proposed to gain access from 229th Avenue and Cree Street, which are public streets.

Response:

Noted.

2. The access road is aligned center-line to center-line with 229th Avenue, which is encouraged. Applicant shall depict existing traffic controls (i.e. stop signs) so it can be determined if any changes are necessary.

Response:

There does not appear to be any existing traffic controls at the corner of Cree St NW and 229th Ave. A stop sign is proposed for outbound traffic from the project site. The approach of 229th Ave and St. Francis BLVD NW is controlled via a stop sign.

Sewer and Water Utilities

1. Sanitary sewer to the site is available at Eldorado Street, as shown.

Response:

Noted.

2. There is an existing sanitary sewer that is in-line with a northerly extension of Dakota Street. The grading plan depicts a berm in this area directly over the sewer manhole. All manholes must be accessible by maintenance equipment via a paved surface. Consider removing approximately 100' of sewer pipe and constructing a new manhole to the south if the existing sewer line will not be utilized for this development.

Response:

Removing the sewer pipe stubbed north from Dakota Street NW was not included in this project. Because the manhole and pipe are located in greenspace south of the entrance drive, it can be removed in the future without detrimental impacts to the site. Proposed grading limits have been revised to leave the greenspace around the manhole undisturbed.

3. Domestic water is available to the site at Eldorado Street and the northerly extension of Dakota Street, as depicted in the plans. A watermain loop is proposed through the site.

Response:

Noted.

4. Please add notes to "Tie into existing tracer wire" at water main connections.

Response
Notes to tie into existing tracer wire have been added on Sheet C-401 and C-402 where the proposed watermain connects to existing.

5. On Sheet C-401 – Note 20. Per City standards rod extensions are always required on gate valves. Please revise note.

Response:

Note 20 has been revised to require rod extensions per City standards.

Grading, Drainage, and Erosion Control

1. A 15' wetland buffer is required adjacent to the wetland in the northwest corner of the site. Please depict on the plans, including signage.

Response:

The limits of the wetland buffer have been shown on all plan sheets. Signage per City requirements has been added to the plans as shown on Sheet C-103, keynote "F".

2. The silt fence is depicted within the wetland buffer. Permanent restoration of the buffer is required. Please provide a site-specific restoration plan inclusive of seed mix and timing.

Response:

The silt fence has been removed from being within the wetland buffer. A small portion of the storm sewer will impact the wetland buffer. Wetland restoration plan including seed mix and timing has been added to the Landscape Plan on Sheet L-100 for the affected area.

3. Grading is proposed near Cree Street and 228th Avenue. Erosion Control (i.e. silt fence will be required in this area.

Response:

Erosion control has been added as necessary for the revised limits of grading on Sheet C-102.

4. The 2-Yr, 10-Yr, and 100-Yr HWL elevations shall be labeled on all ponds and wetlands on the Site.

Response:

The HWL information for Pond A has been added to all proposed sheets. The HWL information for the wetland is not included as the majority of the wetland is outside of the project limits. The proposed stormwater discharge rates to the wetland is less than existing for all design storms, therefore the HWL of the wetland will not exceed existing conditions.

5. The HWL shall be labeled on the infiltration basins.

Response:

The HWL for each basin has been added to all proposed design sheets.

6. Pond A outlet and outlet control structure must be accessible for inspection and maintenance. Access routes shall be a minimum of 10' wide, shall be clearly labeled on the plans and within an easement, and shall have a longitudinal gradient of 8% or less.

Response:

An access route has been provided from the west off of the project drive.as shown on Sheet C-103. Longitudinal gradient along the access route has been minimized to the extent practical. Existing grades to the existing structure exceed 4:1.

7. The infiltration basins do not appear to have 3' separation to groundwater, which is required. Please provide additional information and/or revise the design.

Response:

The infiltration basins have been raised to achieve a 3' separation from groundwater with an bottom elevation of 909'.

Stormwater Management

1. The infiltration basins and internal storm sewer system, will be a private system. The property owner will be required to enter into a maintenance agreement to ensure the long-term operation and maintenance.

Response:

Acknowledged. An operation and maintenance agreement will be coordinated with the City prior to finalizing construction documents.

2. Provide double ring infiltrometer tests to verify infiltration rates meet or exceed the designed rate.

Response:

Note 4 on Sheet C-800 has been added to dictate the infiltration testing requirement.

3. As noted, the infiltration basins shall not be constructed until the contributing area is stabilized and after constructed shall be tested to ensure infiltration rates are greater than or equal to stated design parameters.

Response:

Note 8 on Sheet C-800 details the timing requirement of the infiltration basins excavation.

4. Outlet structure OCS-4 requires 12" of water covering the inlet to provide sufficient skimming.

Response:

Outlet structure OCS-4 has been renamed to OCS-3. The inlet has been lowered to provide 12" of depth above the top of the inlet to provide sufficient skimming.

5. Detail 3-C800 does not match city standard skimmer detail. Please revise.

Response:

Previous detail 3-C800 skimmer grate has been removed and replaced with the City skimmer detail.

6. Riprap thickness (on detail 4-C800) must be at minimum equal to the largest rock size.

Response:

Detail 4-C800 has been revised to Class II riprap and 12" thickness.

7. It is unclear why two outlet structures are proposed for the southeast infiltration basin. Please explain.

Response:

The outlet control structure castings for the infiltration basins have been revised to the standard 48" skimmer and removed the need for additional inlet capacity for the southeastern basin. The design has been revised to show only one outlet structure.

8. Figure 3 – Proposed watershed map does not match grading plans provided in the civil set. Please revise.

Response:

Figure 3 – Proposed watershed map has been revised to match proposed grading plan.

9. Watersheds P1, P6, P3, and P4 do not match proposed grading as provided in the civil plans. Please revise.

Response:

Figure 3 – Proposed watershed map has been revised to match proposed grading plan.

10. FES 3 is too close to FES 7 and will result in short circuiting. Per City standards, separation is required to be 50% of the pond length.

Response:

FES 3 has been shifted east to achieve the required separation from FES 7.

11. Details for OCS-5 is mislabeled on the stormwater details.

Response:

Detail 2-C800 has been revised to match the plans and is now labelled OCS-3.

12. Stormwater table values for the proposed 10 year do not agree with the model calculations.

Response:

The revised SWMP has included the correct values for all design storms.

13. Provide water quality calculations and summarize in the narrative. The MIDS Calculator or P8 are acceptable methods.

Response:

A P8 model comparing existing and proposed conditions for water quality calculations has been conducted and is included in the SWMP.

Other Items

1. Final Plans must be certified.

Response:

Noted. Final plans will be certified prior to application for Building Permit.

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2. Scale is not complete on existing conditions plan.

Response:

Existing conditions has been revised to include appropriate scale.

3. Cree Street is mislabeled on all sheets.

Response:

Cree Street has been revised on all sheets.

Should you have any questions, or need clarification of anything, please do not hesitate to call me at 763-479-4237.

Sincerely,

Wenck Enterprises, Inc.

Steven Hegland, PE
Wenck Associates, Inc.
Project Engineer/Associate

WENCK

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April 16, 2018

Ms. Kate Thunstrom
Community Development Director
City of St. Francis, MN
23340 Cree Street NW
St. Francis, MN 55070

RE: Conditional Use Permit – Meridian Behavioral Health

Dear Ms. Thunstrom:

We are pleased to submit this application for a Conditional Use Permit for a chemical dependency treatment center located west of the intersection of Cree St. NW and 229th Ave. NW.

We applied for Site Plan approval for a similar building in November 2017 but did not go to City Council due to a building design change. We have maintained much of the approved building and site, although modifications have been made to meet updated stormwater and building operation requirements.

As discussed application fee and escrow required with submittal will be paid with existing escrow balance held by the city.

We are excited to bring this project to St. Francis and look forward to working with you to make it a success. If you have any questions about this package, please call Kevin Pfeiffer at 763-479-4253.

Sincerely,

Wenck Associates, Inc.

Kevin Pfeiffer, RLA
Landscape Architect

enc: project narrative, civil and architectural drawings

CC: Jolene Hoysler, Brian Sowada

April 16th, 2018

City of St. Francis
Kate Thunstrom
23340 Cree Street NW
St. Francis, MN 55070

Meridian Behavioral Health – Project Narrative

Background

The proposed Meridian Behavioral Health project is an in-patient dependency treatment center with 60 beds. The project legal description is Lot 1 Block 1 Meadows of St. Francis 2nd Addition located west of the intersection of Cree St. NW and 229th Ave. NW. The proposed building will be a single-story structure, at 27,403 GSF, with a separate accessory 700 GSF garage for storage. This facility will be opened 24 hours for in patient chemical dependency. The project site is currently zoned R4- High Density Residential and allows for an in-patient chemical dependency treatment center with a conditional use permit. The comprehensive plan has this area shown to be high density residential, which the proposed use is compatible.

Building

The proposed building will be a one-story wood frame construction over a concrete slab-on-grade. The exterior finishes include a brick masonry base with an architectural precast concrete sill. Above the base will be two types of cementitious siding, 7" lap side and 4" lap siding. The asphalt roof will be primarily Hip roof with three Gable roof areas, one designating the front entrance. The roof truss bearing will be 10' above finish floor. The roof ridge will be at 24'-0" above finished floor elevation. The facility will house 60 residents in 30 shared bedrooms (each room will be double occupancy) at each end with supporting Large & Small Group Rooms, Toilets and Offices. The central area will accommodate the controlled entrance, reception, medical, offices, fitness and dining services. Trash / recycling enclosure and storage garage will be located on the back side of the building. All entrances and exits will be controlled and monitored.

Signage

A signage package for the development will be forthcoming for separate approval. The building will have wall mounted signage in addition to a monument sign near the main entrance at intersection of Cree St. NW and 229th Ave. NW. All signage will adhere to City Code.

Site

The site is approximately 8.21 acres and is currently vacant and un-developed, with existing stormwater pond that will serve our proposed project along with surrounding residential development. The site is currently zoned as a R-4 High Density Residential, and is designed to meet zoning standards. Setbacks for the property are per the table below. The proposed facility will meet the required setbacks, with the exception of the first 125 feet of driveway entrance, which encroaches 7 feet into the side yard setback. This encroachment is due to the orientation of the adjoining 229th Ave NW. The proposed driveway is aligned center-to-center with 229th and

begins a gradual sweep south to enter the site. This sweep is designed with traffic safety in mind entering the facility. To avoid the side yard encroachment, either the entrance drive would be installed off center from 229th, or a severe turn immediately after entering the site would be required, which would increase risk for traffic entering and exiting the facility.

	Building Setback		Pavement Setback	
	Required	Proposed	Required	Proposed
Front Yard B-2 & R-3 (East)	60 Feet	60 Feet	30 Feet	30 Feet
Side Yard R-1 & R-4 (North)	50 Feet	110 Feet	25 Feet	25 Feet
Side Yard R-3 (South)	25 Feet	130 Feet	25 Feet	35 Feet
Rear Yard (West) 30 Feet from delineated wetland edge	30 Feet	60 Feet	30 Feet	30 Feet

Within the R-4 District, the total allowable impervious surface is limited to 50% of the site area. The proposed development has approximately 93,345 SF of impervious area, which includes the building footprint. The proposed impervious area is approximately 26% of the total site area.

Access and Parking

Site access is provided at the northeast corner of the site, off intersection of Cree St. NW and 229th Ave. NW. Entrance drive is 24' wide and runs south west leading to two parking areas.

Parking area in front of the building is for ADA accessibility and visitor parking. The second parking area south of the building is employee and overflow parking for visitors. A vehicular drop-off is located in front of the main entrance. The number of stalls provided has been sized to accommodate the largest number of employees per shift, 1 stall per every 6 beds provided in the facility, and additional visitor and overflow parking.

Deliveries to the building will follow the ring road around to the west side of the building at a dedicated delivery access. Delivery vehicles will load and unload externally from the building. The building trash enclosure is located on the west side of the building adjacent to the delivery drive. This ring road also serves as fire access for the facility.

Landscaping and Tree Preservation

Landscaping is designed to provide site character and blend into the surrounding existing tree canopy. We plan to preserve existing trees that fall outside of the grading limits and provide screening from abutting residential properties. The project has proposed a planting schedule which provides ample landscaping and screening for the site. The types (species) of new trees and minimum size specified meets the City ordinance. The proposed trees in addition to the existing trees that plan to be saved we are near the required percentages. An existing tree survey has not been completed, but after reviewing existing site aerial images the assumption is

that there are sufficient trees preserved and that they are of a reasonable size and species to meet the total required caliper inches and complement percentages.

Grading and Drainage

Proposed site grades are generally between 1.2% and 4.0% within drive aisles and parking areas. The northwest side of site has a retaining wall and serves as a natural separation from the wetland. The parking lot and drive aisles will be bounded with curb and gutter to collect stormwater runoff and direct it to the onsite stormwater infiltration basins. Overall grades within greenspace areas are typically kept at 5:1, though some areas may steepen to a maximum of 3:1.

Stormwater Treatment

The City of St. Francis requires stormwater treatment to be provided for all new development. The site has an existing wet stormwater pond with a normal water level of 904' in the southeast corner. This pond is serves the adjacent residential development and was designed to accommodate additional runoff from future residential on the site. The proposed development will install three infiltration basins in the northeast and southwest areas of the property. These basins will provide treatment for the runoff generated and will infiltrate the instantaneous runoff volume of one inch over the new impervious surfaces on site. The southwest basin is split into two sub basins in order to avoid stormwater encroachment over the utilities running to the south. Both infiltration basins will discharge to the existing pond which will be utilized for rate control. The existing outlet for the pond will be re-aligned to avoid conflicts with the proposed building. Discharge rates will be less than existing runoff rates for all design storms through the existing pond and proposed outlet control structures.

Per the Minnesota Pollution Control Agency, infiltration basins provide 100% removal efficiency of all pollutants within the infiltrated stormwater volume. The City of St. Francis requires no increase in the amount of total suspended solids and total phosphorous from the site. A P8 model showing the average annual net reduction of pollutant loading from the site has been included in the Stormwater Memo. The proposed infiltration basins provide an overall reduction of pollutants within the stormwater runoff via infiltration of the required water quality volume. Though soils are typically type A throughout the site, type B was used for conservative modeling purposes.

Utilities

The proposed facility will connect to existing City sanitary and water lines within the public utility easement along Eldorado Street NW to the south. The existing lines have capacity to serve the proposed development.

The 8" PVC watermain will be looped to the existing 8" watermain within the public utility easement on the northeast corner of the property. The proposed 6" combined water service will tee off of the proposed watermain. The water service will split internally for domestic potable and fire service flows. The building will be sprinklered. One new hydrant is proposed on the northeast corner of the building, which provides full building coverage and fire access. An

existing hydrant in the northeast corner of the site will be relocated adjacent to the proposed entrance drive.

The existing sanitary stubs to the site are within a public utility easement. The proposed sanitary is an 8" PVC main that will connect to and extend the public sanitary main that serves the adjacent residential properties. This main will be extended to the front of the proposed building and terminated with a manhole. The proposed sanitary service for the facility will be a 6" PVC service to this manhole.

Both the proposed 8" watermain and 8" sanitary main are within a proposed public utility easement per the section below.

Site lighting will be provided via pole mounted fixtures around the perimeter of the parking lot and site entrance. Pole height will be limited to 25 feet. Additional decorative pole mounted fixtures at the building entrance and wall mounted fixtures around the building will be added as necessary as design progresses.

Easements

The site currently has easements that were platted to serve the proposed development from the initial rezoning during May of 2013.These easements include a 30' wide Public Utility and City Utility Easement (Doc. No. 532481.002) that overlaid the proposed public watermain and sanitary, a 24' wide Access Easement (Doc. No. 53248.002) that provided access to the existing stormwater pond, and a 20' wide Public Drainage and Utility Easement that overlaid the proposed outlet from the existing stormwater pond to the wetland.

All three of these easements were platted with the original design from 2013. The new building layout and site orientation is not conducive to the reuse of these existing easements. For the proposed design, all three easements are to be vacated and new easements are proposed. The proposed easements serve the same purpose as the existing easements, simply with slightly different alignments to serve the new facility. An easement vacation exhibit and new legal descriptions of the proposed easements are included with this submittal.

St. Francis Meridian Behavioral Health Development Schedule
April, 2018 – CUP Application to the City of St. Francis
Summer, 2018 – Building Permit Application
Fall, 2018 – Begin Construction
Spring, 2019 – Building occupancy

FLOOR PLAN GENERAL NOTES

A) DO NOT SCALE DRAWINGS.

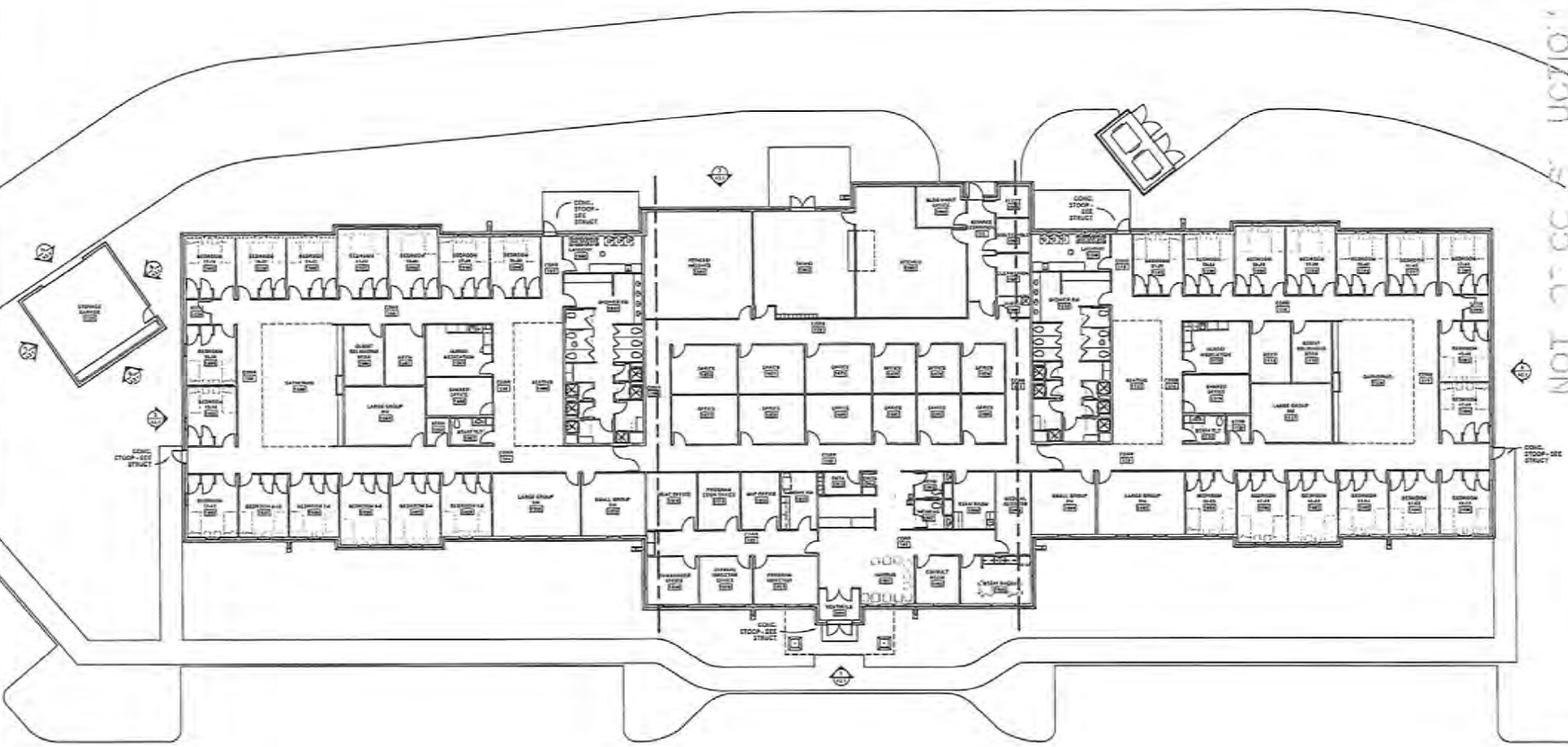
B) NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.

C) IN THE CASE OF AMBIGUITIES, DISCREPANCIES, OR IRREGULARITIES IN THE DRAWINGS AND/OR SPECIFICATIONS, THE CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR CLARIFICATION FROM THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

D) IN ALL CONSTRUCTION TYPES, ALL WOOD USED IN THE FOLLOWING LOCATIONS IS TO BE PRESERVATIVE-TREATED:
1. WOOD IN CONTACT WITH THE GROUND OR WATER.
2. WOOD IN EXTERIOR FOUNDATION WALLS.
3. WOOD IN CONTACT WITH CONCRETE SLABS-ON-GRADE, OR IN CONTACT WITH CONCRETE OR MASONRY FOUNDATION WALLS.
4. WOOD WITHIN A CRAWL SPACE OVER EXPOSED EARTH.
5. AT OTHER LOCATIONS NOTED ON THE CONSTRUCTION DOCUMENTS.

E) ALL WOOD USED IN BUILDINGS OF TYPE I HH CONSTRUCTION (SEE CODE DATA SHEET), IS TO BE FIRE-RETARDANT-TREATED, WITH THE FOLLOWING EXCEPTIONS:
1. PRESERVATIVE-TREATED WOOD AS NOTED IN GENERAL NOTE "D" ABOVE.
2. INTERIOR FLOOR FINISH AND INTERIOR FINISHES, TRIM AND MILLWORK SUCH AS CASING/TRY, BOARD, DOOR FRAMES AND WINDOWS.
3. BLOCKING FOR HANDRAILS, MILLWORK, CABINETS, AND WINDOW AND DOOR FRAMES.

F) SEE SHEET A0.2 FOR SYMBOLS, INDICATION OF MATERIALS, PARTITION TYPE DETAILS & ABBREVIATIONS



1 A2.1 OVERALL FLOOR PLAN
3/32" = 1'-0"

TRUE NORTH PROJECT NORTH

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OVERALL FLOOR PLAN

Issues and Revisions:
1 CD PRICING SET 04/23/14
2 CITY SUBMITTAL 11/06/17
3 CITY SUBMITTAL 02/09/18

53603-17165

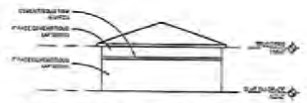
SHEET
A2.1

EXTERIOR MATERIAL FINISH SCHEDULE

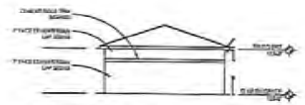
EAST ELEVATION			WEST ELEVATION			NORTH ELEVATION			SOUTH ELEVATION		
MATERIAL ID	MATERIAL	PERCENTAGE	MATERIAL ID	MATERIAL	PERCENTAGE	MATERIAL ID	MATERIAL	PERCENTAGE	MATERIAL ID	MATERIAL	PERCENTAGE
FCB-1	CEMENTITIOUS PANEL SIDING	44%	FCB-1	CEMENTITIOUS PANEL SIDING	44%	FCB-1	CEMENTITIOUS PANEL SIDING	9%	FCB-1	CEMENTITIOUS PANEL SIDING	8%
STN-1	STONE VENEER	23%	STN-1	STONE VENEER	23%	STN-1	STONE VENEER	2%	STN-1	STONE VENEER	2%
FCB-1	4" FACE CEMENTITIOUS LAP SIDING	10%	FCB-1	4" FACE CEMENTITIOUS LAP SIDING	10%	FCB-1	4" FACE CEMENTITIOUS LAP SIDING	12%	FCB-1	4" FACE CEMENTITIOUS LAP SIDING	12%
FCB-2	7" FACE CEMENTITIOUS LAP SIDING	18%	FCB-2	7" FACE CEMENTITIOUS LAP SIDING	18%	FCB-2	7" FACE CEMENTITIOUS LAP SIDING	17%	FCB-2	7" FACE CEMENTITIOUS LAP SIDING	19%
FB-1	FACE BRICK	7%	FB-1	FACE BRICK	9%	FB-1	FACE BRICK	9%	FB-1	FACE BRICK	9%
VNR-1	VINYL WINDOW FRAMES	3%	VNR-1	VINYL WINDOW FRAMES	2%	VNR-1	VINYL WINDOW FRAMES	3%	VNR-1	VINYL WINDOW FRAMES	2%
VG-1	VISION GLASS	4%	VG-1	VISION GLASS	4%	VG-1	VISION GLASS	4%	VG-1	VISION GLASS	5%
TB-1	CEMENTITIOUS TRIM BOARDS	3%	TB-1	CEMENTITIOUS TRIM BOARDS	3%	TB-1	CEMENTITIOUS TRIM BOARDS	3%	TB-1	CEMENTITIOUS TRIM BOARDS	3%
AS-1	ASPHALT SHINGLES	47%	AS-1	ASPHALT SHINGLES	47%	AS-1	ASPHALT SHINGLES	47%	AS-1	ASPHALT SHINGLES	41%
HM-1	HOLLOW METAL	3%	HM-1	HOLLOW METAL	4%	HM-1	HOLLOW METAL	3.5%	HM-1	HOLLOW METAL	4.5%
ALUM-1	ALUMINUM	4%	ALUM-1	ALUMINUM	3%	ALUM-1	ALUMINUM	3.5%	ALUM-1	ALUMINUM	3.5%

NOTE:
THE "BASIS OF DESIGN" MATERIALS FOR THE PROJECT ARE LISTED ON THE SCHEDULE ABOVE. SEE SPECIFICATIONS FOR ADDITIONAL MATERIAL INFORMATION AND OTHER APPROVED SUBSTITUTIONS.

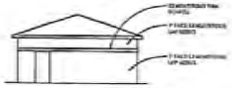
5 A3.1 NORTH EL STORAGE GARAGE
3/32" = 1'-0"



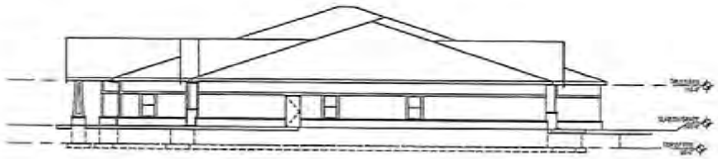
6 A3.1 SOUTH EL STORAGE GARAGE
3/32" = 1'-0"



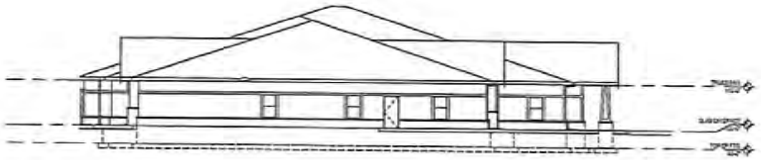
7 A3.1 WEST EL STORAGE GARAGE
3/32" = 1'-0"



8 A3.1 EAST EL STORAGE GARAGE
3/32" = 1'-0"



4 A3.1 EAST ELEVATION
3/32" = 1'-0"



3 A3.1 WEST ELEVATION
3/32" = 1'-0"

2 A3.1 NORTH ELEVATION
3/32" = 1'-0"

1 A3.1 SOUTH ELEVATION
3/32" = 1'-0"

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EXTERIOR
ELEVATIONS

Issues and Revisions:

1	DD PRICING SET	04/07/17
2	CITY SUBMITTAL	10/16/17
3	CITY SUBMITTAL	04/16/18

	53633-17150
	CRT
	JJ

SHEET
A3.1

PRELIMINARY CIVIL CONSTRUCTION PLANS
FOR
MERIDIAN BEHAVIORAL HEALTH

CITY OF ST. FRANCIS
ANOKA COUNTY, MINNESOTA
LOT 1, BLOCK 1
MEADOWS OF ST. FRANCIS 2ND ADDITION

OWNER

MERIDIAN BEHAVIORAL HEALTH
550 MAIN STREET SUITE 190
NEW BRIGHTON, MN 55112
(P) - 763-670-9396
CONTACT: JOLENE HOYSLER

ENGINEER

WENCK ASSOCIATES
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WENCK ASSOCIATES, INC.
1800 PIONEER CREEK CENTER
P.O. BOX 249
MAPLE PLAIN, MN 55359
(P) - 763-479-4237
CONTACT: STEVE HEGLAND, P.E.

ARCHITECT

POPE ARCHITECTS
1295 BANDANA BLVD N, SUITE 200
ST. PAUL, MN 55108
(P) - 651-642-9200
CONTACT: JIM JOHNSON, AIA, NCARB

VICINITY MAP
NOT TO SCALE

INDEX OF SHEETS	
Sheet Number	Sheet Title
G-101	COVER SHEET
C-101	EXISTING CONDITIONS
C-102	REMOVAL AND EROSION CONTROL PLAN
C-103	SITE PLAN
C-301	GRADING AND DRAINAGE PLAN
C-401	UTILITY PLAN
C-402	WATERMAIN PROFILE
C-501	STORM SEWER PLAN
L-100	LANDSCAPE PLAN
L-101	LANDSCAPE DETAILS
C-800	DETAILS
C-801	DETAILS
C-802	DETAILS
C-803	DETAILS
C-804	DETAILS
C-805	DETAILS
C-806	DETAILS
C-807	DETAILS
1 SHEET	PHOTOMETRIC PLAN
C-808	PHOTOMETRIC DETAILS

NOTES

1. IF REPRODUCED, THE SCALES SHOWN ON THESE PLANS ARE BASED ON A 22"x34" SHEET.
2. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
3. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS AND/OR PER OWNER'S DIRECTION.
4. CONTRACTOR SHALL CONFIRM THAT THE EXISTING CONDITIONS FOR THIS SITE MATCH WHAT IS SHOWN ON THE DRAWINGS INCLUDED PRIOR TO CONSTRUCTION.

PROJECT LOCATION
CITY: ST. FRANCIS
COUNTY: ANOKA

WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG
GOPHER STATE ONE CALL
TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

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MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Date	Description	Issue #
12/20/17	CITY ENTITLEMENT SUBMITTAL	1
3/1/2018	CITY ENTITLEMENT SUBMITTAL	2

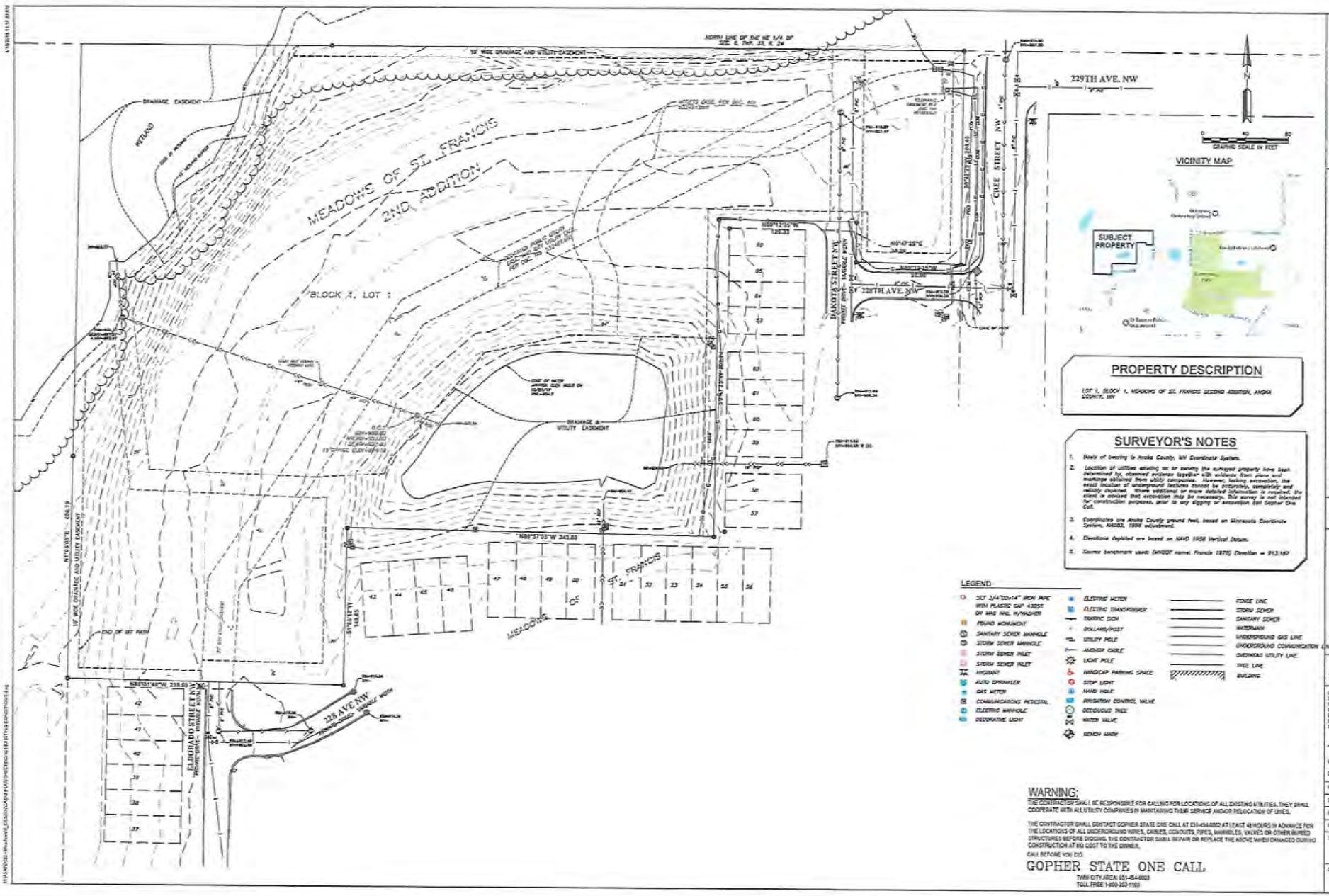
Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Date:
License #:

FOR CONSTRUCTION

Project #	4340-0020
Drawn By	JRA
Issue Date	2018-04-16
Issue #	2
Sheet #	G-101
Sheet Title	COVER SHEET



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MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

Issue #	Date	Description
1	12/05/2017	CITY PLANNING SUBMITTAL
2	04/05/2018	CITY PLANNING SUBMITTAL

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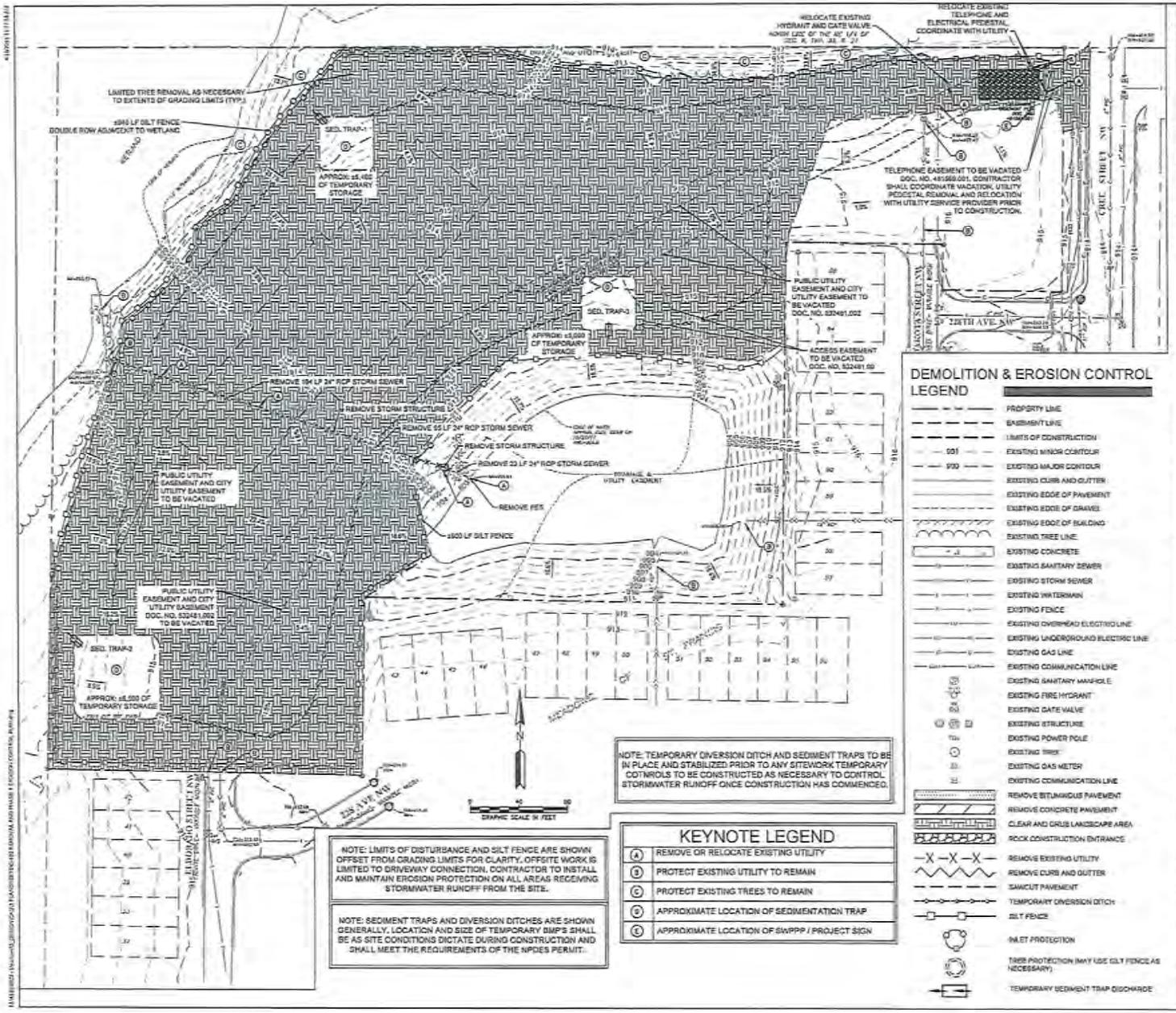
Date:
Reg. No.

NOT FOR CONSTRUCTION

Project #	4340-0002
Drawn by	JRA
Issue Date:	2018-04-16
Issue #	2
Sheet #	C-101
Sheet Title	EXISTING CONDITIONS



NOTE: TEMPORARY DIVERSION DITCH AND SEDIMENT TRAPS TO BE IN PLACE AND STABILIZED PRIOR TO ANY SITEWORK TEMPORARY CONTROLS TO BE CONSTRUCTED AS NECESSARY TO CONTROL STORMWATER RUNOFF ONCE CONSTRUCTION HAS COMMENCED.

NOTE: LIMITS OF DISTURBANCE AND SILT FENCE ARE SHOWN OFFSET FROM GRADING LIMITS FOR CLARITY. OFFSITE WORK IS LIMITED TO DRIVEWAY CONNECTION. CONTRACTOR TO INSTALL AND MAINTAIN EROSION PROTECTION ON ALL AREAS RECEIVING STORMWATER RUNOFF FROM THE SITE.

NOTE: SEDIMENT TRAPS AND DIVERSION DITCHES ARE SHOWN GENERALLY. LOCATION AND SIZE OF TEMPORARY BMPS SHALL BE AS SITE CONDITIONS DICTATE DURING CONSTRUCTION AND SHALL MEET THE REQUIREMENTS OF THE NPDES PERMIT.

KEYNOTE LEGEND

A	REMOVE OR RELOCATE EXISTING UTILITY
B	PROTECT EXISTING UTILITY TO REMAIN
C	PROTECT EXISTING TREES TO REMAIN
D	APPROXIMATE LOCATION OF SEDIMENTATION TRAP
E	APPROXIMATE LOCATION OF SWPPP / PROJECT SIGN

DEMOLITION & EROSION CONTROL LEGEND

- PROPERTY LINE
- EASEMENT LINE
- LIMITS OF CONSTRUCTION
- 951 EXISTING MINOR CONTOUR
- 950 EXISTING MAJOR CONTOUR
- EXISTING CURB AND GUTTER
- EXISTING EDGE OF PAVEMENT
- EXISTING EDGE OF GRAVEL
- EXISTING EDGE OF BUILDING
- EXISTING TREE LINE
- EXISTING CONCRETE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATERMAIN
- EXISTING FENCE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING UNDERGROUND ELECTRIC LINE
- EXISTING GAS LINE
- EXISTING COMMUNICATION LINE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING GATE VALVE
- EXISTING STRUCTURE
- EXISTING POWER POLE
- EXISTING TREE
- EXISTING GAS METER
- EXISTING COMMUNICATION LINE
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- CLEAR AND GRUB LANDSCAPE AREA
- ROCK CONSTRUCTION ENTRANCE
- REMOVE EXISTING UTILITY
- REMOVE CURB AND GUTTER
- SAWCUT PAVEMENT
- TEMPORARY DIVERSION DITCH
- SILT FENCE
- INLET PROTECTION
- TREE PROTECTION (MAY USE SILT FENCE AS NECESSARY)
- TEMPORARY SEDIMENT TRAP DISCHARGE

DEMOLITION NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSAL (IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES) ALL STRUCTURES, PADS, WALLS, PLUMBS, FOUNDATIONS, PARKING, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC. SUCH THAT THE IMPROVEMENTS ON THE PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
3. THE CONTRACTOR SHALL MAINTAIN ALL UTILITY SERVICES TO ADJACENT PROPERTIES AT ALL TIMES. UTILITY SERVICES SHALL NOT BE INTERRUPTED WITHOUT APPROVAL FROM THE CONSTRUCTION MANAGER AND COORDINATION WITH THE ADJACENT PROPERTIES AND/OR THE CITY.
4. THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.
5. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THE PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY., THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATIONS OF EXISTING UTILITIES WITHIN ALL AREAS OF PROPOSED WORK.
6. ALL EXISTING SEWERS, PIPING AND UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. GIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PROCEEDING WITH THE WORK.
7. ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC, AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE.
8. CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC. (AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES) AS APPROVED BY THE CONSTRUCTION MANAGER.
9. CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING PROPERTIES AT ALL TIMES DURING CONSTRUCTION.
10. PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.
11. CONTRACTOR MAY LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC., THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR OR REPLACED TO BETTER THAN EXISTING CONDITIONS.
12. DAMAGE TO ALL EXISTING CONDITIONS TO REMAIN WILL BE REPLACED TO NEW CONDITION AT CONTRACTOR'S EXPENSE.
13. REFER TO SURVEY FOR ALL EXISTING INVERT AND RIM ELEVATIONS.
14. ALL UTILITIES SHOWN ARE EXISTING UTILITIES.
15. IN THE EVENT THAT UNKNOWN CONTAINERS OR TANKS ARE ENCOUNTERED, THE CONTRACTOR SHALL CONTACT THE CEC IMMEDIATELY. ALL CONTAINERS SHALL BE DISPOSED OF AT A PERMITTED LANDFILL AND PER THE PROJECT DOCUMENTS.

EROSION CONTROL NOTES

1. ALL PERIMETER SILT FENCE AND ROCK CONSTRUCTION ENTRANCES SHALL BE INSTALLED PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL INSTALL CATCH BASIN SEDIMENT CONTROL MEASURES PRIOR TO ANY CONSTRUCTION ACTIVITIES.
3. ALL DISTURBED AREAS SHALL BE STABILIZED WITH SOD, OR ROCK BASE. STABILIZATION MUST BE INITIATED IMMEDIATELY UPON FINISHING SITE GRADING AND COMPLETED WITHIN ONE WEEK (7 DAYS). REFER TO LANDSCAPE PLANS FOR MATERIALS.
4. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH CITY AND STATE PERMITS.
5. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION. SEDIMENT SHALL BE REMOVED AT REGULAR INTERVALS. SEDIMENT BUILD UP SHALL BE REMOVED WHEN IT REACHES ½ THE HEIGHT OR THE SILT FENCE ABOVE GROUND ELEVATION.
6. ANY EXCESS SEDIMENT ACCUMULATED ONSITE SHALL BE REMOVED BY THE CONTRACTOR.
7. REMOVE ALL EROSION CONTROL MEASURES AFTER SITE HAS BEEN STABILIZED AND VEGETATION IS ESTABLISHED.
8. CONTRACTOR SHALL REMOVE ALL SOILS AND SEDIMENT TRACKED ONTO EXISTING STREETS AND PAVED AREAS.
9. IF BLOWING DUST BECOMES A NUISANCE, THE CONTRACTOR SHALL APPLY WATER FROM A TANK TRUCK TO ALL CONSTRUCTION AREAS.
10. SWEEP ADJACENT STREET IN ACCORDANCE WITH CITY REQUIREMENTS.

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MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Issue #	Date	Description
1	12/3/2019	CITY SUBMITTAL
2	1/6/2020	CITY SUBMITTAL

Prepared for: MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

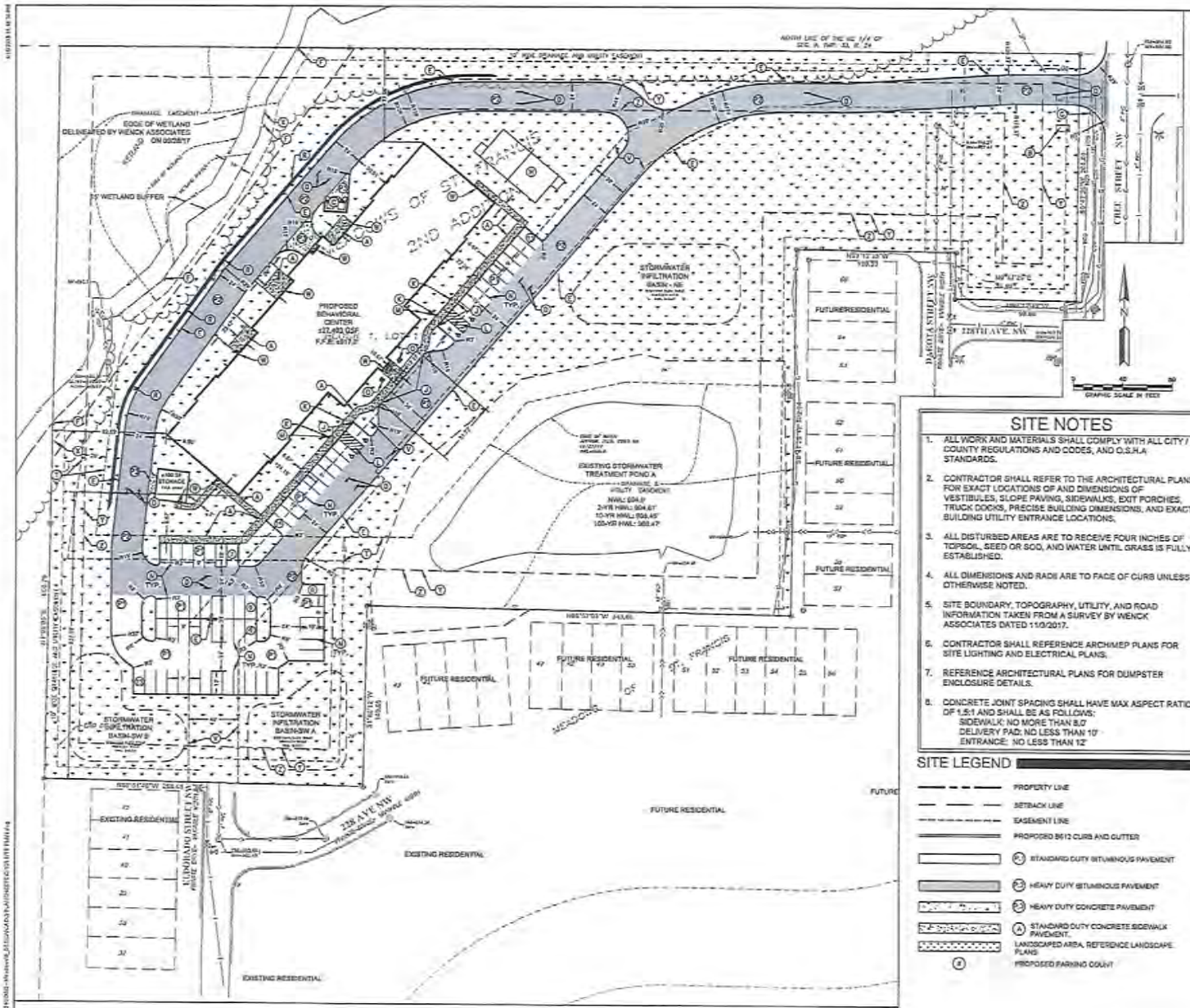
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Date: _____
License #: _____

PRELIMINARY NOT FOR CONSTRUCTION

Project #	4340-0222
Drawn By:	JSA
Issue Date:	2019-04-16
Issue #:	2
Sheet #	C-102

Sheet Title: REMOVAL AND EROSION CONTROL PLAN



SITE ANALYSIS TABLE

LOT 1, BLOCK 1, MEADOWS OF ST. FRANCIS 2ND ADDITION

EXISTING ZONING	R-4 HIGH DENSITY RESIDENTIAL	
PROPOSED USE	RESIDENTIAL TREATMENT CENTER	
LOT AREA	±357,621 SF (±8.21 AC)	
TOTAL BUILDING GSF	±28,103 SF (7.9% OF LOT AREA)	
SETBACK SUMMARY	BUILDING	PARKING
FRONT / STREET ROW	50'	30'
SIDE	50'	25'
REAR	25'	25'
WETLAND	30'	20'
GREENSPACE SUMMARY	REQUIRED	PROPOSED
IMPERVIOUS AREA (INCL. BLDG)	±178,695 SF (MAX)	±93,345 SF
PERVIOUS AREA	±178,696 SF (MIN)	±264,276 SF
PARKING SUMMARY	REQUIRED	PROPOSED
STANDARD PARKING COUNT	24 STALLS	63 STALLS
ACCESSIBLE PARKING	1 STALLS	4 STALLS
TOTAL PARKING COUNT	25 STALLS	67 STALLS

ST. FRANCIS CODE PARKING REQUIRED:
- ONE SPACE PER SIX (6) PATIENT BEDS, PLUS ONE (1) SPACE PER EMPLOYEE ON LARGEST WORK SHIFT.
- CALCULATION BASED OFF OF 60 BEDS + 15 PERSON LARGEST SHIFT

SITE NOTES

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY / COUNTY REGULATIONS AND CODES, AND O.S.H.A STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS OF AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED OR SOD, AND WATER UNTIL GRASS IS FULLY ESTABLISHED.
4. ALL DIMENSIONS AND RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
5. SITE BOUNDARY, TOPOGRAPHY, UTILITY, AND ROAD INFORMATION TAKEN FROM A SURVEY BY WENCK ASSOCIATES DATED 11/3/2017.
6. CONTRACTOR SHALL REFERENCE ARCH/MEP PLANS FOR SITE LIGHTING AND ELECTRICAL PLANS.
7. REFERENCE ARCHITECTURAL PLANS FOR DUMPSTER ENCLOSURE DETAILS.
8. CONCRETE JOINT SPACING SHALL HAVE MAX ASPECT RATIO OF 1.5:1 AND SHALL BE AS FOLLOWS:
   SIDEWALK: NO MORE THAN 8.0'
   DELIVERY PAD: NO LESS THAN 10'
   ENTRANCE: NO LESS THAN 12'

SITE LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- PROPOSED B612 CURB AND GUTTER
- (A) STANDARD DUTY BITUMINOUS PAVEMENT
- (B) HEAVY DUTY BITUMINOUS PAVEMENT
- (C) HEAVY DUTY CONCRETE PAVEMENT
- (A) STANDARD DUTY CONCRETE SIDEWALK PAVEMENT.
- LANDSCAPED AREA, REFERENCE LANDSCAPE PLANS
- (#) PROPOSED PARKING COUNT

KEYNOTE LEGEND

(A)	CONCRETE SIDEWALK. SEE DETAIL
(B)	GENERAL LOCATION OF MONUMENT SIGN. REFERENCE ARCH PLANS FOR DETAIL AND EXACT PLACEMENT
(C)	TRASH ENCLOSURE. REFERENCE ARCH PLANS FOR DETAILS, SCREENING, GATES, BOLLARDS, AND MASONRY.
(D)	DIRECTIONAL PAVEMENT MARKING.
(E)	SITE LIGHTING. REF PHOTOMETRIC PLANS. REF ARCH / MEP PLANS FOR ELECTRICAL ROUTING. MAX POLE HEIGHT 25'
(F)	"WETLAND BUFFER ZONE" SIGN . SEE DETAIL
(G)	"STOP" SIGN.
(H)	VOLLEYBALL COURT
(I)	SITE LIGHTING. REFERENCE PHOTOMETRIC PLANS
(J)	PLUSH CURB FOR ADA ACCESS. REFERENCE GRADING PLAN
(K)	ACCESSIBLE PARKING SIGN
(L)	ACCESSIBLE AISLE STRIPING - AREA STRIPED WITH 4" SBSL @ 45° 2' O.C.
(M)	ACCESSIBLE VAN PARKING SIGN.
(N)	4" WHITE PAVEMENT STRIPING - DASHED OR SOLID PER PLAN
(O)	BUILDING OVERHANG / AWNING / CANOPY. REFERENCE ARCH / STRUCTURAL PLANS
(P)	PAVEMENT TYPE. SEE LEGEND
(Q)	AREA STRIPED WITH 3" SWSL @ 45° 2' O.C.
(R)	RETAINING WALL BY OTHERS - REFERENCE GRADING PLAN FOR ELEVATIONS
(S)	NOT USED
(T)	PROPOSED 20' DRAINAGE EASEMENT
(U)	NOT USED
(V)	PROPOSED PUBLIC UTILITY EASEMENT (VARIABLE WIDTH)
(W)	DOOR LOCATION / STRUCTURAL STOOP. REFERENCE ARCH / STRUCTURAL PLANS
(X)	WETLAND BUFFER
(Y)	PAVEMENT SETBACK
(Z)	BUILDING SETBACK

WENCK ASSOCIATES
Responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

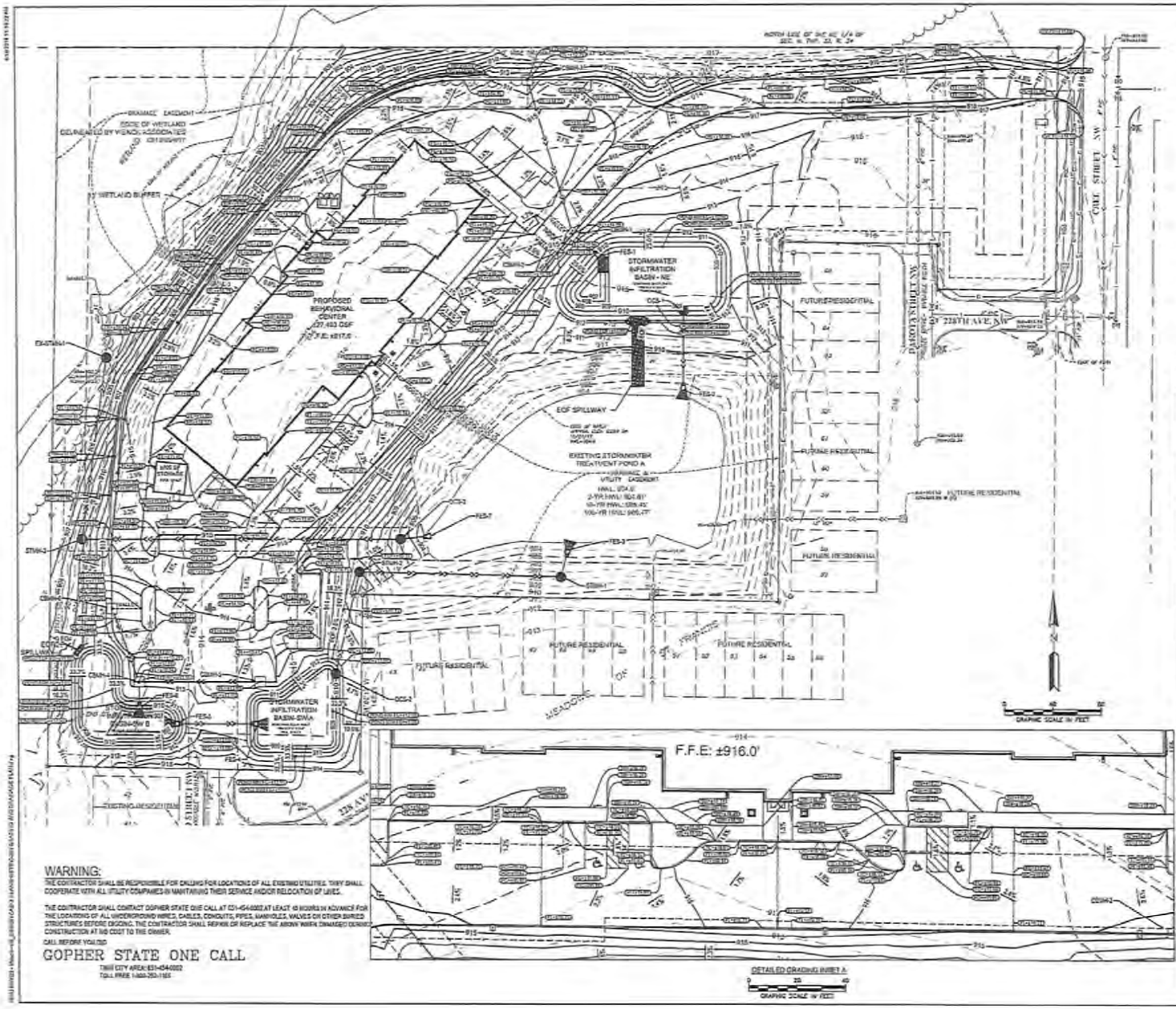
Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

Rev #	Date	Description
1	11/16/2017	CITY SUBMISSION #1
2	12/18/2017	CITY SUBMISSION #2

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Signature: NOT FOR CONSTRUCTION

Project #: 4340-0202
Drawn By: JRA
Issue Date: 2018-04-16
Issue #: 2
Sheet #: C-103
Sheet Title: SITE PLAN



GRADING LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED STORM SEWER
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED SPOT ELEVATION (ALL ELEVATIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED)
- FINISHED GRADE SPOT ELEVATION
- MATCH EXISTING SPOT ELEVATION
- TOP OF CURB SPOT ELEVATION
- HIGH POINT SPOT ELEVATION
- EMERGENCY OVERFLOW SPOT ELEVATION
- TOP OF WALL SPOT ELEVATION
- BOTTOM / TOE OF WALL SPOT ELEVATION
- PROPOSED RIDGE / VALLEY / BREAKLINE
- 1.50% PROPOSED SLOPE ARROW
- EXISTING STORM STRUCTURE
- EXISTING STORM SEWER

NOTE: SEE C-501 STORM SEWER PLAN FOR STORM SEWER DESIGN DETAILS

GRADING NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF ST. FRANCIS SPECIFICATIONS AND BUILDING PERMIT REQUIREMENTS.
2. CONTRACTOR TO CALL GOPHER STATE CALL ONE @ 1-800-252-1166 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION / CONSTRUCTION FOR UTILITY LOCATIONS.
3. CONTRACTOR TO FIELD VERIFY THE LOCATIONS AND ELEVATIONS FOR EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO THE START OF SITE GRADING. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS.
4. SUBGRADE EXCAVATION SHALL BE BACKFILLED IMMEDIATELY AFTER EXCAVATION TO HELP OFFSET ANY STABILITY PROBLEMS DUE TO WATER SEEPAGE OR STEEP SLOPES. WHEN PLACING NEW SURFACE MATERIAL ADJACENT TO EXISTING PAVEMENT, THE EXCAVATION SHALL BE BACKFILLED PROMPTLY TO AVOID UNDERMINING OF EXISTING PAVMENT.
5. ALL EXCESS MATERIAL, BITUMINOUS SURFACING, CONCRETE ITEMS, ANY ABANDONED UTILITY ITEMS, AND OTHER UNSUITABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE CONSTRUCTION SITE.
6. REFERENCE C-501 STORM SEWER PLAN FOR STORM SEWER MAIN, LAYOUT, ELEVATIONS, CASTINGS, AND STRUCTURES.
7. REFERENCE C-401 UTILITY PLAN FOR SANITARY SEWER MAIN, WATER MAIN, SERVICE LAYOUT, ELEVATIONS, CASTINGS, AND STRUCTURES.
8. CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION OF PAVEMENTS AND CURB AND GUTTER WITH SMOOTH UNIFORM SLOPES TO PROVIDE POSITIVE DRAINAGE.
9. INSTALL A MINIMUM OF 6" CLASS 5 AGGREGATE BASE UNDER CURB AND GUTTER.
10. UPON COMPLETION OF EXCAVATION AND FILLING, CONTRACTOR SHALL RESTORE ALL STREETS AND DISTURBED AREAS ON SITE. ALL DISTURBED AREAS SHALL BE RE-VEGETATED WITH A MINIMUM OF 4" OF TOPSOIL.
11. ALL SPOT ELEVATIONS / CONTOURS ARE TO FLOWLINE / FINISHED GRADE UNLESS OTHERWISE NOTED.
12. GRADING FOR ALL SIDEWALKS AND ACCESSIBLE ROUTES INCLUDING CROSSING DRIVEWAYS SHALL CONFORM TO CURRENT ADA STATE/ NATIONAL STANDARDS. SLOPES SHALL NOT EXCEED 5% LONGITUDINALLY OR EXCEED 2% CROSS SLOPE. SIDEWALK ACCESS TO EXTERNAL BUILDING DOORS SHALL BE ADA COMPLIANT. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF ADA CRITERIA CANNOT BE MET IN ANY LOCATION.
13. MAINTAIN A MINIMUM OF 0.5% GUTTER SLOPE TOWARDS LOW POINTS.

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

WENCK ASSOCIATES
Responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

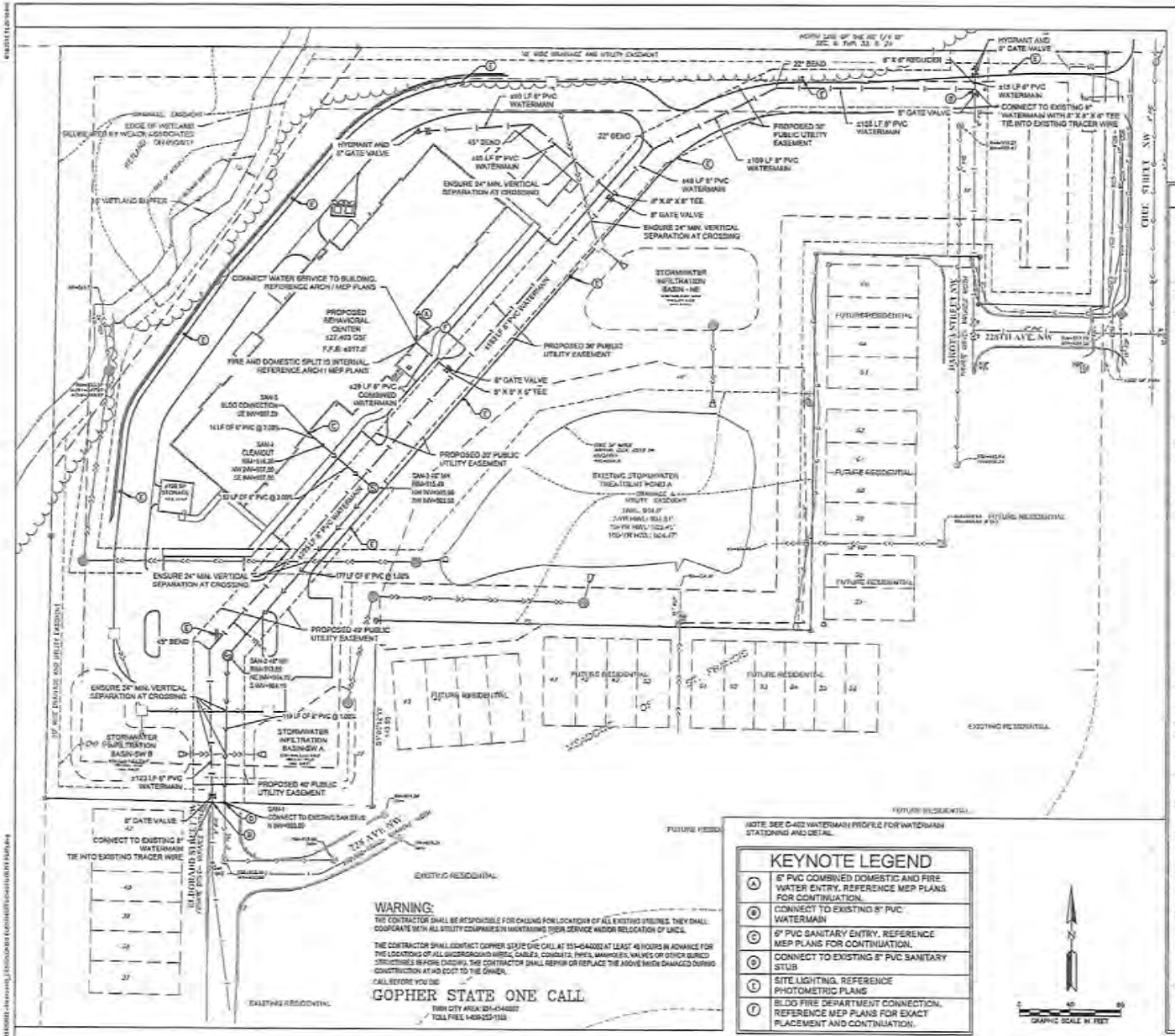
Issue #	Date	Description
1	7/15/2017	CITY REVIEW SUBMITTAL
2	9/6/2018	CITY RESUBMITTAL

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Date: ISSUE FOR CONSTRUCTION

Project # 4340.0002
Drawn By: JRA
Issue Date: 2018-04-16
Issue #: 2
Sheet # C-301
Sheet Title: GRADING AND DRAINAGE PLAN

Prepared for: MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112



UTILITY LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- EXISTING SANITARY SEWER
- EXISTING / PROPOSED STORM SEWER
- EXISTING WATERMAIN
- EXISTING / PROPOSED SANITARY STRUCTURE
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN

KEYNOTE LEGEND

(A)	6" PVC COMBINED DOMESTIC AND FIRE WATER ENTRY. REFERENCE MEP PLANS FOR CONTINUATION.
(B)	CONNECT TO EXISTING 8" PVC WATERMAIN
(C)	6" PVC SANITARY ENTRY. REFERENCE MEP PLANS FOR CONTINUATION.
(D)	CONNECT TO EXISTING 8" PVC SANITARY STUB
(E)	SITE LIGHTING. REFERENCE PHOTOMETRIC PLANS
(F)	BLDG FIRE DEPARTMENT CONNECTION. REFERENCE MEP PLANS FOR EXACT PLACEMENT AND CONTINUATION.

UTILITY NOTES

1. ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
2. SANITARY SEWER PIPE SHALL BE AS FOLLOWS:
   2.1. 8" PVC SDR35 PER ASTM D3034, PIPES LESS THAN 20' DEEP
   2.2. 8" PVC SDR26 PER ASTM D3034, PIPES GREATER THAN 20' DEEP
   2.3. 6" AND SMALLER PVC SCHEDULE 40
3. WATER LINES SHALL BE PVC AWWA C-900 PER ASTM D2241
4. ALL WATER JOINTS ARE TO BE MECHANICAL JOINTS WITH THRUST BLOCKING AS CALLED OUT IN DETAILS.
5. CONTRACTOR SHALL MAINTAIN A MINIMUM OF 8'-0" COVER ON ALL WATERLINES.
6. ALL UTILITIES SHOULD BE KEPT TEN FEET (10') APART (PARALLEL) OR WHEN CROSSING 24" VERTICAL SEPARATION CLEARANCE (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE).
7. IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATER LINES, SANITARY LINES, STORM LINES AND GAS LINES (EXISTING AND PROPOSED), THE SANITARY LINE SHALL BE SCH. 40 OR C900 AS ALLOWED BY CODE WITH MECHANICAL JOINTS AT LEAST 10 FEET ON BOTH SIDES OF CROSSING, THE WATER LINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE THRUST BLOCKING AS REQUIRED TO PROVIDE A MINIMUM OF 18" OF CLEARANCE. MEETING REQUIREMENTS OF ANSI A21.10 OR ANSI 21.11 (AWWA C-151) (CLASS 50).
8. ALL CONCRETE ENCASEMENTS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH AT 3000 P.S.I.
9. LINES UNDERGROUND SHALL BE INSTALLED, INSPECTED, AND APPROVED PRIOR TO BACKFILLING.
10. TOPS OF EXISTING MANHOLES SHALL BE SET 0.04' BELOW PROPOSED PAVEMENT ELEVATIONS, AND TO BE 0.25' ABOVE FINISHED GROUND ELEVATIONS, IN GREEN AREAS, WITH WATERTIGHT LIDS.
11. EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.
12. REFER TO INTERIOR PLUMBING DRAWINGS FOR TIE-IN OF ALL UTILITIES.
13. CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE LOCAL AUTHORITIES OF THE CITY OF ST. FRANCIS WITH REGARDS TO MATERIALS AND INSTALLATION OF ALL UTILITIES.
14. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST THE EXACT FIELD LOCATION OF UTILITIES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
15. CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES.
16. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
17. BACKFLOW DEVICES (DDCV AND PRZ ASSEMBLIES) AND METERS ARE LOCATED IN THE INTERIOR OF THE BUILDING. REFERENCE ARCHITECTURAL AND MEP PLANS.
18. ALL WATERMAIN STUBOUTS SHALL BE MECHANICALLY RESTRAINED WITH THRUST BLOCKING.
19. ENSURE TRACER WIRE IS INSTALLED IN ACCORDANCE WITH CITY / STATE STANDARDS.
20. PROVIDE HYDRANT ROD EXTENSIONS AND/OR GATE VALVE NUT ROD EXTENSIONS PER CITY STANDARDS.
21. ALL UTILITY INSTALLATION SHALL BE CONDUCTED IN CONFORMANCE WITH MN PLUMBING CODE (MN RULES CHAPTER 4714)
22. ALL PIPE, JOINTS AND MANHOLES SUPPLIED ON SITE DEVELOPMENT MUST BE CONSTRUCTED WITH CODE APPROVED MATERIALS IN ACCORDANCE WITH MN RULES CHAPTER 4714.
23. ALL STORM SEWER JOINTS MUST BE CERTIFIED BY THE MANUFACTURER TO BE ABLE TO PASS THE AIR TEST OR AN INTERNAL HYDROSTATIC PRESSURE OF TEN POUNDS PER SQUARE INCH FOR TEN MINUTES WITH NO LEAKAGE.
24. ALL PORTIONS OF THE STORM SEWER SYSTEM WHICH PASS WITHIN 10 FT OF A WATER SERVICE LINE AND/OR WITHIN 10' OF A BUILDING SHALL BE JOB SITE PRESSURE TESTED IN ACCORDANCE WITH PLUMBING CODE STANDARDS AS SPECIFIED IN PART 4714.1109.
25. THE WATERMAIN WILL BE INSTALLED IN STRICT ACCORDANCE WITH THE MOST CURRENT EDITION OF THE CEAM SPECIFICATIONS. DISINFECTION OF THE WATER SYSTEM SHALL MEET THE REQUIREMENTS OF CEAM AND MN PLUMBING CODE SECTION 609.9, AND MINNESOTA DEPARTMENT OF HEALTH.
26. ALL WATERMAIN JOINTS MUST UTILIZE APPROVED INSERT FITTINGS WITH STAINLESS STEEL CLAMPS. TRACER WIRE SHALL BE UL LISTED FOR USE IN DIRECT BURIAL APPLICATION. TRACER WIRE SHALL BE A MINIMUM ACCESSIBLE BLUE 18 AWG COPPER CLAD STEEL RATED TO 30 VOLTS, HMWPE MEETING ASTM D 1248, WITH DESIGNATION ON THE OUTSIDE OF THE WIRE CASING. TRACER WIRE SHALL BE INSTALLED ON ALL MAINLINE PIPES, LATERALS, AND SERVICES WITH VERTICAL RISER TO THE SURFACE. TRACER WIRE SHOULD BE CONNECTED TO THE RISERS.
27. A FLEXIBLE COMPRESSION JOINT MUST BE USED TO MAKE WATERTIGHT CONNECTIONS TO ALL MANHOLES IN ACCORDANCE WITH MINNESOTA RULES, CH. 4714, SEC. 719.6. RESILIENT RUBBER JOINTS MAY BE USED IF APPROVED BY AGENCY HAVING JURISDICTION.

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATION OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

GRAPHIC SCALE IN FEET

WENCK ASSOCIATES
Responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 239
NEW BRIGHTON, MN 55112

Issue #	Date	Description
1	10/15/21	CITY DEVELOPER SUBMITTAL
2	03/03/22	CITY DEVELOPER SUBMITTAL

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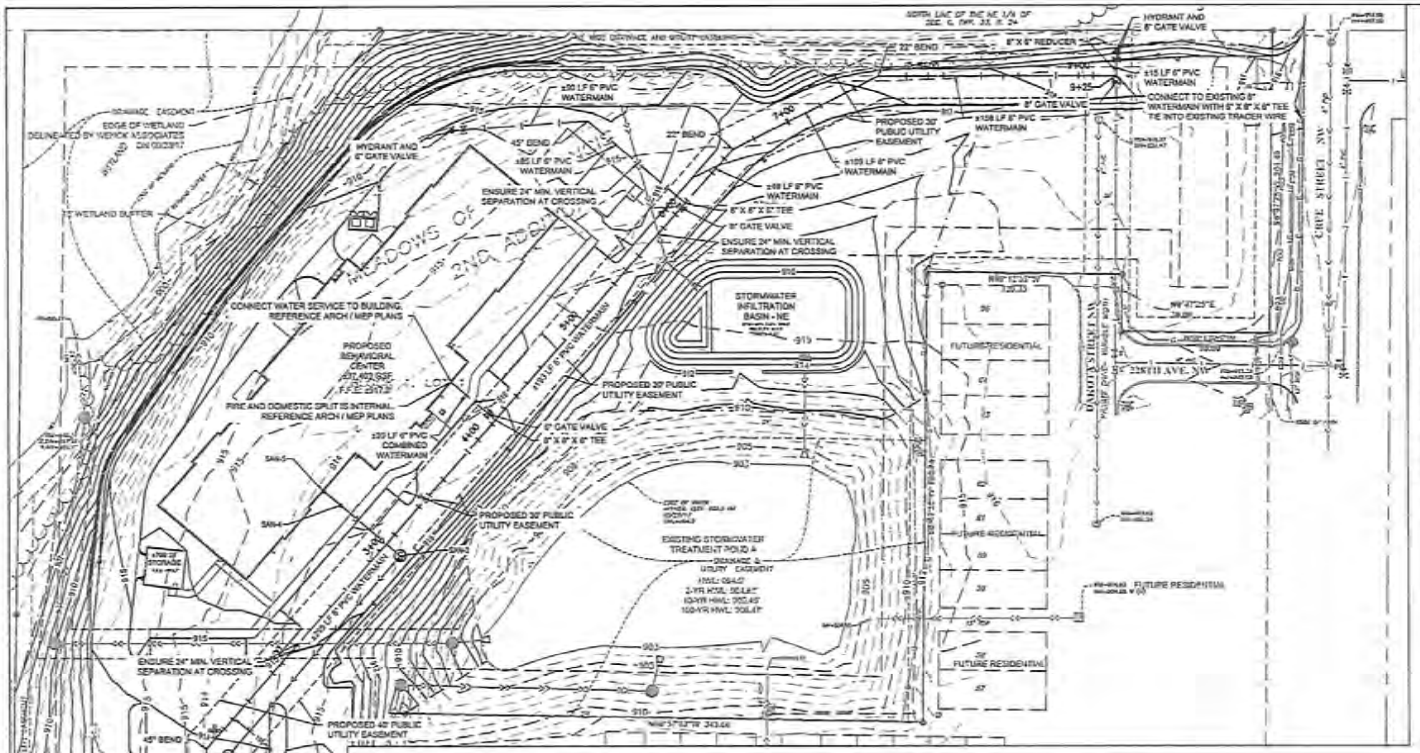
Date:
License #:

NOT FOR CONSTRUCTION

Project #	KHD-22022
Drawn By:	JRA
Issue Date:	2022-04-19
Issue #:	2
Sheet #	C-401
Sheet Title:	UTILITY PLAN



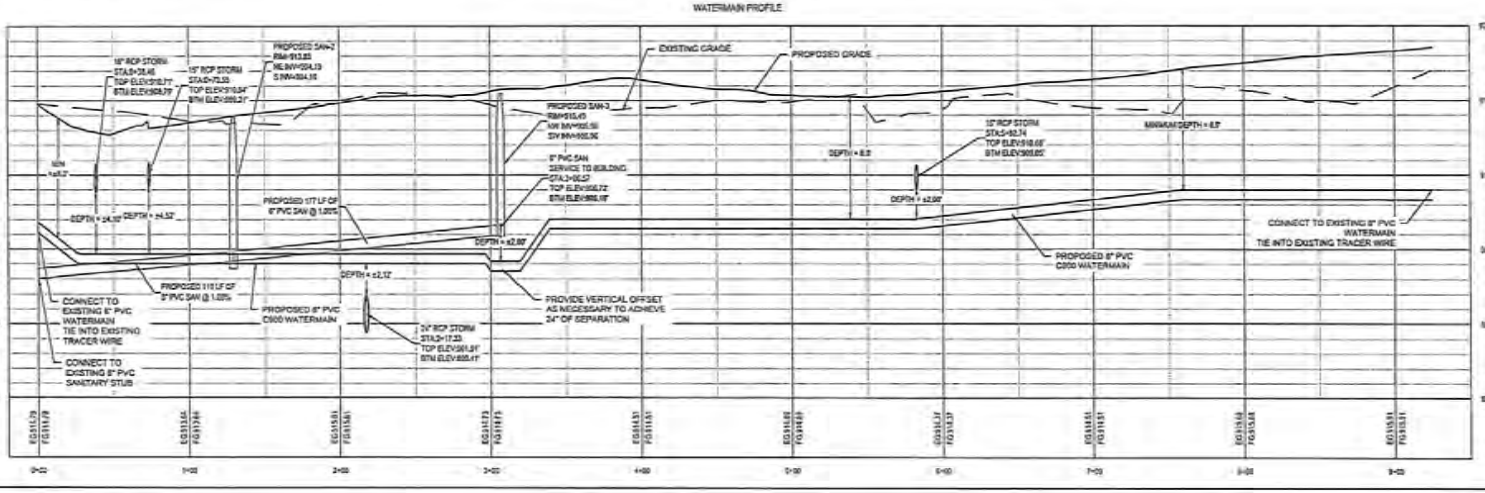
UTILITY LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- EXISTING SANITARY SEWER
- EXISTING / PROPOSED STORM SEWER
- EXISTING WATERMAIN
- EXISTING / PROPOSED SANITARY STRUCTURE
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN

GRAPHIC SCALE IN FEET

WATERMAIN STATEMENT OF ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT
6" C900 PVC	229	LF
8" C900 PVC	927	LF
6" GATE VALVE	3	EACH
8" GATE VALVE	3	EACH
HYDRANT	2	EACH
REDUCER	1	EACH
TEE	3	EACH



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CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

WENCK ASSOCIATES

Responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH

ST. FRANCIS, MINNESOTA

Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

Issue #	Date/Edits
1	CITY ESTIMATED SUBMITTAL 10/13/2017
2	CITY FOR BID SUBMITTAL 04/16/2018

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Lic. #

ISSUED FOR CONSTRUCTION

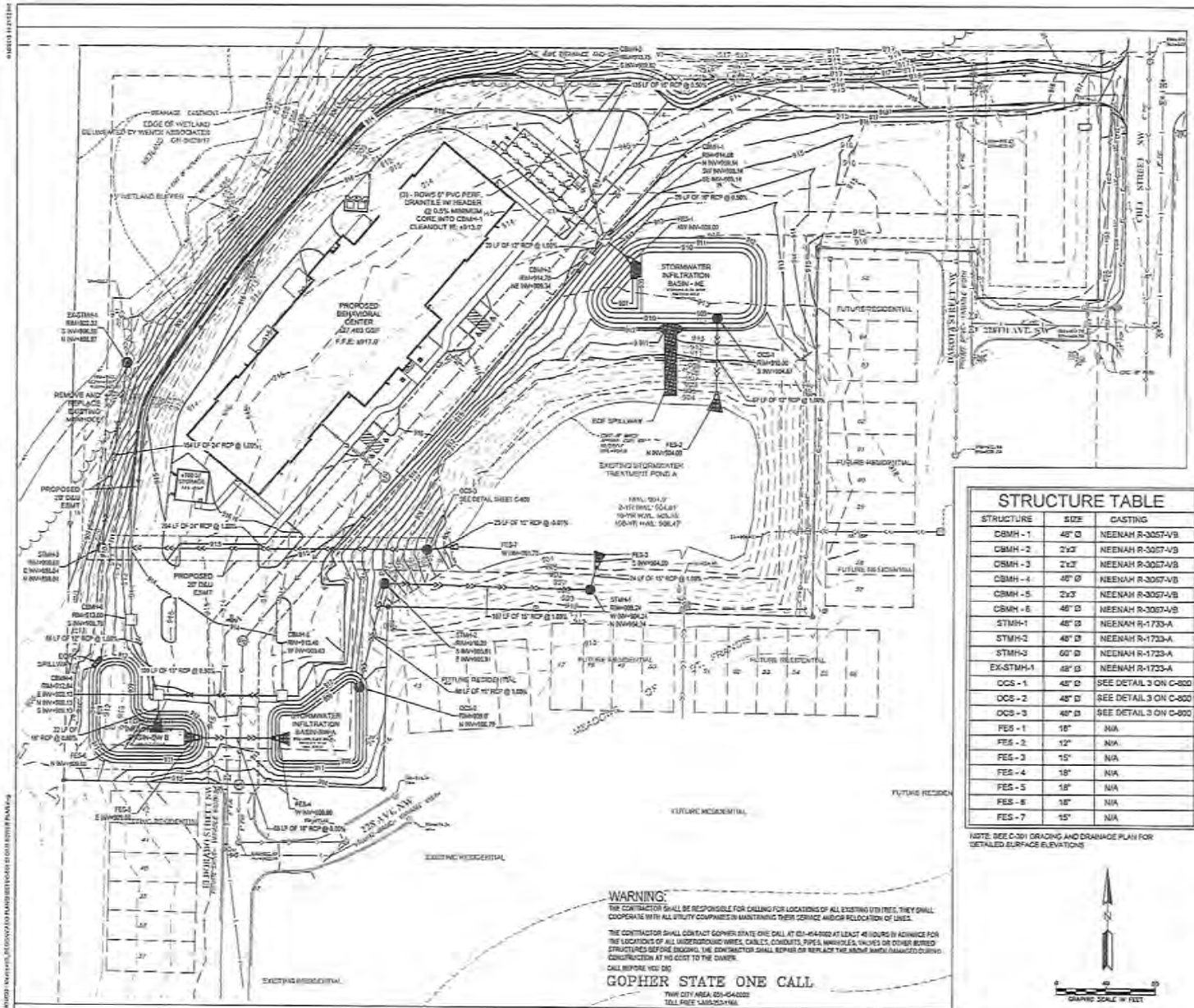
Project #:	4340-0022
Drawn By:	JRA
Issue Date:	2018-04-16
Issue #:	2

Sheet #:

C-402

Sheet Title:

WATERMAIN PROFILE



STORM SEWER LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED STORM SEWER
- PROPOSED 6" PVC DRAINTILE
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- EXISTING STORM STRUCTURE
- EXISTING STORM SEWER

STORM SEWER NOTES

1. ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
2. STORM SEWER PIPE SHALL BE RCP.
3. ALL CATCH BASIN STRUCTURES SHALL BE CONSTRUCTED SO THAT THE CASTING IS INSTALLED INTEGRALLY WITH THE CONCRETE CURB AND GUTTER.
4. CONTRACTOR TO PROVIDE 3" INSULATION BY 4'x8' CENTERED ON STORM PIPE IF LESS THAN 4' OF COVER IN PAVEMENT AREAS AND LESS THAN 3' OF COVER IN LANDSCAPE AREAS.
5. ALL UTILITIES SHOULD BE KEPT TEN FEET (10') APART (PARALLEL) OR WHEN CROSSING 24" VERTICAL SEPARATION CLEARANCE (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE).
6. LINES UNDERGROUND SHALL BE INSTALLED, INSPECTED, AND APPROVED PRIOR TO BACKFILLING.
7. EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.
8. REFER TO INTERIOR PLUMBING DRAWINGS FOR TIE-IN OF ALL UTILITIES.
9. TOPS OF EXISTING MANHOLES SHALL BE RAISED AS NECESSARY TO BE FLUSH WITH PROPOSED PAVEMENT ELEVATIONS, AND TO BE FLUSH WITH FINISHED GROUND ELEVATIONS, IN GREEN AREAS, WITH WATERTIGHT LIDS.
10. CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE LOCAL AUTHORITIES OF THE CITY OF ST. FRANCIS WITH REGARDS TO MATERIALS AND INSTALLATION OF ALL UTILITIES.
11. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST THE EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
12. CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES.
13. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
14. ALL STORM SEWER SHALL BE INSTALLED IN ACCORDANCE WITH MINNESOTA PLUMBING CODE.
15. ALL PORTIONS OF THE STORM SEWER LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINES MUST BE TESTED IN ACCORDANCE WITH MN RULES CHAPTER 4714, SECTION 1109.
16. PIPE TO MANHOLE CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH MN RULES CHAPTER 4714, SECTION 710.9.
15. REINFORCED CONCRETE PIPE TO MANHOLE CONNECTIONS SHALL BE INSTALLED WITH RESILIENT RUBBER CONNECTORS MEETING ASTM C923.
16. REINFORCED CONCRETE PIPE SHALL CONFORM TO ASTM C76.
17. SUBSOIL DRAINS SHALL COMPLY WITH MN RULES CHAPTER 4714, SECTION 1102.5.

STRUCTURE TABLE

STRUCTURE	SIZE	CASTING
CBMH - 1	48" Ø	NEENAH R-3057-VB
CBMH - 2	2'x3'	NEENAH R-3067-VB
CBMH - 3	2'x3'	NEENAH R-3067-VB
CBMH - 4	48" Ø	NEENAH R-3067-VB
CBMH - 5	2'x3'	NEENAH R-3067-VB
CBMH - 6	48" Ø	NEENAH R-3067-VB
STMH-1	48" Ø	NEENAH R-1733-A
STMH-2	48" Ø	NEENAH R-1733-A
STMH-3	60" Ø	NEENAH R-1733-A
EX-STMH-1	48" Ø	NEENAH R-1733-A
OCS - 1	48" Ø	SEE DETAIL 3 ON C-800
OCS - 2	48" Ø	SEE DETAIL 3 ON C-800
OCS - 3	48" Ø	SEE DETAIL 3 ON C-800
FES - 1	18"	N/A
FES - 2	12"	N/A
FES - 3	15"	N/A
FES - 4	18"	N/A
FES - 5	18"	N/A
FES - 6	18"	N/A
FES - 7	15"	N/A

NOTE: SEE C-301 GRADING AND DRAINAGE PLAN FOR DETAILED SURFACE ELEVATIONS

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MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

Date	Description	Sheet #
10/02/15	SITE REVISION #1	1
04/15/16	SITE REVISION #2	2

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

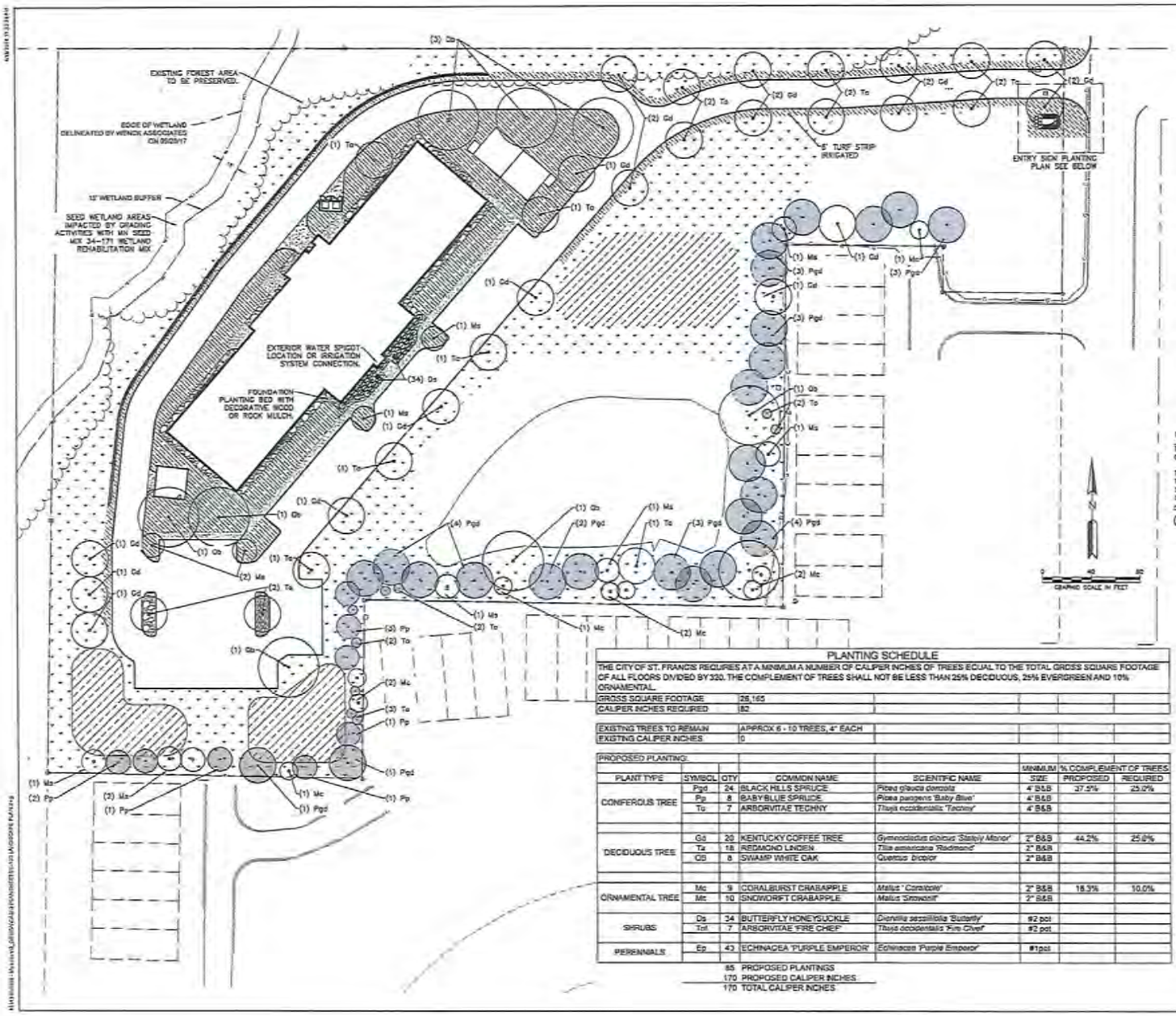
Date:
License #:

NOT FOR CONSTRUCTION

Project #: 6340022
Drawn by: JRA
Issue Date: 2016-04-15
Sheet #: 2

Sheet #:
C-501

Sheet Title:
STORM SEWER PLAN



LANDSCAPE LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED SHRUB/PERENNIAL PLANT
- PROPOSED DECORATIVE GRAVEL
- PROPOSED MN NATIVE SEED MIX 33-262 DRY SWALE/POND
- PROPOSED MN NATIVE SEED MIX 35-221 DRY PRAIRIE GENERAL MIX
- SOD - VARIOUS SOD
- EXISTING TREE TO REMAIN

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

PLANTING SCHEDULE

THE CITY OF ST. FRANCIS REQUIRES AT A MINIMUM A NUMBER OF CALIPER INCHES OF TREES EQUAL TO THE TOTAL GROSS SQUARE FOOTAGE OF ALL FLOORS DIVIDED BY 350. THE COMPLEMENT OF TREES SHALL NOT BE LESS THAN 25% DECIDUOUS, 25% EVERGREEN AND 10% ORNAMENTAL.

GROSS SQUARE FOOTAGE	28,165
CALIPER INCHES REQUIRED	80

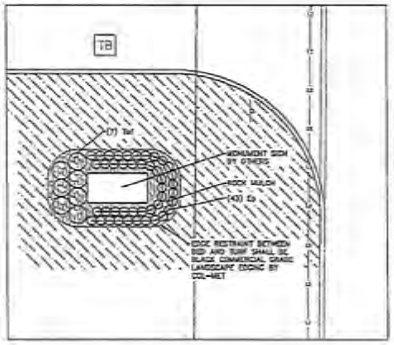
EXISTING TREES TO REMAIN	APPROX 6 - 10 TREES, 4" EACH
EXISTING CALIPER INCHES	0

PROPOSED PLANTING:

PLANT TYPE	SYMBOL	QTY	COMMON NAME	SCIENTIFIC NAME	MINIMUM SIZE	% COMPLEMENT OF TREES PROPOSED	% COMPLEMENT OF TREES REQUIRED
CONIFEROUS TREE	Pgd	24	BLACK HILLS SPRUCE	*Picea glauca densata*	4' B&B	37.5%	25.0%
	Pp	8	BABY BLUE SPRUCE	*Picea pungens 'Baby Blue'*	4' B&B		
	To	7	ARBORVITAE TECHNY	*Thuja occidentalis 'Techny'*	4' B&B		
DECIDUOUS TREE	Gd	20	KENTUCKY COFFEE TREE	*Gymnocladus dioicus 'Stalpiy Manor'*	2" B&B	44.2%	25.0%
	Ta	18	REDMOND LINDEN	*Tilia americana 'Redmond'*	2" B&B		
	Qb	8	SWAMP WHITE OAK	*Quercus bicolor*	2" B&B		
ORNAMENTAL TREE	Mc	9	CORALBURST CRABAPPLE	*Malus 'Corralcole'*	2" B&B	18.3%	10.0%
	Mt	10	SNOWDRIFT CRABAPPLE	*Malus 'Snowdrift'*	2" B&B		
SHRUBS	Ds	34	BUTTERFLY HONEYSUCKLE	*Diervilla sessilifolia 'Butterfly'*	#2 pot		
	Tcf	7	ARBORVITAE 'FIRE CHIEF'	*Thuja occidentalis 'Fire Chief'*	#2 pot		
PERENNIALS	Ep	43	ECHINACEA 'PURPLE EMPEROR'	*Echinacea 'Purple Emperor'*	#1pot		

85 PROPOSED PLANTINGS
170 PROPOSED CALIPER INCHES
170 TOTAL CALIPER INCHES

ENTRY SIGN PLANTING



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ST. FRANCIS, MINNESOTA

Prepared for
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

Issue #	Date	Description
1	11/15/2017	CITY ENGINEER SUBMITTAL
2	12/15/2017	CITY ENGINEER SUBMITTAL

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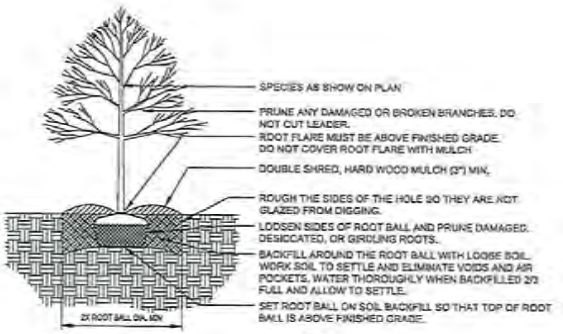
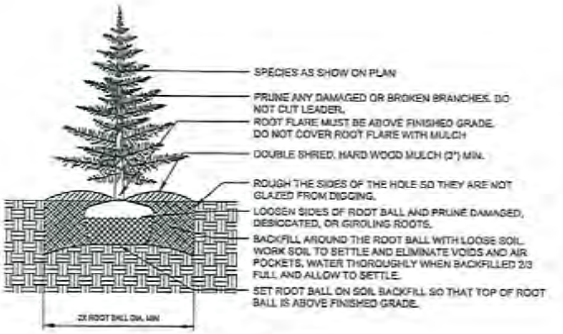
Lic. #

NOT FOR CONSTRUCTION

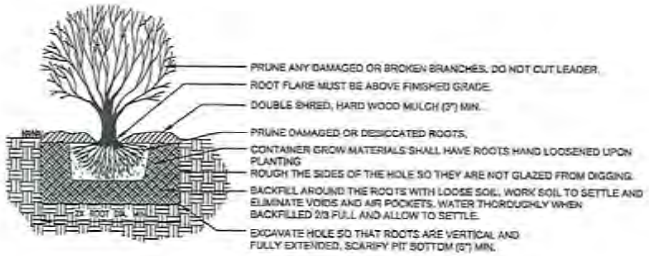
Project #	4340-0037
Drawn By:	SJB
Issue Date:	2017-11-15
Issue #:	1
Sheet #:	L-100
Sheet Title:	LANDSCAPE PLAN



DECIDUOUS TREE PLANTING
NOT TO SCALE
1 L-101



CONIFEROUS TREE PLANTING
NOT TO SCALE
2 L-101



SHRUB PLANTING
NOT TO SCALE
3 L-101

LANDSCAPE NOTES

1. TREES AND SHRUBS SHALL BE PROVIDED IN THE QUANTITY, SIZE, GENUS, SPECIES, AND VARIETY AS CHOSEN BY THE OWNER/OWNER AS LISTED ON THE LANDSCAPE PLAN L 103.
2. TREES AND SHRUBS SHALL BE HEALTHY, VIGOROUS STOCK, GROWN IN RECOGNIZED NURSERY IN ACCORDANCE WITH GOOD HORTICULTURAL PRACTICE AND FREE OF DISEASE, INSECTS, EGGS, LARVAE, AND DEFECTS.
3. OWNER RETAINS THE RIGHT TO INSPECT TREES AND SHRUBS FOR SIZE AND CONDITION OF BALLS AND ROOT SYSTEMS, INSECTS, INJURIES, AND LATENT DEFECTS, AND TO REJECT UNSATISFACTORY OR DEFECTIVE MATERIAL AT ANY TIME DURING PROGRESS OF WORK.
4. NURSERY STOCK SHALL BE DELIVERED DIRECTLY FROM NURSERY. HEEL IN IMMEDIATELY UPON DELIVERY IF NOT TO BE PLANTED WITHIN FOUR HOURS, COVERING WITH MOIST SOIL OR MULCH TO PROTECT FROM DRYING. STORE PLANTS IN SHADE AND PROTECT FROM WEATHER.
5. PROTECTION FROM EXTREMES IN EXPOSURE AND ROUGH HANDLING SHALL BE PROVIDED FOR ALL PLANT MATERIALS DURING TRANSPORT AND STORAGE.
6. THE CONTRACTOR SHALL NOTIFY THE OWNER 48 HOURS PRIOR TO PLANTING SO THAT A MUTUALLY AGREEABLE TIME MAY BE ARRANGED FOR INSPECTION.
7. LAY OUT INDIVIDUAL TREE AND SHRUB LOCATIONS WITH STAKES CENTERED AT PROPOSED PLANTING LOCATIONS FOR APPROVAL BY OWNER.
8. DO NOT START PLANTING WORK UNTIL LAYOUT IS APPROVED BY THE OWNER.

TURF RESTORATION NOTES

1. EDGE RESTRAINT BETWEEN PLANTING BEDS AND TURF SHALL BE BLACK COMMERCIAL GRADE LANDSCAPE EDGING BY COL-MET OR APPROVED EQUAL, 5"X12 GAUGE STEEL.
2. THE ESTABLISHMENT PERIOD FOR SOD SHALL BEGIN IMMEDIATELY AFTER INSTALLATION, WITH THE APPROVAL OF THE OWNER, AND CONTINUE UNTIL THE DATE THAT THE OWNER PERFORMS A FINAL INSPECTION.
3. THE ESTABLISHMENT PERIOD FOR SEEDED AREAS IS 1 YEAR.
4. SOD SHALL CONFORM TO MNDOT SPEC. 3878.2.A MINERAL SOD; SOD SPECIES COMPOSITION SHALL BE MINNESOTA STATE SEED MIX 35-151 - HIGH MAINTENANCE TURF.
5. FERTILIZER SHALL CONFORM TO MNDOT SPEC. 3881, TYPE 2 PHOSPHORUS-FREE.
6. FERTILIZER SHALL HAVE A FORMULA (N-P-K) AS DETERMINED BY THE RESULTS OF A SOIL TEST. CONTRACTOR TO CONDUCT SOIL TEST AND PROVIDE RESULTS ALONG WITH RECOMMENDED FERTILIZER FORMULA TO OWNER FOR REVIEW AND APPROVAL PRIOR TO APPLICATION.
7. TOPSOIL SHALL BE IMPORTED AND CONFORM TO MNDOT SPEC. 3877.2B LOAM TOPSOIL BORROW. TOPSOIL SHALL BE SCREENED, PULVERIZED, AND CONTAIN LESS THAN 20% CLAY.
8. 6" OF TOPSOIL SHALL BE PLACED IN ALL SEEDING AREAS.
9. INSTALLATION OF SOD SHALL OCCUR WITHIN ONE (1) WEEK OF COMPLETING THE GRADING.
10. PLACE ALL SOD STRIPS WITH LONG EDGES PARALLEL TO THE CONTOURS, STAGGER ALL JOINTS ALTERNATELY WITH NOT SPACE BETWEEN. SECURE THE SOD TO SLOPES WITH BIODEGRADABLE ANCHOR SYSTEMS.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR WATER DURING THE PLANTING ESTABLISHMENT PERIOD.

INSPECTION AND ACCEPTANCE

1. LANDSCAPE WORK WILL BE INSPECTED FOR ACCEPTANCE IN PARTS AGREEABLE TO THE OWNER, PROVIDED WORK OFFERED FOR INSPECTION IS COMPLETE, INCLUDING MAINTENANCE, FOR THE PORTION IN QUESTION.
2. AT THE CONCLUSION OF THE ESTABLISHMENT PERIOD, WHICH WILL BE ONE YEAR FOLLOWING INITIAL INSTALLATION A FINAL INSPECTION OF PLANTING WILL BE MADE TO DETERMINE THE CONDITIONS OF AREAS SPECIFIED FOR LANDSCAPING.
3. WHEN INSPECTED LANDSCAPE WORK DOES NOT COMPLY WITH REQUIREMENTS, REPLACE REJECTED WORK AND CONTINUE SPECIFIED MAINTENANCE UNTIL REINSPECTED BY OWNER AND FOUND TO BE ACCEPTABLE. REMOVE REJECTED PLANTS AND MATERIALS FROM SITE.

PLANTING NOTES

1. UPON APPROVAL OF STAKING LOCATIONS CONTRACTOR SHALL EXCAVATE PLANTING HOLES CENTERED AT STAKED LOCATIONS.
2. DIG HOLES AS DETAILED AND TO A DIAMETER A MINIMUM OF TWO TIMES THE DIAMETER OF THE ROOT BALL OR CONTAINER.
3. REMOVE STICKS, RUBBISH, FOREIGN MATERIALS AND UNDESIRABLE PLANTS AND THEIR ROOTS. REMOVE STONES MEASURING OVER 1-1/2 INCHES IN ANY DIMENSIONS.
4. SET BALLED AND BURLAPPED (B&B) STOCK ON LAYER OF COMPACTED PLANTING SOIL MIXTURE, PLUMB AND IN CENTER OF PIT OR TRENCH WITH TOP OF ALL AT SAME ELEVATION AS ADJACENT FINISHED LANDSCAPE GRADES.
5. ROOT FLARE OF THE TREE MUST BE ABOVE FINISHED GRADE.
6. CUT ALL CORDS AND TWIN AND REMOVE WIRE BASKET AND BURLAP FROM TOP AND SIDES OF BALLS; RETAIN BURLAP ON BOTTOMS.
7. WHEN SET, PLACE ADDITIONAL PLANTING SOIL BACKFILL AROUND BASE AND SIDES OF BALL, AND WORK EACH LAYER TO SETTLE BACKFILL AND ELIMINATE VOIDS AND AIR POCKETS.
8. WHEN EXCAVATION IS APPROXIMATELY 2/3 FULL, WATER THOROUGHLY BEFORE PLACING REMAINDER OF BACKFILL.
9. REPEAT WATERING UNTIL NO MORE IS ABSORBED. WATER AGAIN AFTER PLACING FINAL LAYER OF BACKFILL.
10. FOR CONTAINER GROWN STOCK, SAME AS FOR BALLED AND BURLAPPED STOCK, EXCEPT CUT CONTAINERS ON SIDES INTO QUARTERS WITH SHEAR. REMOVE CONTAINER BEFORE SETTING PLANT SO AS NOT TO DAMAGE ROOT BALLS.
11. WATER EACH PLANT WITHIN 2 HOURS OF PLANTING.
12. ALL PLANTINGS TO BE MULCHED UNLESS OTHERWISE NOTED ON THE PLAN.
13. PLACE 4-INCH THICKNESS OF MULCH AROUND TREES AND SHRUBS WITHIN A PERIOD OF 48 HOURS AFTER THE SECOND WATERING.
14. DO NOT PLACE MULCH IN DIRECT CONTACT WITH TRUNKS OR STEMS.

MAINTENANCE NOTES

1. WHEN INSPECTED LANDSCAPE WORK DOES NOT COMPLY WITH REQUIREMENTS, REPLACE REJECTED WORK AND CONTINUE SPECIFIED MAINTENANCE UNTIL REINSPECTED BY OWNER AND FOUND TO BE ACCEPTABLE. REMOVE REJECTED PLANTS AND MATERIALS FROM SITE.
2. BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING.
3. MAINTAIN TREES AND BUSHES INCLUDING WATERING FOR ONE YEAR AFTER ACCEPTANCE BY OWNER. IT IS CONTRACTORS RESPONSIBILITY FOR COORDINATE WATERING.
4. TRIM, PRUNE, REMOVE CLIPPINGS AND DEAD OR BROKEN BRANCHES, AND TREAT PRUNED AREAS AND OTHER WOUNDS.
5. IT IS THE CONTRACTOR'S OPTION WHETHER OR NOT TO STAKE TREES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TREES IN AN UPRIGHT POSITION THROUGHOUT THE ONE-YEAR GUARANTEE PERIOD.

GUARANTEE AND REPLACEMENTS

1. PLANT MATERIAL SHALL BE GUARANTEED FOR ONE FULL YEAR AFTER OWNER ACCEPTANCE AND SHALL BE ALIVE AND IN SATISFACTORY CONDITION AT THE END OF THE GUARANTEE PERIOD. SUCH GUARANTEE EXCLUDES VANDALISM.
2. AT THE END OF THE ONE-YEAR GUARANTEE PERIOD, INSPECTION WILL BE MADE BY THE OWNER UPON WRITTEN NOTICE BY THE CONTRACTOR AT LEAST FIVE DAYS BEFORE THE ANTICIPATED DATE. ANY PLANT MATERIAL REQUIRED UNDER THE CONTRACT THAT IS DEAD OR NOT IN SATISFACTORY CONDITION, AS DETERMINED BY THE OWNER, SHALL BE REMOVED FROM THE SITE, AND SHALL BE REPLACED AS SOON AS CONDITIONS PERMIT DURING THE NORMAL PLANTING SEASONS.
3. THE OPINION OF THE OWNER SHALL GOVERN IN ANY AND ALL DISPUTES BY THE CONTRACTOR REGARDING THE CONDITION AND DISPOSITION OF UNSATISFACTORY MAINTENANCE PROCEDURES OR REJECTED PLANTS.
4. ALL REPLACEMENTS SHALL BE PLANT MATERIAL OF THE SAME KIND AND SIZE AS SPECIFIED IN THE PLANT LIST. REPLACEMENT COSTS SHALL BE BORNE BY THE CONTRACTOR.
5. REPLACEMENT PLANTINGS REQUIRED AT THE END OF THE GUARANTEE PERIOD ARE NOT TO BE GUARANTEED. THE PLANT MATERIAL IS SUBJECT TO INSPECTION AND REJECTION BY THE OWNER BEFORE AND AFTER PLANTING.

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ST. FRANCIS, MINNESOTA

Date	Description	Sheet #
10/05/17	60% SUBMISSION	1
10/31/17	90% SUBMISSION	1

Prepared For:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

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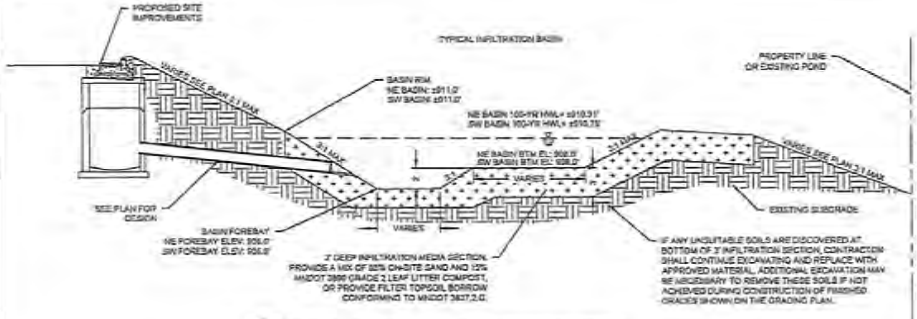
Date:
Reg. No.:

SHOP FOR CONSTRUCTION

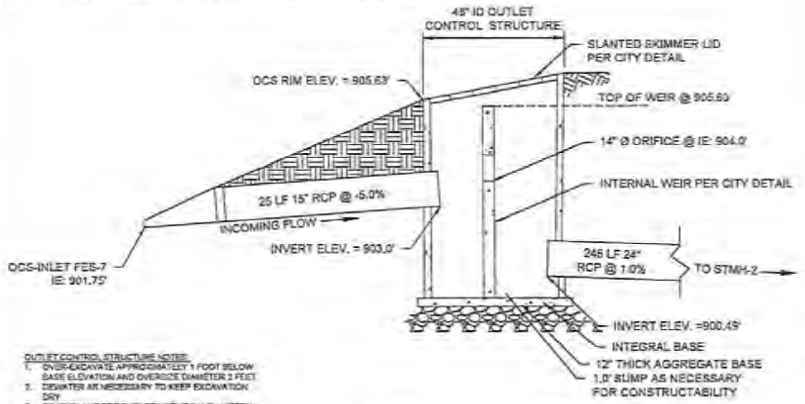
Project #	4345-0002
Drawn By	SJB
Issue Date	2017-11-16
Issue #	1
Sheet #	L-101
Sheet Title	LANDSCAPE DETAILS



1 C500 TYPICAL INFILTRATION BASIN CROSS SECTION
NOT TO SCALE

INFILTRATION BASIN NOTES:

1. CONTRACTOR SHALL STAGE CONSTRUCTION APPROPRIATELY AND INSTALL ALL NECESSARY EROSION CONTROL TO PREVENT SEDIMENT WASHING INTO THE INFILTRATION BASINS.
2. FINAL GRADING OF THE BASINS SHALL BE ACCOMPLISHED USING LOW-IMPACT EARTH MOVING EQUIPMENT TO PREVENT COMPACTION. SMALL TRACKED DOZERS AND SKID STEERS ARE RECOMMENDED.
3. MINIMIZE IMPACT TO THE SOILS BELOW THE BOTTOM OF THE PROPOSED CUT ELEVATION.
4. UPON INITIAL EXCAVATION OF THE INFILTRATION BASINS, CONTRACTOR SHALL CONDUCT DOUBLE RING INFILTROMETER TESTS WITHIN THE INFILTRATION FOOTPRINTS FOR THE IN-SITU SOILS BELOW INFILTRATION MEDIA SECTION. THE INFILTRATION TESTS SHALL BE PROVIDED TO THE OWNER AND CITY TO ENSURE THAT INFILTRATION RATES ARE GREATER THAN OR EQUAL TO 0.45 IN/HR.
5. IN THE EVENT THAT SEDIMENT IS INTRODUCED INTO THE INFILTRATION BASINS, THIS MATERIAL WILL NEED TO BE REMOVED PRIOR TO PROCEEDING WITH CONSTRUCTION.
6. MATERIAL REMOVED FOR THE EXCAVATION OF THE BASIN SHALL BECOME THE PROPERTY OF THE CONTRACTOR TO REMOVE AND DISPOSE OF IN ACCORDANCE WITH LOCAL REGULATIONS OR REDISTRIBUTED ON-SITE IF SUITABLE AND APPROVED BY OWNER OR ENGINEER.
7. THE PROJECT AREA MUST BE STAKED OFF AND MARKED TO KEEP ALL CONSTRUCTION TRAFFIC, EQUIPMENT AND MATERIAL STOCKPILES OUT OF THE PROPOSED INFILTRATION AREAS.
8. INFILTRATION PRACTICES SHALL NOT BE EXCAVATED UNTIL THE CONTRIBUTING DRAINAGE AREAS WITH EXPOSED SOIL HAVE BEEN FULLY STABILIZED AND BITUMINOUS BASE COURSE INSTALLED ON CONTRIBUTING PAVEMENT AREAS. DIVERT UPLAND DRAINAGE AREAS TO PREVENT RUNOFF FROM ENTERING THE EXCAVATED CELL OR INTO THE WORK AREA. DO NOT USE INFILTRATION CELLS AS TEMPORARY SEDIMENT BASINS OR ALLOW CONSTRUCTION RUNOFF INTO THE CELL. WHEN ALTERNATE DRAINAGE ROUTES ARE FEASIBLE.
9. CARE MUST BE TAKEN TO AVOID CONTAMINATION OF INFILTRATION BASIN SOILS WITH SEDIMENT, IN-SITU OR TOPSOIL DURING AND AFTER INSTALLATION. MATERIALS MUST BE SEGREGATED.
10. INSTALLATION WITH DRY SOIL CONDITIONS IS CRITICAL TO PREVENT SMEARING AND COMPACTION.
11. USE BACKHOE WITH TOOTH BUCKET FOR CELL EXCAVATION TO AVOID COMPACTING OR SMEARING OF SOILS. DO NOT USE SKID STEER FROM EXCAVATION WITHIN THE CELL. USE TOOTH BUCKET TO SCARIFY (RIP) UNDERLYING SOILS 6" TO 9" DEEP TO REMOVE COMPACTION. GENTLY MIX THE FIRST LIFT OF INFILTRATION SOILS WITH THE LOOSENED UNDERLYING SOILS TO AVOID STRATIFICATION AND PROMOTE PERMEABILITY. USE EXCAVATOR BUCKET TO PLACE MATERIALS. CONSTRUCTION EQUIPMENT SHALL NOT BE ALLOWED INTO BASIN. LEVELING AND FINAL GRADING WITHIN THE CELL MUST BE COMPLETED BY HAND.
12. INFILTRATION SOILS SHALL BE 50% ONSITE SANDY SOIL (FIELD VERIFY) AND 15% MNDOT 3890 GRADE 2 LEAF LITTER COMPOST. THE MATERIAL SUPPLIER SHALL PROVIDE DOCUMENTATION THAT THE COMPOST HAS BEEN SAMPLED AND TESTED AS REQUIRED BY THE SEAL OF TESTING ASSURANCE (STA) PROGRAM OF THE UNITED STATES COMPOSTING COUNCIL (USCC). CONTRACTOR SHALL PROVIDE A GRADATION SIEVE ANALYSIS FOR THE ONSITE SAND. THE INFILTRATION SOILS SHALL NOT CONTAIN ANY TOPSOIL OR FILTER AGGREGATE MEETING FINES.
13. KEEP INFILTRATION SYSTEMS OFF-LINE BY RESTRICTING STORM WATER INFLOW UNTIL VEGETATION IS WELL ESTABLISHED IN THE CELL AND ALL UP GRADIENT AREAS HAVE BEEN STABILIZED AND IMPERVIOUS SURFACES CLEARED OF CONSTRUCTION SEDIMENT.
14. PROVIDE TOPSOIL AND SEED IN ACCORDANCE WITH THE EROSION CONTROL AND LANDSCAPE PLANS.

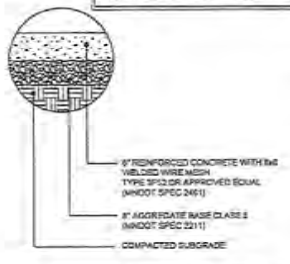


OUTLET CONTROL STRUCTURE NOTES:

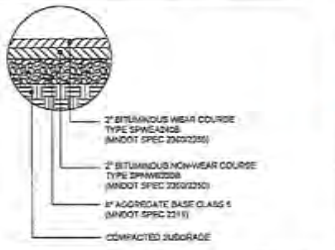
1. OVER-EXCAVATE APPROXIMATELY 1 FOOT BELOW BASE ELEVATION AND OVERSIZE DIAMETER 2 FEET.
2. DEWATER AS NECESSARY TO KEEP EXCAVATION DRY.
3. SCARIFY AND RECOMPACT NATIVE SAND MATERIAL TO MINIMUM 95% STANDARD PROCTOR DRY DENSITY.
4. INSTALL STRUCTURE ON AGGREGATE BASE.
5. BACKFILL WITH NON-ORGANIC SANDY SOIL FROM ONSITE STOCKPILE. COMPACT TO MINIMUM 95% STANDARD PROCTOR DRY DENSITY.

2 C800 OCS-3 OUTLET CONTROL STRUCTURE (48") DETAIL
NOT TO SCALE

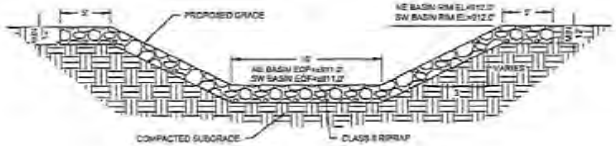
NOTE: PAVEMENT DESIGNS ARE FOR REFERENCE ONLY AND HAVE BEEN TAKEN FROM GEOTECHNICAL REPORT PREPARED BY BRAUN INTERTEC CORPORATION, PROJECT B14-01383, DATED 5-3-2014. CONTRACTOR TO COORDINATE WITH OWNER AND GEOTECHNICAL ENGINEER FOR DESIRED PAVEMENT SECTIONS AND MIX TYPES.



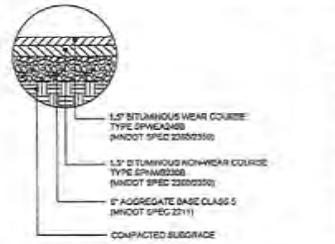
5 C402 DETAIL: CONCRETE PAVEMENT FULL DEPTH
NOT TO SCALE



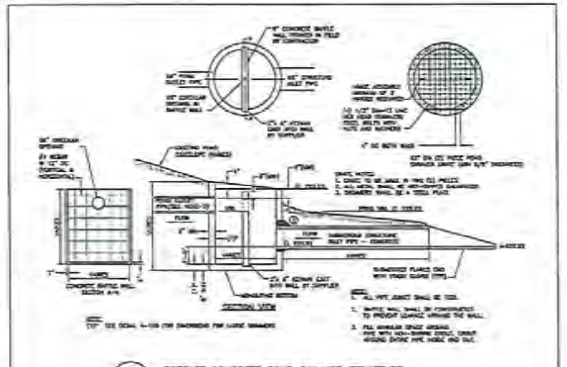
6 C402 DETAIL: HEAVY DUTY BITUMINOUS PAVEMENT FULL DEPTH
NOT TO SCALE



4 C503 EMERGENCY OVERFLOW SPILLWAY
NOT TO SCALE



7 C-801 DETAIL: STANDARD DUTY BITUMINOUS PAVEMENT FULL DEPTH
NOT TO SCALE



3 C500 PRECAST CONCRETE POND SKIMMER STRUCTURE WITH RATE CONTROL BAFFLE
NOT TO SCALE

BOLTON & MENK, INC. Consulting Engineers & Surveyors	PRECAST CONCRETE POND SKIMMER STRUCTURE W/RATE CONTROL BAFFLE	St. Francis	DATE: 07/2013 STD. DETAIL 4-201

WENCK ASSOCIATES
Responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

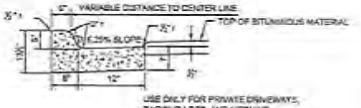
Issue #	Date	Description
1	7/19/2013	CITY PERMIT SUBMITTAL
2	10/7/2013	CITY PERMIT SUBMITTAL

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

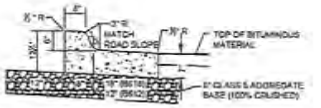
SWPP FOR CONSTRUCTION

Project #: 1040-0222
Drawn By: JTA
Issue Date: 2018-04-16
Issue #: 2
Sheet #: C-800
Sheet Title: DETAILS

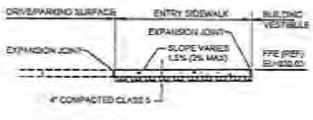
Prepared for: MERIDIAN PROGRAMS
850 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112



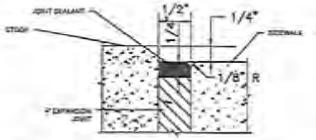
1 DETAIL: CURB AND GUTTER
C-801 NOT TO SCALE



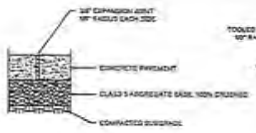
2 DETAIL: OUTFLOW CONCRETE CURB AND GUTTER
C-801 NOT TO SCALE



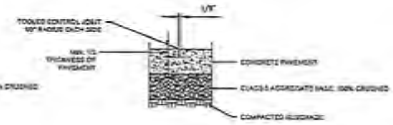
3 DETAIL: ZERO ENTRANCE CURB & GUTTER
C-801 NOT TO SCALE



4 DETAIL: SIDEWALK - STOOP INTERFACE
C-801 NOT TO SCALE

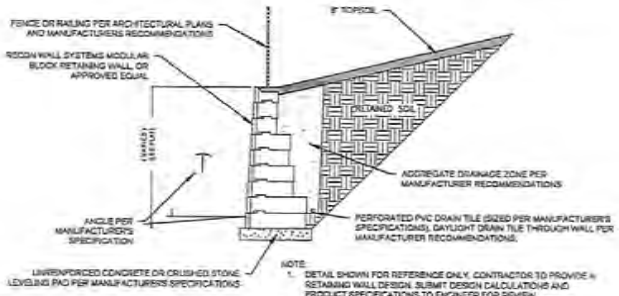


5 DETAIL: CONCRETE EXPANSION JOINT
C-801 NOT TO SCALE



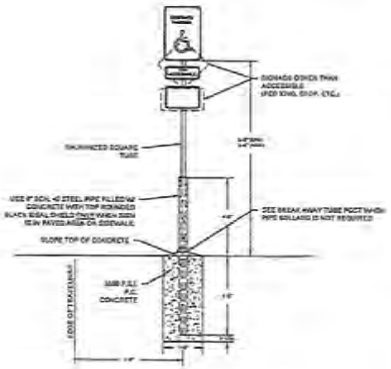
6 DETAIL: CONCRETE CONTROL JOINT
C-801 NOT TO SCALE

NOTE:
1. CONTROL JOINTS - MAINTAIN AN ASPECT RATIO (LENGTH TO WIDTH) BETWEEN CONTROL JOINTS AS CLOSE TO 1:1 AS FEASIBLE, DO NOT EXCEED A RATIO (WIDTH GREATER THAN 1.5:1
2. EXPANSION JOINTS - PROVIDE AT MAXIMUM 40' SPACING AND THE FOLLOWING:
2.1. LOCATIONS WHERE ABRUPT CHANGES IN DIRECTION OCCUR
2.2. LOCATIONS WHERE CHANGES IN WIDTH OCCUR
2.3. LOCATIONS WHERE ADJOINING EXISTING CONCRETE
2.4. LOCATIONS ON THE EXTERIOR THAT ABUT THE BUILDING INCLUDING RAMPS, STAIRS, LANDINGS, CONCRETE APRONS, ARCHITECTURAL AND LANDSCAPE FEATURES, ETC.
2.5. LOCATIONS IN CHANGES IN DEPTH.
3. WHENEVER POSSIBLE MATCH JOINTS OF ADJACENT CONCRETE WORK.
4. JOINT FACES SHALL BE CLEANED AND DRIED BY SANDBLASTING AND AIR BLASTING. PRIOR TO SEALING THE JOINT, A CLOSED CELL BACKER ROD CAPABLE BY MANUFACTURING SEALANT TEMPERATURES OF 400 DEGREES F, WITH A DIAMETER 2 IN. LARGER THAN THE JOINT OPENING, MAY BE PLACED IN, BELOW THE TOP OF PAVEMENT.



NOTE:
1. DETAIL SHOWN FOR REFERENCE ONLY. CONTRACTOR TO PROVIDE A RETAINING WALL DESIGN. SUBMIT DESIGN CALCULATIONS AND PRODUCT SPECIFICATIONS TO ENGINEER FOR REVIEW.
2. SUBCUT TO DEPTH AS REQUIRED AND REPLACE WITH SUITABLE COMPACTED STRUCTURAL FILL TO ACHIEVE THE REQUIRED BEARING CAPACITY AND SLIDING RESISTANCE AS DIRECTED BY THE SITE GEOTECHNICAL ENGINEER. ALL STRUCTURAL FILL IS TO BE COMPACTED TO A MINIMUM 95% STANDARD PROCTOR DENSITY.

7 DETAIL: RETAINING WALL
C-801 NOT TO SCALE



NOTES:
1. ALL SIGNS SHALL COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION'S MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LOCAL CODES AND AS SPECIFIED. MOUNT SIGNS TO POST IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS.
2. GALVANIZED SQUARE TUBE.

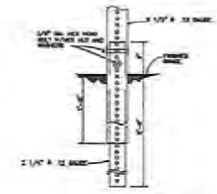
POST TUBES - 2"x2"x.105"W 14GA
POST TUBE SHALL MEET ASTM A1011 GRADE 33
POST TUBE GALVANIZED PER ASTM A653 GRADE 80

ANCHOR TUBE - 3"x3"(1.94"x1.94")x.105" 14GA
HEAVY DUTY ANCHOR TUBE SHALL MEET ASTM A500 GRADE B STRUCTURAL TUBE AND STEEL SHALL BE HOT DIP GALVANIZED PER ASTM A123

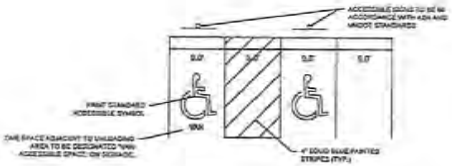
THE UPPER SIGN POST SHALL TELESCOPE INSIDE THE ANCHOR TUBE A MINIMUM OF 12". THE ANCHOR TUBE SHALL BE A MINIMUM OF 18" DEEP WITH 3" MIN. 4" MAX EXPOSED ABOVE FINISH GRADE.

8 DETAIL: SIGN POST
C-801 NOT TO SCALE

9 DETAIL: STANDARD PARKING LOT SIGNS
C-801 NOT TO SCALE

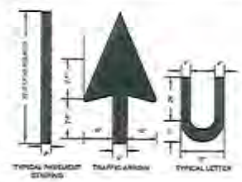


10 DETAIL: BREAK AWAY SIGN POST
C-801 NOT TO SCALE



NOTES:
1. DIMENSIONS MAY VARY - REFER TO SITE PLAN.
2. SIGNAGE AND MARKINGS TO BE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REGULATIONS.

11 DETAIL: ACCESSIBLE PARKING LAYOUT
C-801 NOT TO SCALE



NOTE:
1. PAINT SHALL BE APPLIED AT A THICKNESS OF 22 WET MILS AND 15 DRY MILS.
2. PAINT SHALL BE MCM-4937 LOTUS WHITE PAINT FOR ALL TYPICAL PAVEMENT MARKINGS

12 DETAIL: TYPICAL PAVEMENT MARKINGS
C-801 NOT TO SCALE

WENCK ASSOCIATES
Responsible partner, Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

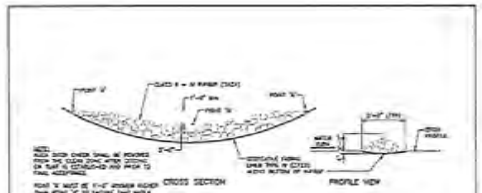
Prepared For:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

Date	Description	Init.
5/19/2015	CITY REVIEW SUBMITTAL	JRA
6/30/2015	CITY RESUBMITTAL	JRA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

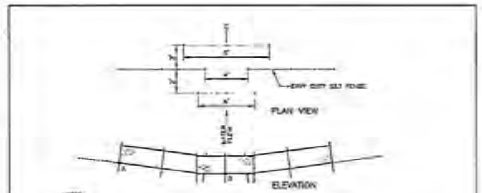
Date: NOT FOR CONSTRUCTION
Reg. No.

Project #:	4340-0002
Drawn By:	JRA
Issue Date:	2015-04-15
Issue #:	2
Sheet #:	C-801
Sheet Title:	DETAILS



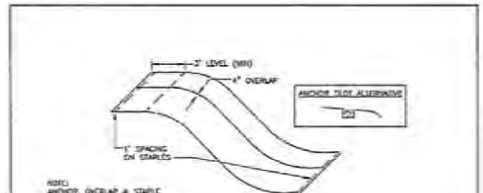
DITCH CHECK – RIPRAP
NOT TO SCALE

BOLTON & MENK, INC. | DITCH CHECK – RIPRAP | St. Francis | 3-503



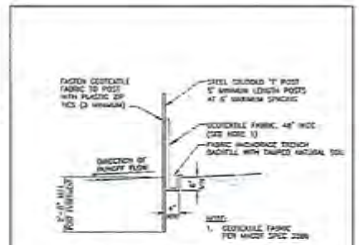
VELOCITY CHECK
HEAVY DUTY SILT FENCE
NOT TO SCALE

BOLTON & MENK, INC. | VELOCITY CHECK HEAVY DUTY SILT FENCE | St. Francis | 3-201



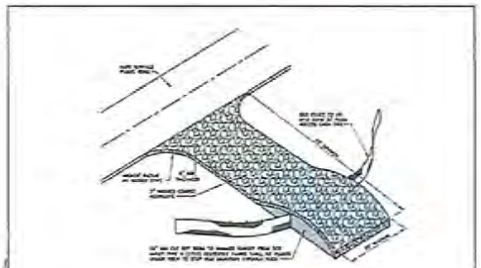
EROSION CONTROL BLANKET INSTALLATION
NOT TO SCALE

BOLTON & MENK, INC. | EROSION CONTROL BLANKET INSTALLATION | St. Francis | 3-202



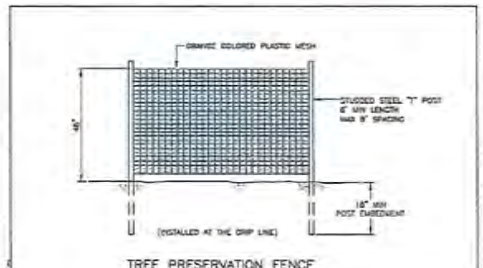
SILT FENCE – HEAVY DUTY
NOT TO SCALE

BOLTON & MENK, INC. | SILT FENCE HEAVY DUTY | ESC Francis | 3-403



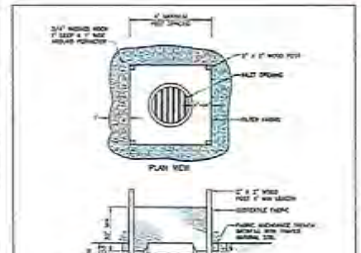
ROCK CONSTRUCTION ENTRANCE
NOT TO SCALE

BOLTON & MENK, INC. | ROCK CONSTRUCTION ENTRANCE | St. Francis | 3-502



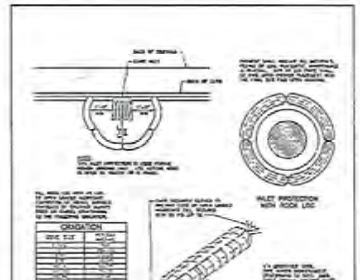
TREE PRESERVATION FENCE
NOT TO SCALE

BOLTON & MENK, INC. | TREE PRESERVATION FENCE | St. Francis | 3-603



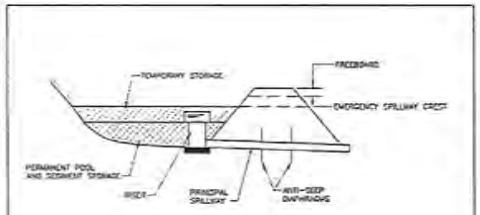
INLET PROTECTION
PREASSEMBLED SILT FENCE
NOT TO SCALE

BOLTON & MENK, INC. | INLET PROTECTION PREASSEMBLED SILT FENCE | ESC Francis | 3-105



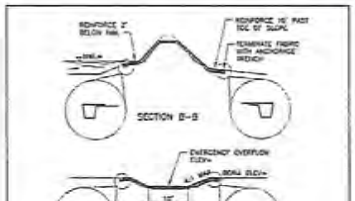
INLET PROTECTION
ROCK BAG
NOT TO SCALE

BOLTON & MENK, INC. | INLET PROTECTION ROCK BAG | ESC Francis | 3-105



TYPICAL SEDIMENT BASIN CROSS SECTION
NOT TO SCALE

BOLTON & MENK, INC. | TYPICAL SEDIMENT BASIN CROSS SECTION | St. Francis | 3-506



EROSION CONTROL BLANKET
OR RIP RAP AT POND EOF
NOT TO SCALE

BOLTON & MENK, INC. | EROSION CONTROL BLANKET OR RIPRAP AT POND EOF | ESC Francis | 3-201

WENCK ASSOCIATES
Responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

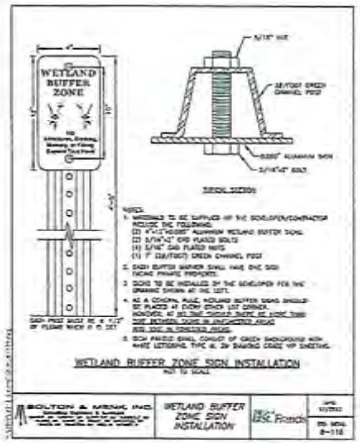
Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

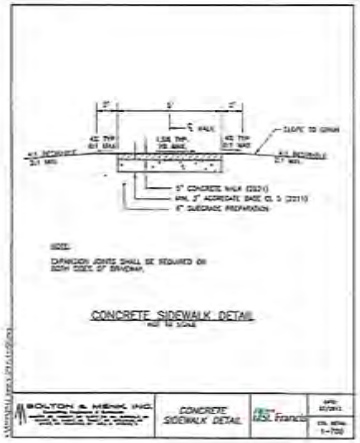
Issue #	Description	Date
1	CITY SUBMITTAL	10/9/2017
2	CITY SUBMITTAL	4/5/2018

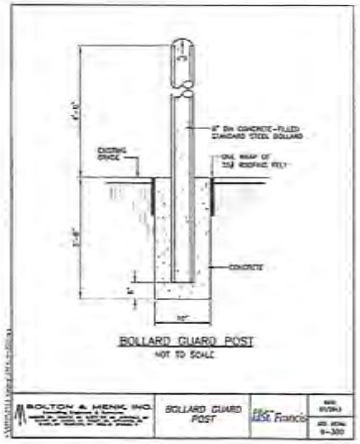
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

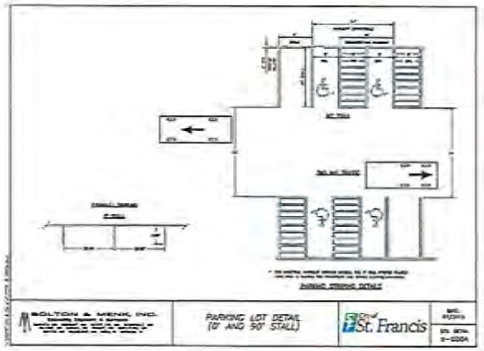
NOT FOR CONSTRUCTION

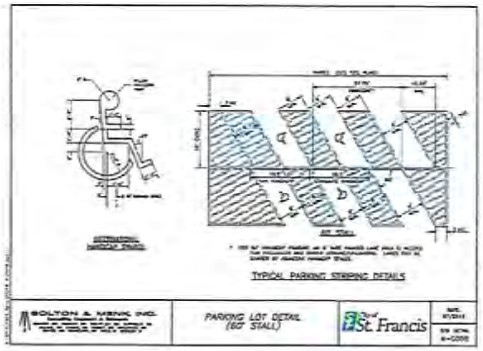
Project #	4340-0202
Drawn By	JRA
Issue Date	2018-04-16
Issue #	2
Sheet #	C-802
Sheet Title	DETAILS

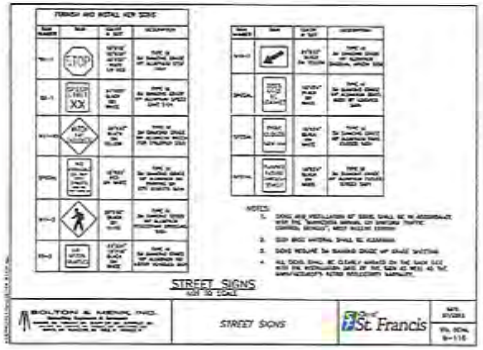


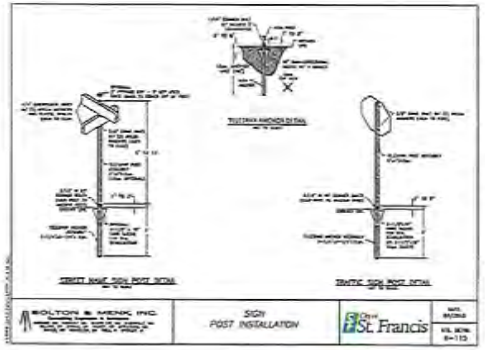












WENCK ASSOCIATES
Responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

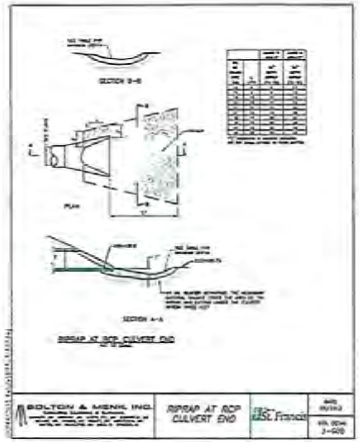
Issue #	Date	Description
1	10/15/18	CITY REVIEW SUBMITTAL
2	04/04/19	CITY RESUBMITTAL

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

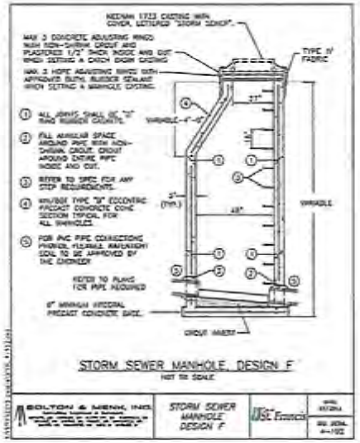
Signature:
Name:
Date:

ISSUED FOR CONSTRUCTION

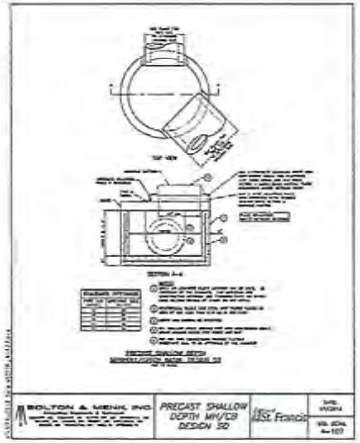
Project #: 4340-0022
Drawn By: JRA
Issue Date: 2018-04-16
Issue #: 2
Sheet #: C-803
Sheet Title: DETAILS

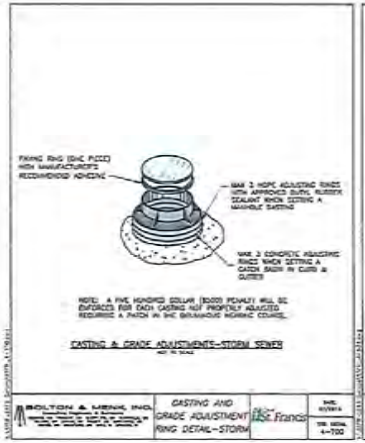


RIPRAP AT RCP CULVERT END
NOT TO SCALE

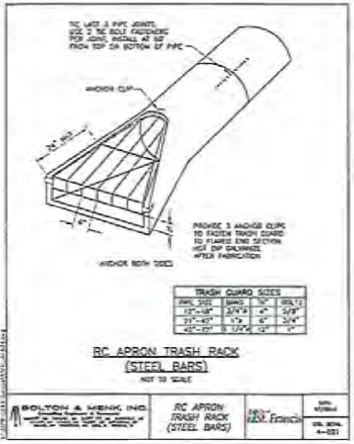


STORM SEWER MANHOLE, DESIGN F
NOT TO SCALE

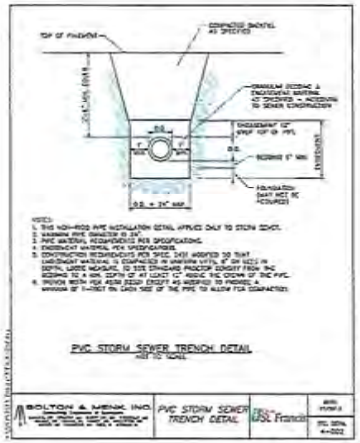




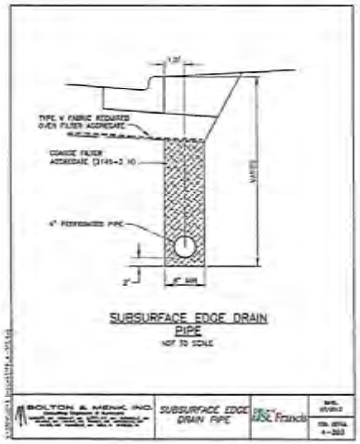
CASTING & GRADE ADJUSTMENTS–STORM SEWER
NOT TO SCALE



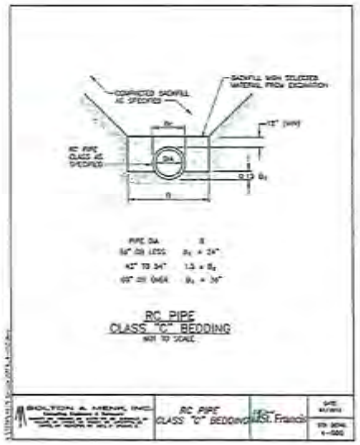
RC APRON TRASH RACK
(STEEL BARS)
NOT TO SCALE



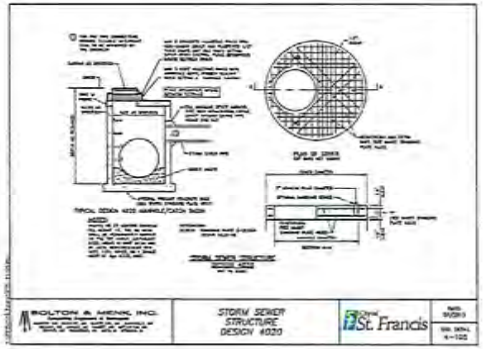
PVC STORM SEWER TRENCH DETAIL
NOT TO SCALE



SUBSURFACE EDGE DRAIN PIPE
NOT TO SCALE



RC PIPE
CLASS "C" BEDDING
NOT TO SCALE



STORM SEWER STRUCTURE DESIGN 4020
NOT TO SCALE

WENCK ASSOCIATES
Responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

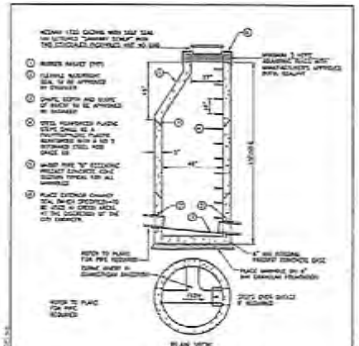
Issue #	Description	Date
1	CITY DISTRICT COURT SUBMITTAL	10/12/17
2	CITY CONSTRUCTION SUBMITTAL	04/17/18

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Date:
License #:

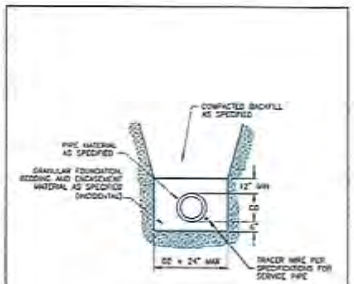
ISSUE FOR CONSTRUCTION

Project #: 4340-0002
Drawn By: JRA
Issue Date: 2018-04-16
Issue #: 2
Sheet #: C-804
Sheet Title: DETAILS



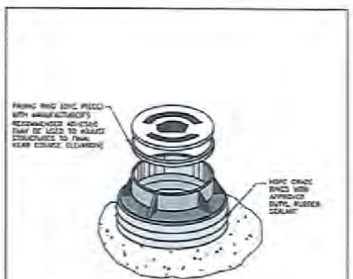
SANITARY MANHOLE
NOT TO SCALE

BOLTON & MENK, INC. | SANITARY MANHOLE | St. Francis | SHEET NO. 3-005



PVC SANITARY SEWER TRENCH
NOT TO SCALE

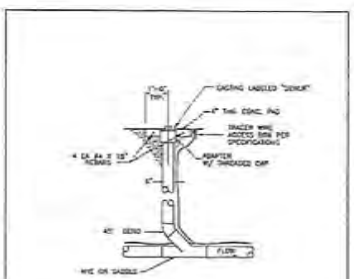
BOLTON & MENK, INC. | PVC SANITARY SEWER TRENCH | St. Francis | SHEET NO. 3-010



NOTE: A FIVE HUNDRED DOLLAR ($500) PENALTY WILL BE ENFORCED FOR EACH CASTING NOT PROPERLY ADJUSTED REQUIRING A PATCH IN THE BITUMINOUS WEARING COURSE.

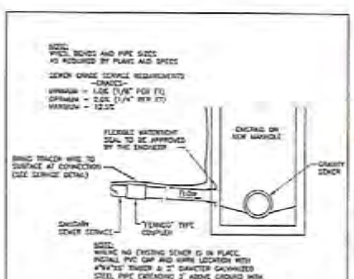
CASTING & GRADE ADJUSTMENT – SANITARY SEWER
NOT TO SCALE

BOLTON & MENK, INC. | CASTING AND GRADE ADJUSTMENT DETAIL–SANITARY | St. Francis | SHEET NO. 3-015



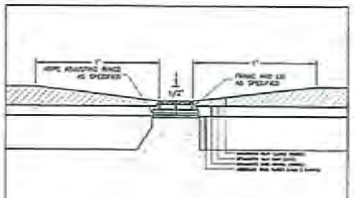
SANITARY SEWER CLEANOUT
NOT TO SCALE

BOLTON & MENK, INC. | SANITARY SEWER CLEANOUT | St. Francis | SHEET NO. 3-110



SANITARY SEWER SERVICE CONNECTION TO MANHOLE
NOT TO SCALE

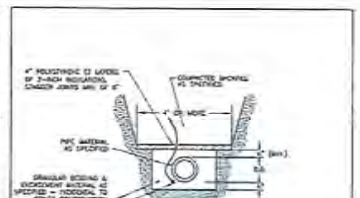
BOLTON & MENK, INC. | SANITARY SEWER SERVICE CONNECTION TO MANHOLE | St. Francis | SHEET NO. 3-100



MANHOLE PAVING DETAIL
NOT TO SCALE

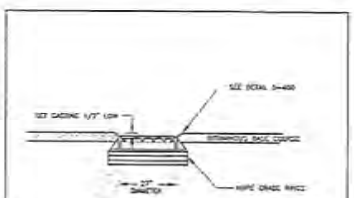
NOTE: A FIVE HUNDRED DOLLAR ($500) PENALTY WILL BE ENFORCED FOR EACH CASTING NOT PROPERLY ADJUSTED REQUIRING A PATCH IN THE BITUMINOUS WEARING COURSE.

BOLTON & MENK, INC. | MANHOLE PAVING DETAIL | St. Francis | SHEET NO. 3-400



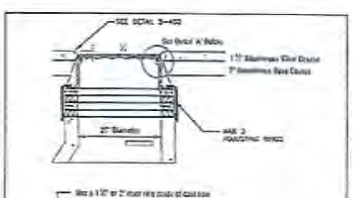
INSULATION DETAIL
FORCEMAIN, SANITARY SEWER AND SERVICES
NOT TO SCALE

BOLTON & MENK, INC. | INSULATION FOR FORCEMAIN AND SANITARY | St. Francis | SHEET NO. 3-205



NOTE: A FIVE HUNDRED DOLLAR ($500) PENALTY WILL BE ENFORCED FOR EACH CASTING NOT PROPERLY ADJUSTED REQUIRING A PATCH IN THE BITUMINOUS WEARING COURSE.

BOLTON & MENK, INC. | MANHOLE ADJUSTMENT DETAIL BITUMINOUS BASE COURSE | St. Francis | SHEET NO. 3-401



BOLTON & MENK, INC. | MANHOLE ADJUSTMENT DETAIL BITUMINOUS WEAR COURSE | St. Francis | SHEET NO. 3-402

WENCK ASSOCIATES
responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Mark	Description
1	CITY ENGINEERS SUBMITTAL
2	CITY ENGINEERS SUBMITTAL

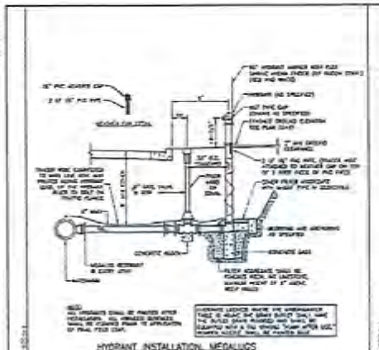
Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

License #

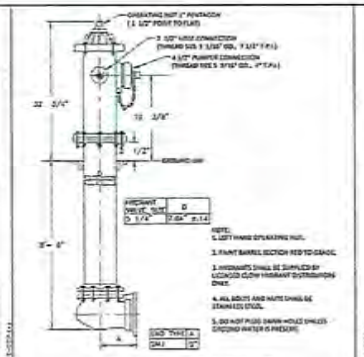
NOT FOR CONSTRUCTION

Project #	4340-0002
Drawn By	JRA
Issue Date	2018-04-16
Issue #	2
Sheet #	C-805
Sheet Title	DETAILS



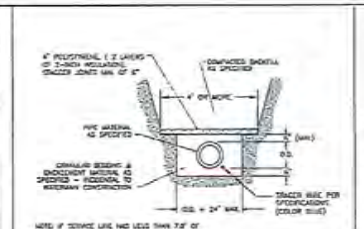
HYDRANT INSTALLATION, MEGALUGS
NOT TO SCALE

BOLTON & MENK INC. | HYDRANT INSTALLATION MEGALUGS | St. Francis | DWG. 6-030



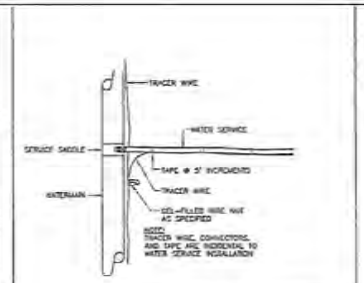
CLOW MEDALLION HYDRANT
NOT TO SCALE

BOLTON & MENK INC. | CLOW MEDALLION HYDRANT | St. Francis | DWG. 6-050A



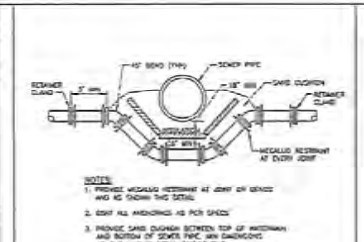
WATERMAIN INSULATION
NOT TO SCALE

BOLTON & MENK INC. | WATERMAIN INSULATION | St. Francis | DWG. 6-302



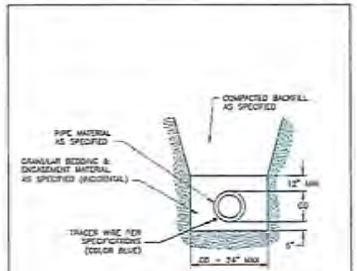
WATER SERVICE TRACER WIRE CONNECTION
NOT TO SCALE

BOLTON & MENK INC. | WATER SERVICE TRACER WIRE CONNECTION | St. Francis | DWG. 6-107



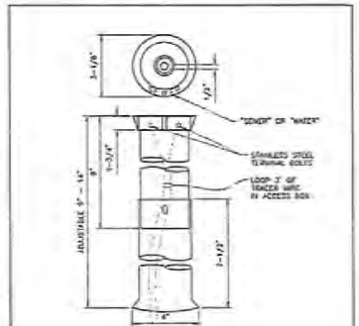
WATERMAIN OFFSET
NOT TO SCALE

BOLTON & MENK INC. | WATERMAIN OFFSET | St. Francis | DWG. 6-303



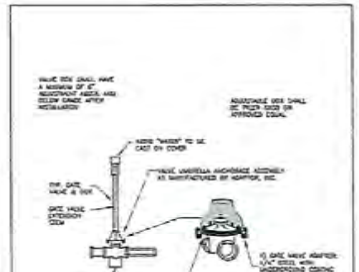
PVC C-900 WATERMAIN TRENCH
NOT TO SCALE

BOLTON & MENK INC. | PVC C-900 WATERMAIN TRENCH | St. Francis | DWG. 6-200



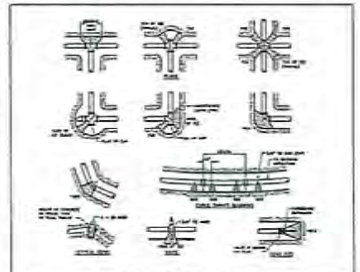
ADJUSTABLE TRACER WIRE ACCESS BOX
NOT TO SCALE

BOLTON & MENK INC. | ADJUSTABLE TRACER WIRE ACCESS BOX | St. Francis | DWG. 6-203



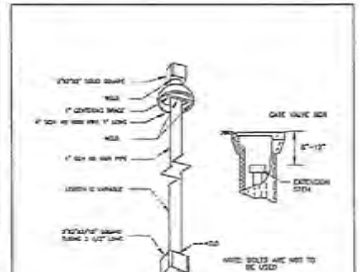
GATE VALVE INSTALLATION
NOT TO SCALE

BOLTON & MENK INC. | GATE VALVE INSTALLATION | St. Francis | DWG. 6-400



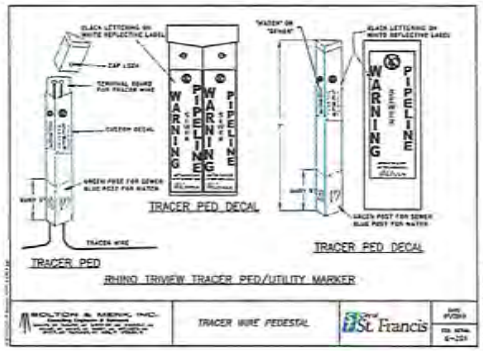
CONCRETE THRUST BLOCKS
NOT TO SCALE

BOLTON & MENK INC. | CONCRETE THRUST BLOCKS | St. Francis | DWG. 6-257



GATE VALVE EXTENSION STEM
NOT TO SCALE

BOLTON & MENK INC. | GATE VALVE EXTENSION STEM | St. Francis | DWG. 6-404



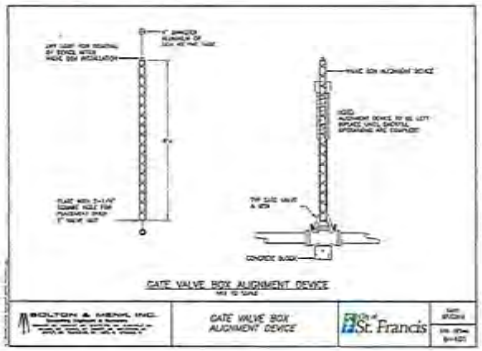
TRACER PED DECAL

TRACER PED

TRACER PED DECAL

RHINO TRIVIEW TRACER PED/UTILITY MARKER

BOLTON & MENK INC. | TRACER WIRE PEDESTAL | St. Francis | DWG. 6-254



GATE VALVE BOX ALIGNMENT DEVICE
NOT TO SCALE

BOLTON & MENK INC. | GATE VALVE BOX ALIGNMENT DEVICE | St. Francis | DWG. 6-401

WENCK ASSOCIATES
Responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

Issue #	Date	Description
1	11/30/2022	CITY/DISTRICT SUBMISSION
2	12/23/2022	CITY/DISTRICT SUBMITTAL

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Date:
License #:

WORK FOR CONSTRUCTION

Project #	4340-0022
Drawn By	JRA
Issue Date	2019-04-16
Issue #	2
Sheet #	C-806
Sheet Title	DETAILS

Date	Description	Issue #
11/07/2017	CITY DEVELOPMENT SUBMITTAL	1
04/17/2018	CITY DEVELOPMENT SUBMITTAL	2

NOTE: FOR CONSTRUCTION

Sheet Title: DETAILS

Sheet #: C-807

Issue #: 2

Issue Date: 2018-04-16

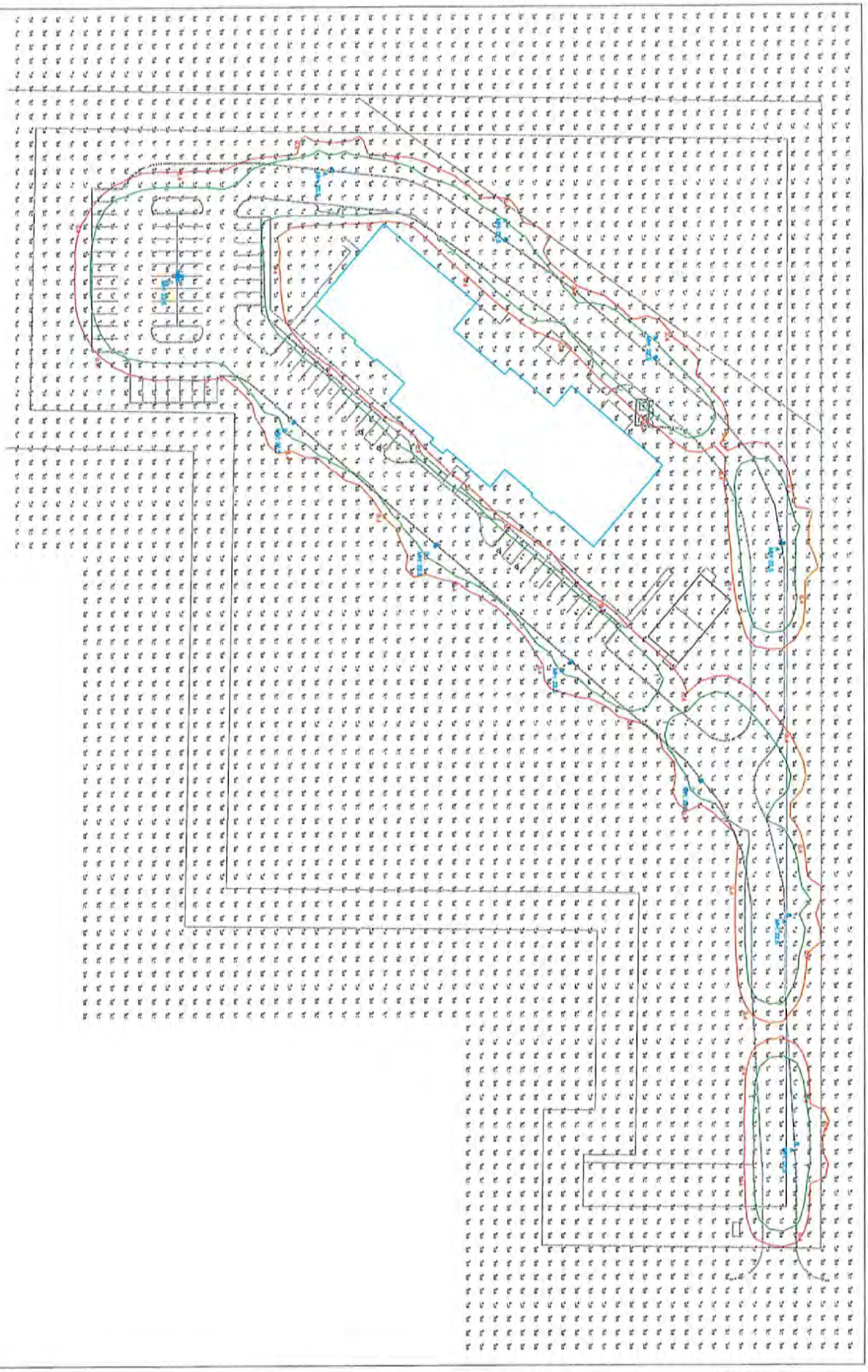
Drawn By: JRL

Project #: A18.0022

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Project For:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

WENCK ASSOCIATES
Responsive partner. Exceptional outcomes.



1. Standard Reflectance of 80/50/20 unless noted otherwise.
2. Not a Construction Document, for Design purposes only.
3. Standard Indoor calc points @ 30" A.F.F. unless noted otherwise.
4. Standard outdoor calc points @ Grade unless noted otherwise.
5. Mlazgar Associates assumes no responsibility for installed light levels due to field conditions, etc.

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	0.39	13.1	0.0	N.A.	N.A.

Luminaire Schedule

Symbol	Qty	Label	Description	Arrangement	Total Lamp Lumens	Lum. Lumens	Lum. Watts	LLF
	5	A	VPL-64L-135-4K7-2	SINGLE	N.A.	17751	137.6	0.900
	3	B	VPL-64L-135-4K7-3	SINGLE	N.A.	17751	137.6	0.900
	1	C	VPL-64L-135-4K7-4	4 @ 90 DEGREES	N.A.	17386	137.6	0.900
	1	D	VPL-64L-135-4K7-4	SINGLE	N.A.	17386	137.6	0.900

Page M of 1

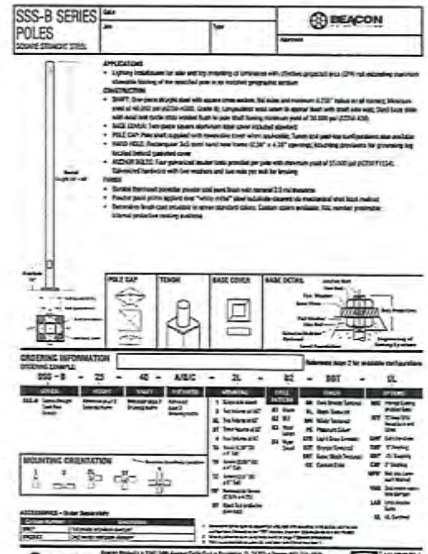
SITE PLAN

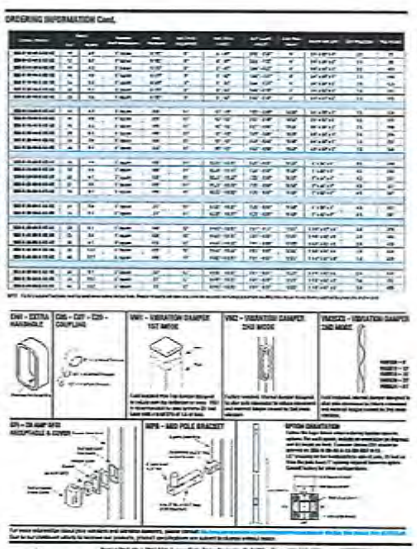
ST. FRANCIS SITE PLAN

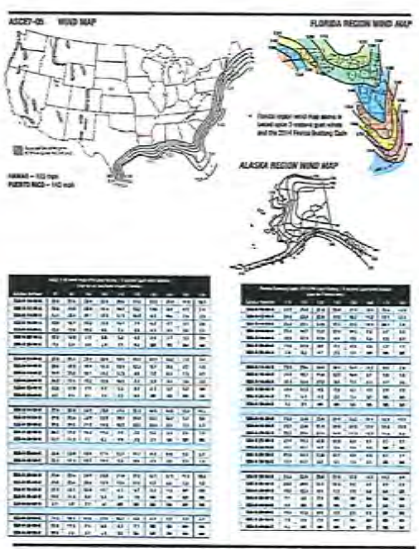
RLMA Project #:
Drawn By: BS
Date:4/8/2018
Scale: 1" = 30'

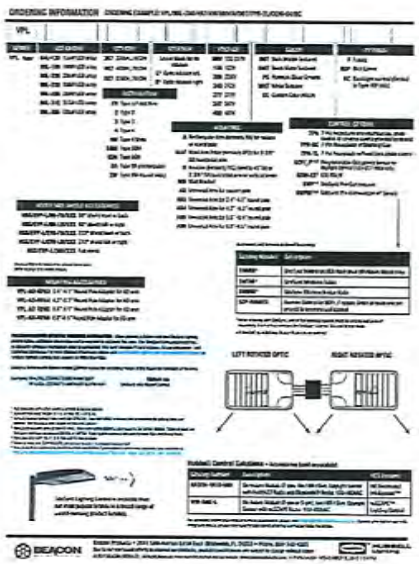
Revisions	#	Date	Comments

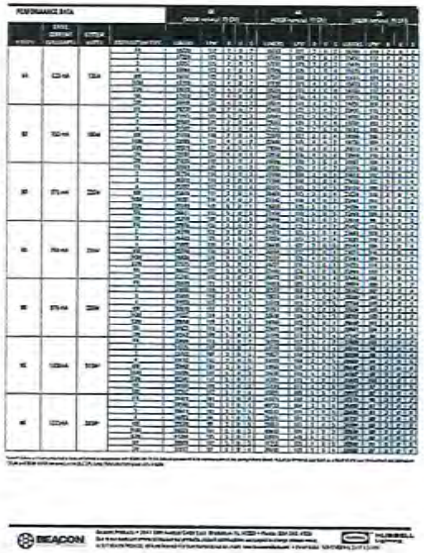
MLAZGAR ASSOCIATES
10340 VIKING DR.
SUITE 150
EDEN PRAIRIE, MN 55344
(p) 952-943-8080
(f) 952-943-8088
www.mlazgar.com

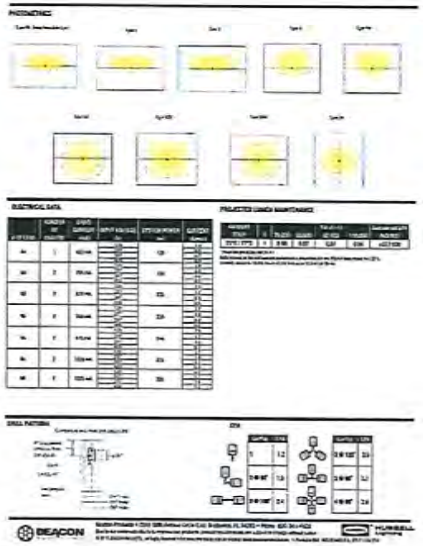


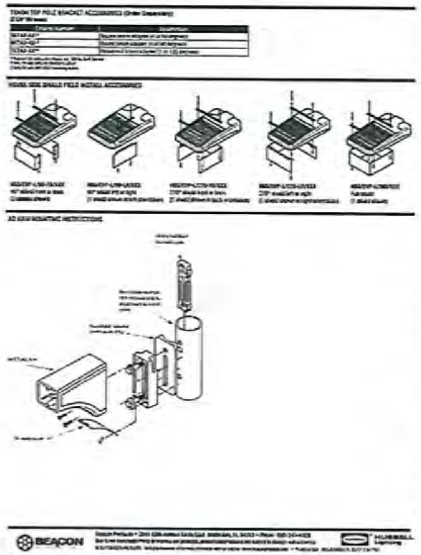












WENCK ASSOCIATES
Responsive partner. Exceptional outcomes.

MERIDIAN BEHAVIORAL HEALTH
ST. FRANCIS, MINNESOTA

Prepared for:
MERIDIAN PROGRAMS
550 MAIN STREET, SUITE 230
NEW BRIGHTON, MN 55112

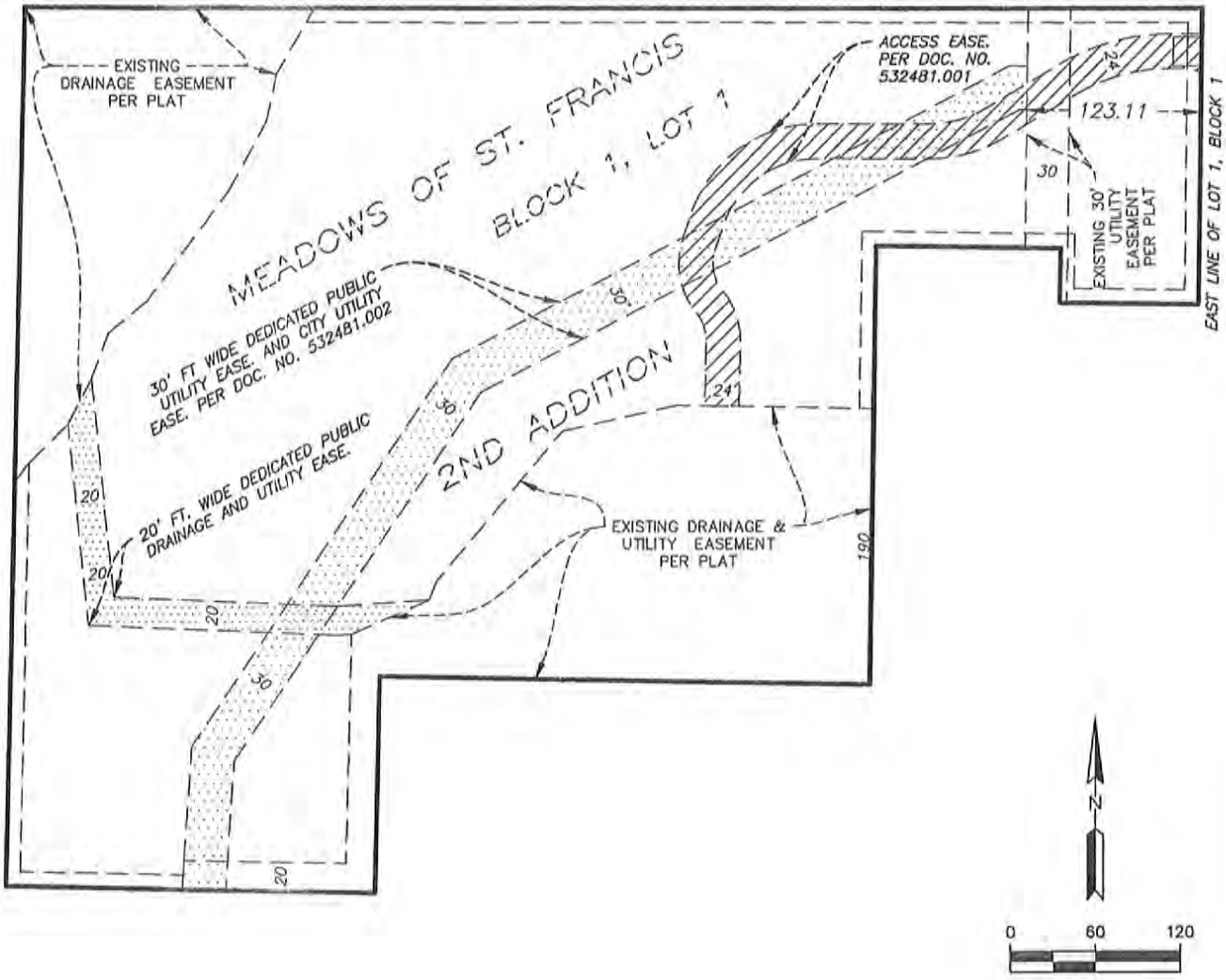
Issue #	Date	Description
1	10/5/2017	CITY ESTIMATE SUBMITTAL
2	4/6/2018	CITY ESTIMATE SUBMITTAL

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Date: 4/6/2018
Reg. No.

WORK FOR CONSTRUCTION

Project #:	4340-0022
Drawn By:	JRA
Issue Date:	2018-04-16
Issue #:	2
Sheet #:	C-808
Sheet Title:	PHOTOMETRIC DETAILS



LEGAL DESCRIPTION OF EASEMENTS TO BE VACATED

1) *All of the 24–foot–wide access easement in favor of the City of St. Francis, dated July 24, 2015, filed August 5, 2015 as Document No. 532481.001 Torrens, Anoka County, Minnesota.*

2) *That part of the 30–foot–wide utility easement in favor of the City of St. Francis, dated July 22, 2015, filed August 8, 2015 as Document No. 532481.002 Torrens, Anoka County, Minnesota, and the public 30–foot–wide utility easement as dedicated on the plat of MEADOWS OF ST. FRANCIS SECOND ADDITION, filed as Document No. 532721.001 Torrens, Anoka County Minnesota, which lies westerly of a line 123.11 feet west of and parallel with the east line of Lot 1, Block 1 of said plat; Together with the public 20–foot wide drainage and utility easement dedicated on said plat.*

(1) ACCESS EASEMENT TO BE VACATED

(2) DRAINAGE AND UTILITY EASEMENT TO BE VACATED

WENCK ASSOCIATES
1800 Pioneer Creek Ctr.
Maple Plain, MN 55359
Ph: 763-479-4200
Fax:
Responsive partner. Exceptional outcomes.

CLIENT NAME: MERIDIAN BEHAVIORAL HEALTH

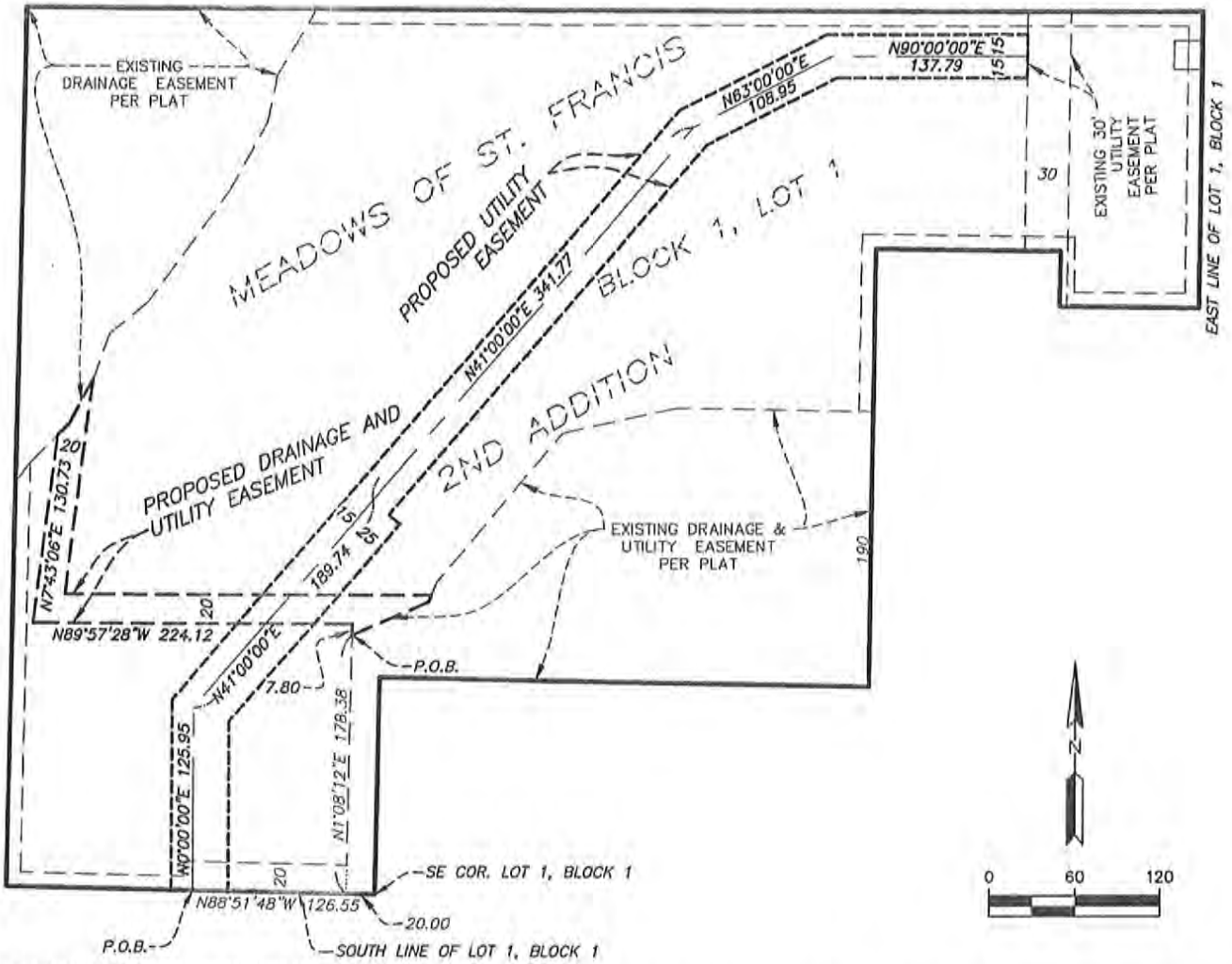
PROJECT TITLE: EASEMENT VACATION EXHIBIT

DWN BY	CHK'D	APP'D	DWG DATE
GJB	XXX	XXX	10-APR-18

SCALE: 1" = 120'

PROJECT NO.: 4340-0022

SHEET NO.: 1 OF 1



PROPOSED DRAINAGE AND UTILITY EASEMENTS:

A 40 foot wide public easement for utility purposes, over, under and across Lot 1, Block 1, MEADOWS OF ST. FRANCIS 2ND ADDITION, Anoka County, Minnesota lying 15 feet left and 25 feet right of the following described line:

Commencing at the southeast corner of said Lot 1, Block 1; thence North 88 degrees 51 minutes 48 seconds West 126.55 feet along the south line of said Lot 1 to the point of beginning for said line; thence North 00 degrees 00 minutes 00 seconds East 125.95 feet; thence North 41 degrees 00 minutes 00 seconds East 189.74 feet; and there said line terminating.

Together with a 30 foot wide public easement for utility purposes, over, under and across the above described property, the center line is described as follows:

Beginning at the terminus of the above described line; thence continuing North 41 degrees 00 minutes 00 seconds East 341.77 feet; thence North 63 degrees 00 minutes 00 seconds East 108.95 feet; thence North 90 degrees 00 minutes 00 seconds East 137.79 feet and center line there terminating

The sidelines of said easement are intended to be prolonged or shortened to meet the west line of the existing dedicated 30' utility easement and the southerly line of said Lot 1.

And a public easement for drainage and utility purposes, over, under and across said Lot 1, Block 1 which lies parallel with and 20 feet north and east of the following described line:

Commencing at the southeast corner of said Lot 1, Block 1; thence North 88 degrees 51 minutes 48 seconds West 20.00 feet along the south line of said Lot 1; thence North 01 degrees 08 minutes 12 seconds East 178.38 feet to the point of beginning for said line; thence continuing North 01 degrees 08 minutes 12 seconds East 7.80 feet; thence North 89 degrees 57 minutes 28 seconds West 224.12 feet; thence North 07 degrees 43 minutes 06 seconds East 130.73 feet and there said line terminating.

The sidelines of said easement are intended to be prolonged or shortened to meet the existing dedicated drainage and utility easements. And the northerly sideline of said easement is to be extended easterly to meet the existing dedicated drainage and utility easement.

WENCK ASSOCIATES
1800 Pioneer Creek Ctr.
Maple Plain, MN 55359
Ph: 763-479-4200
Fax:
Responsive partner. Exceptional outcomes.

CLIENT NAME: MERIDIAN BEHAVIORAL HEALTH

PROJECT TITLE: DRAINAGE AND UTILITY EASEMENT EXHIBIT

DWN BY	CHK'D	APP'D	DWG DATE
GJB	XXX	XXX	10-APR-18

SCALE: 1" = 120'

PROJECT NO.: 4340-0022

SHEET NO.: 1 OF 1

City of St. Francis

City Council
AGENDA REPORT
Agenda Item #

TO: Planning Commission
FROM: Kate Thunstrom, Community Development Director
SUBJECT: 2040 Comprehensive Plan
DATE: May 16, 2018

OVERVIEW

Every ten years the City completes a Comprehensive Plan to address projected growth, land use and infrastructure plans within the City. For the 2040 Comprehensive Plan the City contracted with HKGi to design and complete the plan. HKGi recently walked the City through one of its largest redevelopment planning processes that assisted in staging the needs for the Comprehensive Plan.

The Comprehensive Plan process has included many opportunities for residents to engage in the long term planning of the city. Through community engagement meetings and surveys, data was collected to understand how residents and stakeholders felt about, and wished to see, the direction the city was going.

As the Comprehensive Plan has been drafted it has a couple of additional steps to take prior to being submitted to Met Council. First the plan will be reviewed by the Planning Commission tonight and the City Council on May 21st. After comments are incorporated into the Plan it will be sent out to affected jurisdictions which includes cities and townships that border St. Francis, the school districts, watershed district, regional parks and state agencies. Once comments are received from these jurisdictions will come back to Planning Commission and Council for submission to the State.

ITEMS TO BE DICUSSED:

Tonight HKGi is here to present the draft 2040 Comprehensive Plan that will be submitted to the affected jurisdictions. This is the Planning Commissions chance to make comments on the plan.

ATTACHMENTS:

DRAFT 2040 Comprehensive Plan for the City of St. Francis

City of St. Francis

HK gi

ST. FRANCIS 2040

Comprehensive Plan for the city of St. Francis

DRAFT: May 2018

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ACKNOWLEDGEMENTS:

The St. Francis Comprehensive Planning team would like to extend a big thank you to the residents and business owners who have participated in creating this plan. Your input and insights have made this a better plan.

CITY COUNCIL:

Mayor Steve Feldman
Councilmember Robert Bauer
Councilmember Joe Muehlbauer
Councilmember Rich Skordahl
Councilmember Jerry Tveit

PLANNING & ZONING COMMISSION:

Brittney Berndt
Greg Zutz
Julie Morin
Ray Steinke
Todd Gardner
William Murray

Images in this document are courtesy of the City of St. Francis

THIS PLAN WAS ADOPTED BY THE CITY OF ST. FRANCIS ON XXXX

CONTENTS

01. SETTING THE STAGE

Community Profile

St. Francis, Minnesota is a rural community in northern Anoka County about 25 miles north of Minneapolis. Originally built up around the Rum River in the second half of the nineteenth century, the community stayed around 500 people until the 1960s. Since 1970, St. Francis has grown from 897 people to an estimated population of 7,466 in 2016.

The community is largely rural, with agriculture, open space, and large lot residential housing throughout most of the city. Centered on the Rum River, a more "small-town" feeling exists, with commercial districts, civic uses, and residential neighborhoods. The Metropolitan Council classifies these areas as "Diversified Rural" and "Rural Center" respectively.

A more in-depth review of St. Francis today can be found in the "Existing Conditions" appendix.

FIGURE 1.1 ST. FRANCIS LOCATION

What is the Comprehensive Plan?

The Comprehensive Plan is the guiding document for the City of St. Francis. It is intended to help the public and private sector plan for the future, especially with regards to development of the physical, natural, and economic resources in the City. The plan addresses:

- Locations for future growth and development.
- The relationship between different types of land uses.
- Community character and appearance
- Promoting orderliness and efficiency in city government.
- Balancing and coordinating public and private development and investments
- Improving how people move around the City
- Protecting and enhancing natural assets

Authority & Requirement to Plan

The power to create and employ a comprehensive plan comes from State Law. Minnesota Statutes, Sections 462.351 to 462.364 contain the planning powers granted to Minnesota cities. Specifically, M.S. Section 462.353, Subd. 1 authorizes the City to "carry on comprehensive municipal planning activities for guiding the future development and improvement of the municipality and may prepare, adopt and amend a comprehensive municipal plan and implement such plan by ordinance and other official actions."

The City of St. Francis is required to complete and keep updated a Comprehensive Plan under the Metropolitan Land Planning Act of 1976 and all subsequent amendments to that act. The Metropolitan Land Planning Act (MLPA) addresses the interdependence of local units of government within the Twin Cities Metropolitan Area and requires the adoption of coordinated plans and programs. In preparing the plan, the planning body is required to work with other City agencies, adjacent communities, school districts and counties in order to ensure coordinated regional planning. The MLPA also requires the Metropolitan Council to prepare a comprehensive development guide for the metropolitan area.

The Metropolitan Council's Thrive MSP 2040, which was completed in 2014, fulfills this requirement and provides local units of government with direction on how to plan for land use, housing, development, transportation, water resources management and parks. Local governments within the seven-county metropolitan area are required to amend their local comprehensive plans so that they are consistent with the goals and policies established in Thrive MSP 2040. Updated local comprehensive plans are required to be submitted by December 31, 2018 to the Metropolitan Council for their review and acceptance.

Who is affected by this Comprehensive Plan?

In Minnesota, comprehensive plans are advisory only – meaning that the maps, goals, policies and text included in this document do not constitute regulations. This document does not dictate the course of action of the City Council, the Planning Commission, or the City staff, regardless of the subject matter.

While the content of the plan is not a legally binding regulation, it is based on the vision, desires, and input of residents, business owners, and other stakeholders in the City.

Relevant portions of this plan should be used to guide decisions regarding land use, natural resources, the economy, transportation, housing, parks and other elements of St. Francis that can improve quality of life for the people of St. Francis. This plan should be significant for every landowner, developer, city department, and appointed and/or elected official. Future development and investments should conform with the policies of the comprehensive plan.

What does the plan consist of?

The plan begins with a Vision and Guiding Principles. These have been established and vetted through the public engagement process and are the overarching themes that drive the direction of the plan.

After the Vision and Guiding Principles, each plan chapter addresses a particular element of the City's development:

- Land Use
- Economic Development
- Housing
- Parks
- Transportation
- Wastewater
- Surface Water
- Water Supply

Within each chapter, there is an examination of system as it exists today. Using the analysis of existing conditions and the projected growth of the City, needs are identified.

In order to address the identified needs, Goals, Policies, and Action Items are laid out.

Goals are broad statements that describe what the City will have in 2040 as a result of the implementation of the Comprehensive Plan

Policies are statements intended to guide City Staff and Council decision-making to achieve the goals. Policies often also describe ongoing activities.

Action Items are the specific steps that are needed to achieve the goals.

How do I use this Comprehensive Plan?

The St. Francis Comprehensive Plan is a guidebook for the day-to-day decisions the City must make. Different people in the community will likely use this plan in distinct ways to meet their needs.

City Staff should be referencing the plan, its goals, an its principles when working with elected officials or stakeholders coming to them for direction. It should advice staff on public investment and private development. The plan should serve as a tool for marketing and funding, when the City pursues grants or other funding assistance, the plan should be cited as evidence the community is committed to making the improvements that funding would support.

Elected officials will use the plan to make the difficult decisions they have been elected to make. When faced with challenging choices, they will have to ask the question, "is this the pathway we agreed upon as a direction for St. Francis?" The plan should provide clear directions toward an answer. It should be sitting open at City Council and Planning and Zoning meetings as a reference on issues from zoning and annexation to growth, redevelopment, and infrastructure improvements.

The plan is also important in the **development community**. It provides direction for new projects, informs development strategies and lays out the "rules of the game," providing consistency and removing ambiguities. Developers, builders, brokers, realtors, and investors can look to the plan to anticipate future markets, evaluate a project in context with adjacent land uses, and understand infrastructure needs and issues.

Lastly, the plan protects and informs the **members of the greater St. Francis community**. Someone who buys a house or opens a business will know what is desired out their back door. They can anticipate the efforts of the City when it comes to taxes to pay for new or updated infrastructure and what kinds of public services they might expect.

How do I find out about requirements affecting my land?

The Future Land Use Plan provides direction based on the established vision of the St. Francis community. It outlines how various land uses would ideally develop in St. Francis over the next two decades, and provides guidance on how lands may develop going forward. The various goals and policies articulated in this document may also affect particular landowners in the City. The City suggests that landowners in the City of St. Francis consult the city's Development Code for specific standards that apply to all properties. City staff is available to answer questions that may arise from the Zoning and Subdivisions Codes and this Comprehensive Plan document.

The Comprehensive Plan and the Zoning and Subdivisions Codes are available for viewing online at the City's website, and at St. Francis City Hall, 23340 Cree Street NW St. Francis, MN 55070.

The Planning Process

The development of this plan extended over a year and involved many members of the community, including elected officials, city staff, residents, business owners, and other stakeholders.

Task 1 was to kick off and organize the effort, which included preparing project schedules, conducting kick off sessions with staff and elected officials, and developing base maps

Task 2 was to examine existing conditions and develop the community visioning. It included a focused audit of the physical community in St. Francis looking at land use patterns, development constraints, natural resources, transportation systems, infrastructure systems (capacities and service areas), demographic trends, and future projections/growth opportunities building from the 2016 Economic Development Plan. A public meeting and online survey was held during this task to introduce the planning process and engage the community in a visioning process to affirm what St. Francis might and should look like 20 years into the future. This meeting reviewed trend information and demonstrated the link between today's community and what might be desired as a future community.

Task 3 included the exploration of future directions through the vision, goals, and policies. This incorporated land use distributions, development patterns, and community character. Connectivity, parks, trails, and infrastructure were all examined as influencing the future directions of St. Francis. Elected officials and residents were asked to contribute and evaluate concepts through meetings, an open house, and online.

Task 4 included drafting the Comprehensive Plan update, incorporating the goals, polices and plan directions or ideas that emerged through the planning process. This plan is being reviewed by elected officials.

Task 5 is to take the plan through the approvals process. This will be updated in the next draft of the plan.

Immediately preceding the Comprehensive Plan for the entire City, St. Francis underwent a substantial planning process to envision the commercial districts and "downtown" area of the community, with the intent of tying the findings of that plan into the Comprehensive Plan. Its findings can be seen especially in the Economic Development Chapter and the Land Use Chapter of this plan.

Summary of Community Outreach

Community outreach was conducted through in-person meetings such as open houses, as well as through online outreach in the form of surveys.

Open houses were held at the visioning and scenario evaluation points of the planning process. In addition to the "in-person" meetings, virtual open houses allowed people online to view the materials and provide survey answers to the questions that were asked at the open houses. Between the two meetings and online surveys, approximately 400 people engaged with the Comprehensive Planning process to provide input. The development and re-development plan that was done leading into the Comprehensive Plan also had over 1,100 points of engagement.

Previous Plans and Policies Informing The Comprehensive Plan

COMPREHENSIVE PLAN (2008)

The City of St. Francis completed the most recent comprehensive plan in 2008, covering land use, parks, water resources, transportation, and implementation strategies. St. Francis was classified as a Rural Center and a Diversified Rural Community by the Metropolitan Council, as part of this process. Much of the city is in agriculture with the largest concentration of residential and commercial development present along and near Highway 47/St. Francis Boulevard and Bridge Street. The 2008 Comprehensive Plan anticipated that ongoing growth would occur in the form of infill, in older parts of the community, as well as in greenfield areas in the northwest part of St. Francis.

ST. FRANCIS FORWARD (RE)DEVELOPMENT PLAN (2017)

This plan was developed immediately preceding the Comprehensive Plan with the development of land uses in the core of the City identified. New development and redevelopment opportunities were identified, and land uses were planned for much of the Bridge Street and Highway 47 corridors. Community input was gathered regarding the vision for St. Francis.

ECONOMIC DEVELOPMENT PLAN (2016)

This document analyzes the potential for economic development in the City of St. Francis. The plan examines demographics, location, access to highways, current job and commuting patterns, and market perceptions of St. Francis. The plan also identifies potential re/development sites within St. Francis and opportunities for industrial and commercial development.

ST. FRANCIS PARK AND TRAIL SYSTEM PLAN (2013)

The Park and Trail System Plan categorizes the parks based on character and use. It examines the park needs for the community, both in existing facilities as well as new parks needed as the community expands. Trail connections and needs are identified.

BRIDGE STREET EXTENSION STUDY (2005)

An examination of options for connecting Bridge Street to Highway 47/St. Francis Boulevard. Currently the two major roads in St. Francis, Bridge St. and Highway 47, do not connect as the middle school and elementary school campus are located at the western terminus of Bridge St. If the schpol campus was not there, a connection would be desired for improved traffic efficiency and economic development. School bus operations are located within this campus and the bus barn sits at the terminus of Bridge St.

CSAH 24 (BRIDGE STREET) IMPROVEMENTS (2014)

Relocation of Highway and High School access, with roundabouts and trails added. The road was reconstructed during the summer of 2016.

NORTHERN ANOKA COUNTY RIVER CROSSING STUDY (2012)

An analysis of river crossing capacity for the Rum River in northern Anoka County (specifically St. Francis, Oak Grove, and Nowthen). CSAH 22/Viking Boulevard and CSAH 24/Bridge street provide the current crossing locations. The study considered various alternatives based on land use, the spacing of arterial locations, environmental issues, traffic projections, and safety and pedestrian issues.

A MARKET FEASIBILITY STUDY FOR ACTIVE ADULT SENIOR HOUSING AND AFFORDABLE GENERAL OCCUPANCY HOUSING IN ST. FRANCIS, MINNESOTA (2012)

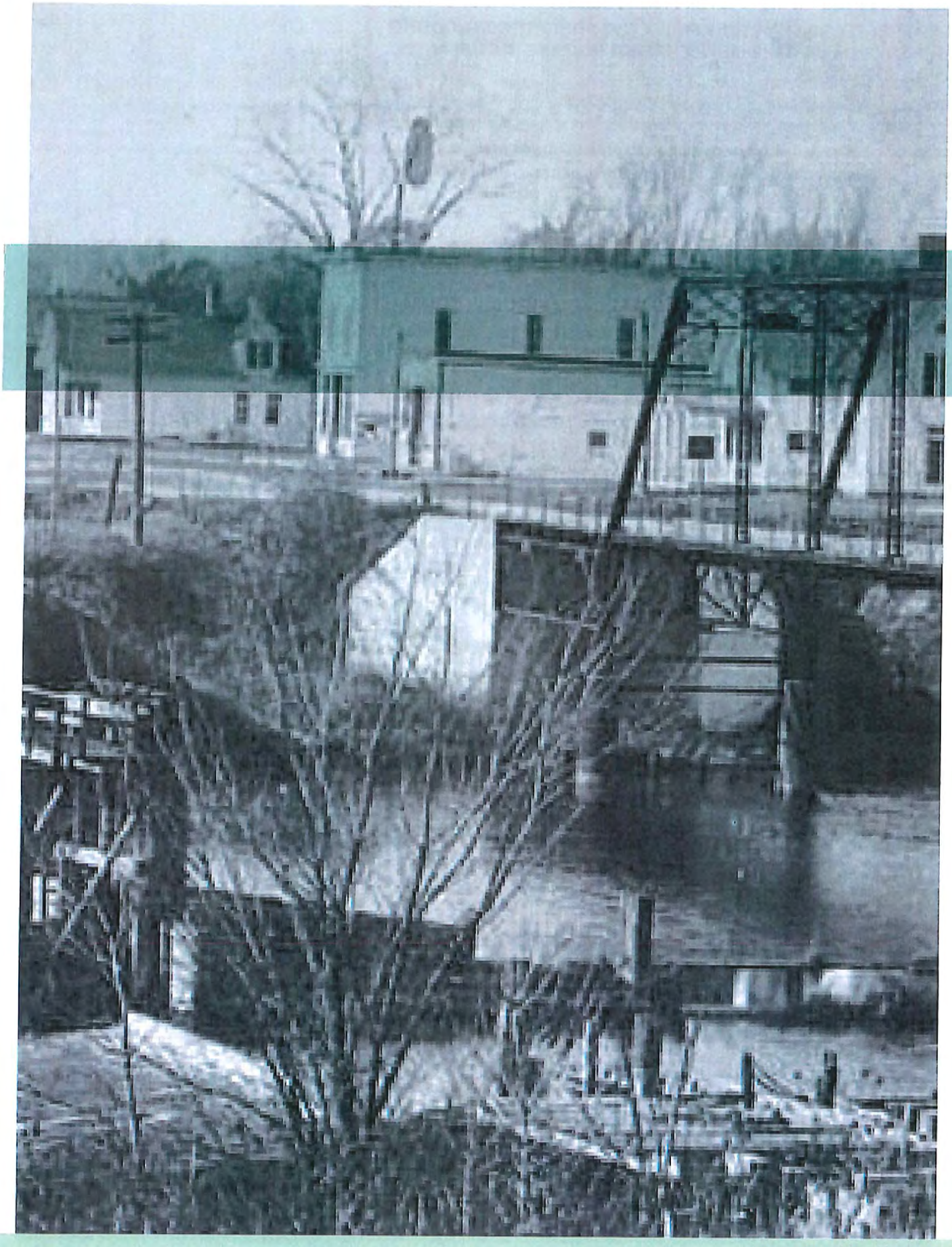
An analysis of the demand for various forms of housing (including active senior and general occupancy, market and affordable). The market study examined numerous factors to determine demand for various housing products, including changing demographics, commute and economic patterns, and the location of a project along Bridge Street.

BUSINESS SUBSIDY POLICY (2016)

The City of St. Francis and the Economic Development Authority provide business subsidies that meet a "public purpose" standard (although meeting the standard does not guarantee a subsidy). For businesses meeting the standards (outlined below), there are required application and reporting processes, in compliance with MN Statutes, Section 116J.993-116J.995.

TIF POLICY (2016)

The City of St. Francis reserves the right to approve Tax Increment Financing (TIF) as permitted through MN Statutes 469.174-469.1794. The City may use TIF when desirable re/development would not occur but for the TIF assistance. TIF funds may be used for, in order of priority, 1. public improvement, legal, administrative, and engineering costs; 2. site preparation, site improvement, land purchase, demolition and environmental remediation; and 3. Capitalized interest, bonding costs.



Draft - May 2018

02. VISION & GUIDING PRINCIPLES

VISION AND GUIDING PRINCIPLES

The vision for St. Francis was developed starting through the St. Francis Forward planning process, focusing on the core area of the City. Through the comprehensive planning process, the vision was expanded to incorporate the rural areas and residential neighborhoods of the City.

Input from the community and stakeholders resulted in the development of a Vision Statement and associated set of Guiding Principles for the St Francis community.

WHAT IS A VISION STATEMENT?

While rooted in the reality of the community's past and present, the Vision Statement describes how the St Francis community will look, feel, and function in 2040. The Vision Statement articulates a desired condition or state for St Francis and represents an aspirational or ideal view of the community in the future. It is an over-arching framework that permeates the plan and informs supporting policy and strategy decisions.

VISION STATEMENT FOR ST FRANCIS:

The vision for St. Francis is an active town on the Rum River, enjoying a high quality of life that meets the day to day needs of residents, workers, and visitors. Rural areas are a mix of working lands, open space, and homes, all celebrating the natural environment. Neighborhoods are safe and strengthen a sense of community. The city has vibrant and bustling commercial districts, and businesses are growing. Visitors and those passing through make it a point to stop in St. Francis on their way. While the community's proximity to Minneapolis and St. Paul provides residents with access to a diversity of jobs and activities within the region, residents of St. Francis have options for a variety of jobs locally. A full range of households enjoy living in St. Francis. Families, empty nesters, and senior citizens can gather, learn, celebrate, move safely and conveniently round town, and obtain the services they need.

GUIDING PRINCIPLES

Supporting the Vision Statement, Guiding Principles help define the character, values, and priorities of the St Francis community by acting as an ongoing measurement tool to evaluate the appropriateness and effectiveness of future initiatives in St Francis. The following are key characteristics of Guiding Principles for communities:

- They orient the community to the future
- Guiding principles require imagination, recognizing that the directions they set for the community are ambitious and aspirational
- They look to current conditions and community traditions to inform the creation of the community in the future
- They identify what the community desires for itself, based upon a shared understanding
- Guiding Principles serve as a tool for the evaluation of proposals, projects, ideas, and various future directions for the community
- Guiding Principles provide an anchor during conflict, and a way to find common ground and shared values
- They become the basis for coordination and cooperation
- Guiding Principles offer a source of energy and enthusiasm for maintaining a commitment to the future of St Francis

GUIDING PRINCIPLES FOR ST FRANCIS:

A Focus on Home

St Francis is a great place to live. The community will keep working to make sure is a place that people at varying life stages and with backgrounds will continue to call home. The community will:

- Build community in the city and its neighborhoods
- Recognize the importance of a mix of different housing types and residential settings
- Encourage thoughtful, efficient, and logical growth patterns for residential expansion
- Support the development and preservation of a diversified, well maintained housing stock.

A Focus on Character and Form

St Francis will create buildings and public spaces that contribute to a high quality small town character and the sense that St. Francis is an important local destination. The community will:

- Promote a vibrant and bustling downtown in St. Francis
- Coordinate with the school district to strengthen St. Francis' identity and welcoming nature
- Create new landmarks / gateways to welcome people to St. Francis
- Enhance the image of St. Francis
- Strengthen and establish community locations (including parks, community centers, and privately owned "third places")
- Maintain the small town feel that many residents appreciate
- Improve wayfinding to help people navigate St. Francis

A Focus on Business and Economic Strength

St Francis will support and help expand the local business community. St. Francis recognizes the role that businesses play in building the jobs base and improving quality of life. The community will support and pursue businesses that make St. Francis a better community, by providing employment, goods, or services desired by residents and visitors. The community will:

- Pursue new businesses that enhance quality of life, by providing jobs or desired goods or services
- Create a business-friendly environment, balancing taxes and fees and making it attractive to establish and sustain businesses in St. Francis
- Expand the community's tax base and support new development
- Help redevelop underutilized locations and those in need of revitalization
- Emphasize and support "home grown" businesses and create a culture of entrepreneurship
- Pursue opportunities to provide desired goods and services for residents and visitors to St. Francis

A Focus on Infrastructure

The community will strategically invest in infrastructure, in order to provide the greatest returns on this investment in supporting the viability and long term sustainability of businesses and the overall quality of life in St. Francis. The community will:

- Improve all modes of connectivity, including roads but also trails and sidewalks
- Connect Bridge Street to Highway 47 (through street connections, trails, and signage and wayfinding)
- Provide infrastructure to serve existing and new development (in terms of water, sewer, etc.) as efficiently as possible
- Manage traffic to provide for the safety of people driving, bicycling, and walking
- Decrease the speed of traffic flowing through downtown St. Francis, to enhance safety and the viability of retail shops and restaurants along the main arterials
- Provide sufficient access to development parcels (new, or existing)

A Focus on Natural Assets

St Francis grew up around the Rum River and will continue to be defined in large part by its environment and northwoods landscape. The community will:

- Protect open space for its environmental and recreational value
- Support St. Francis' working landscapes
- Enhance the recreation offerings in the city
- Utilize the Rum River for identity and as a destination for activities
- Respect the beauty and power of the natural environment and orient future development accordingly

Draft - May 2018

03. LAND USE

The City of St. Francis's land use plan plays a key role in guiding development and redevelopment in St. Francis. The future land use plan identifies the location, intensity, and nature of future development and redevelopment in the City, and establishes the framework in which future development will occur. This plan is intended to guide redevelopment of various existing developed areas in the City, as well as the future development and growth of remaining undeveloped areas in St. Francis, to achieve the community's goals for balanced and efficient growth and the protection of natural resources and key open space and recreational areas.

The City has a tremendous amount of natural resources, including a variety of parks, preserves, and open space areas, as well as the resources of the Rum River and the Future Land Use plan helps preserve these assets for future generations. The Land Use chapter, combined with the Natural Resources and Park, Trails and Open Space chapters outline ways for the community to continue to develop and redevelop while preserving and enhancing these natural resources.

As outlined in subsequent sections of this chapter, the City anticipates redevelopment and infill development occurring along the Highway 47 and Bridge Street corridors within the community. The majority of new growth will occur within the boundaries of the municipal urban service area, to the north of the existing developed areas within St. Francis. In particular, areas to the east and west of Highway 47, between Ambassador Blvd and the Isanti County line, as well as areas between the Rum River and Rum River Boulevard, between existing neighborhoods and the Isanti County line, will account for the majority of new growth and development in St. Francis through 2040. All future land use projections discussed within this chapter are based on "net" calculations allowing for the protection of wetlands and other environmentally sensitive areas.

Purpose

The Land Use plan is interrelated with all of the elements, goals, and objectives of the Comprehensive Plan. The purpose of the Land Use plan is to designate

the type, location, and density of land uses in the City. In doing this, the City considered the following elements:

» Community goals and objectives
» Natural resources
» Supportive elements such as transportation, drainage systems, and utilities
» Coordination with surrounding communities and metropolitan agencies

Existing Conditions

The following tables provide the forecasted population, households, and employment for 2020, 2030, and 2040, consistent with the forecasts prepared by Metropolitan Council.

Population

	2010	2017	2020	2030	2040	Change	Percent
St. Francis	7,218	7,624	8,200	10,400	12,600	4,976	65%
Anoka Co.	330,844	351,422	360,880	401,950	440,420	88,998	25%
Source:	Census	ESRI	Met Council	Met Council	Met Council		

Source: Metropolitan Council, ESRI, US Census

Households

	2010	2017	2020	2030	2040	Change	Percent
St. Francis	2,520	2,674	3,100	4,100	5,100	2,426	91%
Anoka Co.	121,227	128,800	136,860	155,300	171,930	43,130	33%
Source:	Census	ESRI	Met Council	Met Council	Met Council		

Source: Metropolitan Council, ESRI, US Census

Employment

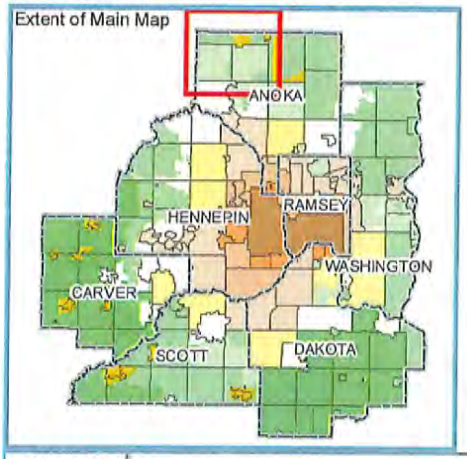
	2010	2020	2030	2040	Change	Percent
St. Francis	1,537	2,200	2,550	2,900	1,363	89%
Anoka Co.	106,387	126,660	136,100	145,420	39,033	37%
Source:	Census	Met Council	Met Council	Met Council		

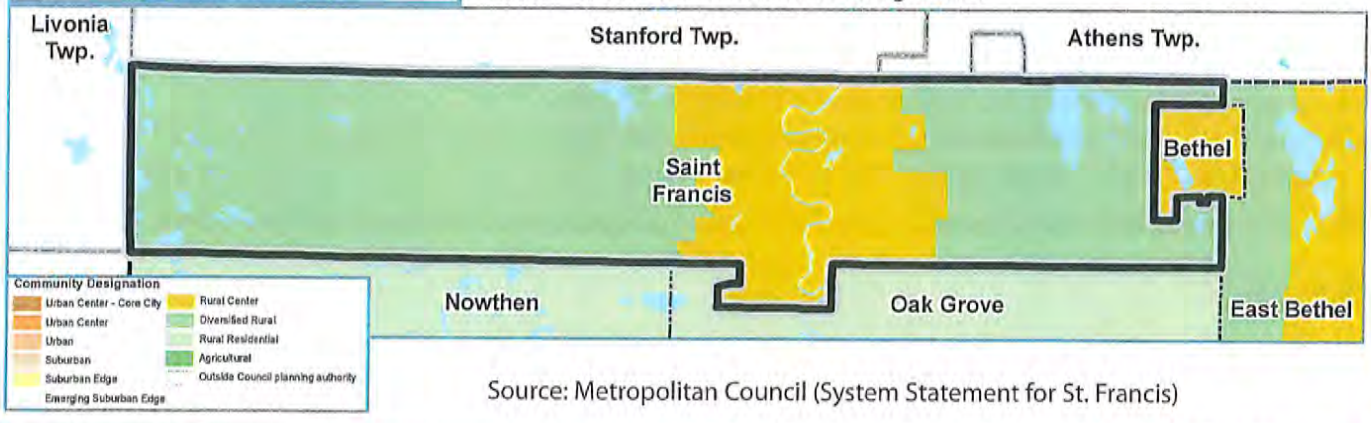
Source: Metropolitan Council, ESRI, US Census

COMMUNITY DESIGNATION

As shown in the Community Designation Map that follows in Chapter Two, the Metropolitan Council identifies various areas of St. Francis as either a "Rural Center" or as a "Diversified Rural" designation.

FIGURE 3.3 COMMUNITY DESIGNATION





Source: Metropolitan Council (System Statement for St. Francis)

To ensure that infrastructure is provided in an efficient and cost effective manner, the overall average density should be at least 3 units per net acre for new growth between 2020 and 2040 for the portion of St. Francis designated as a "Rural Center" community. The "Rural Center" designation applies to the existing, developed portion of the community, primarily near the Highway 47 and Bridge Street corridors. The Metropolitan Council has designated the remaining portions of the city, to the east and west, as a "Diversified Rural" community. Under this classification, Diversified Rural communities are expected to plan for growth not to exceed forecasts and in patterns that do not exceed 4 units per 40 acres.

Existing Land Use

The following outline generalized land use definitions as exist today in St. Francis.

Agriculture

Land that is primarily used for agriculture or timber production. May also include land that is not formally protected (like the Parks and Open Space category) but may serve environmental purposes such as wetlands and uncut forested areas.

Institutional

Land used for governmental, education, religious, or other non-profit purposes. Examples include schools, City Hall, churches, water treatment plants, and public safety/emergency services.

Large Lot Residential

Residential purposes, including mostly one-family homes. This designation identifies areas that might also be called rural subdivisions and are unlikely to further subdivide. Many of these properties are on well and/or septic systems.

Low Density Residential

Residential purposes, including mostly one-family homes. This designation may include some open space within or adjacent to or related to a residential development.

Medium Density Residential

Residential purposes, including duplexes, triplexes, townhomes, and manufactured homes. This designation may include some open common space within or adjacent to or related to a residential development such as association owned land.

Multi-Family Residential

Residential purposes, including apartment buildings and condominiums. This designation may include open space within, adjacent to, or related to a residential development.

Commercial

This category provides for general retail, service and office uses that serve the whole community.

Industrial

This category allows primarily manufacturing and/or processing of products. It could include light or heavy industrial land use, office/warehouse, or large

warehouse facilities. It also includes extractive uses. St. Francis has a large swath of low intensity industrial land on the west end of the city, operated by ATK, to test weaponry.

Park and Open Space

Parks are primarily for public active recreation activities improved with playfields / grounds or exercise equipment, golf courses, or similar areas. Open Spaces may serve as 1) Resource protection or buffer; 2) Support unorganized public recreational activities and may contain trails, picnic areas, public fishing, etc., or 3) Preservation of unaltered land in its natural state for environmental or aesthetic purposes. This property may be publicly or privately held and operated.

Roadway Rights-of-Way (ROW)

Public or private vehicular, transit and/or pedestrian rights-of-way

Vacant

Undeveloped areas that may be developed in the near future and are not being used for other purposes currently.

Open Water

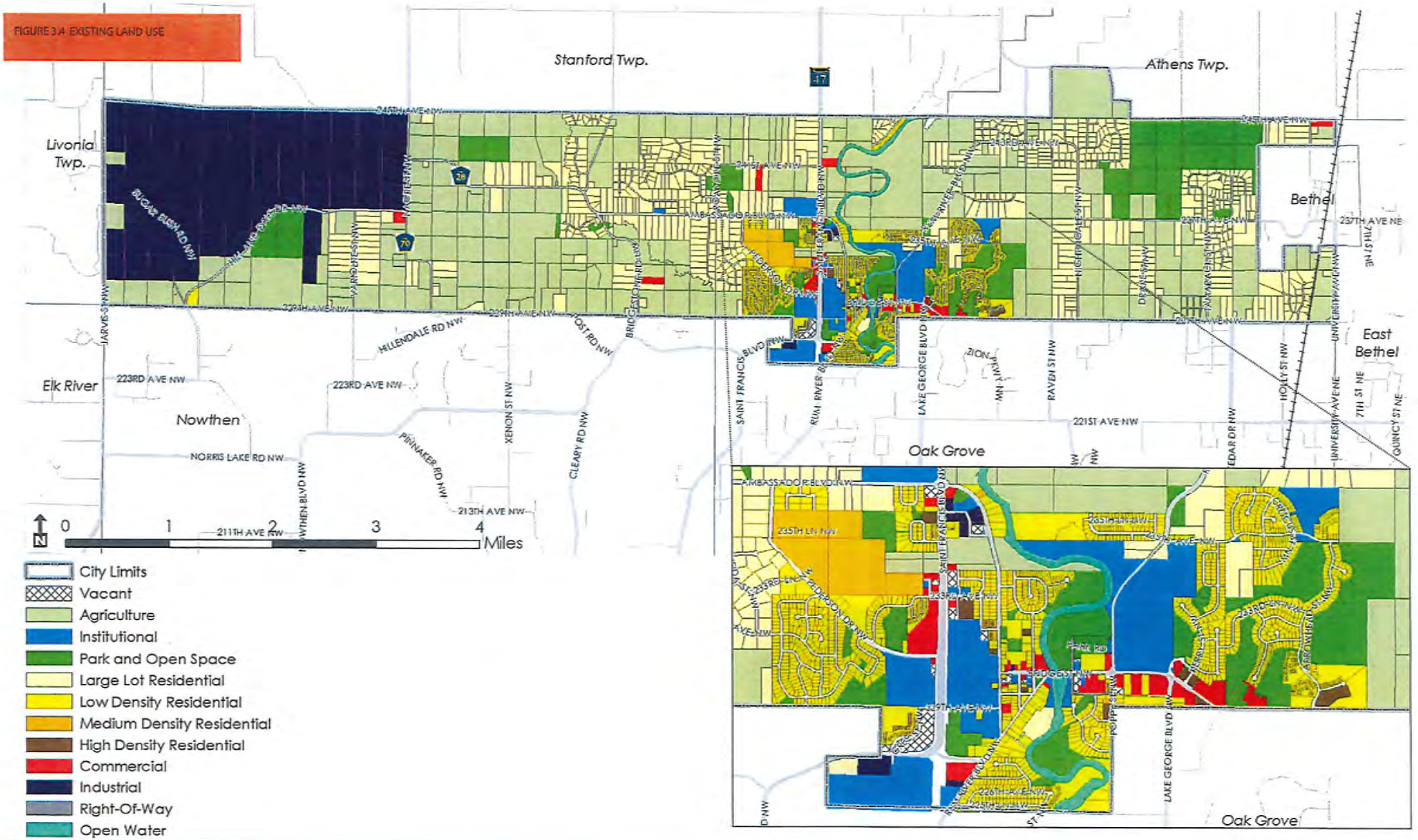
Unplatted, permanently open water, rivers and streams, not including wetlands. In St. Francis, this area is only designated on the Rum River.

The current acreage of the City of St. Francis includes 14,189 acres. The majority of the area within the City limits remains undeveloped, and utilized for agricultural purposes. In addition, the ATK property, in the western portion of the city, accounts for nearly 2,500 acres, or nearly 18 percent of the total land area. In terms of developed lands, single family residential represents the most predominant land use category, with over 4,000 acres classified in this category. St. Francis also includes a significant area of parks, recreation, and open space lands, of around 1,200 acres. The table that follows identifies the current land uses within the City and the percentage of the overall land which is dedicated to that specific use.

	Land Use	Acreage	Percent
	Vacant	23.7	0.2%
	Agriculture	6,008.9	39.6%
	Institutional	347.9	2.3%
	Park and Open Space	1,201.0	7.9%
	Large Lot Residential	3,388.8	22.3%
	Low Density Residential	660.8	4.4%
	Medium Density Residential	110.0	0.7%
	High Density Residential	19.5	0.1%
	Commercial	110.4	0.7%
	Industrial	2,497.3	16.5%
	Right-Of-Way	683.4	4.5%
	Open Water	113.7	0.7%
	TOTAL	15,165.3	

Source: HKGi

FIGURE 3.4 EXISTING LAND USE



Future Land Use

The following sections provide detailed descriptions of land use classifications through 2040 in St. Francis. Each residential land use category is tied to a particular density range. Household growth is calculated by multiplying residential land use categories by the appropriate housing density range identified for the particular land use category. These numbers and calculations represent the potential for residential development, and do not represent a guarantee that the maximum potential development will be achieved in each residential area. The Future Land Use Plan provides for the Metropolitan Council's forecasted figure of 5,100 households by the year 2040.

St. Francis's Future Land Use Plan provides for enough residential land at appropriate densities to achieve these goals, for the Rural Center and Diversified Rural designations. The Rural Center portion of St. Francis coincides with the area that is anticipated to be covered by the Urban Service Area, and can develop at higher densities and with more intensity. Because of the very low densities allowed in the Diversified Rural areas, this plan anticipates only incidental growth in the areas outside of the Urban Service Area/Rural Center.

Agriculture (greater than 10 acres) & Permanent Agriculture (min 40 acres)

The City intends the Agriculture classification to offer a rural setting and to help protect the City's working lands and natural resources. Future land uses and development shall maintain and embrace the existing rural character as an essential element if subdivided. Rural, not urban, planning and servicing principles will apply to these areas. The City may allow the use of density bonuses if the applicant or property owners show how their proposal meets additional conservation design principles. Any development in this classification is intended to be non-sewered. Developments will need to utilize on-site systems the Individual Sewage Treatment System (ISTS) standards must be met and will have to provide for adequate acreage.

Urban Reserve (Greater than 10 acres average*)

Similar to the Agriculture land use classification, Urban Reserve is intended to preserve the rural character of St. Francis until such a time as those areas are ready for development. They are outside of the City's anticipated 2040 sewered area. This classification is typically found in areas that have been leapfrogged by rural residential subdivisions and have a finer grained road network leading to them. Because of the natural constraints of the City, these areas may be more difficult to develop with sewer in the short term. Because development in the long term is possible, the City may allow further subdivision, given adherence to flexible residential development as discussed in this plan and anticipated in the new zoning and subdivision ordinance.

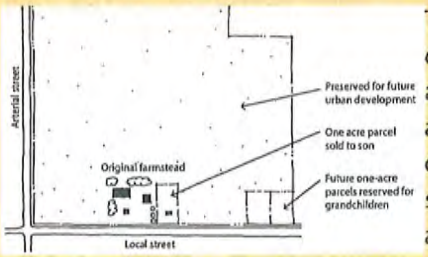
Rural Residential (1/2 acre to 10 acre parcels*)

Previous developments have occurred in St. Francis outside of the sewered areas of the city. These are large lot residential subdivisions that are on septic systems. The Metropolitan Council has assigned a designation of "Diversified Rural" to the unsewered areas of St. Francis, which carries a density of 4 lots per 40 acres. The City may allow further subdivision, given adherence to flexible residential development as discussed in this plan and anticipated in the new zoning and subdivision ordinance.

Flexible Residential Development (Source: Metropolitan Council Local Planning Handbook)

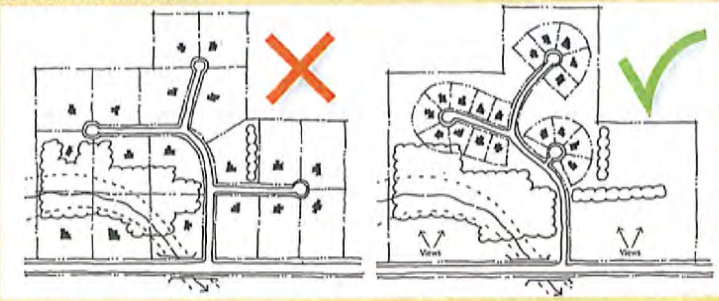
The purpose of flexible residential development is to allow communities such as St. Francis with urbanizing edges to allow interim residential development before the extension of services, in a way that does not preclude the opportunity for future development at urban densities to ensure future, cost-effective and efficient regional wastewater treatment services. It also allows for clustering of homes to preserve natural features and ecological functioning of the land, while also accommodating housing.

TRADITIONAL RURAL CLUSTER



The traditional rural cluster above shows that a mandatory cluster district may allow for a defined, limited number of lot splits within a contiguous rural acreage if certain parameters are met, such as specified lot sizes and frontage on a local street. The above example allows for future subdivision of the residual parcel to allow for urban services. This method of subdivision would need to be tracked by the municipality over time to ensure that sufficient land is preserved to allow for a subdivision layout at acceptable densities and access to allow for future urban services.

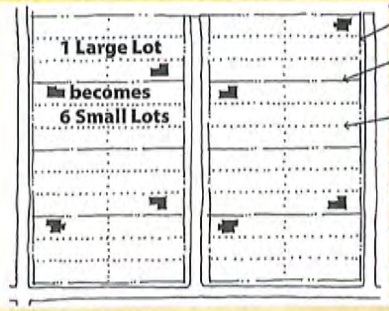
RURAL CLUSTER



The first image shows a conventional large-lot rural development which precludes the provision of urban services due to the ineffective lot layout and inefficiency of multiple or long-distance connection points to urban services. This style of large-lot rural development has been does not ensure orderly and economical development in the region.

The second example, of a rural cluster development, preserves high amenity open space for resource protection and recreation, while ensuring a compact lot layout which allows for effective delivery of urban services. Additional urbanized development may be accommodated in the eastern portion of that site as well. The Rural Cluster Development may utilize a communal septic system until such time that urban services become available.

BUILD OUT PLAN/GHOST PLATTING



The Build-Out Plan, or ghost platting, is a method of master planning for future urban densities in rural large-lot subdivisions. The subdivision is organized in a way that will facilitate a transition to higher density at some future date, perhaps through the use of development or service infrastructure triggers. This is often achieved by restricting the location of buildings to avoid obstructions to future utility and roadway easements. Platting for future urban densities is achieved by establishing lines for future splits of large lots into smaller lots and dedication of rights-of-way and easements for future streets, utilities, storm water facilities, etc. This method of subdivision is another front-loading process which preserves land for future urbanization. Oftentimes, the Build-Out Plan may limit the location and size of the residential footprint to more effectively allow for future subdivision of lots.

BUILD THROUGH ACREAGES

Build Through Acreages can allow for development at lower densities while preserving open space for future development through the platting process. A large outlot can be established to allow for future development at densities that can allow for urban service expansion. The outlot may also be encumbered with deed restrictions, covenants, or easements to provide the interim protection of open space and maintain subsequent triggers for development and service delivery.

This method can also be useful in areas in a Rural Residential community designation that may benefit from clustering, but are still undeveloped in the conventional large-lot pattern. In these cases, it may be advisable to preserve land for future residential development if the outlot abuts land within the Council's Long Term Service Area.

Low Density Residential (2.0 – 3.0 units per net acre)

Low Density Residential is by far the largest residential classification in St. Francis. The City intends for residential densities of 2.0 to 3.0 units per net acre in this land use category. The predominant land use in this category is detached single family homes. Projects may utilize Planned Unit Development (PUD) design, with unique environmental features, to support a more flexible design approach. However, the use of PUD will be allowed at the discretion of the City, and the City will rigorously apply the intent and procedural requirements of the City's PUD ordinances.

Within the Low Density Residential category, the City may allow a moderate mix of housing types, provided that net residential densities do not exceed 3.0 units per acre. For PUD design, the City will require substantial architectural enhancements as a minimum component of the amenity package. The City will also expect enhancements to the quality and quantity of open space. A project may also warrant consideration for a PUD if it provides significant attention to natural environmental design details. The City must see these various design elements in order to consider allowing the flexibility of PUD design.

Medium Density Residential (3.0 – 7.0 units per net acre)

The City intends the Medium Density Residential land use for moderately higher densities ranging from 3.0 to 6.0 units per net acre. Housing types in this land use category would typically include lower density attached housing, manufactured housing and higher density single family detached housing units. The Future Land Use Plan sets aside various locations for medium density residential development, scattered within the current Urban service area.

Medium / High Density Residential (7.0 – 12.0 units per net acre)

The Plan sets aside locations for medium to high density residential development, including a variety of single family attached units such as townhomes, rowhomes, duplexes, and similar housing types. Medium to high density residential logically should locate near major transportation routes, including Highway 47, Bridge Street, and Rum River Boulevard as indicated in the Future Land Use Plan.

High Density Residential (12 + units per net acre)

St. Francis intends the High Density Residential land use for higher housing densities ranging from 12.0 to 25 units per net acre. Housing types in this category would include higher density townhome, condominium and apartment developments in stacked or attached configuration. These housing areas are often located along major road corridors and near shopping and employment areas. Also of importance to the location of High Density Residential is proximity to the parks and open space system, employment, goods and services, and transit.

Commercial

The commercial classification includes a wide variety of commercial land use activities that focus on retail goods, services, offices, restaurants, and entertainment. This classification may also include but is not limited to areas for offices and related uses, car dealerships, and auto repair services. Low-intensity commercial uses, such as clinics, child care facilities, and smaller retail uses that cater to convenience shopping are included as well. This land use classification will work to provide for a transition between high-intensity employment and residential districts. The City may allow high-intensity uses in this area, subject to performance guidelines.

Most of the existing commercial lands in St. Francis are located along the Highway 47 and Bridge Street corridors, and the Future Land Use Plan retains these designations. In line with the recommendations of the St. Francis Forward Plan, the Comprehensive Plan calls for the infill development of vacant commercial lands along these corridors. In addition, because utilities would be easily available to serve new development to the north, the Future Land Use Plan calls for commercial uses just to the north of the Highway 47 and Ambassador Blvd intersection.

Business Park / Light Industrial

Land use activities within the Business Park / Light Industrial designation place a special emphasis on job retention and creation. This classification includes both lower- and higher-intensity manufacturing and industrial areas and employment centers. Higher-intensity office, clinical, and business uses are supported to provide an integrated and attractive employment center. Industrial uses may include but are not limited to; warehouses, laboratories, wholesale businesses, and other manufacturing and industrial uses.

The land use plan designates an area to the east of Highway 47 and north of Ambassador Blvd for future industrial or business park development. This location would provide access to the Highway 47 corridor without providing disruption to nearby residential areas.

Park/Open Space

St. Francis intends the parks classification to represent active or passive recreation areas. Some uses are informal recreation areas while others are more formal with groomed fields.

The City intends the open space classification to reflect lands that are either undevelopable or that city intends to not develop, especially along the Rum River. St. Francis wants these areas to be used for passive recreational needs, habitat restoration, or as a preserve.

Public/Institutional

The Public/Institutional classification includes uses such as public schools, fire stations, libraries, water-system facilities, religious institutions, cemeteries, private schools, and other City-used and owned properties.

The City of St. Francis has various opportunities for redevelopment and development within its boundaries given the availability of lands for development, both in the existing portions of the community as well as areas within the municipal utilities service area, in the northern portion of the City limits. With this plan, the City seeks to ensure continued investment and reinvestment in the community while maintaining and enhancing the character of various neighborhoods around the City. The City of St. Francis has identified future land use designations to guide the location and intensity of development and redevelopment.

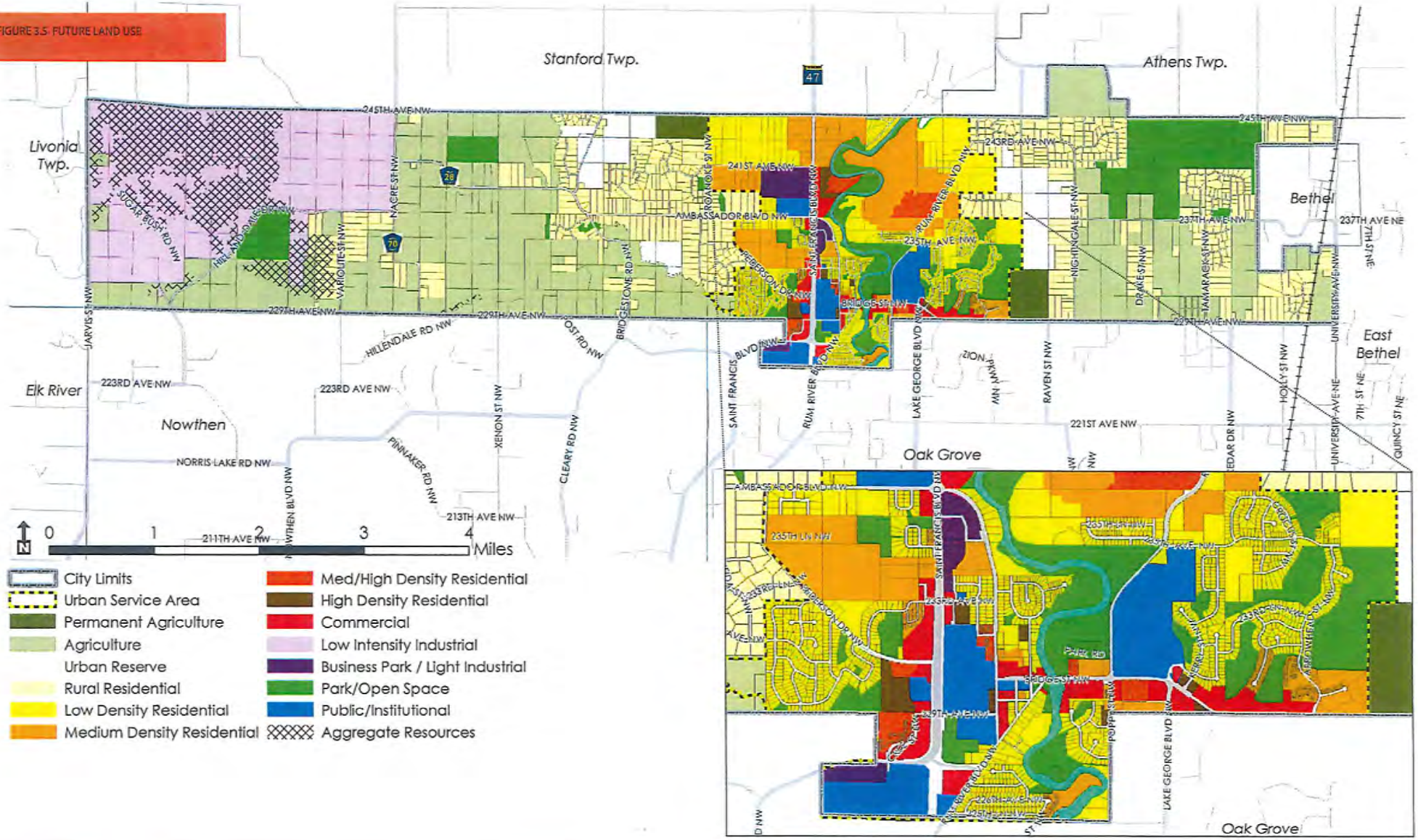
The City has considered a number of factors in determining the future land use designations, including the location of existing development and infrastructure, forecasts of households and employment growth, environmental considerations and constraints, regional growth strategies, the compatibility of land uses with one another, and other community goals. The ultimate outcome of this process is a land use plan that identifies future land uses that serve the needs of the existing community and anticipates the future needs of the community.

The Future Land Use Plan will provide a guide for managing future growth and redevelopment by identifying future land uses and intensity, as well as the identification of areas for recreational uses and environmental protection. The City supports development and redevelopment that can be accommodated wisely and in an orderly fashion, while protecting the natural resources and open spaces that make St. Francis an attractive area. The following table identifies the number of acres expected for each type of land use.

			Total		Serviced		Non-Serviced	
		Density Range	Acres	%	Acres	%	Acres	%
	Permanent Agriculture	<4 du/40 ac	198.0	1.3%			198.0	1.7%
	Agriculture	<4 du/40 ac	4,219.7	27.9%			4,217.7	36.5%
	Urban Reserve	<4 du/40 ac	560.0	3.7%			560.0	4.8%
	Rural Residential		2,889.8	19.1%			2,889.8	25.0%
	Low Density Residential	2-3 du/ac	1,224.6	8.1%	1,224.6	34.0%		
	Medium Density Residential	3-7 du/ac	814.9	5.3%	814.9	22.3%		
	Medium High Density Residential	7-12 du/ac	113.8	0.8%	113.8	3.2%		
	High Density Residential	12+ du/ac	49.6	0.3%	49.6	1.4%		
	Commercial		136.4	0.9%	136.4	3.8%		
	Low Intensity Industrial		2,480.0	16.4%			2,480.0	21.5%
	Business Park / Light Industrial		135.3	0.9%	135.3	3.8%		
	Park / Open Space		1,293.0	8.5%	446.7	12.4%	846.3	7.3%
	Public / Institutional		363.4	2.4%	360.0	10.0%	3.3	
	Open Water		113.7	0.7%	113.7	3.2%		
	Existing ROW		786.8	5.2%	420.9	11.7%	366.0	3.2%
	Total		15,165.3		3,604.3		11,561.0	

Source: HKGi

FIGURE 3.5: FUTURE LAND USE



The future land use plan for the City of St. Francis accommodates residential land uses at various densities to accommodate and support various life-cycle housing options. The largest residential category is Low Density Residential, at nearly 3,600 acres. The purpose of the Rural Residential classification is to ensure that particular areas of the City are protected for their rural and natural character. This classification primarily includes areas to the east and west of the primary area of development in St. Francis

To further the goal of providing for anticipated population and household growth through 2040, the majority of new growth is anticipated to occur in areas with the most direct access to utility extensions, mainly in areas on either side of Highway 47, to the north, and in an area between the Rum River and Rum River Boulevard, to the north. As outlined in the separate St. Francis Forward document, the City is also guiding redevelopment to existing areas along the Highway 47 and Bridge Street corridors, in order to maximize the efficiency of existing infrastructure facilities in St. Francis.

Future Land Use Capacity

Land being planned for future development is needed to accommodate anticipated growth in the community. Based on densities allowed in the Diversified Rural areas of St. Francis, the community anticipates the serviced areas to be the landing spot for future growth. There are a number of physical constraints to development in St. Francis such as wetlands and floodplains. In addition, Some of the land has been developed already into neighborhoods or at densities that make it unlikely there will be further subdivision.

		Serviced	Developable		Capacity		
	Density Range	Acres	Acres	%	Low	Mid	High
Low Density Residential	2-3 du/ac	1,224.6	379.4	31.0%	758	948	1,138
Medium Density Residential	3-7 du/ac	814.9	470.2	57.7%	1,410	2,351	3,291
Medium High Density Residential	7-12 du/ac	113.8	103.8	91.2%	726	986	1,245
High Density Residential	12+ du/ac	49.6	36.3	73.2%	435	580	726
Total New Households		2202.9	989.9	44.9%	3,329	4,865	6,400
Overall Density of Developable					3.4	4.9	6.5

Source: HKGi

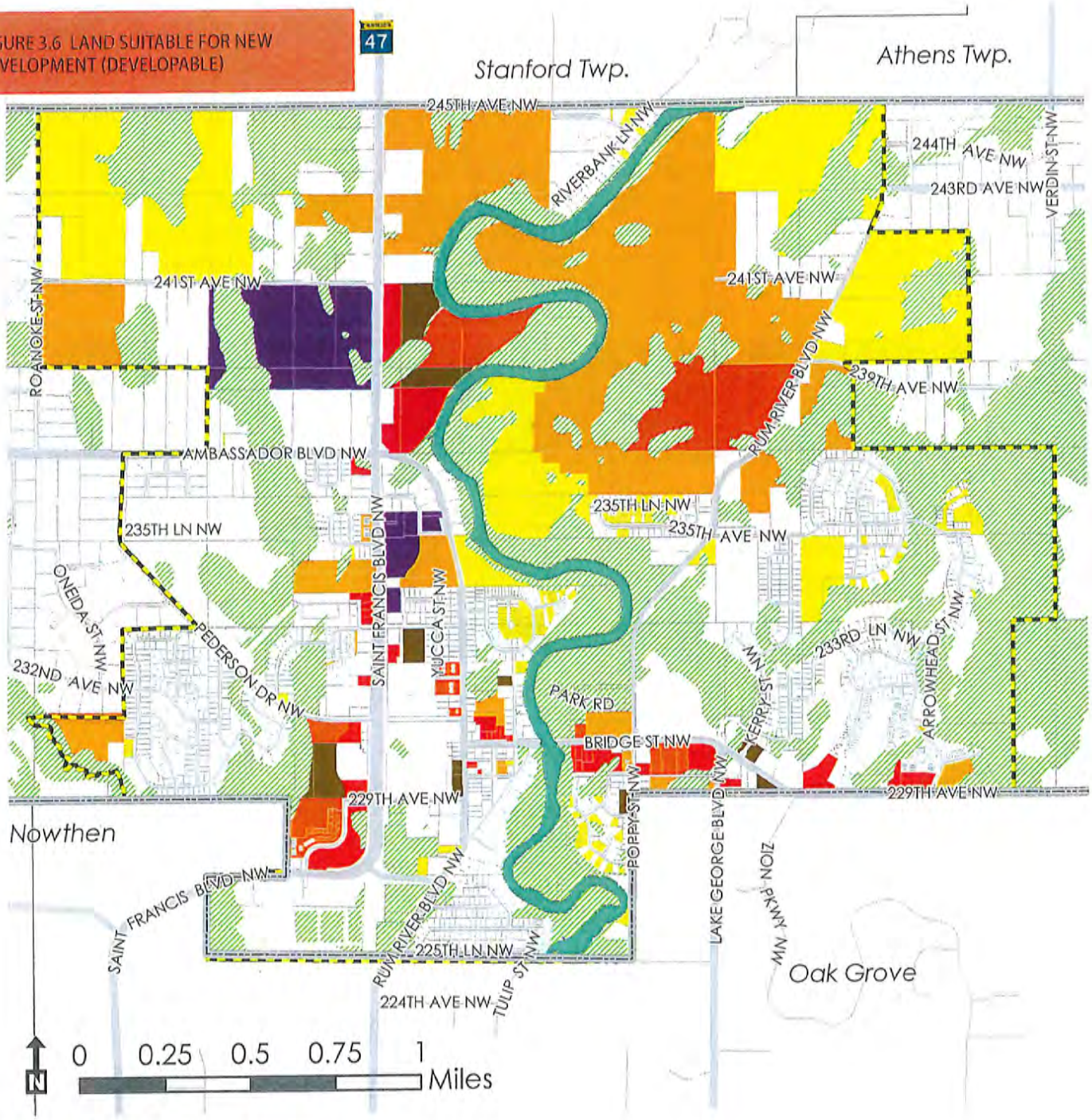
After eliminating constrained land, there is still enough land within the serviced area to accommodate all anticipated residential growth through 2040, even if developed at the minimum densities allowed in each category.

	F.A.R.		Jobs/SF of Bldg		Serviced	Developable		Capacity		
	Low	High	Low	High	Acres	Acres	%	Low	Mid	High
Commercial	.2	.6	1/1,200	1/600	136.4	65.6	48.1%	476	1,270	2,857
Business Park / Light Industrial	.2	.4	1/1,500	1/750	135.3	91.1	67.3%	529	1,058	2,116
Total New Jobs					271.7	156.7	57.7%	1,005	2,328	4,973

Source: HKGi

Commercial and industrial land is also anticipated to accommodate all estimated job growth, assuming some projects develop above the lowest anticipated density.

FIGURE 3.6 LAND SUITABLE FOR NEW DEVELOPMENT (DEVELOPABLE)



Phasing

An initial plan for moving forward is illustrated on the opposite page. While it is likely that future growth may not occur exactly as shown, the most important thing is that the City does not get out ahead of itself with the provision of infrastructure. The City will strongly encourage new developments to occur adjacent to existing development and infrastructure, avoiding "leapfrog" development patterns. This is to protect the City's and residents' interests as the ones paying for and putting in the major infrastructure to "open" parcels to development.

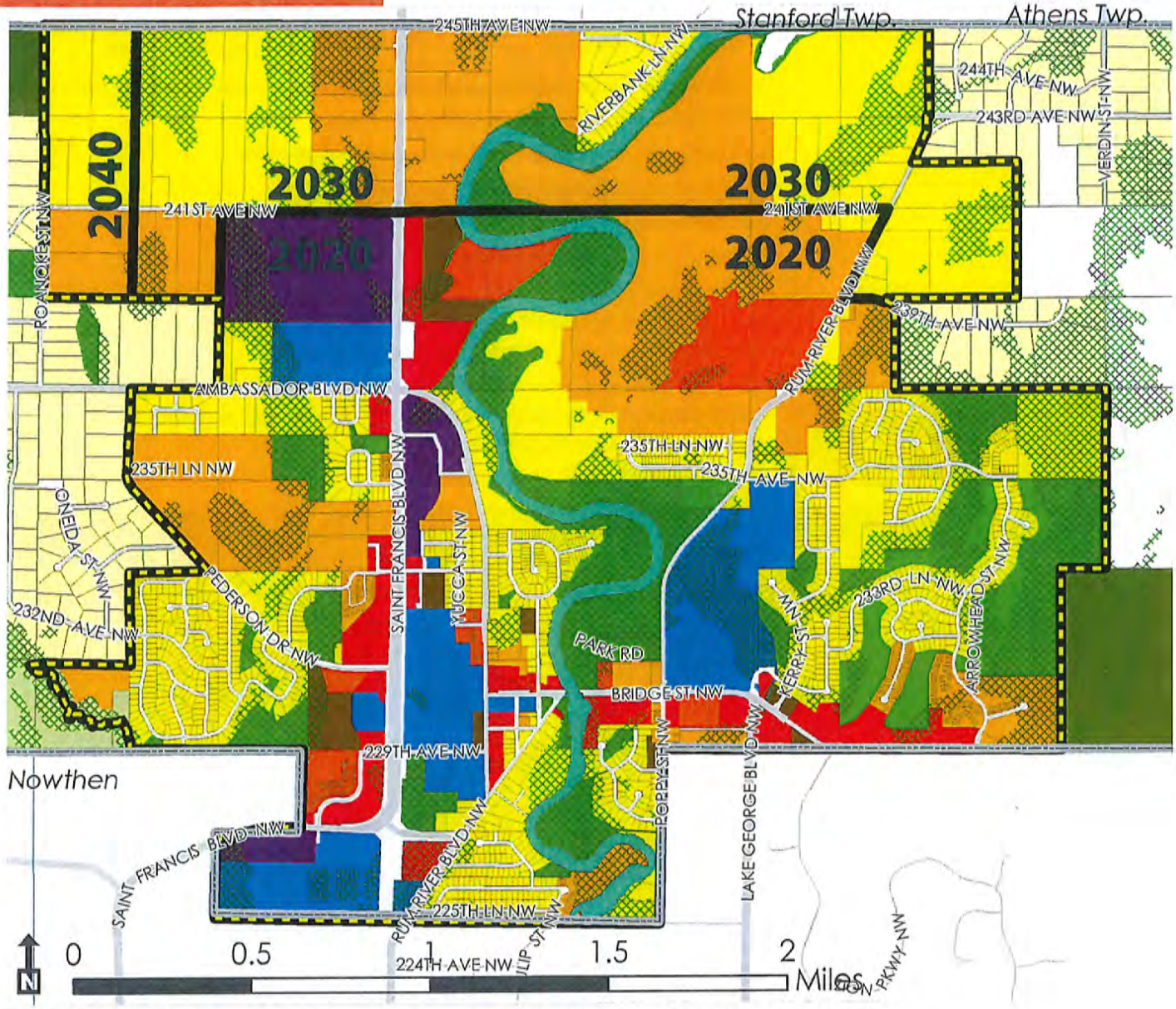
	2020		2030		2040	
Land Use	Developable Acres Added	Capacity based on Min. Density	Developable Acres Added	Capacity based on Min. Density	Developable Acres Added	Capacity based on Min. Density
Low Density Residential (2-3 du/ac.)	116.6	233 Units	194.5	388 Units	68.3	136 Units
Medium Density Residential (3-7 du/ac.)	228.4	685 Units	205.0	614 Units	36.9	110 Units
Med-High Density Residential (7-12 du/ac.)	103.8	726 Units				
High Density Residential (12+ du/ac.)	36.3	435 Units				

	Projected	Capacity	Projected	Capacity	Projected	Capacity
Total New Households	426	2,079	1,000	2,655	1,000	1,901

Commercial	65.6					
Business Park/Light Industrial	91.1					

The City recognizes that the market for commercial and industrial at the corner of Ambassador and Highway 47 may take some time to mature. Services are already to this corner and the decision was made to preserve some of this land for commercial and industrial land uses, as this is a prime location for these uses. Areas south of 241st Ave are able to be serviced within the 2020 time frame if development warrants.

FIGURE 3.7 PHASED GROWTH



- City Limits
- Urban Service Area
- Growth Phasing
- Undevelopable Open Space
- Permanent Agriculture
- Agriculture
- Urban Reserve
- Rural Residential
- Low Density Residential
- Medium Density Residential
- Med/High Density Residential
- High Density Residential
- Commercial
- Low Intensity Industrial
- Business Park / Light Industrial
- Park/Open Space
- Public/Institutional

Bridge Street and Hwy 47 Redevelopment

In 2016/17 The City of St. Francis prepared a plan to guide development, redevelopment, and infill along Bridge Street and Highway 47, south of the Ambassador Boulevard Intersection. Some of the key focus areas include:

» "Downtown" style redevelopment from the Middle School to the Rum River
» Infill of farmsteads south of the business park
» Continued development of the curve along Highway 47
» Riverfront destination commercial on the Rum River
» Housing infill near the High School
» Long Term redevelopment of the Middle School
  - *Currently the Middle School anticipates remaining in place and is reflected as such in the Comprehensive Plan . The study explores capacity and opportunities at the site in case the school relocates.*

These concepts may take on different appearances and be modified as they are developed, but they provide a vision and guidance for what the City will encourage for future development in these areas.

FIGURE 3.8 ST. FRANCIS FORWARD PLAN GRAPHIC

Community Campus

This area reflects an vision to develop an active core area in the City that could include employment, commercial, and civic uses.

Highway 47 Infill

The area around the curve in Highway 47, as well as some areas to the north, have more of a highway commercial feel with housing generally buffered from the Highway.

Destination Commercial

The Rum River is an important asset to the community and the vision is to support commercial uses that can, with uses on the west side of the river, create a draw to Bridge Street while celebrating the Rum River

Housing

Housing is covered more in depth in the Housing chapter, but plans reflect developing a varied housing stock that allows the City to grow and for community members to stay here throughout life's different stages.

The national historic register identifies two historic properties in the city:

The Riverside Hotel (Rum River Inn)
"The Riverside Hotel, constructed ca. 1860, is the only extant commercial building directly associated with St. Francis 1 settlement and subsequent boom period as a lumbering town. Its association with Anoka and St. Francis' founding family, the Woodbury family, is of added significance."
(source: MN Historical Society)

Leathers House
"The H.G. Leathers House is scenically located on a heavily wooded lot overlooking the Rum River. This well-preserved Victorian house is a significant architectural element in the small, rural rivertown of St. Francis."
(source: MN Historical Society)

Historic Resources

The Metropolitan Land Planning Act requires that local comprehensive plans include a section on historic preservation. Historic assets promote community pride in St. Francis and connect the city to its past.

It is unknown if there are many intact archaeological resources within the community. However, as the community is committed to protecting its resources, it has and will continue to include assessments of historical and cultural resources as required for redevelopment projects.

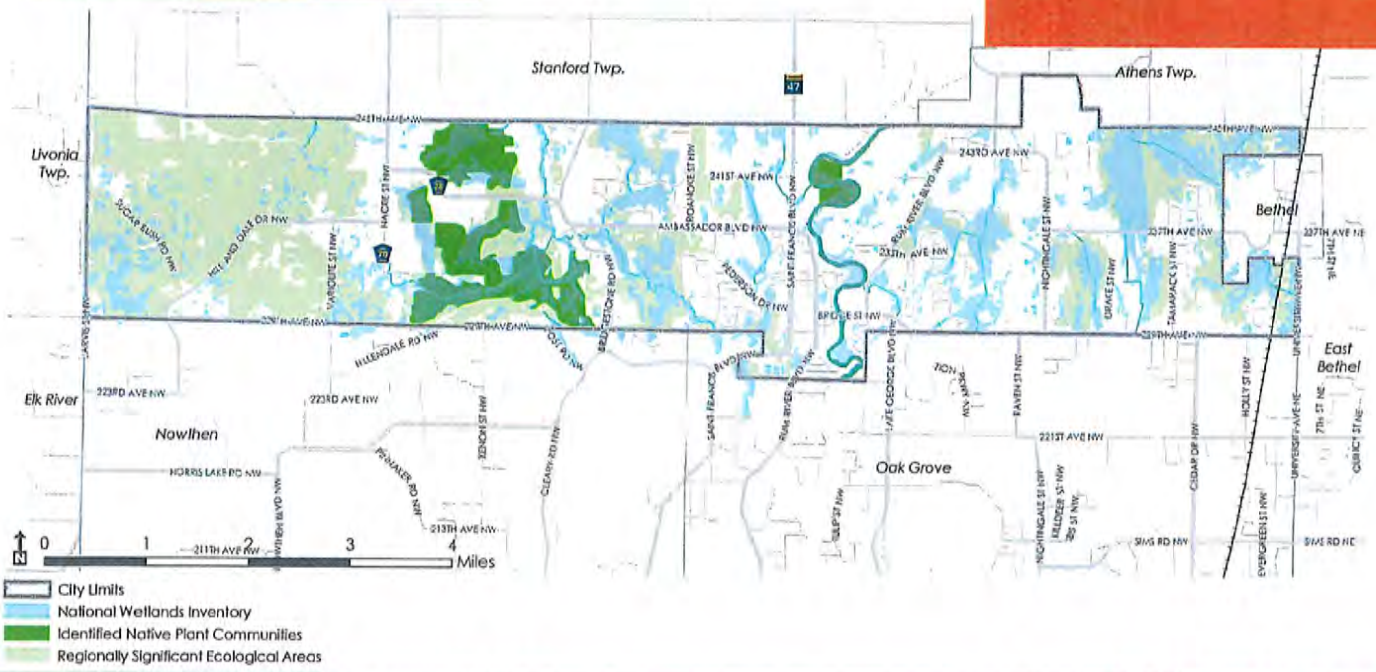
Natural Resources

The City of St. Francis recognizes the importance of its natural resources. The City was founded based on the power of the Rum River and the cultivation of the land and forests around it. It remains defined by the environment and northwoods landscape that makes up much of the City.

Many people choose to live in St. Francis for the opportunity to live in and next to nature and the peacefulness and recreation they provide. Forests, wetlands, and meadows provide habitat for flora and fauna large and small. Likewise those ecological areas also protect and add an element of resilience to the community, as overflow capacity during floods and mitigating urban heat island effects. The community seeks to protect and preserve this character.

Natural resources in St. Francis range from aesthetic, like the beauty of the Rum River and the quiet of the woods, to the working landscapes of agriculture and forestry.

FIGURE 3.9 NATURAL FEATURES

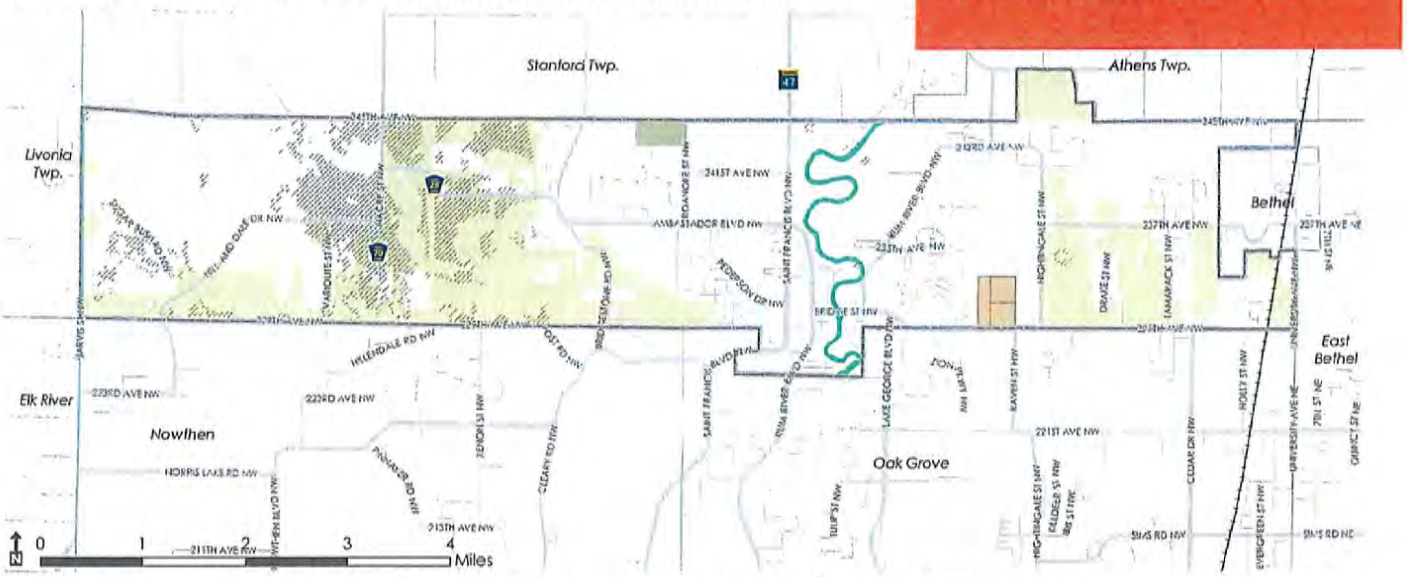


Agricultural Land

Agriculture will continue to play a large role in the community. The land use is discussed above, but it is important to recognize agriculture for its role and potential role with regards to natural resources. Soil quality and the preservation of that soil is paramount to those who make their living growing crops. The future land use map keeps lands with prime agricultural soils in agriculture.

Agricultural inputs such as fertilizers and pesticides, and byproducts, such as animal waste can also affect waterways that run through or next to farmland. The state has developed regulations and incentives for the protection of water and the City will continue support the protection of this natural resource.

FIGURE 3.10 AGRICULTURAL RESOURCES



The City also recognizes the value of local food. To the extent possible, St. Francis should support and showcase local offerings such as meat, honey, and crops.

Aggregate Resources

Aggregate resources are found on the west end of the city. Development patterns will allow for the long term protection and potential extraction well before any distant future urbanization.

FIGURE 3.11 AGGREGATE RESOURCES

Solar Resources

Much like other "working" resources in the community, St. Francis can utilize the sun to generate energy through solar power. Collection of solar energy requires protection of a solar collector's skyspace. Solar skyspace is the portion of the sky that must be free of intervening trees or structures for a collector to receive unobstructed sunlight." According to the Minnesota Energy Agency, "simple flatplate collectors have the potential to supply one-half of Minnesota's space heating, cooling, water heating and low-temperature industrial process heat requirements."

As the zoning and subdivision ordinances are updated, the City will review current policy and make efforts to protect solar access with the updated ordinances.

The City will also explore the potential for utilization of solar and other renewable energy systems on new public buildings.

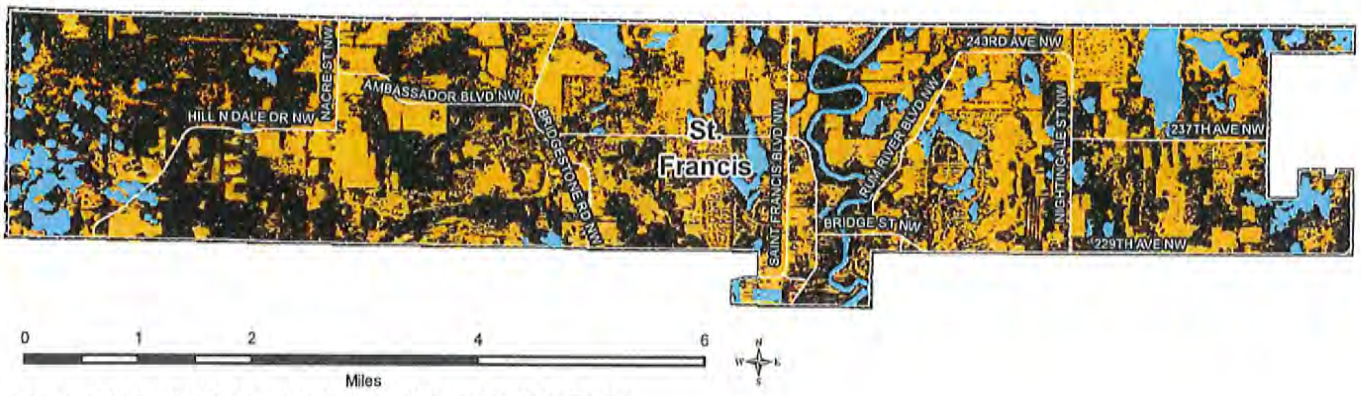
The values represented in the map and table represent the gross solar potential and gross solar rooftop potential were calculated by the Metropolitan Council. These potentials are expressed in megawatt hours per year (Mwh/yr), and represent gross totals. In other words, these calculations do not demonstrate the amount of solar likely to develop in St. Francis; instead the calculations estimate the total potential resource.

	Community (Mwh/yr)	Rooftop (Mwh/yr)
Gross Potential	30,898,317	437,554
Potential Generation (10%)	3,089,831	43,755

Source: Metropolitan Council

FIGURE 3.12 SOLAR RESOURCES

Minnesota Statutes Section require that local governments in the Metropolitan



Source: University of Minnesota U-Spatial Statewide Solar Raster.

Gross Solar Potential (Watt-hours per Year)

High : 1267274

Low : 900001

Solar Potential under 900,000 watt-hours per year

Area include an element for protection and development of access to direct sunlight for solar energy systems in the Comprehensive Plan. The rationale for including a solar access protection element in the Comprehensive Plan is to assure the availability of direct sunlight to solar energy systems. According to the Metropolitan Council, "a major share of energy consumed in Minnesota is used for purposes that solar energy could well serve such as space heating and cooling, domestic hot water heating and low-temperature industrial processes.

Goals and Policies

GOAL 1: ST. FRANCIS WILL MAINTAIN A HEALTHY BALANCE BETWEEN RESIDENTIAL, COMMERCIAL, BUSINESS PARK / OFFICE, AND PARK / OPEN SPACE LAND USES

Policy 1.1: Promote industrial and office development and redevelopment to build the tax base and generate revenues sufficient to support residential development.

Policy 1.2: As outlined in the St. Francis Forward document, support the reinvigoration and development of the city's existing commercial areas along Highway 47 and Bridge Street.

Policy 1.3: As outlined in the St. Francis Forward document, support the redevelopment of various areas along Bridge Street and near Highway 47 into housing in order to build the residential base in St. Francis and stimulate additional demand for retailers and businesses in the community.

Policy 1.4: Preserve open space and park areas, as outlined in the Future Land Use Map, to protect sensitive natural areas and enhance wildlife habitats.

Policy 1.5: Encourage the provision of new housing options as part of higher density developments, especially when designed with connections to community parks and employment centers, and with dining, shopping, and other services located within close proximity.

Policy 1.6: Encourage the increased and ongoing diversification of housing options in St. Francis to meet lifecycle housing needs, which will enable residents to stay in the community as their housing needs change and will attract new residents from a wider range of ages to move to St. Francis.

GOAL 2: FUTURE DEVELOPMENT WILL INCORPORATE APPROPRIATE DENSITY / INTENSITY LEVELS AND DESIGN TO SUPPORT INCREASED HOUSING OPTIONS, THE VIABILITY OF NEIGHBORHOOD COMMERCIAL, AND LONG-TERM NEIGHBORHOOD SUSTAINABILITY

Policy 2.1: Ensure that the density / intensity of development will be compatible with the general characteristics of the surrounding area in which development is located. Changes in density / intensity may be supported when they enhance the viability, character and livability of the area.

Policy 2.2: Add development review guidelines that promote connectivity, crime prevention through design, and healthy living components as part of the general development review process.

GOAL 3: THE PHYSICAL CHARACTER AND IDENTITY OF ST. FRANCIS IS ENHANCED THROUGH PROPERTY MAINTENANCE, REDEVELOPMENT, AND NEW DEVELOPMENT

Policy 3.1: Define ways the City can assist in the financing, redevelopment and maintenance of aging housing, parks, business and industrial areas.

Policy 3.2: Improve community appearance and promote a stronger tax base through the maintenance, enforcement and regular review of development and performance standards to accomplish higher levels of aesthetics and to ensure durable, quality development while providing flexibility to the property owners.

Policy 3.3: Achieve appropriate transitions between different types of land uses and / or development densities / intensities to ensure new development is compatible with existing areas, by utilizing design standards, landscape buffers / screening, and land use transitions, and by encouraging high-quality design.

Policy 3.4: Preserve and maintain natural, recreational, historical and cultural landmarks that are unique and essential to the identity of St. Francis.

Policy 3.5: Enhance the aesthetic character of the city's primary gateways, major roadway corridors, and community commercial areas to increase community identity and a sense of place by establishing design standards emphasizing the use of high quality building materials, coordinated signage, site lighting and landscaping to complement adjacent uses.

Policy 3.6: Ensure that the location, size, number and appearance of signage throughout St. Francis is appropriately regulated.

Policy 3.7: Provide cultural amenities throughout St. Francis by incorporating them into public facilities / projects, such as city identity monuments at key city entrances, as well as encouraging development of cultural amenities by the private sector.

GOAL 4: NEW DEVELOPMENT AND REDEVELOPMENT PROJECTS WILL INCORPORATE CREATIVE SITE DESIGN

Policy 4.1: Preserve and incorporate outstanding natural (such as woodlands, steep slopes, wetlands), cultural, historical and unique features as part of development projects.

Policy 4.2: Provide pedestrian and bike connectivity to parks, employment areas, businesses/services, and neighborhood institutional uses such as schools and churches.

Policy 4.3: Create neighborhood identity and/or unique features that are representative of St. Francis.

Policy 4.4: Provide for flexibility in land use and design within Planned Unit Developments.

GOAL 5: NEW DEVELOPMENT AND REDEVELOPMENT WILL INCORPORATE SUSTAINABLE SITE DESIGN AND CONSTRUCTION TECHNIQUES THAT PROMOTE ENERGY CONSERVATION, THE RECYCLING OF MATERIALS, AND THE CLEANUP OF POLLUTED SITES.

Policy 5.1: Promote the use of green / sustainable construction practices for public and private sector projects.

Policy 5.2: Encourage developers and home owners to develop and remodel utilizing green / sustainable practices, to decrease environmental impacts and increase energy efficiency.

Policy 5.3: Protect environmentally sensitive features through preservation, best management practices, and green / sustainable design and construction techniques.

Policy 5.4: Promote the efficient use of existing and new energy resources, such as solar access in municipal, commercial and residential developments.

Policy 5.5: Reduce the size of impervious surfaces by working with land owners to provide appropriate levels to meet user demand, but not an oversupply of parking.

GOAL 6: ST. FRANCIS WILL PROTECT HISTORIC AND ENVIRONMENTAL RESOURCES AS REQUIRED BY STATE STATUTES

Policy 6.1: Support the preservation of historic sites by private parties, by directing interested parties to existing resources at the local, state and federal levels.

Policy 6.2: Protect access to direct sunlight for solar energy systems.

Policy 6.3: Allow the use of wind power as an energy resource.

Land Use Action Items

✓	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	Update the City's Zoning and Subdivision Ordinances to be consistent with the Comprehensive Plan	City of St. Francis	Short
	Implement the St. Francis Forward (re)Development Plan	City of St. Francis	Ongoing
	Continue to pursue a connection from Bridge Street to Highway 47	City of St. Francis	Med/Long
	Prepare marketing materials to promote the development of redevelopment properties in St. Francis	City of St. Francis, Developers	Short
	Prepare a package of incentives or tools the City is prepared to offer to prospective developers	City of St. Francis	Short
	Issue RFPs for development of identified sites	City of St. Francis	Short/Med
	Continue to meet and work with the School District to identify and pursue shared goals and visions related to growth and land use	City of St. Francis, St. Francis School District	Ongoing
	Evaluate upcoming developments and review the City's role in responsibly providing infrastructure to support growth while protecting the investments the City is making	City of St. Francis	Ongoing
	Complete a formal set of Design Guidelines to support private sector development as well as public sector improvements in the City	City of St. Francis	Short/Med

04. ECONOMIC DEVELOPMENT

A diversified economy in St. Francis is an important part of the well being of the residents of the City and to the fiscal strength and resiliency of the City. While St. Francis' geographic location and transportation routes present challenges to large scale retail and job growth, there are opportunities to encourage "homegrown" industries and companies. A growing population should continue to strengthen the market for retail as well as other services.

Previous Plans

The City has recently completed The City of St. Francis Economic Development Plan (2016) and the St. Francis Forward (re)Development Plan (2017) and they form the basis of this chapter. For a more in-depth look at economic development in St. Francis, please consult these plans.

Existing Conditions

EMPLOYMENT

As the City of St. Francis began expanding as a suburban community during the 1980s and 1990s, the base of employment in the community steadily increased. Total employment in St. Francis increased from just over 300 positions in 1980 to over 1,200 positions in 2000. Employment increased more slowly over the next decade, to just over 1,500 positions by 2010, as a result of the Great Recession. The Metropolitan Council forecasts that total employment in St. Francis will increase by over 1,300 positions between 2016 and 2040, reaching 2,900 positions by 2040. While this represents a near doubling of jobs in St. Francis, Anoka County overall will gain over 23,000 positions between 2016 and 2040, and therefore St. Francis will account for a very small percentage of the county's and the region's growth in employment over the next few decades. The location of St. Francis on the northern edge of the metro area and the lack of strong transportation connections is likely to continue to present challenges with regards to employment growth in the city.

	St. Francis	Anoka County	7 County Metro
1970	270	29,170	779,000
1980	335	63,317	1,040,000
1990	793	77,467	1,272,773
2000	1,247	110,091	1,607,916
2010	1,537	106,500	1,554,613
2016	1,593	122,281	1,704,360
2020 (Projected)	2,200	126,660	1,791,080
2030 (Projected)	2,550	136,100	1,913,050
2040 (Projected)	2,900	145,420	2,032,660
Total Projected Growth (2016-2040)	1,307	23,139	

Source: Metropolitan Council

Industry Types

The table that follows provides a breakdown of employment in St. Francis by general industry classification. Services, including employment in the local schools, accounts for over half of employment in St. Francis, given the significant employment at the middle school, high school, and elementary school facilities in the community. Retail trade accounts for over 12 percent of positions in the community, transportation for over four percent, and construction for four percent of employment. In contrast, Anoka County and the overall Twin Cities metro area have a greater concentration of employment in manufacturing than St. Francis and less of a reliance on construction, transportation, and service-related employment.

INDUSTRY	SHARE
Construction	4.0%
Manufacturing	7.2%
Wholesale Trade	0.5%
Retail Trade	12.6%
Transportation and Warehousing	4.4%
Finance and Insurance	4.2%
Real Estate and Rental and Leasing	0.6%
Professional, Scientific, and Technical Services	0.3%
Administration & Support, Waste Management and Remediation	0.8%
Educational Services	34.7%
Health Care and Social Assistance	7.1%
Arts, Entertainment, and Recreation	1.7%
Accommodation and Food Services	14.0%
Other Services (excluding Public Administration)	3.8%
Public Administration	4.1%

Source: US Census - On the Map

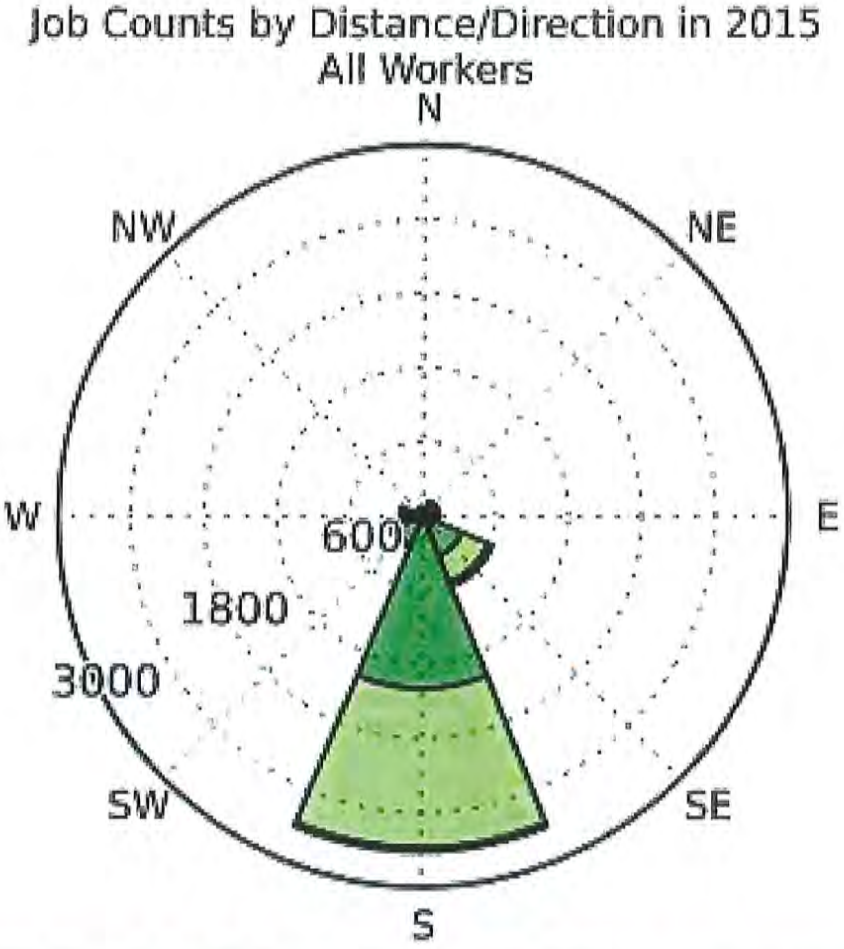
Commute Patterns

Not surprisingly, data from the US Census suggests that the vast majority (more than 9 out of 10) of employed residents leave the city for work. What is more surprising is the proportion of employees working in St. Francis who live elsewhere (4 out of 5).

1,184 People come from outside the City into St. Francis to Work | *322 Residents stay in St. Francis to Work* | *3,895 Residents leave St. Francis to Work*

Source: US Census - On the Map (2015)

Of those who leave, most are headed south, to Minneapolis (9.7%), Anoka (7.1%), Coon Rapids (6.4%), Blaine (4.6%), and St. Paul (4.1%).



Distance	<10 Miles	10-24 Miles	25-50 Miles	>50 Miles
Jobs	552	1,942	1,568	155
Share	13.1%	46.1%	37.2%	3.7%

Source: US Census - On the Map

Working residents of St. Francis face some of the longest commute times in the county, an average of 37.8 minutes.

EDUCATIONAL ATTAINMENT

The economic development capability of a community is influenced, in part, by the levels of educational achievement of its residents. As outlined in the table that follows, St. Francis has a lower share of residents with Bachelor's Degrees or higher, compared to Anoka County and the Twin Cities metro area. Nearly 14 percent of St. Francis residents age 25 or older had at least a college degree in 2017, compared to 30 percent in Anoka County and 41 percent in the overall Twin Cities metro area. While St. Francis companies can and do employ people who live outside the City, the educational strength the City's population does, in part, impact the ability to attract new companies and ventures.

EDUCATIONAL ATTAINMENT (2017) - AGE 25 PLUS			
	St. Francis	Anoka County	Twin Cities Metro Area
Less than 9th Grade	1.1%	2.1%	2.9%
9th - 12th Grade, No Diploma	4.7%	4.2%	3.6%
High School Graduate or GED	37.7%	27.4%	21.5%
Some College, No Degree	28.4%	24.2%	20.5%
Associate Degree	14.2%	13.0%	10.6%
Bachelor's Degree	11.0%	20.6%	26.7%
Graduate / Professional Degree	2.9%	8.5%	14.3%

Source: ESRI

Identified Needs

SITE IDENTIFICATION, PREPARATION, AND DEVELOPMENT

The City recognizes the importance of having locations in St. Francis that are ready to be developed. Opportunities have been identified in the St. Francis Economic Development Plan (2016) and the St. Francis Forward (re)Development Plan (2017). Concepts were vetted through the community and a vision for parcels throughout the City was established.

The City has begun marketing specific sites and will be preparing some City owned parcels for Request For Proposals (RFP) to the development community. The City is also ready to act on the extension of services to locations within the identified Urban Service Area and develop public finance and support packages to projects that help meet economic development goals.

RETAIL DEVELOPMENT

The city does not have a strong retail presence. This has been identified by residents as one of the issues detrimental to quality of life in St. Francis. The city has been characterized as "20 minutes from everywhere" meaning that major retailers have been slow to develop stores in the city for fear they will cannibalize sales from their other stores. Given that many residents leave for work, they can take care of some of their shopping needs before coming home, but for those who live and work in St. Francis, or those that need to make a quick run to pick something up, the shopping options in St. Francis can be lacking.

The community is growing, which will help the market mature and provide some opportunities for businesses to establish in St. Francis.

A leakage/surplus analysis is done to measure the money that is spent in the city, as a proportion of what would be reasonably expected for demand based on the population. Leakage means money is leaving the city and being spent elsewhere, surplus suggests dollars are being drawn to the community from elsewhere.

St. Francis shows leakage in nearly every category of retail. It is emblematic of a market where people are purchasing most goods outside of the city. This also suggests that if retailers can make stores work at the demand levels and price points needed in St. Francis, there is an opportunity to capture more of the local market.

Retail Category - City of St. Francis	Leakage or Surplus	Leakage / Surplus Factor
Motor Vehicle & Parts Dealers	Leakage	76.7
Furniture & Home Furnishings Stores	Leakage	100.0
Electronics & Appliance Stores	Leakage	25.6
Building Materials, Garden Equipment & Supply Stores	Leakage	41.1
Food & Beverage Stores	Leakage	26.2
Health & Personal Care Stores	Leakage	43.5
Clothing & Clothing Accessories Stores	Leakage	85.2
Sporting Goods, Hobby, Book & Music Stores	Leakage	100.0
General Merchandise Stores	Leakage	91.5
Miscellaneous Store Retailers	Leakage	32.3
Nonstore Retailers	Leakage	100.0
Food Services & Drinking Places	Leakage	1.7
Restaurants / Other Eating Places	Surplus	(2.5)

Source: ESRI

LABOR FORCE AVAILABILITY/SKILLS GAP

Nationally and locally, businesses are struggling to find workers, especially those with a skillset that matches their needs. As the Baby Boomer generation reaches retirement age, there are not as many employees behind them to step into the roles that are being vacated. This deficit appears to be particularly problematic in the trades and manufacturing.

As a community, St. Francis has a higher proportion of residents in the high school diploma, some college, or associate degree categories of education. If they are not already, many of these residents are prime candidates for entry into skilled labor positions. These are typically good paying jobs that do not require a 4 year college education. St. Francis should continue to promote and grow similar businesses, support entrepreneurs, and tout a strong workforce for these positions.

Schools/Training

In order to ensure that businesses in the community have a sufficient pipeline of appropriately qualified employees, the City and businesses should strengthen relationships with the schools in order to ensure that programs offered locally fit the needs of local employers for skilled workers.

ECONOMIC GARDENING

Interviews with businesses and developers from around the Twin Cities suggested the location and transportation network will be a challenge in efforts to attract outside businesses to St. Francis. The City has worked to make St. Francis a better place to do business and is continuing to address issues related to costs, permitting, and site availability.

While it is important to pursue opportunities to bring in outside businesses, there needs to be a focus on supporting and growing the businesses that have chosen to make St. Francis home. Second stage companies that are already operating in the community may be ready to grow, and the City can be a valuable asset in making that happen.

The City is developing relationships with those who run businesses in St. Francis and working to better understand how to provide support. Economic gardening is based in the idea that entrepreneurs and small business owners can be some of the most valuable job creators. Whether it is carpentry or dentistry, small business owners usually have a strong grasp on the day to day skills their job requires. Community development professionals can support the business side of things with research, competitive intelligence, and financial tools, as well as providing guidance on regulations and requirements for growth and development within a city.

Programs to Address Needs

There are a number of tools the City can use to address the identified economic development needs in the community. This table identifies specific implementation actions and tools that can be utilized by the City, business owners, developers, and financers to meet those needs.

Development Tool	Circumstances & Sequence of Use	City Approach	Retail Dev.	Labor Force	Econ. Gardening	Site ID & Prep
Local Sources of Funding & Support						
Tax Increment Financing (TIF)	The City does consider Tax Increment Financing for redevelopment projects that create high quality redevelopment, and/or improve quality of life in the City.	Project by project basis	X		X	X
Tax Abatement	The City would consider tax abatement for development and redevelopment projects that would spur or support economic goals	Project by project basis	X		X	X
Business Subsidies	The City of St. Francis along with the St. Francis Economic Development Authority (EDA) may, from time to time, consider off ering subsidies to businesses in accordance with the City of St. Francis Business Subsidy Policy (2016) and complying with Minnesota Statutes, Sections 116J.993-116J.995 as amended.	Project by project basis	X	X	X	
Revolving Loans	The City would consider developing a revolving loan fund to support development projects that meet economic goals	Open to consideration	X	X	X	
Building Improvement Fund	The City would consider developing a building improvement fund to support exterior improvements to buildings housing businesses	Open to consideration	X		X	
St. Francis EDA	The St. Francis Economic Development Authority exists to encourage, attract, promote and develop economically sound industry and commerce within the City to both encourage job development and for the prevention of unemployment in the City	Active/ Ongoing	X	X	X	X
Community Development	The City maintains an active Community Development department to provide information, promotion, support, and oversight/review to help grow the City of St. Francis	Active/ Ongoing	X	X	X	X
Fee Flexibility	The City will evaluate its use and application of fees (stormwater, WAC/SAC, permitting) and consider circumstances for waiving and/or extending payment terms.	Active/ Ongoing	X		X	X
Site Acquisition and Assembly	From time to time, the City utilizes public resources to participate in site acquisition and assembly to make parcels more attractive to the development community	Project by project basis				X
Infrastructure Investments	The City utilizes public resources to install, repair, and replace infrastructure (roads, pipes, etc.) to support business development.	Active/ Ongoing	X			X
Federal & Regional Sources of Funding						
Met Council Livable Communities Grants	The City will explore options for utilizing the applicable Livable Communities grants to acheive economic development goals.	Project by project basis	X			X
Minnesota Investment Fund	The City will explore options for utilizing the Minnesota Investment Fund to support expanding businesses	Open to consideration	X		X	X
Anoka Co. Economic Development	The City participates and coordinates with Anoka County Economic Development	Active/ Ongoing	X	X	X	X

Goals, Policies, & Action Items

GOAL 1: PROMOTE ST. FRANCIS AS A GREAT PLACE TO DO BUSINESS

Policy 1.1: Strengthen business outreach efforts and become more proactive in business outreach.

Policy 1.2: Work with local service organizations and realtors to promote the City's image.

Policy 1.3: Continue to develop trails and parks as community amenities

Policy 1.4: Work with public utilities to facilitate the appropriate level of support for communications technology infrastructure

Policy 1.5: Monitor the existing business environment to identify potential industrial clusters and growth sectors

Policy 1.6: Encourage market supportable commercial developments at key locations throughout the community

GOAL 2: SUPPORT THE EXPANSION OF EMPLOYMENT OPPORTUNITIES IN ST. FRANCIS

Policy 2.1: Encourage networking with local civic and service organizations and educational institutions to provide access to information on available employment opportunities and vocational and job-skills training

Policy 2.2: Support partnerships between schools, government and the business community to provide mentoring and internship programs

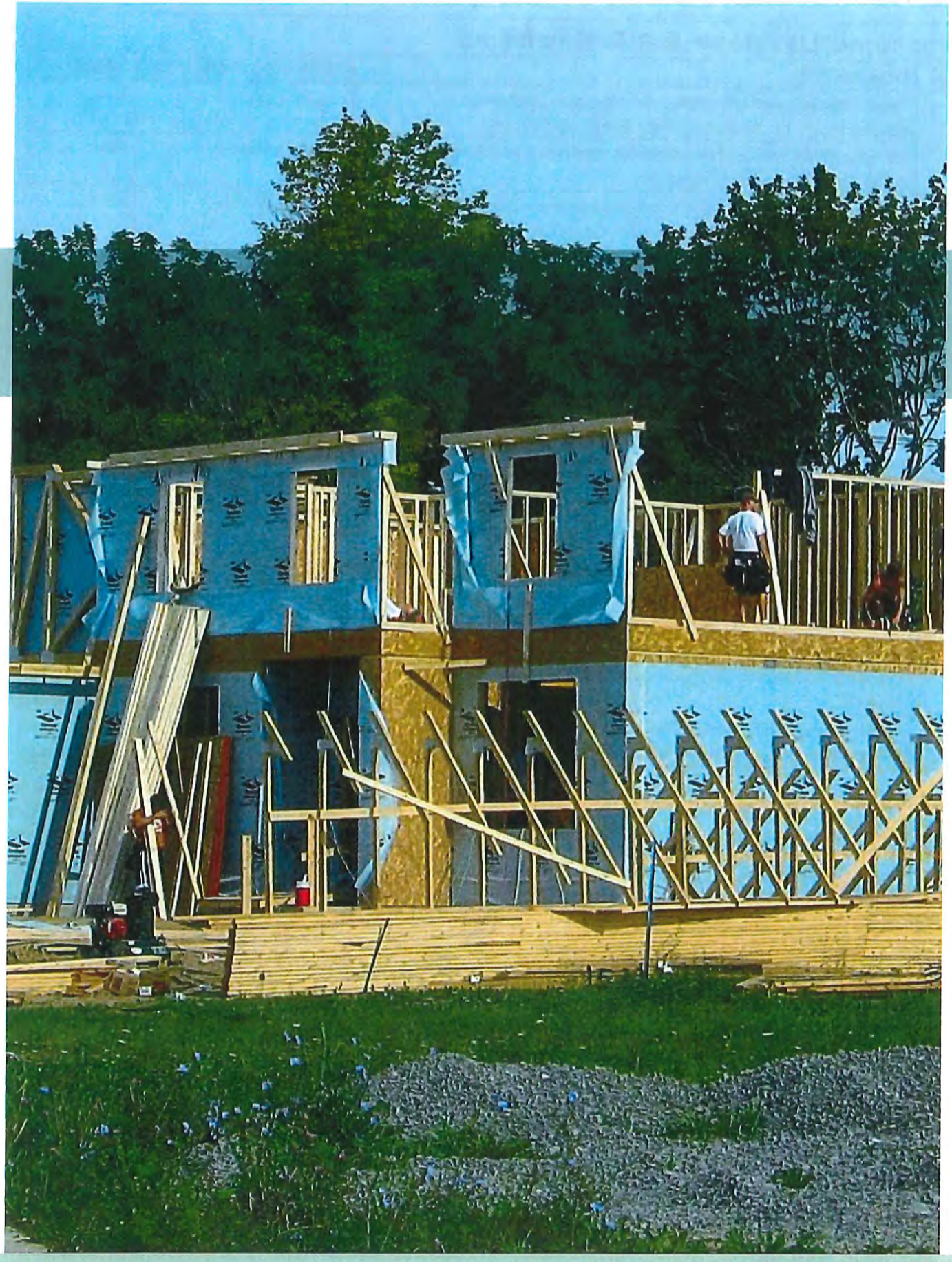
GOAL 3: ENSURE THAT BUSINESSES AND DEVELOPMENT HAVE ACCESS TO THE APPROPRIATE TOOLS AND SERVICES NECESSARY TO HELP ST. FRANCIS GROW

Policy 3.1: The City will serve as a conduit for local businesses to take advantage of State and Federal programs that can help leverage capital. The City will educate local businesses and entrepreneurs regarding the various types of municipal, state, and federal economic development programs and incentives available

Policy 3.2: Continue to work with County, State and Federal agencies to ensure the major roadway network is adequately improved, maintained and coordinated with the existing transportation system to meet the needs of businesses

Policy 3.3: Stay ahead of development with a supply of serviced, entitled land that can be developed

Economic Development Action Items			
✓	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	Rezone parcels to accommodate commercial and industrial development with the update of the Zoning Ordinance	City of St. Francis	Short
	Incorporate business and development supporting policy into the Zoning and Subdivision Ordinances.	City of St. Francis	Short
	Prepare and issue a City-led RFP for redevelopment properties, communicating the expectations of the City for potential development concepts and outlining anticipated incentives available from St. Francis.	City of St. Francis	Short
	Prepare a package of incentives or tools the City is prepared to offer prospective developers of redevelopment properties	City of St. Francis	Short
	The City should complete a formal set of Design Guidelines to support private sector development as well as public sector improvements within the study area.	City of St. Francis	Short/Med
	Develop and implement a plan to market St. Francis. This could include targeting developers, business owners, and prospective residents. Promote the strengths of St. Francis.	City of St. Francis	Short/Med
	Maintain Business Inventory and contacts for business owners in St. Francis to work with and assist in growth and business development	City of St. Francis, Business Owners	Ongoing
	Hold ongoing meetings with business owners and interested entrepreneurs to discuss business plans and how the City can assist	City of St. Francis, Business Owners	Ongoing
	Annual review of Comprehensive Plan, St. Francis Forward Plan, and Economic Development Plan to measure progress and celebrate successes	City of St. Francis	Ongoing
	Complete buildout of existing business park with extension of Aztec Rd/ Stark Dr.	City of St. Francis	Medium
	Develop a Light Industrial/Business Park north of Ambassador Blvd once lots south of Ambassador Blvd have filled up.	City of St. Francis	Long



Draft - May 2018

05. HOUSING

While there are many characteristics that create great neighborhoods, quality, affordable housing is one of the fundamental elements. As a growing community, St. Francis will need to focus on encouraging maintenance and reinvestment in its housing, as well as new housing developments on the edge of the community.

The livability and appearance of neighborhoods and the housing within them, is a quality of life indicator for the City. As a sustainable community, St. Francis will provide housing opportunities for its workforce, young professionals, families, special needs and senior residents as well as its business and corporate owners. Diverse housing supports economic development by keeping existing residents, attracting new people from all social and economic classes and is essential for sustaining an ever changing and developing population. Businesses need employees and employees need housing.

Purpose

Housing is the most significant form of development in St. Francis. The housing supply determines who lives in St. Francis. The character of neighborhoods plays an important role in shaping the character and identity of the City. The purpose of the Housing Chapter of the Comprehensive Plan is to identify housing needs and to provide a foundation for local decision-making to guide residential development and redevelopment efforts in St. Francis. This is accomplished by:

- Describing the current housing stock.
- Quantifying the number of housing units by type.
- Setting goals and policies for affordable housing and a mix of housing types to meet the life-cycle housing needs of Francis residents
- Describing the services and amenities that affect the quality and desirability of neighborhoods.
- Identifying strategies for achieving those goals.

Existing Conditions

UNIT DIVERSITY

The City of St. Francis has over 2,700 housing units, of which the vast majority are single-family detached structures. The City has seen some increase in the variety in the types of housing units being constructed over the last few decades with more townhomes or twin homes in new developments. Senior housing has also been a recent focus of development discussions, including the potential to develop senior housing projects in the St. Francis area. The general housing types and where they are located include:

- Single-Family Detached - typically found in low and medium density land use residential categories.
- Single-Family Attached - includes twin homes, duplexes, triplexes, and quadplexes and is typically found in medium density residential and high density residential areas of the community.
- Multi-Family - consists of apartments and condominiums and is found in high density residential areas.
- Manufactured Homes - the City is home to three manufactured home parks that are included within the medium / high density residential land use category.

Units in Structure	Estimate	Margin of Error	%	% Margin of Error
1,923	+/-132	70.6%	+/-4.3	+/-4.1
1-unit, attached	347	+/-104	12.7%	+/-3.7
2 units	29	+/-24	1.1%	+/-0.9
3 or 4 units	36	+/-44	1.3%	+/-1.6
5 to 9 units	84	+/-62	3.1%	+/-2.3
10 to 19 units	19	+/-20	0.7%	+/-0.7
20 or more units	29	+/-25	1.1%	+/-0.9
Mobile home	258	+/-54	9.5%	+/-2.0
Boat, RV, van, etc.	0	+/-12	0.0%	+/-0.6
Total housing units	2,731*			

*The total housing units reflect the housing stock estimates of the Metropolitan Council and are within the margin of error of the sum of the ACS data

Source: American Community Survey, 2016 & The Metropolitan Council

Single family detached homes account for over 71 percent of all housing units in St. Francis, while single family attached homes account for another 11 percent. Multi-family complexes with more than four units account for less than five percent, with the remainder of units in the city comprising mobile homes and smaller groupings of townhomes and twin homes.

AGE OF HOUSING STOCK

As a growing community on the edge of the metro area, the housing stock in St. Francis is relatively young. Reflecting the significant growth of St. Francis over the last twenty-five years, over 30 percent of the homes in the city were constructed during the 1990s and 40 percent were constructed from 2000 to 2009. However, the age of the housing stock in St. Francis may soon arise as an issue of concern, as structures surpassing 20 years in age begin to require significant reinvestments such as replacement of siding, roofing, and mechanical systems. Homes built in the 1980s and 1990s and earlier, for example, will require ongoing maintenance and rehabilitation.

Year Structure Built	Estimate	Margin of Error	%	% Margin of Error
Built 2000 to 2009	1,019	+/-141	37.4%	+/-5.2
Built 1990 to 1999	955	+/-137	35.0%	+/-4.6
Built 1980 to 1989	301	+/-67	11.0%	+/-2.5
Built 1970 to 1979	157	+/-73	5.8%	+/-2.7
Built 1960 to 1969	146	+/-87	5.4%	+/-3.2
Built 1950 to 1959	41	+/-33	1.5%	+/-1.2
Built 1940 to 1949	16	+/-17	0.6%	+/-0.6
Built 1939 or earlier	69	+/-40	2.5%	+/-1.4
Total housing units*	2,704	+/-108		

**Through 2009. In addition to the chart above, 119 units were permitted from 2010 to 2016.

Source: American Community Survey

The City encourages housing and property maintenance through inspection and code enforcement procedures. The City has a housing maintenance code that enables officials to require owners to maintain and make basic repairs to their structures.

HOUSING TENURE AND VACANCY

St Francis has traditionally had a higher than average percentage of owner-occupied housing units with rates between 80-85%. In 2016, the Metropolitan Council reported a total of 2,303 ownership units and 428 rental units.

The City of St. Francis has traditionally reported lower overall housing vacancies (across all units) compared to averages for the metro area, and nationally. Data from ESRI indicate that only 2.9 percent of housing units were vacant in St. Francis in 2017, a decrease from 4.9 percent in 2010. In contrast, housing in the overall metro area typically reports vacancy rates in excess of 6 percent, and the vacancy rate nationally is between 11 and 12 percent.

	Occupancy Type	
2000	Estimated Units	1,743
	Estimated Owner Occupied	1,462
	Estimated Renter Occupied	234
	Estimated Vacant	47
2010	Estimated Units	2,650
	Estimated Owner Occupied	2,176
	Estimated Renter Occupied	344
	Estimated Vacant	130
2016	Units	2,731
	Ownership Units	2,303
	Rental Units	428
	Vacant	Metropolitan Council data does not split out vacancies ESRI estimated <3% vacancy

Source: ESRI (2000 & 2010), Metropolitan Council (2016)

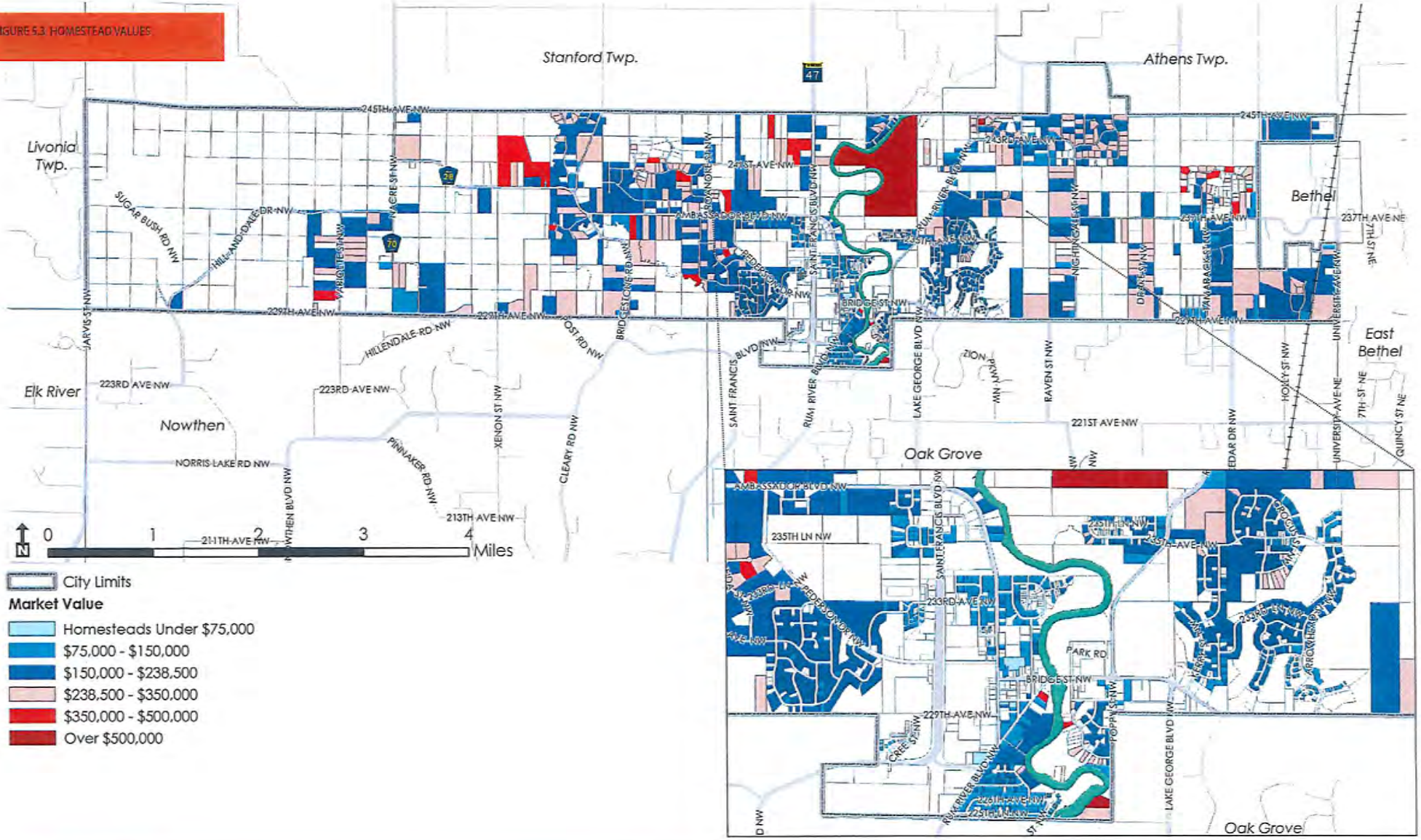
HOUSING COST

There is a diversity of styles and price ranges in the homes in St. Francis. Older homes on smaller lots provide opportunities for first-time buyers in the older neighborhoods within St. Francis. Opportunities for low- and moderate- income households are available in manufactured home parks and in a variety of types and locations of multi-family dwellings.

Value	Estimate	Margin of Error	%	% Margin of Error
Owner-occupied units	2,162	+/-101	2,162	(X)
Less than $50,000	184	+/-59	8.50%	+/-2.6
$50,000 to $99,999	196	+/-73	9.10%	+/-3.3
$100,000 to $149,999	447	+/-117	20.70%	+/-5.3
$150,000 to $199,999	786	+/-116	36.40%	+/-5.2
$200,000 to $299,999	445	+/-82	20.60%	+/-3.8
$300,000 to $499,999	100	+/-44	4.60%	+/-2.0
$500,000 to $999,999	4	+/-7	0.20%	+/-0.3
$1,000,000 or more	0	+/-12	0.00%	+/-0.8
Median (dollars)	163,100	+/-5,857		

Source: American Community Survey

FIGURE 5.3: HOMESTEAD VALUES



Looking at the value of owner-occupied units in 2015 based upon American Community Survey data shows that 75% of St. Francis's owner occupied housing units were valued at $200,000 or less. As home values have increased rapidly across the Twin Cities over the last few years, St. Francis remains a relatively affordable and therefore attractive housing market, serving households in the northern part of the metro area.

Within St. Francis, there is a large amount of housing available to households in need of affordable housing. Much of this is not subsidized and could be categorized as "naturally occuring affordable housing."

	Household Income Categories		
	<30% AMI	31-50% AMI	51-80% AMI
Total Number of Affordable Units	329	585	1,478

Source: Metropolitan Council

Looking at the broader region, according to ESRI the median home value in St. Francis in 2017 was $187,465, compared to a median home value for the entire Twin Cities region of $245,552.

Mortgage Payments	Estimate	Margin of Error	%	% Margin of Error
Housing units with a mortgage	1,767	+/-119	1,767	(X)
Less than $500	9	+/-13	0.50%	+/-0.7
$500 to $999	300	+/-101	17.00%	+/-5.3
$1,000 to $1,499	570	+/-105	32.30%	+/-5.7
$1,500 to $1,999	527	+/-97	29.80%	+/-5.7
$2,000 to $2,499	276	+/-75	15.60%	+/-4.0
$2,500 to $2,999	68	+/-36	3.80%	+/-2.0
$3,000 or more	17	+/-19	1.00%	+/-1.1
Median (dollars)	1,504	+/-85	(X)	(X)

Source: American Community Survey, 2015

Data from the American Community Survey indicate that around 60 percent of rental units in St. Francis have rents below $1,000 per month, as of 2015. Overall, St. Francis has a more affordable housing rental market compared to the broader Twin Cities region.

Gross Rents	Estimate	Margin of Error	%	% Margin of Error
Occupied units paying rent	406	+/-108	406	(X)
Less than $500	23	+/-19	5.70%	+/-5.2
$500 to $999	225	+/-89	55.40%	+/-12.2
$1,000 to $1,499	99	+/-45	24.40%	+/-10.2
$1,500 to $1,999	59	+/-35	14.50%	+/-8.2
$2,000 and up	0	+/-12	0.00%	+/-4.2
Median (dollars)	915	+/-89	(X)	(X)

Source: American Community Survey, 2015

While housing is more affordable in St. Francis than the greater region, there is still an issue of housing costs creating housing cost burden. Housing cost burden is caused when more than 30% of a houshold's income goes to paying for housing costs. Based on the American Community Survey, approximately 28% of mortgage holders and 57% of renters in St. Francis are considered burdened by housing costs.

	% of Income paying for housing	Estimate	Margin of Error	%	% Margin of Error
Mortgage		1,767	+/-119	1,767	(X)
	Under 20.0 percent	769	+/-122	43.50%	+/-6.3
	20.0 to 24.9 percent	349	+/-74	19.80%	+/-4.0
	25.0 to 29.9 percent	149	+/-69	8.40%	+/-3.9
	30.0 to 34.9 percent	89	+/-48	5.00%	+/-2.7
	35.0 percent or more	411	+/-101	23.30%	+/-5.2
Rent		406	+/-108	406	(X)
	Under 15.0 percent	26	+/-23	6.40%	+/-5.8
	15.0 to 19.9 percent	22	+/-23	5.40%	+/-5.5
	20.0 to 24.9 percent	58	+/-33	14.30%	+/-7.6
	25.0 to 29.9 percent	68	+/-37	16.70%	+/-8.8
	30.0 to 34.9 percent	110	+/-59	27.10%	+/-12.8
	35.0 percent or more	122	+/-73	30.00%	+/-14.2

Source: American Community Survey, 2015

Of those households that are housing burdened, the Metropolitan Council has identified those making less than 80% of the area mean income.

Housing Cost Burdened Households making less than 80% AMI		
Below 30% AMI	31% - 50% AMI	51% - 80% AMI
191	145	217

Source: Metropolitan Council

In addition to St. Francis' naturally occurring affordable housing, there are publicly subsidized housing units in St. Francis.

Publicly Subsidized Units			
Senior Units	Units for People with Disabilities	Others	Total
21	0	84	105

Source: Metropolitan Council

Future Forecasts and Projections

Forecasts for future housing growth to the year 2040 were prepared by the Metropolitan Council and are shown in the table below.

	2010	2014	2020	2030	2040
Population	7,218	7,296	8,200	10,400	12,600
Households	2,520	2,575	3,100	4,100	5,100
Employment	1,537	1,510	2,200	2,550	2,900

Source: Metropolitan Council

Metropolitan Council forecasts show that St. Francis will add 4,976 people and 2,426 housing units by the year 2040 for a total population of 12,600. This results in an average of around 105 new units per year for the next 23 years.

The community may add these units through new developments on the edges of St. Francis or through the redevelopment or infill of older parts of St. Francis. While a significant area to the north of Ambassador Blvd is developable and represents the next logical area for development, there are a variety of lots and areas near Bridge Street and Highway 47, in the heart of St. Francis, that could be developed as infill housing projects.

Allocation of Affordable Housing Need

Through its regional planning efforts, the Metropolitan Council has prioritized housing affordability in the Thrive MSP 2040 Regional Policy. The Metropolitan Council determined the allocation of affordable housing needed to meet the rising need for affordable housing across the Twin Cities metropolitan region. Housing is considered "affordable" when no more than 30% of household income goes to housing. As such, households with different income levels have different thresholds of "affordable," as seen in the table.

Twin Cities Metropolitan Regional Household Income Levels, 2015

Household Size	30% AMI	50% AMI	80% AMI
One-person	$18,050	$30,050	$46,000
Two-person	$20,600	$34,350	$52,600
Three-person	$23,200	$38,650	$59,150
Four-person	$25,750	$42,900	$65,700
Five-person	$28,440	$46,350	$71,000
Six-person	$32,580	$49,800	$76,250
Seven-person	$36,730	$53,200	$81,500
Eight-person	$40,890	$56,650	$86,750

Source: Metropolitan Council

The Metropolitan Council has selected the four-person household thresholds as a general measurement for affordable housing needs at each income level.

This allocation of affordable housing need is calculated based on a variety of factors:

» Projections of growth of households experiencing housing cost burden
» Current supply of affordable housing (subsidized & naturally occurring)

» Disparity of low-wage jobs and housing for low-wage households within a community

Through these calculations, the Metropolitan Council has determined the Affordability Housing Need Allocation for St. Francis between now and 2040, as shown in the table.

Affordable Housing Need Allocation for St. Francis 2040

Household Income Level	<30% AMI	31-50% AMI	51-80% AMI	Total Units
Units	51	19	53	123

Source: Metropolitan Council

The way that communities accomplish this affordable housing allocation is by designating adequate vacant land or redevelopable land at minimum densities (units/acre) that are high enough for affordable housing to be an option. Essentially, the more units/acre allowed on a site, the lower the cost per unit for construction will be, which makes the development an option for affordable housing developers as well as market-rate developers. The affordable housing allocation does not mean that the City must force the building of this many affordable units by 2040. Rather, through future land use guidance, the City needs to ensure that the opportunity for affordable housing exists by having adequate vacant or redeveloped land guided for higher densities to meet the stated share.

According to the Metropolitan Council, land designated at a minimum of 12 dwelling units per acre can be used to accommodate St. Francis' allocations of housing need for those households earning below 30% of the area median income (AMI), and those households making between 31-50% of the AMI. Land designated above 6 dwelling units per acre can address needs for households earning from 51-80% of the AMI.

Any vacant or redevelopable land designated as High Density Residential may count towards affordable housing allocation calculations for households in the <30% AMI and 31-50% AMI brackets. Both High Density and Medium/High Density residential lands can accommodate households in the 51-80% AMI category. As seen in the table below, the net developable or redevelopable acres of each applicable land use have been multiplied by the minimum units per acre to determine the minimum number of units that could be developed on this available land. Note: we utilize net developable acreage, removing areas where units cannot be built, such as existing right-of-way, open water, and wetlands.

St Francis Development Potential for Affordable Allocation

	Density Range	Developable Acres	Minimum Capacity
Medium High Density Residential	7-12 du/ac	103.8	726
High Density Residential	12+ du/ac	36.3	435

Source: HKGi, City of St. Francis, Metropolitan Council

With the available vacant land within areas designated as High and Medium/ High Density Residential, the City of St. Francis will be more than able to meet its allocation of affordable housing per Metropolitan Council guidelines.

Identified Needs

Moving forward, St. Francis will need to address some issues regarding housing in the community that have been identified through the existing conditions analysis.

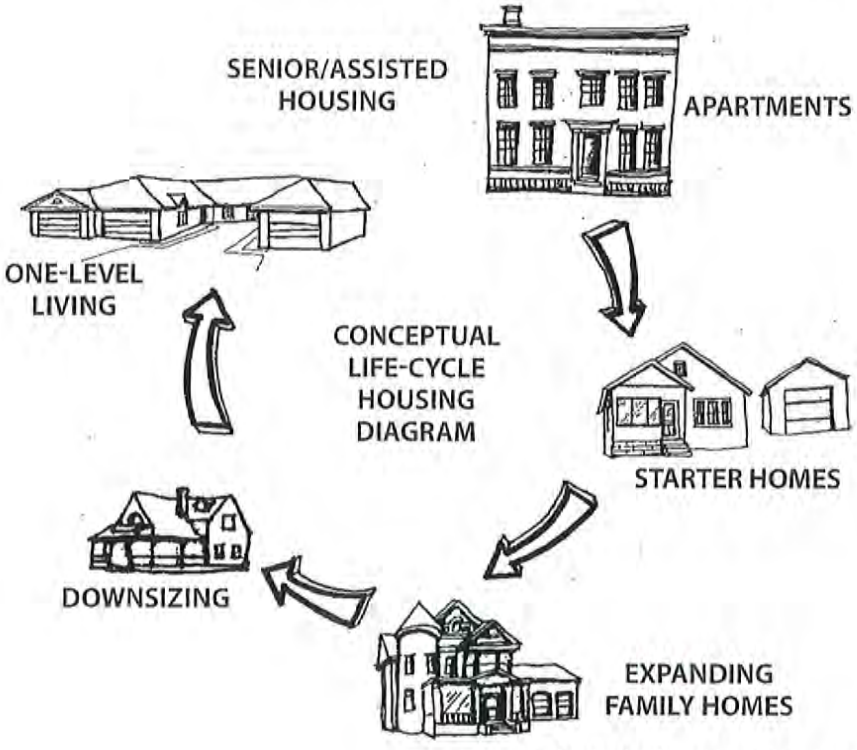
REINVESTMENT IN AGING HOUSING STOCK

Many of the homes built in the 1980s and 1990s are beginning to require their first rounds of major reinvestment.

- Older homes in St. Francis will require more significant and expensive maintenance
- Deferred housing maintenance can negatively impact neighborhood character and desirability
- Many of the city's older housing units are considered "naturally occurring" affordable housing, so preservation of aging housing stock provides great opportunities for first-time home buyers as well as households in need of affordable housing

INCREASED HOUSING VARIETY

St. Francis has a large stock of "for-sale" fairly affordable housing. This makes it appealing to younger families that are just starting out. Fewer options are available for people at other stages of their lives. Rental housing for those who cannot or do not want to buy, "move-up" housing, nicer "downsizing" options, and senior housing are lacking in St. Francis. The City would be well served by different housing types that allow people to stay in the community, even if they don't stay in their current house.



»The growing population/households have diverse housing needs:

- Affordable rental housing for young heads of households (0-2 BR)

- "Starter" homes in well-connected neighborhoods for young families

- "Move-up" homes that have investment/ expansion potential

- Downsizing options for empty-nesters & those shifting in lifestyle

- Senior housing options, including active, assisted, and affordable, as well as locations that are walkable and near neighborhood amenities

»An increasingly diverse population presents new housing needs and challenges, including intergenerational living; connection to community members, services, and resources

»Given St. Francis' location and technological advances, more people working from home or telecommuting and shifting commuting patterns, changes what residents need out of their housing

AFFORDABLE HOUSING OPTIONS

An increased demand for rental housing, paired with a lack of rental inventory in St. Francis has made rental housing unaffordable for some renters.

» Preservation of St. Francis' "naturally occurring" affordable housing, including apartments

GROW THE COMMUNITY THROUGH DEVELOPMENT OF NEW HOUSING

While most of the housing in the community has been built since 1990, so has much of the City's growth. While the City's growth slowed during the recession, it is starting to return. St. Francis has a lower than typical vacancy rate, suggesting that demand is not being met. Part of this imbalance may be a result of lower prices in the community, creating higher demand and lower supply.

» Construction of new housing is beginning to return to St. Francis.

» The most significant housing growth will occur in one of three places:

- *In subdivisions and lots that are served, but have not been built*
- *In redevelopment and densification of properties in the city*
- *New developments and neighborhoods at the edge of existing development in a thoughtful and logical growth pattern*

Examples of future growth patterns were outlined in the St. Francis Forward (re)Development plan:

Programs to Address Needs

There are a number of tools the City can use to address the identified housing needs in the community. This table identifies specific implementation actions and tools that can be utilized by the City, residents, developers, and financers to meet those housing needs.

Housing Tool	Circumstances & Sequence of Use	City Approach	Reinvestment	Variety	Growth	<30%AMI	30-50% AMI	50-80%AMI
Local Sources of Funding								
Housing & Redevelopment Authorities (HRAs)	The St. Francis HRA will review the Housing Implementation Plan on an on-going basis to ensure their resources are being utilized most effectively. The City will coordinate with the Anoka County HRA to meet mutual goals.	Active/ Ongoing		X	X	X	X	X
Tax Increment Financing (TIF)	The City does consider Tax Increment Financing for redevelopment projects that create affordable housing, create high quality redevelopment, and/or improve quality of life in the City.	Project by project basis		X	X	X	X	X
Tax Abatement	The City would consider tax abatement for housing projects that increases the number of affordable units available to very low-, low-, or moderate-income households	Project by project basis		X	X	X	X	X
Housing Bonds	The City would consider issuing Housing Bonds for residential projects that are eligible for TIF and the use of Housing Bonds would make more units affordable to very low-, low-, or moderate-income households. However, there are competing priorities and limitations to city bonding authority	Open to consideration		X	X	X	X	X
Federal & Regional Sources of Funding								
Consolidated RFP through the MHFA	The City would strongly consider supporting/sponsoring an application to the Consolidated RFP programs through MHFA for residential project proposals in areas guided for high density residential uses and mixed uses	Project by project basis		X	X	X	X	X
Land Bank Twin Cities	The City would encourage developers and property owners to work with the Land Bank of the Twin Cities. It is unlikely that the City will become an active partner with the Land Bank for development	Open to consideration						X
Livable Communities Demonstration Account (LCDA) through Metropolitan Council	The City would strongly consider supporting/sponsoring an application to Livable Communities Account programs for proposals with residential units in areas guided as high density residential	Project by project basis		X	X	X	X	X
Community Development Block Grant Funds (CDBG) through Anoka County	The City will explore the use of a portion of our CDBG funds to prioritize projects if they provide units affordable to very low-, low-, or moderate-income households, and are located in the high density or mixed use locations on the City's future land use map	Project by project basis		X	X	X	X	X

Housing Tool	Circumstances & Sequence of Use	City Approach	Reinvestment	Variety	Growth	<30%AMI	30-50% AMI	50-80%AMI
HOME Investment Partnerships Program (HOME) through Anoka County	The City will explore with Anoka County the application for HOME funds to provide rental assistance to low and moderate income households that are in existing rental units in the City.	Open to consideration	X				X	X
Local Policies and Strategies								
Referrals	The City will stay up to date on other housing programs in order to maintain our ability to refer our residents to any applicable housing programs outside the scope of our local services	Active/ Ongoing		X	X	X	X	X
Fair Housing Policy	The City will continue to assist residents facing issues of fair housing within the community as well as monitor actions and best practices by other communities in the region to help further fair housing	Active/ Ongoing				X	X	X
First time homebuyer, down payment assistance, and foreclosure prevention programs	The City would consider supporting first time homebuyer, down payment assistance, and foreclosure prevention programs to help residents purchase and stay in their homes in St. Francis. This is in partnership with Anoka County and Minnesota Housing	Open to consideration	X	X	X	X	X	X
Participation in housing-related organizations, partnerships, and initiatives	The City will consider joining housing related organizations and will support the attendance of City Staff at related events and initiatives to promote professional development and to stay aware of new and changing trends and opportunities	Open to consideration	X	X	X	X	X	X
Site Assembly	The City does, at times, strategically acquire property to promote redevelopment.	Project by project basis	X	X	X	X	X	X
Zoning and subdivision ordinances	The City will update their zoning and subdivision ordinances at the conclusion of the Comprehensive Plan process.	Active/ Ongoing		X	X	X	X	X
Rental license and inspections programs	The City will continue to require rental licensing and inspections	Active/ Ongoing	X	X	X	X	X	X
Density bonuses for affordable housing	The City would consider providing density bonuses for affordable housing in the community.	Open to consideration				X	X	X
Preservation Strategies								
Low Income Housing Tax Credit Properties	St. Francis will support the use of Low Income Housing Tax Credits as a tool for private development	Open to consideration			X	X	X	X
Public Housing	Federally supported public housing exists in St. Francis and the City will consider new projects	Active/ Ongoing			X	X	X	X
Low-interest rehab programs	St. Francis works with Anoka County Community Development and their Home Rehabilitation Loan Program	Active/ Ongoing	X					X
Manufactured Home Parks	St. Francis currently has and will continue to support manufactured housing within the community	Active/ Ongoing		X	X	X	X	X
Private unsubsidized affordable housing	Much of St. Francis' housing stock is affordable without public subsidy or other interventions	Active/ Ongoing			X			X

Goals, Policies, and Actions

GOAL 1: PROVIDE FOR THE MAINTENANCE OF THE QUALITY OF HOUSING IN RESIDENTIAL NEIGHBORHOODS

Policy 1.1: The City will have a variety of housing types for ownership and rental for people in all stages of the life cycle.

Policy 1.2: The community will have a balanced housing supply, with housing availability for people at all income levels.

Policy 1.3: Housing will accommodate all racial and ethnic groups in the purchase, sale, rental, and location of housing in the city.

Policy 1.4: Promote housing development and redevelopment that respects the natural environment of St. Francis while striving to meet the need for a variety of housing types and costs.

Policy 1.5: Promote sustainable housing that is energy efficient, and utilizes green techniques.

Policy 1.6: Promote the availability of a full range of services and facilities for its residents, and the improvement of, access to, and linkage between housing and development.

Policy 1.7: Promote and protect small businesses as areas of the City experience new housing development and redevelopment of existing housing areas.

GOAL 2: PROMOTE EFFORTS TO UPGRADE, ENHANCE, AND MAINTAIN THE EXISTING HOUSING STOCK

Policy 2.1: The City will pursue goals to upgrade, enhance, and maintain the existing housing stock as part of efforts to revitalize existing neighborhoods and to promote redevelopment in various areas of the City.

GOAL 3: IMPROVE THE AVAILABILITY OF AFFORDABLE AND LIFE CYCLE HOUSING

Policy 3.1: The City will encourage the provision of affordable housing units as part of redevelopment projects in the community.

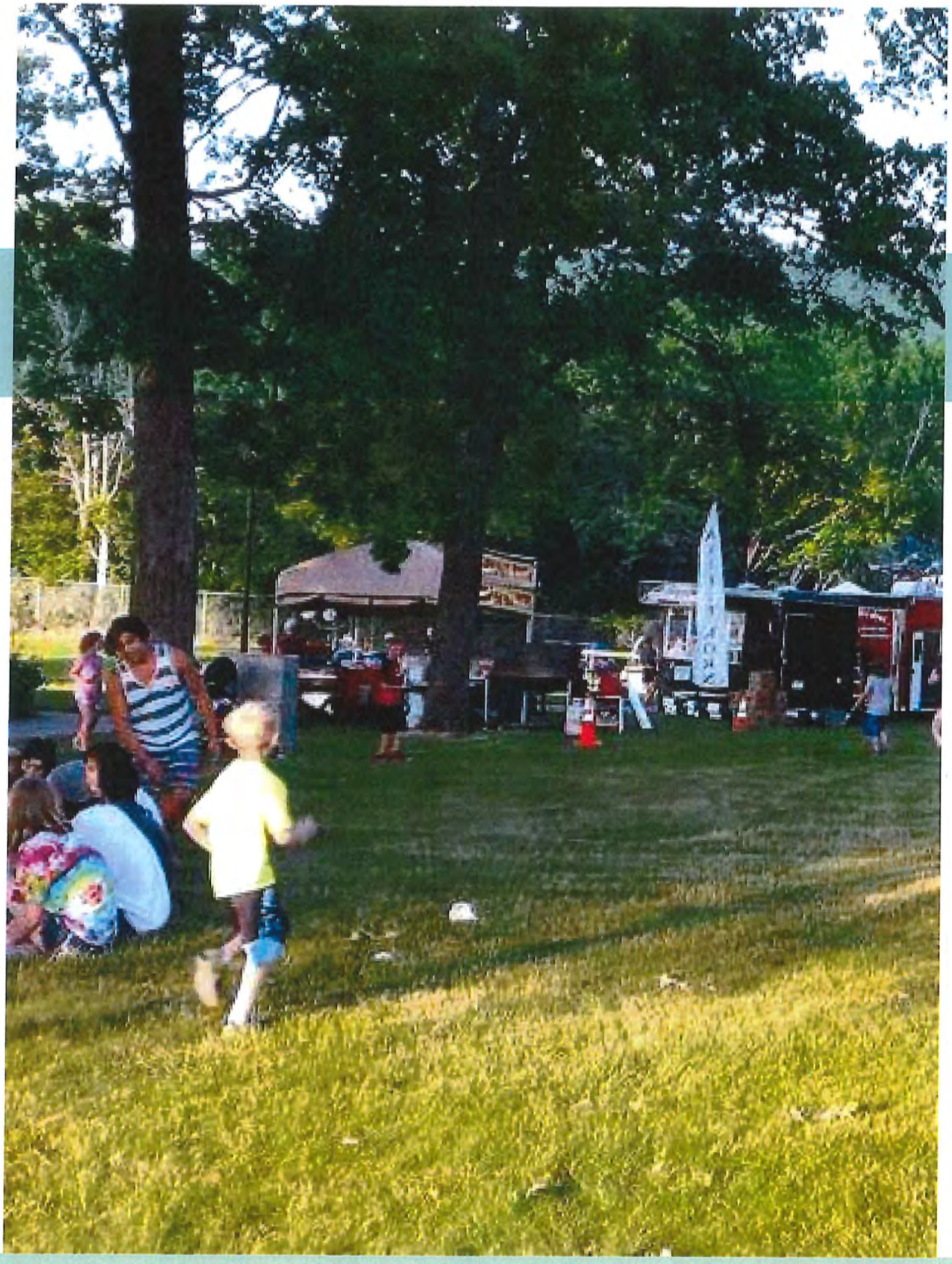
Policy 3.2: The City will ensure that the housing stock in the community serves residents at various life stages (from childhood through senior living).

GOAL 4: MAINTAIN AN APPROPRIATE BALANCE OF OWNER-OCCUPIED AND RENTAL HOUSING UNITS IN ST. FRANCIS

Policy 4.1: The City will maintain a city-wide housing goal of 75 percent owner-occupied units and 25 percent rental units.

Housing Action Items

✓	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	As part of the site plan review process, review how potential developments provide for effective linkages between housing and nearby community services and amenities.	City of St. Francis	Ongoing
	Revise zoning and subdivision regulations as needed to encourage a mix of housing types and prices in development projects (possible changes include revisions to minimum lot sizes, parking requirements, minimum floor areas, street design, and stormwater management techniques).	City of St. Francis	Short
	Update ordinances to maintain housing functionality and livability and to address new technologies, market trends, and resident needs.	City of St. Francis	Short
	City staff will review the mixture of housing in St. Francis at least every five years, in order to identify gaps in the provision of housing for people at different income and age levels in the community.	City of St. Francis	Ongoing
	Perform annual "windshield surveys" of housing and site conditions to identify urgent housing issues or needs.	City of St. Francis	Ongoing
	Promote the organization of neighborhood groups to organize residents, identify and address issues, and to advocate for neighborhood preservation, enhancement, and assistance.	City of St. Francis, Neighborhoods	Short
	Continue to Coordinate with Anoka County to ensure residents and potential residents have access to as many housing support tools as possible	City of St. Francis, Anoka County	Ongoing
	Create a remodeling handbook for homeowners for both internal remodeling and external landscaping / façade work, as well as historic building restoration.	City of St. Francis	Med
	Provide consultative services for home repairs, as well as resources to help homeowners navigate potential funding sources, application processes, and the hiring of contractors.	City of St. Francis	Ongoing
	Continue to market available resources and services to support housing rehabilitation and redevelopment through the City's website, direct outreach, and community events.	City of St. Francis	Ongoing
	Create a program that would link homeowners to pre-screened service personnel such as lawn care, snow plowing, handymen, etc.	City of St. Francis, Contractors	Short/Med
	Partner with Metropolitan Council and other agencies and programs to provide funding assistance (to developers, and also to those in need of housing) to provide for affordable housing units in the community.	City of St. Francis, Met Council, Anoka County	Ongoing
	Streamline permitting and development processes to ease the rehabilitation or improvement of existing homes and reduce the impacts of these processes on the price of entry-level homes.	City of St. Francis	Short



06. PARKS

Introduction

Parks are an important part of St. Francis. Neighborhood and community parks are the City's front lawn, a spot to welcome visitors and for residents to play. Natural parks and open space provide spots for respite and improve the ecological outcomes for water quality and habitat. Partners such as the school district, Anoka County, and the state contribute to the diverse recreational options available in St. Francis.

At the same time, parks must be viewed as an investment in quality of life. Like a home or a car, they require regular maintenance to remain safe and enjoyable. Ensuring the parks match the available resources is key to a healthy and strong system.

The park system helps the City achieve its vision and guiding principles: celebrating the natural environment, creating community spaces and recreation opportunities, and improving the identity of St. Francis and enhancing the natural character of the City.

TRAILS

Trails are both a recreation feature as well as a transportation feature. As such they are discussed in both the Parks chapter and the Transportation chapter.

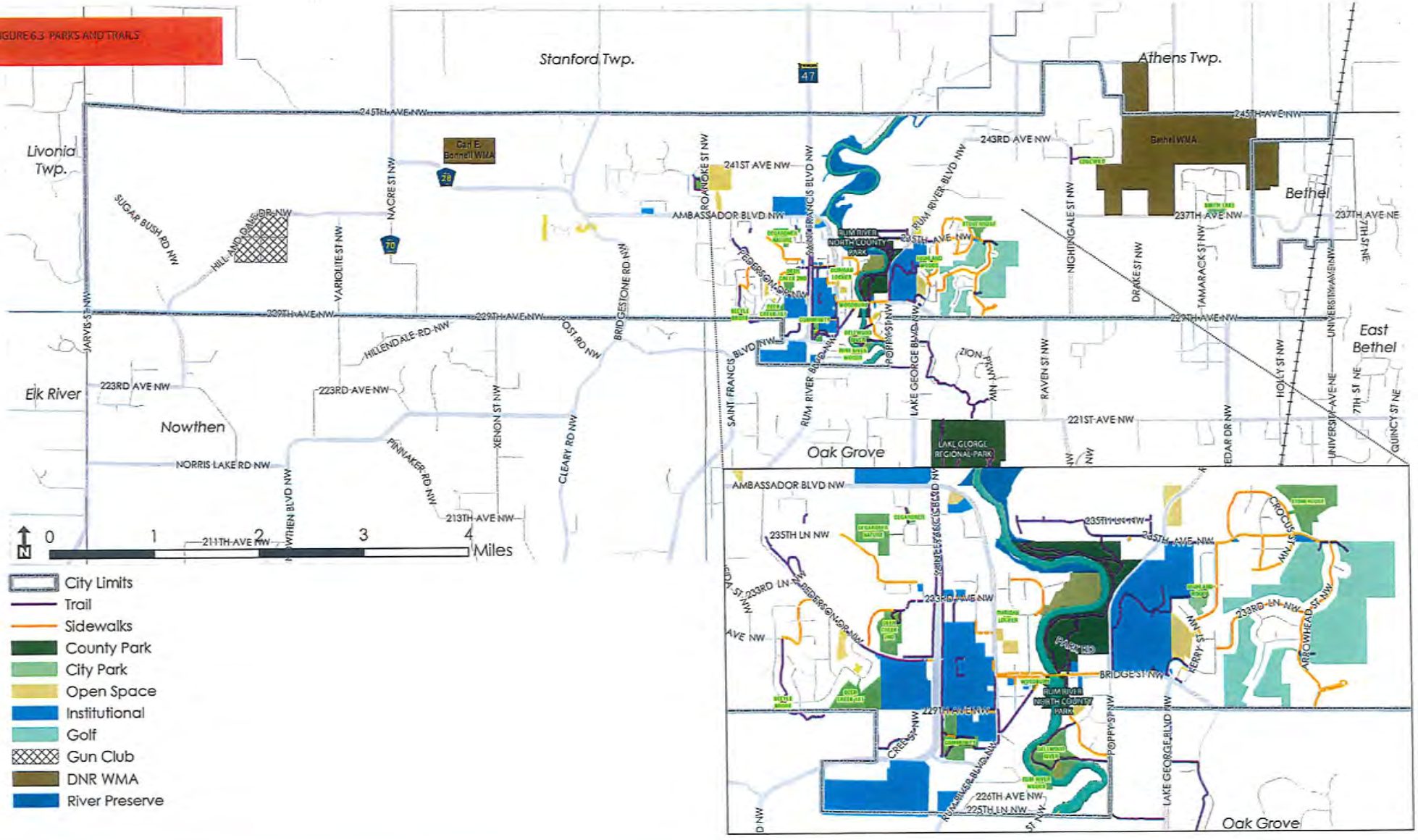
In this chapter they are discussed for their recreational qualities, as well as their ability to provide access to parks and natural areas.

PARK AND TRAIL CLASSIFICATIONS

Different parks and trails serve different purposes in a community. Some are focused on providing basic amenities to a particular neighborhood, while others may have special uses and a city wide or regional focus. The following table outlines the parks by type, who they primarily serve, and what they typically feature:

TYPE	USE	SERVICE AREA	TYPICAL AMENITIES	ST. FRANCIS PARKS
Neighborhood Parks	The primary recreation facility to meet the day-to-day needs of neighborhoods. Provide active recreation and gathering space for families or groups of neighbors.	Neighborhoods (1/4 Mile-1/2 Mile)	Playgrounds Open field space Basketball hoops	Deer Creek 2nd Park, DeGardner,Durigan Locher, Highland Woods, Rum River Woods, Seelye Brook (Deer Creek 3rd)
Community Parks	Facilities serving the entire community with access to natural and programmed areas. These parks may also serve regional visitors, although not as the primary function.	City-wide	Gathering space, picnic shelters, athletic fields, other large format recreation (disc golf, community gardens, etc)	St. Francis Community Park, Woodbury Park, Hidden Ponds
Special Use Parks	Parks or facilities serving a single use activity such as athletics (solely), historic interpretation, exercise, education, etc. Special Use Parks and Facilities are focused on providing services at a community wide level, and may attract outside visitors as well.	City-wide	Varied based on special use	
Natural Parks	Areas focused on the provision of natural environments, passive recreation, and ecological education.	City-wide and regional	Habitat, nature access, trails, educational interpretation	Creekview Estates, Deer Creek 1st Park, DeGardner Park 2, Dellwood River, Edgewild, Smith Lake, Stone House Ridge, Sunrise Hills, Wickstrom Forest
Undeveloped Parks	The City of St. Francis also retains pieces of land that have been dedicated as parkland, but not developed. In instances where parks are not accessible, or the community would benefit from connections, these should be developed as parks and trails.			
Trails	Trails that connect local destinations (transportation) and provide access to/through parks and other natural features (recreational). Should draw walkers, runners, and cyclists.	Neighborhood and city-wide	Paved or unpaved trails, wayfinding	Various
School Facilities	While not operated or maintained by the City, residents benefit from the playgrounds, courts, and fields available at schools in St. Francis. Administered by the school district	City-wide	Athletic fields, playgrounds	St. Francis Elementary, St. Francis Middle School, St. Francis High School
County Parks	Administered by Anoka County	City-wide and regional	Picnic facilities, restrooms, water access, trails, site specific amenities	Rum River North County Park
State Recreation Facilites	WMAs are lands designated for wildlife protection, and public hunting, trapping, fishing, and other compatible uses. Administered by the State of Minnesota	City-wide and regional	Parking, signage	Carl E Bonnell WMA, Bethel WMA
Regional Parks	Administered by Anoka County	City-wide and regional	Picnic facilities, restrooms, water access, trails, site specific amenities	None. A search area has been identified by the Metropolitan Council on the west side of St. Francis
Regional Trails	Trails that connect regional destinations and are long enough to be a regional draw for walkers, runners, and cyclists. Should provide access to scenic and natural areas, beyond road adjacent.	City-wide and regional	Paved trails, trailheads, parking, wayfinding	
Private Recreation	Recreational offerings provided through non-profit or for profit entities. Typically a specific use such as golf, shooting, or camps. May or may not be available to all members of the public.	City-wide and regional	Varied based on special use	Minnetonka Game and Fish Club, The Ponds Golf Course

FIGURE 6.3 PARKS AND TRAILS



NEIGHBORHOOD PARKS

Neighborhood Parks are the parks intended to serve the day to day needs of neighborhoods. While people from across the City may use them from time to time, they are really intended to be accessible to nearby residents.

Many of the neighborhood parks in the St. Francis Park System were developed in coordination with neighborhood subdivisions. While some of these parks have been thoughtfully considered, others were located in a way that makes usability and maintenance difficult. In addition, many features have reached the end of their functional life cycle and need replacement.

Deer Creek 2nd Park

4138 232nd Ave NW

Deer Creek Park is a park with 3 acres of upland and 8 acres of wetland. The park serves residents living in the neighborhood behind the King's County Market shopping complex. Trail/sidewalk enhancements could improve usability.

Features:

» Playground
» Gazebo
» Walking Path

DeGardner

23575 DeGardner Cir NW

This 1.3 acre park connects DeGardner Circle and 236th Lane by walking trail. The playground has been removed and the basketball court remains. The park has limited visibility. Without a playground, this park may be reclassified.

Features:

» Basketball Court
» Trail

Durigan Locher

23248 Woodbine Street NW

This park has limited access off of Woodbine Street, with a trail leading to a playground. The parcel shape creates a "backyard" park feel with limited visibility.

Features:

» Playground

Highland Woods

3060 233rd Lane NW

The 1.75 acre Highland Woods Park serves as a neighborhood park, and the start of trails connecting some of the eastern neighborhoods to the High School and Rum River North County Park. The park also sits adjacent to athletic fields and wetlands.

Features:

» Playground
» Walking Trails
» Gazebo

Rum River Woods

This 2 acre park has a playground and open field space leading to the Rum River.

Features:

» Playground
» River Frontage

Seelye Brook (Deer Creek 3rd)

Seelye Brook Park is slightly over 1 acre with a playground and trails connecting into the Wickstrom Forest Park. Visibility is an issue.

Features:

» Playground
» Trail Connections

COMMUNITY PARKS

Community Parks are the gathering and recreation places for the City. Specific uses may be accommodated in certain parks, but the facilities are designed to meet a multitude of needs overall. Community Parks combine a lot of programming and community gathering space into one park location. Any given community park may be the site for specific recreation in the community (for example: hockey rinks)

St. Francis Community Park.

22825 St. Francis Blvd NW

The 12 acre St. Francis Community Park sits along Highway 47, just south of St. Francis Elementary School. The park is one of the first elements welcoming drivers on Highway 47 to the city.

Features:

» Playground
» Hockey Rink & Warming House
» Open Play Field
» Picnic Shelter
» Baseball/Softball Diamond
» Sand Volleyball
» Walking Paths
» Restrooms
» Parking

Woodbury Park

3646 Bridge Street NW

Woodbury Park is a pocket park (.75 acres) located west of the Rum River, south of Bridge Street. Woodbury Park has a classic downtown design and hosts events and weddings.

Features:

» Gazebo
» Flower Garden
» Fountain

» Benches
» Paver Pathways
» Kiosk

Hidden Ponds

23950 Roanoke Street NW

Hidden Ponds is an 7 ½ acre park north and west of St. Francis' core. Future development may fill in around the park.

Features:

» Playground
» Baseball/Softball Diamond
» Soccer Field
» Walking Paths
» Parking

If Hidden Ponds will be used for more destination athletic facilities it should likely be enlarged. The City owns property across the street that may be incorporated into Hidden Ponds, if it could be done in a safe manner. Future residential development is anticipated as well and should include neighborhood elements as well.

PASSIVE PARKS AND OPEN SPACES

Creekview Estates

There are two parcels platted as park in the Creekview Estates Subdivision, and are required to be used for other purposes. The parcels overlap the channel for Seelye Brook. There are no current plans for the parcels.

Deer Creek 1st Park

This land was dedicated to be a future trail area around the wetlands. There is a strip of land between two houses providing access. The lack of access provides challenges to its development.

DeGardner Park 2

This is a 13 acre site that is mostly wetlands located between the Woodhaven manufactured home park and the DeGardner Addition. It has been discussed as the potential future location of a boardwalk. This was platted as parkland, and could not be used for any other purpose.

Dellwood River

This is a natural area along the river where the City has a trail for public access. Most of the site is wetlands. Limited access provides challenges.

Edgewild

The park in the Edgewild subdivision is slightly less than 5 acres in size and is on a local road adjacent to property owned by the DNR. It may not be financially feasible to develop and maintain a park in this area, due to the limited users. The DNR may have interest in taking over this property, due to its proximity to the WMA.

Smith Lake

This 10 acre property was acquired in the Smith Lake Wildlife Estates Subdivision for a larger park. It has not been developed, but is generally upland, with some

wetlands. The large lot residential will provide a limited group of users.

Stone House Ridge

Parkland dedicated for Stone House Ridge was a small amount of upland adjacent to a large wetland. The concept was to have a boardwalk connecting over the wetland, but this has not been realized, nor is it planned currently.

Sunrise Hills

This 6.4 acre property consists primarily of wetland areas.

Wickstrom Forest

Adjacent to the City's Seelye Brook Park and Deer Creek Park 2 is the Wickstrom Forest natural area in the City of Oak Grove. The Cities of St. Francis and Oak Grove have enacted a joint powers agreement that allows for a parking area, trails, and a sledding hill to be placed on this property.

TRAILS

St. Francis has an expanding trail system for recreation and to support alternate modes of transportation. Many new neighborhoods are incorporating trails into their design and are beginning to form a more cohesive network with fewer gaps. Trails are located both alongside roads as well as in parks and through natural areas.

Two recent upgrades to the system came with the reconstruction of Bridge Street, east of the Rum River, and reworking of Pederson Drive west of Highway 47. Both have especially enhanced the safety of students walking and bicycling to school. The anticipated stoplight improvements at Pederson Drive and Highway 47 will further improve safety for students.

Natural trails are growing as a feature in the City as well. Connections to and through Rum River North County Park and along the Rum River in general are creating better ways for residents to explore one of the key natural features in St. Francis.

SCHOOL DISTRICT FACILITIES

Within the City, the school district provides many of the athletic fields that are used by the community and play a role in the larger recreation system. These are operated by School District, not the City, but are part of the recreation system utilized by residents.

St. Francis High School

The fields at St. Francis High School include multiple soccer/football/lacrosse fields, baseball fields, and softball fields. There are also tennis and track facilities.

St. Francis Middle School

The Middle School has fields for baseball, softball, and soccer/football/lacrosse. Track, tennis, and outdoor basketball facilities are available, as is a playground.

St. Francis Elementary School

The Elementary School has softball fields, various court spaces, a playground, and flex field spaces.

COUNTY PARKS

Rum River North County Park

Rum River North County Park, an Anoka County Park, consists of 80 acres located near the south-central boundary of St. Francis. It is the northern access to the Rum River Canoe Corridor. Amenities available at the park include picnic shelters, biking and hiking trails along the Rum River, canoe launch sites, canoe campsites, fishing pier, observation decks, a large playground and a restroom.

Rum River North County Park, located one block north of County Road 24 on Rum River Boulevard, is close to the County's St. Francis branch library, St. Francis High School, city hiking/biking trails, and a state-funded snowmobile trail. The Rum River North County Park includes beautiful natural features such as restored native prairie, great vistas of the Rum River, and thick canopies of mature hardwood trees.

STATE FACILITIES

WMAs

Within St. Francis, there are two Wildlife Management Areas (WMAs). These properties are managed by the Department of Natural Resources (DNR) for hunting and wildlife habitat.

The 80 acre Carl E. Bonnell WMA is in the northwest part of the City and is primarily upland forest and shrub swampland. The WMA is managed for forest and wetland species and has deer, bear, pheasants, turkey, small game, and other forest upland birds.

Six hundred acres of the 755 acre Bethel WMA sit within the northeast part of the City. It is a mix of wetland, woods, and grassland managed for waterfowl, woodland wildlife, and grassland wildlife. The WMA has Bear, Deer, Pheasants, Turkey, and waterfowl, as well as Small Game and other Forest Upland Birds.

REGIONAL PARKS

Currently, there are no regional parks in the City. The Metropolitan Council identified a regional park search area on the west side of the City.

PRIVATE RECREATION

The Ponds Golf Course

The Ponds has 27 holes for golfing, allowing for multiple configurations to get an 18 hole round. There is also a clubhouse and driving range. The course is privately owned and operated, but is open to the public.

Minnetonka Game and Fish Club

Minnetonka Game and Fish Club is a private club for members and guests focused on shooting sports, with a conservation goal. Public events such as rifle site in days are available

Identified Needs

NATURAL RESOURCES

St. Francis is fortunate to have some wonderful natural resources that serve a recreational purpose as well as an ecological one. The Rum River provides boating, canoe/kayak, fishing, and beauty to St. Francis. Woods, wetlands, and meadows provide places to explore, hike, and experience nature. Wildlife Management Areas provide habitat and opportunities for sporting activities such as hunting and fishing. The ecological benefits are significant as well, from providing additional capacity during major rain events to serving as habitat for animals and plants.

Many residents choose to live in St. Francis for the proximity to these amenities. It is vital that the actions of the City protect and enhance the opportunities for outdoor pursuits.

Many of the natural areas in the city can be used to bolster the emerging trail network. Areas such as floodplains along the river can be protected for low impact recreation uses, with features that can be occasionally inundated such as trails, and open shelters.

These areas are much easier to protect before there is development pressure. Through the identification of open space, as well as zoning and subdivision ordinances, policies should be put in place to preserve these areas.

COORDINATION WITH SCHOOLS

The City of St. Francis benefits from active youth sports programs. Sports keep kids exercising, and teach them lessons about teamwork, hard work, and competition. Games and tournaments bring visitors to the City who then get to know St. Francis and may spend money on goods such as food, drinks, and gas. Local teams can be a source of pride for the community.

Currently, the City of St. Francis is not in a position to develop a major athletic complex, but should continue to provide good athletic facilities where they can. One of the most efficient ways to develop better facilities is to coordinate with the School District, partnering to ensure that City and School facilities are well maintained, adequate in number to meet the needs of the community, and a point of pride when hosting teams from other communities.

Coordination with the School District is also one potential avenue to providing a community center. A community center would be a location for all residents, but could bring new programming options to St. Francis, especially with regards to youth, teens and seniors.

TRAIL NETWORK

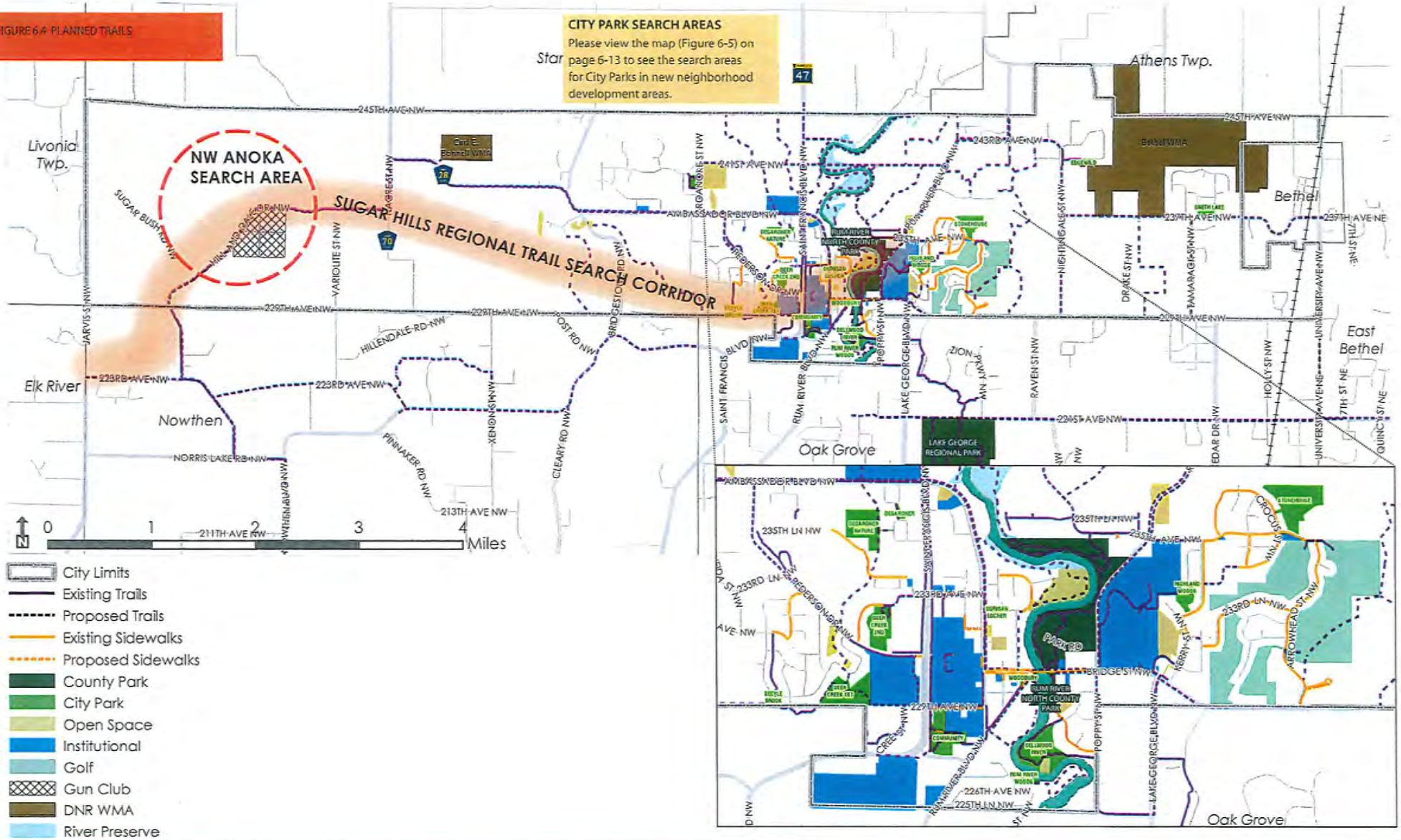
Trails have been identified as one of the most desired recreation amenities both nationally, and in St. Francis. Trails are great features for residents of all ages, serving the young, elderly, and everyone in between. A survey of homebuyers from the National Association of Realtors and the National Association of Homebuilders found that trails were second only to schools when people where choosing where to live.

Trails improve transportation options, especially for those who cannot or choose not to drive. Reasons include age (children & the elderly), income, and disabilities. Improving the ability for all people to get around improves the quality of life for residents. This is not to suggest that trail development needs to come at the expense of the road transportation network. Vehicular travel is, and will remain, an important part of getting around for St. Francis residents. According to the United States Department of Transportation and the Federal Highway Administration, 40% of all trips taken by car in the U.S. are 2 miles or shorter. If some of these trips are converted to walking or bicycling, that has positive impacts on local traffic and congestion.

Trails also allow for the realization of health benefits. The Centers for Disease Control has found that creating communities with opportunities for walking and cycling leads to a 25% increase in people exercising at least 3 times per week.

Trails are vital with the City's commitment to focus on quality, connected parks. The City is, and will continue building trails in parkland, along new and reconstructed roads, and in natural areas. Trails should also be incorporated into new subdivisions. The City is also aware and supportive of the proposed Sugar Hills Regional Trail connecting Rum River North County Park to Lake George Regional Park, Rum River Regional Trail, North Anoka County Regional Trail, and a future regional park on the west side of St. Francis.

FIGURE 6.4 PLANNED TRAILS



PARKLAND ACCESS AND SEARCH AREAS

As the City grows, it will be important to ensure that parks remain accessible to all neighborhoods. In the large lot neighborhoods, that may mean a bike ride or a short drive, while in the denser neighborhoods, people should be able to walk to a park. While it would be great to have a well maintained park in each new subdivision, parks take resources to upkeep and St. Francis would like to emphasize fewer parks of higher quality, rather than more parks than can be maintained. This approach has implications for how the system is developed:

- Develop a robust trail and sidewalk system so that residents can get to parks
- Prefer cash in leu of land with park dedication, particularly, do not accept outlots as parkland which can be difficult to monitor and maintain, and are less appealing to park-goers.
- Be proactive and intentional about finding the right locations of parkland for development. Key characteristics include:
  - *Well connected to natural areas, trails, sidewalks, and other parks*
  - *Located in/near residential areas for easy access*
  - *Fronting on at least one public street, preferably more, for access and visibility*
  - *Large enough to accommodate the desired program*

Area	Notes
1	West of Hwy 47 - May be part of a larger expansion or project related to Hidden Ponds Park with neighborhood and community-wide amenities
2	Between Hwy 47 and the Rum River - Area is anticipated for highest density in growth areas - Will require typical neighborhood facilities, and has the potential to tie nicely with the Rum River
3	North section of new development between Rum River Boulevard and the Rum River - Likely a neighborhood focus, should capitalize on natural features
4	South section of new development between Rum River Boulevard and the Rum River - Likely a neighborhood focus, do not duplicate programming of county park to the south
5	Future development east of Rum River Boulevard - Neighborhood focus, connect with trail network and natural features

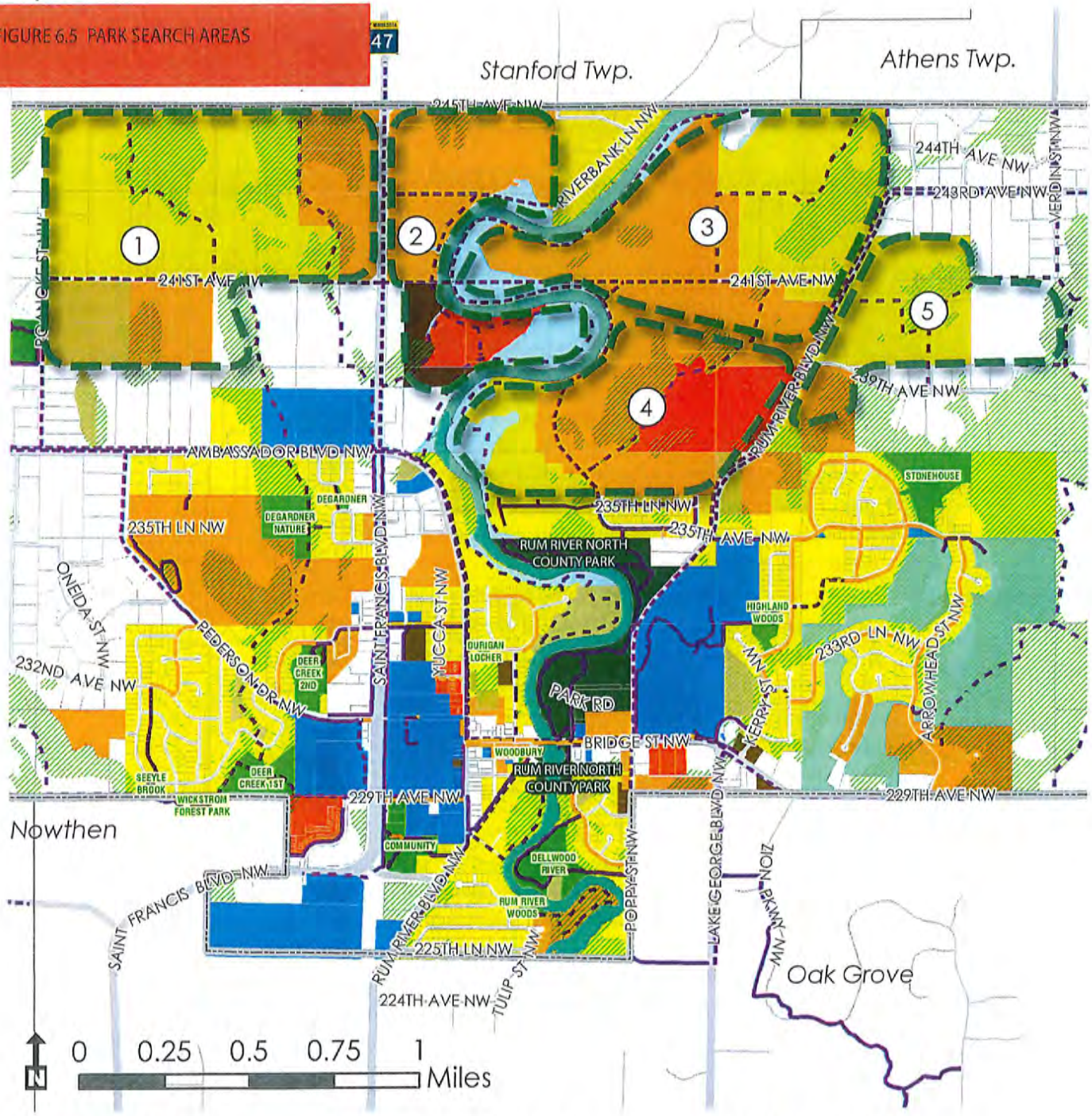
A regional park search area has also been identified as the NW Anoka search area on the west side of St. Francis. Regional parks most notably contain a diversity of nature-based resources, either naturally occurring or human-built, and are typically larger in size to accommodate a variety of outdoor recreation activities. The NW Anoka Regional Park is anticipated to be approximately 1,000 acres with very high quality natural resources, capitalizing on the unique features of the area.

PARK MAINTENANCE

Many of the features in St. Francis' parks have reached the end of their functional lifespan. Some of the facilities have been removed as they have become unsafe and have not been replaced. The City will evaluate whether replacing or changing the facilities are in the best interest of the community. Priorities will be on replacing standard features like playgrounds in neighborhoods that do not have access to them, especially because of removal.

As the City moves forward with park development, it is important to make sure existing facilities are able to be maintained, or effectively adapted to require fewer inputs.

FIGURE 6.5 PARK SEARCH AREAS



City Limits
Existing Trails
Proposed Trails
Existing Sidewalks
Proposed Sidewalks

County Park
City Park
Open Space
Institutional
Golf
DNR WMA
River Preserve
Natural/ Open Space

2040 Planned LU

Low Density Residential
Medium Density Residential
Med/High Density Residential
High Density Residential

New Park/Park Expansion Search Areas

Programs to Address Needs

There are a number of tools the City can use to address the identified parks and trails needs in the community. This table identifies specific implementation actions and tools that can be utilized by the City, County, and various stakeholders to meet those needs.

Park/Trail Tool	Circumstances & Sequence of Use	City Approach	Natural Resources	School Coordination	Trail Network	Access	Search Areas	Maintenance
Park and Trail Dedication	Park dedication is intended to collect funds or property from development projects to pay for or supply land to meet the increased demand for parks and trails by new residents.	Active/ Ongoing			X	X	X	
General Fund	General funds can be used to fund the development and maintenance of parks and trails. The City utilizes the general fund for these purposes.	Active/ Ongoing	X	X	X	X	X	X
Capital Improvement Planning	Keeping track of lifecycle and upcoming expenses helps the park system retain a stable understanding of budget needs	Active/ Ongoing		X	X	X	X	
Safe Routes to School	Safe Routes to School grants are funded at state and federal levels. Funding can go towards infrastructure and activities.	Open to consideration		X	X	X		
Volunteerism	Volunteers can provide resources for park development and maintenance. This labor can also be used as a "match" for many grants that require them.	Project by project basis	X	X				X
Donations/ Sponsorships	These may be financial donations from individuals or area corporations, or donations of labor from recreation clubs or use agreements. Programs such as "adopt-a-trail" or "adopt-a-park" by an organization, business, or individuals have been used in many communities to help with maintenance tasks and raise awareness.	Open to consideration	X	X	X			X
Regional Park and Trail Funding	Funding for regional parks and trails can be secured through the Metropolitan Council. The local agency for regional parks is Anoka County. The City supports these projects.	Project by project basis	X		X		X	
State of Minnesota	The State of Minnesota provides funds through the DNR for park and trail related amenities. MNDOT provides much of the funding for trail projects, especially in conjunction with roads	Project by project basis	X		X	X		
Federal Funding	Federal Programs such as BUILD (formerly TIGER) provide funding for road reconstructions, and trail components can be incorporated into the projects. The City will support sponsoring agencies (MNDOT, Anoka County).	Project by project basis			X	X		
Dedicated Tax Levy	A City can hold a referendum for a dedicated tax levy with proceeds directed specifically for parks and recreation. This levy can be used for capital projects as well as operations and maintenance. The proceeds may be in place of general funds or be supplemented by general funds.	Open to consideration	X	X	X	X	X	X

Goals, Policies, & Action Items

GOAL 1: INCREASE ACTIVE RECREATION AND COMMUNITY CONNECTIONS THROUGH THE RESPONSIBLE DEVELOPMENT OF NEIGHBORHOOD PARKS.

Policy 1.1: Promote the development of high quality neighborhood parks that can be walked to by new residents as new neighborhoods develop.

Policy 1.2: Ensure all parks, park buildings, and trails are safe, convenient, and accessible for all residents.

Policy 1.3: Require new parkland to be located with at least one full side of frontage to a public road

Policy 1.4: Replace key features (such as playgrounds) at parks that have had them removed and there is not a suitable alternative for the neighborhood

Policy 1.5: Ensure there is a plan and resources to pay for the maintenance and long term replacement costs of new parks

Policy 1.6: Develop a funding mechanism to pay for the upkeep of existing parks

GOAL 2: IMPROVE SAFE MOVEMENT TO AND FROM PARKS VIA DIFFERENT TYPES OF TRANSPORTATION, INCLUDING ON FOOT, BICYCLE, VEHICLE.

Policy 2.1: Reconstruct sidewalks and trails that are in disrepair and install new sidewalks and trails to eliminate gaps in the system and better connect to parks. Conduct these efforts in combination with road reconstruction/repair projects when possible.

Policy 2.2: Within the developed areas of St. Francis, work to provide parks and school facilities that are accessible to all residents without having to cross high speed/high traffic streets. If major roads must be crossed, provide safe crossings.

Policy 2.3: Support Anoka County in the development of the proposed Sugar Hills Regional Trail

GOAL 3: CULTIVATE A RESPECT AND APPRECIATION FOR THE NATURAL RESOURCES AND AREAS THAT CONTRIBUTE TO THE CITY'S UNIQUE CHARACTER

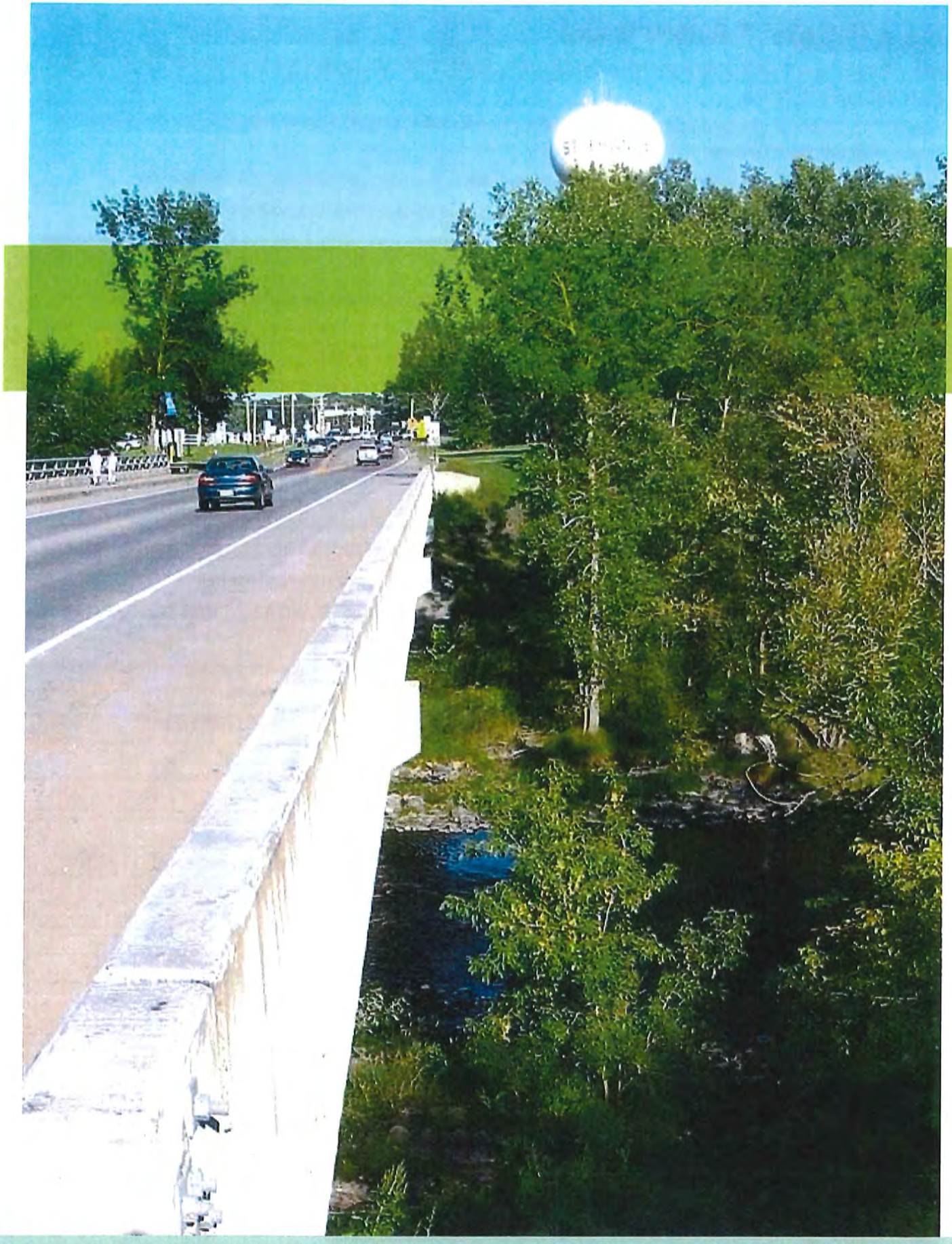
Policy 3.1: Reconnect the Rum River to the City as an important recreational amenity without degrading habitat or water quality.

Policy 3.2: Incorporate natural features and areas into the parks system when possible and applicable.

Policy 3.3: Coordinate with the School District to encourage environmental learning

Land Use Action Items

✓	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	Update the City's park dedication requirements as part of the zoning and subdivision ordinance updates	City of St. Francis	Short
	Update the City's park and trail system plan	City of St. Francis	Short
	Update the City's CIP	City of St. Francis	Short
	Develop a park inventory and official policy regarding the replacement of park features	City of St. Francis	Short
	Replace playgrounds that have been removed in neighborhoods where no alternative exists	City of St. Francis	Short/Med
	Develop trails along the Rum River	City of St. Francis	Med/Long
	Develop parks as neighborhoods develop in the north part of St. Francis	City of St. Francis	Med/Long
	Installation of the stoplight at Pederson Drive and Hwy 47	City of St. Francis, MNDOT	Short/Med



CITY OF ST. FRANCIS 2018 UPDATE

Transportation Plan

DRAFT: March 2018
SRF No. 018-10563
Prepared by SRF Consulting Group, Inc.

Table of Contents

Introduction and Purpose of the Transportation Plan

The Transportation Plan is an appendix of the City of St. Francis 2018 Comprehensive Plan (Comprehensive Plan). The purpose of this Transportation Plan is to provide guidance to the City of St. Francis, as well as existing and future landowners in preparing for future growth and development. As such, whether an existing roadway is proposed for upgrading or a land use change is proposed on a property, this Plan provides the framework for decisions regarding the nature of roadway infrastructure improvements necessary to achieve safety, adequate access, mobility, and performance of the existing and future roadway system. The primary goal of this Plan is to establish local policies, standards, and guidelines to implement the future roadway network vision that is coordinated with respect to county, regional, and state plans in such a way that the transportation system enhances quality economic and residential development within the City of St. Francis. To accomplish these objectives, the Transportation Plan provides information about:

- The functional hierarchy of streets and roads related to access and capacity requirements.
- Identification of existing and potential deficiencies of the existing arterial-collector street system.
- Recommended alternatives to alleviate roadway deficiencies including a future arterial- collector street system capable of accommodating traffic volumes to 2040 and beyond.
- Access management policies and intersection controls.

Transportation Goals and Policies

The current goals and policies specified in St. Francis' 2008 transportation plan stem from strategies outlined in the 2030 TPP. The 2040 TPP presents a new list of strategies – some similar, some different – using new themes.

Summary of Regional Transportation Goals

Guidance for the development of the Transportation Plan is provided by the Metropolitan Council's 2040 Transportation Policy Plan (TPP), which identifies six broad goals for the regional transportation system. The six goals are paraphrased below:

1. **Transportation System Stewardship:** Providing sustainable investments in the transportation system which are protected by strategically preserving, maintaining, and operating system assets.
2. **Safety and Security:** Ensuring the regional transportation system is safe and secure for all users.
3. **Access to Destinations:** Allowing people and businesses to prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
4. **Competitive Economy:** Ensuring the regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.
5. **Healthy Environment:** Confirming the regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.
6. **Leveraging Transportation Investment to Guide Land Use:** Leveraging the region's transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

St. Francis Goals and Policies

The role of the Metropolitan Council, reflected above, is to coordinate large-scale transportation planning efforts to benefit the metropolitan region. As a metropolitan community, St. Francis' role is to respond to Metropolitan Council's initiatives and coordinate with adjacent communities, while addressing its local responsibility to improve the quality of life for its citizens. To respond to the above themes, the City's goals and policies adopted in the 2030 Comprehensive Plan were reorganized to address the six broad goals established in the 2040 TPP.

Transportation System Stewardship

- **Maintain Existing Infrastructure** – Preserve and maintain the existing transportation infrastructure to protect the significant investment, to increase its efficiency, and delay the need for improvement or expansion by use of a Capital Improvement Plan.
- **Municipal Services** – As the street system continues to expand, street maintenance such as snowplowing, grading rural roadways, dust coating, routine maintenance, etc. will become increasingly important issues. Additional street construction will either increase contracted labor expenses or necessitate an expansion of the City's services provided by the municipal public works department. Prior to approving proposed subdivisions, consideration should be given to the City's ability to provide municipal services, facilities and equipment for snowplowing, street grading, minor street repair, dust-coating, etc. on either a contracted or staff basis.
- **Regional Transportation Funding** – Pursue a balanced approach to financing transportation and other community needs at the local level based on current availability of services and facilities and maintenance of existing infrastructure.
- **Regional Transportation Planning** – Cooperate on a regional level in planning and development of a transportation system, including coordination among multiple jurisdictions, public and private transit providers and agencies at all government levels, while serving the functional needs of all.
- **Roadway Project Coordination** – Continue to coordinate future road construction and reconstruction projects with all utility service providers and Anoka County to ensure efficient repair/replacement and avoid duplicate costs.
- **Capital Improvement Plan** – Develop a Capital Improvement Plan that contains elements for new construction and reconstruction of the roadway system, with scheduled maintenance included in annual budgets. Street maintenance should include routine patching, crack filling, and storm sewer cleaning. Implement a schedule for roadway maintenance and reconstruction (e.g. complete reconstruction or mill/overlay every 15 to 20 years), street widening/realignment, etc. *Note: Refer to Planned Street Maintenance and Improvements under* ***Proposed Roadways/Improvements*** *section for updated action on this goal.*
- **Right-of-Way Dedication** – Require right-of-way dedication along state, county, and local roads to meet future capacity needs.
- **Non-Development Driven Improvements** – Non-development driven improvements should be prioritized and programmed in the Capital Improvement Program.
- **Collector Streets** – The location of collector streets promotes orderly development. As development plans are presented to the City, future collector streets should be

designed to provide continuity and prudent access to other collector streets and arterials and adhere to the recommended access management guidelines and locations identified in Figure 4.1 – Recommended Future Roadway Functional Classification.

- **Local Streets** – Local streets should be aligned to permit efficient plat layout while being compatible with the area's topography, adjacent roadways, municipal utility plans and environmental constraints.
- **Minor Collector Review** – review concept plans for plat and development proposals to evaluate the distribution of Minor Collector roadways to not overburden local streets.
- **Assessment Policy** – Develop an assessment policy for Major Collector and Minor Arterial roadways to establish expectations and ensure consistent application. *Note: Refer to Planned Street Maintenance and Improvements under* ***Proposed Roadways/Improvements*** *section for updated action on this goal.*
- **Traffic Impact Study Policy** – Establish a policy outlining when a traffic impact study should be conducted, including acceptable information to be contained within the study.

Safety and Security

- **Arterial Roadway Crossings** – The City should promote safe pedestrian crossings of arterial roadways.
- **Regional Traffic Management** – Work on a local, state, and regional level to reduce traffic congestion and safety concerns on transportation corridors.

Access to Destinations

- **Transportation Improvement & Expansion** – Improve and expand the existing transportation system as necessary to meet current and future transportation needs.
- **Development Driven Improvements** – Work with developers to construct needed improvements prior to development.
- **Developer Agreements** – Utilize developer agreements as a tool to ensure improvements are constructed as agreed upon in the platting or development process.

Competitive Economy

- **Transportation System** – Create/provide a safe, cost effective, and efficient transportation system that is adequate for vehicular, pedestrian, bicycle, and truck transportation for the movement of people and goods and services in the community.
- **Transportation & Economic Development** – Create or encourage a transportation system that contributes to the economic vitality of the community by connecting people

to work, shopping, and other activity generators/attractions and supports growth of commercial and industrial uses.

Healthy Environment

- **Transit/Alternative Modes of Transportation** – To diminish/prevent congestion, the City should encourage alternate and/or integrated transportation methods that are less dependent on motor vehicles. The City could promote and encourage walking and biking as alternate transportation methods. The City should strive to provide park and ride facilities as a means of encouraging car-pooling and ride sharing. As the population ages and diversifies, bus service will become an important amenity in the community and should be further studied with Anoka County Transit. Special attention should be given to improving pedestrian access, movement and crossings to provide both convenience and safety. Additionally, the City of St. Francis will work with the Metropolitan Council or an opt out transit service provider to determine transit services consistent with the City's market service area and its related service standards and strategies.
- **County Capital Improvement Plan** – The City should continue to work with the County elected and appointed officials to include County Road reconstruction projects on the County's Capital Improvement Plan to address needed reconstruction and potential trails along the roadways when improved.

Leveraging Transportation Investment to Guide Land Use

- **Comprehensive Transportation Planning** – Approach transportation in a comprehensive manner by giving attention to all modes and related facilities through linking transit and land use and by combining or concentrating various land use activities to reduce the need for transportation facilities.
- **Zoning and Subdivision Ordinance Update** – Update the Zoning and Subdivision Ordinances consistent with the Transportation Plan.

Improvements

In addition to the review of specific development driven improvements, short-term and mid to long- term improvements were identified for capital improvement planning (CIP) purposes as follows.

Short-Term Improvements (2018 – 2022 years)

Per state law, it is necessary to update the City zoning and subdivision ordinances to comply with and implement the transportation chapter of the 2018 Comprehensive Plan.

In 2016, the City of St. Francis modified a segment of CSAH 24 (Bridge Street) from East of Kerry Street through Poppy Street/CR 72 (Rum River Boulevard), which covered a little over 0.5 miles.[1] The roadway was converted from a rural to an urban section. The urban section includes a center median stretching from Kerry Street through the intersection with Poppy Street/CR 72 (Rum River Boulevard). In addition to the center median, the City constructed two roundabouts at the intersection of CSAH 24 and Poppy Street/Rum River Boulevard NW and CSAH 24 and CSAH 9 (Lake George Boulevard NW). Other modifications include trail updates and construction of a city street north of the roundabout at CSAH 24 and CSAH 9 (Lake George Boulevard).

Although several improvements were made, traffic volumes approach 12,000 vehicles a day on CSAH 24. The City of St. Francis and Anoka County should continue to identify potential roadway capacity improvements for the corridors from the Northern Anoka County River Crossing Study completed in 2012.

Mid to Long-Term Improvements (2022 – 2040)

Intersections not evaluated in 2018–2022 should be programmed for capacity and intersection control needs studies to determine safety, capacity, and traffic control needs as traffic volumes increase to levels forecasted.

In the long-term, it will be necessary to seek funding sources for construction of the future Rum River improvements. Planning level cost estimates for construction and expansion should be identified during the corridor planning study.

Potential Transportation Funding Sources

There are several various funding mechanisms available to support transportation projects these include the following.

Federal Funding

[1] Anoka County. *St. Francis Bridge Street Roundabouts:* Bridge Street (CSAH 24) Roundabouts at Poppy Street/Rum River Blvd (CR 72) and Lake George Blvd (CSAH 9).

St. Francis may apply for federal funds for highways through the Surface Transportation Program of the Federal Highway Trust Fund, through Mn/DOT's Area Transportation Partnership (ATP).

Solicitation occurs approximately every two years, with federal funding covering 80% of a project's cost. Types of projects funded include highway reconstruction, safety projects, trails which are part of projects, transit and park-and-ride projects.

Municipal State Aid Street (MSAS) System

The State of Minnesota, through the gas tax and license fees, collects funds to be used to construct and maintain the State's transportation system. Most of the funds collected are distributed for use on the State's Trunk Highway (TH) system, the County State Aid Highway (CSAH) system and the MSAS system.

MnDOT Cooperative Funds

The State of Minnesota has funds available to assist with cooperative projects that increase safety and mobility. Solicitations are due in October each year for construction the following year.

MN Department of Natural Resources Grants

Various federal and state grants are available for the development or reconstruction of trails. Typically grants require a 50% match and illustration that the trail is not only of local importance but also of regional significance. Grant programs through the DNR for trail projects include the Federal Recreational Trail Grant Program, Regional Trail Grant Program, Outdoor Recreation Grant Program, and Local Trail Connections Program.

Collector and Local Streets

Developers may be required to fund the entire cost of Minor and Major Collector Roadways, as well as local streets as a part of their development fees.

Roadway System Plan

Transportation System Principles and Standards

The transportation system principles and standards included in this Plan create the foundation for developing the transportation system, evaluating its effectiveness, determining future system needs, and implementing strategies to fulfill the goals and objectives identified.

Roadway Jurisdictional Classification System

Roadway jurisdiction directly relates to functional classification of roadways. Generally, roadways with higher mobility functions (such as arterials) should fall under the jurisdiction of a regional level of government. In recognizing these roadways serve greater areas resulting in longer trips and higher volumes, jurisdiction of Principal Arterial and Minor Arterial roadways should fall under jurisdiction of the state and county, respectively. Similarly, roadways with more emphasis on local circulation and access (such as collectors) should fall under the jurisdiction of the local government unit. These roadways serve more localized areas and result in shorter trip lengths and lower volumes. Major Collector and Minor Collector roadways should fall under the jurisdiction of the City of St. Francis.

As roadway segments are considered for turn-back to the City, efforts will be taken to evaluate the roadway features for conformance to current standards, structural integrity, and safety. This effort will help the City develop short and long-range programs to assume the responsibilities of jurisdictional authority.

Roadway Jurisdictional Classification

Jurisdiction over St. Francis's roadway system is divided among the state, county, and city. The system includes the interstate and Trunk Highway (TH) system, managed by the Minnesota Department of Transportation (MnDOT) and the County State Aid Highway (CSAH) and County Road system, managed by Anoka County. All remaining public streets and roadways are the City's responsibility. Roadway jurisdiction is based on several factors, including the following:

- Length of road/length of trip served
- Connections to roads of similar jurisdiction level
- Average daily traffic
- Functional classification
- Special facilities served

In general, the following relationships are observed and are depicted on Figure 1:

- Roadways that serve regional, inter-county or statewide transportation needs are typically owned and maintained by the State (MnDOT).

- Roadways that serve inter-city and sub-regional needs generally qualify as county state aid highways or county roads and are owned and maintained by Anoka County.
- Roadways that primarily serve local transportation needs are owned and maintained by the City of St. Francis.

As roadway segments are considered for "turnback" (i.e. transfer from Anoka County to the City of St. Francis) or "turnup" (i.e. transfer from the City of St. Francis to Anoka County), efforts will be taken to evaluate the roadway features for conformance to current standards, structural integrity, and safety. This effort will help the City develop short and long-range programs to assume the responsibilities of jurisdictional authority.

Past planning efforts have identified one potential turnback in the City of St. Francis. Since the 2008 Comprehensive Transportation Plan, Pederson Drive (formerly County Road 81) from Ambassador Boulevard to Trunk Highway (TH) 47 (approximately 1.2 miles) was turned back to the City from Anoka County. The segment of Pederson Drive was reconstructed in 2016 to improve traffic and pedestrian safety in the corridor.

The 2014 Anoka County System Preservation Study also identified CR 70 from the west Sherburne County line in the City of Nowthen to County State Aid Highway (CSAH) 28 in the City of St. Francis as a jurisdictional transfer candidate from the County to the City. Turnback of this route would have to be coordinated with the extension or joining of CSAH 28 and CSAH 5 in the Cities of Nowthen and St. Francis.

No turnups occurred since the development of the 2008 St. Francis Comprehensive Plan. However, future turnups from the City to County jurisdiction were identified in the 2014 Anoka County System Preservation Study. They are as follows:

- Jarvis Street from north terminus of Jarvis Street to 223rd Avenue
- Zeolita Street/223rd Avenue/Variolite Street/Nance Street from Hill and County Road (CR) 70 (Dale Drive) to CSAH 24 (219th Avenue).

Metropolitan Highway System

TH 47 is the only roadway under MnDOT's jurisdiction within the boundary of St. Francis.

County Road System

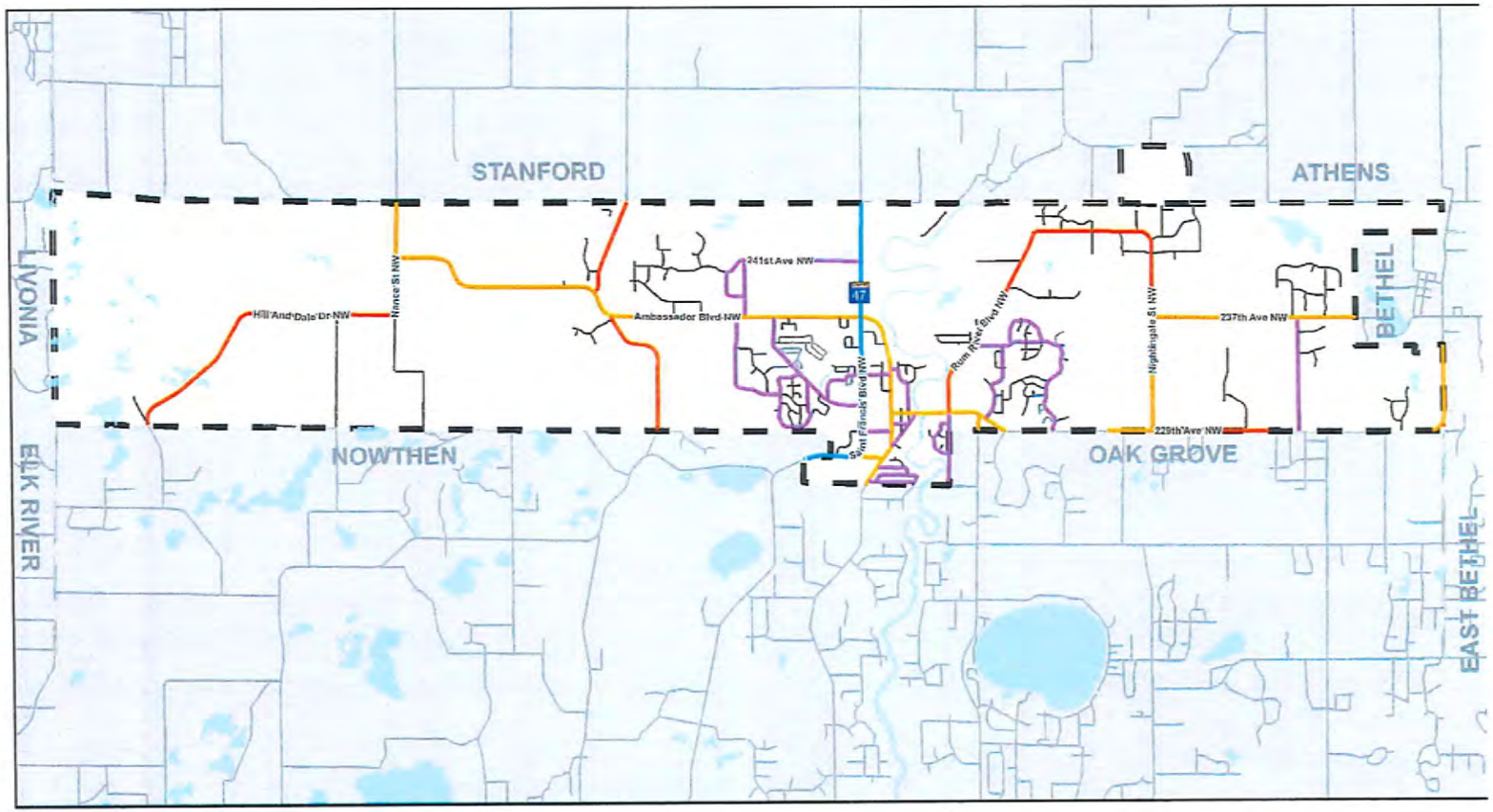
Many the City's main transportation corridors are part of the county highway system. Roadways within St. Francis that are under Anoka County jurisdiction include:

- CSAH 7
- CSAH 9
- CSAH 13
- CSAH 24
- CSAH 28
- CR 70
- CR 71
- CR 72
- CR 73
- CR 81

Local Street System

The City's remaining public streets and roadways constitute the local city street system.

Figure 1 – Jurisdictional Classification



Jurisdictional Classification

- MN Highway
- County State Aid Highway
- County Road
- Municipal State Aid Street
- Municipal Roadway
- Private Roadway

Source: Anoka County, MnDOT
Published: SRF Consulting Group, Inc.

NORTH

0 1 2 Miles

City of St. Francis

Functional Classification

The City of St. Francis recognizes that individual roads and streets do not operate independently in any major way. Most travel involves movement through a network of roadways. The City must determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that a road or street should play in serving the flow of trips through a roadway network. Functional classification is the process by which streets and highways are grouped into classes according to the character of service they are intended to provide. Functional classification involves determining what functions each roadway should perform prior to determining its design features, such as street widths, speed, and intersection control. St Francis's functional classification system, as currently recognized by the Metropolitan Council (illustrated on **FIGURE 3**), includes the following four primary categories:

- Principal Arterials
- Minor Arterials (A Minor and Other Arterials)
- Major Collectors
- Local Streets

The A Minor/Other Arterials and Major/Minor Collector designations were adopted by the Metropolitan Council as a means for identifying roadways which are oriented toward mobility or through-trips (A-Minor and Major Collectors) versus those that are oriented more toward accessibility or land access (Other Arterials or Minor Collectors). **FIGURE 2** depicts the relationship between land access and mobility and how the different classifications of roads provide varying degrees of mobility versus land access. **TABLE 1** details criteria for roadway functional classification per the Metropolitan Council's classification system.

Figure 2 – Access/Mobility Relationship

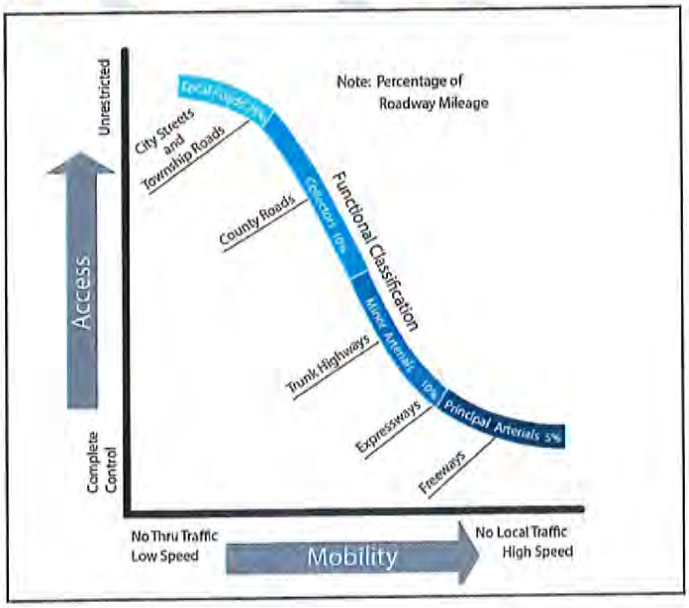
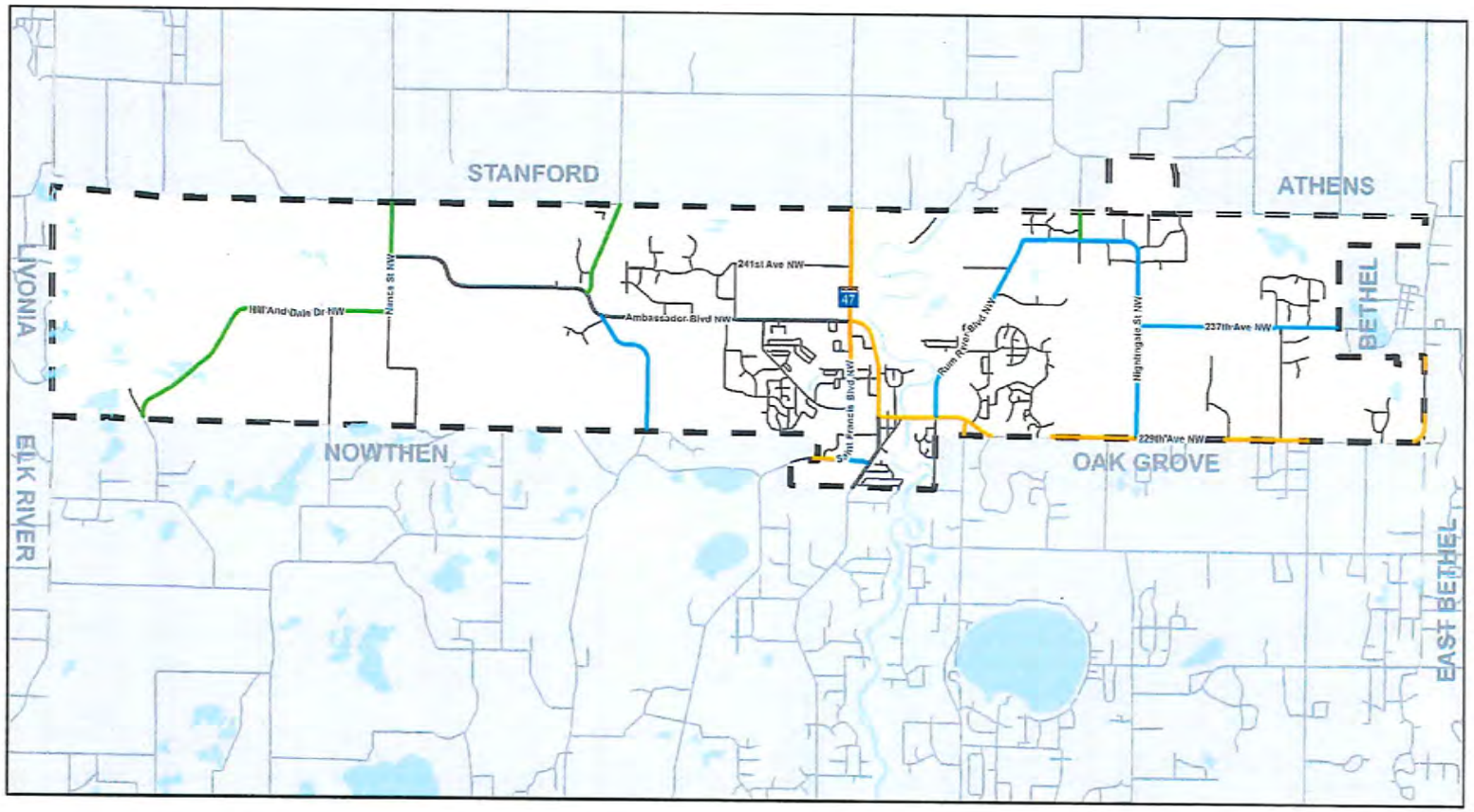


Figure 3 – Existing Functional Classification



Functional Classification

- A Minor Connector
- Major Collector
- Other Arterial
- Minor Collector

Source: Met Council
Published: SRF Consulting Group, Inc.

NORTH

0 1 2 Miles

City of St. Francis

Table 1. Roadway Functional Classification Criteria

Criteria	Principal Arterial	Minor Arterial and Other Arterial	Collector	Local Street
Place Connections	Connect regional job concentrations and freight terminals within the urban service area.	Provide supplementary connections between regional job concentrations, local centers, and freight terminals within the urban service area.	Connect neighborhoods and centers within the urban service area.	Connect blocks and land parcels within neighborhoods and within commercial or industrial developments.
Spacing	Urban communities: 2 – 3 miles Suburban communities: Spacing should vary in relation to development density of land uses served, 2 – 6 miles	Regional job concentrations: 1/4 – 3/4 mile Urban communities: 1/2 – 1 mile Suburban communities: 1 – 2 miles	Job concentrations: 1/8 – 1/2 mile Urban Communities: 1/4 – 3/4 mile Suburban Communities: 1/2 – 1 mile	As needed to access land uses
System Connections	To Interstate freeways, other principal arterials, and select A-minor arterials. Connections between principal arterials should be of a design type that does not require vehicles to stop. Intersections should be limited to 1-2 miles.	To most interstates, principal arterials, other minor arterials, collectors and some local streets	To minor arterials, other collectors, and local streets.	To a few minor arterials. To collectors and other local streets.
Trip-Making Service	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express and highway bus rapid transit trips	Medium-to-short tips (2-6 miles depending on development density) at moderate speeds. Longer trips accessing the principal arterial network. Local, limited-stop, and arterial bus rapid transit trips.	Short trips (1-4 miles depending on development density) at low-to-moderate speeds.	Short trips (under 2 miles) at low speeds, including bicycle and pedestrian trips. Longer trips accessing the collector and arterial network.
Mobility vs. Land Access	Emphasis is on mobility for longer trips rather than direct land access. Little or no direct land access within the urbanized area.	Emphasis on mobility for longer trips rather than on direct land access. Direct land access limited to concentrations of activity including regional job concentrations, local centers, freight terminals, and neighborhoods.	Equal emphasis on mobility and land access. Direct land access predominantly to development concentrations.	Emphasis on land access, not on mobility. Direct land access predominantly to residential land uses.
System Mileage	5-10%	10-15%	5-15%	60-75%
Percent of Vehicle Miles Traveled	15-35%	15-25%	10-25%	10-25%

Criteria	Principal Arterial	Minor Arterial and Other Arterial	Collector	Local Street
Intersections	Grade separated desirable where appropriate. At a minimum, high-capacity controlled at-grade intersections	Traffic signals, roundabouts, and cross-street stops	Four-way stops and some traffic signals	As required
Parking	None	Restricted as necessary	Restricted as necessary	Permitted as necessary
Large Trucks	No restrictions	Candidates for local truck network, large trucks restricted as necessary	May be candidates for local truck network, large trucks restricted as necessary	Permitted as necessary
Management Tools	Ramp metering, preferential treatment for transit, access control, median barriers, traffic signal progression, staging of reconstruction, intersection spacing	Traffic signal progression and spacing, land access management/control, preferential treatment for transit	Number of lanes, traffic signal timing, land access management	Intersection control, cul-de-sacs, diverters
Typical Average Daily Traffic Volumes	15,000-100,000+	5,000-30,000+	1,000-15,000+	Less than 1,000
Posted Speed Limit	40-65 mph	30-45 mph	30-40 mph	Maximum 30 mph
Right-of-Way	100-300 feet	60-150 feet	60-100 feet	50-80 feet
Transit Accommodations	Transit advantages that provide priority access and reliable movement for transit in peak periods where possible and needed	Transit advantages for reliable movement where needed.	Regular-route buses, transit advantages for reliable movement, where needed	Normally used as bus routes only in nonresidential areas
Bicycle and Pedestrian Accommodations	On facilities that cross or are parallel to the principal arterial, with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities.	On facilities that cross or are parallel to the minor arterial, with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities.	On, along, or crossing the collector with higher emphasis along transit routes and in activity centers. Crossings should be spaced for adequate crossing opportunities.	On, along, or crossing the local road

Source: Metropolitan Council, 2040 Transportation Policy Plan, 2015

This table summarizes characteristics for existing roadways to be used in evaluating functional classification and should not be used as design guidelines.

Principal Arterials

Principal arterials are part of the Metropolitan Highway System and provide high-speed mobility between the Twin Cities and important locations outside the metropolitan area. They are also intended to connect the central business districts of the two central cities with each other and with other regional business concentrations in the metropolitan area. Principal arterials, which are typically spaced from three to six miles apart, are generally constructed as limited access freeways in the urban area, but may also be constructed as multiple-lane divided highways. Their emphasis is focused on mobility rather than access.

No principal arterial roadways exist in the City of St. Francis. TH 65, located approximately 2 miles east of St. Francis' eastern city limits, is the nearest north–south Principal Arterial. It provides connectivity between Minneapolis and Little Fork located southeast of International Falls.

Minor Arterials

Roadways of this classification typically link urban areas and rural Principal Arterials to larger towns and other major traffic generators capable of attracting trips over similarly long distances. Minor Arterials service medium length trips, and their emphasis is on mobility as opposed to access in urban areas. They connect with Principal Arterials, other Minor Arterials, and Collector Streets. Connections to Local Streets should be avoided if possible. Minor Arterials are responsible for accommodating thru-trips, as well as trips beginning or ending outside the St. Francis area. Minor Arterial roadways are typically spaced approximately 1 – 2 miles apart in developing communities like St. Francis.

In the Twin Cities Metropolitan Area, there is a further breakdown of Minor Arterial roadways to establish federal funding priorities, "A Minor" and "Other Minor." The Metropolitan Council has identified minor arterials that are of regional importance because they relieve traffic on the principal arterials or substitute for principal arterials when necessary. These roads have been labeled as Minor arterials and categorized into four types:

- A- Minor: Relievers provide direct relief for metropolitan highway traffic.
- A Minor: Augmenters are roadways that augment principal arterials within the I-494/I-694 beltway.
- A Minor: Expanders are routes that provide a way to make connections between urban areas outside the I-494/I-694 beltway.
- A Minor: Connectors are roadways that provide good, safe connections to and among town centers.

Within St. Francis, the following roadways are classified as "A" minor arterials (as shown in **FIGURE 3**):

- TH 47 (St. Francis Boulevard)– Connector
- CSAH 9 (Lake George Boulevard) – Connector
- CSAH 13 (University Avenue Extended NW) – Connector
- CSAH 28 (Ambassador Boulevard NW, east of St. Francis Boulevard) – Connector
- CSAH 24/CR 103 (229th Avenue NW)– Connector

TH 47 is a north/south route that is an A-Minor Arterial Connector providing important connectivity through the north half of the Twin Cities Metropolitan Area. In downtown Minneapolis, the roadway is known as University Avenue. As it extends northward, it links to Interstate (I) 694 in Fridley, TH 10 and TH 610 in Coon Rapids, and TH 169 in Anoka. Through Anoka County, TH 47 intersects with the important cross-county routes of CSAH 116 and CSAH 22. TH 47 extends north of St. Francis to the City of Aitkin where it terminates at TH 169.

CSAH 9 and CSAH 13 are north/south A-Minor Arterial Connector roadways that begin east of the Rum River. CSAH 9 provides connectivity between St. Francis and Coon Rapids where the route terminates south of TH 10. CSAH 13 begins at CSAH 24 in the City of Bethel and extends south to Oak Grove where it terminates at CSAH 22.

CSAH 28 between TH 47 and CSAH 24 is a north/south A-Minor Arterial Connector route. CSAH 24/County Road (CR) 103 provides east/west continuity between TH 47 and CSAH 13 along the south City limits.

The following roadways are classified as "Other" minor arterial roadways within St. Francis:

- CR 70 (Nacre Street NW, South of CSAH 28)
- CSAH 28 (Ambassador Boulevard NW, West of TH 47 and East of TH 47 and South of CSAH 24)
- Rum River Boulevard NW (South of CSAH 28)

CSAH 28, west of TH 47, and a ½ mile of Nacre Street (CR 70) are designated as Other Arterial roadways. It is envisioned that a new Other Arterial corridor would extend south approximately 2 miles from Nacre Street to connect with CSAH 5. Upon completion, this route would provide continuity between St. Francis and the City of Ramsey on the west side of Anoka County. At the east city limits, CSAH 13/CR 103 is planned to extend east into the City of East Bethel to TH 65 and across Cedar Creek to CSAH 26. This route is designated as a Proposed Other Arterial. Upon completion of this missing 4-mile segment, a continuous route from TH 47 to CR 85 in Linwood Township would be completed.

Collectors

As noted previously, the Metropolitan Council's functional classification system provides for two types of collector streets (Major and Minor), which provide a balance between land access and mobility and move local street traffic to the arterial roadway system.

Major Collector

Roadways of this classification typically link neighborhoods together within a city or they link neighborhoods to business concentrations. In highly urban areas, they also provide connectivity between major traffic generators. A trip length of less than 5 miles is most common for Major Collector roadways. A balance between mobility and access is desired. Major Collector street connections are predominately to Minor Arterials, but they can be connected to any of the other four roadway functional classes. Local access to Major Collectors should be provided via public streets and individual property access should be avoided. Generally, Major Collector streets are predominantly responsible for providing circulation within a city. However, the natural features associated with the Rum River and its only bridge crossing at CSAH 24, wetland and drainage complexes, and parks and wildlife management areas result in circulation within St. Francis being reliant on the Minor Arterial roadways. Major Collectors are typically spaced approximately ½ to 1 mile apart in urbanizing areas. The City's major collector system includes the following streets (as shown in **Figure 3**):

- CSAH 24/CR72 (Rum River Boulevard NW/243rd Avenue NW/Nightingale Street NW, North of CSAH 24/CR 103
- CR 72
- CR 71 (Bridgestone Road NW, South of CSAH 28)
- 237th Avenue NW (East of CSAH 24/CR 72 (Nightingale Street NW)
- 227th Avenue NW connecting TH 47 and Rum River Boulevard

Minor Collector

Roadways of this classification typically include city streets and rural township roadways, which facilitate the collection of local traffic and convey it to Major Collectors and Minor Arterials. Minor Collector streets serve short trips at relatively low speeds. Their emphasis is focused on access rather than mobility. Minor Collectors are responsible for providing connections between neighborhoods and the Major Collector/Minor Arterial roadways. The roadways should be designed to discourage short-cut trips through the neighborhood by creating jogs in the roadway (i.e. not direct, through routes).

- Verdin Street NW
- CR 71 (Seelye Brooke Drive NW, North of CSAH 28)
- CSAH 28 (Nacre Street NW, North of CSAH 28)
- CR 70 (Hill and Dale Drive NW, West of CR 70)

Local Streets

Roadways of this classification typically include city streets and rural township roadways, which facilitate the collection of local traffic and convey it to collectors and Minor Arterials. Their emphasis is to provide direct property access, and mobility is not promoted.

Proposed Roadway System

The transportation system in the St. Francis area is in a rural to urban transition in response to the rapid growth experienced in the past 5 years and the anticipated growth for this area. As growth continues to occur, it will be important for the City to develop a roadway system that is efficient and consistent with the transportation system principles and standards outlined in the *Transportation System Principles and Standards.*

Future Roadway Corridors

A future road network was developed in consideration of long-term growth in the area and is illustrated in **Figure 4**. The network development considers the proposed land uses, the Anoka County Transportation Plan, and the limitations of the natural environment.

A suitable Arterial Collector system to accommodate future development and traffic patterns is necessary in the growing community of St. Francis. Historically, the existing county and state highways have provided much of the local circulation and connectivity; however, these roadways will not be capable of meeting both the future local and regional travel demands. A city collector system consisting of Major Collector roadways and Minor Collector streets is necessary to provide acceptable local circulation and access to developing areas, as well as to enable the Principal Arterial and Minor Arterial roadways to serve longer, regional travel. Nevertheless, individual construction of the proposed collector streets will not occur before 2040; rather, collector street will be included as a part of larger development projects.

The roadway corridors identified are conceptual, based on network needs, and should be used as a guide for development of the City's roadway system. In most cases, the actual roadway alignments are flexible to meet the needs of future development, at the discretion of the City Engineer. Careful consideration will be necessary to guide development and redevelopment plans towards the creation of full access locations meeting the City and Anoka County's access spacing guidelines. These improvements will increase the safety and mobility of the travel public, as well as increase accessibility to adjacent land uses. New or re-designated roadways necessary to support the land uses identified in Future Land Use Plan Map and future traffic growth are mentioned below.

Figure 4 – Future Road Network

Minor Arterials

Two existing functionally classed planned Other Arterial routes were already identified above in *Functional Classification Minor Arterials*. One is the extension of CR 103 in the southeast city limits extending east to TH 65 and CSAH 26. Anoka County and this plan identify CSAH 13/CR 103's future functional classification as an A-Minor Arterial Connector. The second is the southerly extension of CR 70 from Nacre Street to connect with CSAH 5. Both corridors extend fully or partially outside of the City of St. Francis' 2040 urban growth boundary.

The City of St. Francis also recognizes the need improvements across the Rum River to meet growing regional mobility needs through northwestern Anoka County. In 2012, the City adopted the findings of the Northern Anoka County River Crossing Study. The study evaluated multiple improvement opportunities including a second Rum River crossing from CSAH 28 across TH 47 through a Minnesota Department of Natural Resources wild and scenic designated area to CSAH 24/237th Avenue. The study determined two expansion improvements on CSAH 24/Bridge Street corridor and outside of the City borders on CSAH22 as the best benefit to the area.

The City desires to plan for the potential opportunity to extend CSAH 24 west of CSAH 28 to connect to TH 47. The City anticipates this extension could be considered if school activities were to terminate and land use changes were to occur through redevelopment initiatives.

Collector Roads

No new Major Collector roadways are planned in St. Francis. This is due to the location of existing collector and arterial roadways, natural features abundant in the area, and the roadway functional classification spacing guidelines.

Astute land use planning and subdivision plat review are key to ensuring an adequate local roadway network is developed and future local street traffic issues are avoided. Minor Collector streets are designed to carry traffic to higher-level roadways. They typically do not carry trips through an area; rather they connect non-continuous local streets and provide individual property access.

One of the primary issues facing developing communities around the Twin Cities Metropolitan area is a perception of excess traffic on "local" streets. The physical ability of these streets to carry traffic typically far exceeds the acceptable traffic levels for those property owners along the street. Minor Collector streets in residential areas must be identified during the preliminary platting process and design measures taken to provide acceptable conditions for the future owners of the adjacent lots. As a rule of thumb, one Minor Collector street connection to a Major Collector roadway is needed for each 100 housing units. For example, a developing area with a capacity of 400 homes should have at least four Minor Collector connections to the Major Collector network. If evenly distributed, these connections will ensure the Minor Collector streets will not be required to carry an unacceptable level of traffic. These Minor Collector streets should be continuous through multiple developments,

but not necessarily continuous between Major Collectors. Direct, continuous Minor Collectors that connect between Major Collectors should be discouraged, as they are often used as short cuts for travelers and tend to result in traffic volume levels unacceptable to the affected neighborhoods.

As stated, there is lack of collector roadways in the St. Francis area, resulting in an over reliance on the Minor Arterials for local circulation and connectivity. The long-term roadway network vision in the St. Francis area addresses these deficiencies. Following is an overview of specific corridors.

CSAH 28 is identified as a long-term Major Collector roadway. It is recommended that this corridor be preserved (i.e. maintain access spacing, etc.) as a Minor Arterial until such time as a Rum River crossing is realized. At that time, this roadway would function as a Major Collector roadway providing an option for local traffic circulation.

Raven Street NW is a north-south Major Collector roadway. This roadway is identified to be realigned with Nightingale Street to create a continuous route across the southern City limits. Similarly, a continuous north-south route is planned between CSAH 13/Cedar Drive NW and Tamarack Street NW.

The extension of CR 81 northwest across CSAH 28 along Roanoke Street to the north City limits is identified. This route will help collect local traffic and provide an alternate route to TH 47 to access land uses in the area.

West of CR 71, new Minor Collector roadways are planned to accommodate the collection of local traffic. Since these roads are not located within the 2030 growth boundary, it is anticipated that development driven activities will not drive these improvements.

- CR 70/Hill and Dale Drive extension east to CSAH 28/Ambassador Boulevard NW
- Springhill Road NW extension to future CR 70/ Hill and Dale Drive
- 229th Avenue NW extension between CR 70 and Varolite Street NW
- Verolite Street NW between CR 70 and the south City limits

Local Roads

Figure 4 illustrates several future local roads. The purpose of illustrating these roads is to call attention to important connections that should be evaluated when new or redevelopment activities are proposed. These routes provide connections between neighborhoods. They also allow local traffic to reach their destinations without having to access busier arterial and collector roadways, preserving them for longer, regional trips. The alignments identified also consider access spacing on the higher functionally classified roadways.

Planning Context- Studies, Projects, Issues

The purpose of this section is to highlight the various roadway/corridor studies that have been conducted wholly or partially within St. Francis since the 2009 St. Francis Transportation Plan was completed. The descriptions highlight the issues and opportunities facing some of the key roadways in the City.

Anoka County 2030 Transportation Plan

The Anoka County 2030 Transportation Plan (2009) identifies major transportation system investments and prioritizes the anticipated needs associated with preservation, management, replacement, and transportation alternatives goals. The plan forecasts the St. Francis Sub-Area (CSAH 24/Bridge Street) from TH 47 to CR 9 as a relatively low capacity need.

Northern Anoka County River Crossing Study

Since 2008/2009, the cities of St. Francis and Oak Grove recognized the potential capacity on exiting crossings along CSAH 22 (Vikings Boulevard), CSAH 24 (Bridge Street) and/or the development of additional crossing connections within northern Anoka County. To maintain momentum, Anoka County with local communities initiated the Northern Anoka County River Crossing Study in late 2010 and tested two expansion opportunities along CSAH 22 and CSAH 24, as well as an expansion/extension along CSAH 24. The proposed improvements were found to handle future traffic volumes thus, not requiring further studies on a new Rum River crossing. Without any improvements, CSAH 22 is projected to reach near capacity while CSAH 24 is projected to be over capacity by 2030.[2]

Key River Study Crossing conclusions are as follows:

- Improvements to one corridor will not impact the other
- Improvements may be made on existing river crossings to handle future traffic volumes. They include:
    - Since the corridor is nearing capacity by 2030, Intersection improvements along CSAH 22 (between CSAH 7 and CSAH 78) to address safety issues are sufficient. Future expansion to a four-lane should be considered.
    - CSAH 24 is nearing capacity already, improvements will be necessary.
    - Both corridors will require access management

Anoka County System Preservation Study

In 2013, Anoka County completed an analysis on the strategies around jurisdictional transfers. This effort was a part of a larger study with the Local Road Research Board (LRRB). They assessed the opportunity of jurisdiction realignment. The LRRB's goal was to match management of a roadway with its intended function and with the jurisdiction best suited to maintain it. Anoka County was one of the five counties to participate in the pilot. The pilot included nine strategies, including jurisdictional transfers.

[2] Bolton & Menk, Inc. *Anoka County*: Northern Anoka County River Crossing Study. June 2012

Through the study, Anoka County proposes a new methodology to jurisdictional alignments. Unlike the existing method to focus around new road construction, the new philosophy recommends managing roadways by aligning it with the function and the jurisdiction best suited to maintain it. The result is a process to efficiently use tax dollars.

Programmed or Planned Improvements

MnDOT

- TH 47 (St. Francis Boulevard NW): Cir/Medium Mill and Overlay, Bunker Lake Boulevard to Anoka/Isanti County Line (2025)

Metropolitan Council

- No projects identified within the City of St. Francis.

Anoka County

- CSAH 24 (Bridge Street): Intersection Signal Installation at the intersection of CR 103 and Oak Grove/St. Francis (2018-2020)
- CSAH 24 (Bridge Street): Reconstruction on CSAH 24 from TH 47 to CR 9 from a 2-lane to a 4 lane (2020-2030).
- CR 70/CR 24: New Roadways Construction of CR 70/CR 24 between 219th Avenue to Hill and Dale Drive to include a new 2-lane (Other Minor) road along the county line running north/south (2020-2030).
- CR 70: New Roadways Construction of CR 70 from CR 70/223rd Avenue to the Sherburne/Isanti County Line. The new roadway will be a 2-lane (Other Minor) running North/South along the county line (2020-2030).
- CSAH 24 (Bridge Street). Complete all improvements recommended in the St. Francis Sub-Area study (2020-2030).

City of St. Francis

- Arrowhead Street Mill and Overlay (2018)
- Poppy Street Reconstruction (2019)
- Butterfield Drive Reconstruction (2020)
- 245th & Kings Hwy realignment/ditch work (2018)
- Tammarack Street (2021)
- 241st Avenue (2022)
- Rum River Woods Addition Reconstruction (2022)

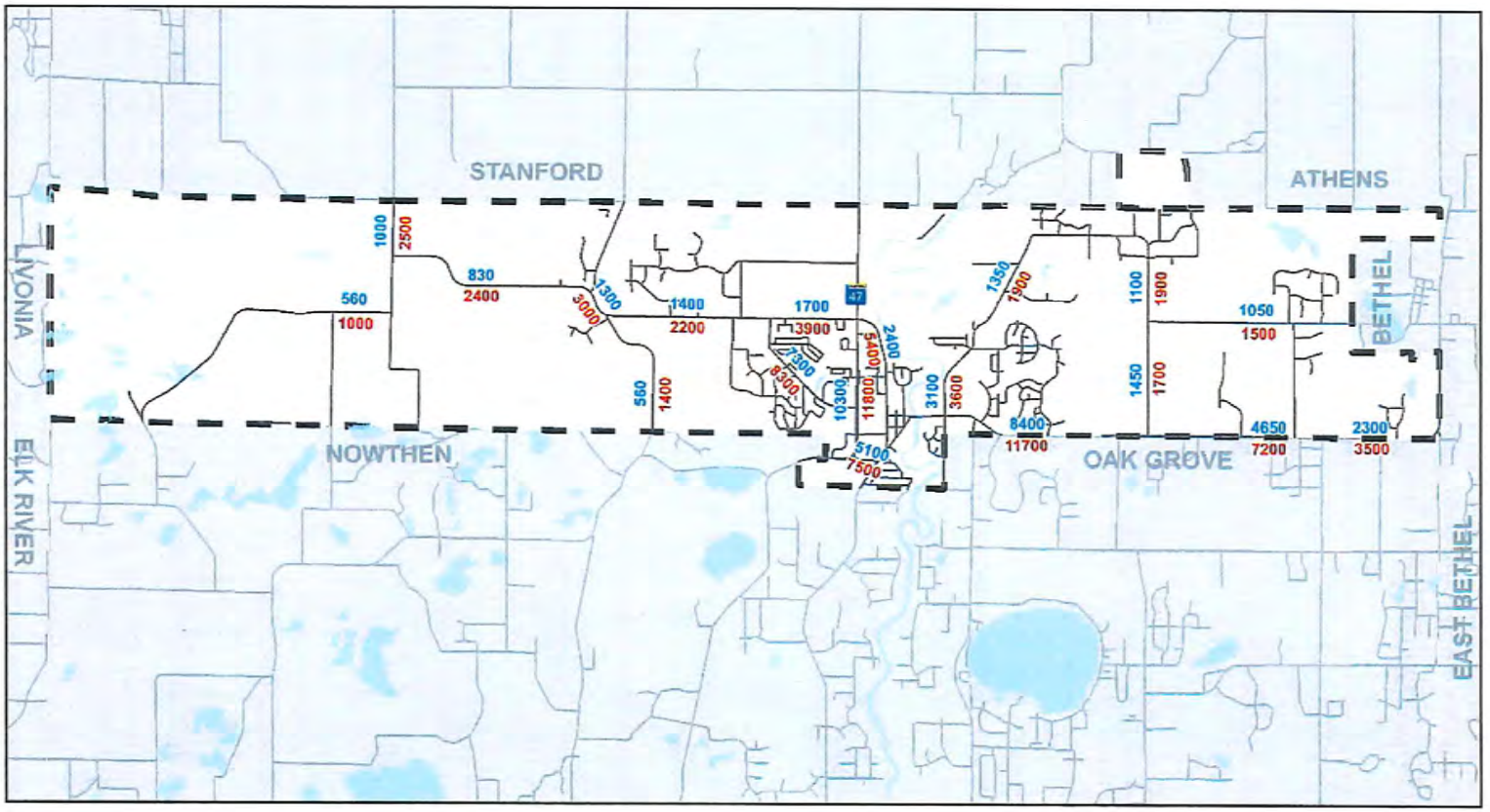
Coordination with Other Jurisdictions

The City of St. Francis should continue to coordinate with adjacent jurisdictions as well as Anoka County and MnDOT when planning future improvements. Coordination among jurisdictions provides opportunities for collaboration that could benefit all agencies and the public which in turn can result in financial and time savings through economies of scale as well as potentially reducing construction impacts to residents through the coordination of projects.

2040 Traffic Forecasts Volume

The 2040 forecast volumes for the City of St. Francis used Anoka County's 2040 Travel Demand Model which yielded forecasted 2040 traffic volumes for the City. The most recent daily traffic volumes information for the primary roadways in the City was obtained from MnDOT. **Figure 5** shows the existing and 2040 forecast volumes. The Metropolitan Council's Transportation Policy Plan supports the maintenance and enhancement of the transportation facilities to accommodate growth and reinvestment into the community.

Figure 5 Existing and Forecasted Traffic Volumes



Existing and 2040 Traffic Volumes

0000 Existing Traffic Volumes

0000 Forecast 2040 Traffic Volumes

Source: Anoka County
Published: SRF Consulting Group, Inc.

NORTH

0 1 2 Miles

City of St. Francis

Capacity Assessment

Existing and Anticipated Roadway Capacity

Roadway congestion is judged to exist when the ratio of traffic volume to roadway capacity (V/C ratio) approaches or exceeds 1.0. The V/C ratio provides a measure of congestion that can help determine where roadway improvements, access management, transit services, or demand management strategies need to be implemented. However, it does not provide a basis for determining the need for specific intersection improvements.

Table 2 provides a method to evaluate roadway capacity. For each facility type, the typical planning-level annual average daily traffic (AADT) capacity ranges and maximum AADT volume ranges are listed. These volume ranges are based upon guidance from the Highway Capacity Manual and professional engineering judgment. A range is used since the maximum capacity of any roadway design (V/C = 1) is a theoretical measure that can be affected by its functional classification, traffic peaking characteristics, access spacing, speed, and other roadway characteristics. Further, to define a facility's "daily capacity," engineering judgement recommends that the top of each facility type's volume range be used. This allows for capacity improvements that can be achieved by roadway performance enhancements (e.g., expansions or improvements).

Table 2. Roadway Capacity Guidelines

Facility Type	Planning Level Daily Capacity Ranges (AADT)	Under Capacity			Near Capacity		Over Capacity
		LOS A	B	C	D	E	F
		0.2	0.4	0.6	0.85	1.0	>1.0
Two-lane undivided urban	8,000 – 10,000	2,000	4,000	6,000	8,500	10,000	> 10,000
Two-lane undivided rural	14,000 – 15,000	3,000	6,000	9,000	12,750	15,000	> 15,000
Two-lane divided urban (Three-lane)	14,000 – 17,000	3,400	6,800	10,200	14,450	17,000	> 17,000
Four-lane undivided urban	18,000 – 22,000	4,400	8,800	13,200	18,700	22,000	> 22,000
Four-lane undivided rural	24,000 – 28,000	5,600	11,200	16,800	23,800	28,000	> 28,000
Four-lane divided urban (Five-lane)	28,000 – 32,000	6,400	12,800	19,200	27,200	32,000	> 32,000
Four-lane divided rural	35,000 – 38,000	7,600	15,200	22,800	32,300	38,000	> 38,000
Four-lane expressway rural	45,000	9,000	18,000	27,000	38,250	45,000	> 45,000
Four-lane freeway	60,000 – 80,000	16,000	32,000	48,000	68,000	80,000	> 80,000
Six-lane freeway	90,000 – 120,000	24,000	48,000	72,000	102,000	120,000	> 120,000

Level of Service (LOS)

Level of Service (LOS), as related to highways and local roadways, categorizes the different operating conditions that occur on a lane or roadway when accommodating various traffic volumes. It is a qualitative measure of the effect of traffic flow factors, such as speed and travel time, interruption, freedom to maneuver, driver comfort and convenience, and indirectly, safety and operating costs. It is expressed as levels of service "A" through "F." Level "A" is a condition of free traffic flow where there is little or no restriction in speed or maneuverability caused by presence of other vehicles. Level "F" is a facility operating at a no or a low speed with many stoppages, with the highway acting as a storage area (**Table 3**).

The following section describes LOS and further relates the correlation between LOS and planning-level roadway capacities, helping better understand the operations and capacity level on existing roadways.

Table 3: Level of Service Definitions

Level of Service (LOS)	Traffic Flow	Vehicle/Capacity Ratio	Description
A	Free Flow Below Capacity	0.20	Low volumes and no delays
B	Stable Flow Below Capacity	0.40	Low volumes and speed dictated by travel conditions
C	Stable Flow Below Capacity	0.60	Speeds and maneuverability closely controlled due to higher volumes
D	Restricted Flow Near Capacity	0.85	Higher density traffic restricts maneuverability and volumes approaching capacity
E	Unstable Flow Approaching Capacity	1.0	Low speeds, considerable delays, and volumes at or slightly over capacity
F	Forced Flow Over Capacity	>1.0	Very low speeds, volumes exceed capacity, and long delays with stop-and-go traffic

Existing Capacity Deficiencies

Using the methodology described above, existing capacity deficiencies were identified by comparing existing ADT volumes and roadway characteristics (**Figure 6**) to the thresholds noted in **Table 2**. Results of this analysis were mapped to identify roadways that currently exhibit capacity deficiencies. Roadway segments are defined as overcapacity if the volume-to-capacity ratio is at or above 1.0, which signifies that a segment of road has observed volumes which exceed its design capacity. Based on this analysis, no road segments currently yield any capacity deficiencies. Roadway segments are defined as near capacity if the volume-to-capacity ratio is at or above 0.85. No existing roadways within the City of St. Francis are near or over their design capacity.

The methodology described above is a planning-level analysis that uses average daily traffic volumes and is not appropriate for all traffic conditions. For example, traffic conditions that do

not fit the average daily traffic criteria (e.g., weekend travel, holiday travel, special events, etc.) are likely to produce different levels of congestion. Additionally, factors such as the amount of access and roadway geometrics may influence capacity.

Future Capacity Deficiencies

A planning level analysis was performed on the existing roadway system to identify locations where capacity problems are expected to occur by the planning horizon year. Demand was estimated using the 2040 traffic forecasts shown in **Figure 5**. Capacity was based upon the existing roadway geometrics shown in **Figure 6**, including the programmed roadway system improvements shown in **Figure 4**.

Using this data, a volume-to-capacity analysis, like that completed for existing conditions, was conducted for forecasted 2040 conditions. Using this methodology, **Figure 7** illustrates the anticipated future lane needs on arterial roadways. Although intersection improvements were made along CSAH 24 including two newly constructed roundabouts in 2016, 2040 average annual daily travel demands will continue to approach or exceed daily capacities on CSAH 24 between Rum River Boulevard NW and CSAH 9 (Lake George Boulevard NW).

Per the Northern Anoka County River Crossing Study, expansion and additional intersection improvements of existing roadways (CSAH 24 and CSAH 22) were found to reduce congestion on portions of these corridors. Thus, a new river crossing was not studied further; consistent with the Wild and Scenic designation of the Rum River. Three planned improvements exist along CSAH 24 including an expansion from a two-lane to a four-lane along, which will occur between 2020 -2030.

Figure 6 Existing Roadway Geometrics

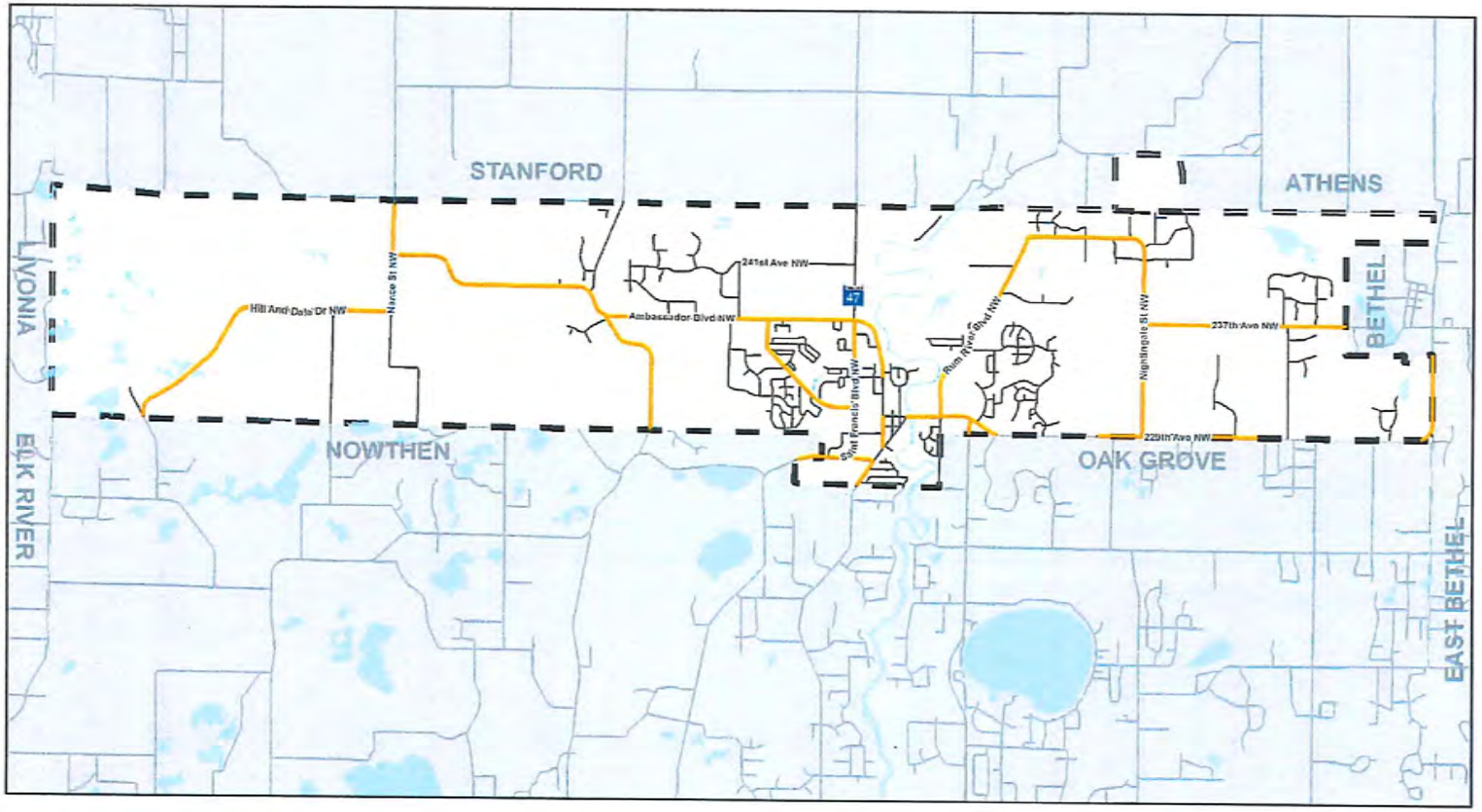
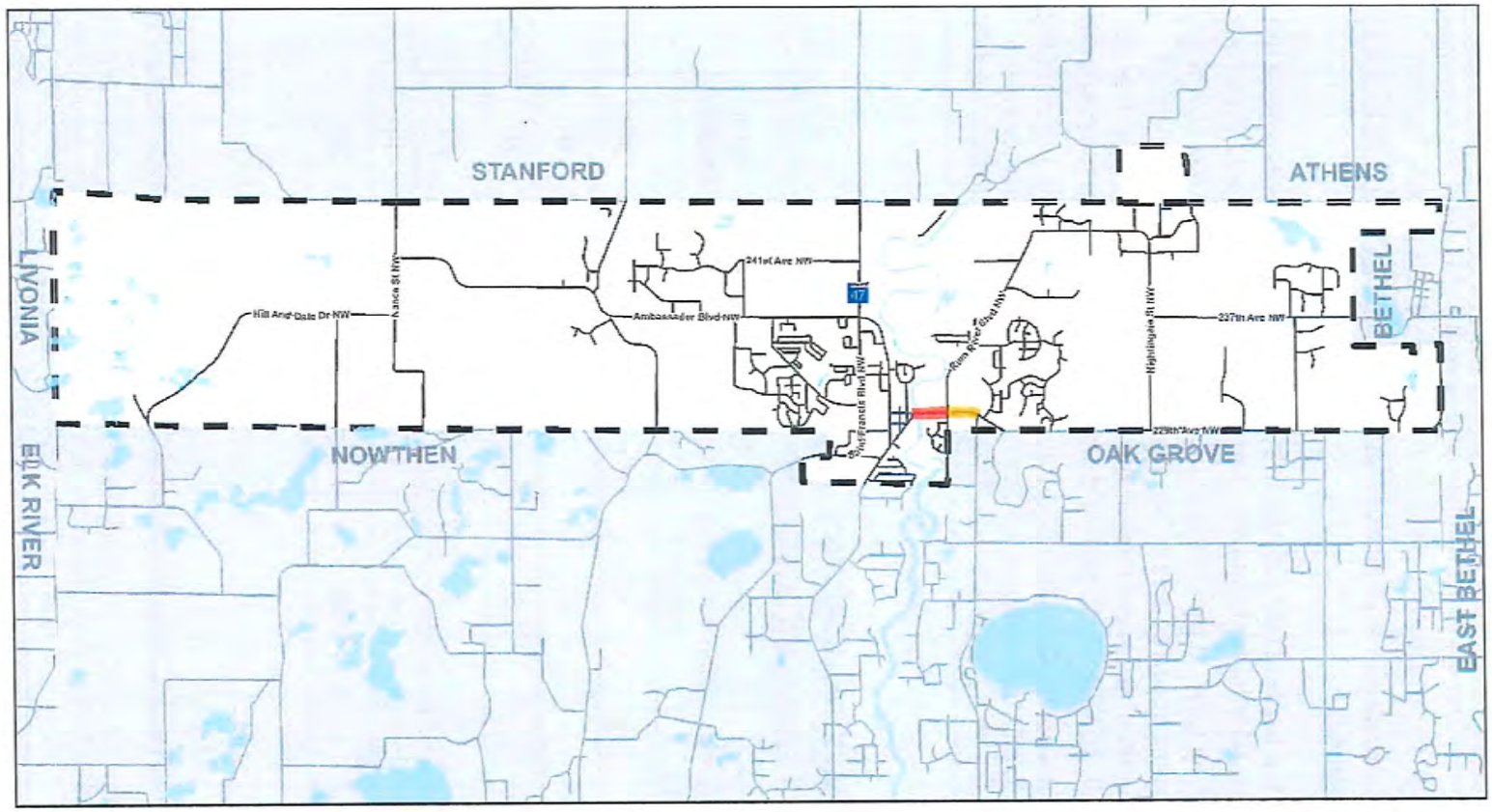


Figure 7 Forecast 2040 V/C Ratio Deficiencies



2040 Forecast Capacity Deficiencies

Near Capacity (0.85 - 1.00)

Over Capacity (> 1.00)

Source: Anoka County
Published: SRF Consulting Group, Inc.

NORTH

0 1 2 Miles

City of St. Francis

Safety Assessment

A central concern of transportation professionals is roadway safety. To assist in the evaluation of crashes, MnDOT maintains a database of crash records from around the State of Minnesota. These records identify the location, severity and circumstances associated with each crash. This dataset was reviewed to identify the number, location and severity of crashes on roadways, excluding interstate highways, in the City of St. Francis for the years 2011-2015. The ten intersection locations with the highest frequency of crashes between 2011 and 2015 are listed in **Table 5** and illustrated in **Figure 8**.

A planning-level analysis of the existing transportation system in St. Francis was completed and included evaluating crash records for the types of accidents most commonly occurring and where accident trends may exist. In the five-year period from January 1, 2011 through December 31, 2015, 139 crashes occurred on the roadways within the City of St. Francis. Locations with the highest accident frequency are at the intersections of TH 47 (St. Francis Boulevard) with 233rd Avenue and TH 47 (St. Francis Boulevard) with CSAH 28 (Ambassador Boulevard). These intersections were also evaluated using MnDOT's crash rate methodology, shown in **Table 4**. Per MnDOT, a critical index of 1.00 or less indicates performance within statewide trends. Critical index above 1.00 indicates that the intersection operates outside of an expected range.

Table 4 – Motor Vehicle Crashes in St. Francis 2011-2015

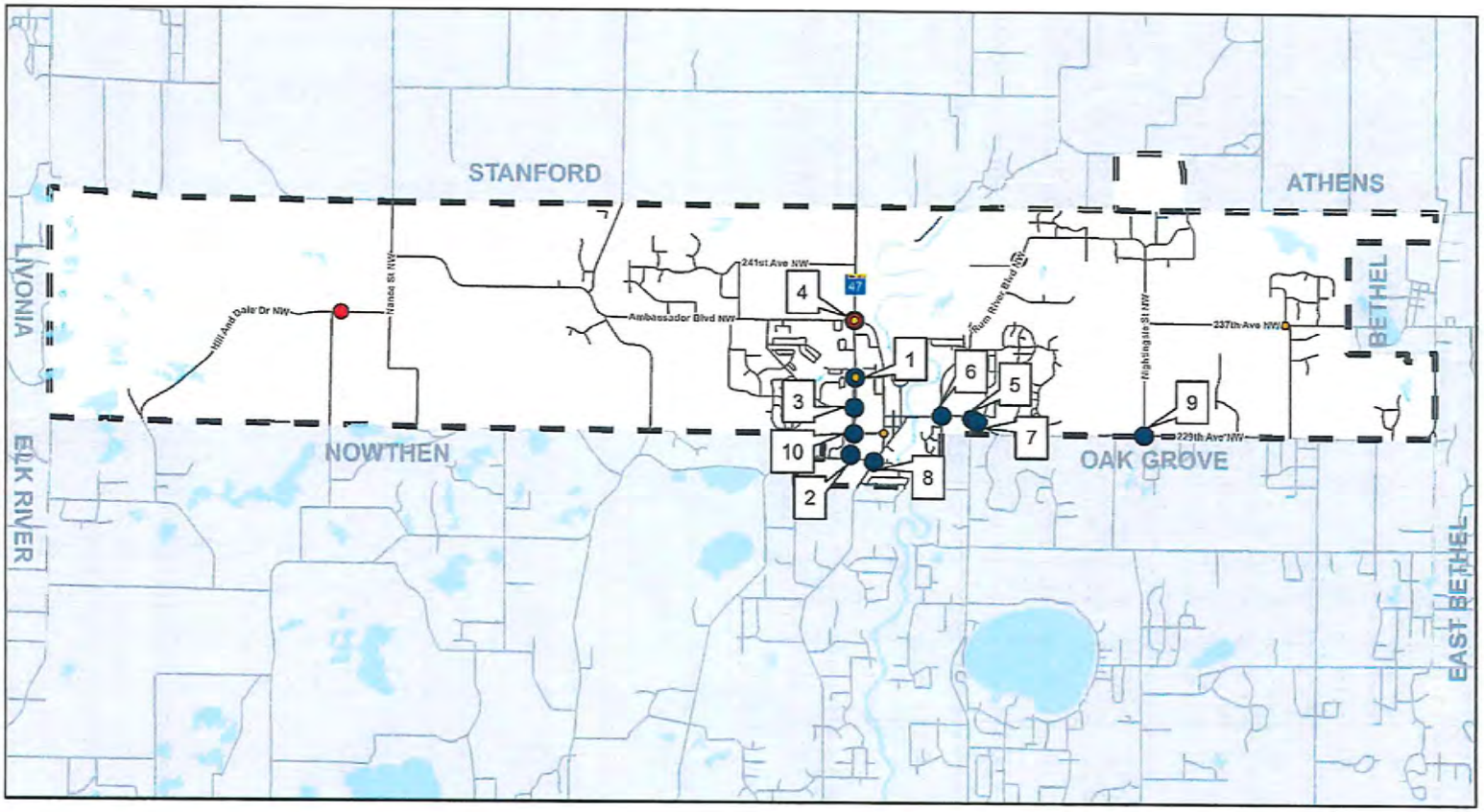
Year	Fatal Crashes	Personal Injury Crashes			Property Damage (PDO)	Total Crashes
		Type A Incapacitating Injury	Type B Non-incapacity Injury	Type C Possible Injury		
2011	0	1	6	10	13	30
2012	0	1	13	9	7	30
2013	0	0	3	6	19	28
2014	3	3	3	6	11	26
2015	2	2	4	6	11	25
Totals	5	7	29	37	61	139

Table 5 – Top 10 Intersection Crash Locations in St. Francis 2011-2015 (By Frequency of Crashes).

	Intersection	Severity					Traffic Control	Critical Index All Crashes	Critical Index Fatal & Type A
		Fatal	Type A	Type B	Type C	Property Damage			
1.	Saint Francis Blvd/233rd Avenue	0	1	3	6	5	Thru-Stop	1.20	0.73
2.	Saint Francis Blvd/227th Avenue	0	0	0	2	3	Thru-Stop	0.46	0.00
3.	Saint Francis Blvd/Pederson Drive	0	0	4	4	1	Thru-Stop	0.65	0.00
4.	Saint Francis Blvd/Ambassador Boulevard	1	1	0	0	3	Thru-Stop	0.52	1.67
5.	Bridge St/Lake George Boulevard*	0	0	1	3	1	Thru-Stop	0.53	0.00
6.	Bridge St/Poppy St/Run River Boulevard*	0	0	1	2	0	Signal	0.16	0.00
7.	Bridge St/Kerry Street	0	0	3	0	1	Thru-Stop	0.44	0.00
8.	Rum River Blvd/227th Avenue	0	0	0	4	0	Thru-Stop	0.61	0.00
9.	229th Ave/Nightgale Street	0	0	1	1	0	Thru-Stop	0.29	0.00
10.	229th Ave/Saint Francis Boulevard	0	0	0	0	4	Thru-Stop	0.33	0.00

*Intersection was upgraded to a roundabout

Figure 8: Crash Safety Analysis



Crash Safety Analysis (2011-2015)

- Fatality
- Incapacitating Injury
- Top 10 Crash Intersections

Source: MnCMAT
Published: SRF Consulting Group, Inc.

NORTH

0 1 2 Miles

City of St. Francis

Access Management

Access management guidelines are developed to maintain traffic flow on the network so each roadway can provide its functional duties, while providing adequate access for private properties to the transportation network. This harmonization of access and mobility is the keystone to effective access management.

Mobility, as defined for this Transportation Plan, is the ability to move people, goods, and services via a transportation system component from one place to another. The degree of mobility depends on several factors, including the ability of the roadway system to perform its functional duty, the capacity of the roadway, and the operational level of service on the roadway system.

Access, as applied to the roadway system in St. Francis, is the relationship between local land use and the transportation system. There is an inverse relationship between the amount of access provided and the ability to move through-traffic on a roadway. As higher levels of access are provided, the ability to move traffic is reduced. The graphic below illustrates the relationship between access and mobility.

Each access location (i.e. driveway and/or intersection) creates a potential point of conflict between vehicles moving through an area and vehicles entering and exiting the roadway. These conflicts can result from the slowing effects of merging and weaving that takes place as vehicles accelerate from a stop turning onto the roadway, or deceleration to make a turn to leave the roadway. At signalized intersections, the potential for conflicts between vehicles is increased, because through-vehicles are required to stop at the signals. If the amount of traffic moving through an area on the roadway is high and/or the speed of traffic on the roadway is high, the number and nature of vehicle conflicts are also increased.

Accordingly, the safe speed of a road, the ability to move traffic on that road, and safe access to cross streets and properties adjacent to the roadway all diminish as the number of access points increase along a specific segment of roadway. Because of these effects, there must be a balance between the level of access provided and the desired function of the roadway.

In St. Francis, access standards and spacing guidelines are recommended as a strategy to effectively manage existing ingress/egress onto City streets and to provide access controls for new development and redevelopment. The proposed access standards (driveway dimensions) are based on Minnesota Department of Transportation (MnDOT) State-Aid design standards. It should be noted that the City of St. Francis has access authority for those roadways under their jurisdiction. Likewise, Anoka County and MnDOT have access authority for roadways under their jurisdiction. To further the relationship of access and mobility throughout the St. Francis area, the City supports managing access consistent with the roadway mobility and access relationship figure above and supports the access spacing guidelines of other roadway jurisdictions. **Tables 6 and 7** below present the proposed access standards and access spacing for the St. Francis roadway network based on the Recommended Future Roadway Functional

Classification vision illustrated in Figure 4. Please refer to Anoka County's minimum access spacing guidelines identified in their current Transportation Plan.

Table 6– Roadway Access Standards

Driveway Dimensions	Residential	Commercial or Industrial
Driveway Access Width	11' – 22', 16' desired	16' – 32' 32' desired
Minimum Distance Between Driveways	20'	20'
Minimum Corner Clearance from a Collector Street	60'	80' (1)
(1) At the discretion of the City Engineer, 80' minimum.		

Table 7 – Access Spacing Guidelines for Collector Roadways in St. Francis

Type of Access by Land Use Type	Major Collector	Minor Collector
Low & Medium Density Residential		
Private Access	Not Permitted (2)	As Needed (3)
Minimum Corner Clearance from a Collector Street	660'	300'
Commercial, Industrial or High Density Residential		
Private Access	Not Permitted (2)	As Needed (3)
Minimum Corner Clearance from a Collector Street	660'	660'
(1) These guidelines apply to City streets only. Anoka County and Mn/DOT have access authority for roadways under their jurisdiction.		
(2) Access to Major Collectors is limited to public street access. Steps should be taken to redirect private accesses on Major Collectors to other local streets. New private access to Major Collectors is not permitted unless deemed necessary.		
(3) Private access to Minor Collectors is to be evaluated by other factors. Whenever possible, residential access should be directed to non-continuous streets rather than Minor Collector roadways. Commercial/Industrial properties are encouraged to provide common accesses with adjacent properties when access is located on the Minor Collector system. Cross-traffic between adjacent compatible properties is to be accommodated when feasible. A minimum spacing between accesses of 660' in commercial, industrial, or high density residential areas is encouraged for the development of turn lanes and driver decision reaction areas.		

Traffic Calming

Traffic calming is the management of traffic to improve safety not only for vehicles, but other users of the roadway such as pedestrians and cyclists. Management techniques include the physical modification of the street to divert nonlocal traffic off local roadways and influence the behavior of drivers using the street, particularly to lower the vehicle speed. The objective is to achieve a traffic behavior pattern that is compatible with other appropriate street activities and adjacent land uses.

Examples of traffic calming measures include narrow streets, roundabouts, speed bumps, medians, curb extensions (bump-outs), crosswalks, and entry treatments. The City will review these techniques during the design process for local road construction and reconstruction to determine if they are appropriate. Traffic calming measures will generally be considered for local streets only if:

- The measure selected is consistent with the problem being addressed.
- The measure will not divert traffic onto other local streets or degrade public safety.
- State Aid Design Standards are met, if applicable.

Right-of-Way Preservation

Right-of-Way (ROW) is a valuable public asset. Therefore, it needs to be protected and managed to respect the roadway's intended function, while serving the greatest public good. St. Francis will need to reconstruct, widen, and construct new roadway segments to meet future capacity and connectivity demands due to its current and anticipated growth. Such improvements will require adequate ROW be maintained or secured. The city will coordinate with MnDOT and Anoka County for ROW acquisition along county or state routes.

Transit System

The City of St. Francis is located outside of the Metropolitan Transit Taxing District in Market Area IV. No regular route transit service exists in the City.

It is recognized that various methods of travel impact the economic vitality of a city, county, or broader region. The term *transit* applies to all forms of sharing rides, regardless of whether the service is provided by a public or private operator, organization, or individual vehicle owner, or whether the ridesharing arrangements are formal or informal. Most transit rides, however, are provided by formal transit systems, at least during the morning and afternoon peak travel periods. Based on the needs of a community, transit systems may be established to accommodate trips that are internal within the city (internal to internal), trips that begin in the city and end somewhere outside of the city (internal to external), and/or trips that begin outside of the city and end within the city (external to internal). An example of an internal to internal trip may be a trip that begins at a home in St. Francis and ends at a place of employment such as the St. Francis High School. An internal to external trip may be a trip that begins at a home in St. Francis and ends at the Anoka County License Center in Ramsey. A trip that begins at a home in Andover and ends at Northland Screw Products is an example of an external to internal trip.

Existing Transit System

The Anoka County Traveler Dial-a-Ride service is the only service currently available within the City of St. Francis. It provides curb to curb transportation service in Anoka County. Anyone can use their service as long as they can travel independently or with a personal care attendant. Dial-a Ride coordinates with the Anoka County Traveler's fixed-route service to ensure customers the most efficient and affordable way to travel. Rides may be scheduled up to four days in advance. Same-day requests are available when capacity and schedule allow.

No park-and-ride facilities are located within the City of St. Francis. The closest park and ride lot is in the City of East Bethel at the ice arena located on TH 65 between Josh Avenue and 209th Avenue. There is no bus service available at this park and ride lot. Anoka County provides some rideshare coordination activities through their Transportation Management Organization.

Future Transit Opportunities

Given St. Francis exists within Market Area IV and no regular route transit service is planned, the City should continue to work with Anoka County Transit to determine long term needs for additional service and opportunities to integrate with services provided in other cities and adjacent counties.

Dial-a-ride, fixed route service by means of bus, bus rapid transit, and/or commuter rail, are just some of the transit system examples that are or could be provided within a city such as St. Francis upon the completion of further detailed studies. Transit studies can evaluate current transit service performance and analyze the market to identify any unmet needs and

to look for opportunities to enhance transit service. Generally, communities with dial-a-ride as an initial service explore the feasibility of providing a fixed route schedule to connect residents with businesses, schools, places to shop, and employment centers.

Pedestrian Bicycle Facilities

Existing Pedestrian Bicycle Facilities

The Rum River Trail currently extends approximately 2.6 miles parallel to the Rum River. Additionally, approximately 1.8 miles of existing trails are located within the Rum River Regional Park and approximately 10 miles of municipal trails exist. **FIGURE 9** depicts planned and existing multi-use trail facilities. The City of St. Francis completed trail improvements on CSAH 24 adding trail connections around the High School in 2016 during the roadway reconstruction project.

Regional Bicycle Transportation Network

The 2040 TPP implemented the RBTN, which establishes regional priorities of multi-use trail and bicycle facilities for planning and investment. The purpose of the RBTN is to develop a continuous network of on-street bikeways and off-street trails to improve bicycle transportation at the regional level. The RBTN network serves as a basis for evaluating projects for the Metropolitan Council's Regional Solicitation grant funding program. Currently, no RBTN corridors are located within the City of St. Francis.

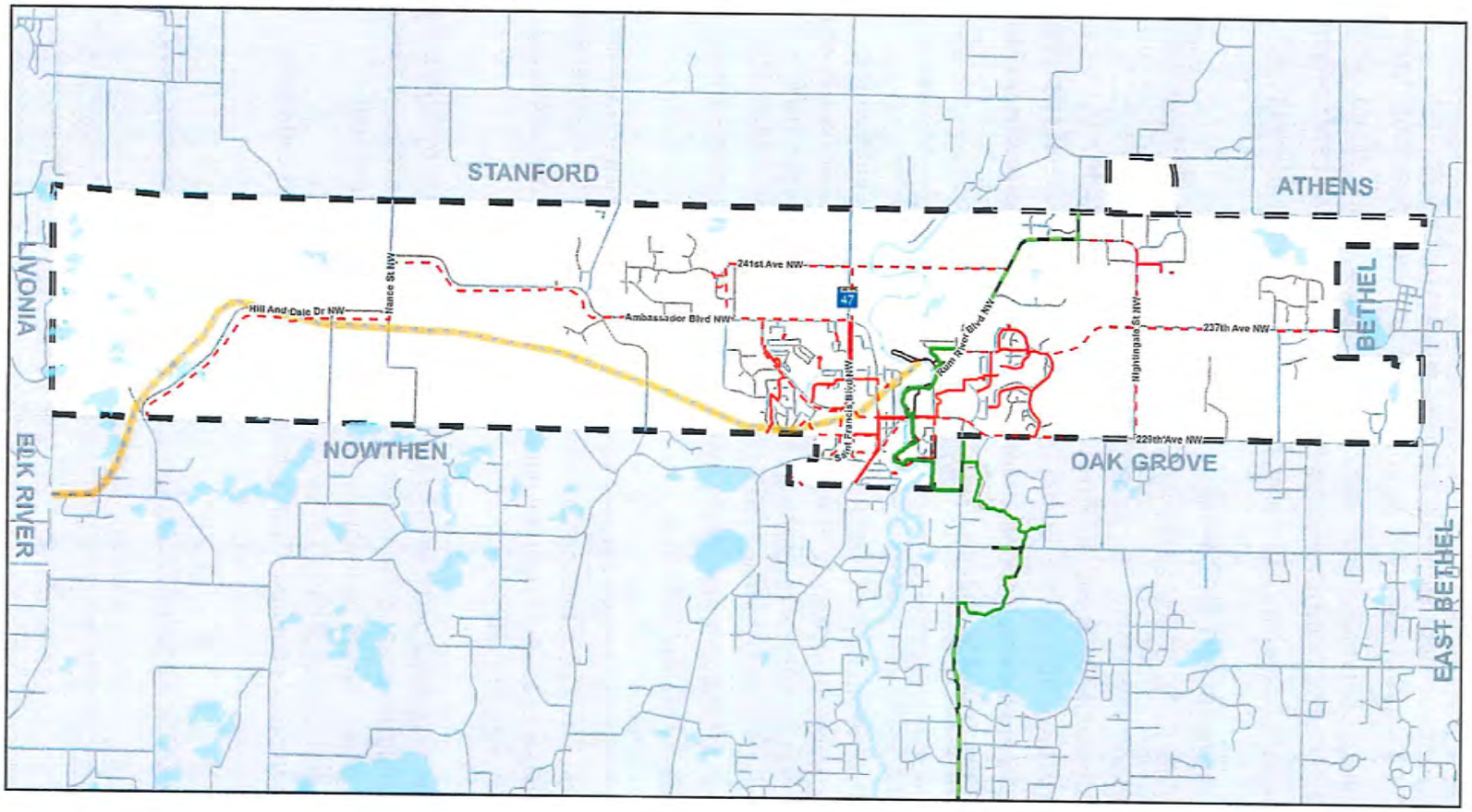
Proposed and Future Pedestrian Bicycle Facility Opportunities

On a regional basis, the Metropolitan Council Regional Parks Policy Plan has identified the need for a new park reserve in northwestern St. Francis based on forecasted 2040 needs and the existence of a very high quality natural resource area unique in Anoka County. Trail connectivity to Rum River North County Park and Lake George Regional Park should also be considered. A Rum River Trail extension is planned to extend north and south of the existing trail (approximately 1.9 miles within St. Francis).

The Sugar Hills Regional Trail Search Corridor extends east-west across the City approximately 8.8 miles. This corridor represents a general location where new regional trail or regional trail extensions have been identified to connect regional parks and trails. Further, approximated 22.3 miles of municipal trails are planned.

The City should also consider reviewing pedestrian facilities and school routings to determine their adequacy as traffic conditions change. Sidewalks and trails, providing pedestrians a route to future controlled intersections, should be incorporated into road projects and land developments to safely accommodate pedestrian and traffic growth in the City. Improvements identified in the City's Park and Trail System Plan should also be completed.

Figure 9 Existing and Planned Bike/Ped Facilities



Bicycle and Pedestrian Facilities

- Existing Regional Trail
- Planned Regional Trail
- Regional Trail Search Corridors
- Park Trail
- Proposed Municipal Trail
- Existing Municipal Trail

Source: St. Francis, Met Council
Published: SRF Consulting Group, Inc.

NORTH

0 1 2 Miles

City of St. Francis

Aviation

No existing or planned aviation facilities to include influence from regional airports and heliports occur within the City of St. Francis. However, two private runways are located within the City of St. Francis as depicted in **Figure 10.** the City is required to include standards for airspace protection in its Comprehensive Plan and local control.

Per the Federal Aviation Administration (FAA) and MnDOT Aeronautics safety standards, any applicant who proposes to construct a structure 200 feet above the ground level must obtain appropriate approval by submitting FAA Form 7460-1 "Notice of Proposed Construction or Alteration", under code of federal regulations CFR-Part 77. These forms must be submitted 30 days before alteration/construction begins or the construction permit is filed, whichever is earlier. MnDOT must also be notified (see MnDOT Rules Chapter 8800).

Federal Regulation Title 14, Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for evaluating the effect of the construction or alteration on operating procedures, determining the potential hazardous effect of the proposed construction on air navigation, identifying mitigation measures to enhance safe air navigation, and charting of new objects. Notification allows the Federal Aviation Administration (FAA) to identify potential aeronautical hazards in advance, thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace.

Title 14, Part 77.13 requires any person/organization who intends to sponsor any of the following construction or alterations to notify the Administrator of the FAA when:

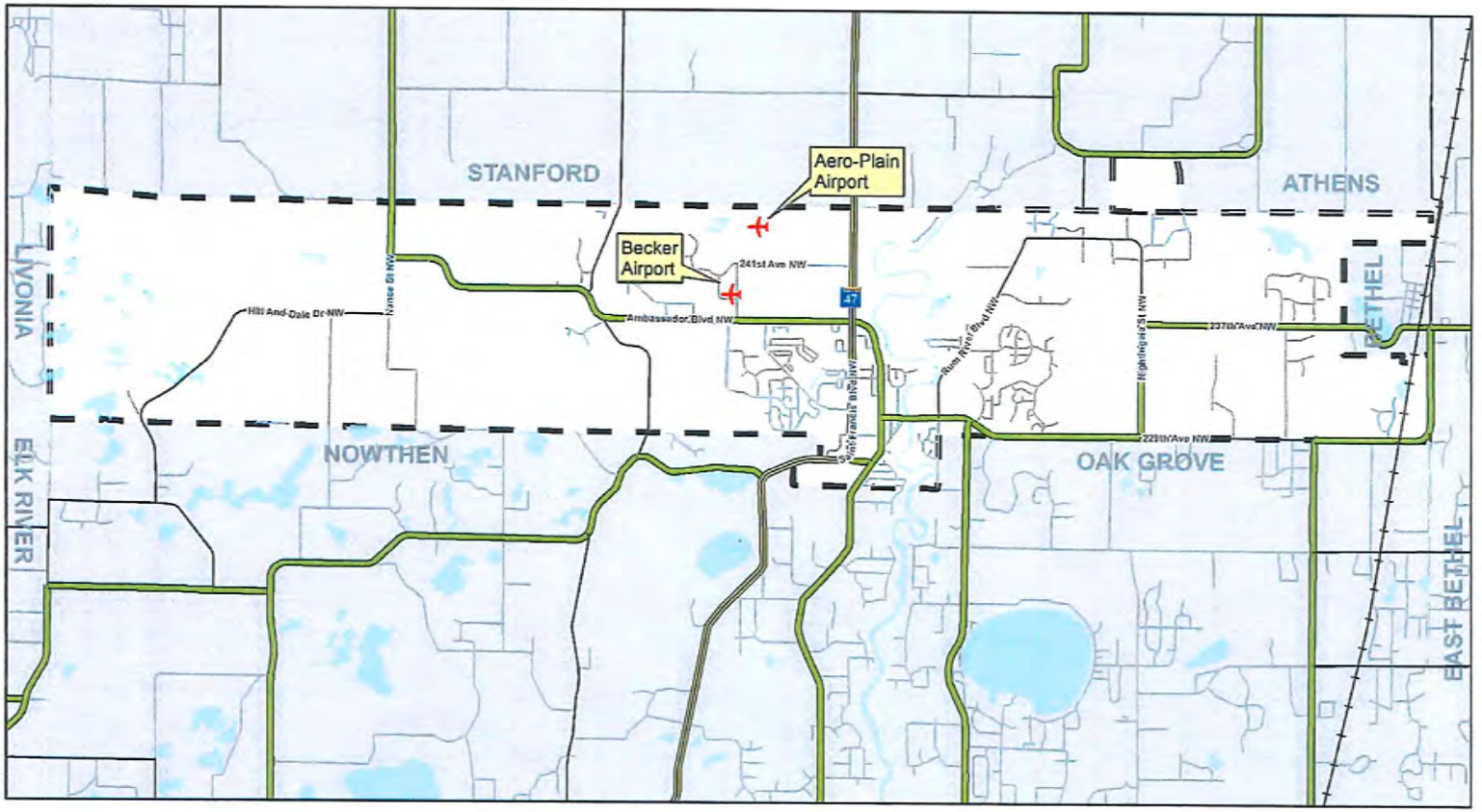
- Any construction or alteration exceeding 200 feet above ground level;
- Any construction or alteration:
    - Within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 feet
    - Within 10,000 feet of a public use or military airport which exceeds 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet
    - Within 5,000 feet of a public use heliport which exceeds a 25:1 surface;
- Any highway, railroad or other traverse way whose prescribed adjusted height would exceed that above noted standards;
- When requested by FAA; and,
- Any construction or alteration located on a public use airport or heliport regardless of height or location

Chapter 22 of the City Code regulates the siting and screening of wireless communications equipment, including technology associated with amateur radio service, satellite dishes, personal wireless service, radio or television transmitting antennas, public safety communication, and public utility microwave equipment. Section 10-22-2(H): General

Standards states, when applicable, proposals to erect new antennas shall be accompanied by any required Federal, State, or local agency licenses or permits.

No obstructions exist in the City of St. Francis based on a review of FAA data.

Figure 10: Existing Aviation



Aviation

- Interstate
- US Highway
- State Highway
- County State Aid Highway
- County Road
- Private Runway
- Railroad

City of St. Francis

Source: St. Francis, MnDOT
Published: SRF Consulting Group, Inc.

NORTH

0 1 2 Miles

Freight and Heavy Commercial

Existing Freight System

The City of St. Francis does not have any special freight facilities or Principal Arterial Highways within the city boundaries. **FIGURE 11** depicts the existing freight system in St. Francis and the Metropolitan Freight System.

TH 47 serves as a primary freight corridor within St. Francis. Heavy Commercial Annual Average Daily Traffic (HCAADT) along TH 47 is less than 1,000. **FIGURE 11** illustrates the 2013 HCAADT volumes.

An active BNSF Railway line corridor passes through the southeast corner of St. Francis. BNSF is a Class I railroad, the category for railroads with over one million dollars in annual operating revenue.

Emerging changes to the global and national supply chains resulting from continuing high energy costs and increased congestion on national highway and railway systems will affect the long-term operations of the regional freight system and businesses.

The Metropolitan Council performed a Twin Cities Metropolitan Region Freight Study in 2013. The study findings and recommendations recognize the high level of collaboration needed to advance freight planning in the region. MnDOT, Metro Council, and other partners currently participate in several activities that support a safe, reliable, and efficient regional freight transportation system. Continued collaboration among these agencies and private sector stakeholders will ensure that the system best serves the needs of businesses and residents.

The 2040 Transportation Policy Plan: Freight Investment Direction chapter summarizes that, as a freight hub, the Twin Cities region is at the center of many of the mobility and access issues affecting the freight transportation system in Minnesota; along with the importance to work closely with the Minnesota Department of Transportation (MnDOT) and other partners to ensure that the regional freight system continues to support a thriving and sustainable economy for the entire state and beyond.

Freight Generators

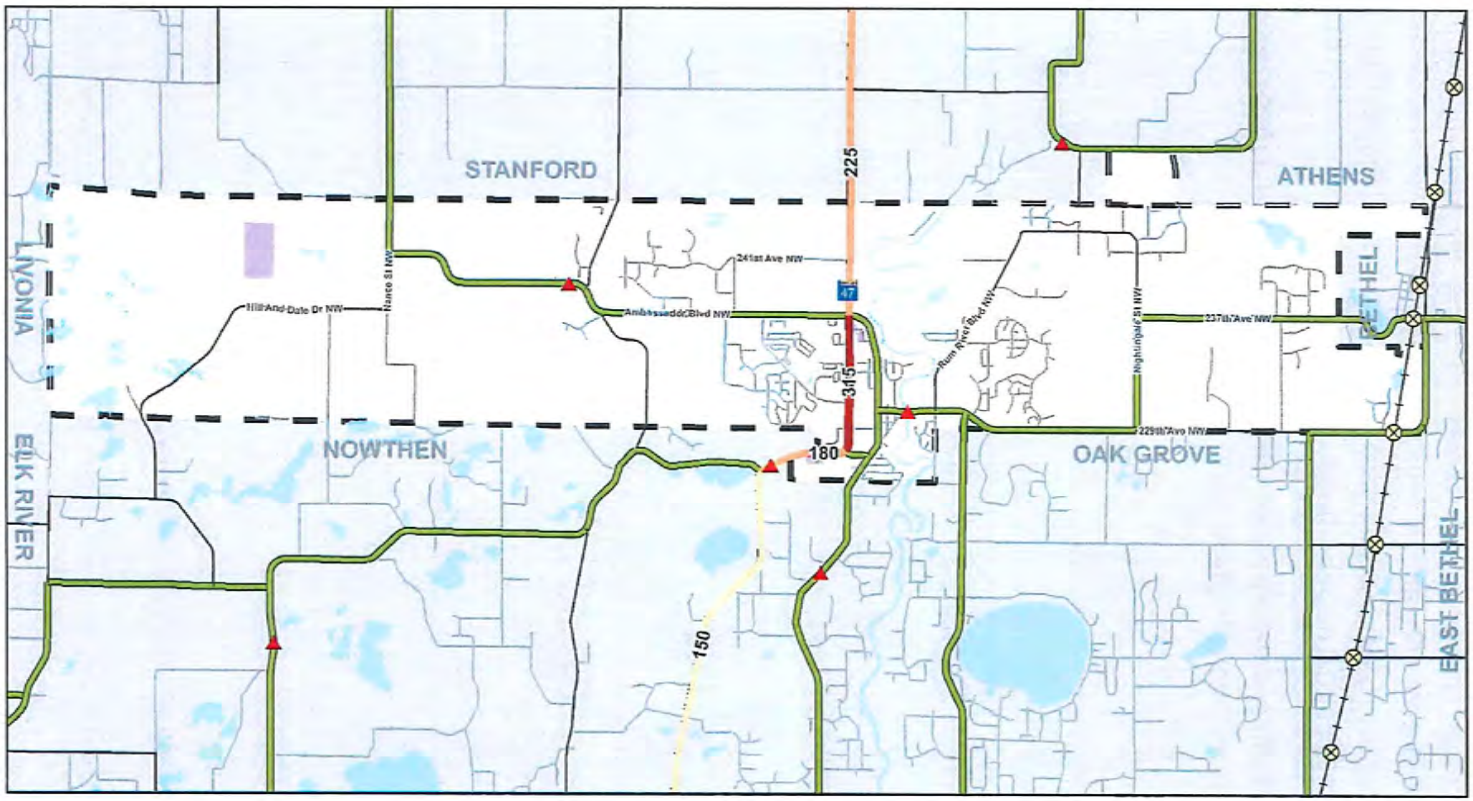
All industrial areas in St. Francis are located within adequate access to the metropolitan highway system. The Interstate and Minnesota Trunk Highway systems in St. Francis are all built to 10-ton axle loading standards, and are part of either the National Truck Network or the Minnesota Twin Trailer Network, allowing extra capacity and flexibility for commercial trucking. This major highway coverage reduces the impact of truck traffic on local roadways and minimizes the potential for disruption of neighborhoods.

It is important that commercial vehicle traffic from industrial, warehouse and commercial land uses be adequately considered. Increased traffic can be sufficiently accommodated through the following measures:

- Locating freight-intensive land uses in areas that are proximal to the metropolitan highway system and with ample access to minor arterials;
- Utilizing acceptable design standards on arterials, ensuring adequate turning radius, pavement depth, and space for commercial vehicles; and
- Providing adequate signage and marking along roadways to minimize commercial vehicle traffic through residential neighborhoods.

Within Anoka County, most freight generators are concentrated outside of St. Francis in the southern portion of the County and along Highway 10.

Figure 11: Existing Freight System



Existing Freight System

RR Crossing
Bridge
Industrial Uses
Railroad
Interstate
US Highway
State Highway
County State Aid Highway
County Road

HCAADT Volumes (2013)

< 150
150 - 300
> 300

Source: St. Francis, MnDOT
Published: SRF Consulting Group, Inc.

NORTH

0 1 2 Miles

City of St. Francis

Planning for the Future

Throughout the City of St. Francis's comprehensive planning effort, the city will need to consider how to address existing transportation needs, while setting the stage for future growth. Items for consideration include the following:

- System Preservation
- Assisted Driving and Autonomous Vehicles
- Travel Demand Management
- Complete Streets and Safe Routes to School
- Performance Based Planning
- Future Projects and Consideration

System Preservation

Infrastructure systems (e.g., roads, bridges, culverts, and sidewalks) have become very expensive and difficult to maintain in today's environment with aging infrastructure, rising costs of materials, and stagnant or declining revenue. In fact, many local agencies are being forced to pause, and ask questions about the costs and benefits of continuing to maintain assets throughout their entire system, or if other approaches should be explored to better balance needs with available resources. The City of St. Francis has already taken steps to integrate pavement preservation practices into its everyday course of business (e.g., edge mill and overlay program; PASER rating system; etc.). Generally, considerations to include are:

- **Performance Standards and Measures.** A performance-based approach improves the accountability of local infrastructure investments, assess risks related to different performance levels, monitor progress and increase transparency.
- **Project Prioritization.** Project prioritization can help cities rank infrastructure needs in a manner that is consistent with preservation goals and objectives. This technique can help avoid the typical "worst first" approach to programming preservation projects that tends to invest limited resources in the most expensive "fixes" (reconstruction) instead of directing maintenance funds to infrastructure that merely need rehabilitation, which will provide more cost-effective solutions in a timely manner.
- **New Revenue Sources.** There are methods to capture new revenue streams to close the financial gap in maintaining assets in a "state of good repair." Exploring new revenue sources will allow the city to expand and accelerate preservation initiatives.
- **New Maintenance Techniques**. There are new maintenance techniques that can extend the lifecycle of an asset. For example, new maintenance techniques for roadway surfaces can provide longer service life and higher traffic volume thresholds, resulting in more stable road maintenance costs. Cost reduction of life cycle extension strategies which save money, or extend surface life, can directly benefit preservation needs, and minimize any identified financial gap.
- **Asset Management**. Tracking assets and their condition will provide a stronger outlook on lifecycle costs and replacement schedules. This will help establish funding plans and identified future funding gaps or shortfalls.

Assisted Driving and Autonomous Vehicles

Fully autonomous cars are still in the advanced testing stages, but partially automated technology and low-speed cars are beginning to embed themselves into markets across the country. In this respect, understanding autonomous vehicles will play an important role in how agencies manage their transportation assets, while setting the stage for investments. In addition to fully autonomous vehicles there are connected vehicles that will interact with our transportation system (vehicles that communicate with the roadside to complete driving functions or provide information to the driver to make informed decisions).

Aside from some of the more obvious predicted impacts such as the continued growth of car-sharing, and on-demand taxi services like Uber and Lyft, autonomous vehicles (AVs) and connected vehicles (CVs) also stand to disrupt the norms of both transportation and land use planning. Parking minimums, street design, right of way needs, development demand, signage and signalization, building siting and design, access management, and their accompanying norms and standards have the potential to change dramatically over the next 40-50 years.

Researchers have concluded that AVs and CVs will reshape future road rights-or way. Autonomous vehicles are likely to be smaller than existing passenger vehicles, permitting narrower lanes, likely won't require medians, and due to wireless communication between vehicles, will allow travel much closer to one another. By accommodating the same or more volume in less space, newly available road can be reapportioned to other road users like pedestrians and bicycles.[3]

Although newly available road can be configured for additional multimodal use, there are some potential drawbacks for pedestrians, bicyclists, and other road users that the city will need to be conscious of when moving towards a more automated roadway type infrastructure. The reapportioning of rights-of-way may allow for expanded sidewalks and more dedicated bike lanes, however, due to potential signal removal this may cause longer waits at intersections dominated by free-flowing vehicles. Adding pick-up and drop-off locations could also fragment the streetscape, complicating travel for multimodal users.

The redevelopment of former parking lots has the potential to transform existing urban centers, such as St. Francis and surround communities. Future site designs will be impacted by the implementation of autonomous vehicle structure, potentially allowing for buildings to more regularly front streets rather than parking lots. Accommodation for pick-up and drop-off locations within these parking lots will need to be a consideration. However, off-site parking reservoirs are an act to reshape future site designs.

The City of St. Francis will need to be mindful of the potential infrastructure impacts caused by adoption of autonomous and connected vehicle culture. As the city looks to redevelop larger

[3] APA Minnesota. *Planning for the Autonomous Vehicle Revolution.* 2016. https://www.planning.org/blog/blogpost/ 9105024/

roadways, thoughtful consideration for how roadway infrastructure can be expanded to compliment autonomous vehicles is crucial to keeping St. Francis a vital asset within the Twin Cities metropolitan region.

Travel Demand Management

Research has shown that Travel Demand Management (TDM) strategies are a useful technique in helping alleviate parking demands in a geographical area. TDM strategies are applied to help reduce the number of single occupancy vehicles traveling and parking in a certain area. Opportunities to encourage TDM strategies include the business parks currently being planned/developed throughout the community. Examples of TDM strategies from a development review perspective are highlighted throughout this section.

- **Bicycle Amenities.** Actively promoting bicycling as an alternative means of travel to and from a destination can be achieved through information dissemination and the provision of bicycle storage facilities and adding on-street bicycle lanes and additional connections to trails. These actions can help decrease the demand for vehicle parking.
- **Car Sharing Provisions.** Car sharing programs provide mobility options to a cross section of residents who would not otherwise have access to a vehicle. These programs encourage the efficient use of a single vehicle among multiple users, while reducing the amount of parking needed to accommodate each resident within a neighborhood. Zoning language can encourage or require new developments of a certain size to include off-street parking provisions for car sharing programs.
- **Shared Mobility.** Shared mobility includes bikesharing, carsharing, and ridesourcing services provided by companies such as Uber and Lyft. Predictions indicate that by creating a robust network of mobility options, these new modes will help reduces car ownership and increase use of public transit, which will continue to function as the backbone of an integrated, multimodal transportation system.
- **Travel Demand Management Plans (TDMP).** A TDMP outline measures to mitigate parking demand as part of the development permit process, which can result in innovative solutions that are tailored to the specific needs of a neighborhood or district. These types of plans may require specific strategies for reducing single-occupancy vehicle trips and promoting alternative modes of transportation.

Complete Streets and Safe Routes to School

Complete Streets are commonly defined as roadways that accommodate all users (e.g., pedestrians, bicyclist, vehicles and transit), regardless of age and ability. This is important to consider when recognizing the diversity of people traveling throughout the community.

The City of St. Francis has not established design guidelines related to complete streets. However, the Transportation Plan's goals and policies do embrace several elements of completes streets (e.g., safety for pedestrians and bicyclists). MnDOT has adopted a Complete Streets Policy (updated May 2016) and has committed to assessing opportunities for incorporating complete street design principles in all MnDOT projects. MnDOT's Complete

Streets Policy can serve as a resource to the City for incorporating complete street design standards into City projects.

Safe Routes to School is a national initiative to increase safety and promote walking and bicycling for America's youth. The Safe Routes to school program will assist in providing infrastructure and non-infrastructure grants to build trails, paths, and safe connections to local schools.

Planning for safe routes to schools will require specific attention to certain elements such as bike routes, complete street treatments, sidewalk networks, pedestrian/bicycle amenities and wayfinding signage. Combined, these elements can create Safe Routes to Schools or Complete Streets.