

St. Francis, Minnesota

# Bridge Street Design Guidelines



# Outline

## **Introduction** ..... **3**

Intent of the Design Guidelines..... 3

How this document is used..... 3

How this document is structured..... 4

Existing Conditions..... 5

## **The Public Realm** ..... **7**

Access Management..... 8

On Street Parking..... 9

Bicycle and Pedestrian Facilities..... 10

Lighting..... 12

Wayfinding..... 13

Rum River West..... 14

Rum River East..... 16

Transition Zone..... 18

## **Private Development** ..... **20**

What Can Be Built?..... 21

    Land Uses..... 21

Where does the building go on the site?..... 22

    Setbacks..... 22

How does the building function on the site?..... 23

    Entries into the Building..... 23

    Screening and Fencing..... 23

    Rooftops..... 24

How does the site function?..... 25

    Access..... 25

    Relationship to the Street..... 26

    Stormwater..... 27

What does the building look like?..... 29

    Style vs. Character..... 29

    Articulation..... 29

    Massing & Stepping..... 29

    Facade / Details..... 30

    Windows..... 30

    Awnings..... 31

    Signage..... 31

    Building Materials..... 32

What does the rest of the site look like?..... 33

    Vegetation/Landscaping..... 33

    Sidewalk/Cafe Seating..... 34

    Sidewalk Sales/Displays..... 34

    Semi-Public Space..... 34

    Public Art..... 35

## **Illustrative Examples** ..... **36**

## **Review Worksheet** ..... **38**

This document was accepted by the City Council on August 19, 2019

# Introduction

## Intent of the Design Guidelines

The City has established a goal to strengthen the corridor as a key destination in St. Francis and the surrounding communities. The City grew up around the Rum River and Bridge Street is the community's downtown. The intent of these design guidelines is to provide guidance for future development of public and private development in the Bridge Street Corridor to enhance the area's role as the heart of St. Francis.

The public realm design guidelines address the development of all future above ground, visible elements of the public environment including street and roadway design, parking, sidewalks and trails, lighting, and utilities. The private development design guidelines address site development, buildings, parking, service/storage areas, signage, and lighting for private development in the Bridge Street Corridor.

## How this document is used

This document is used primarily as tool by City of St. Francis to outline what they would like to see with regards to development. This includes both private development and public realm improvements along Bridge Street. When working with property owners, developers, architects, landscape architects, engineers and the county, staff can utilize this document as an example of the character that is desired for Bridge Street.

If new development is requesting variances or special permits, the Design Guidelines may offer an alternative approach for addressing some of the issues caused by deviating from the code (variances, comprehensive plan ammendment, etc). Similarly, if public resources (TIF, tax abatement, etc.) are being requested, the City will use these guidelines to ensure they are getting a good return to the community for their investment in a project.

Other documents with implications for development along the Bridge Street Corridor are outlined below.

### [St. Francis Zoning Ordinance](#)

The legal requirements that outline what a builder or developer is allowed to do "as of right" or without any discretionary action by the City. If the proposed development requires variances or special permits, the City may require other conditions to help address the issues caused by diverging from the zoning ordinance.

### [St. Francis Comprehensive Plan](#)

The guiding document that outlines City policies regarding land use (among other topics). Any variance from the guided land use requires a Comprehensive Plan Amendment.

### [St. Francis Forward Redevelopment Plan](#)

The St. Francis Forward Redevelopment Plan is a guiding document addressing the Bridge Street and Highway 47 corridors. It is rooted in a public visioning exercise to help the City determine what opportunities and constraints exist in these areas, what is likely to develop, and how it should develop.

### [Anoka County Highway Design Manual](#)

Bridge Street is an Anoka County Highway and as such it is subject to specific design standards.

### [State Aid Manual](#)

Bridge Street is also a County State Aid Highway (CSAH) and there are specific design guidelines that go along with that designation and funding source. The State Aid Manual also outlines the process for variances.

## How this document is structured

This document is split into two sections to address both the public realm (Streets, trails/sidewalks, connections to parks) as well as future private development (new buildings, parking lots, etc.). In both of these sections, the plan identifies the issues that should be addressed, and how they might be applied in specific instances.

# Design Guidelines

## Public Realm



*How do people move around downtown?*

*What does it look like in different zones?*

## Private Development



*What Can Be Built?*

*How does the building function on the site?*

*How does the site function?*

*What does the building look like?*

*What does the rest of the site look like?*

## Existing Conditions

The study area is divided into three different sections: Rum River West from the middle school to the river, Rum River East from the river to the first round-a-bout, and the Transition Zone section south of the High School and between the two round-a-bouts.

- Bridge Street is a County State Aid Highway under the jurisdiction of Anoka County. This section of highway carries between 9,100 to 10,500 trips as average daily traffic (ADT).
- Recent reconstruction of the “Transition Zone” section replaced stoplights at Lake George Blvd. and at Poppy St/Rum River Blvd with round-a-bouts and a divided road section between them. The other two sections are not
- Recent reconstructions have also incorporated multi-use trails and crossings into the right-of-way. The presence of schools at both ends of the study area also means the community puts an especially high emphasis on the ability of students to walk or bike safely to school.

## Historical Context

Bridge Street is the historic commercial corridor and downtown for the City of St. Francis. Originally growing up around milling activities on the Rum River in the mid 1800s, the City grew up from this location. Woodbury Park is named for the first settler of St. Francis and the Rum River Inn (then known as the Riverside Hotel) was constructed in 1860 and is on the National Historic Register. Since then, Bridge Street has seen development during a number of different eras, and the architecture is varied and reflects the various periods of growth in the City.



## Rum River West

This area is the historical center of St. Francis. It has a 2 lane section with parallel parking on both sides. 90 degree parking is present at the Rum River Inn and south of Bridge Street around Woodbury Park. There is a finer grain of development and roadways which enhances the feel of the area as a starting point for downtown. The middle and elementary schools are a destination for walking and biking.

## Rum River East

This area has a 3 lane section with a left turn lane. No roads run north south through this section today, but commercial uses rely on access from both travel directions. This area presents the best opportunities for connections to the river and the County Park

## Transition Zone

Bridge Street through this area was recently reconstructed with nice pedestrian connections and infrastructure with trails on both sides and connections to the high school. The divided road section limits access and makes additional commercial development unlikely in the mid-block portion of this area.



*"Located along the northern edge of Anoka County, the City of St. Francis is a community that is still able to provide its residents with a small town feel while in the shadow of the Twin Cities Metropolitan Area."*



# The Public Realm

The Public Realm chapter of the Design guidelines addresses everything within the Right-of Way. This includes the road, but also the sidewalks, trails, lights, utilities, and boulevards. These are elements that are managed in coordination with the City and Anoka County.

## The Public Realm

### *How do people move around the corridor?*

- 1 Access Management
- 2 On Street Parking
- 3 Bicycle and Pedestrian Facilities
- 4 Lighting
- 5 Wayfinding
- 6 Utilities

### *What does it look like in different areas?*

- Rum River West
- Rum River East
- Transition Zone

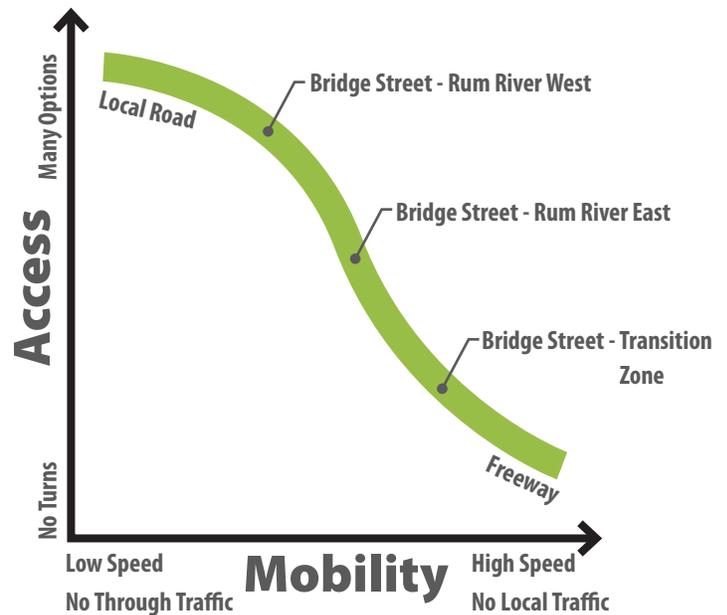
# 1 Access Management

The three study zones of Bridge Street have different approaches when it comes to access management. In transportation, there is an inverse relationship between access and mobility. Mobility is the ease at which movement occurs. A freeway is an example of a road with high mobility for automobiles. One can drive 60-70 miles per hour safely. The trade-off for the ability to move quickly and easily, is reduced accessibility. Generally the opportunity to get on or off a freeway is limited to once per mile, vehicles have to enter or exit going the same direction as the rest of traffic, and crossings are separated by over or underpasses. It also means a driver cannot directly access their destination from the freeway.

At the other end of the spectrum, a neighborhood street with driveways every 70 feet or a downtown street with on street parking has a very high level of access, but limited mobility. A driver can get close to their exact destination. The trade-off here is that speeds are greatly reduced in order to use the road safely.

Certain roadway elements have implications for mobility and access, which in turn affects the character of the road and the suitability and design of land uses on adjacent parcels. It is important to consider the goals of the road when designing it: is it more important to move vehicles through the space efficiently, or more important to allow for convenient access to destinations? Both are valid approaches, but there are trade-offs between the two.

Element	Mobility	Access	R.R.West	R.R.East	Transition
	No Left Turns	↑	↓	X	X
Left turn access	↓	↑	●	●	X
Long block length	↑	↓	X	●	●
Short Block Length	↓	↑	●	X	X
On Street Parking	↓	↑	●	X	X
Curb Cuts/Driveways	↓	↑	●	●	●
Emphasis			Access	Mixed	Mobility



In order to facilitate the development of an inviting and friendly downtown, the City believes it is important to maintain convenient access to properties west of Rum River Boulevard round-a-bout. This is in keeping with the City’s goal to make downtown St. Francis a thriving place and a great destination.

## 2 On Street Parking

Different options are available for parking on CSAH roadways.

The first is to restrict parking of any kind. This is currently in place on all segments of Bridge Street east of the Rum River. This encourages more efficient movement, but does not allow “front door” parking for businesses that face Bridge Street. The current alignment with no on street parking east of the Rum River will remain in place.

Parallel parking is the preferred option and the current layout of most of the Bridge Street segment west of the Rum River. Parallel parking allows for more parking in a business district, and closer parking to an intended destination. When parking is in high demand, it may slow the flow of traffic as drivers park. Parallel parking may also have a traffic calming effect as drivers are more aware that vehicles may be pulling out and full parallel parking narrows the visual width of the road. CSAH standards for Bridge Street allow a parallel parking lane width of 7 to 10 feet.

Angled parking is suggested for specific commercial activity centers such as the area west of the Rum River where 90 degree parking exists today. This retains more parking and contributes to more of a “downtown” character. CSAH Standards allow angled parking but the traffic levels on Bridge Street would require a large area to back out.

It is unlikely that the 90 degree parking condition in front of the Rum River Inn could be built with current roadway standards.

	Rum River West	Rum River East	Transition
Parking	Parallel Angled (At Rum River Inn/Hardware Block)	No On Street Parking	No On Street Parking



Parallel Parking Example



Angled Parking Example

### 3 Bicycle and Pedestrian Facilities

Bike and pedestrian facilities are some of the most desired amenities in many communities across the country. Sidewalks, trails, and dedicated lanes help make biking and walking safer. They also improve public health outcomes by facilitating active living. To the extent possible, maintaining continuity of design through the corridor is desired.

The following outlines some pedestrian and bicycle facilities that could be appropriate in St. Francis



Sidewalk Example

#### Sidewalk



**Material:** Concrete

**Dimensions:** 6-10'

**Where:** Rum River West, Adjoining N/S Roads

Dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Physically separated from the roadway by a curb or unpaved buffer space.



Multi-use Trail Example

#### Multi-use Trail



**Material:** Bituminous

**Dimensions:** 10-12'

**Where:** Rum River East, Transition, County Park Trails

One or two-way shared use path located parallel to a roadway. Offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments.



Bike Trail Example

#### Bike Trail

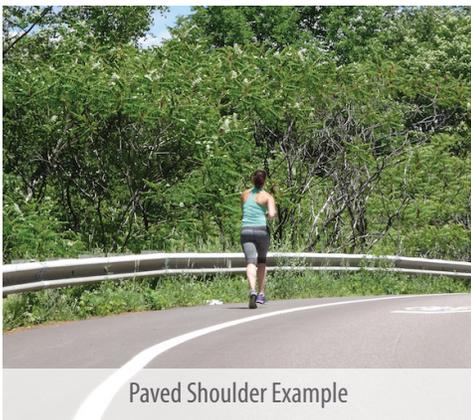


**Material:** Bituminous

**Dimensions:** 8-12'

**Where:** South Side of Run River West

One or two-way trail for exclusive use by bicyclists that is located adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element.



Paved Shoulder Example

### Paved Shoulder



**Material:** Bituminous/Concrete

**Dimensions:** 6-10'

**Where:** The Bridge

Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation. May be appropriate on the bridge.



Separate Bike/Ped Example

### Separated Bike & Pedestrian



**Material:** Bituminous trail for the bicycle area, concrete sidewalks for pedestrian areas

**Dimensions:** 8' for one way bike trail, 10' for downtown sidewalk

**Where:** Rum River West

In areas where bicycle movements and pedestrian activity co-exist, such as a downtown, separating the two facilities by use and material creates a better user experience for both groups. This is especially important in areas where traffic merits separated facilities for bicycles and people on foot may be strolling, shopping, gathering, resting, or entering and exiting buildings.



Crossing Example

### Intersection Crossing



**Material:** Paint/Concrete Median

**Where:** Intersections

All crossings should utilize high visibility paint and patterns. Crossings with medians allow pedestrians refuge in the middle of crossing and to only deal with one direction of traffic at a time.

(Language adapted from "Small Town and Rural Multimodal Networks" from US DOT FHA)

## 4 Lighting

The City currently utilizes a number of different fixtures. As lights are replaced the City will use one of three fixtures, based on the location and context of the light.



### Acorn

Owner: City

Spacing: 120'

Where: Bridge St - From Middle School to Zion Pkwy



### Cobra

Owner: City

Spacing: 240'

Where: Intersections

As lights come up for replacement, the City will transition to a “dark skies” cutoff light in place of the current acorn style lights currently in use in the corridor.

The City will also consider the use of flower baskets, banners, and/or flags on poles with acorn lights in the Rum River West and East districts as part of a coordinated effort from downtown property owners, through an agreement to either maintain or fund the additional cost.

	Rum River West	Rum River East	Transition
Lights	Acorn	Acorn	Acorn
	Banners/Flowers as future implementation	Banners/Flowers as future implementation	Cobra at intersections
	Cobra at intersections	Cobra at intersections	

## 5 Wayfinding and Public Signage

Aside from the typical roadway and regulatory signs, public wayfinding signage elements typically fall into one of two main categories:



### Gateway Signage

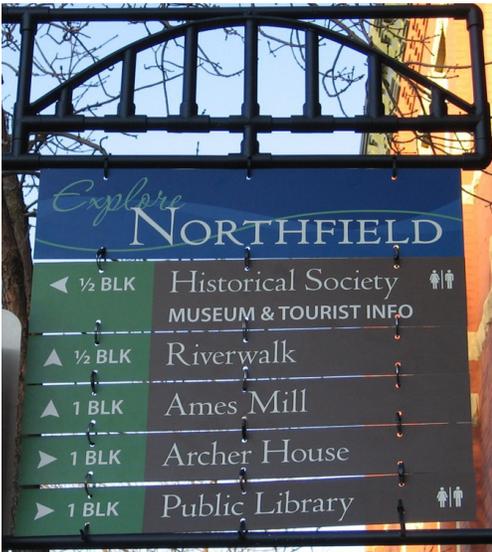
Gateway signage is usually large scale, lighted signage that can be read and interpreted from the road, and at vehicular speeds. Signage should tie design elements into an area's character. In St. Francis that could include design cues from the Rum River, the Fighting Saint mascot, local vegetation, or the city's history as a mill town.

The City will explore gateway signage at key points in the corridor to help strengthen downtown and Bridge Street as a destination and place, not a pass through space. Locations could include the intersection of Ambassador Blvd and Bridge Street, in the round-a-bouts, or at the bridge.

### Pedestrian Scale Signage

Pedestrian scale wayfinding are elements that are meant to be experienced from closer, and at a slower speed. These include signs such as banners, smaller directional signs, trailheads, and interpretation or historical markers. Banners and directional signs may be mounted on light poles. In the case of trailheads, interpretation, and historical markers, signage may be standalone and not lighted.

The City will continue their banner program to help designate Bridge Street as a unique district. At key locations such as trail crossings, Woodbury Park, and public properties, the City will develop directional signage that help direct people to local destinations.



## 6 Utilities

Utilities such as power lines and fiber optic cables are necessary elements of making a downtown work. Overhead utilities can detract from the attractiveness of the corridor. Because of this, the City will:

- Bury the overhead power lines that exist along the corridor today as roads are reconstructed.
- Locate utilities underground within the right of way but outside of the curb. Where trees are not planted in the boulevard and space permits it, utilities may be buried in turf areas. In more urban sections of the corridor, locate utilities under trails with access boxes. At the time of reconstruction, bury additional conduit to accommodate pulling new utilities.
- Consider public art installations on utility boxes and other infrastructure.



## Rum River West

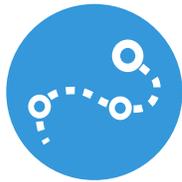


The stretch from the Rum River to Ambassador Boulevard and the Middle School is the historic downtown of St. Francis.

The right-of-way (ROW) through this section is somewhat disjointed as multiple parcels respond to the original 66 foot ROW, rather than the 100 foot cross section that exists today throughout most of the corridor. When and if redevelopment occurs, the City will work with Anoka County to address these parcels and expand the right-of-way.

### Vision

The Downtown “Rum River West” section of Bridge Street will remain fine grained, with multiple access points and full turning movements. Redevelopment of parcels will bring buildings closer to the street, with parking on the side or in the back. There is the potential for civic uses to lead the way with this area.



### Access Management Approach

Where feasible, combine access points and relocate access points to side streets. This may not be recommended for the fire station. The emphasis on this section of road is access.



### On-Street Parking

Parallel parking is provided on the both sides of Bridge Street. Angled parking is appropriate as an eventual replacement for the 90 degree parking on the Rum River Inn/Hardware Store block.

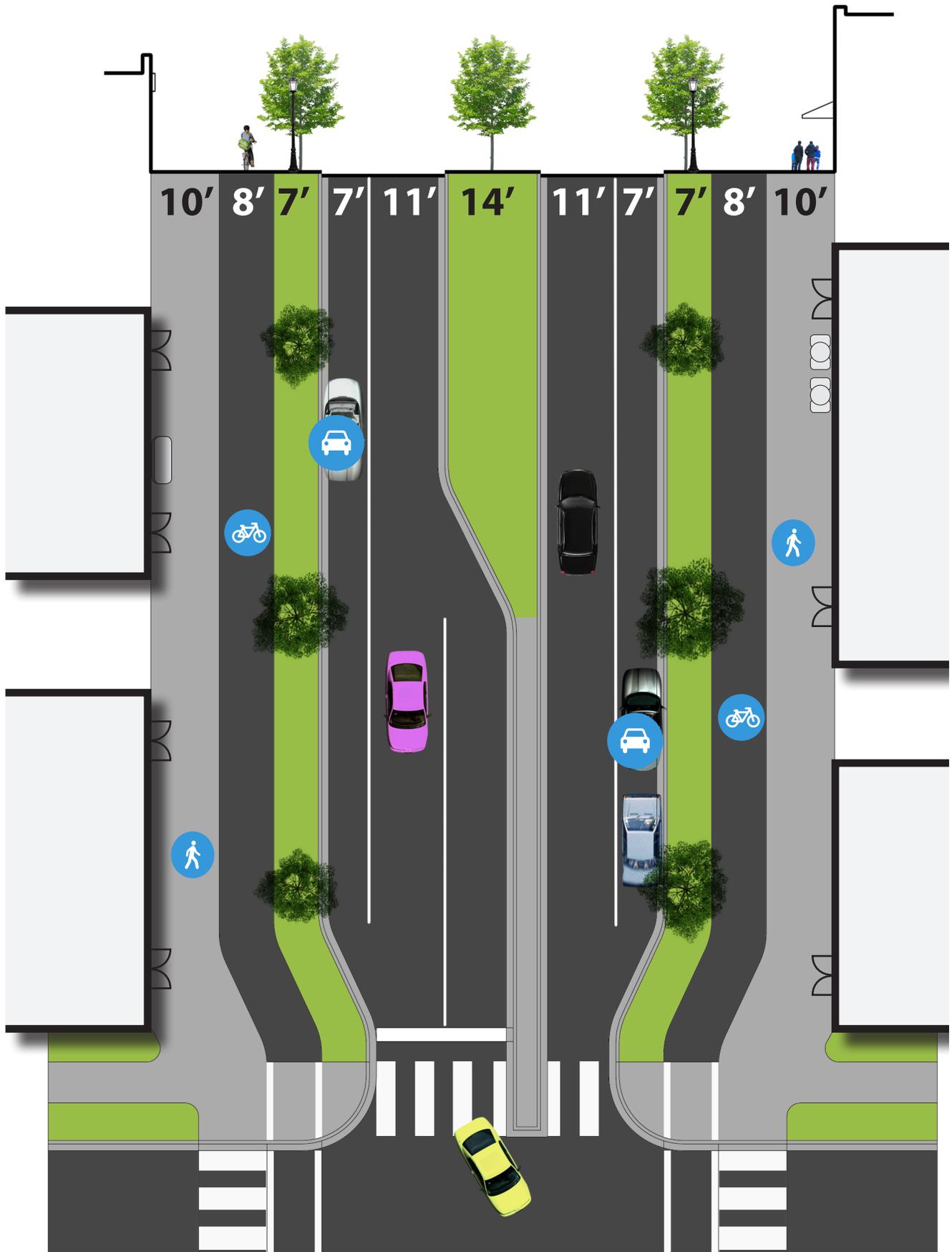


### Bicycle and Pedestrian Approach

Pedestrian facilities are provided on the east and west sides of Bridge Street

Grade separated bike trails are provided on both sides of Bridge Street between the road and the sidewalk. These should be different materials to help distinguish between the trail and the sidewalk.

Crossings: Utilize high visibility markings. Provide an additional crossing at Butterfield Drive. Utilize bumpouts and a middle island to allow for a safe crossing.

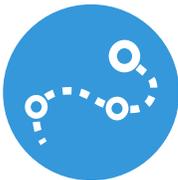


## Rum River East

Between Rum River Boulevard and the Rum River, there are a mix of uses and a strong potential for development. The Rum River provides a beautiful visual amenity, and proximity to schools and Rum River North County Park create a desirable setting for residential development. Similarly, businesses that could benefit from proximity to the river such as dining establishments or outfitters may be a good fit. The current roadway alignment includes 1 lane of traffic in each direction plus a center left turn lane. This alignment allows for left turns without restricting the flow of traffic in the travel lane. There are driveways, but no roads between Poppy St/Rum River Blvd and the Rum River, resulting in a very long block.

### Vision

The road and trails will help connect pedestrians, cyclists, and drivers to destinations including new development and park amenities. New development in this area will respond to Bridge Street and the river. Architecture near the river should have signature elements that help serve as an identity piece for this district. Public amenities should connect people to the county park and the Rum River.



### Access Management Approach

Retain the 2+1 alignment to allow left turns to businesses, homes, civic uses and new development. Restrict access points within 330' feet of the round-a-bout. The emphasis on this section of road is mobility, although some of the curb cuts and the left turn lane increase access.



### On-Street Parking

On-street parking is prohibited.



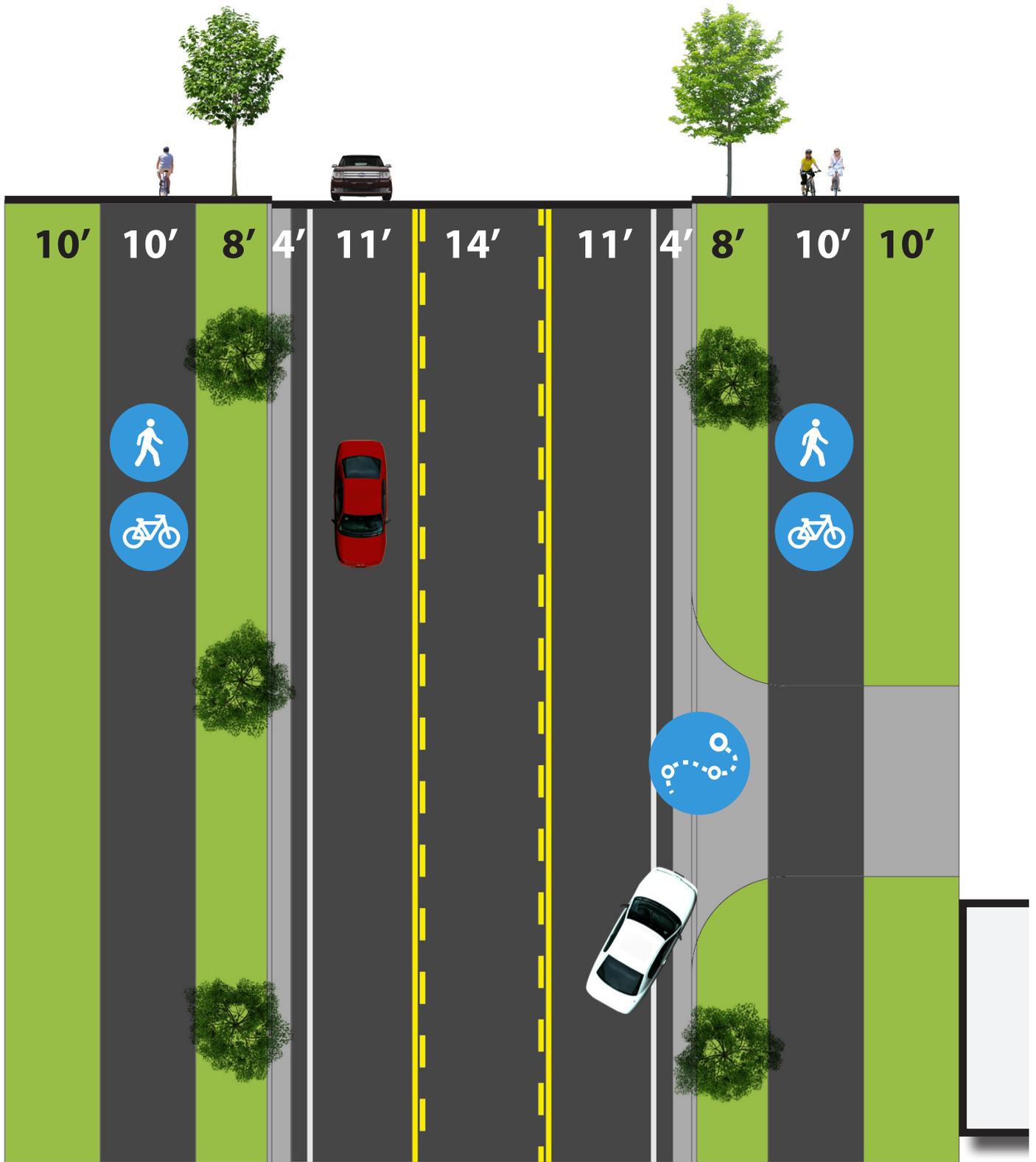
### Bicycle and Pedestrian Approach

South Side: Expand the trail on the south side of Bridge Street to the bridge. If trail expansion across the bridge is not feasible, transition to a safe on-street option such as a bike/pedestrian dedicated shoulder.

North Side: Currently there are no facilities for a bicyclist travelling west. Convert the existing sidewalk into a multi-purpose trail.

Both: Connect to the Rum River North County Park trails. With redevelopment of the city owned parcels east of the Rum River, complete a trail connection under the bridge to allow for uninterrupted crossing and access to the river.

Crossings: Continue to utilize high visibility markings. Develop an underpass at the bridge. Do not encourage midblock crossings.



**100' ROW**

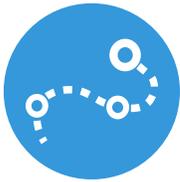
## Transition Zone



The east block is approximately a quarter of a mile long with medians between the two roundabouts and there is no on-street parking. The recent reconstruction of this roadway favors the efficient movement of vehicles. The high school is a major destination with access from Rum River Boulevard and Kerry Street and is an appropriate fit for the type of roadway. On the south side of Bridge Street, the bank and the shopping center sit at the corners, with access from side roads as well as Bridge Street. Midblock, there are 2 residences and a small office building. It is unlikely that these will redevelop to commercial uses, but may redevelop as higher density residential or employment based uses such as office. The appearance and orientation of these uses is covered on pages XX & XX. Multi-use trails are provided on both sides of Bridge Street facilitating the movement of bicyclists and pedestrians. Limited curb cuts with good sight lines provide a safer trail experience.

### Vision

This area's road section is unlikely to change and the public realm is generally set. Redevelopment will enhance the character of the corridor by utilizing high quality materials and design. New housing will be set back from the road and accessed off of Poppy St. or Lake George Blvd through an extension of 229th Ln.



### Access Management Approach

This segment of road is unlikely to change in the near future. Look for opportunities to reduce and consolidate midblock access on the south side of Bridge Street, especially as redevelopment occurs. The emphasis on this section of road is mobility.



### On-Street Parking

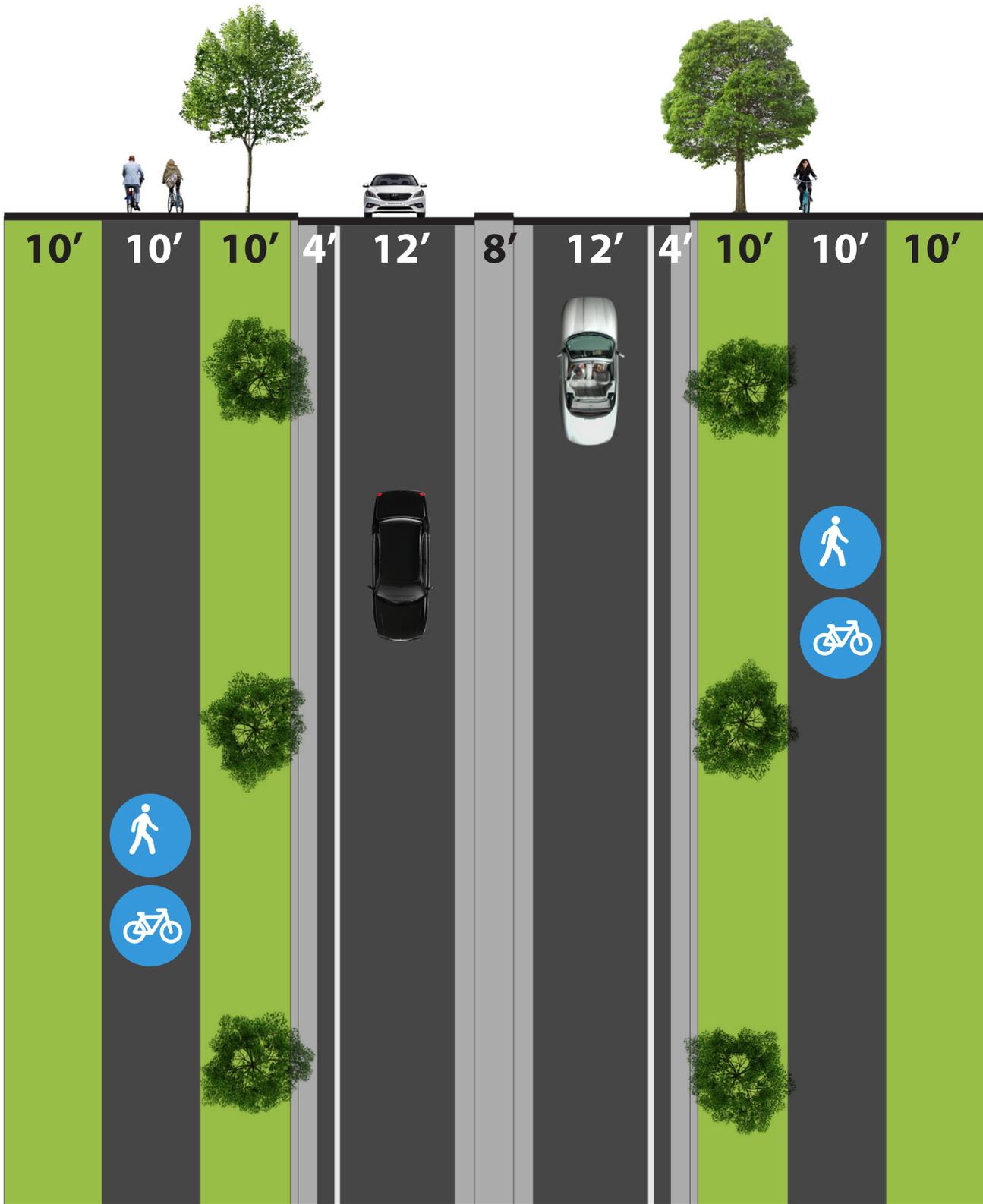
On-street parking is prohibited.



### Bicycle and Pedestrian Approach

The reconstruction of this segment of road included trails on both sides of the street. This is particularly important given the proximity to the high school. Opportunities to expand the trail network to the south along Poppy Street and Lake George Boulevard should be pursued.

Crossings: Continue to utilize high visibility markings. Do not encourage midblock crossings.





# Private Development

The Private Development chapter of the Design Guidelines addresses how private development should occur on owned parcels. First and foremost, the City's zoning code dictates what is permitted.

## Private Development

### 1 What Can Be Built?

- Land Uses

### 2 Where does the building go on the site?

- Setbacks

### 3 How does the building function on the site?

- Building Orientation/Entries
- Screening and Fencing
- Rooftops

### 4 How does the site function?

- Parking orientation
- Access
- Water

### 5 What does the building look like?

- Style vs. Character
- Articulation
- Massing and Stepping
- Facade Details
- Windows
- Awnings
- Building Materials

### 6 What does the rest of the site look like?

- Parking orientation
- Vegetation/Landscaping
- Sidewalk/Cafe Seating
- Sidewalk Sales/Displays
- Semi-Public Space
- Public Art

## Terminology in this chapter

In each section, there are actions that are classified as "Preferred," "Acceptable," and "Not Appropriate." Preferred actions go above the baseline "as of right" requirements for development. When policy changes (variances, comprehensive plan amendments) or incentive packages (TIF, Tax Abatement, etc.) are requested, the City may require "Preferred" actions.

# 1 What Can Be Built?

## Land Uses

Through the St. Francis Forward Redevelopment Plan and the 2040 Comprehensive Plan, the City has identified planned land uses for each of the parcels along the Bridge Street Corridor. The expectation is that development will follow the guidance of the Comprehensive Plan. This guidance relates to general categories such as commercial, civic/institutional, and residential at different densities.

In some cases, a project that is different than what has been identified in the Comprehensive Plan may be proposed. When this occurs it will be evaluated by City Staff and elected officials to see how it furthers the City's broader goals. If the project is given the go-ahead, it will require a zoning change and a land use amendment.

	Preferred	Acceptable	Not Appropriate
Land Uses	As identified in the 2040 Comprehensive Plan	Able to meet the desired form and character of the Comprehensive Plan and Downtown Plan, even if use varies. Will require zoning changes and a Comprehensive Plan Amendment.	Varying from the 2040 Comprehensive Plan, and not approved for change/amendment



Rum River West - Desired Development Pattern



Rum River East - Desired Development Pattern



Comprehensive Plan - Future Land Use

## 2 Where does the building go on the site?

### Setbacks

Setbacks are the distance a building is set back from the edge of the parcel line. In a commercial setting, the elimination of setbacks or a “build to line” can contribute to a more contiguous, active feeling street. In the Rum River West downtown area, the character of Bridge Street especially benefits from a more consistent build to line. This is the case for commercial and residential uses.

In the Rum River East and Transition zones, single family neighborhood residential uses may benefit from larger setbacks as the space creates more of a buffer from the roadway, which in this area focuses more on movement of vehicles. Multi-family housing and commercial uses should still orient themselves to Bridge street with a smaller setback or no setback.

	Preferred	Acceptable	Not Appropriate
Commercial / Civic Building Setback	Built to the edge of the Right-of-Way	Built to within 5’ of the Right-of-Way. Setback of main massing may vary with use of use foundation plantings, Semi-Public space (plaza, courtyard, etc.), other architectural elements that bring the building to the Right-of-Way edge.	Structure’s front is set back more than 5’ from the right of way or oriented to the rear of the lot  Parking is located between the building and street
Multi-Family Residential Building Setback	Building extensions (Porches, stoops, etc) reach the right of way line. Main building may be set back within 10’ of Right-of-Way with yard, porch or foundation plantings. Elevate first floor slightly above ground level.	Built to within 10’ of the Right-of-Way. Use foundation plantings.	Structure’s front is set back from the right of way further than 10’ or oriented to the rear of the lot.  Parking is located between the building and street



### 3 How does the building function on the site?



#### Entries into the Building

Primary entries shall be located with an orientation to Bridge Street. Entries that also orient to parking shall be located on a corner of the building that also fronts Bridge Street (see parking orientation on p. 25). Secondary entries that may reduce the efficacy of the primary entry are discouraged.

In mixed use buildings, separate entries should be provided for distinct uses (i.e. commercial and residential).

	Preferred	Acceptable	Not Appropriate
Entries	Primary entrance focused on Bridge Street	Primary entrance with orientation to Bridge Street and parking lot	Secondary or no entrance on Bridge Street



#### Screening and Fencing

Screening can help reduce the visual impact of “back-of-house” elements such as loading docks and trash. Depending on the amount of space, this can be done with vegetation or opaque fencing. It may also be appropriate to incorporate some of these elements into the building design with internal rooms.

Fencing in “front yards” should be utilized to help continue a vertical edge between public and private space that has already been set by buildings. An example of this might be to separate the sidewalk from side loaded parking. Fencing should not be used to create a storage area along Bridge Street.

	Preferred	Acceptable	Not Appropriate
Screening	Trash/Loading internal to building	Trash/Loading screened with a full enclosure at rear of building	Trash/Loading unscreened and/or on public frontage edge
Front Fence Materials	Wood or decorative metal At least 33% transparent <4' tall	As per zoning code	Barbed wire, temporary fencing, snow fencing



## Rooftops

Active use rooftop are encouraged when appropriate for commercial and multi-family uses. Rooftops without an active use should be designed to screen elements such as mechanicals and stair towers that do not contribute to the character of the district. Screening colors should be neutral and not draw attention to the screen structure

	Preferred	Acceptable	Not Appropriate
Rooftops	Active Use	Screening of mechanicals, stair towers, elevators, etc.	No screening of mechanicals, stair towers, elevators, etc.

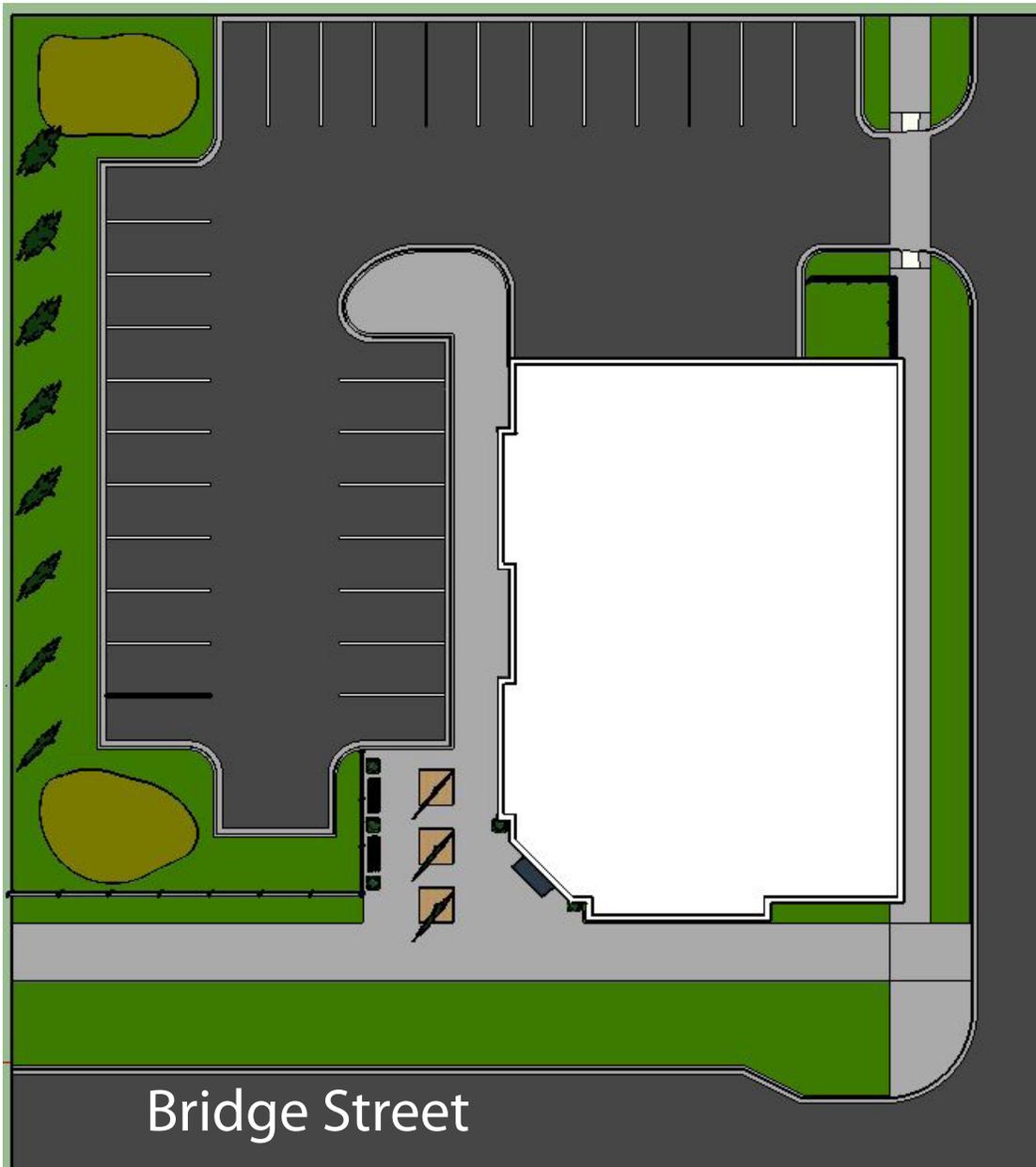


## 4 How does the site function?

### Access

In order to provide a more unified face to Bridge Street, as well as allow traffic to flow more smoothly, access to private parking lots should, when possible, occur via public side streets. This will also help provide a more logical entrance to rear and side loaded parking. Where side streets and backage roads are not feasible, utilize existing curb cuts, or coordinate to share access points with adjacent property owners.

	Preferred	Acceptable	Not Appropriate
Access	Via side streets or backage roads	Via existing or relocated curb cut driveways from Bridge Street.	New curb cut driveways



## Relationship to the Street

How a building is oriented can have a large impact on the way it interacts with the street and the public realm. A commercial building with active windows facing the street gives people the impression that there are “eyes on the street” and that members of the community are aware of what is going on. When front doors are oriented toward the street, it sends a welcoming message to people using the street, whether they are in a car, on foot, or on a bike. Alternatively, many buildings require less attractive, but necessary, elements such as loading docks, trash, and garage doors. It is preferable to keep these out of the public view at the rear of buildings or in enclosed areas.

There is often a balance between providing convenient access to a parking lot and the sidewalk. This is addressed in the parking orientation section.

### Parking Orientation

St. Francis businesses and many residents rely on automobiles for many of their day to day trips. Being able to provide enough parking is key for the success of any redevelopment project along Bridge Street. Where this parking is sited has implications for the character of the community.

Locating parking lots between Bridge Street and a building pushes the building away from the road. This leads to a development pattern that feels isolated from the road, and detracts from the ability to walk to destinations. Siting parking on the side or rear of buildings allows the buildings to better address the street. Access to parking lots should be provided or duplicated on side streets.

Bicycle parking & racks should be provided in all projects where vehicular parking is provided.

	Preferred	Acceptable	Not Appropriate
Parking Lot Location	Parking in rear of building	Parking at side of building	Parking between building and Bridge Street
Parking Lot Access	From alley or side street	From Bridge Street east of the Rum River	From Bridge Street west of the Rum River



## Stormwater

Historically, when it rained in St. Francis, water would fall on the ground, infiltrate, and slowly seep into the river or wetlands. When development started, the model changed, and the approach was to move water away as quickly as possible through gutters, pipes, and ditches. This had the effect of increasing the “bounce” or the volume of water in local waterways. When this occurs at a large scale, it can lead to flooding, erosion, and an increase in pollutants that make it into the water system.

The Rum River is a Outstanding Resource Value Water (ORVW) as designated by State Statute 7050.0335. This classification focuses on preserving the river and minimizing any degradation through preventative protection. The statute protects the river by controlling and limiting new or expanded discharges to the waterway. New or expanded discharges are not allowed unless there is no other prudent or feasible alternative for the discharges than the Rum River.

Recognizing these impacts, the City has incorporated best management practices (BMPs) into its zoning ordinance. For technical details, please refer to the City’s zoning ordinance.

St. Francis operates a Municipal Separate Storm Sewer System (MS4) and as such, has developed a Stormwater Pollution Prevention Program which focuses on public education, public participation, illicit discharges, construction and post-construction site runoff controls, and pollution prevention and municipal “good housekeeping”.

	Preferred	Acceptable	Not Appropriate
Stormwater	<p>Addresses stormwater in an innovative manner.</p> <p>Stores more stormwater than is required</p> <p>Incorporates educational aspects, aesthetics, landscape, design, and/or public art</p>	As required by zoning code	Does not meet zoning code



When new construction occurs, it is important to ensure that it is not impacting the community as a whole by degrading the natural water system, or putting undue pressure on the existing stormwater infrastructure. A number of BMPs may be used to improve water management and quality:



### **Rain Gardens/Infiltration Basins**

Rain gardens are vegetated infiltration areas that allow stormwater to infiltrate back into the ground. These are planted with specific plants that can accommodate both wet and dry conditions.



### **Buffers**

Vegetated buffers around wetlands, creeks, and rivers help remove sediment and reduce erosion when water flows through them towards the waterbody.



### **Vegetated Swales**

Vegetated Swales can help move water from one part of a site to another, while also helping to slow down the movement of water and remove sediment and pollutants.



### **Permeable Pavers**

Permeable paving is an attractive paving option that allows rainwater to pass through the gaps between pavers, while also providing a solid structure that can be driven on.

There may be exceptions for areas where infiltration and other BMPs are challenged by land use (fueling/maintenance), high bedrock, or the presence of contaminants in the existing soils.



### **Above Ground Rainwater Storage**

Cisterns and rain barrels may be utilized to manage stormwater. If cisterns are utilized above ground, interpretive signage should explain what the cisterns are and how they help manage stormwater and reduce impacts on local waterways.



### **Underground Storage (cisterns and rain barrels)**

Underground stormwater management devices such as underground cisterns may be utilized to control rate and sedimentation levels in stormwater runoff.

## 5 What does the building look like?

### Style vs. Character

The intent of design guidelines are not to be prescriptive of a single style (Modern, Victorian, Tudor, etc.) but rather to emphasize design principles that strengthen the character of a downtown area. These include ideas like adding architectural interest, designing for the human scale, and encouraging interaction between the building and the public realm. This happens through thoughtful design that incorporates the elements discussed below and on following pages.



### Articulation

Buildings should be designed to avoid a monolithic presentation, and rather should use articulation to emphasize visual breaks in the parts of the building. This helps break an individual buildings into a series of coherent experiences that are more to a human scale and create a tempo to the design. This is done with variations in materials, rooflines, windows, and other design elements. Articulation should take place at least every 30-60 feet.



### Massing & Stepping

The massing of buildings should be set to the build to line. To strengthen the small town/downtown character of the existing corridor, buildings over 3 stories should be stepped back approximately 8-12 feet for all floors above the second story.

## Facade / Details

The first two floors of a building should be designed to add visual interest to the buildings in the primary sightlines of pedestrians. This may be done through the incorporation of detailing such as cornices and door/window mouldings and ornamentation. It may also be accomplished through the change of materials and colors. Where buildings are located on a corner and face multiple streets, attention should be paid to all building sides with a public face.

	Preferred	Acceptable	Not Appropriate
Facade / Details	Architectural details consistent with the style of the building	Standard framing of windows and doors	No framing of windows and doors



## Windows

Windows compliment an active street and pedestrian scale and give the impression of “eyes on the street.” In order to strengthen this character, over half of the building face of the ground level facing Bridge Street should be transparent windows. Mirroring is not permitted. Windows should be spaced out along the length of the building to minimize large areas of solid walls facing Bridge Street.

	Preferred	Acceptable	Not Appropriate
Windows	Over 60% of the length of the building with windows at regular intervals and visibility in and out of the building	Over 30% of the length of the building with windows at regular intervals and visibility in and out of the building	Lack of windows Long stretches of building face without windows Mirrored windows Windows that don't allow views in and out of the building (ie. closed off display windows, windows with large signs)



### Awnings

Awnings provide protection from the elements for pedestrians and help bring the scale of a building down to a human scale. Awnings are encouraged on all commercial and multifamily buildings. Awnings should not interfere with street trees or lights.

### Signage

Sign dimensions and regulations are covered extensively in the City's zoning code. For the downtown area, signs should be in proportion to the buildings they are representing and of complementary materials and character.

	Preferred	Acceptable	Not Appropriate
Signage	Coherent, clear signage that complements the character of the building and Bridge Street	As per zoning code	Temporary signs that are not cared for,



## Building Materials

Materials should be high quality and suggest permanence such as brick, wood, stone, and precast concrete.

Sheet metal as a primary wall material is not appropriate on Bridge Street.

	Preferred	Acceptable	Not Appropriate
Building Materials	Brick, wood, stone, precast concrete	Stucco, manufactured siding	Materials that do not suggest permanence (such as sheet metal) Materials in poor repair



## 6 What does the rest of the site look like?



### Vegetation/Landscaping

Vegetation can help a site and a district in many ways. Trees and attractive landscaping can add value to a property. Trees and other plantings also help to catch stormwater, buffer and reduce road noise, screen areas that are visually unattractive, provide shade, and reduce ambient heat in an area.

Use of native species is desired for landscaping in St. Francis. Many native species have developed here, and can thrive here without need for extensive inputs of watering or fertilization. Use of native species is a common theme throughout the state and many attractive options are now grown commercially for landscaping purposes.

Conversely, many of the invasive species that cities and states are dealing with today were imported for landscaping purposes. These plants may have developed elsewhere, where local predators and competition kept them in check. When relocated, they lack the natural checks and often outcompete local plants and spread into natural areas, causing harm to the ecosystem. The Minnesota Department of Natural Resources and the City of St. Francis discourage the use of the following invasive species:

Invasive Trees and Shrubs	Invasive Grasses and Wildflowers	
<ul style="list-style-type: none"> <li>• Amur maple (<i>Acer ginnala</i>)</li> <li>• Black locust (<i>Robinia pseudocacia</i>)</li> <li>• Buckthorns (<i>Rhamnus cathartica</i> &amp; <i>Frangula alnus</i>)</li> <li>• Exotic honeysuckles (<i>Lonicera tartarica</i>, <i>L. morrowii</i>, <i>L. x bella</i>)</li> <li>• Japanese barberry (<i>Berberis thunbergii</i>)</li> <li>• Norway maple (<i>Acer platanoides</i>)</li> <li>• Russian olive (<i>Elaeagnus angustifolia</i>)</li> <li>• Siberian elm (<i>Ulmus pumila</i>)</li> <li>• Siberian peashrub (<i>Caragana arborescens</i>)</li> </ul>	<ul style="list-style-type: none"> <li>• Amur silver grass (<i>Miscanthus sacchariflorus</i>)</li> <li>• Bird's-foot trefoil (<i>Lotus corniculatus</i>)</li> <li>• Bull thistle (<i>Cirsium vulgare</i>)</li> <li>• Butter and eggs (<i>pniaria vulgaris</i>)</li> <li>• Canada thistle (<i>Cirsium arvense</i>)</li> <li>• Cow vetch &amp; hairy vetch (<i>Vicia cracca</i> &amp; <i>V. villosa</i>)</li> <li>• Creeping Charlie (<i>Glechoma hederacea</i>)</li> <li>• Crown vetch or axseed (<i>Coronilla varia</i>)</li> <li>• Flowering rush (<i>Butomus umbellatus</i>)</li> <li>• Garlic mustard (<i>Alliaria petiolata</i>)</li> <li>• Grecian foxglove (<i>Digitaps lanata</i>)</li> <li>• Hoary alyssum (<i>Berteroa incana</i>)</li> <li>• Japanese knotweed (<i>Polygonum cuspidatum</i>)</li> </ul>	<ul style="list-style-type: none"> <li>• Leafy spurge (<i>Euphorbia esula</i>)</li> <li>• Musk or nodding thistle (<i>Carduus nutans</i>)</li> <li>• Non-native waterlilies (<i>Nymphaea</i> spp.)</li> <li>• Ox-eye daisy (<i>Chrysanthemum leucanthemum</i>)</li> <li>• Perennial sow thistle (<i>Sonchus arvensis</i>)</li> <li>• Purple loosestrife (<i>Lythrum sapcaria</i>)</li> <li>• Queen Anne's lace (<i>Daucus carota</i>)</li> <li>• Reed canary grass (<i>Phalaris arundinacea</i>)</li> <li>• Smooth brome grass (<i>Bromus inermis</i>)</li> <li>• Spotted knapweed (<i>Centaurea maculosa</i>)</li> <li>• White and yellow sweetclover (<i>Meplotus alba</i> &amp; <i>M. officinaps</i>)</li> <li>• Wild parsnip (<i>Pastinaca sativa</i>)</li> <li>• Yellow iris (<i>Iris pseudacorus</i>)</li> </ul>

	Preferred	Acceptable	Not Appropriate
Vegetation	Attractive, designed landscape using native plants	As per zoning code	That which does not meet the zoning code Use of invasive species



### Sidewalk/Cafe Seating

Sidewalk cafe seating and tables create activity and vitality along the street and are encouraged. Seating and tables should be limited to the area adjacent to the building and must preserve a pedestrian accessible route of at least 6 feet. Chairs and tables should be secured out of the way when the business is closed. Service of food and beverages should be on private property and alcohol is not permitted to be sold or consumed in the public right-of-way. The City is open to food trucks and prefers they are parked off of the public right-of-way (such as in a parking lot) but will consider alternatives on a case by case basis.



### Sidewalk Sales/Displays

Sidewalk sales and displays can add personality to a district when done well, but can also detract from the visual character and operational functioning when done poorly.

Displays should be limited to the area immediately adjacent to the building, take up no more than one third of the sidewalk, and must preserve a pedestrian accessible route of at least 6 feet.

Displays may not be left outside overnight, and must be secured indoors when the business is closed. Outdoor displays should not be used during the winter.



### Semi-Public Space

#### **Patios/Plazas**

Patios and plazas should be encouraged in new developments as public gathering spaces. Patios and plazas should be large enough to accommodate site furnishings, shade elements, and gathering. These areas benefit from consideration and use of materials such as vegetation and paving.

Locate these public spaces so as not to interfere with the movement of pedestrians or vehicles.



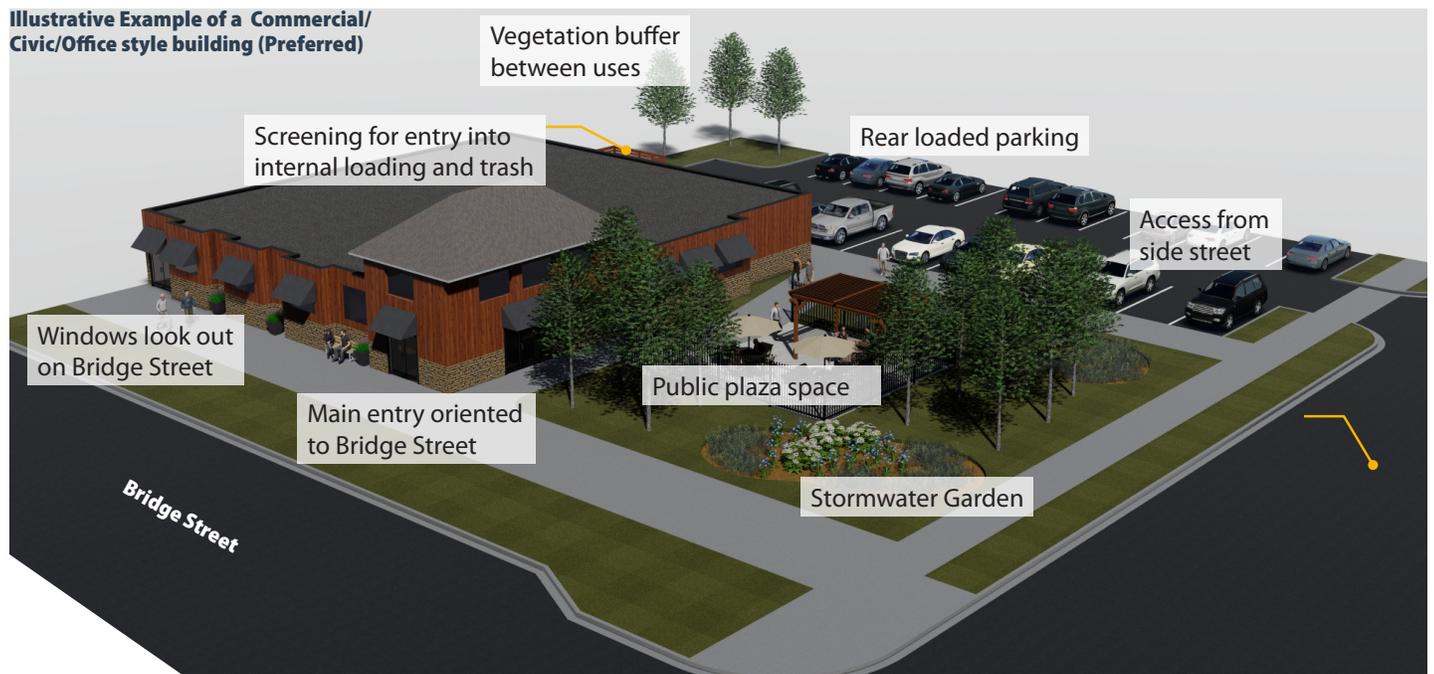
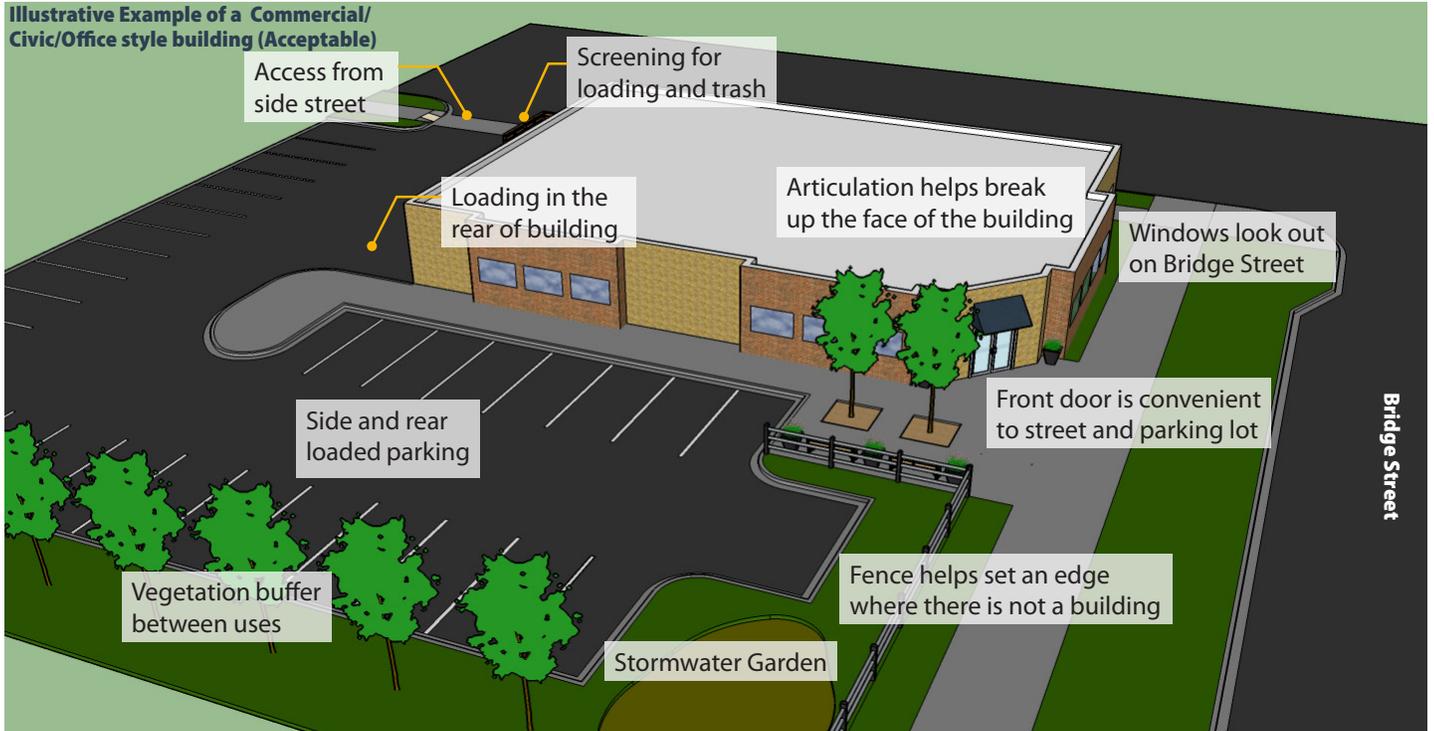
## Public Art

The City strongly encourages the inclusion of public art in development projects. Public art can strengthen the identity of the district and provide a showcase for local talented artists. Pieces should be constructed of durable materials and not obstruct pedestrian movement in the corridor. Public art should be located so as to be visible to pedestrians and will be reviewed by the City.



# Illustrative Examples

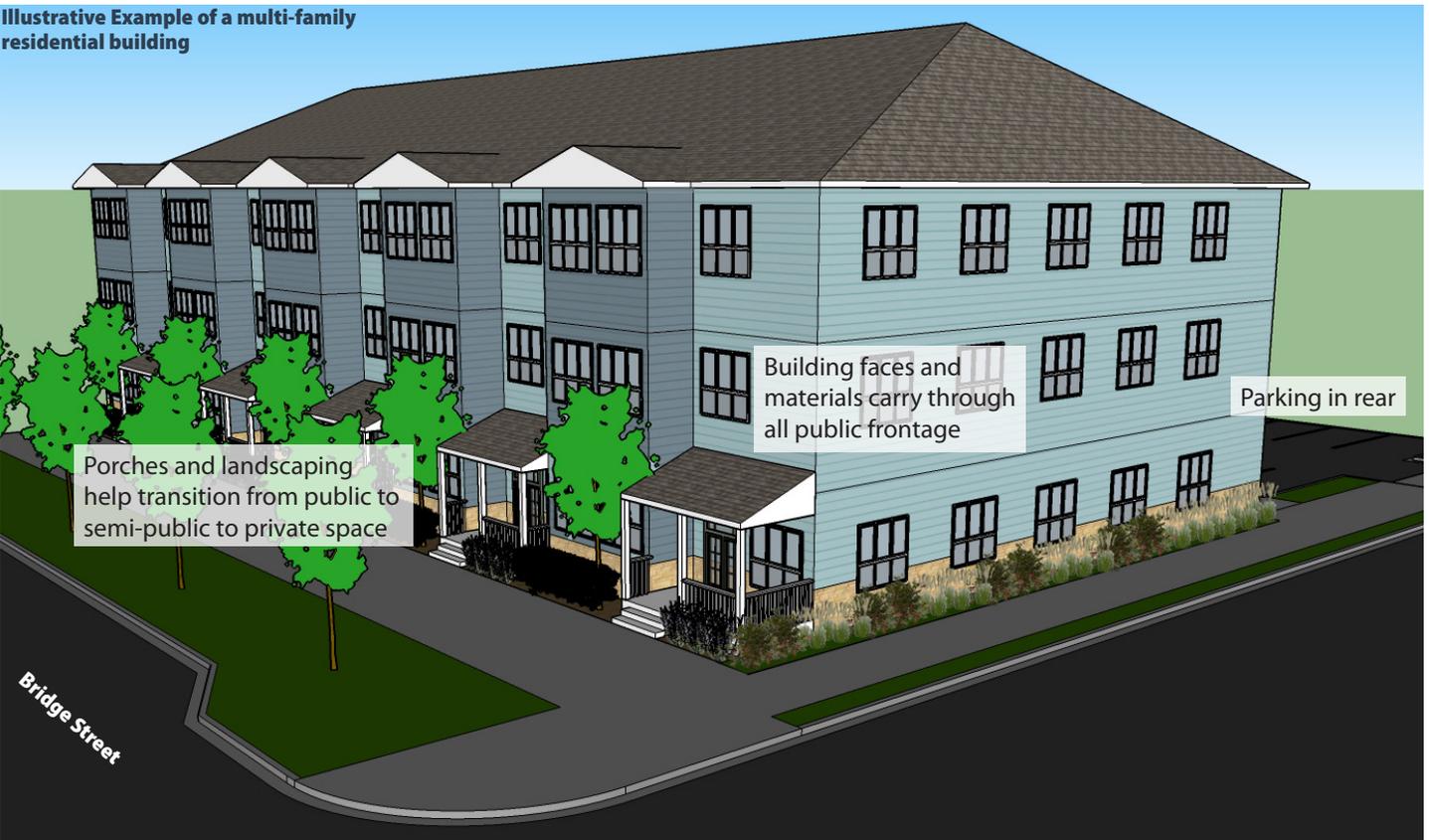
These following examples show how a development may fit into the Bridge Street Corridor by adhering to the principles and guidelines discussed above.



Bridge Street Development Example



Illustrative Example of a multi-family residential building



# Private Development Review Worksheet

## Regulatory

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### Comprehensive Plan

Does the proposed development meet the land use guidance of the City's Comprehensive Plan?

Yes No

If no, what is the development doing to meet the larger vision and goals of the Comprehensive Plan?

### Zoning

Does the proposed development meet the requirements of the City's Zoning Ordinance?

Yes No

If no, how will this be addressed? Variance or Rezoning?

## Site Design

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### Setbacks

Does the proposed development have setbacks up to the Right-of-Way line (commercial) or within a 10 foot setback (residential)?

Yes No

If no, why not? How will this development instead engage the public realm and set an active edge?

### Relationship to the Street

Does the proposed development have a strong relationship to the street?

Yes No

If no, why not? How will this development instead enhance and activate the street edge?

### Parking Orientation

Does the proposed development locate parking at the side and/or rear of the building instead of between the building and the road?

Yes No

If no, why not? How will this development instead provide a comfortable and visually appealing frontage on Bridge Street?

## Screening

Does the proposed development provide screening for loading docks, waste containers, and other “back of house” elements?

Yes    No

If no, why not? How will this development mitigate the visual impact of these elements?

## Vegetation

Does the proposed development meet the requirements outlined in the City’s zoning code and eliminate the use of invasive plant material?

Yes    No

If no, why not? How can the design be modified to add value (including aesthetic and ecological value) to the development?

## Stormwater

Does the proposed development meet the requirements outlined in the City’s zoning code and SWIP?

Yes    No

If no, why not? How will this development improve the management of stormwater from current conditions?

## Signage

Does the proposed development meet the requirements outlined in the City’s sign code?

Yes    No

If no, why not? How do proposed signs enhance and compliment the development as a whole?

## Semi-Public Space

Does the proposed development incorporate public or semi-public gathering space?

Yes    No

If no, why not? How will this development provide a welcoming character and easy transition from public to private space?

## Building Design

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### Articulation

Does the building exhibit articulation at least every 60 feet?

Yes No

If no, why not? How will the building design break up massing to provide a comfortable human scale for pedestrians?

### Facade Treatments

Does the building use detailing such as cornices and door/window mouldings and ornamentation and/or the change of materials and colors on all building sides with a public face?

Yes No

If no, why not? How does the design of details add visual interest to the building?

### Entries

Is the primary entrance to the building oriented and easily accessible from the public right of way?

Yes No

If no, why not? What can be done to ensure an active street edge and convenient access for pedestrians?

### Windows

Does at least 30% of the building's ground floor have unobstructed windows with views in and out of the building?

Yes No

If no, why not? How does the building design facilitate "eyes on the street" and provide a comfortable edge for pedestrians walking by?

### Awnings

Are awnings or other shelter elements incorporated into the building along the public right of way?

Yes No

If no, are there opportunities to incorporate them into the design of the building?

## Building Materials

Are building materials high quality such as brick, wood, stone, and precast concrete?

Yes    No

If no, why not? Are there ways to ensure the building exhibits a “permanent” character?

## Massing & Stepping

If a building is over 3 stories tall, is it stepped back after the second story?

Yes    No    N/A

If no, why not? How will the design mitigate the visual impact of 4+ stories adjacent to shorter buildings?

## Rooftops

If the development has mechanical elements or other non-active uses on the roof are they screened?

Yes    No    N/A

If no, why not? How will the development mitigate the visual impacts of these elements?

## Other items

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If there are other items to consider, use the area below:

## Public Realm Guidelines by District

	Rum River West	Rum River East	Transition
Mobility and Access Management			
Median	X	X	●
Left turn access	●	●	X
Long block length	X	●	●
Short Block Length	●	X	X
On Street Parking	●	X	X
Curb Cuts/Driveways	●	●	●
Emphasis	Access	Mixed	Mobility
On Street Parking			
Parking	Angled (North) Parallel (South)	No On Street Parking	No On Street Parking
Pedestrian and Bicycle Infrastructure			
Sidewalk	●	X	X
Multi Use Trail	X	●	●
Bike Trail	●	X	X
Bike Lane	X	X	X
Paved Shoulder	On the Bridge		X
Lighting			
Street/Trail Lights	Acorn Banners/Flowers as future implementation Cobra at intersections	Acorn Banners/Flowers as future implementation Cobra at intersections	Acorn Cobra at intersections

## Private Development Guidelines by Preference

	Preferred	Acceptable	Not Appropriate
Setbacks/Build To Lines			
Commercial Building Setback	Built to the edge of the Right-of-Way	Built to within 5' of the Right-of-Way. Use foundation plantings	Structure's front is set back from the right of way
Multi-Family Residential Building Setback	Building extensions (Porches, stoops, etc) reach the right of way line. Variations in building depth handled with foundation plantings. Elevate first floor slightly above ground level.	Built to within 10' of the Right-of-Way. Use foundation plantings	Structure's front is set back from the right of way
Relationship to the Street			
Parking Lot Location	Parking in rear of building	Parking at side of building	Parking between building and Bridge Street
Parking Lot Access	From alley or side street	From Bridge Street east of the Rum River	From Bridge Street west of the Rum River

	Preferred	Acceptable	Not Appropriate
<b>Screening and Fencing</b>			
Screening	Trash/Loading internal to building	Trash/Loading fully screened at rear of building	Trash/Loading unscreened and/or on public frontage edge
Front Fence Materials	Wood or decorative metal At least 33% transparent <4' tall	As per zoning code	Barbed wire, temporary fencing, snow fencing
<b>Vegetation and Landscaping</b>			
Vegetation	Attractive, designed landscape using native plants	As per zoning code	That which does not meet the zoning code Use of invasive species
<b>Vegetation and Landscaping</b>			
	Stormwater is treated with BMPs Interpretation/Public Art is incorporated	As per zoning code	Stormwater approach that leads to degradation of existing waterways
<b>Public Art</b>			
Inclusion of Public Art	Public Art is encouraged	No public art is required	Inappropriate, unmaintained, or restricts auto/pedestrian movement
<b>Private Signs</b>			
Signage	Coherent, clear signage that complements the character of the building and Bridge Street	As per zoning code	Temporary signs that are not cared for,
<b>Building Design</b>			
Articulation	Breaks every 30-60 feet for doors	Color or massing change every 30-60 feet	Large unbroken masses of building
Facade / Details	Architectural details consistent with the style of the building		No framing,
Entries	Primary entrance focused on Bridge Street	Primary entrance with orientation to Bridge Street and parking lot	Secondary or no entrance on Bridge Street
Windows	Over 60% of the length of the building with windows at regular intervals and visibility in and out of the building	Over 30% of the length of the building with windows at regular intervals and visibility in and out of the building	Lack of windows Long stretches of building face without windows Mirrored windows Windows that don't allow views in and out of the building (ie. closed off display windows, windows with large signs)
Building Materials	Brick, wood, stone, precast concrete	Stucco, manufactured siding	Materials that do not suggest permanence (such as sheet metal) Materials in poor repair