

ST. FRANCIS 2040

Comprehensive Plan for the City of St. Francis

Adopted: March 2, 2020



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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.

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

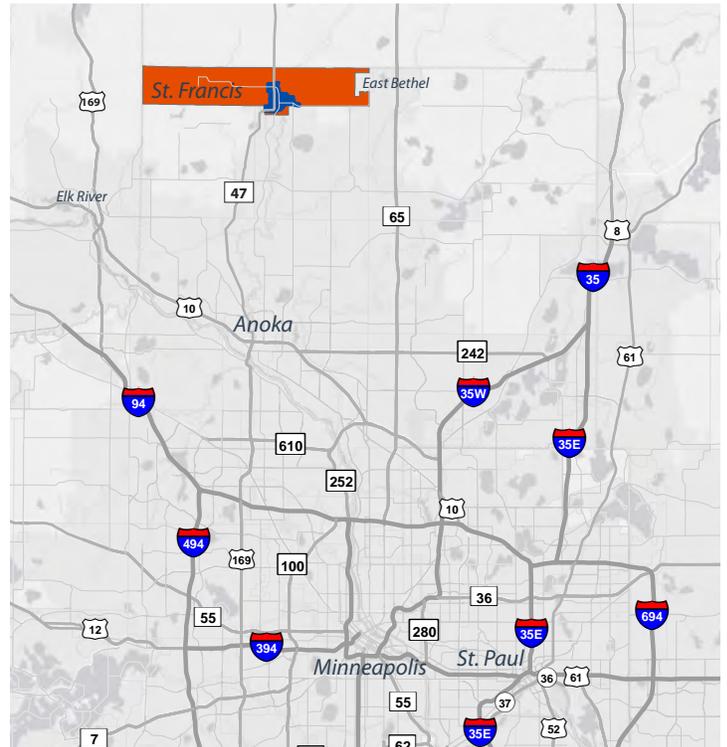


FIGURE 1.1 ST. FRANCIS LOCATION

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, and its principles when working with elected officials or stakeholders coming to them for direction. It should advise 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 Subdivision 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 vision. 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 and incorporating the goals, policies 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.

The public hearing for approval of the plan was held at the Planning Commission meeting on February 20th, 2019.

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 school 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.



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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 St. Francis is a place that people at varying life stages and with diverse 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



March 2020



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. 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 regional agencies

Metropolitan Council Guidance & Forecasts

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

TABLE 3.1 METROPOLITAN COUNCIL 2040 FORECASTS

		2010	2017 est.	2020	2030	2040	Change	Percent
St. Francis	Population	7,218	7,624	8,200	10,400	12,600	4,976	65%
	Households	2,520	2,674	3,100	4,100	5,100	2,426	91%
	Employment	1,537	N/A	2,200	2,550	2,900	1,363	89%
Anoka County	Population	330,844	351,422	360,880	401,950	440,420	88,998	25%
	Households	121,227	128,800	136,860	155,300	171,930	43,130	33%
	Employment	106,387	N/A	126,660	136,100	145,420	39,033	37%

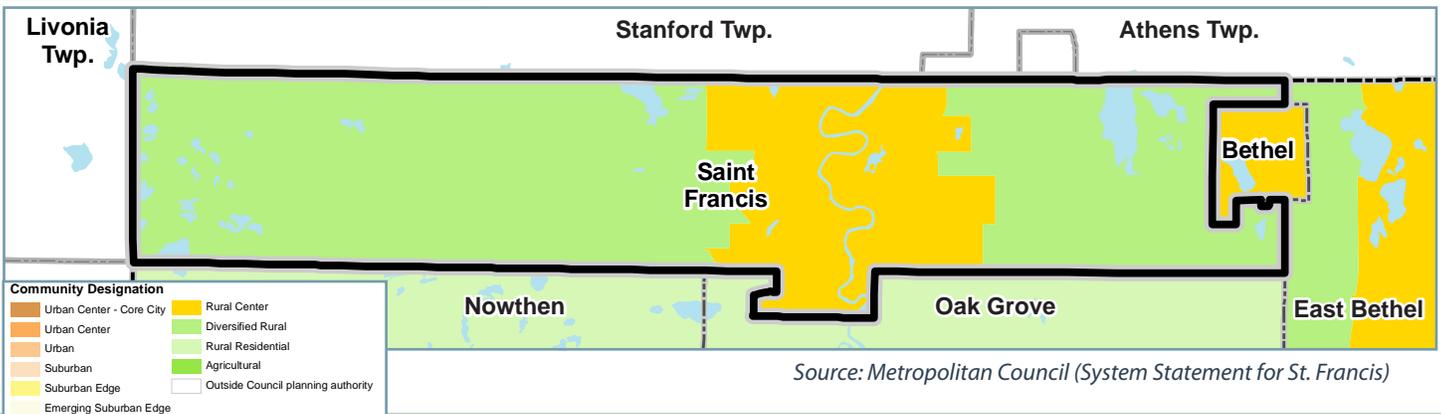
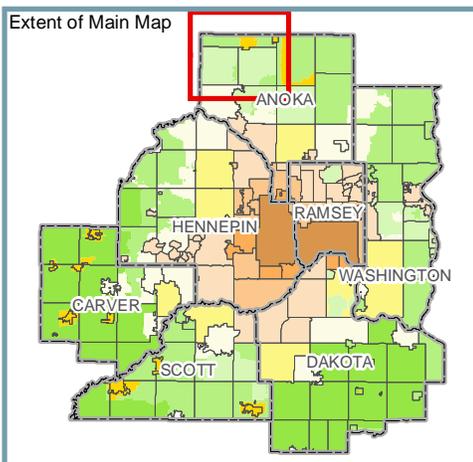
Source: Metropolitan Council, US Census

FIGURE 3.1 COMMUNITY DESIGNATION

COMMUNITY DESIGNATION

As shown in the Community Designation Map, the Metropolitan Council identifies various areas of St. Francis as either a “Rural Center” or as a “Diversified Rural” designation.

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.



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

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 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.

High Density 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.

THRIVE MSP 2040 URBAN POLICIES

St. Francis has been designated as both a Rural Center and a Diversified Rural community. The following are examples of the policies that Rural Center and Diversified Rural communities are expected to incorporate into their plans:

Rural Center Policy Examples:

- » Plan for new growth and redevelopment to occur at an average density of at least 3-5 units per acre.
- » Use state, regional, and federal sources of funding and/or financing and development tools allowed by state law to facilitate the development of new lifecycle and affordable housing.
- » Plan and develop local trail connections to the regional parks and trails system where appropriate.
- » Consider how local efforts to focus economic development strategies along existing commercial centers can contribute to the region's overall economic competitiveness through enhanced integration of local and regional planning efforts.

Diversified Rural Policy Examples

- » Plan for growth not to exceed forecasts and in patterns that do not exceed 4 units per 40 acres.
- » Preserve areas where post-2040 growth can be provided with cost-effective and efficient urban infrastructure.
- » Plan development patterns that incorporate the protection of natural resources.
- » Protect the rural environment through local oversight of the management and maintenance of subsurface sewage treatment systems.
- » Identify and protect locally important agricultural areas to provide a range of economic opportunities.

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

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

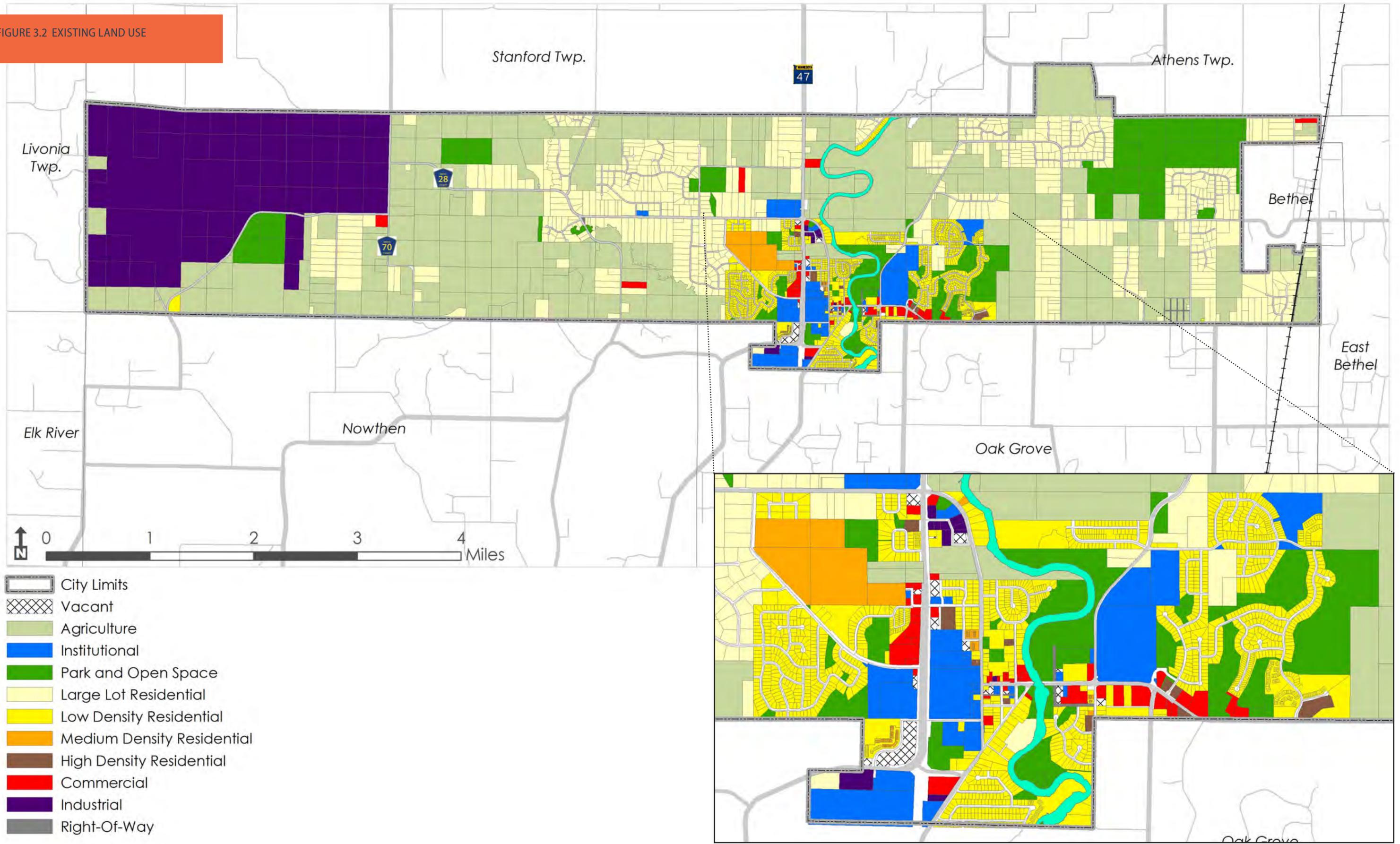
The majority of the area within the City limits remains undeveloped, and utilized for agricultural purposes. In addition, the ATK property, in the western portion of the city, accounts for nearly 2,500 acres, or approximately 16 percent of the total land area. In terms of developed lands, single family 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. Table 3.2 identifies the current land uses within the City and the percentage of the overall land which is dedicated to that specific use.

TABLE 3.2 CURRENT LAND USES

	Land Use	Acreage	Percent
	Vacant	23.7	0.2%
	Agriculture	6,008.9	39.6%
	Institutional	312.1	2.1%
	Park and Open Space	1,236.8	8.1%
	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 3.2 EXISTING LAND USE



Future Land Use Categories

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.



Agricultural Preserve (maximum density of 1 unit per 40 acres)

Lands in the Agricultural Preserve classification are enrolled in the Agricultural Preserves Program (Minnesota Statute 473H). This enrollment offers tax benefits and specific planning protections in the Comprehensive Plan and land use ordinances. Other programs such as Green Acres are also important options for protecting farmland, but do not have the same land use plans and ordinance restrictions and are not included in the Agricultural Preserve classification.



Agriculture (maximum density of 1 unit per 10 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 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. Developments will need to utilize on-site sewage systems meeting the Individual Sewage Treatment System (ISTS) standards and will have to provide for adequate acreage.



Urban Reserve (maximum density of 1 unit per 10 acres)

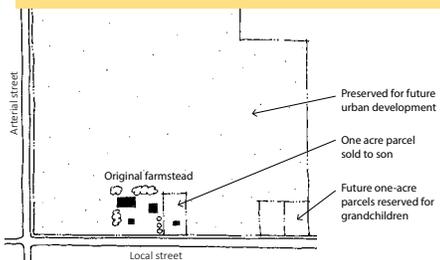
Similar to the Agriculture land use classification, Urban Reserve is intended to preserve the rural character of St. Francis until such a time as those areas are ready for development. This classification is found outside of the 2040 MUSA in areas that would be difficult to service today, but that may be serviced and developed at higher densities after 2040. The City may allow further subdivision in these areas, given adherence to flexible residential development as discussed in this plan and anticipated in the new zoning and subdivision ordinance.

Urban Reserve - Wild & Scenic (maximum density of 1 unit per 2.5 acres non-riparian and 1 unit per 4 acres riparian)

This sub-classification encompasses the Rural Wild & Scenic district of the City. While land within this district is not currently able to be developed at urban densities, the City is hoping to change this restriction and has therefore guided this area as urban reserve to preserve the future development potential of the area. The City may allow further subdivision in these areas, given adherence to flexible residential development as discussed in this plan and anticipated in the new zoning and subdivision ordinance. Municipal sewer and water may be extended to serve clustered development in this district.

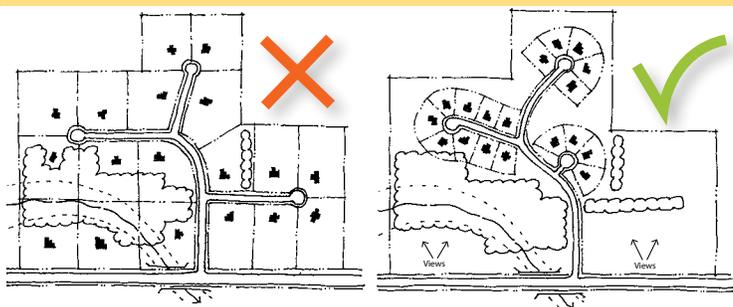
Flexible Residential Development (Source: Metropolitan Council Local Planning Handbook)

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

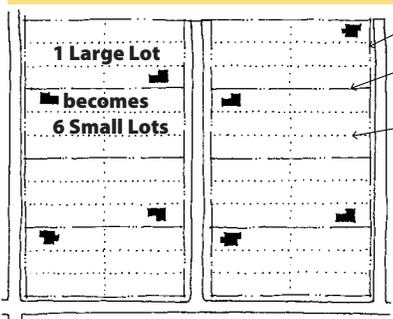
The traditional rural cluster above shows that a mandatory cluster district may allow for a defined, limited number of lot splits within a contiguous rural acreage if certain parameters are met, such as specified lot sizes and frontage on a local street. The above example allows for future subdivision 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

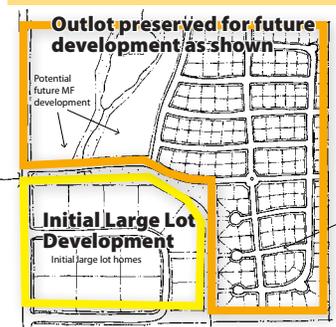
The first image shows a conventional large-lot rural development which precludes the provision of urban services due to the ineffective lot layout and inefficiency of multiple or long-distance connection points to urban services. This style of large-lot rural development has been does not ensure orderly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



Rural Residential (maximum density of 1 unit per 5 acres*)

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. Most land shown as Rural Residential has already been developed at lower densities. Any undeveloped land guided Rural Residential is guided to develop consistent with the development pattern that already exists. The City may encourage adherence to flexible residential development as discussed in this plan and anticipated in the new zoning and subdivision ordinance.

*Some existing parcels classified as rural residential have been developed at greater densities. New parcels must meet existing requirements or utilize methods shown in the Flexible Residential Development Guide.



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 and 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 7.0 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 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 (12.0 - 60.0 units per net acre)

St. Francis intends the High Density Residential land use for higher housing densities ranging from 12.0 to 60.0 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 west 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.

Low Intensity Industrial

This category is intended for low intensity industrial uses that must be separated from urban areas due to the nature of their operations. This land is concentrated on the western side of St. Francis and is currently used for ammunitions and explosives testing and storing. This land use is not intended to expand.

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.

AREAS OF LAND USE CHANGE FROM ST. FRANCIS' 2030 COMPREHENSIVE PLAN

The residential areas anticipate more of a mix of densities. This reflects requirements related to density in the "Rural Center" designation, as well as changing market conditions that shows increased demand for smaller lots and some types of multifamily housing. This will help the City provide services more efficiently and cost effectively.

There is a greater mix of uses, largely commercial and higher density housing along the Bridge Street and Highway 47 corridors.

The area northwest of Highway 47/ St. Francis Blvd and 241st Avenue has been reclassified to residential land uses. This change reflects the environmental constraints in that area that would restrict commercial and industrial land uses.

Urban reserve is shown on the east side of the planned urban service area as well as within the Rural Wild & Scenic district of the City.

Future Land Use Plan

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 urban 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.

TABLE 3.3 FUTURE LAND USE (GROSS ACRES AND % OF TOTAL)

	Density Range	Total	
		Acres	%
Agricultural Preserve	≤1 du/40 ac	117.7	0.78%
Agriculture	<4 du/40 ac	4,333.9	28.58%
Urban Reserve	<4 du/40 ac	237.0	1.56%
<i>Urban Reserve (Wild & Scenic)</i>		489.4	3.23%
Rural Residential		3,067.9	20.23%
Low Density Residential	2-3 du/ac	1,156.5	7.23%
Medium Density Residential	3-7 du/ac	530.5	3.50%
Medium/High Density Residential	7-12 du/ac	85.8	0.57%
High Density Residential	12-60 du/ac	50.4	0.33%
Commercial		134.8	0.89%
Low Intensity Industrial		2,480.0	16.35%
Business Park / Light Industrial		135.3	0.89%
Park / Open Space		1,295.8	8.54%
Public / Institutional		263.4	1.74%
Open Water		113.7	0.75%
Existing ROW		786.8	5.19%
Total		15,165.3	100.36%

Source: HKGi

FIGURE 3.3 FUTURE LAND USE

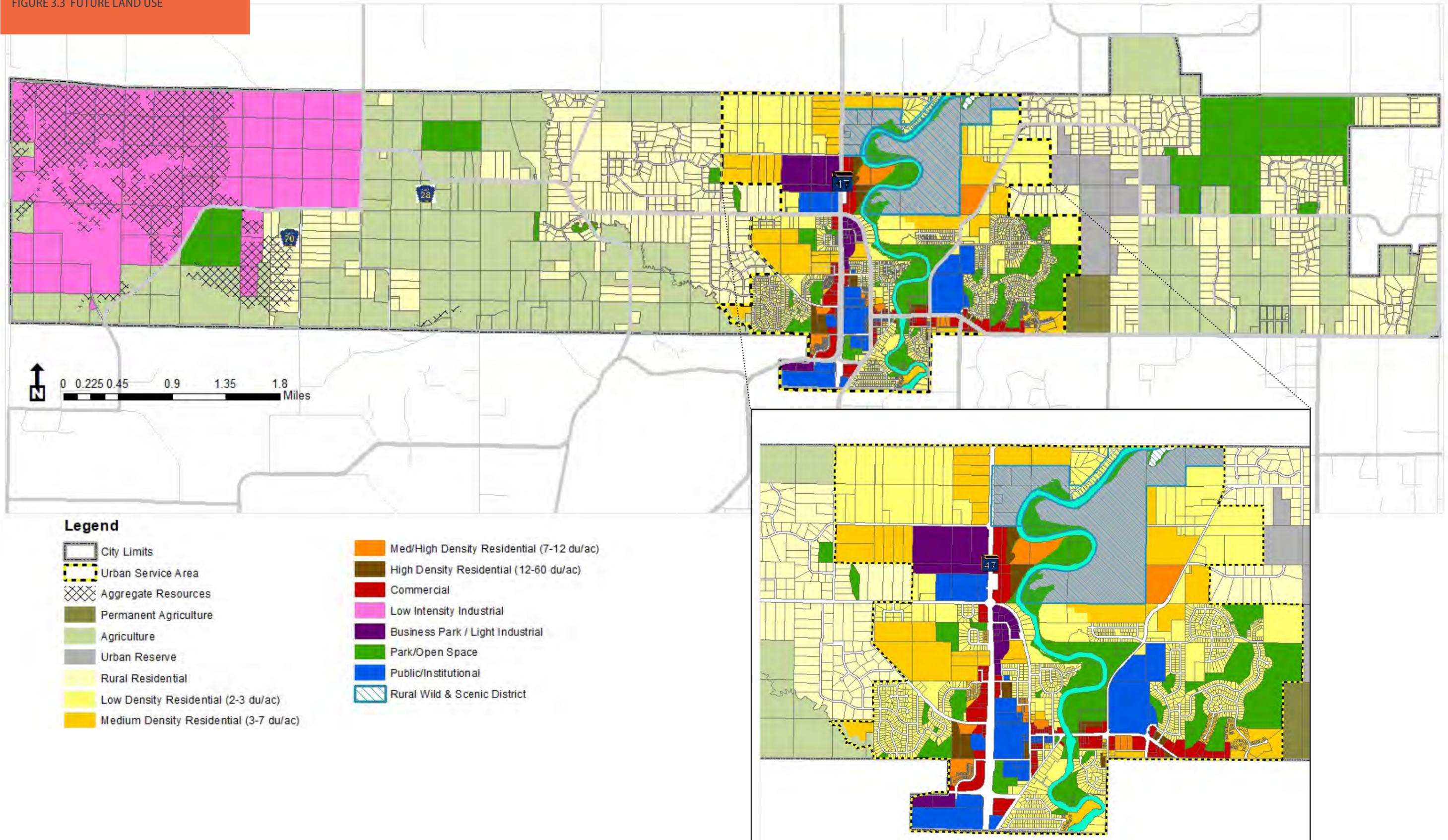
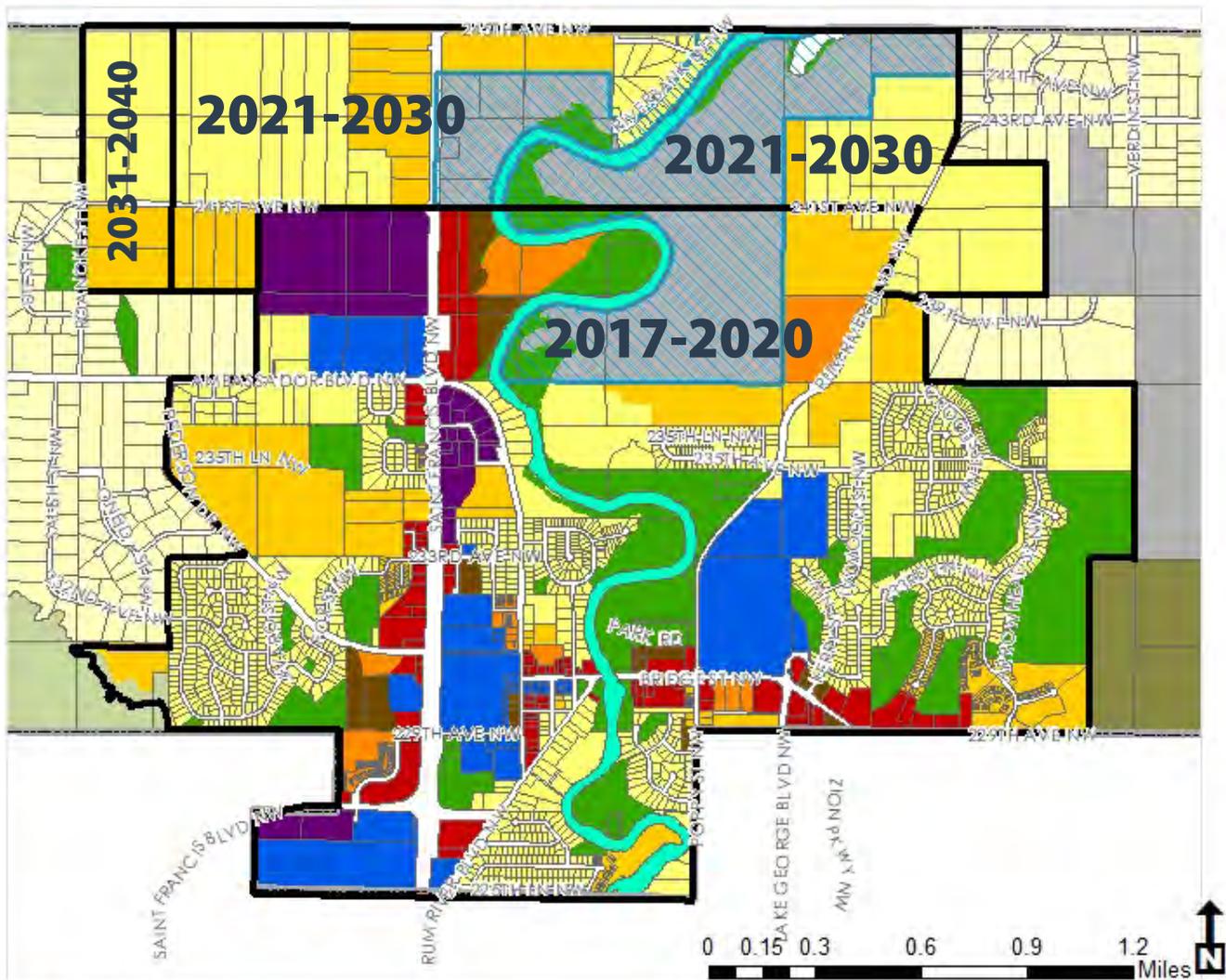


FIGURE 3.4 LAND AVAILABLE FOR SERVICED DEVELOPMENT BY DECADE



Legend

-  Rural Wild & Scenic District
-  Urban Service Area
-  Anticipated Growth Phasing Limits
-  City Limits
-  Natural/ Open Space
-  Permanent Agriculture
-  Agriculture
-  Urban Reserve
-  Rural Residential
-  Low Density Residential (2-3 du/ac)
-  Medium Density Residential (3-7 du/ac)
-  Med/High Density Residential (7-12 du/ac)
-  High Density Residential (12-60 du/ac)
-  Commercial
-  Business Park / Light Industrial
-  Park/Open Space
-  Public/Institutional

Note: Sewer service will be extended as development merits and in a logical pattern so as to minimize leapfrog development.

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. Table 3.3 identifies the number of acres expected for each type of 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 Rural Residential, at nearly 3,100 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.

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 along 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.

Phasing

The phasing plan serves as a guide for when public infrastructure, such as roadways, sanitary sewer, and water will be available in specific areas of St. Francis. An initial phasing plan for moving forward is illustrated in Figure 3.4. 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 will ensure the orderly and logical extension of infrastructure.

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.

The City recognizes that the market for commercial and industrial land uses 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.

After eliminating constrained land, including all land within the Rural Wild & Scenic District, 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.

NOTE:

The land designated as part of the Rural Wild & Scenic district (blue hatch on Figure 3.4) is currently restricted from developing at urban densities. Reflecting this restriction, this land has been excluded from the City’s calculations of sewered land expected to develop (Table 3.5). As sewer is adjacent or can readily be made available to these areas, the staging plan identifies when infrastructure is assumed to be available to the areas.

The City will consider seeking legislation to change the Rural Wild & Scenic designation to allow land in this district to develop at higher densities. In the event that the Wild & Scenic Rural designation is changed and the restriction is lifted, the City hopes to see this land develop.

Table 3.4 shows when sewer and water services are expected to be available for development to occur by “gross” acres. This table is intended to satisfy a required component from the Metropolitan Council for how land use is depicted in each phase or planning period, 2020, 2030, and 2040.

TABLE 3.4 LANDS WITH MUNICIPAL SERVICE BY PHASE (GROSS)

Land Use Category	2017-2020		2021-2030		2031-2040	
	Acres	% Total	Acres	% Total	Acres	% Total
Low Density Residential	877.9	5.8%	202.8	1.3%	75.8	0.5%
Medium Density Residential	392.4	2.6%	101.2	0.7%	36.9	0.2%
Medium/High Density Residential	85.8	0.6%	-	-	-	-
High Density Residential	50.4	0.3%	-	-	-	-
Urban Reserve (Wild and Scenic)	180.2	1.2%	198.2	1.3%	-	-
Commercial	134.8	0.9%	-	-	-	-
Business Park/Light Industrial	135.3	0.9%	-	-	-	-
Park/Open Space	315.8	2.1%			-	-
Public/Institutional	260.0	1.7%	-	-	-	-
Total	2,432.6	16.0%	502.1	3.3%	188.4	1.2%

Source: HKGI

ANTICIPATED DEVELOPMENT

Table 3.5 shows the number of net developable acres anticipated to develop by planning period. Table 3.5 also calculates the projected units that could be developed using the minimum and maximum densities of each land use category. Assuming that some projects develop above the lowest minimum required density, land guided for residential use is expected to accommodate all forecasted growth within the City of St. Francis. This projection is also consistent with the density established for the Rural Center designation (3 units per net acre for new development).

TABLE 3.5 NET SEWERED LAND EXPECTED TO DEVELOP (NOT INCLUDING REDEVELOPMENT)

Land Use Category	Minimum Density	2017-2020			2021-2030			2031-2040		
		Acres	Units (Low)	Units (High)	Acres	Units (Low)	Units (High)	Acres	Units (Low)	Units (High)
Low Density Residential	2	36	72	108	53	106	159	171	342	513
Medium Density Residential	3	42	126	294	42	126	294	101	303	707
Medium/High Density Residential	7	30	210	360	42	294	504	-	-	-
High Density Residential	12	19	228	1,140	12	144	720	-	-	-
Overall Density of Developable Land	3.5	Total Units (Low) / Total Acres = Overall Density 1,951 units / 548 acres = 3.5 units/acre								
Totals		127	636	1,902	149	670	1,677	272	645	1,220

Source: HKGI

The City estimates that 42 acres of developable land guided Medium/High Density Residential and 12 acres of developable land guided High Density Residential will develop during the 2021-2030 planning period. The development of this land will result in a minimum of 294 Medium/High Density Residential units and a minimum of 144 High Density Residential units. Together, the development of these 54 acres will result in a minimum of 438 affordable housing units. This exceeds the City's affordable housing allocation of 213 units in 2021-2030.

It is estimated that all commercial and industrial lands that are planned to receive municipal services will do so between 2017 and 2020. Table 3.6 shows that commercial and industrial land is anticipated to accommodate all estimated job growth, assuming some projects develop above the lowest anticipated density.

TABLE 3.6 CAPACITY OF NET GUIDED COMMERCIAL AND INDUSTRIAL LAND AVAILABLE FOR DEVELOPMENT (NOT INCLUDING REDEVELOPMENT)

	F.A.R.		Jobs/SF of Bldg		2017-2040 Acres	Capacity		
	Low	High	Low	High		Low	Mid	High
Commercial	0.2	0.6	1/1,200	1/600	64.8	470	1,254	2,822
Business Park / Light Industrial	0.2	0.4	1/1,500	1/750	91.1	529	1,058	2,116
Total New Jobs						999	2,312	4,938

Source: HKGi

While the phasing plan represents the best estimate of future growth, a variety of factors will influence actual outcomes, including overall economic and housing market conditions, housing styles, demographic changes, and availability of development projects. An important element of implementing the Comprehensive Plan will be to monitor these changes and implications for the future of St. Francis. The City may adjust the timing of a phase from time to time.

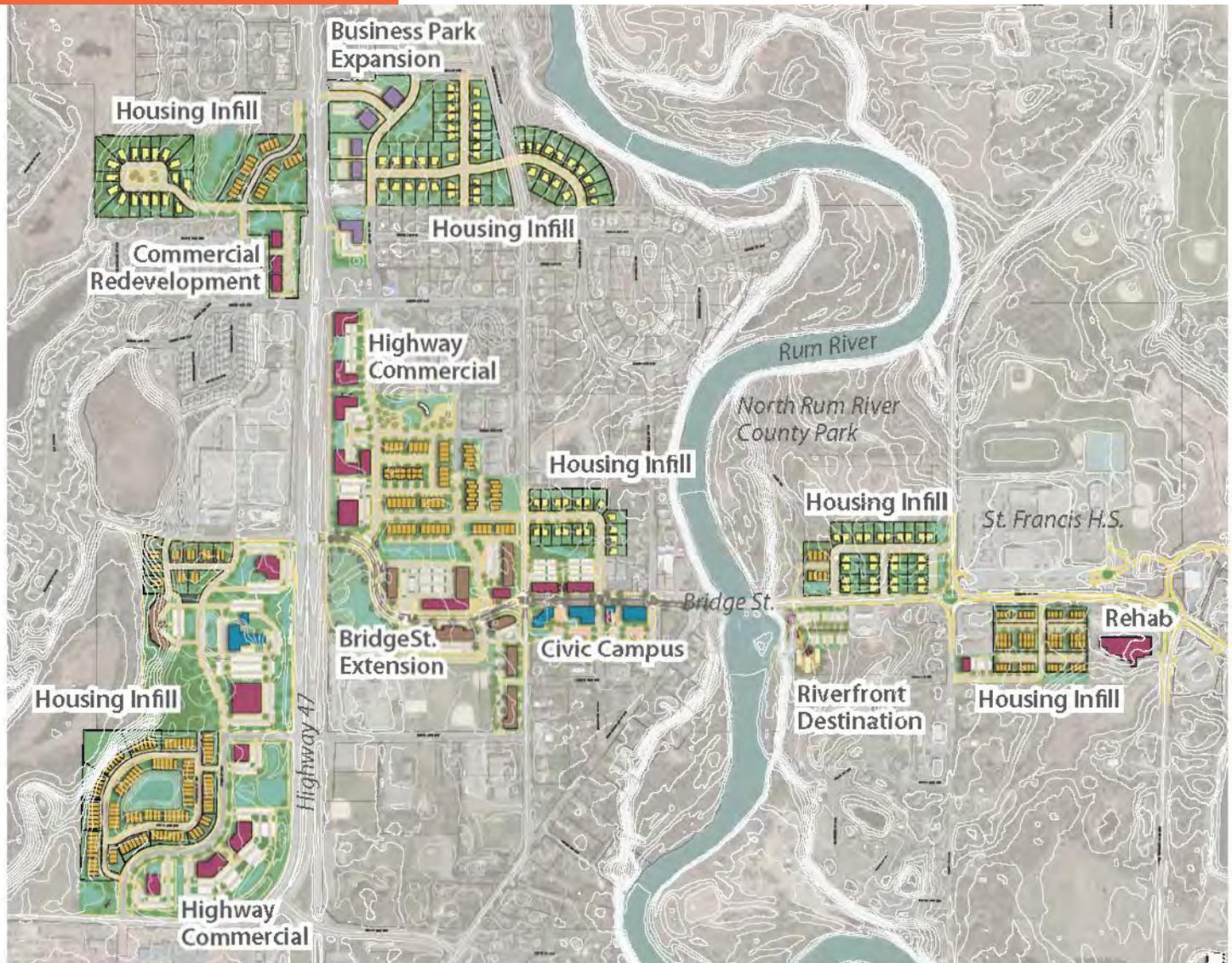
Bridge Street and Hwy 47 Redevelopment

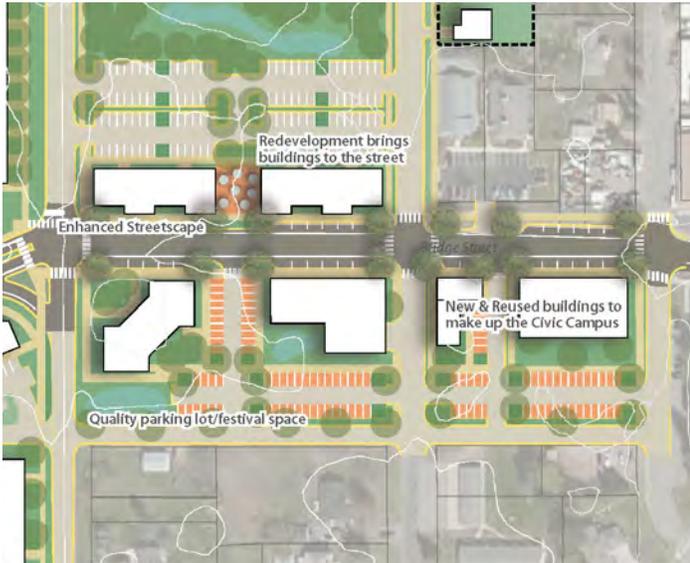
In 2016/17 The City of St. Francis prepared a plan to guide development, redevelopment, and infill along Bridge Street and Highway 47, south of the Ambassador Boulevard Intersection. Some of the key focus areas include:

- » “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 3.5 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.

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.

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."



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)

Other structures not listed in the historic register also exist in St. Francis and remind us of the early days of the community.

Wild and Scenic River Designation

The Rum River in St. Francis is designated as a wild and scenic river. This designation recognizes the natural beauty of the Rum River. As the City grows, it is important that the City can achieve new growth while also keeping with the integrity of the intent of the designation. The City is working to reach an agreeable approach to helping St. Francis grow in a logical and orderly manner that respects the Rum River as a key asset to both our community and the state as a whole.

Areas designated as rural 40 years ago with very limited development capacity are now at the growing edge of the City's neighborhoods and the City's services. The City is considering seeking legislation to change the Rural Wild & Scenic designation to allow land in this district to develop at higher densities. The City recognizes and respects the Rum River as an important community and natural asset and is working to find a balance between protection of the Rum River's wild and scenic qualities and logical, sustainable urban development in the City's core.

FIGURE 3.6 CURRENT WILD AND SCENIC DESIGNATION

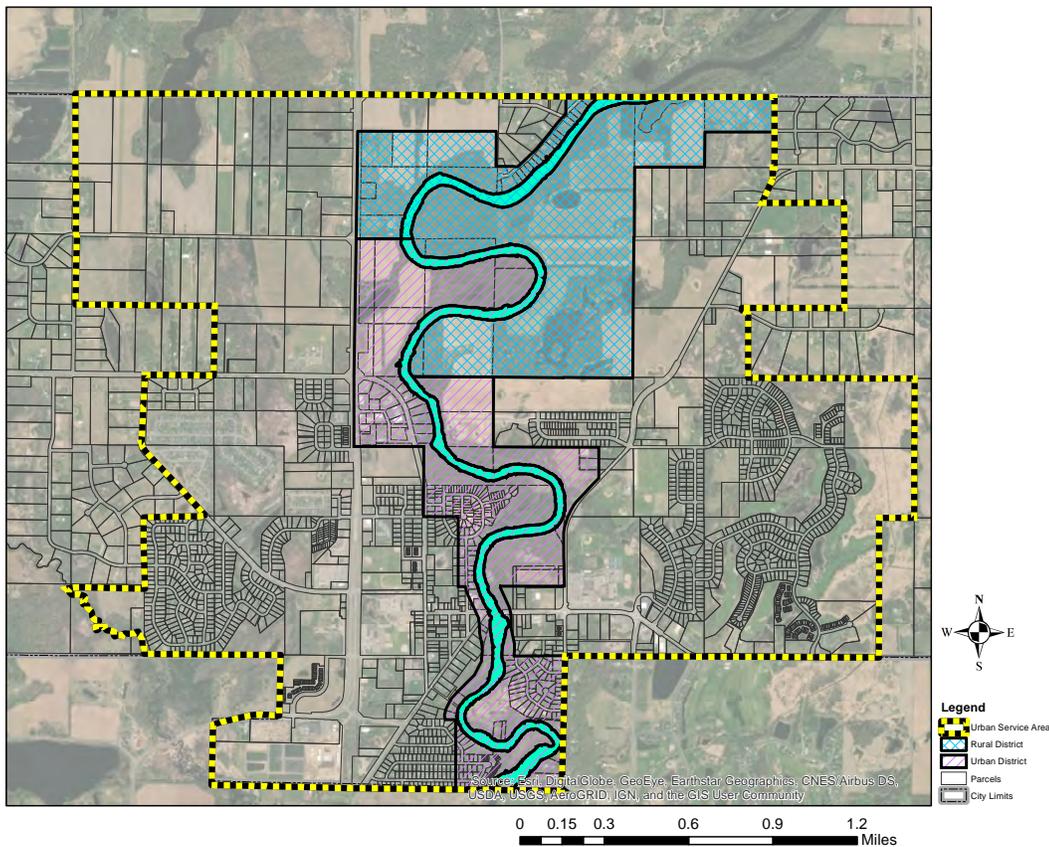
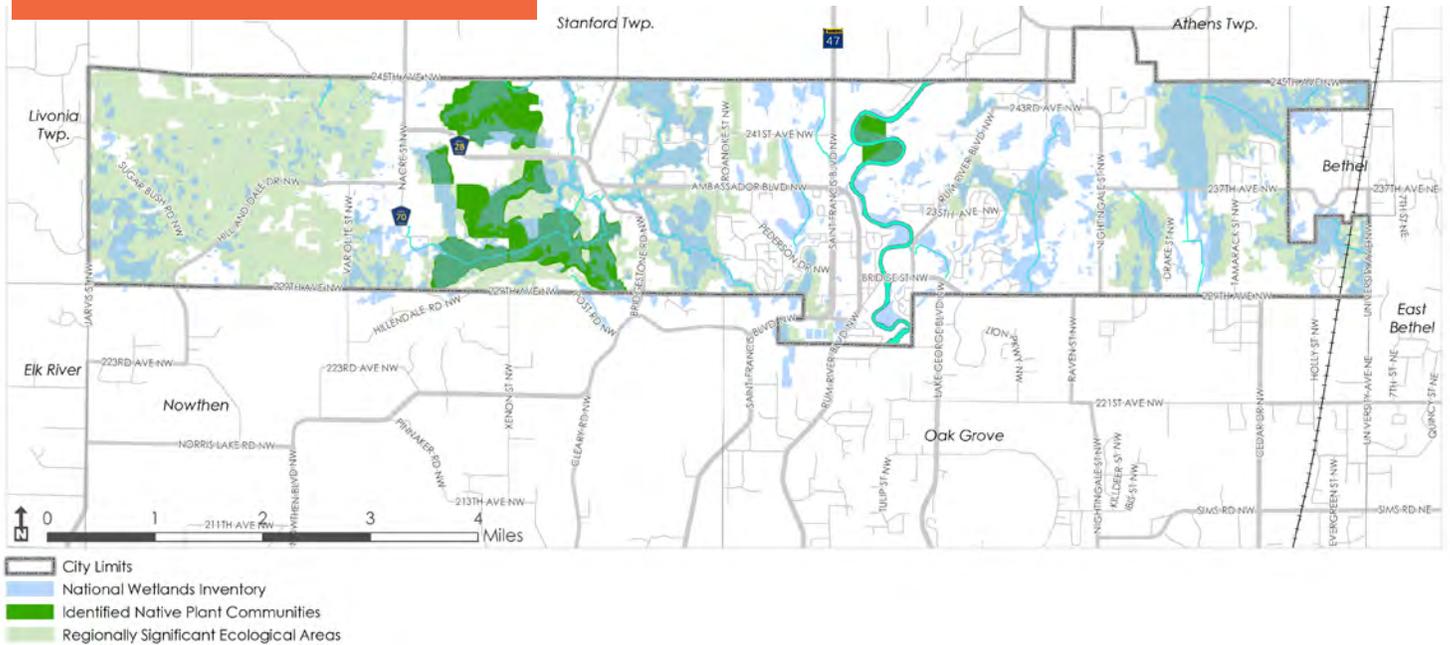


FIGURE 3.7 NATURAL FEATURES



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.

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.

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.

FIGURE 3.8 AGRICULTURAL RESOURCES



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 3.9 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.

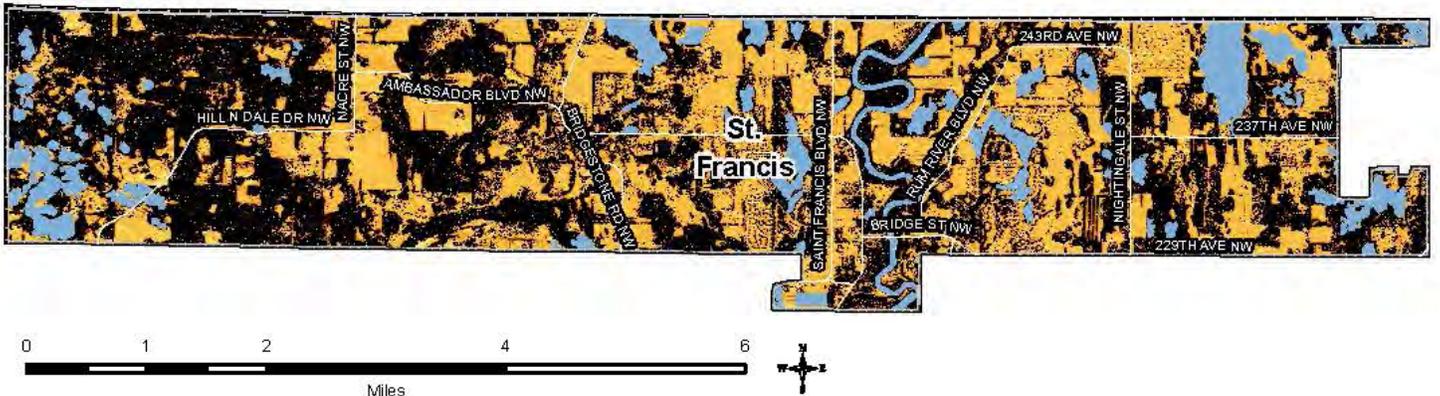
The values represented in the map and table represent the gross solar potential and gross solar rooftop potential were calculated by the Metropolitan Council. These potentials are expressed in megawatt hours per year (Mwh/yr), and represent gross totals. In other words, these calculations do not demonstrate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

TABLE 3.7 GROSS SOLAR POTENTIAL

	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 3.10 SOLAR RESOURCES



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

Minnesota Statutes Section require that local governments in the Metropolitan 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, Developers	Short
	Prepare marketing materials to promote the development of redevelopment properties in St. Francis	City of St. Francis	Short
	Prepare a package of incentives or tools the City is prepared to offer to prospective developers	City of St. Francis	Short
	Continue to pursue a legislative change that is consistent with both the purpose of the Wild & Scenic River designation and the City's intent to provide opportunities for residential development near the Rum River.	City of St. Francis	Short
	Issue RFPs for development of identified sites	City of St. Francis	Short/Med
	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
	Continue to pursue a connection from Bridge Street to Highway 47	City of St. Francis	Med/Long
	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
	Implement the St. Francis Forward (re)Development Plan	City of St. Francis	Ongoing
	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



March 2020



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.

TABLE 4.8 HISTORIC AND PROJECTED EMPLOYMENT

	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.

TABLE 4.9 SHARE OF EMPLOYMENT IN ST. FRANCIS BY INDUSTRY TYPE

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).

FIGURE 4.11 COMMUNITING PATTERNS



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%).

FIGURE 4.12 JOB COUNTS BY DISTANCE/DIRECTION IN 2015

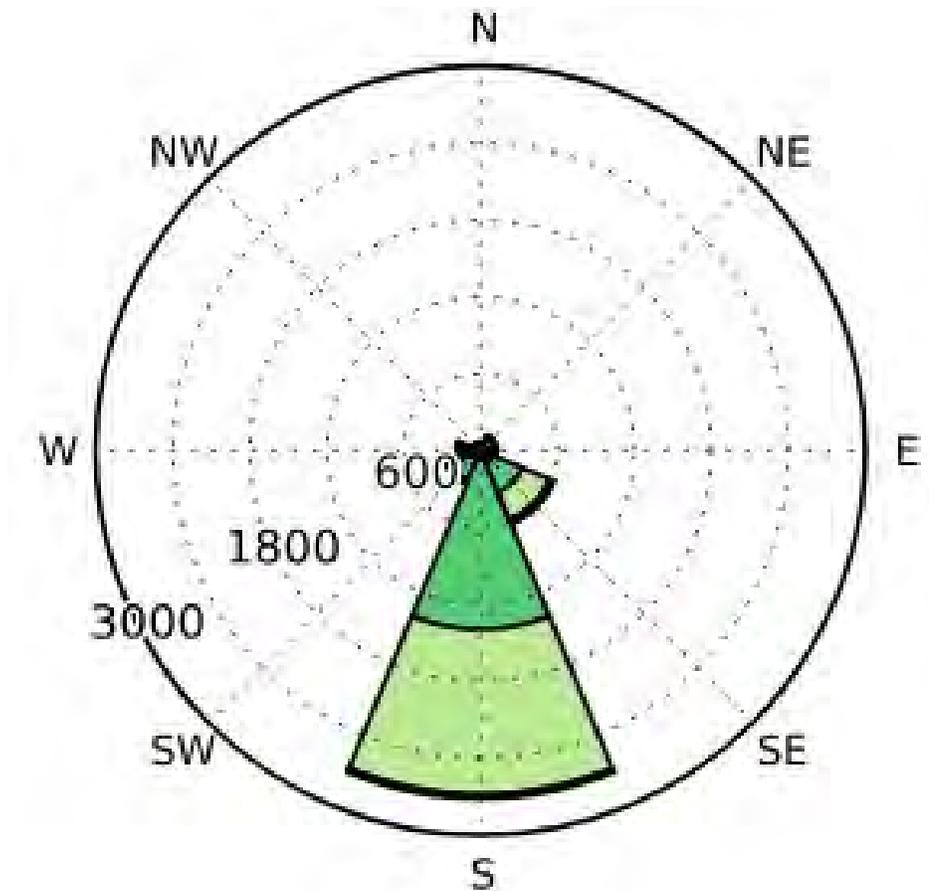


TABLE 4.10 COMMUTE DISTANCE FOR ST. FRANCIS RESIDENTS

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.

TABLE 4.11 EDUCATIONAL ATTAINMENT AGES 25 AND OVER (2017)

	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%

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.

TABLE 4.12 LEAKAGE/SURPLUS ANALYSIS BY RETAIL CATEGORY

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)

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 financiers to meet those needs.

TABLE 4.13 ECONOMIC DEVELOPMENT TOOLS

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 offering 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 achieve 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

Policy 1.7: Collaborate with businesses, community organizations, and community members to identify and develop facilities that meet the needs of the community as a whole.

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, ISD 15	Short/Med
	Explore strategies to provide event-based and program-based activities (athletic, cultural, or entertainment) throughout the City that will benefit the economic development of the City and provide sought-after amenities for residents.	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



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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 part of its efforts to be 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. Simply put, 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 roughly 2,700 housing units, of which the vast majority are single-family detached structures. The City has seen some increase in the variety of 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.

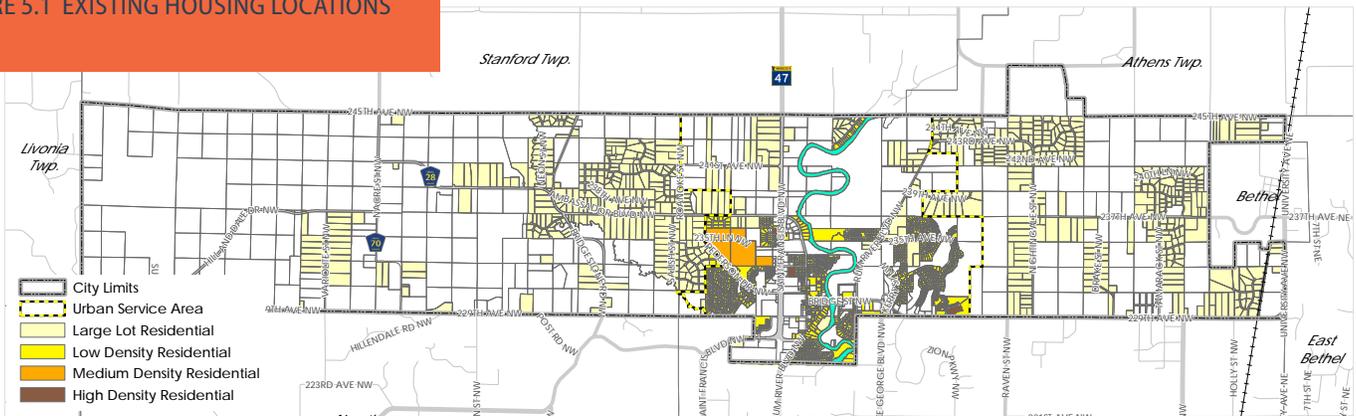
TABLE 5.14 ST. FRANCIS HOUSING UNITS BY TYPE

Units in Structure	Estimate	Margin of Error	%	% Margin of Error
1-unit, detached	1,931	+/-133	71.6%	+/-4.4
1-unit, attached	256	+/-82	9.5%	+/-2.9
2 units	28	+/-24	1.0%	+/-0.9
3 or 4 units	36	+/-42	1.3%	+/-1.6
5 to 9 units	77	+/-57	2.9%	+/-2.1
10 to 19 units	25	+/-19	0.9%	+/-0.7
20 or more units	68	+/-43	2.5%	+/-1.6
Mobile home	277	+/-54	10.3%	+/-2.0
Boat, RV, van, etc.	0	+/-12	0.0%	+/-0.6
Total housing units	2,698			

*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

FIGURE 5.1 EXISTING HOUSING LOCATIONS



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 after 2000. However, the age of the housing stock in St. Francis may soon emerge 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.

TABLE 5.15 AGE OF HOUSING STOCK

Year Structure Built	Estimate	Margin of Error	%	% Margin of Error
Built 2000 to 2009	903	+/-142	33.5%	+/-4.9
Built 1990 to 1999	943	+/-122	35.0%	+/-4.5
Built 1980 to 1989	341	+/-92	12.6%	+/-3.4
Built 1970 to 1979	150	+/-63	5.6%	+/-2.3
Built 1960 to 1969	137	+/-80	5.1%	+/-3.0
Built 1950 to 1959	43	+/-34	1.6%	+/-1.3
Built 1940 to 1949	31	+/-27	1.1%	+/-1.0
Built 1939 or earlier	76	+/-36	2.8%	+/-1.3
Total housing units*	2,698	+/-114		

*Through 2009. In addition to the chart above, 178 units were permitted from 2010 to 2017.

Source: American Community Survey 2013-2017; Metropolitan Council

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 2017, the Metropolitan Council reported a total of 2,161 ownership units and 412 rental units in the City.

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 4.6 percent of housing units were vacant in St. Francis in 2017, a slight 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.

TABLE 5.16 HOUSING UNIT OCCUPANCY

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
2017	Units	2,698
	Ownership Units	2,161
	Rental Units	412
	Vacant	125

Source: American Community Survey 2013-2017; Metropolitan Council

HOUSING COST

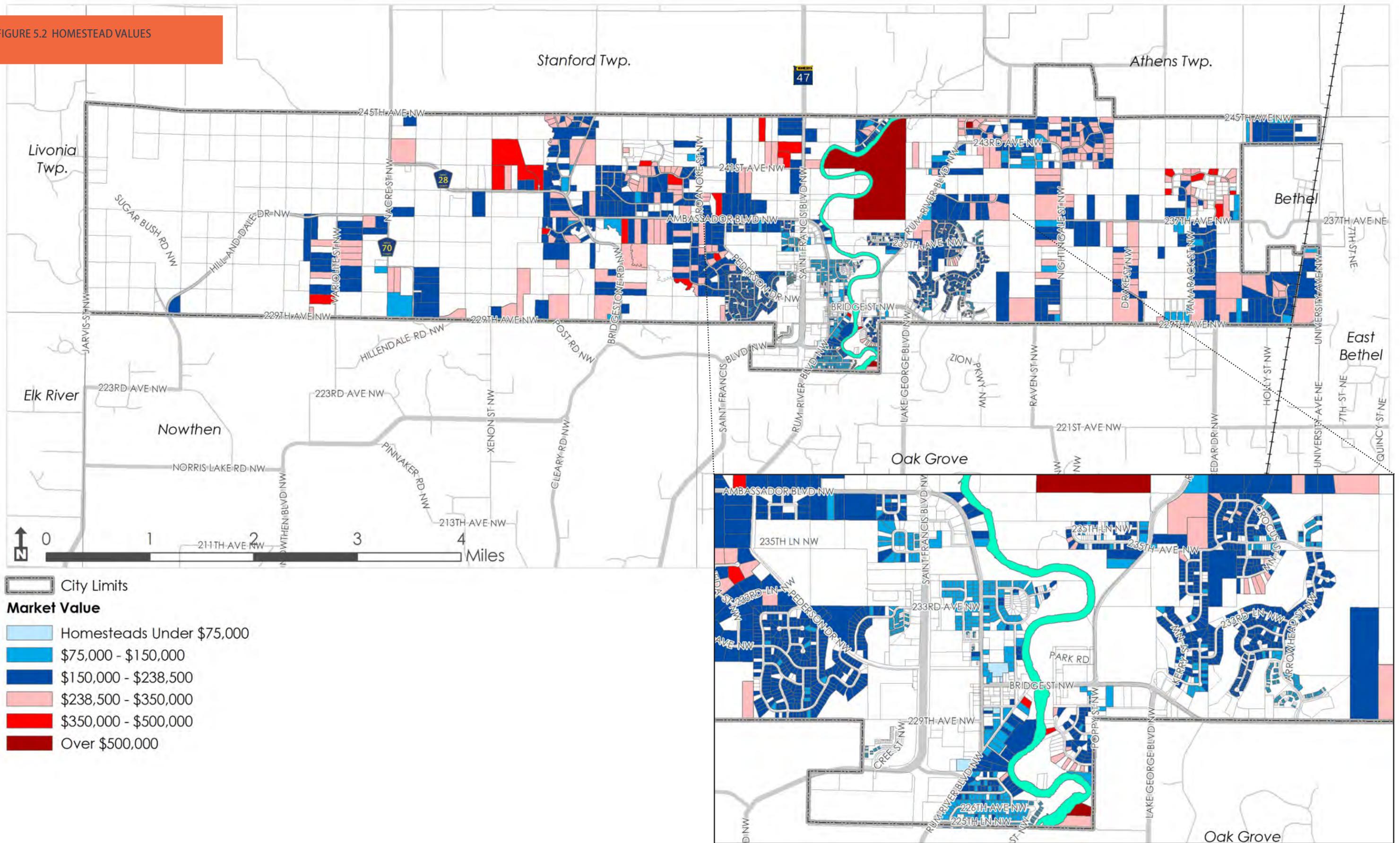
There is a diversity of styles and price ranges in the homes in St. Francis. Older homes on smaller lots provide more affordable opportunities for first-time buyers in the older neighborhoods within St. Francis. Opportunities for low- and moderate- income households are available in manufactured home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

TABLE 5.17 HOUSING VALUE

Value	Estimate	Margin of Error	%	% Margin of Error
Owner-occupied units	2,161	+/-129	2,161	(X)
Less than \$50,000	210	+/-59	9.7%	+/-2.7
\$50,000 to \$99,999	129	+/-64	6.0%	+/-3.0
\$100,000 to \$149,999	375	+/-103	17.4%	+/-4.5
\$150,000 to \$199,999	613	+/-120	28.4%	+/-5.0
\$200,000 to \$299,999	682	+/-122	31.6%	+/-5.5
\$300,000 to \$499,999	145	+/-66	6.7%	+/-3.1
\$500,000 to \$999,999	0	+/-12	0.0%	+/-0.8
\$1,000,000 or more	7	+/-11	0.3%	+/-0.5
Median (dollars)	172,300	+/-8,208	(X)	(X)

Source: American Community Survey 2013-2017

FIGURE 5.2 HOMESTEAD VALUES



The value of owner-occupied units in 2017 according to American Community Survey data shows that 61% 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 occurring affordable housing."

TABLE 5.18 EXISTING AFFORDABLE HOUSING UNITS

	Household Income Categories		
	<30% AMI	31-50% AMI	51-80% AMI
Total Number of Affordable Units	329	585	1,478
Percent of Total Units	12.2%	21.7%	54.8%

Source: Metropolitan Council

Looking at the broader region, according to the American Community Survey, the median home value in St. Francis in 2017 was \$172,300, compared to a median home value for the entire Twin Cities region of \$245,552.

TABLE 5.19 MONTHLY MORTGAGE PAYMENTS IN ST. FRANCIS

Mortgage Payments	Estimate	Margin of Error	%	% Margin of Error
Housing units with a mortgage	1,736	+/-152	1,736	(X)
Less than \$500	9	+/-15	0.5%	+/-0.9
\$500 to \$999	341	+/-103	19.6%	+/-5.6
\$1,000 to \$1,499	551	+/-109	31.7%	+/-5.3
\$1,500 to \$1,999	536	+/-111	30.9%	+/-6.3
\$2,000 to \$2,499	251	+/-83	14.5%	+/-4.6
\$2,500 to \$2,999	39	+/-30	2.2%	+/-1.7
\$3,000 or more	9	+/-14	0.5%	+/-0.8
Median (dollars)	1,476	+/-79	(X)	(X)

Source: American Community Survey 2013-2017

Data from the American Community Survey indicate that around 55 percent of rental units in St. Francis have rents below \$1,000 per month, as of 2017. Overall, St. Francis has a more affordable housing rental market compared to the broader Twin Cities region.

TABLE 5.20 MONTHLY RENT PAYMENTS IN ST. FRANCIS

Gross Rents	Estimate	Margin of Error	%	% Margin of Error
Occupied units paying rent	405	+/-114	405	(X)
Less than \$500	26	+/-23	6.4%	+/-5.5
\$500 to \$999	198	+/-81	48.9%	+/-14.6
\$1,000 to \$1,499	125	+/-68	30.9%	+/-14.3
\$1,500 to \$1,999	49	+/-35	12.1%	+/-8.1
\$2,000 and up	7	+/-11	1.7%	+/-2.6
Median (dollars)	960	+/-105	(X)	(X)

Source: American Community Survey 2013-2017

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 household's income goes to paying for housing costs. Based on the American Community Survey, approximately 30% of mortgage holders and 41% of renters in St. Francis are considered burdened by housing costs.

TABLE 5.21 HOUSING COST BURDEN

	% of Income paying for housing	Estimate	Margin of Error	%	% Margin of Error
Mortgage		1,726	+/-153	1,726	(X)
	Under 20.0 percent	825	+/-139	47.8%	+/-7.8
	20.0 to 24.9 percent	257	+/-73	14.9%	+/-3.9
	25.0 to 29.9 percent	134	+/-60	7.8%	+/-3.4
	30.0 to 34.9 percent	101	+/-46	5.9%	+/-2.6
	35.0 percent or more	409	+/-107	23.7%	+/-5.4
Rent		405	+/-114	405	(X)
	Under 15.0 percent	50	+/-25	12.3%	+/-5.6
	15.0 to 19.9 percent	63	+/-47	15.6%	+/-10.7
	20.0 to 24.9 percent	82	+/-55	20.2%	+/-12.3
	25.0 to 29.9 percent	45	+/-29	11.1%	+/-7.2
	30.0 to 34.9 percent	37	+/-30	9.1%	+/-7.3
	35.0 percent or more	128	+/-73	31.6%	+/-14.3

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.

TABLE 5.22 HOUSING COST BURDENED HOUSEHOLDS MAKING LESS THAN 80% AMI

	Below 30% AMI	31% - 50% AMI	51% - 80% AMI
Number of Households	191	145	217
Percent of Households (2017)	7.1%	5.4%	8.0%

Source: Metropolitan Council

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

TABLE 5.23 PUBLICLY SUBSIDIZED UNITS

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

Source: Metropolitan Council

According to HUD, there is one project in St. Francis with 29 affordable units that utilized Low Income Housing Tax Credits (LIHTC). This project was allocated in 1999 and placed in service in 2001.

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.

TABLE 5.24 2040 METROPOLITAN COUNCIL FORECASTS

	2010	2017 est.	2020	2030	2040
Population	7,218	7,624	8,200	10,400	12,600
Households	2,520	2,674	3,100	4,100	5,100
Employment	1,537	N/A	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 the City. 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.

TABLE 5.25 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.

TABLE 5.26 AFFORDABLE HOUSING NEED ALLOCATION FOR ST. FRANCIS 2021-2030

Household Income Level	<30% AMI	31-50% AMI	51-80% AMI	Total Units
Units	87	33	93	213

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. Table 3.5 in the Land Use Chapter shows that the estimated residential absorption between 2021 and 2030 more than meets the City's 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.

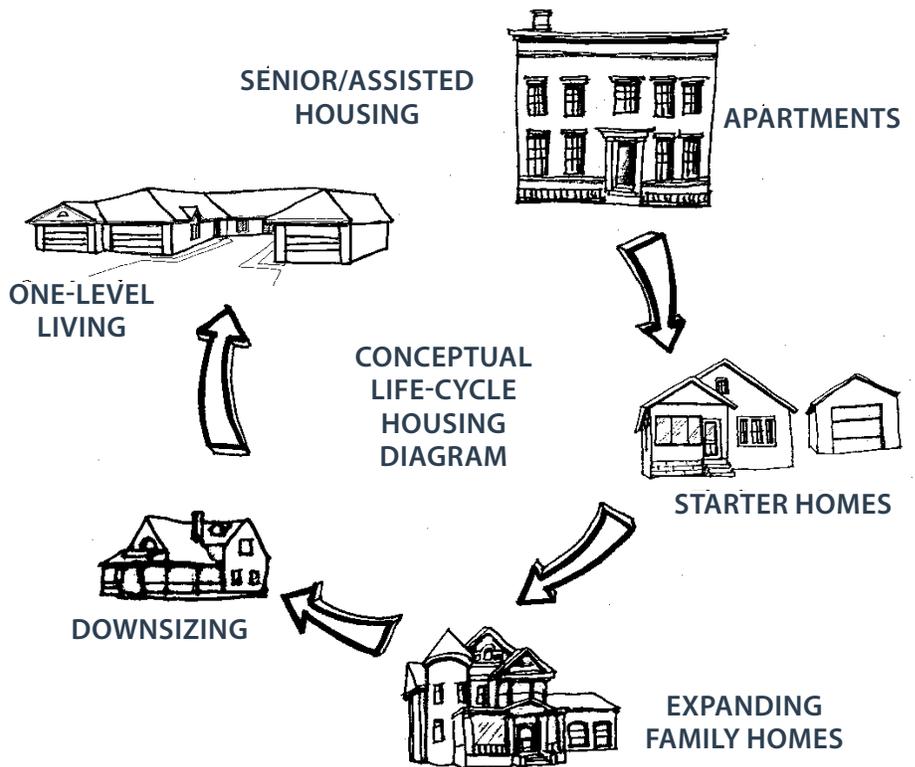
- » Older homes in St. Francis will require more significant and expensive maintenance
- » Deferred housing maintenance can negatively impact neighborhood character and desirability

- » 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
- » Exploration of opportunities to preserve properties currently under low-income tax credit programs

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

FIGURE 5.3 PLANNED LAND USE - PLANNED AND EXISTING HOUSING LOCATIONS

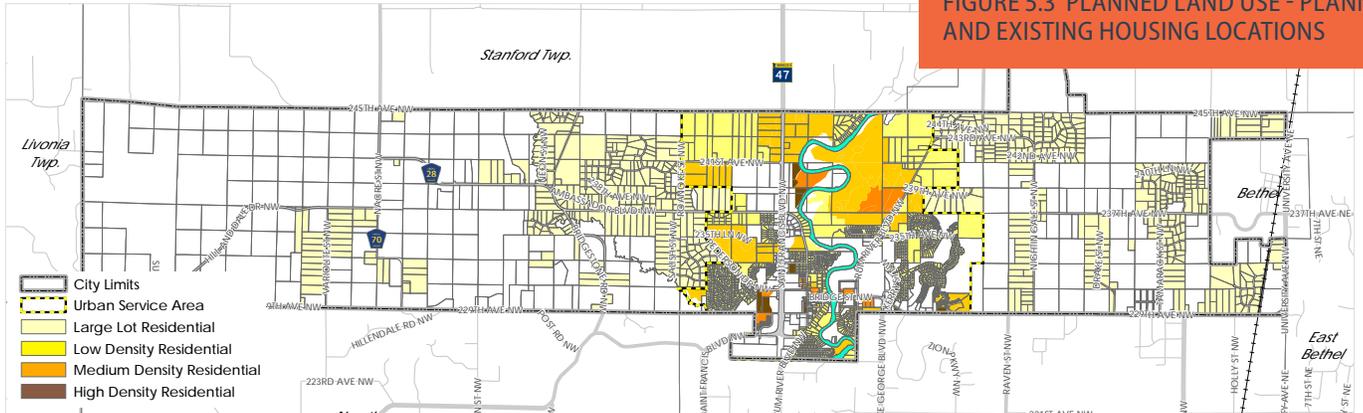
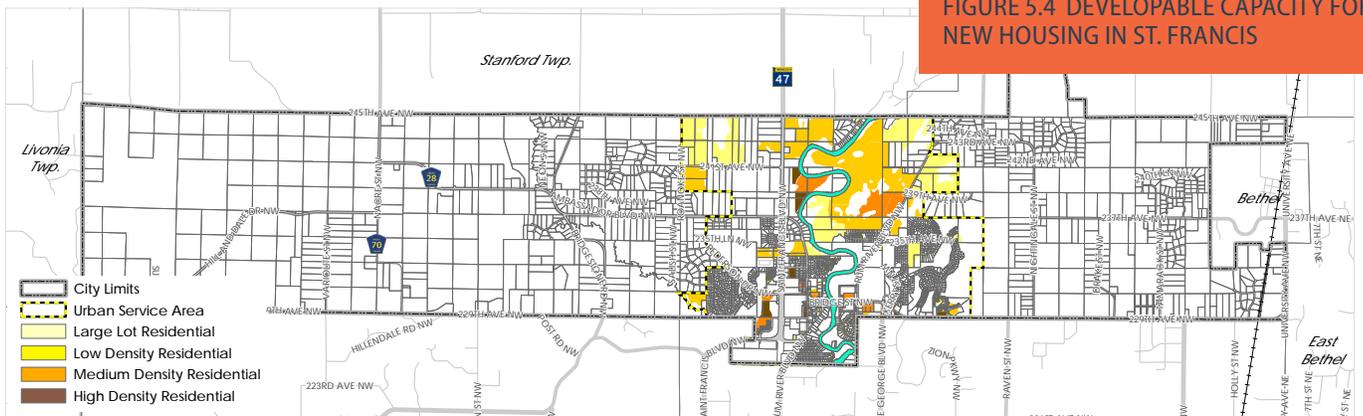


FIGURE 5.4 DEVELOPABLE CAPACITY FOR NEW HOUSING IN ST. FRANCIS



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 financiers to meet those housing needs.

TABLE 5.27 HOUSING IMPLEMENTATION TOOLS

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

Housing Tool	Circumstances & Sequence of Use	City Approach	Reinvestment	Variety	Growth	<30%AMI	30-50% AMI	50-80%AMI
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
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	In Partnership with Anoka County, 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. St. Francis and Anoka County are part of the Fair Housing Implementation Council. The City will consider adopting a local Fair Housing Policy by end of 2020 if needed.	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

Housing Tool	Circumstances & Sequence of Use	City Approach	Reinvestment	Variety	Growth	<30%AMI	30-50% AMI	50-80%AMI
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 and explore opportunities to preserve current LIHTC properties.	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
Preservation of Manufactured Homes and Manufactured Home Parks	St. Francis currently has and will continue to support the existence and preservation of 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
Community Land Trusts	The City is aware of Community Land Trusts in the area such as the Two Rivers Community Land Trust which serves all of Anoka County. At this time, the City of St. Francis has chosen not to actively pursue a partnership with this organization(s). However, should the right opportunity be presented, the city would open to exploring collaboration.	Open to consideration		X	X	X	X	X
Housing Improvement Areas	The City recognizes HIAs as a tool to preserve naturally occurring affordable housing. At this time, the City has chosen not to utilize this tool.	N/A		X		X	X	X
MN Housing	The City will continue to monitor and evaluate opportunities to partner with sources of preservation financing such as MN Housing in an effort to preserve naturally occurring affordable housing within the City.	Active/Ongoing	X			X	X	X

Housing Tool	Circumstances & Sequence of Use	City Approach	Reinvestment	Variety	Growth	<30%AMI	30-50% AMI	50-80%AMI
NOAH Impact Fund	The City recognizes this organization as a tool to preserve naturally occurring affordable housing. At this time, the City has chosen not to utilize this tool.	N/A	X			X	X	X
Local 4(d) Tax Incentives	The City of St. Francis recognizes this program as a tool to preserve naturally occurring affordable housing. At this time, the City has chosen not to utilize this tool.	N/A				X	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.

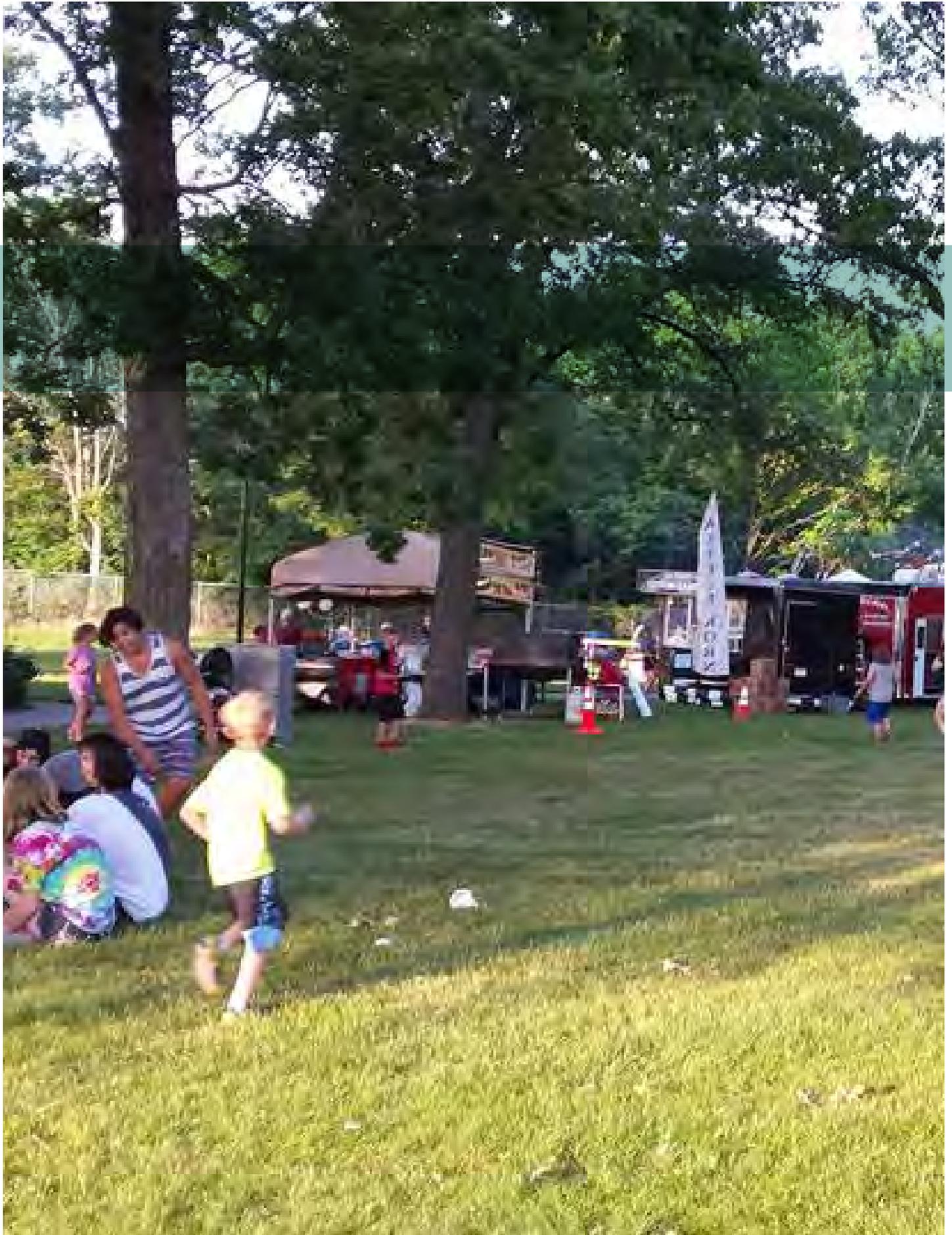
Policy 3.2: The City will ensure that the housing stock in the community serves residents at various life stages (from childhood through senior living).

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
	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
	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
	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
	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
	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
	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
	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
	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
	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
	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

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March 2020



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.



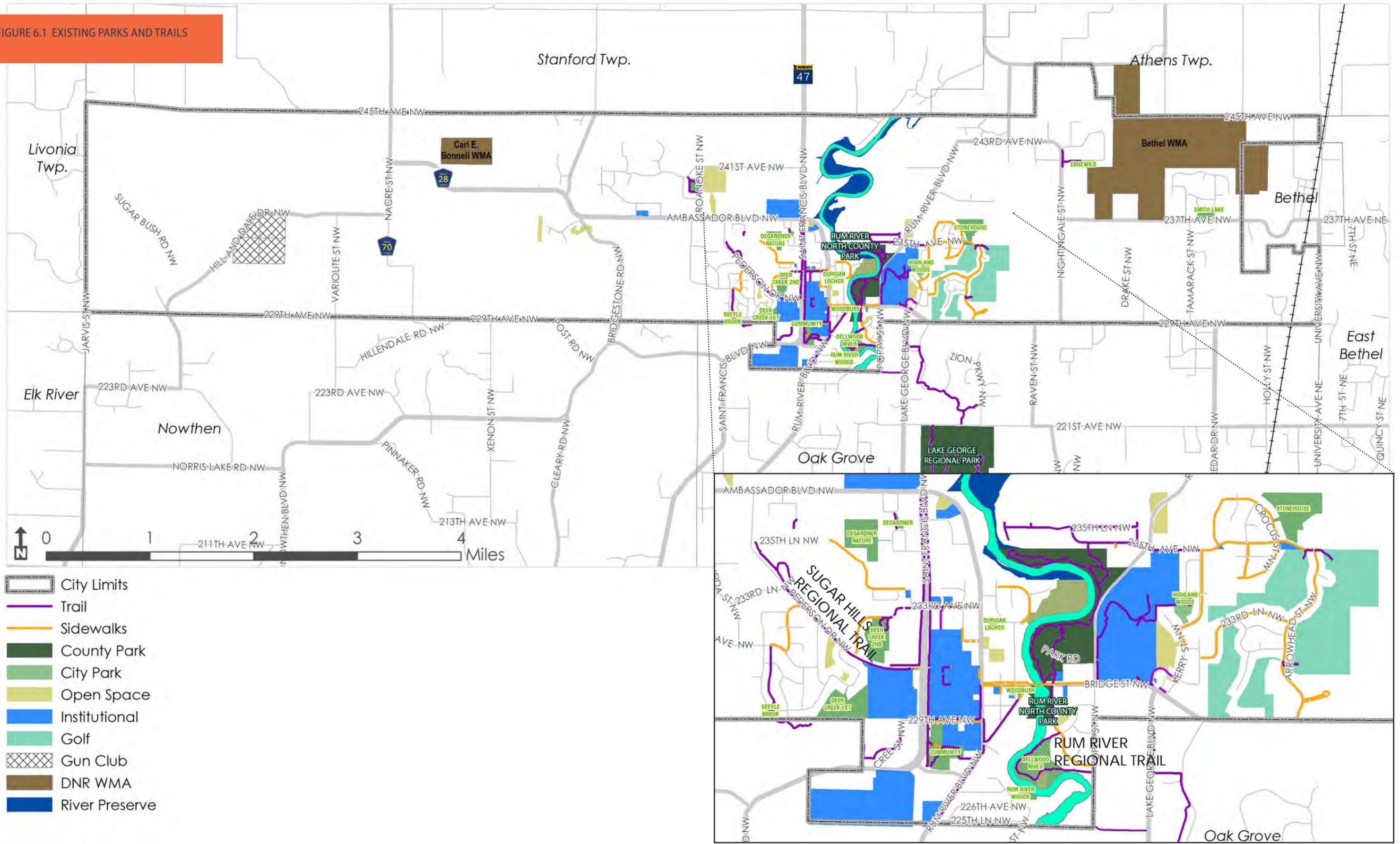
PARK AND TRAIL CLASSIFICATIONS

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:

TABLE 6.28 PARK TYPES

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, St. Francis Learning Center
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 Facilities	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	Rum River Regional Trail, Sugar Hills Regional Trail
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 6.1 EXISTING PARKS AND TRAILS



- City Limits
- Trail
- Sidewalks
- County Park
- City Park
- Open Space
- Institutional
- Golf
- Gun Club
- DNR WMA
- River Preserve

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.

St. Francis Learning Center

The St. Francis Learning Center offers park/field space, gym space, and community education classes.

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.

REGIONAL TRAILS

Regional trails in St. Francis are in the process of being built out. Currently, the Rum River Regional Trail and portions of the Sugar Hills Regional Trail exist in the city today. Extensions are planned and will be completed as funding, land acquisition, and road construction projects allow.

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 sight-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.

COMMUNITY FACILITIES

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, lodging, and gas. Local teams can be a source of pride for the community. Athletic facilities and community gathering spaces are important to City residents and are vital for the overall physical and economic health of the City. Currently, the City of St. Francis partners with the School District to provide athletic facilities, ensuring 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.

As the City grows, its needs for recreational and cultural amenities will increase and change. One of these needs may be a community center. Coordination with the School District is one potential avenue that could be pursued to provide this facility. This could be done as a joint venture or by leasing space from the schools. 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.

It is important that the City regularly evaluate the facilities it provides and determine if the existing facilities are meeting residents' needs. Population increases will lead to additional or changing demand for recreational amenities, including athletic facilities. Planned expansion of the community's facilities should be done through an evaluation of its existing facilities and with consideration of the economic benefits that new or additional facilities could bring to the community.

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 were 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 planned Sugar Hills Regional Trail, the existing portions of the Sugar Hills Trail, and Rum River Regional Trail, and a future regional park on the west side of St. Francis.

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 lieu 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*

FIGURE 6.2 PLANNED TRAILS

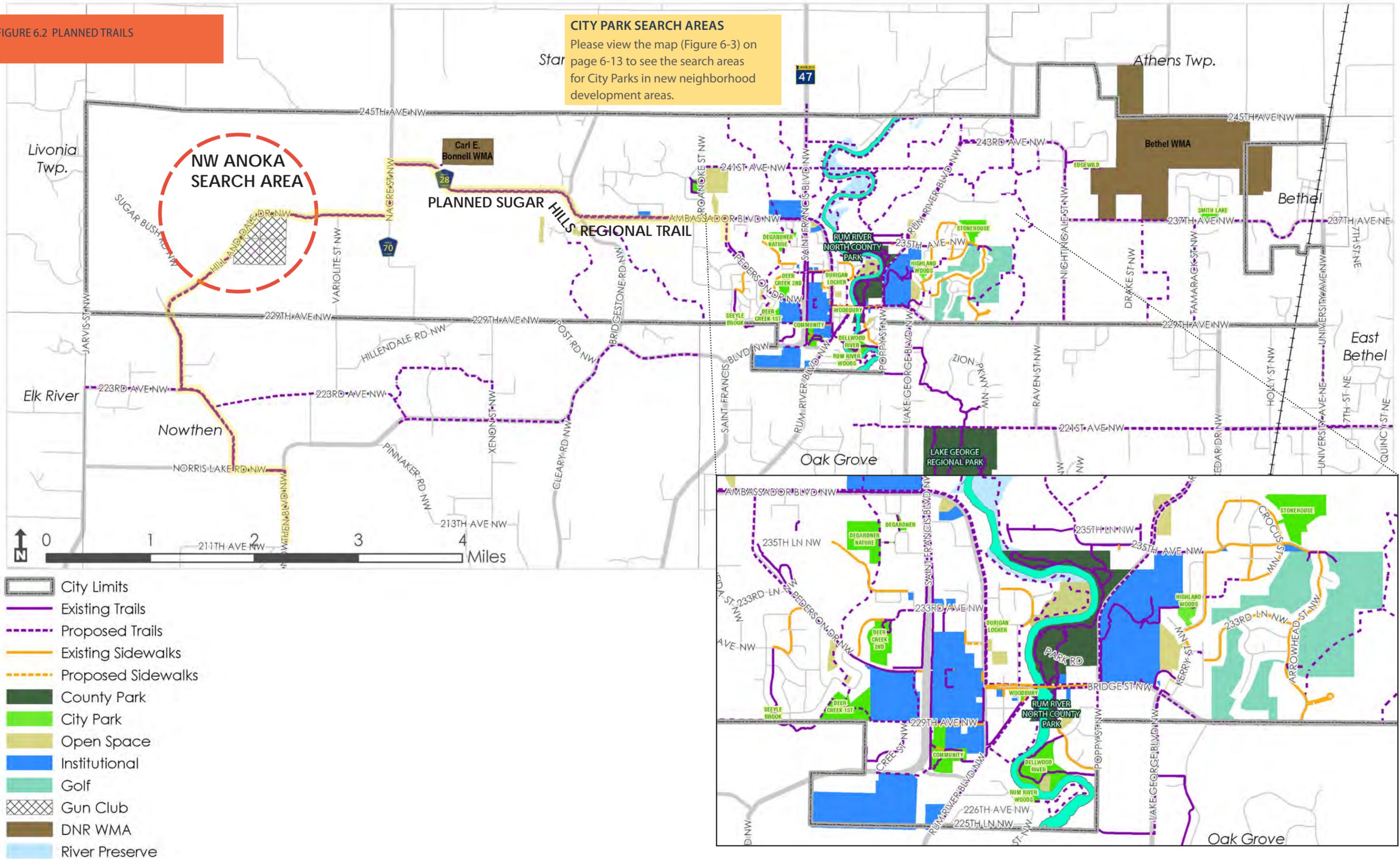


TABLE 6.29 PARK SEARCH AREAS

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.

Goals, Policies, & Action Items

GOAL 1: INCREASE ACTIVE RECREATION AND COMMUNITY CONNECTIONS THROUGH THE RESPONSIBLE DEVELOPMENT OF NEIGHBORHOOD PARKS.

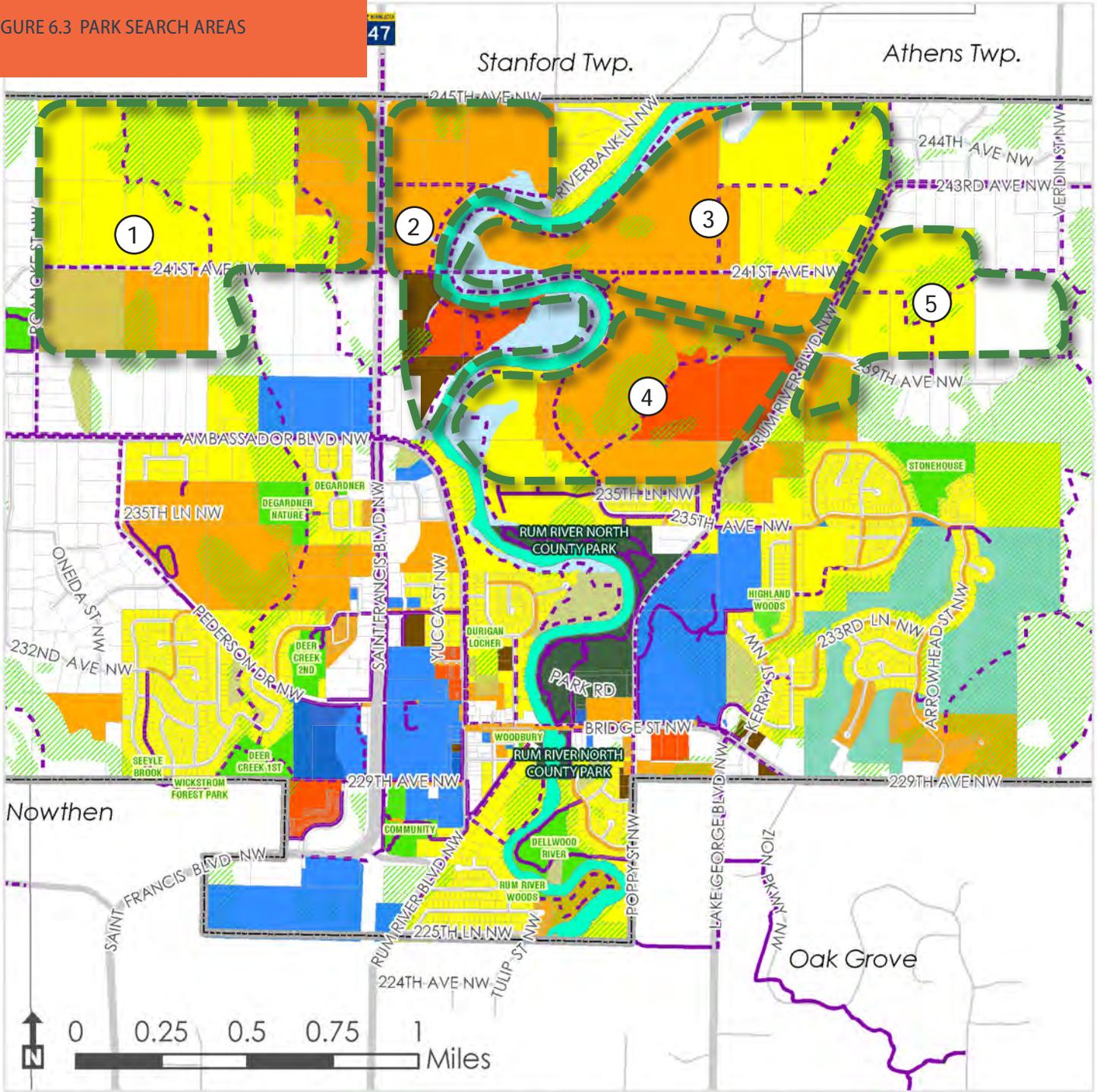
Policy 1.1: Promote the development of high quality neighborhood parks that can be walked to by new residents as new neighborhoods develop.

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

FIGURE 6.3 PARK 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.

TABLE 6.30 PARK & TRAIL IMPLEMENTATION TOOLS

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

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

Parks 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
	Installation of the stoplight at Pederson Drive and Hwy 47	City of St. Francis, MNDOT	Short
	Replace playgrounds that have been removed in neighborhoods where no alternative exists	City of St. Francis	Short/Med
	Explore strategies to provide event-based and program-based activities (athletic, cultural, or entertainment) throughout the City that will benefit the economic development of the City and provide sought-after amenities for residents.	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





07 • TRANSPORTATION AND MOBILITY

Introduction and Purpose of the Transportation 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.

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 7.1

- » 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

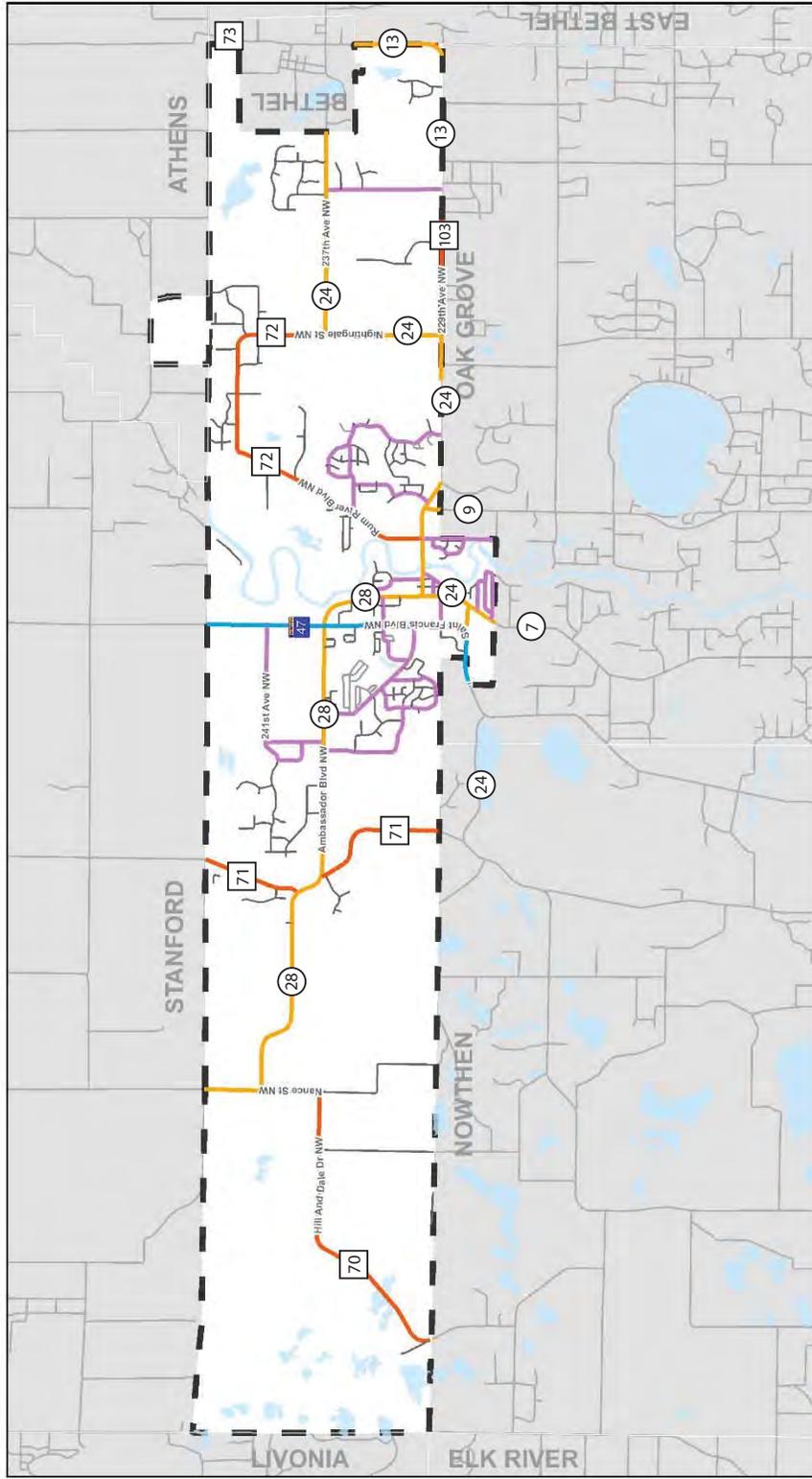
Many the City's main transportation corridors are part of the county highway system. Roadways within St. Francis that are under Anoka County jurisdiction include:

- » CSAH 7
- » CSAH 9
- » CSAH 13
- » CSAH 24
- » CSAH 28
- » CR 70
- » CR 71
- » CR 72
- » CR 73

Local Street System

The City's remaining public streets and roadways constitute the local city street system.

FIGURE 7.1 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.



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 in Figure 7.3), 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 7.2 depicts the relationship between land access and mobility and how the different classifications of roads provide varying degrees of mobility versus land access. Table 7.31 details criteria for roadway functional classification per the Metropolitan Council's classification system.

FIGURE 7.2 MOBILITY VS. ACCESS

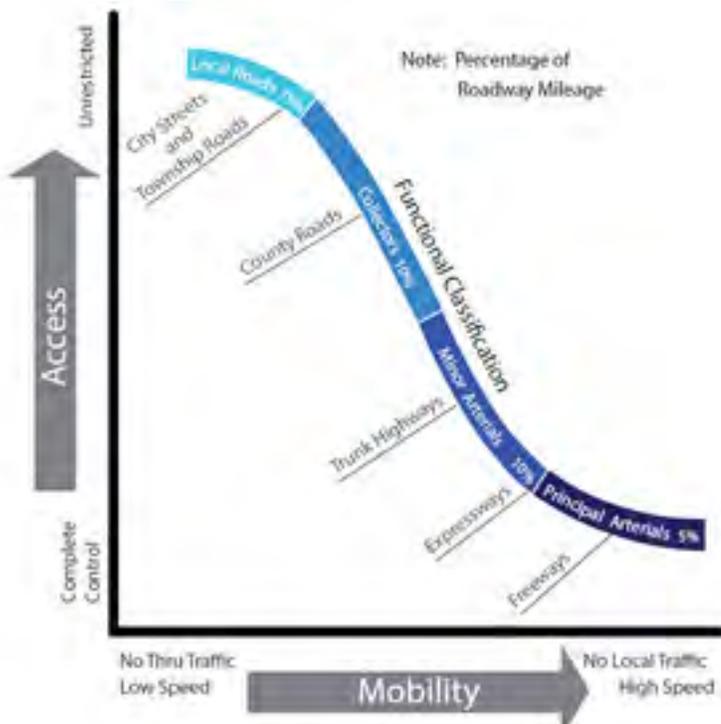


TABLE 7.31 ROADWAY FUNCTIONAL CLASSIFICATION CRITERIA

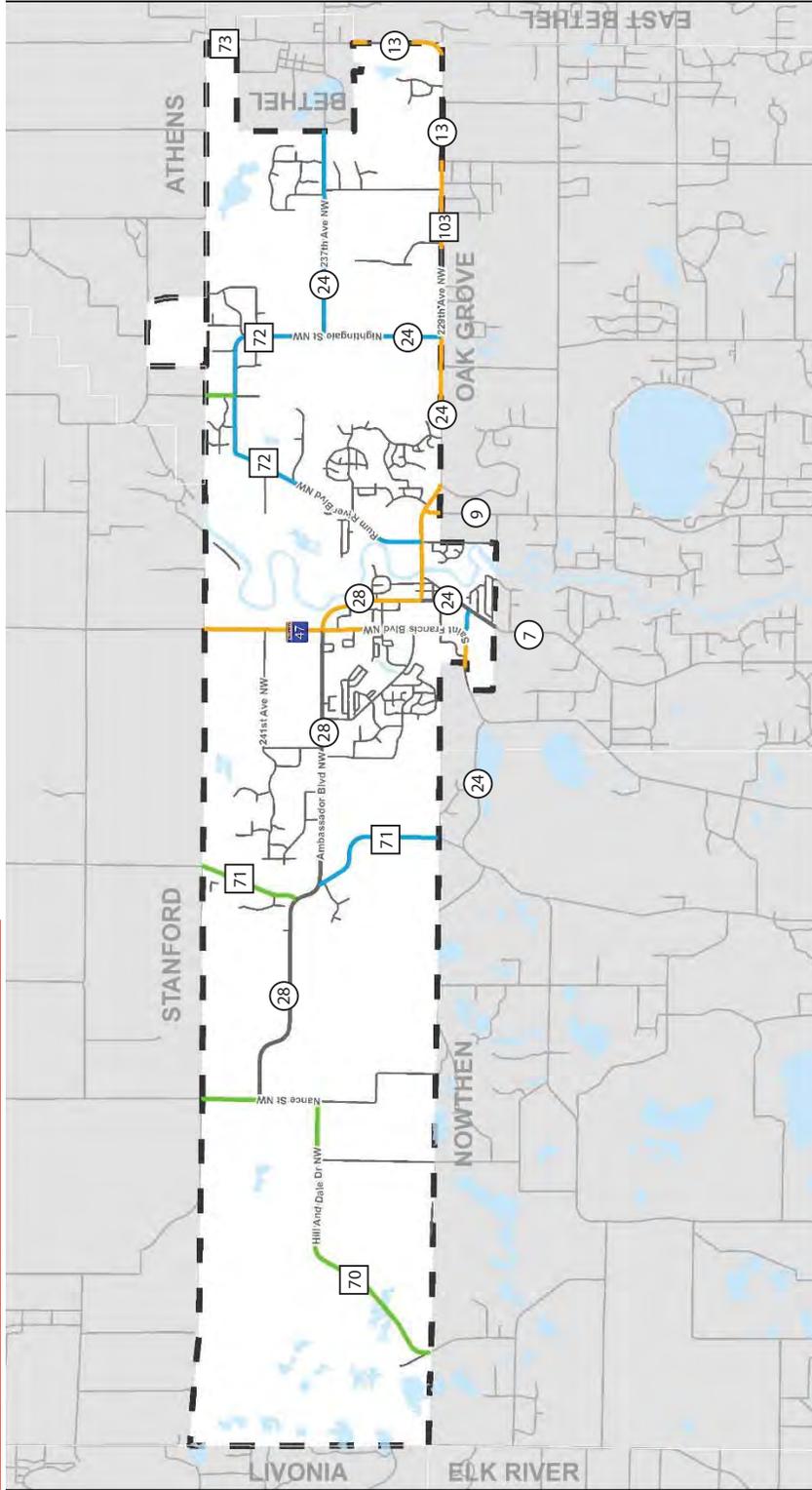
CRITERIA	PRINCIPAL ARTERIAL	MINOR ARTERIAL AND OTHER ARTERIAL	COLLECTOR	LOCAL STREET
Place Connections	Connect regional job concentrations and freight terminals within the urban service area.	Provide supplementary connections between regional job concentrations, local centers, and freight terminals within 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 trips (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 VMT	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.

FIGURE 7.3 EXISTING FUNCTIONAL CLASSIFICATION



Functional Classification

- A Minor Collector
- Major Collector
- Other Arterial
- Minor Collector

Source: Met Council
Published: SRF Consulting Group, Inc.



ARTERIALS

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 7.3):

- » TH 47 (St. Francis Boulevard)– Connector, 2- to 4-lane
- » CSAH 9 (Lake George Boulevard) – Connector, 2-lane
- » CSAH 13 (University Avenue Extended NW) – Connector, 2-lane
- » CSAH 28 (Ambassador Boulevard NW, east of St. Francis Boulevard) – Connector, 2-lane
- » CSAH 24/CR 103 (229th Avenue NW)– Connector, 2-lane

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 growth experienced in the past 15 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 streets will be included as a part of larger development projects.

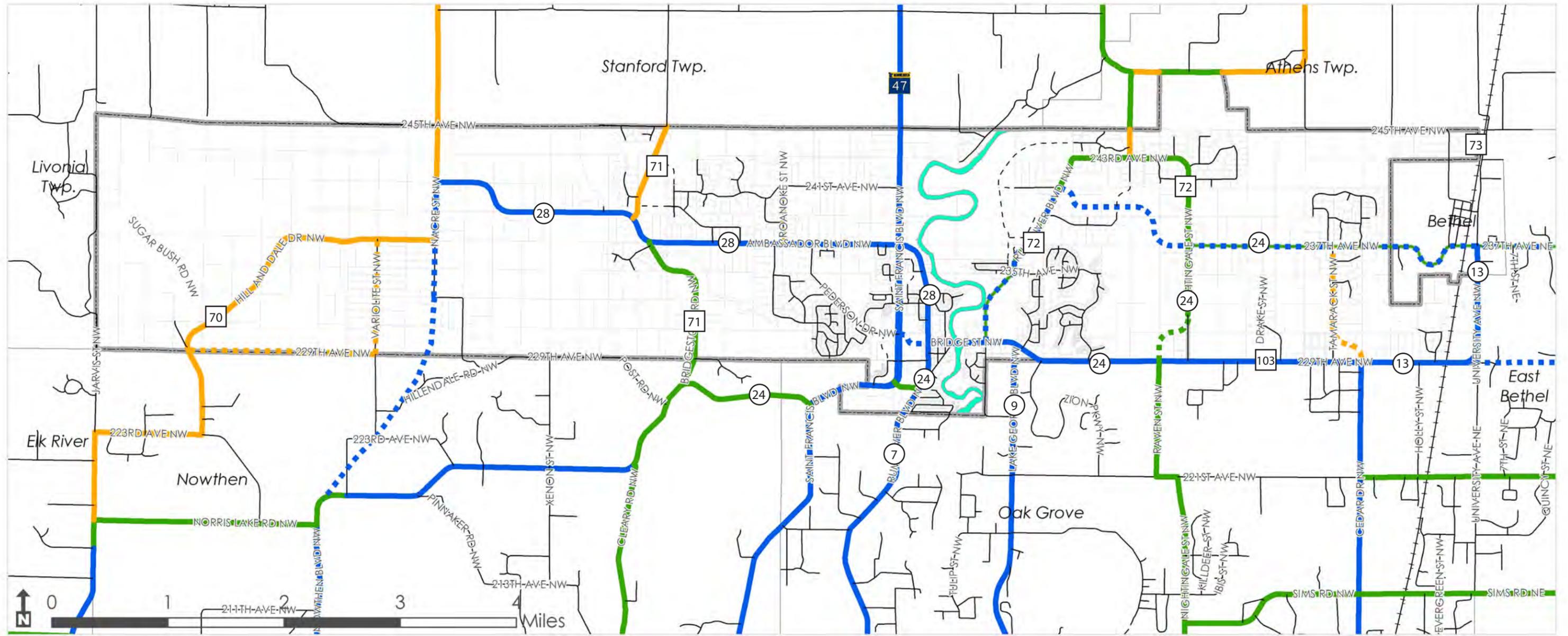
The roadway corridors identified are conceptual, based on network needs, and should be used as a guide for development of the City's roadway system. In most cases, the actual roadway alignments are flexible to meet the needs of future development, at the discretion of the City Engineer. Careful consideration 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.

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 for 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

FIGURE 7.4 FUTURE ROADWAY IMPROVEMENTS



- Minor Arterial (Ex.)
- - - Minor Arterial (Prop.)
- · - Local to Minor Arterial
- · - Major Collector to Minor Arterial
- Major Collector (Ex.)
- - - Major Collector (Prop.)
- Minor Collector (Ex.)
- - - Minor Collector (Prop.)
- · - Local to Minor Collector
- Local
- - - Future Local Connection
- ▭ City Limits

Anoka County is in the process of updating their 2040 transportation plan. These alignments are representative of the 2030 document and some extensions may not be included in the final 2040 plan.

TABLE 7.32 ANOKA COUNTY RIGHT-OF-WAY GUIDELINES

RIGHT-OF-WAY WIDTH	DESIRED STANDARD	MIN. STANDARD
Minor Arterial (2-lane rural)	120 Feet	
Minor Arterial (4-lane rural)	150 Feet	140 Feet (no trail)
Collector	120 Feet	

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 CSAH 22 as the best benefit to the area.

Given the elimination of the 241st Avenue Rum River Crossing, and anticipated development patterns on the east side of the Rum River, Rum River Boulevard (CR72) will likely transition into a minor arterial roadway. The City anticipates the long term connection of 237th Ave to Rum River Boulevard, creating an alternate east/west route from Bethel and Highway 65

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.

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.

LOCAL ROADS

Figure 7.4 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.

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.

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.

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.

ST. FRANCIS FORWARD REDEVELOPMENT PLAN

The St. Francis Forward Redevelopment Plan identifies the desire of residents and the City to improve the safety outcomes along Highway 47 especially a stoplight at Pederson Drive. It also anticipates a medium to long term connection from Bridge Street to Highway 47 and develops conceptual alignments for roads parallel to Highway 47 given access standards.

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

- » No projects identified in the 2018-2022 CIP
- » 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).
- » Bridge Street is expected to need capacity improvements by 2040.
- » Some of these improvements are represented in the County's 2030 plan and may be subject to change in the final 2040 plan.

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 7.5 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.

Updating Projections

Shifting development patterns will put more pressure on Rum River Boulevard than the Anoka County Model anticipated. Anoka County's final 2040 plan should address the land use pressure and Transportation Analysis Zones (Below).

TABLE 7.33 HOUSEHOLD, POPULATION, AND EMPLOYMENT FORECASTS BY TRANSPORTATION ANALYSIS ZONE

TAZ	CITYNAME	COUNTY	SEWERED	HH2015	HH2020	HH2030	HH2040	POP2015	POP2020	POP2030	POP2040	EMP2015	EMP2020	EMP2030	EMP2040
1	St. Francis	Anoka	No	34	34	34	34	93	93	93	93	6	6	6	6
2	St. Francis	Anoka	Partial	210	210	265	420	592	592	713	1054	191	423	541	659
3	St. Francis	Anoka	No	56	56	56	56	154	154	154	154	2	2	2	2
4	St. Francis	Anoka	Partial	377	441	516	631	1,081	1171	1347	1485	48	59	94	137
5	St. Francis	Anoka	Yes	507	521	538	553	1,302	1326	1363	1396	222	234	260	272
6	St. Francis	Anoka	Yes	483	529	762	1027	1,299	1326	1896	2406	828	837	907	1033
7	St. Francis	Anoka	Partial	807	942	1532	1953	2,240	2538	3777	4884	320	326	378	409
8	St. Francis	Anoka	No	107	107	107	107	313	313	313	313	7	7	7	7
9	St. Francis	Anoka	No	109	109	109	109	322	322	322	322	57	57	57	57
12	St. Francis	Anoka	Yes	23	28	34	39	43	51	64	76	42	47	50	52
23	St. Francis	Anoka	Yes	79	100	125	147	208	244	299	348	149	211	242	274
24	St. Francis	Anoka	Yes	21	21	21	21	64	64	64	64	0	0	0	0
2542	St. Francis	Isanti	No	1	1	1	1	4	4	4	4	0	0	0	0
				2814	3099	4100	5098	7715	8198	10409	12599	1872	2209	2544	2908

TAZ calculations were started utilizing the Anoka County TAZ Estimates for 2015. The updated land use plan was split by TAZ and capacity for each TAZ was measured based on anticipated timing of services and the middle assumption for density. TAZs with anticipated growth were assumed to change at a similar percent as other TAZs relative to their capacity. This will be updated in the ongoing Anoka County 2040 planning efforts.

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 7.34 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 7.34 ROADWAY CAPACITY EVALUATION

Facility Type	AADT	Under Capacity			Near Capacity		Over Capacity
		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 7.35).

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 7.35 LEVEL OF SERVICE

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 7.6) to the thresholds noted in Table 7.34. 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.

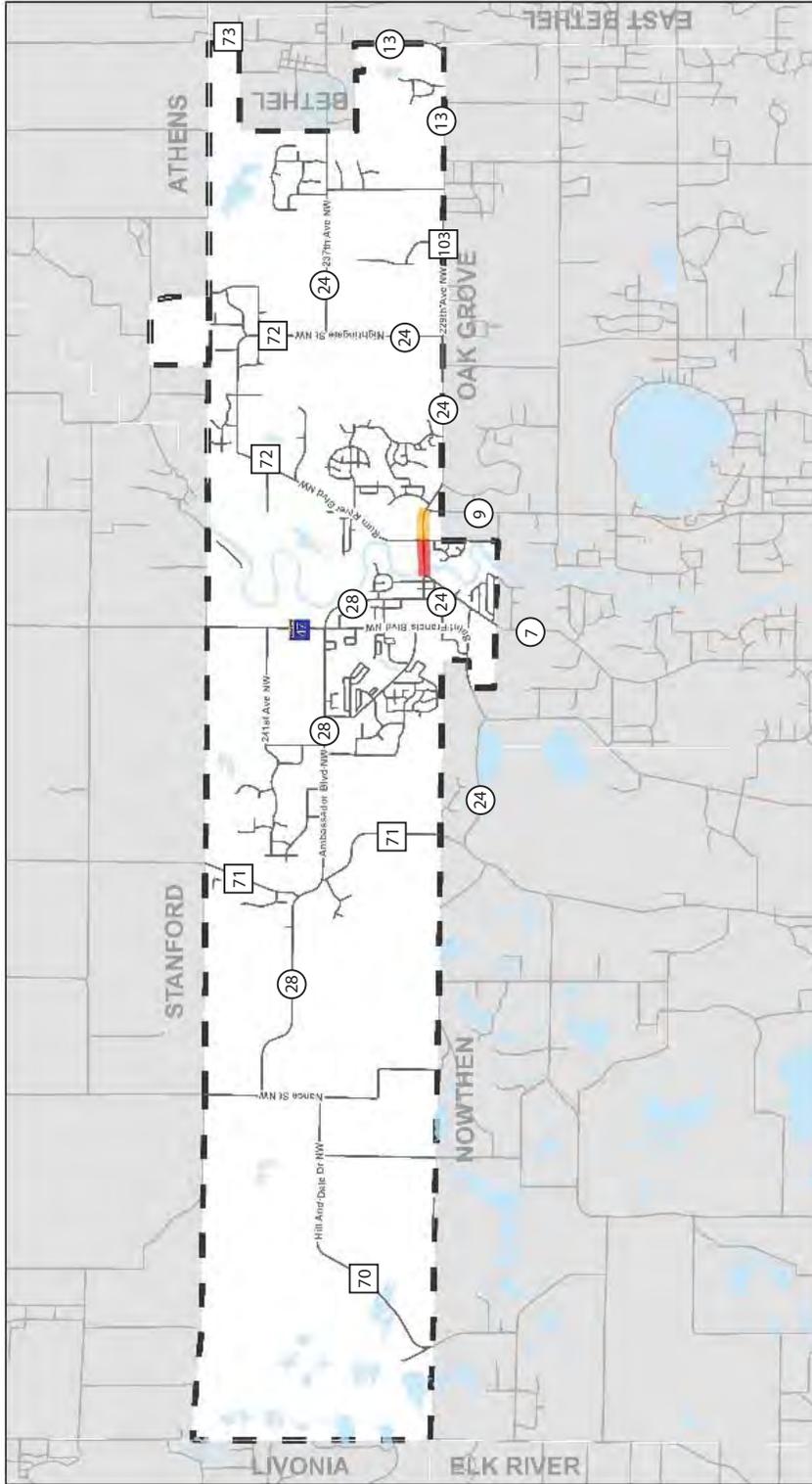
Future Capacity Deficiencies

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 7.5. Capacity was based upon the existing roadway geometrics shown in Figure 7.6, including the programmed roadway system improvements shown in Figure 7.4.

Using this data, a volume-to-capacity analysis, like that completed for existing conditions, was conducted for forecasted 2040 conditions. Using this methodology, Figure 7.7 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).

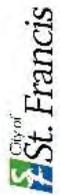
Per the Northern Anoka County River Crossing Study, expansion and additional intersection improvements of existing roadways (CSAH 24 and CSAH 22) were found to reduce congestion on portions of these corridors. Thus, a new river crossing was not studied further; consistent with the Wild and Scenic designation 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 7.7 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.

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 intersection locations with the highest frequency of crashes between 2011 and 2015 are listed in Table 7.37 and illustrated in Figure 7.8.

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 7.36. 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.

As a larger pattern, many of the crashes taking place in St. Francis, including many of the more severe and fatal crashes are occurring along Highway 47. Given the proximity to the Middle and Elementary School, and the number of residents crossing the highway both on foot/bicycle and in vehicles, the City is eager to work with the State and County to evaluate better options for making Highway 47 safer, especially from the south border of the City through the intersection with Ambassador Boulevard. This will include a more in-depth look traffic control ranging from signalized intersections, to redesigned and reconfigured roadway alignments and access management. Future residential and employment growth in the highway corridor will continue to put additional pressure on Highway 47.

TABLE 7.36 CRASHES 2011-2015

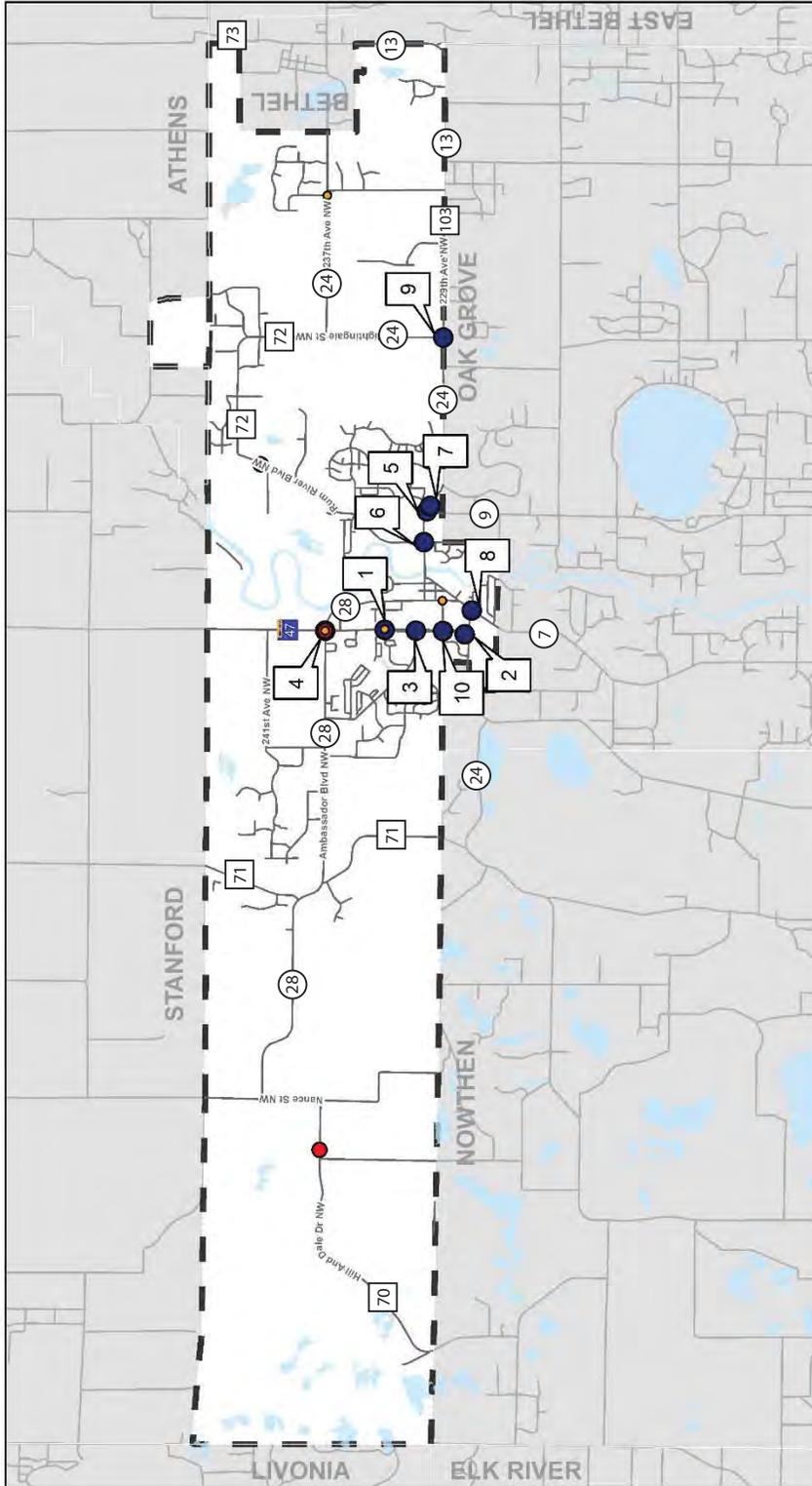
YEAR	FATAL CRASHES	PERSONAL INJURY CRASHES			PROPERTY DAMAGE (PDO)	TOTAL CRASHES
		TYPE A Incapacitating Injury	TYPE B Non-incapacity Injury	TYPE C Possible Injury		
2011	0	1	6	10	13	30
2012	0	1	13	9	7	30
2013	0	0	3	6	19	28
2014	3	3	3	6	11	26
2015	2	2	4	6	11	25
Totals	5	7	29	37	61	139

TABLE 7.37 INTERSECTION LOCATIONS WITH HIGHEST FREQUENCY OF CRASHES, 2011-2015

INTERSECTION		SEVERITY					TRAFFIC CONTROL	CRITICAL INDEX	
		FATAL	A	B	C	PDO		ALL	A & FATAL
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/Nightingale 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

*Since replaced by round-a-bout

FIGURE 7.8 CRASH SAFETY ANALYSIS



Crash Safety Analysis (2011-2015)

- Fatality
- Incapacitating Injury
- Top 10 Crash Intersections



Source: MnCMAT
Published: SRF Consulting Group, Inc.



0 1 2 Miles

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. Table 7.38 and Table 7.39 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 7.4. Please refer to Anoka County's minimum access spacing guidelines identified in their current Transportation Plan.

TABLE 7.38 DRIVEWAY DIMENSIONAL REQUIREMENTS

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' (At the discretion of the City Engineer, 80' Min.)

TABLE 7.39 SPACING GUIDELINES

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'
<p>(1) These guidelines apply to City streets only. Anoka County and MNDOT have access authority for roadways under their jurisdiction.</p> <p>(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.</p> <p>(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.</p> <p>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.</p>		

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 Transit Capital Levy District in Market Area V. No regular route transit service exists in the City. There are no existing transit support facilities located in St. Francis.

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 transit service currently available to the general public within the City of St. Francis. It provides curb to curb transportation service in Anoka County as well as NW Ramsey County (Arden Hills, Falcon Heights, Lauderdale, Mounds View, New Brighton, Roseville, St. Anthony, and Shoreview.). Operating hours are Monday-Friday 6:00 a.m. to 7:00 p.m. 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 five 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.

ISD 15 operates bussing for students throughout the school district.

FUTURE TRANSIT OPPORTUNITIES

Given St. Francis exists within Market Area V 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 and Bicycle Facilities

EXISTING PEDESTRIAN AND 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 North Regional Park and approximately 10 miles of municipal trails exist. Figure 7.9 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 AND 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. The Sugar Hills Regional Trail Master Plan has identified a route along Ambassador Boulevard and Hill and Dale Drive. Opportunities to route the trail outside of the road right of way may be considered as part of future development. Further, approximately 22.3 miles of municipal trails are planned.

In rural areas where the right of way and road width permits, shoulders should be designed to accommodate bicycle and pedestrian traffic if there are not alternatives (such as off street trails) provided. In the developed part of St. Francis, shoulders and bike lanes may be incorporated as necessary and may be permanent or a transitional strategy before trails are built.

The City is reviewing pedestrian facilities and school routings to determine their adequacy. A key location is the intersection of Pederson Drive and Highway 47. It has been identified in previous planning efforts as an important intersection to improve given existing safety concerns and the proximity to the schools. Providing pedestrians a safe route with controlled intersections, should be undertaken at identified problem spots where necessary and 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.

BICYCLE AND PEDESTRIAN PLANNING IN ST. FRANCIS

Thrive 2040 outlines directions for pedestrian and bicycle planning in different areas. This plan reflects the direction of Thrive 2040 in both parts of St. Francis by encouraging trails, utilizing the appropriate street types, and connecting to the larger regional system of parks and trails.

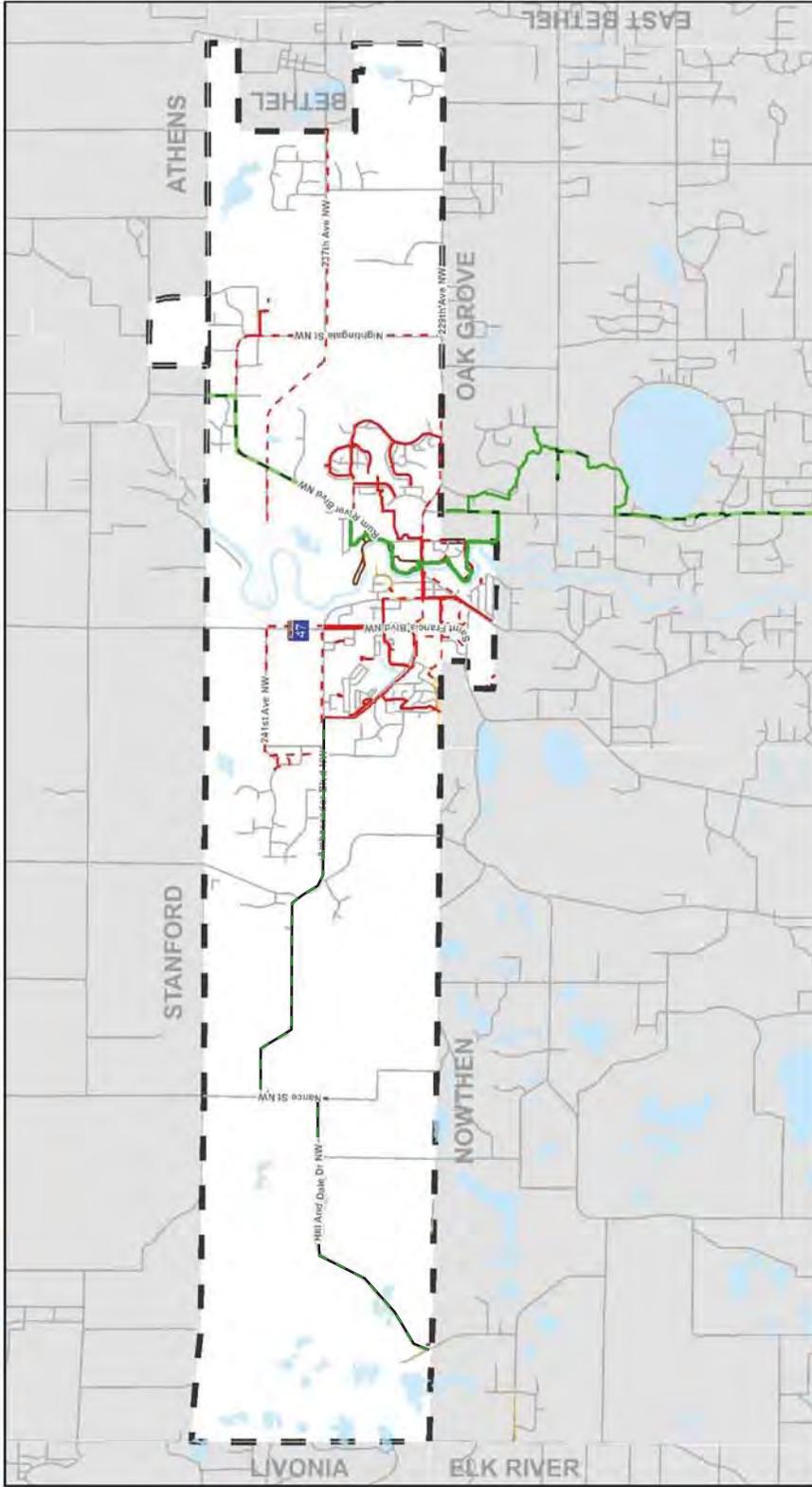
Rural Center

Plan for and construct an interconnected system of local streets, pedestrian facilities, and bicycle facilities. Plan and develop local trail connections to the regional parks and trails system where appropriate.

Diversified Rural

Plan for and construct local transportation infrastructure, including trails, sufficient to meet local needs. Plan and develop local trail connections to the Regional Parks System where appropriate.

FIGURE 7.9 EXISTING AND PLANNED BIKE/PED FACILITIES



Bicycle and Pedestrian Facilities

- Existing Regional Trail
- Planned Regional Trail
- Park Trail
- Proposed Municipal Trail
- Existing Municipal Trail



Source: St. Francis, Met Council
Published: SRF Consulting Group, Inc.



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 7.10. 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.

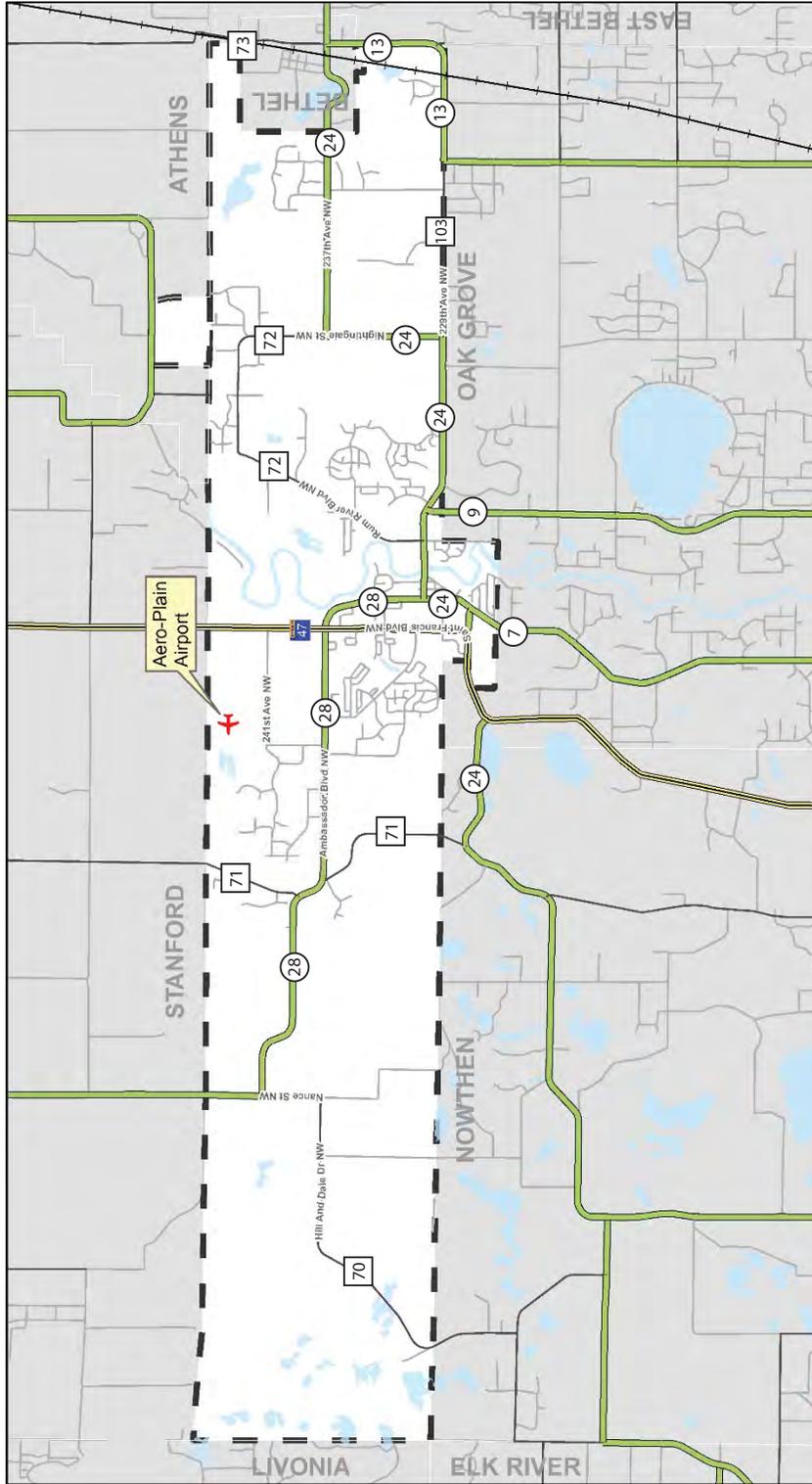
Title 14, Part 77.13 requires any person/organization who intends to sponsor any of the following construction or alterations to notify the Administrator of the FAA when:

- » 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 7.10 EXISTING AVIATION



Aviation

-  Interstate
-  US Highway
-  State Highway
-  County State Aid Highway
-  County Road
-  Private Runway
-  Railroad



Source: St. Francis, MnDOT
Published: SRF Consulting Group, Inc.

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 7.11 depicts the existing freight system in St. Francis and the Metropolitan Freight System. There are no known problem areas for goods and movement along the City's existing 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 7.11 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

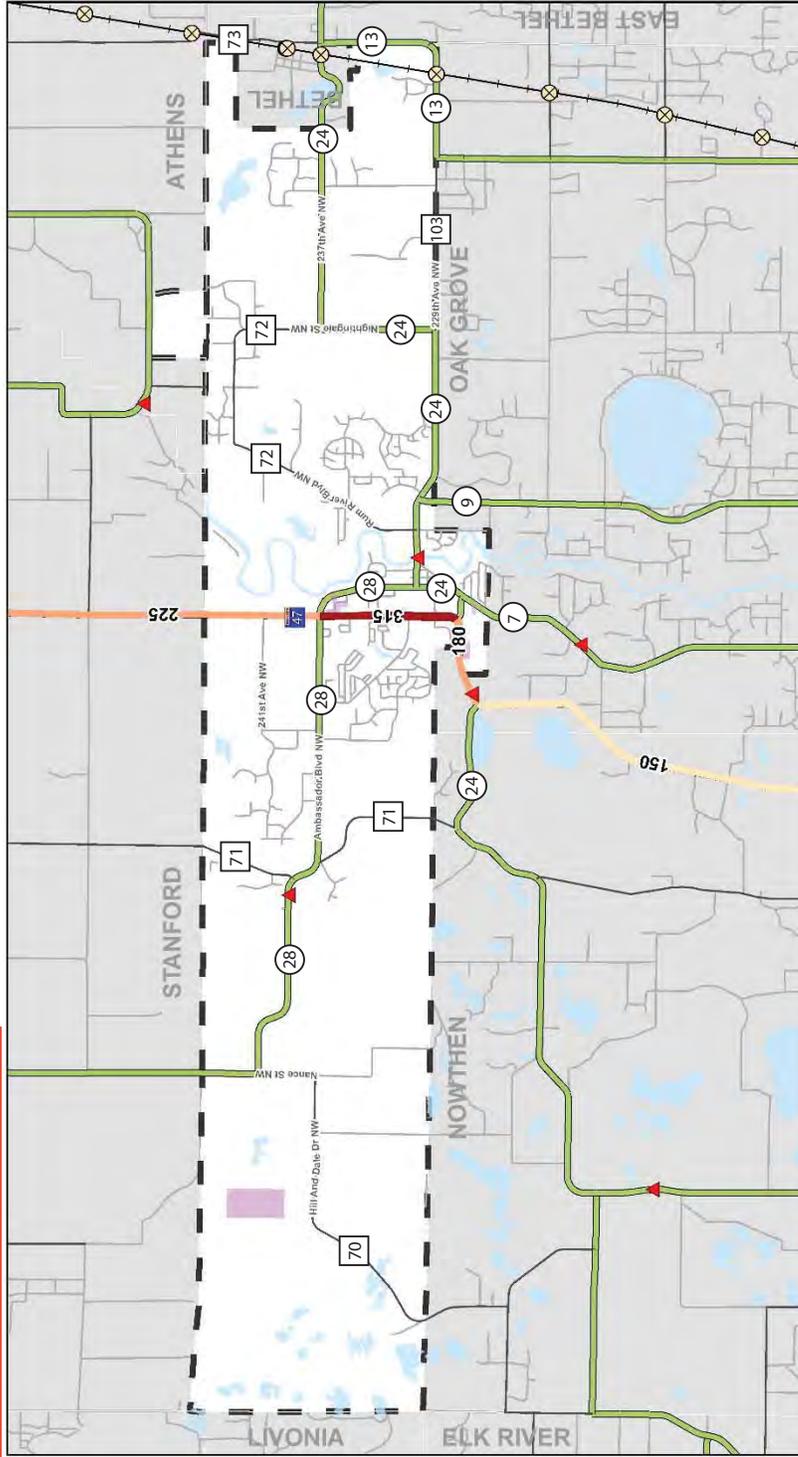
All industrial areas in St. Francis are located within adequate access to the metropolitan highway system. The Interstate and Minnesota Trunk Highway systems in St. Francis are all built to 10-ton axle loading standards, and are part of either the National Truck Network or the Minnesota Twin Trailer 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.

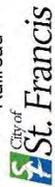
FIGURE 7.11 EXISTING FREIGHT SYSTEM



Existing Freight System

- ⊗ RR Crossing
 - ▬ Interstate
 - ▬ Bridge
 - ▬ Industrial Uses
 - ▬ Railroad
 - ▬ County State Aid Highway
 - ▬ US Highway
 - ▬ State Highway
 - ▬ County Road
- HCAADT Volumes (2013)**
- ▬ < 150
 - ▬ 150 - 300
 - ▬ > 300

Source: St. Francis, MnDOT
Published: SRF Consulting Group, Inc.



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.

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 reduce 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 complete 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.

Programs to Address Transportation Funding

This table identifies specific implementation actions and tools that can be utilized by the City, County, and State to meet transportation funding needs.

TABLE 7.40 TRANSPORTATION FUNDING TOOL

Federal Funding
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-rides.
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.

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.

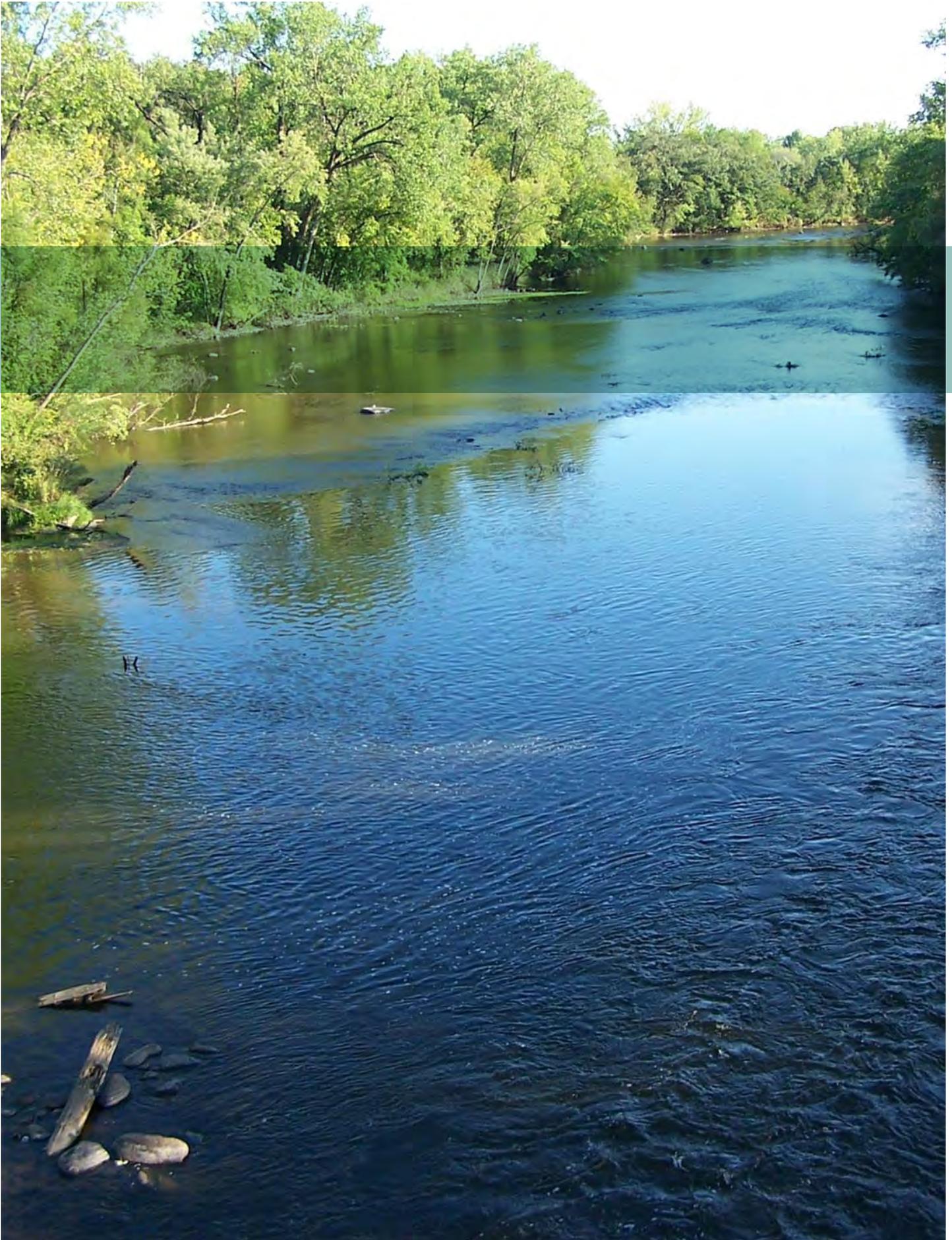
HEALTHY ENVIRONMENT

- » 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.

Transportation Action Items			
	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	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.	City of St. Francis	Short
	Address safety issues at identified problem spots, particularly the intersection of Pederson Drive and Highway 47	City of St. Francis, MNDOT	Short
	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.	City of St. Francis	Short
	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.	City of St. Francis	Med
	Given changes in land use patterns, 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.	City of St. Francis and Funding Partners	Long
	Identify local street connections that will be important to the larger transportation system to ensure they are incorporated into subdivisions.	City of St. Francis	Ongoing





08. WASTEWATER

The City of St. Francis owns and operates a wastewater treatment facility and collection system. The City recently reconstructed their original treatment facility. The facility has more than enough capacity to accommodate all projected household, population, and employment growth through 2040. The collection system continues to be studied and expanded to accommodate the growth of the City. The Comprehensive Sanitary Sewer Plan, completed and adopted by the City of St. Francis in 2005, continues to serve as the guide to evaluate and add collection and treatment system components. Figure 8.2 shows the City's existing sanitary sewer system. The 2005 Comprehensive Sanitary Sewer Plan identifies improvements required to provide collection, treatment and disposal for all properties within the City limits.

Municipal Treatment and Wastewater Collection

TREATMENT FACILITIES

The original St. Francis Wastewater Treatment Facility (Facility) was constructed in 1973 and included a number of upgrades throughout the years. The Facility was located in the Northeast Quarter of Section 6, Township 33 North, Range 24 West in St. Francis. The major components of the original Facility included: a mechanically cleaned fine screen, one preliminary aerated pond, two primary aerated ponds, a secondary/holding pond, a chemical phosphorus removal system, an effluent pump station, an effluent spray irrigation system, rapid infiltration basins (RIBs), and a surface water outfalls.

Treated effluent could be discharged from the Facility in several ways. The Facility had two surface water discharge outfalls, Rum River and Seelye Brook. The Rum River was designated an Outstanding Resource Value Water (ORVW) on November 5, 1984. In accordance with the Minnesota Pollution Control Agency (MPCA) rules regarding non-degradation of ORVWs, the Facility was limited to a minimal discharge flow and loading to the Rum River. Discharging to Seelye Brook was limited to a minimal flow and loading as well due to the confluence of the Seelye Brook into the Rum River a short distance downstream from the

discharge location. The majority of treated effluent was discharged through the RIBs and spray irrigation. The secondary/holding pond stored treated effluent when frost prohibited percolation in the RIBs and land application through the spray irrigation system. The original Facility was near capacity and the City constructed a new Facility on the same site that was put online in the fall of 2017.

The new Facility has an average wet weather (AWW) design flow of 0.814 million gallons per day (MGD) and an influent five-day CBOD5 loading of 1,380 pounds per day. The new Facility is a Class A Mechanical Facility consisting of fine screening, manual bar screen, grit removal, activated sludge with denitrification, final clarifiers, tertiary filters, UV disinfection, chlorination, dechlorination, reaeration basin, biosolids storage and wastewater effluent reuse. A 200,000-gallon clear well was constructed under the tertiary building that may be used for reuse water storage. The new Facility will continue to use the rapid infiltration basins, spray irrigation site and Seeyle Brook surface discharge. The construction also included decommissioning of all the wastewater ponds for the original Facility.

The construction also included the removal of the previously permitted surface discharge station SD001 to the Rum River. The new Facility improvements will provide for wastewater reuse capabilities at the upgraded plant. The new Facility is designed to meet the requirements of tertiary disinfected wastewater. The "Disinfected Tertiary 2.2 Effluent" water may be used for any of the activities described for Disinfected Tertiary 2.2 Effluent and Disinfected Secondary 23 Effluent in the Municipal Wastewater Reuse factsheet without prior approval from the MPCA (see link: http://www.pca.state.mn.us/index.php?option=com_docman&task=doc_download&gid=13496&Itemid). If the Facility proposes reuse for an activity not listed, a request shall be made to the MPCA describing the activity.

The NPDES/SDS Permit for the new Facility is included as an attachment to this Plan.

COLLECTION SYSTEM

The collection system consists of pipes from 4-inches through 15-inches in diameter. Figure 7 identifies the location and size of the future trunk sewer lines planned within the City as determined by the 2005 Comprehensive Sanitary Sewer Plan. The capacity of the trunk lines shown on Figure 8.3 continues to be studied to ensure that the most cost-effective approach is implemented.

INFLOW & INFILTRATION

Inflow and infiltration occur when clear water gets into the sanitary sewer system. Inflow and infiltration may occur through cracks or leaks in the sewer pipes and manholes or through sump pumps incorrectly connected to the sanitary sewer system. Inflow and infiltration can lead to backups, overflows, and unnecessary and expensive treatment of clear water.

Given the age of the City's system, I/I is not a major issue in St. Francis public sanitary sewer system. The public works department periodically inspects manholes to identify where I/I might be occurring and establish plans to correct issues that are found. The City also includes I/I inspection of city mains

concurrent with street reconstruction or other public improvement projects and performs improvements where I/I issues are observed.

At this time, the city has not conducted inspections of private homes or businesses to ensure that sump pumps, rain leaders, or other contributors to the sanitary sewer system are disconnected. Less than 15% of housing connected to city sewer (less than 400 units) was built prior to 1970 and therefore this is not perceived as an issue contributing to excessive I/I.

City Code Chapter 3 (3-3-5 subpart j.) requires that clear water is not discharged to the sanitary sewer system. The city does not currently have an ordinance or resolution requiring the disconnection of sump pumps, drain tiles, rain leaders or other. However, any known or discovered illegal sump pump or similar connection to the sanitary sewer system shall result in an enforcement action as identified in Chapter 3 of the City Code.

The City will strongly encourage property owners to inspect or have a plumber inspect and ensure their system is compliant on a voluntary basis. This will be promoted through information disseminated through city newsletter and utility bills on an annual basis.

Projected Flows to the Municipal Treatment Facility

SUMMARY OF FLOWS

Projected wastewater flows to the municipal treatment facility are presented in the table below. Projected flows are based on the Metropolitan Council population forecasts. A peaking factor was developed from the City's historical flows to determine projected peak flows.

TABLE 8.1 PROJECTED WASTEWATER FLOWS FOR MUNICIPAL COLLECTION SYSTEM

Year	Total Population	Total Households on Municipal System	Total Employment	Pop. Served by Municipal Sewer	Avg. Annual Flow (MGD)	Peak Moth Flow (MGD)
2017	7,624	1,946	1,855	5,123	0.328	0.361
2020	8,200	2,370	2,200	5,688	0.364	0.4
2030	10,400	3,355	2,550	7,844	0.502	0.552
2040	12,600	4,340	2,900	10,000	0.64	0.704

URBAN SERVICE AREA

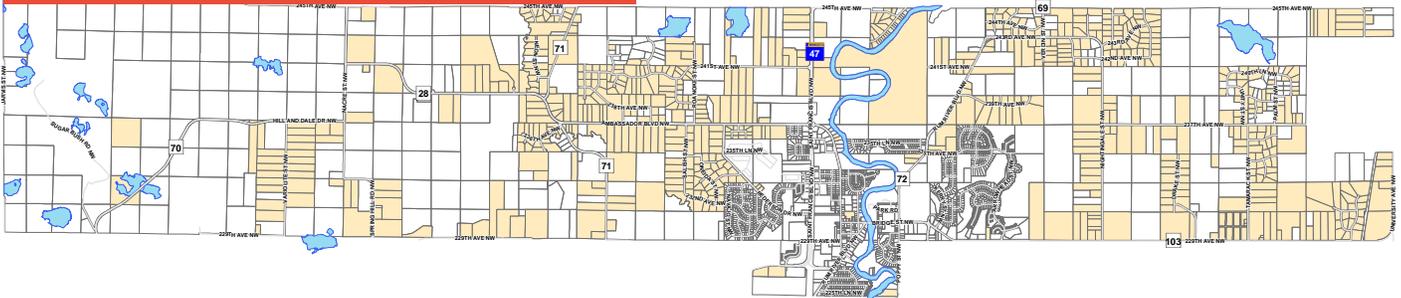
Based on the Metropolitan Council population projections it is estimated that the City of St. Francis will increase its households and population by 2,426 and 4,976, respectively, between 2017 and 2040. To estimate the population served by municipal wastewater by the Year 2040 it was assumed that almost all of the new population would be added within the Urban Service Area shown on Figure 8.4. Phasing of future growth within the Urban Service Area is further discussed in Chapter 3.

Individual Sewage Treatment

The City of St. Francis has adopted, by reference and as amended, the Individual Sewage Treatment Standards of the Minnesota Pollution Control Agency, cited as Minnesota Rules 7080 and 7081. This section of the City’s Code outlines restrictions and requirements for the evaluation of treatment sites and the installation, construction, and maintenance of individual sewage treatment systems. All individuals performing site evaluation, installation, inspection, and pumping/cleaning of individual sewage treatment systems must maintain certification by the MPCA to perform such work. The owner of each individual sewage treatment system must submit an inspection report of the system once every three years, indicating that the system meets minimum maintenance standards for individual sewage treatment systems. If a property owner fails to submit the required report, the City will direct the Building Inspector or other qualified individual to inspect the owner’s system on their behalf. The costs of such inspection will be billed to the owner. The City’s Code regulating Individual On-site Sewage Treatment System is included as an attachment to this Plan.

There are no community private treatment systems located in the City. 728 properties in the City of St. Francis have their own individual septic systems. These properties are shown as the tan color in Figure 8.1 below. A majority of these properties are located outside of the City’s Urban Service Area.

FIGURE 8.1 ST. FRANCIS PROPERTIES WITH SEPTIC SYSTEMS



Projected Flows to Subsurface Sewage Treatment Systems

Projected wastewater flows to Subsurface Sewage Treatment Systems (SSTS) are presented in the table below. Projected flows are based on the Metropolitan Council population forecasts.

TABLE 8.2 PROJECTED WASTEWATER FLOWS - SUBSURFACE SEWAGE TREATMENT SYSTEMS

Year	Total Population	Total Households using SSTS	Total Employment	Pop. Served by SSTS	Avg. Annual Flow (MGD)
2017	7,624	728	1,855	2,501	0.16
2020	8,200	730	2,200	2,512	0.161
2030	10,400	745	2,550	2,556	0.164
2040	12,600	760	2,900	2,600	0.165

FIGURE 8.2 OVERALL EXISTING SANITARY SEWER

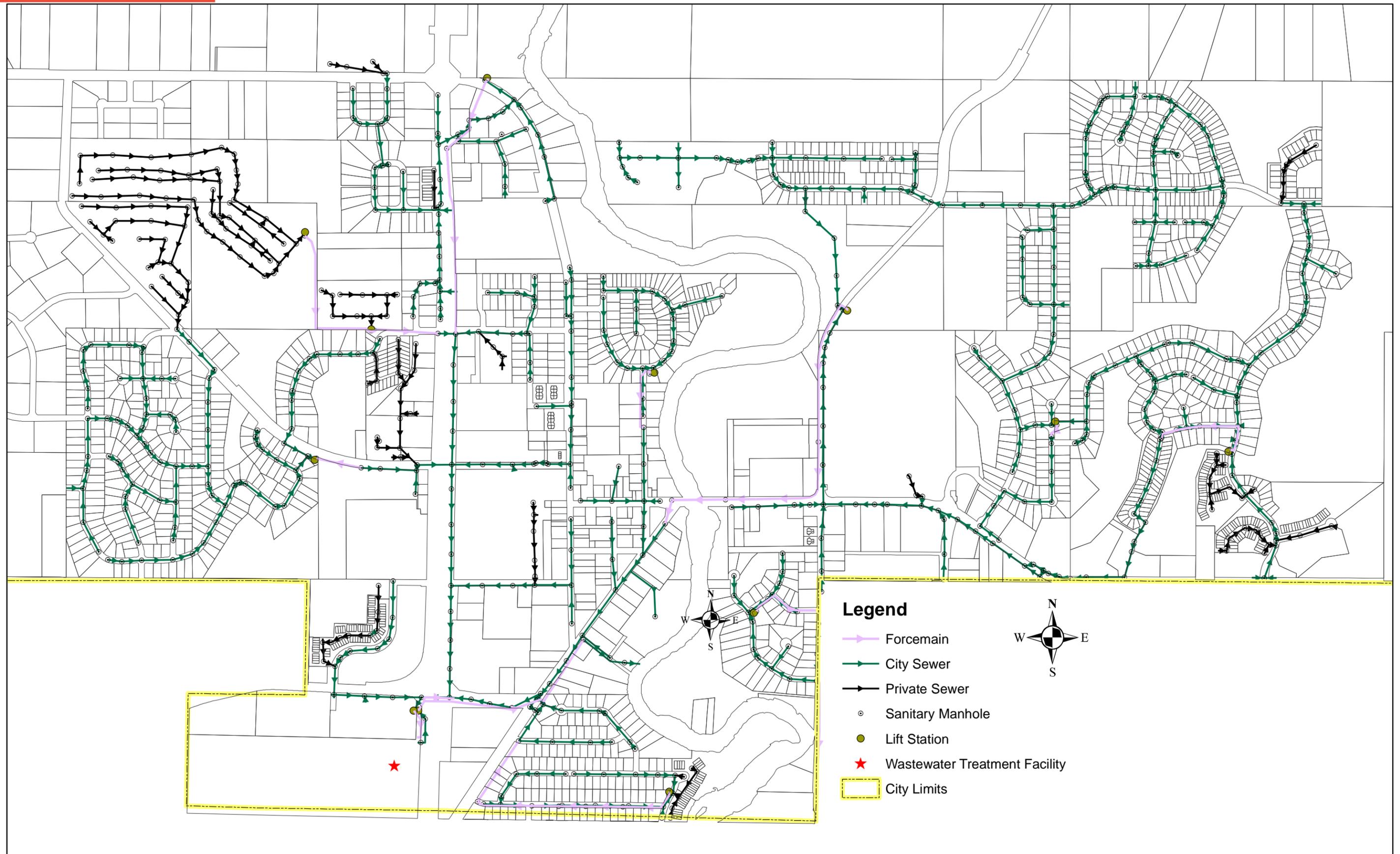


FIGURE 8.3 FUTURE TRUNK IMPROVEMENTS

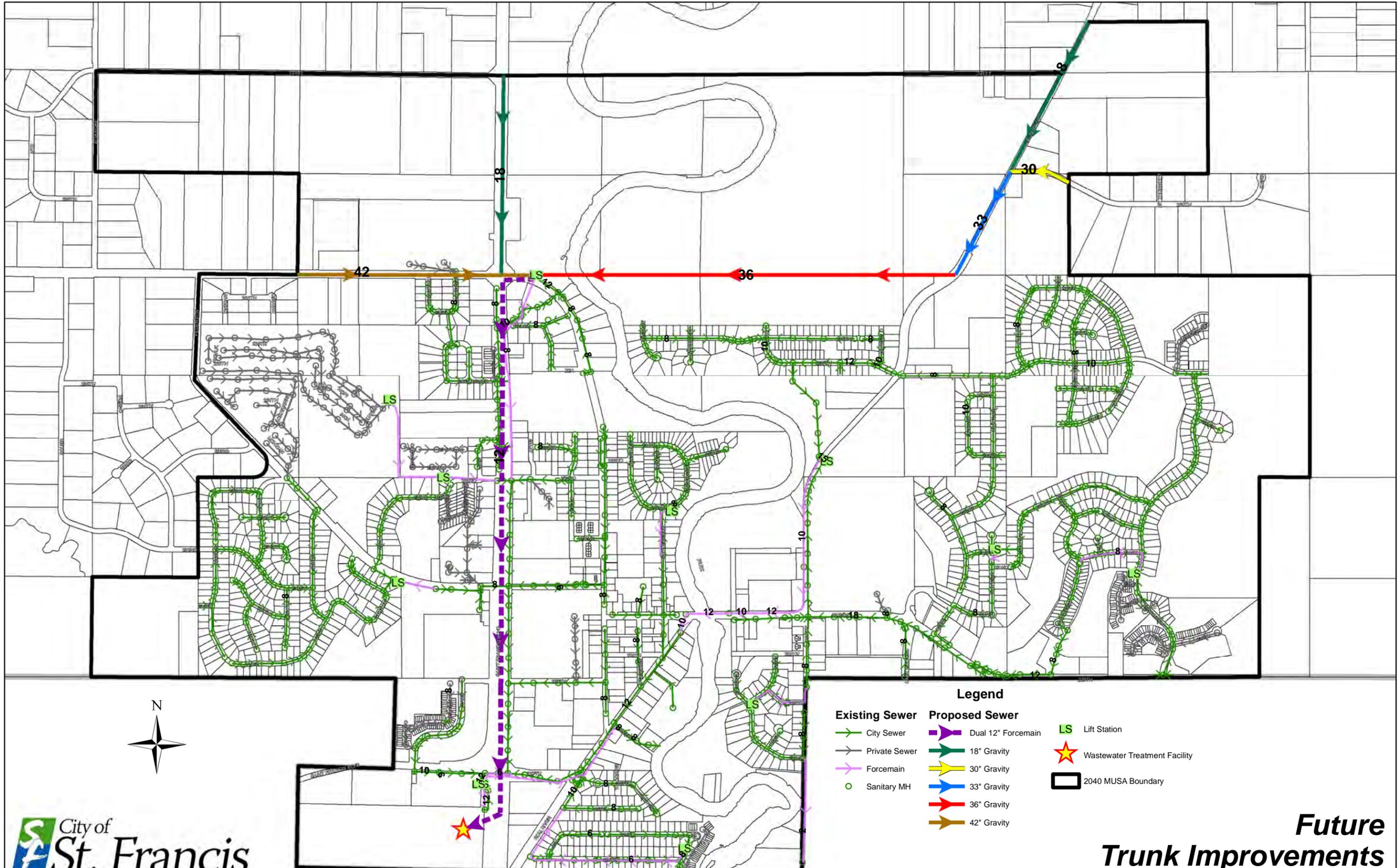
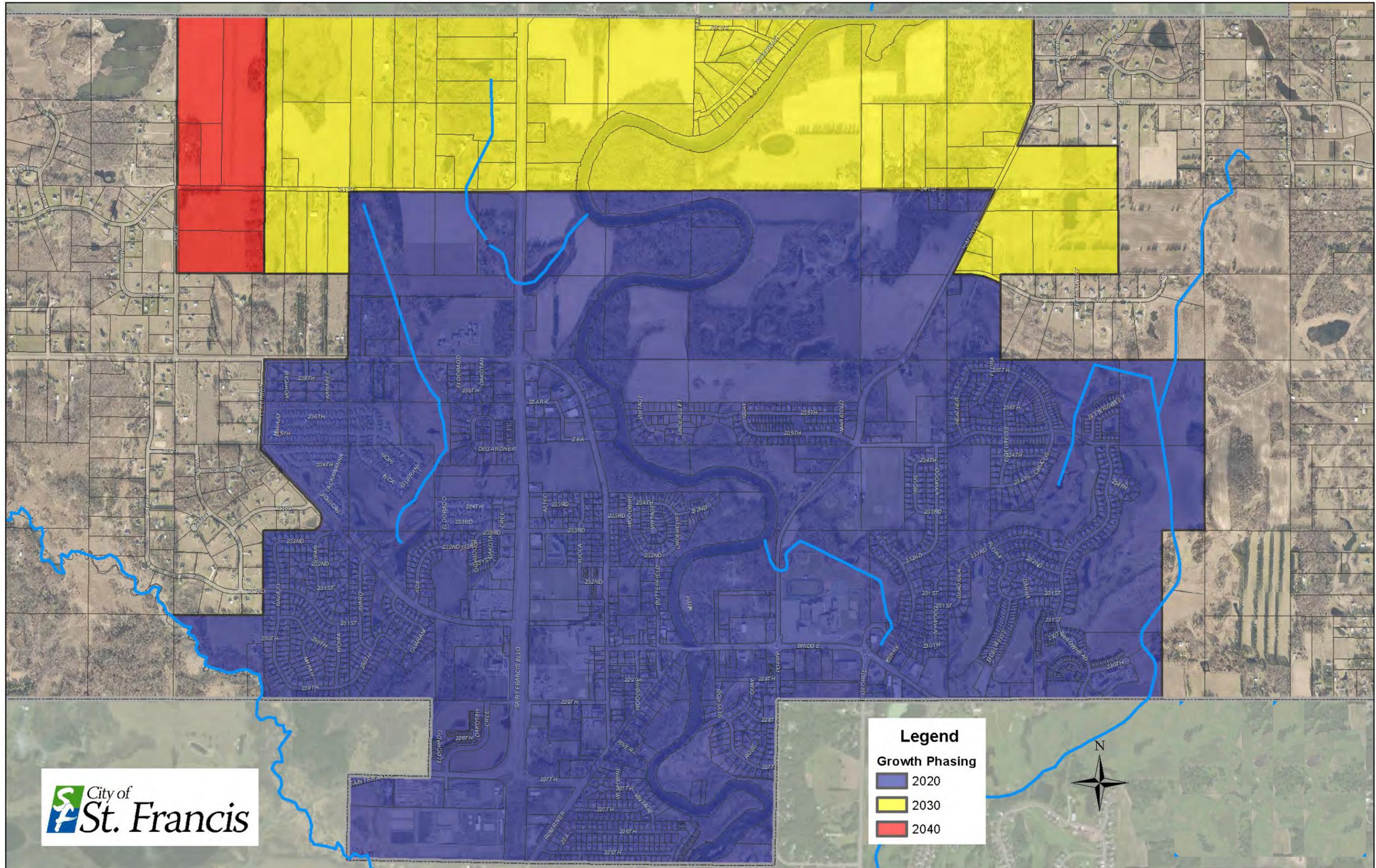


FIGURE 8.4 URBAN SERVICE AREA



Goals and Policies

GOAL 1: PROVIDE SANITARY SEWER SERVICE WITHIN THE “RURAL CENTER” AREAS OF ST. FRANCIS IN AN EFFICIENT AND THOUGHTFUL MANNER

Policy 1.1: Provide a sanitary sewer collection system within the City’s boundary in a manner consistent with the staged growth plan of the City.

Policy 1.2: Ensure sewer extensions and upgrades are completed in a manner consistent with the staged growth plan of the City.

Policy 1.3: Evaluate the appropriateness of sewer expansion to areas considered for annexation.

GOAL 2: ALLOW FOR THE SAFE AND EFFICIENT COLLECTION AND TREATMENT OF SEWAGE IN AREAS OUTSIDE OF THE MUSA

Policy 2.1: Allow for development consistent with providing a public sanitary sewer collection, treatment, and disposal system to serve the areas within the corporate boundary. Cluster wastewater treatment systems will be considered when municipal sanitary sewer collection systems are not readily accessible. The cluster systems will provide sanitary sewer service until municipal service is available. In addition, the cluster systems will provide for easier future connections at a lower overall economic impact. All privately owned wastewater systems will be required to procure all regulating agency approvals.

Policy 2.2: Ensure land developed outside of the MUSA is developed at densities and in such a manner that sewage can be treated safely.

GOAL 3: STRIVE TO BE COST EFFECTIVE AND ECONOMICAL IN THE PROVISION OF SANITARY SEWER SERVICES.

Policy 3.1: Regularly monitor and conduct maintenance to minimize infiltration and inflow problems within the sanitary sewer system.

Policy 3.2: Continue to prohibit illegal sump pumps and drain tile from connecting to the City’s sanitary sewer.

Policy 3.3: Evaluate Sewer Availability Charges (SAC) as it pertains to supporting new development and growth or change of existing businesses and properties.

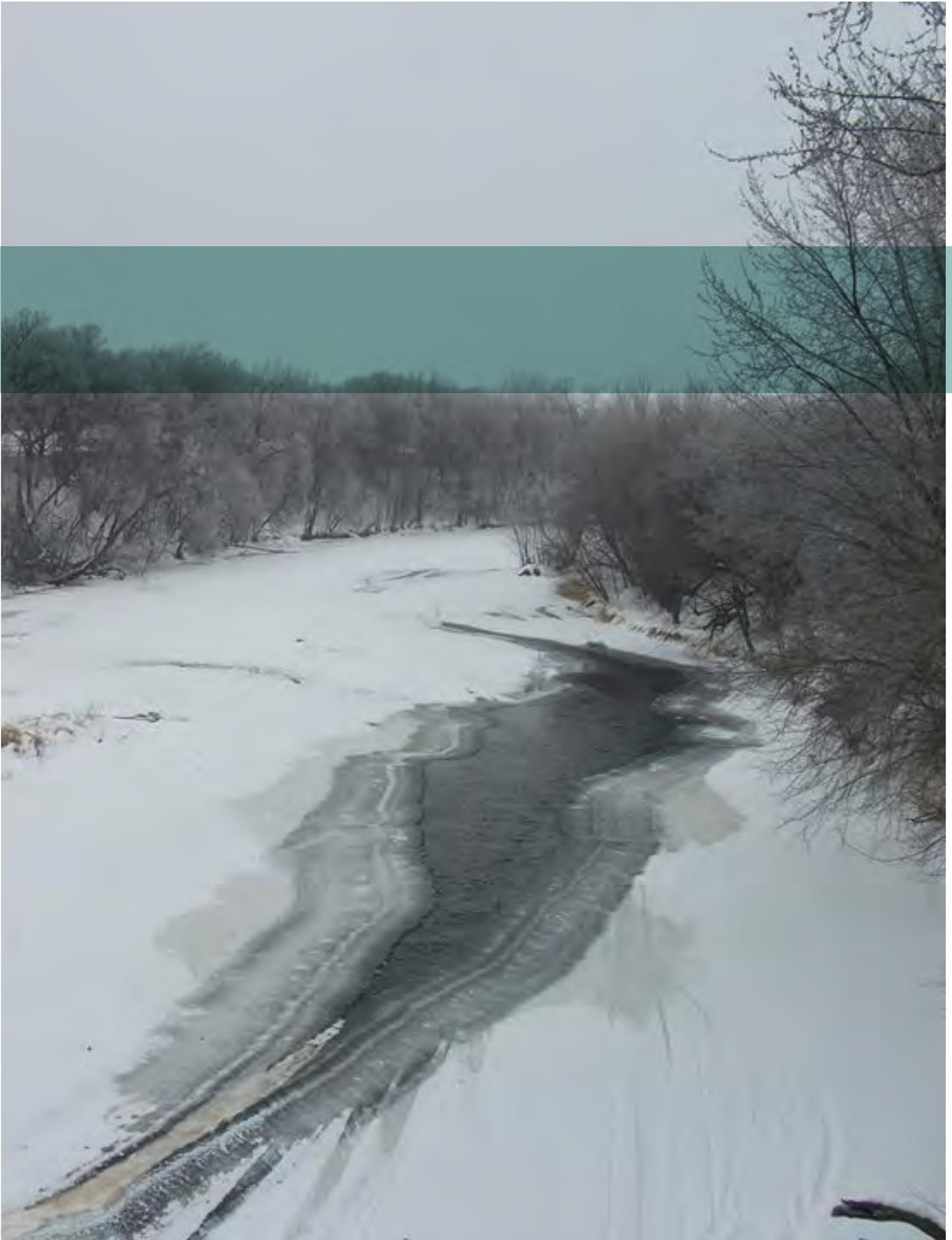
GOAL 4: MINIMIZE OR PREVENT INFLOW AND INFILTRATION ENTERING PRIVATE AND PUBLIC SEWER INFRASTRUCTURE.

Policy 4.1: Ensure careful construction, maintenance, and rehabilitation practices are followed in all aspects, both public and private, of the sanitary sewer system.

Policy 4.2: Encourage private property owners to proactively inspect and repair or replace older segments of private sanitary sewer connections that are beyond their service life.

Sanitary Sewer Action Items

✓	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	Evaluate the City's application of Sewer Availability Charges (SAC) and develop a strategy to minimize their impacts on disincentivizing development and business growth	City of St. Francis	Short
	Annual evaluation of the City's efforts to manage the sanitary sewer system	City of St. Francis	Ongoing
	Educate property owners about I/I by posting information on the City's website and distributing information via email blasts and community newspapers.	City of St. Francis	Ongoing
	Explore grants or other financial assistance programs to provide financial assistance to private property owners wishing to replace or repair private sewer connections to the city main.	City of St. Francis	Ongoing
	Regularly maintain the City's wastewater system including scheduled inspection, repair, and replacement as needed.	City of St. Francis	Ongoing





09. SURFACE WATER MANAGEMENT

The City of St. Francis is located in the northwestern area of Anoka County and entirely within the borders of the Upper Rum River Watershed Management Organization. Bordering communities include the Cities of Nowthen and Oak Grove on the south, Athens Township and Stanford Township on the north, the Cities of East Bethel and Bethel on the east and Elk River on the west. The east and south border communities are within the Upper Rum River Watershed. The north and west borders of St. Francis correspond with the borders of the seven-county metropolitan area.

The City of St. Francis has been a freestanding community for many years with several schools, churches and a commercial district. The urban area is expanding as additional residential developments and properties expand to agricultural areas of the City. The current trends indicate urbanization and commercial growth will continue.

St. Francis Local Surface Water Management Plan

The City of St. Francis last updated their Local Surface Water Management Plan (LSWMP) in June of 2009. The Upper Rum River Watershed Management Organization (URRWMO) had their Watershed Management Plan approved by Board of Water and Soil Resources (BWSR) on April 25, 2007. The URRWMO is currently working on their 2017-2018 Water Management Plan. A draft of this plan is currently being reviewed by BWSR. The City of St. Francis has two years to update their Local Surface Water Management Plan once the URRWMO plan is approved. The URRWMO's Watershed Management Plan requires member communities to adopt and implement the Plan's requirements. To coincide with the Comprehensive Plan, the City has updated their Local Surface Water Management Plan. A draft of the updated plan is included as an attachment to this Plan.

IMPAIRED WATERS

Seelye Brook and the Rum River in St. Francis are both listed as impaired waters on the 2018 303d impaired waters list.

The St. Francis Local Water Management Plan includes the elements required by the Upper Rum River Watershed Plan and the Metropolitan Council. Minnesota Statute 103B and the resulting Minnesota Rules Chapter 8410 guided the requirements of the Watershed Plan. The Plan includes procedures to protect, preserve, and use natural surface and groundwater storage and retention systems while minimizing public capital expenditures needed to correct flooding and water quality problems. The Plan identifies means to effectively protect and improve surface and groundwater quality in St. Francis. It also establishes more uniform local policies and official controls for surface and groundwater management. Procedures are included to prevent erosion of soils into surface water systems, promote groundwater recharge, protect and enhance fish and wildlife habitat and water related recreational facilities, and to secure other benefits associated with the proper management of surface and groundwater.

Groundwater Protection

The City recognizes the importance of groundwater sensitivity and has established environmental protection policies that will enhance protection of groundwater in the City and the region. The City will ensure protection of local groundwater through implementation of its Surface Water Management Plan, its ordinances regulating private on-site sewage treatment systems, its Water Supply Plan, its Wellhead Protection Plan, and its Urban Storm Water Pollution Control for New Development Ordinance.

Goals and Policies

GOAL 1: MANAGE STORMWATER TO MINIMIZE DEGRADATION OF WATER QUALITY

Policy 1.1: Coordinate with the Upper Rum River Watershed Management Organization

Policy 1.2: Support collaborative efforts with the development community to plan for stormwater management improvements at a more district wide or sub-watershed district level and program future capital investments in stormwater infrastructure.

Policy 1.3: Updated land use and zoning regulations should integrate stormwater management improvements as both a functional and aesthetic element of planned developments.

Policy 1.4: Incorporate biofiltration swales and native landscaping materials as stormwater strategies as part of public improvement projects where appropriate, such as roads, parks, and facilities.

Policy 1.5: Support educational efforts and programs that inform the community of best practices and techniques that can be applied at the local level.

Policy 1.6: Support collaborative efforts with regional agencies, jurisdictions, and farm operations to explore stormwater management improvements that help address quality and volume of stormwater before it enters public waterways or bodies.

GOAL 2: MEET THE SURFACEWATER STANDARDS OUTLINED BY REGULATORY ENTITIES INCLUDING THE STATE OF MINNESOTA, THE METROPOLITAN COUNCIL, AND THE UPPER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION

Policy 2.1: Ensure the St. Francis Local Water Management Plan includes the elements required by the Upper Rum River Watershed Plan and the Metropolitan Council, Minnesota Statute 103B and the resulting Minnesota Rules Chapter 8410.

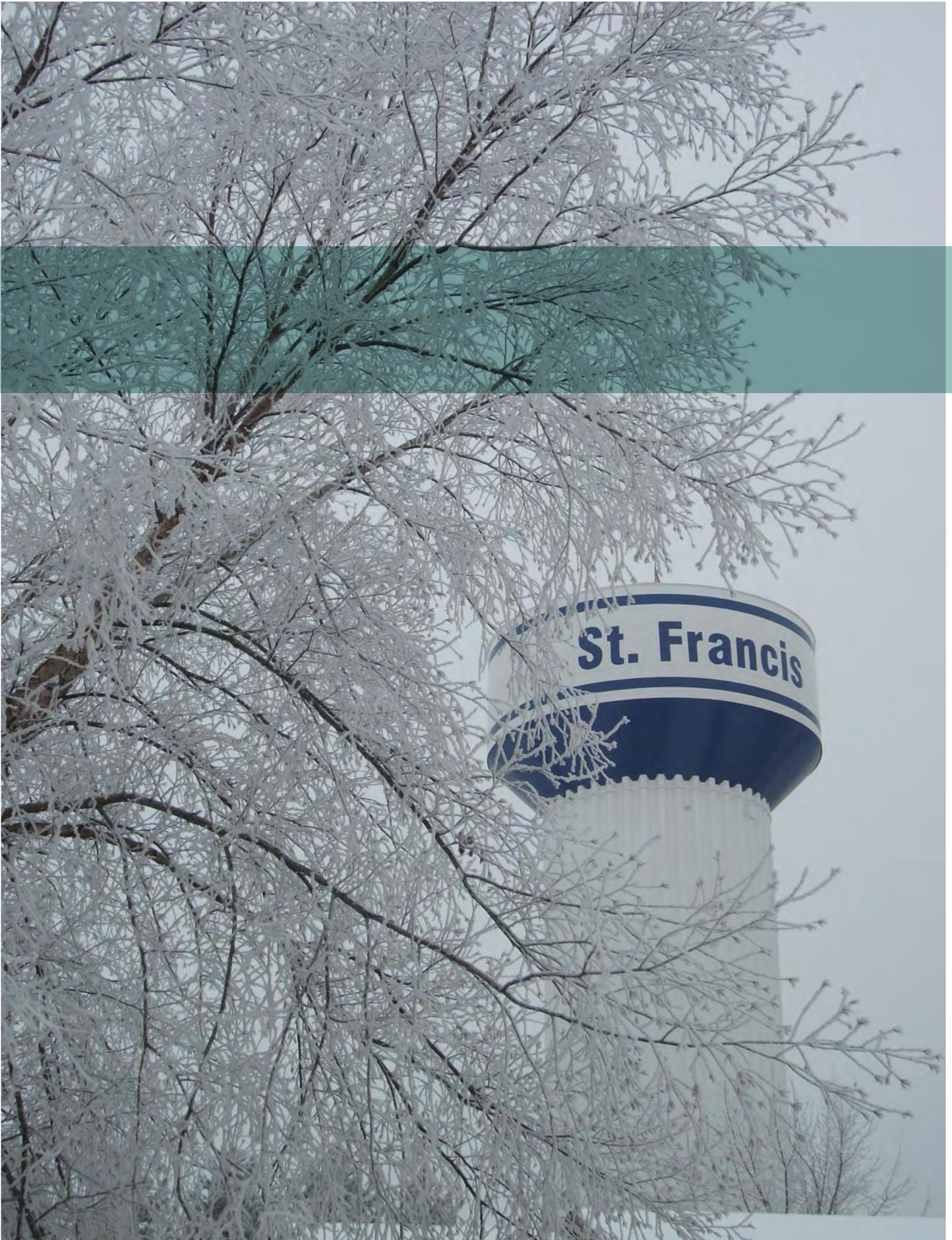
GOAL 3: MINIMIZE THE IMPACTS OF FLOOD EVENTS ON THE COMMUNITY'S DEVELOPMENT AND INVESTMENTS.

Policy 3.1: Prevent development from occurring within floodplain areas.

Policy 3.2: Encourage runoff management and volume/rate control measures to minimize the immediate bounce in waterways after rain events

Policy 3.3: Sustain or improve St. Francis' current rating with the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP).

Surface Water Action Items			
	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	Update the City's Local Surface Water Management Plan upon the conclusion of the URRWMO's Water Management Plan	City of St. Francis	Short
	Update the stormwater management portions of the City's Zoning and Subdivision Ordinances.	City of St. Francis	Short
	Develop and protect low impact parkland along the Rum River, especially in areas susceptible to flooding	City of St. Francis, Anoka County, MN DNR	Med/Long
	Annual evaluation of the City's efforts to manage surface water	City of St. Francis	Ongoing





10. WATER SUPPLY

The St. Francis water distribution system currently has 1,800 residential connections from the City of St. Francis and Oak Grove, 68 Commercial Institutional connections and 12 City facilities connected. The average day (AD) demand is approximately 485,000 gpm. The maximum day (MD) demand in the last 10 years occurred during August of 2008 and was approximately 1,952,000 gallons. The City's existing system meets the current and future maximum daily (MD) demand. The City's existing municipal water system is shown on Figure 10.1.

Water Treatment, Distribution, Supply, and Storage

WATER TREATMENT

In 2008, the City constructed a new Water Treatment Facility (WTF) for Wells 1, 3 and 4. The dual media gravity filters have a 4,350,000 gallons per day (gpd) capacity and are designed for iron, manganese and radium removal. The radium levels in the Mount Simon-Hinckley well exceeded the primary drinking water standard and required treatment for radium.

DISTRIBUTION AND SUPPLY

The existing water distribution system consists of watermain ranging in size from 6 to 16 inches in diameter. The total production capacity, consisting of 3 wells, is 2,800 gallons per minute (gpm). The total firm pumping capacity, or the capacity of the system with the largest well out of service, is 1,800 gpm. Well 2, which was previously designated as a "Emergency Back-Up" due to high levels of radium, has been abandoned.

STORAGE

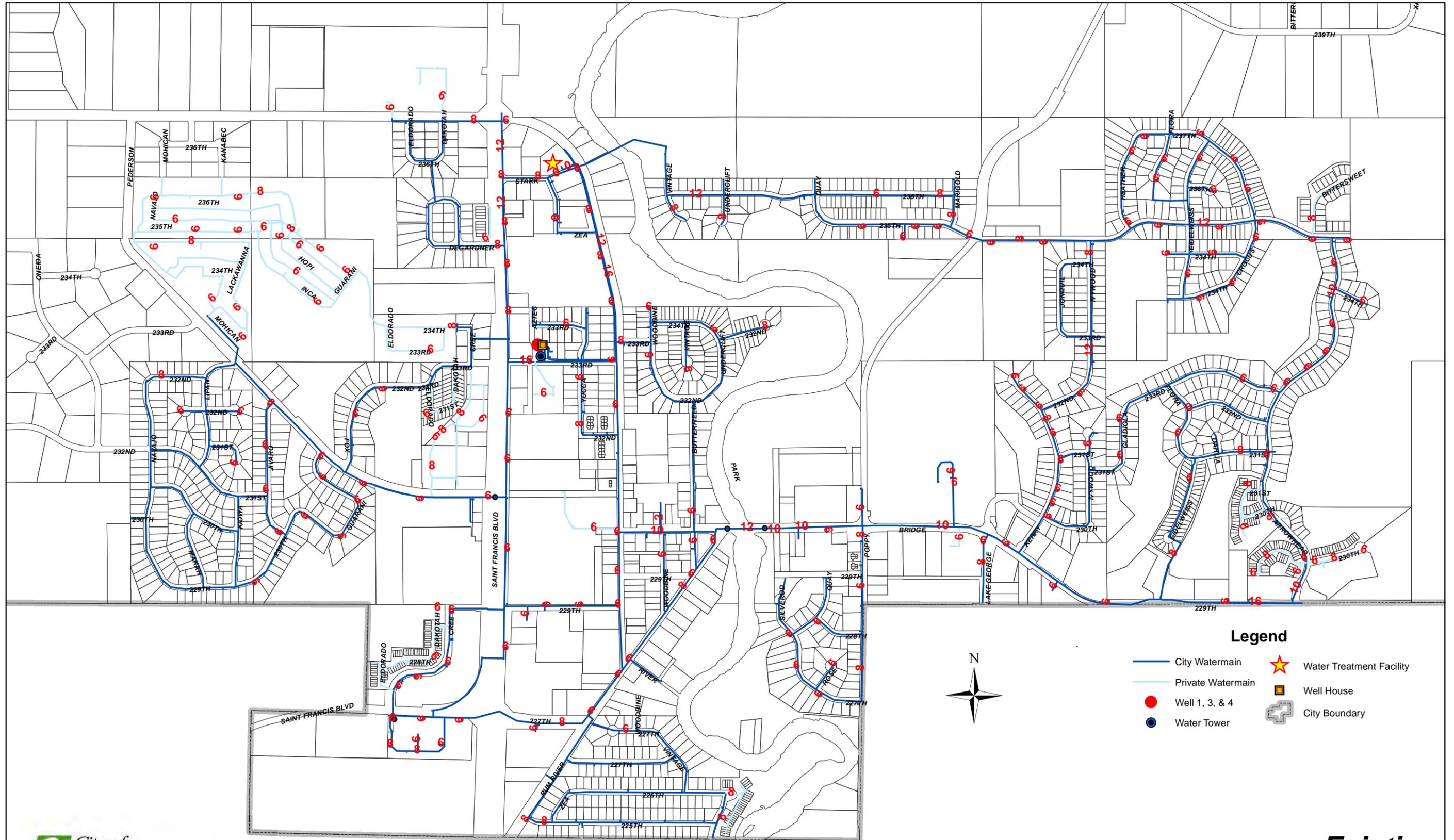
The city has a 750,000-gallon elevated tower with an overflow at elevation 1,068. As part of the water treatment facility a 1.25-million-gallon ground reservoir was constructed. With the addition of the 1.25-million-gallon ground reservoir the City has a total of 2.0 million gallons of storage.

LOCAL WATER SUPPLY PLAN

The City of St. Francis approved its updated Local Water Supply Plan in June 2019. The Local Water Supply Plan covers the topic of surface water management, as well as water supply in more detail than the Comprehensive Plan, and meets the requirements of the State, the DNR, and the Upper Rum River Watershed Management Organization.

The Comprehensive Plan summarizes the larger Local Water Supply Plan and outlines policies in this chapter and the Surface Water Management (Chapter 9).

FIGURE 10.1 EXISTING WATERMAIN SYSTEM



System Improvements

No major trunk facilities are anticipated during the planning period of this document. Laterals will be extended as development occurs and in general will be financed by the developers. St. Francis will continue to monitor the supply verses the demand to ensure that a new well will not be needed in the near future. If a future well is constructed it will be near the WTF to reduce the quantity of raw watermain required.

Goals and Policies

GOAL 1: ENSURE AN ABUNDANT SUPPLY OF SAFE DRINKING WATER WITHIN THE COMMUNITY AND A DISTRIBUTION SYSTEM WITH ADEQUATE STORAGE AND PRESSURE FOR EMERGENCY NEEDS.

Policy 1.1: Continue to evaluate water supply needs as the community grows

Policy 1.2: Monitor water usage on a regular basis to ensure an efficient, cost effective and safe supply of clean water.

Policy 1.3: Support and promote water conservation initiatives such as: education materials and programs that support alternatives to watering lawns (drought tolerant landscaping, stormwater reuse or planting of shade trees) and installation of water conserving fixtures (toilets, faucets, shower-heads, etc.) for new construction and renovation projects.

GOAL 2: REMAIN UP TO DATE ON WATER SUPPLY REGULATIONS AND REQUIREMENTS.

Policy 2.1: It is the policy of the City of St. Francis to fulfill Minnesota Statutes Section 103G.291, which requires cities with a municipal water supply system to develop a Water Supply Plan. The City of St. Francis's Water Supply Plan is currently under review by the Minnesota Department of Natural Resources. The draft Water Supply Plan is included as Attached 3.

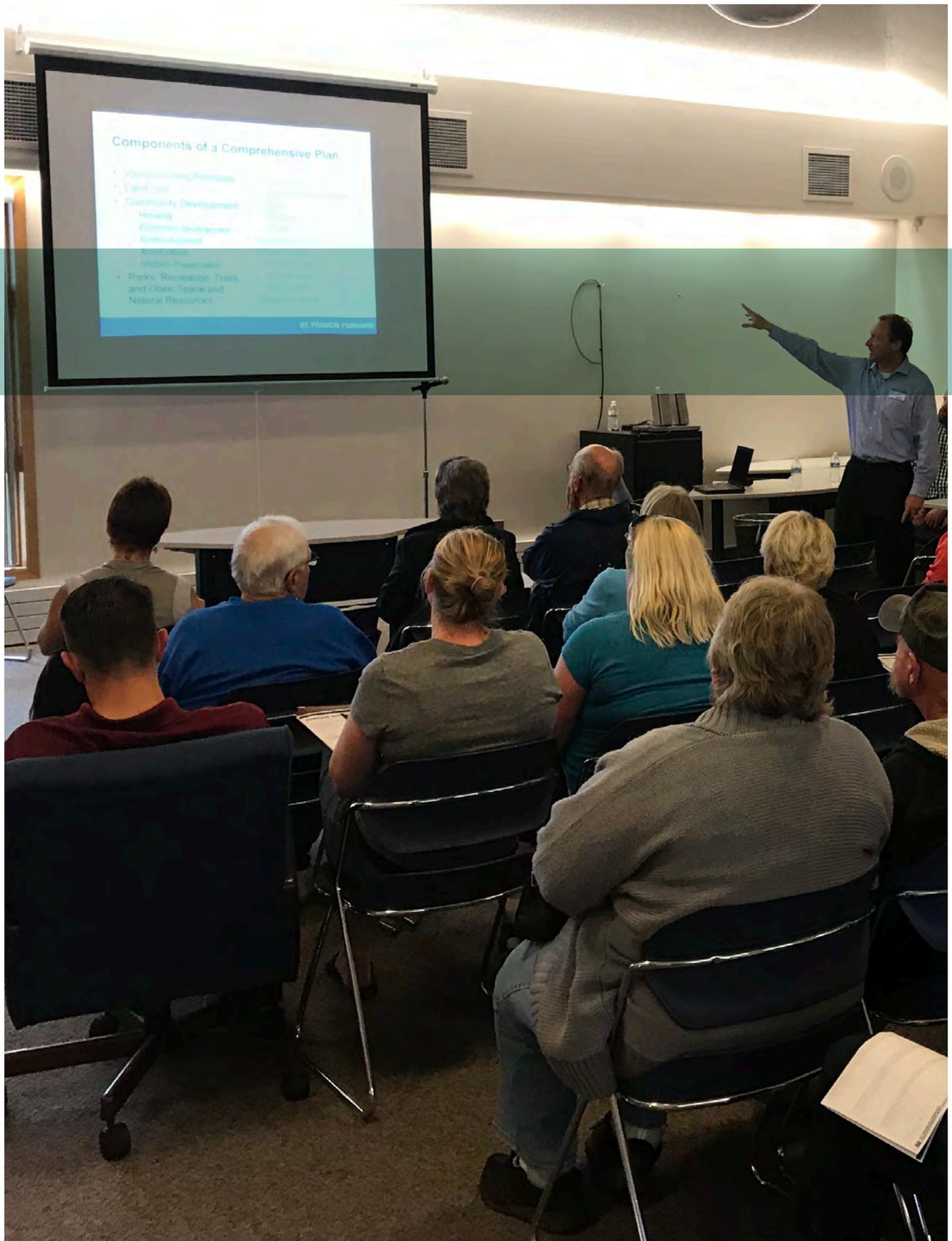
GOAL 3: PROVIDE WATER EFFICIENTLY AND IN A COST EFFECTIVE MANNER FOR THE COMMUNITY.

Policy 3.1: Colocate water distribution infrastructure within other utility easements where possible and prudent.

Policy 3.2: Encourage development adjacent to existing infrastructure

Policy 3.3: Continue to evaluate Water Access Charges (WAC) as it pertains to supporting new development and growth or change of existing businesses and properties.

Water Supply Action Items			
	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	Evaluate the City's application of Water Availability Charges (WAC) and develop a strategy to minimize their impacts on disincentivizing development and business growth	City of St. Francis	Short
	Annual evaluation of the City's efforts to supply water	City of St. Francis	Ongoing



Components of a Comprehensive Plan

- Planning Priorities
- Land Use
- Community Development
 - Housing
 - Economic Development
 - Rehabilitation
 - Arts and Culture
 - Historic Preservation
- Parks, Recreation, Trails, and Open Space and Natural Resources

ST. FRANCIS FORWARD



11. IMPLEMENTATION

St. Francis' 2040 Comprehensive Plan provides guidance for making decisions about growth, redevelopment, and infrastructure investments. The plan is an important tool for the community, but its goals, policies, and actions can only be realized if the Plan is used. This means balancing between the enduring values described in the Plan and adapting to conditions that will change over the life of this Plan.

Using the Plan

THE PLAN AS A GUIDE TO DECISION MAKING

The plan will be used by the City in the day to day operations of local government. City Staff will reference plan goals and policies to support elected and appointed officials in carrying out their responsibilities in making key decisions relative to public investments, plans and studies, growth, and redevelopment. Requests for land use applications and development projects will be evaluated based on consistency with the plan.

THE PLAN AS A MARKETING TOOL

The ideas represented in the 2040 Comprehensive Plan include a number of strategies that will require coordinated efforts by many different public, private, and non-profit entities. As an adopted policy plan, the 2040 Comprehensive Plan can help solidify the support, commitment, and collaboration needed to mobilize the community. The plan should be referenced, celebrated and promoted both within the community and to the region. In essence, the plan becomes the document that is provided to prospective businesses, residents or investors or potential grantors/philanthropists.

THE PLAN AS A "TO-DO LIST"

The 2040 Comprehensive Plan is the City's to-do list. Actions listed in each chapter should serve as a resource for city departments, boards, and commissions as they establish and review annual work programs. A consolidated list of all actions is provided at the end of this chapter for easy reference.

A Living Plan

As the City continues to grow, change, and adapt, the plan must be able to do the same. The plan will be reviewed and amended. It will also inform and direct future plans, studies, policies, and official controls such as zoning.

ANNUAL REVIEW AND AMENDMENTS

To ensure that the Comprehensive Plan remains a useful tool for guiding growth, it will be periodically monitored and modified to reflect changing conditions and to correct errors identified through its implementation. Any amendments will be completed using the process outlined in state statutes and the City Code.

Additional tools specific to housing can be found in Chapter 5 Housing.

POLICY PLANS

The 2040 Comprehensive Plan refers to other policy plans that the City of St. Francis uses to guide city systems, actions, and investments. These plans include the Local Water Supply Plan, St. Francis Forward, The St. Francis Park and Trail Plan, and the St. Francis Economic Development Plan. These plans serve as ongoing tools for implementing the goals and policies in the Comprehensive Plan. These plans may be updated and modified without updating the Comprehensive Plan.

CURRENT AND FUTURE STUDIES

The City uses technical studies as tools for implementing the Comprehensive Plan. These studies provide the information needed to implement the Comprehensive Plan. Future studies may ultimately lead to Comprehensive Plan amendments.

OFFICIAL CONTROLS

Official controls are key tools for implementing the 2040 Comprehensive Plan and must be consistent with the Comprehensive Plan. The City's Official Controls can be found in the City's Code of Ordinances. Examples of the official controls that will be used for the implementation of the comprehensive plan include: zoning (chapter 10), subdivisions (chapter 11), and utilities, including sewer, water, and individual sewage disposal systems (chapter 3).

Official controls must be consistent with the Comprehensive Plan. A review of the official controls for conformance with the 2040 Comprehensive Plan will occur once adopted. Any amendments to the zoning and subdivision regulations and the official zoning map will be made within 9 months of the adoption of the 2040 Comprehensive Plan.

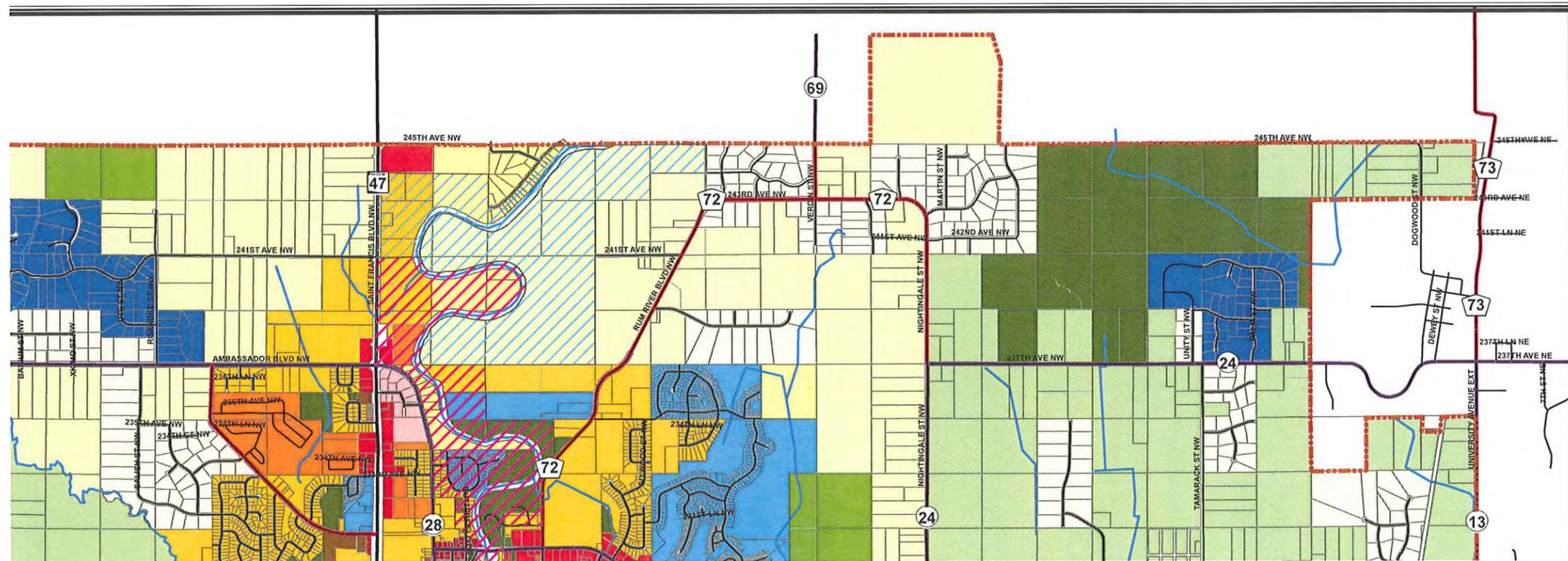
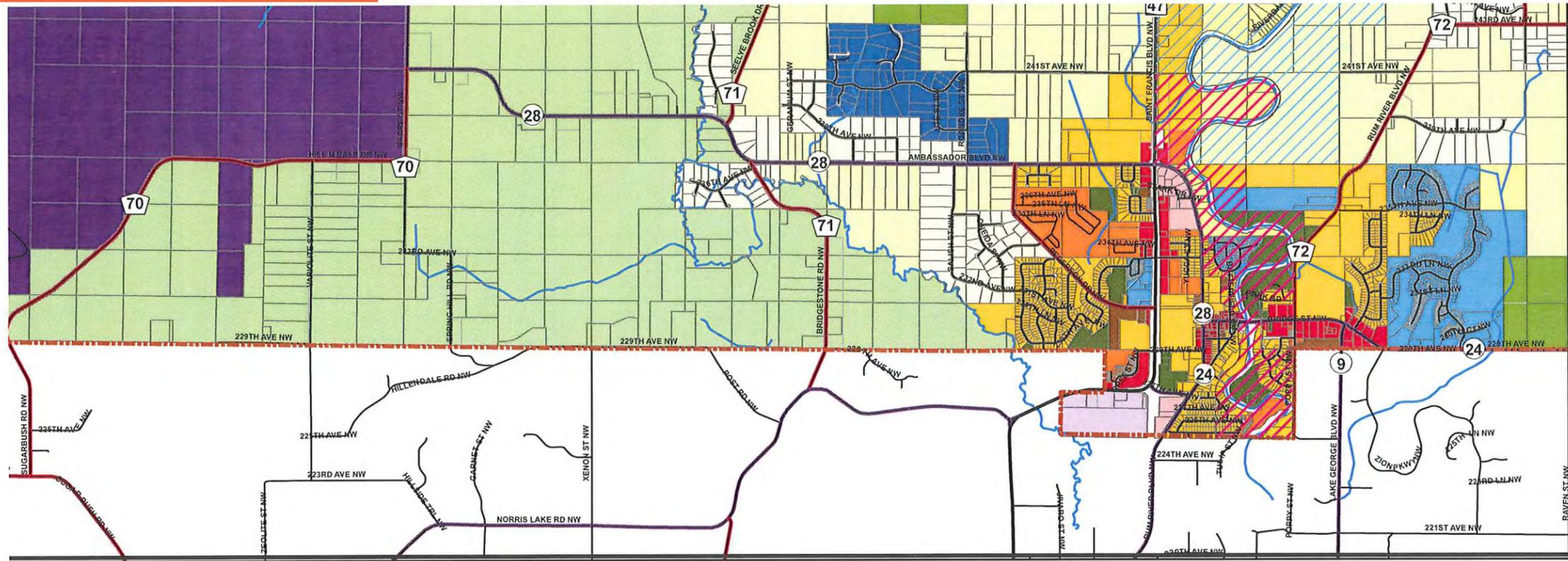
Updates to the official controls to ensure consistency with the Comprehensive Plan include the following items:

- » Update the official zoning map to be consistent with the land use designations recommended on the 2040 Land Use Map
- » Review and update as needed the existing residential zoning district requirements and subdivision regulations to ensure that the densities allowed in the Plan can be achieved.

TABLE 11.1 CITY ZONING DISTRICTS

Abbreviation	Zoning District
A-1	Permanent Agriculture
A-2	Rural Estate Agriculture
A-3	Interim Agriculture
RR	Rural Residential
R-1	Urban Estate Single Family Residential
R-2	Urban Single and Two Family Residential District
R-3	Medium Density Residential
R-4	High Density Residential
B-1	Central Business
B-2	General Business
B-3	Business Park
I-1	Light Industrial
I-2	General Industrial
I-3	Isolated Industrial
PUD	Planned Unit Development
CO	Conservancy
RRM	Rum River Management
FP	Floodplain Overlay

FIGURE 11.1 CITY OF ST. FRANCIS ZONING MAP



2010 Zoning Map

2010 Zoning District

- C - Conservancy
- A1 - Long Term Agric
- A2 - Rural Estate Ag
- A3 - Interim Agricultu
- RR - Rural Residenti
- R1 - Urban Estate R
- R2 - Single Family R
- R3 - Medium Density
- R4 - High Density Re
- B1 - Central Busines
- B2 - General Comme
- B3 - Business Park
- I1 - Light Industrial
- I2 - General Industria
- I3 - Isolated Industria
- ML PUD
- PUD

Rum River Scenic D

- Rural Area
- Urban Area
- City Boundary
- Parcels
- Rivers & Streams

Source: Anoka County GIS, B

CAPITAL IMPROVEMENT PLAN

State Law requires that the implementation program for the Comprehensive Plan contain a capital improvement plan for transportation, sewers, parks, water supply and open space facilities. The Comprehensive Plan acts as the guide for ongoing capital improvements planning by the City. The CIP allows the City to prioritize projects and to make best use of available revenues. By looking at future needs, the City is better able to find funding sources to fill gaps and to coordinate projects with other jurisdictions. The CIP is updated and approved annually. The City's current adopted CIP is included as an appendix.

Action Items

Throughout the plan, Action Items have been identified as a “to-do list” for the future. Items generally relate to the City's responsibilities, but where partners are needed, they have also been identified.

Each Action Item has been given a designated timeframe for completion: short-term (0-5 years), medium-term (5-10 years), and long-term (more than 10 years). For Action Items with regulatory timelines in place, such as the updating of the City's ordinances to be consistent with the Comprehensive Plan, the City of St. Francis will comply with those timelines.

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, Developers	Short
	Prepare marketing materials to promote the development of redevelopment properties in St. Francis	City of St. Francis	Short
	Prepare a package of incentives or tools the City is prepared to offer to prospective developers	City of St. Francis	Short
	Continue to pursue a legislative change that is consistent with both the purpose of the Wild & Scenic River designation and the City's intent to provide opportunities for residential development near the Rum River.	City of St. Francis	Short
	Issue RFPs for development of identified sites	City of St. Francis	Short/Med
	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
	Continue to pursue a connection from Bridge Street to Highway 47	City of St. Francis	Med/Long
	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
	Implement the St. Francis Forward (re)Development Plan	City of St. Francis	Ongoing
	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

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
	Explore strategies to provide event-based and program-based activities (athletic, cultural, or entertainment) throughout the City that will benefit the economic development of the City and provide sought-after amenities for residents.	City of St. Francis	Short/Med
	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
	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

Housing Action Items

✓	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	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
	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
	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
	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
	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
	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
	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
	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
	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
	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

Parks 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
	Installation of the stoplight at Pederson Drive and Hwy 47	City of St. Francis, MNDOT	Short
	Replace playgrounds that have been removed in neighborhoods where no alternative exists	City of St. Francis	Short/Med
	Explore strategies to provide event-based and program-based activities (athletic, cultural, or entertainment) throughout the City that will benefit the economic development of the City and provide sought-after amenities for residents.	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

Transportation Action Items

✓	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	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.	City of St. Francis	Short
	Address safety issues at identified problem spots, particularly the intersection of Pederson Drive and Highway 47	City of St. Francis, MNDOT	Short
	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.	City of St. Francis	Short
	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.	City of St. Francis	Med
	Given changes in land use patterns, 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.	City of St. Francis and Funding Partners	Long
	Identify local street connections that will be important to the larger transportation system to ensure they are incorporated into subdivisions.	City of St. Francis	Ongoing

Sanitary Sewer Action Items

✓	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	Evaluate the City's application of Sewer Availability Charges (SAC) and develop a strategy to minimize their impacts on disincentivizing development and business growth	City of St. Francis	Short
	Annual evaluation of the City's efforts to manage the sanitary sewer system	City of St. Francis	Ongoing
	Educate property owners about I/I by posting information on the City's website and distributing information via email blasts and community newspapers.	City of St. Francis	Ongoing
	Explore grants or other financial assistance programs to provide financial assistance to private property owners wishing to replace or repair private sewer connections to the city main.	City of St. Francis	Ongoing
	Regularly maintain the City's wastewater system including scheduled inspection, repair, and replacement as needed.	City of St. Francis	Ongoing

Surface Water Action Items

✓	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	Update the City's Local Surface Water Management Plan upon the conclusion of the URRWMO's Water Management Plan	City of St. Francis	Short
	Update the stormwater management portions of the City's Zoning and Subdivision Ordinances.	City of St. Francis	Short
	Develop and protect low impact parkland along the Rum River, especially in areas susceptible to flooding	City of St. Francis, Anoka County, MN DNR	Med/Long
	Annual evaluation of the City's efforts to manage surface water	City of St. Francis	Ongoing

Water Supply Action Items

✓	DESCRIPTION	RESPONSIBLE ENTITIES	TIMING
	Evaluate the City's application of Water Availability Charges (WAC) and develop a strategy to minimize their impacts on disincentivizing development and business growth	City of St. Francis	Short
	Annual evaluation of the City's efforts to supply water	City of St. Francis	Ongoing

SEE ATTACHMENT FOR THE CITY'S CURRENT CIP. THIS WILL BE UPDATED AFTER, AND BASED ON THE APPROVAL OF, THE COMPREHENSIVE PLAN.

