

**CITY OF SARTELL
PLANNING COMMISSION MEETING
SARTELL CITY HALL
MONDAY, JANUARY 11, 2016
6:30 PM**

- 1) ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON 2016
- 2) AGENDA REVIEW AND ADOPTION
- 3) APPROVAL OF MINUTES OF PREVIOUS MEETINGS
 - A. REGULAR MEETING DECEMBER 7, 2015
- 4) NEW BUSINESS
 - A. CONDITIONAL USE PERMIT – PINECONE REGIONAL PARK
 - B. CONDITIONAL USE PERMIT – WINNERS BAR
- 5) OLD BUSINESS
 - A. 2016 PLANNING COMMISSION MEETING SCHEDULE
 - B. COMPREHENSIVE PLAN REVIEW
- 6) OTHER BUSINESS
 - A. PROJECT UPDATES
- 7) ADJOURN

Anita Rasmussen
Community Development Director/Assistant City Administrator

FOR THOSE REQUIRING SPECIAL ASSISTANCE, PLEASE CONTACT CITY HALL AT 253-2171

**Planning Commission
December 7, 2015**

Pursuant to due call and notice thereof, a Planning Commission meeting was held on December 7, 2015 6:30 p.m. at Sartell City Hall.

MEMBERS PRESENT: Glenn Persen, Dawn Moen, Ryan Fitzthum, Gary Orman

MEMBERS ABSENT: Anna Gruber

OTHERS PRESENT: Mike Nielson, City Engineer
Anita Rasmussen, Community Development Director

Orman called the meeting to order at 6:30 p.m.

AGENDA REVIEW AND ADOPTION

Persen requested that the agenda be amended to include a discussion regarding Commission compensation and scheduling joint meetings with the Council and Economic Development Commission under Other Business.

A MOTION WAS MADE BY FITZTHUM TO AMEND THE AGENDA. THE MOTION WAS SECONDED BY PERSEN. UPON VOTE BEING TAKEN THE FOLLOWING VOTED:

AYE: PERSEN, MOEN, FITZTHUM, ORMAN

NAY: NONE

MOTION CARRIED

APPROVAL OF MINUTES OF PREVIOUS MEETING

A MOTION WAS MADE BY PERSEN TO APPROVE THE MINUTES OF THE NOVEMBER 2ND MEETING. THE MOTION WAS SECONDED BY FITZTHUM. UPON VOTE BEING TAKEN THE FOLLOWING VOTED:

AYE: PERSEN, MOEN, FITZTHUM, ORMAN

NAY: NONE

MOTION CARRIED

NEW BUSINESS

Right of Way Plat

Rasmussen explained that in advance of platting or development, city's can determine the extent of the area, which it intends to acquire as future right of way through the platting of right of way. The right of way platting process does not transfer title of the land being platted, but it does create easy to use legal descriptions, which simplify the right of way acquisition process.

The proposed right of way plat describes existing easements, along with new easement and roadway areas needed for the competition of the 4th Avenue South and Leander Avenue improvements.

Fitzthum asked if there was an urgency to approve the plat and what was the proposed timeline for infrastructure improvements. Persen asked what the funding sources were for the proposed improvements. Rasmussen explained it is a combination of federal and local funds. The City has also

requested bond funding for a portion of the costs associated with the acquisition of right of way and the construction of the roadways. Fitzthum asked if there was some benefit in ROW platting all of our identified future roadways. Nielsen explained that until any given roadway project is imminent, it is not a prudent use of city funds to plat out the roadway due to the expense associated with creating the plat.

A MOTION WAS MADE BY FITZTHUM, TO RECOMMEND APPROVAL OF CITY OF SARTELL RIGHT OF WAY PLAT NO. 4. THE MOTION WAS SECONDED BY MOEN. UPON VOTE BEING TAKEN THE FOLLOWING VOTED:

AYE: ORMAN, FITZTHUM, MOEN, PERSEN

NAY: NONE

MOTION CARRIED

Joint Planning Board Representation

Anna Gruber and Ryan Fitzthum expressed interest in serving for two year on the Joint Planning Board.

A MOTION WAS MADE BY PERSEN, TO RECOMMEND THE APPOINTMENT OF GRUBER AND FITZTHUM TO THE JOINT PLANNING BOARD. THE MOTION WAS SECONDED BY MOEN. UPON VOTE BEING TAKEN THE FOLLOWING VOTED:

AYE: ORMAN, FITZTHUM, MOEN, PERSEN

NAY: NONE

MOTION CARRIED

OLD BUSINESS

Ordinance amendment – solar and property maintenance requirements

Rasmussen provided an update based on the research completed by the Community Development Technician on the proposed solar requirements for non-commercialized residential, commercial and industrial individual use.

Orman again raised concerns about allowing solar panels on residential properties and the effect it may have on adjoining properties. Preferred only allowing solar facilities within gardens.

Fitzthum thought solar gardens could go in residential areas with appropriate buffers and setbacks. He also suggested waiting on creating ordinance language until such time a complete alternative energy code could be created which identifies standards for all alternative energy sources (solar, wind, geo, etc.).

Persen favored solar gardens in all districts including residential.

Rasmussen provided an update based on the research completed by the Community Development Technician on commercial property maintenance.

Orman likes the idea of limiting the height of weeds and the height of stockpiles in any given area.

Persen felt that commercial property maintenance issues would be self-regulated, but apparently, it is not.

Consensus of the Commission was to invite the CMBA to a future meeting (January or February) to discuss stockpiling and commercial/residential maintenance issues.

OTHER BUSINESS

Project Updates

Rasmussen and Nielson provided updates on the following issues:

- Pinecone Road update
- LeSauk Drive Project
- Kwik Trip
- Paper Mill property
- Community Center

Commission Compensation

Persen inquired about the ability to receive a modest compensation for serving on the Planning Commission. He had noticed that some of the surrounding jurisdictions pay a per diem for each meeting attended and wondered if the Council would be open to that for those that serve on Sartell Commissions. Rasmussen provided some history on commission compensation. Fitzthum didn't think it was necessary to compensate for his time on the Commission. Moen didn't have a strong feeling either way.

A MOTION WAS MADE BY PERSEN TO REQUEST \$20 PER COMMISSION MEETING AS COMPENSATION. THE MOTION WAS SECONDED BY MOEN. UPON VOTE BEING TAKEN THE FOLLOWING VOTED:

AYE: ORMAN, PERSEN

NAY: FITZTHUM, MOEN

MOTION DIED

Persen requested joint meetings with the City Council and other Commissions as a way to keep in communication regarding City goals and discuss issues as they come up. Consensus of the Commission was to request to have a special meeting at least twice a year. Fitzthum would like to discuss meeting minutes and how they can better convey conversations made during the Commission meetings to the Council members.

ADJOURN

A MOTION WAS MADE BY PERSEN TO ADJOURN THE MEETING AT 7:45 P.M. THE MOTION WAS SECONDED BY FITZTHUM. UPON VOTE BEING TAKEN THE FOLLOWING VOTED:

AYE: FITZTHUM, ORMAN, PERSEN, MOEN

NAY: NONE

MOTION CARRIED

Minutes by:

Anita Rasmussen, Community Development Director

SARTELL

AGENDA COVER SHEET

Originating Department Planning and Engineering Department	Meeting Date: January 11, 2016	Agenda Item No. 4a
Agenda Section: New Business	Item: Conditional Use Permit – Pinecone Regional Park – Parking Lot	

RECOMMENDATION:

Approve with the following conditions:

1. Subject to the conditions as required by the MnDNR and other regulatory agencies (deadline for comments is January 20th).
2. Successful wetland delineation report and mitigation permit (if necessary).
3. Installation of additional path lights from City Hall parking lot to the arena parking lot.

BOARD/COMMISSION/COMMITTEE RECOMMENDATION:

NA

PREVIOUS COUNCIL ACTION:

NA

BACKGROUND:

Together with the Sartell Youth Hockey Association and as the property owner, the City is seeking the approval of a conditional use permit to construct an additional 283 stall parking lot within Pinecone Regional Park and within the floodway.

The park currently has 90 parking spaces. The total occupant load for the building when the ice rink is in use including upper and lower bleachers and standing room around the rink is 650 which would require a minimum of 163 parking stalls. Occasionally there are events at the arena where the rink is occupied with people/structures bringing the occupant load to 2500 which would require 625 parking stalls. The Association does have plans to complete an addition to the current arena that would include another sheet of ice (outdoor) and seating. The construction of that sheet of ice will result in the loss of just over ½ (approximately) of the existing parking spaces. The timing of the construction is dependent on the ability to fundraise for that improvement.

The City of Sartell currently has a floodway ordinance, which protects flood areas and minimizes flood losses. The floodway is the channel of a watercourse (Watab River), which is responsible and required to carry or store the regional flood or waterway. According to our ordinance, in order to construct a parking lot requiring the amount of grading and fill needed to meet stormwater requirements, a conditional use permit is required. Because of the high ground water

elevations, fill will be necessary to raise the proposed contours to elevations that are high enough to provide the mandated three feet of separation between the groundwater elevation and that of the proposed storm pond. Approximately 15,000 cubic yards of fill will be necessary to complete the entire parking lot and provide that level of separation. The amount of impervious is expected to increase to 20% from 10% (which is still below the zoning code requirement of 25%).

A hydraulic investigation was completed to determine what if any, floodplain impacts may exist as a result of the construction of the full parking lot. The investigation modeled both existing and proposed conditions on the arena property. The investigation concluded that there may be a very slight increase in flood conditions if the flood fringe were filled (during a significant rain event) but would not increase or impact the floodplain.

Consideration (if economically feasible) to phase parking lot stall construction could be discussed. Phase one could increase the amount of additional parking by 170 stalls creating a total of 260 stalls (97 more than the minimum requirement). The second phase (if economically feasible) could be constructed with the implementation of the second sheet of ice.

Current overflow parking (aside from the 90) occurs seasonally during the winter by which the area in front of the arena is plowed. That is not a practical solution during the spring and fall or during wet conditions occurring during the summer. Some overflow parking has also been accommodated by the utilization of the city hall parking lot. The trail from the city hall parking lot to the arena has benefited from the installation of two solar path lights. Given the use, the path could benefit from additional lighting across the river. Overall, parking is restricted to the parking lots designated for use by the Park because of the current design of 1st Street, along with the minor arterial roadway status of Pinecone Road, where on-street parking is not allowed.

There is still some question regarding the status of two wetlands on the property, which are currently under review. There is some discussion regarding wetlands that have appeared since the platting of the property in the early 2000's and whether or not they were there prior to the platting. If it has been determined that the current waterbodies are historical wetlands, a mitigation plan will need to be completed and approved. Finalizing the wetland discussion should be occurring the week of January 11th. As a result, the Commission will need condition any approval with a successful WCA application (if necessary).

Other parking lot designs were considered including impervious pavers but were not considered economical or efficient for the utilization of a parking lot.

BUDGET/FISCAL IMPACT:

NA for purposes of the Conditional Use Permit. The City Council will need to determine the funding mechanism for this improvement.

ATTACHMENTS:

1. Findings of Fact
2. Resolution
3. Site Plan

4. Conceptual Arena Expansion Plan

ACTION REQUESTED:

Provide a recommendation to the City Council relative to the request for a conditional use permit for the parking lot located at Pinecone Regional Park

1. Findings of Fact
2. Resolution Approving the Conditional Use Permit

RESOLUTION # _____

A RESOLUTION ADOPTING FINDINGS OF FACT # _____ RELATING TO A REQUEST FOR A CONDITIONAL USE PERMIT TO FOR THE PLACEMENT OF FILL FOR THE PURPOSES OF A PARKINT LOG IN A FLOODWAY DISTRICT.

WHEREAS, the City of Sartell properly applied for a conditional use permit to allow for the construction of a parking lot in a Floodway District on the property legally described as follows:

That area in the floodway within Lot 1, block 1 City Hall Addition, Sartell, Minnesota

“Subject Property”

WHEREAS, The City Council conducted the public hearing on January 25, 2016 on the request for a conditional use permit.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SARTELL, STEARNS COUNTY, STATE OF MINNESOTA, as follows:

1. That the City of Sartell, hereinafter referred to as “Applicant,” properly applied for a conditional use permit to allow for the construction of a 263 stall parking lot requiring the placement of 15,000 cubic yards of fill within a floodway.
2. That the applicant appeared before the Sartell City Council for a public hearing pursuant City Code and that said public hearing was properly advertised, and the minutes are hereby incorporated as part of these findings by reference.
3. The floodway is the channel of a watercourse (Watab River), which is responsible and required to carry or store the regional flood or waterway.
4. For flood insurance purposes, the Federal Emergency Management Agency [FEMA] designates Special Flood Hazard Areas [SFHA] to characterize the risk of flooding in a community. In the City of Sartell, which spans both Benton and Stearns counties, FEMA has two Flood Insurance Study [FIS], the FIS effective for the Bernicks Arena expansion project was enacted on August 16, 2011 for Benton County [FIS 27009CV00A] and Stearns County in 2012.
5. The effective FIS has multiple SFHA zones; however the applicable zones to this project are the following:
 - Zone AE – AKA the 100-year floodplain
 - Floodway and Flood Fringe

0.2% Annual Chance – AKA the 500-year floodplain

Zone X – greater than 500-year floodplain

The SFHA zones indicate the level of risk due to flooding that may occur on an annual basis, which Zones A/AE carrying the highest risk and Zone X the lowest risk of flooding. Homes in Zones A/AE are required to purchase flood insurance or flood proof the lowest floor of their structures.

6. The majority of the site is Zone AE/Flood Fringe, there is also some Zone AE/Floodway and 0.2% Chance Flood Zones on the property as well. The proposed parking lot may be placed anywhere on the site provided it will be placed on grade, as this is considered an open space use, it would even be allowed in the floodway zone. Any structures built on the site would need to be elevated to the RFPE and must stay out of the floodway zone. This would also require the determination of the increase in stage due to the fill required to elevate the proposed structure above the 100-year flood elevation of roughly 1034.5 ft NAVD88.
7. A hydraulic investigation was completed to determine what if any, floodplain impacts may exist as a result of the construction of the full parking lot. The investigation modeled both existing and proposed conditions on the arena property. The investigation concluded that there may be a very slight increase in flood conditions if the flood fringe were filled (during a significant rain event) but would not increase or impact the floodplain.
8. That regulatory agencies were also notified of this Conditional Use Permit Request and that none of the above listed agencies submitted comments to the City of Sartell as of January ____, 2016.
9. That the conditional use **will not** be injurious to the use and enjoyment of other property owners in the immediate vicinity for the purposes already permitted nor substantially diminish and impaired property values within the immediate vicinity and is compatible with the existing neighborhood.
10. That the establishment of the conditional use **will not** impede the normal an orderly development and improvement of surrounding vacant property for uses predominate in the area.
11. That adequate utilities, access roads, drainage and other necessary facilities will need to be provided. Other parking lot designs were considered including impervious pavers but were not considered economical or efficient for the utilization of a parking lot.
12. That there **is** a demonstrated need for the proposed use. Current overflow parking (aside from the 90) occurs seasonally during the winter by which the area in front of the arena is plowed. That is not a practical solution during the spring and fall or

during wet conditions occurring during the summer. Some overflow parking has also been accommodated by the utilization of the city hall parking lot. The trail from the city hall parking lot to the arena has benefited from the installation of two solar path lights. Given the use, the path could benefit from additional lighting across the river. Overall, parking is restricted to the parking lots designated for use by the Park because of the current design of 1st Street, along with the minor arterial roadway status of Pinecone Road, where on-street parking is not allowed.

13. That the proposed use *is* in compliance with the Land Use Plan adopted by the City.

Councilmember _____ introduced the foregoing resolution and moved for its adoption:

The motion for the adoption of the foregoing resolution was duly seconded by Council member _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Sartell City Council this the ___ day of _____, 2013.

CITY OF SARTELL:

By: _____
Mayor

By: _____
City Administrator

SEAL

CERTIFICATION

I, Mary Degiovanni, City Administrator of the City of Sartell, do hereby certify that the foregoing is a true and correct copy of a resolution by the Council of the City of Sartell at a regular meeting held on the _____ day of _____, 2016.

Mary Degiovanni
City Administrator
City of Sartell, Minnesota

Council member
its adoption:

introduced the following resolution and moved for

RESOLUTION # _____

A RESOLUTION APPROVING THE ISSUANCE OF A CONDITIONAL USE PERMIT AND DECLARING THE TERMS OF THE PERMIT IN A FLOODWAY.

WHEREAS, The City of Sartell, has properly applied for a conditional use permit to allow for the construction of a parking lot and the placement of fill within a Floodway District on the property legally described as follows:

That area in the floodway within Lot 1, block 1 City Hall Addition, Sartell, Minnesota

“Subject Property”

WHEREAS, the City Council conducted the public hearing on January 25, 2016 on the request for a conditional use permit amendment.

NOW THEREFORE, BE IT RESOLVED BY THIS CITY COUNCIL OF THE CITY OF SARTELL, STEARNS COUNTY, STATE OF MINNESOTA, as follows:

1. Based on Findings of Fact #_____, a conditional use permit (“Permit”) to allow for the construction of a parking lot and the placement of fill in a designated Floodway is hereby granted to the City of Sartell. (“Permittee”).
2. Subject to the conditions as required by the MnDNR and other regulatory agencies (deadline for comments is January 20th).
3. Successful wetland delineation report and mitigation permit (if necessary).
4. Installation of additional path lights from City Hall parking lot to the arena parking lot.
5. The Conditional Use Permit upon written notice being provided by the City to the Permittee but without further action by the Planning Commission or City Council, shall expire if the permit holder fails to initiate such conditional use permit and fulfill each and every condition attached thereto within one (1) year from the date of its authorization, or if the use is discontinued for a continuous twelve (12) month period, unless a petition for an extension of time in which to complete or utilize the use that has been granted by the Council. Such extension shall be requested in writing and filed with the City at least thirty (30) days before the expiration of the original conditional use permit. The request for extension shall state facts showing a good faith attempt to complete or utilize the use permitted in the conditional use permit. Such petition shall be presented to the Planning Commission for a recommendation to the Council and acted upon by the Council.

6. The City Administrator and/or his/her designee shall have the right to inspect the premises for compliance and safety purposes annually or at any time upon reasonable request.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Sartell City Council this the __25th day of January , 2016.

CITY OF SARTELL:

By: _____
Mayor

By: _____
City Administrator

Current



phase 2



phase 4



potential phase 5
full build out





December 22, 2015

Ms. Anita Rasmussen
City of Sartell
125 Pinecone Road North
Sartell, MN 56377

Re: Conditional Use Permit Application
Sartell Ice Arena Parking Lot Improvements
City of Sartell
WSB Project No. 2174-600

Dear Anita:

Please find enclosed the completed application for Conditional Use Permit and supporting documents for the parking lot improvements at the Sartell Ice Arena. With the project location being located within the flood fringe zone, a Conditional Use Permit is required per City of Sartell ordinance sections 2-4B-4-D Fill (when at any time more than 1,000 cubic yards of fill is placed) & 12-4B-5-E Hydraulic Capacity.

The proximity to the Watab River results in a very high ground water elevations in relation to the existing ground surface. The high groundwater elevations along with the limitations on import created multiple challenges during the design of the site grading and stormwater management plan.

There were two key MPCA design criteria that most impacted the design:

- III.D.1.e Where the project's ultimate development replaces vegetation and/or other pervious surfaces with one or more acres of cumulative impervious surface, the Permittee must design the project so that the water quality volume of 1-inch of runoff from the new impervious surfaces created by the project is retained on site and not discharged to surface water.
- III.D.1.g The Permittee shall employ appropriate on-site testing consistent with the recommendations found in the Minnesota Stormwater Manual to verify soil type and to ensure a minimum of 3-feet of separation from the seasonally saturated soils and the bottom of the proposed infiltration/filtration system.

These two design criteria made the design of the new parking lot and stormwater management BMP's very difficult. Because of the high ground water elevations, fill was required to raise the proposed contours to elevations high enough to provide the 3-feet of separation required between the groundwater elevations and infiltration basin bottoms as required by the MPCA NPDES Stormwater permit. As a result of raising the elevations of the proposed lot to achieve the separation required from the ground water elevations and the infiltration basins, approximately 15,000 cubic yards of fill needs to be imported to the site. With the site being located within the flood fringe, the area is very sensitive to

the amount of fill that can be imported. The distance to the ground water and the limitations on import material worked against each other during the site design. With the requirement to infiltrate 1-inch of runoff from the new impervious area being a priority over the site fill requirement, the elevations were set to meet the requirements of the stormwater permit. To show no adverse effects on the flood plain of the Watab River, the river adjacent to the project was modeled to show no increase in the elevation of the 100-year base flood. A copy of the memorandum detailing the results of the river modeling is included in the submittal.

Using an assumed property line at the south shore of the Watab River, the site impervious coverages were calculated. With the addition of the new parking lot, the impervious percentage of the lot (area south of the Watab River) was increased from 10.7% to 20.3%. The site was designed to provide infiltration of 1-inch of runoff over the newly created impervious area on the site as required by the MPCA NPDES Stormwater Permit. This was achieved by collecting the runoff in four swales within the parking lot. These four swales overflow to a stormwater basin in the northeast corner of the site that provides treatment of the runoff as well as rate control for the 1-, 10- & 100-year storm events as required by City of Sartell ordinance. The post-development flow rates from each of the storm events are less than the pre-development flow rates for the developed area.

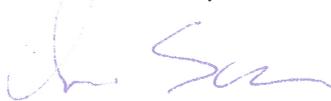
There are two wetlands on site that will be impacted to construct the new parking lot and stormwater basin. A total of 0.72 acres of wetlands will be filled. Since there are no adequate locations on site for wetland mitigation, the mitigation requirements will be satisfied through the use of wetland credits at a 2:1 ratio. A final wetland delineation report is not yet available.

Please find enclosed 10 copies each of the plans (11X17), completed application, floodplain analysis memorandum and geotechnical report for submittal for a Conditional Use Permit. A copy of the hydrology calculations for the site have also been included.

If you have any questions or need additional information, please do not hesitate to contact me at (320) 252-4900.

Sincerely,

WSB & Associates, Inc.



Chris Sonmor, P.E.

Enclosures



Independent Testing Technologies, Inc.

September 30, 2015

Mr. Jack Nelson
WSB & Associates
4140 Thielman Lane, Suite 204
St. Cloud, MN 56301

Re: 15-320 Report of Geotechnical Investigation
Bernick's Pepsi Ice Arena Parking Lot Expansion
Sartell, Minnesota

Dear Mr. Nelson,

As requested and authorized by you, we recently conducted eight (8) soil borings in the proposed parking lot expansion area north of the existing Bernick's Pepsi Ice Arena in Sartell, Minnesota. The purpose of our borings was to provide factual information about the soil and water conditions and provide recommendations for design and construction of the new parking lot.

On September 16 2015, we conducted eight soil borings on the site at locations indicated to us by you as shown on the attached boring location plan. The borings were advanced to depths of six and a half (6.5) feet using a 3 ¼ inch I.D hollow stem auger. Samples were obtained every 2 ½ feet using a 2-inch O.D. split-spoon sampler in accordance with the American Society for Testing and Materials (ASTM D1586). Standard penetration values (N-values) were obtained at each sample interval by driving the sampler into the soil using a 140-pound hammer falling 30 inches. After an initial set of 6 inches, the number of blows required to drive the sampler 12 inches is known as the standard penetration resistance or N-value.

All of the borings were conducted in an open, grassy area and encountered 5.0 inches of dark, fine grained, silty sand (SM) topsoil. Below the topsoil, the borings generally encountered native, fine grained sands consisting of poorly graded sands (SP), poorly graded sands with silt (SP-SM) and silty sands (SM). Below the topsoil, boring SB-7 encountered native, fine grained, poorly graded sands (SP) to 1.5 feet, followed by highly plastic clay (CH) to 3.5 feet and then fine grained, poorly graded sand (SP) to termination. The rest of the borings all encountered native, fine grained, poorly graded sands (SP) silty sands (SM) and poorly graded sands with silt (SP-SM) to the depths explored.

Water was encountered in all of the borings at depths of 2.5 to 4.0 feet during drilling. We feel the water levels observed are an accurate representation of the groundwater levels on this site due to the high permeability of the native sand soils. Water levels can vary depending on weather and the time of year.

Mottled soils were not observed. Mottled native soils are a historical indication of a temporarily or seasonally saturated soil condition. Grey soils were also observed. Grey native soils are an indication of a permanently saturated soil condition.

The blow counts in the sand (SP, SP-SM, SM) soils ranged from 4 to 11, which are low to moderate, indicating the native sand soils are in a loose to medium dense condition. The blow counts in the clay (CH) soils were 6, which are moderate, indicating the existing clay soils are in a firm condition. Refusal of the auger or spoon did not occur in any of the borings and drilling was relatively easy.

The on-site soils consisting of fine grained, poorly graded sands (SP), poorly graded sands with silt (SP-SM) and silty sands (SM) are considered good for use as parking lot subgrade. The on-site soils consisting of highly plastic clays (CH) are considered poor for use as parking lot subgrade.

The native sand soils are relatively easy to work with, especially when they are at or near optimum moisture content. However, since they are so close to the water on this site, they may need to be dried to reach optimum moisture for compaction. They will likely have natural moisture contents above optimum for compaction, especially in the spring.

We recommend that any parking lot fill and utility trench backfill material consist of mineral soils meeting the requirements specified below. No organic soils, roots, stumps, logs, brush, etc. should be used as structural fill below any utility structure or pavement section. We recommend that all fill and utility trench backfill material be free of soft, wet or frozen soils, highly expansive soils, rubble, debris and rocks in excess of 6 inches in diameter. The fill material should be as uniform as possible both in composition and moisture content.

We recommend that any embankment fill and utility trench backfill material placed below 3 feet from finished grade be placed in 12-inch loose lifts and compacted to a minimum of 95% of standard proctor maximum density (ASTM D698). Any fill placed in the top 3 feet of the parking lot subgrade should be compacted to at least 100% of standard proctor maximum density. All fill material should be compacted at a moisture content within plus or minus 2% of the optimum moisture as determined by a standard proctor. We recommend compaction tests be taken at a minimum rate of one test per foot of fill per 2500 square feet of parking lot subgrade and aggregate base material.

The native poorly graded sands (SP) and poorly graded sands with silt (SP-SM) are classified as A-3 soils in accordance with the American Association of State Highway Transportation Officials (AASHTO) classification system. The silty sands (SM) are classified as A-4 soils in accordance with AASHTO classification system. A-3 soils are rated excellent for pavement support, while A-2-4 soils are fair. The highly plastic clays (CH) encountered on the site are classified as A-7 soils in accordance with AASHTO.

R-values for A-3 soils are assumed to be 70. R-values for silty sands can range from 30 to 70, but are 70 for loamy sands and loamy fine sands. Without benefit of a laboratory R-value determination and based on MnDot guidelines, we recommend an R-value of 70 be assumed for the sand soils on this site. Based on an R-value of 70, we recommend the following pavement section for car and light truck parking lot:

<u>Thickness</u>	<u>Course/Description</u>	<u>G.E.</u>
1.5"	MnDOT 2360 Superpave Wear Course	3.4"
2.0"	MnDOT 2360 Superpave Non-Wear Course	4.5"
6.0"	MnDOT 3138 Class 5 or 6 Aggregate Base	6.0"
9.5"	TOTAL	13.9"

For travel lanes and heavy duty areas, we recommend a 2.0 inch surface course in lieu of 1.5 inches.

In using the above R-value for bituminous pavement design, it is essential that the subgrade be constructed of uniform soils at a moisture content and density in accordance with Mndot specification 2105 and capable of passing a test roll in accordance with Mndot specification 2111. The native, undisturbed soils may need preparation (drying and compacting) to pass a proof roll. If the subgrade is not compacted, uniform and capable of passing a test roll, then we recommend the subgrade be scarified and recompacted or subcut and geotextile fabric placed along with select granular material meeting MnDOT specification 3149. The top of subgrade should be compacted to a minimum of 100% of standard proctor maximum density. The subgrade should be sloped towards the edges to provide drainage.

Our work was performed for geotechnical purposes only and not to document the presence or extent of any contamination on the site. We can note that our crew did not detect any obvious contamination by sight or smell during drilling operations. However, human senses are limited in terms of contamination detection and, therefore, the lack of detection through human sensing does not preclude the possibility of the presence of contamination of the site.

This report represents the result of our subsurface investigation and is based on information gathered at specific locations. Subsurface conditions can change a great deal over short horizontal distances. Also, the actual interface between strata will likely be a gradual transition rather than an abrupt change as represented on the boring logs.

Geotechnical engineering is based extensively on opinion. Therefore, the data contained in this report should be used as a guide, and we recommend that construction monitoring be performed by a qualified geotechnical engineer or technician. Any changes in the subsurface conditions from those found during this geotechnical exploration should be brought to the attention of a soils engineer.

Mr. Nelson, it has been our pleasure to be of service to you on this project. Please feel free to contact us if you have any questions.

CERTIFICATION

**I hereby certify that this report was prepared
by me or under my direct supervision and that I am a
duly Registered Engineer under the laws
of the State of Minnesota.**



Patrick A. Johnson

Date: September 30, 2015

Registration No.: 22037

INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 15-320 WSB & ASSOCIATES
 BERNICK'S PEPSI ICE ARENA
 PARKING LOT EXPANSION
 SARTELL, MINNESOTA**

**DATE: 9/16/15 BORING #: SB-1
 START TIME: 12:15 END TIME: 12:24**

**METHOD: 3 1/4" I.D. Hollow Stem Auger
 CREW: AB/NG
 ELEVATION: 1033.5**

LOCATION: See Boring Location Plan

Depth (Feet)	ASTM Symbol	Soil Description	Sample #	N Value	W _n	Notes	
5"	SM	SILTY SAND, fine grained, dark brown.					
	SP	POORLY GRADED SAND, fine to medium grained, brown.					
			1	4	21.0	V Water encountered at 2.5 feet during drilling.	
5.0			2	6	24.0		
6.5		fine grained, grey.	3	6	26.6		
		Boring complete to 6.5 feet Water was encountered at 2.5 feet during drilling. Water was not present at cave-in at 2' after completion.					

INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

PROJECT: 15-320 WSB & ASSOCIATES
 BERNICK'S PEPSI ICE ARENA
 PARKING LOT EXPANSION
 SARTELL, MINNESOTA

DATE: 9/16/15 **BORING #:** SB-2
START TIME: 11:34 **END TIME:** 11:58

METHOD: 3 1/4" I.D. Hollow Stem Auger
CREW: AB/NG
ELEVATION: 1033.9

LOCATION: See Boring Location Plan

Depth (Feet)	ASTM Symbol	Soil Description	Sample #	N Value	W _n	Notes
5"	SM	SILTY SAND, fine grained, dark brown. TOPSOIL				
	SP	POORLY GRADED SAND, fine grained, brown.				
3.0			1	6	15.7	V Water encountered at 3.0 feet during drilling.
	SM	SILTY SAND, fine grained, grey.	2	5	25.2	
5.0			3	6	8.8	
6.5	SP	POORLY GRADED SAND, fine grained, grey, water bearing.				
Boring complete to 6.5 feet Water was encountered at 3 feet during drilling. Water was not present at cave-in at 2' 6" after completion.						

INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 15-320 WSB & ASSOCIATES
 BERNICK'S PEPSI ICE ARENA
 PARKING LOT EXPANSION
 SARTELL, MINNESOTA**

**DATE: 9/16/15 BORING #: SB-3
 START TIME: 12:30 END TIME: 12:40**

**METHOD: 3 1/4" I.D. Hollow Stem Auger
 CREW: AB/NG
 ELEVATION: 1033.4**

LOCATION: See Boring Location Plan

Depth (Feet)	ASTM Symbol	Soil Description	Sample #	N Value	W _n	Notes	
5"	SM	SILTY SAND, fine grained, dark brown.					
	SP	POORLY GRADED SAND, fine grained, brown.					
		grey	1	7	23.8	V Water encountered at 3.0 feet during drilling.	
5.0			2	8	27.7		
6.5			3	4	31.0		
		Boring complete to 6.5 feet Water was encountered at 3.0 feet during drilling. Water was not present at cave-in at 2' 4" after completion.					

INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 15-320 WSB & ASSOCIATES
 BERNICK'S PEPSI ICE ARENA
 PARKING LOT EXPANSION
 SARTELL, MINNESOTA**

**DATE: 9/16/15 BORING #: SB-4
 START TIME: 9:20 END TIME: 9:41**

**METHOD: 3 1/4" I.D. Hollow Stem Auger
 CREW: AB/NG
 ELEVATION: 1034.6**

LOCATION: See Boring Location Plan

Depth (Feet)	ASTM Symbol	Soil Description	Sample #	N Value	W _n	Notes
5"	SM	SILTY SAND, fine grained, dark brown. TOPSOIL				
	SM	SILTY SAND, fine grained, brown.	1	6	26.8	V Water encountered at 3.0 feet during drilling.
3.5						
5.0	SP	POORLY GRADED SAND, fine grained, grey, water bearing.	2	8	27.5	
6.5			3	5	28.1	
Boring complete to 6.5 feet Water was encountered at 3.0 feet during drilling. Water was not present at cave-in at 2' after completion.						

INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 15-320 WSB & ASSOCIATES
 BERNICK'S PEPSI ICE ARENA
 PARKING LOT EXPANSION
 SARTELL, MINNESOTA**

**DATE: 9/16/15 BORING #: SB-5
 START TIME: 12:59 END TIME: 1:19**

**METHOD: 3 1/4" I.D. Hollow Stem Auger
 CREW: AB/NG
 ELEVATION: 1033.6**

LOCATION: See Boring Location Plan

Depth (Feet)	ASTM Symbol	Soil Description	Sample #	N Value	W _n	Notes
5"	SM	SILTY SAND, fine grained, dark brown. TOPSOIL				
	SM	SILTY SAND, fine grained, brown.				
3.5		wet	1	6	31.7	V Water encountered at 3.0 feet during drilling.
5.0	SP-SM	POORLY GRADED SAND w/ SILT, fine grained, grey.	2	8	31.4	
6.5			3	6	26.7	
Boring complete to 6.5 feet Water was encountered at 3.0 feet during drilling. Water was not present at cave-in at 3' after completion.						

INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

PROJECT: 15-320 WSB & ASSOCIATES
BERNICK'S PEPSI ICE ARENA
PARKING LOT EXPANSION
SARTELL, MINNESOTA

DATE: 9/16/15 BORING #: SB-6
START TIME: 10:04 END TIME: 11:27

METHOD: 3 1/4" I.D. Hollow Stem Auger
CREW: AB/NG
ELEVATION: 1032.9

LOCATION: See Boring Location Plan

Depth (Feet)	ASTM Symbol	Soil Description	Sample #	N Value	W _n	Notes
5"	SM	SILTY SAND, fine grained, dark brown. TOPSOIL				
	SP	POORLY GRADED SAND, fine grained, brown.	1	4	17.9	
3.5						V Water encountered at 3.5 feet during drilling.
	SP-SM	POORLY GRADED SAND w/ SILT, fine grained, grey, trace organic material.	2	5	15.7	
5.0						
	SP	POORLY GRADED SAND, fine grained, grey.	3	6	23.1	
6.5						
<p>Boring complete to 6.5 feet Water was encountered at 3.5 feet during drilling. Water was not present at cave-in at 3' after completion.</p>						

INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

PROJECT: 15-320 WSB & ASSOCIATES
BERNICK'S PEPSI ICE ARENA
PARKING LOT EXPANSION
SARTELL, MINNESOTA

DATE: 9/16/15 BORING #: SB-7
START TIME: 12:00 END TIME: 12:11

METHOD: 3 1/4" I.D. Hollow Stem Auger
CREW: AB/NG
ELEVATION: 1033.6

LOCATION: See Boring Location Plan

Depth (Feet)	ASTM Symbol	Soil Description	Sample #	N Value	W _n	Notes
5"	SM	SILTY SAND, fine grained, dark brown. TOPSOIL				
1.5	SP	POORLY GRADED SAND, fine grained, brown.				
3.5	CH	HIGHLY PLASTIC CLAY, grey.	1	6	40.1	
5.0	SP	POORLY GRADED SAND, fine to medium grained, brown, mottled.	2	6	18.0	V Water encountered at 4.0 feet during drilling.
6.5		fine grained, grey.	3	4	20.0	
Boring complete to 6.5 feet Water was encountered at 4.0 feet during drilling. Water was not present at cave-in at 2' 6" after completion.						

INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

PROJECT: 15-320 **WSB & ASSOCIATES**
BERNICK'S PEPSI ICE ARENA
PARKING LOT EXPANSION
SARTELL, MINNESOTA

DATE: 9/16/15 **BORING #:** SB-8
START TIME: 9:52 **END TIME:** 10:02

METHOD: 3 1/4" I.D. Hollow Stem Auger
CREW: AB/NG
ELEVATION: 1033.7

LOCATION: See Boring Location Plan

Depth (Feet)	ASTM Symbol	Soil Description	Sample #	N Value	W _n	Notes	
5"	SM	SILTY SAND, fine grained, dark brown. TOPSOIL					
	SP	POORLY GRADED SAND, fine grained, brown.					
		water bearing.	1	7	8.0	V Water encountered at 3.5 feet during drilling.	
5.0		grey.	2	6	25.1		
6.5			3	11	26.5		
		Boring complete to 6.5 feet Water was encountered at 3.5 feet during drilling. Water was not present at cave-in at 2' 4" after completion.					



INDEPENDENT TESTING TECHNOLOGIES, INC.

337 31st AVENUE SOUTH, WAITE PARK, MN 56387

PH: (320) 253-4338 FAX: (320) 253-4547

www.independenttestingtech.com

Report Date: September 29, 2015

GRAIN SIZE ANALYSIS

Client: **WSB & Associates**
Mr. Jack Nelson
4140 Thielman Lane, Suite 204
St. Cloud, Minnesota

Project: **15-320** Bernick's Pepsi Ice Arena
Parking Lot Expansion
Sartell, MN

Sample Information

Sample #: G-1
Sampled By: Drill Crew
Lab Technician: CW
Date Sampled: 9/16/2015
Date Received: 9/17/2015
Date Tested: 9/29/2015
Location: Boring SB-5 (1' - 4')

Laboratory Data

<u>Sieve Size</u>	<u>% Passing</u>
1/2"	100
3/8"	99
#4	98
#10	97
#20	94
#40	80
#80	29
#200	15.8

Classification SM Silty Sand, fine grained, brown.

Respectfully Submitted:

Patrick A. Johnson, P.E.,



Memorandum

To: FILE

From: Katy Thompson

Date: July 23, 2015

Re: **Bernicks Arena Expansion**
WSB Project No. 02174-600

BACKGROUND

For flood insurance purposes, the Federal Emergency Management Agency [FEMA] designates Special Flood Hazard Areas [SFHA] to characterize the risk of flooding in a community. In the City of Sartell, which spans both Benton and Stearns counties, FEMA has two Flood Insurance Study [FIS], the FIS effective for the Bernicks Arena expansion project was enacted on August 16, 2011 for Benton County [FIS 27009CV00A].

The effective FIS has multiple SFHA zones; however the applicable zones to this project are the following:

- Zone AE – AKA the 100-year floodplain
- Floodway and Flood Fringe
- 0.2% Annual Chance – AKA the 500-year floodplain
- Zone X – greater than 500-year floodplain

The SFHA zones indicate the level of risk due to flooding that may occur on an annual basis, which Zones A/AE carrying the highest risk and Zone X the lowest risk of flooding. Homes in Zones A/AE are required to purchase flood insurance or floodproof the lowest floor of their structures.

SFHA ZONES

ZONE A

Zone A is the estimated 100-year floodplain boundary determined by FEMA using approximate methods. There are no base flood elevations [BFE] associated with Zone A. Development is normally allowed in Zone A provided that residential buildings are placed on fill so that the lowest floor, including basement, is above the regulatory flood elevation. Homeowners are required to purchase flood insurance for their dwellings because these areas are considered high risk of flooding.

ZONE AE

Zone AE is the estimated 100-year floodplain boundary determined by FEMA using detailed hydraulic methods and has published base flood elevations. Development is normally allowed in Zone AE provided that residential buildings are placed on fill so that the lowest floor, including basement, is above the regulatory flood elevation. Homeowners are required to purchase flood insurance for their residence because these areas are considered high risk of flooding.

FLOODWAY

The floodway is the land immediately adjoining a river channel that is a natural conduit for flood waters. It must remain open in order to convey flood waters. Minnesota floodplain management standards prohibit dwellings or other enclosed structures from being built in the mapped floodway. It also prohibits the placement of fill or any other obstructions in the floodway. The only permitted uses for floodway are open space uses, such as farmland, residential yards, gardens, golf courses, parks, playgrounds, or parking areas.

FLOOD FRINGE

The flood fringe is the remainder of the floodplain lying outside of the floodway. This area is generally covered by shallow, slow moving flood waters. These areas are generally mapped as Zone A or AE.

0.2% ANNUAL CHANCE

The 0.2% Annual Chance of Flooding zone is also called the 500-year floodplain boundary. This is an area of moderate risk for flooding and, as such, homeowners are not required to carry flood insurance policies, although it is recommended. Unlike Zones A or AE, there are no land use or development restrictions, other than any separate city or county requirements.

ZONE X

Zone X areas are considered low risk for flooding and homeowners within them are not required to carry flood insurance policies. There are no land use restrictions associated with Zone X.

REGULATORY FLOODPLAIN ELEVATION [RFPE]

The regulatory floodplain elevation refers to an elevation 1-foot minimum above the 100-year flood plus any stage increase due to the filling in the flood fringe.

FLOOD FRINGE RESTRICTIONS

As mentioned above, land in the floodway carries restrictions on the type of development or structures allowed in that zone. Zones A and AE, sometimes known as the flood fringe, have requirements any development must follow. If a proposed building site is in a flood-prone area, all new construction and substantial improvements must meet the following FEMA, DNR, Stearns County and City of Sartell requirements:

- Designed and adequately anchored to prevent floatation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy.
- Constructed with materials and utility equipment resistant to flood damage.

- Constructed by methods and practices that minimize flood damage.
- Constructed with electrical, plumbing and HVAC equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.
- All structures must be elevated on fill so the lowest floor, including basement, is at or above the Regulatory Floodplain Elevation [RFPE].
- The finished fill elevation for structures shall be no lower than 1-ft below the RFPE and the fill shall extend at least 15-ft beyond the outside limits of the structure.
- The storage of any materials or equipment shall be elevated on fill to the RFPE
- All new principal structures must have vehicular access at or above an elevation not more than 2-ft below the RFPE
- Accessory land uses for commercial sites (yards, railroad tracks and parking lots) may be at elevations lower than the RFPE, but may not be inundated by floodwaters greater than 2-ft deep or faster than 4 feet per second.
- No more than 1,000 cubic yards of fill may be placed on a parcel, unless specifically intended to elevate a structure.

Assuming the development meets the above guidelines, to remove the structure from the FEMA SFHA, the applicant would need to submit a Conditional Letter of Map Revision based on Fill [CLOMR-F] to FEMA for review. Once approved, FEMA would issue a Letter of Map Revision based on Fill [LOMR-F] which would remove the requirement for flood insurance on the structure.

DEVELOPMENT FOR BERNICKS ARENA SITE

The majority of the site is Zone AE/Flood Fringe, there is also some Zone AE/Floodway and 0.2% Chance Flood Zones on the property as well. The proposed parking lot may be placed anywhere on the site provided it will be placed on grade, as this is considered an open space use, it would even be allowed in the floodway zone.

Any structures built on the site would need to be elevated to the RFPE and must stay out of the floodway zone. This would also require the determination of the increase in stage due to the fill required to elevate the proposed structure above the 100-year flood elevation of roughly 1034.5 ft NAVD88. The RFPE would then be determined using the following formula:

$$\text{RFPE} = 1034.5 \text{ ft} + 1\text{-ft freeboard} + \text{stage increase due to fill [allowed up to 0.5-ft]}$$
$$\text{RFPE} \approx 1036 \text{ NAVD88}$$

FEMA SPECIAL FLOOD HAZARD AREA

Bernicks Arena Expansion



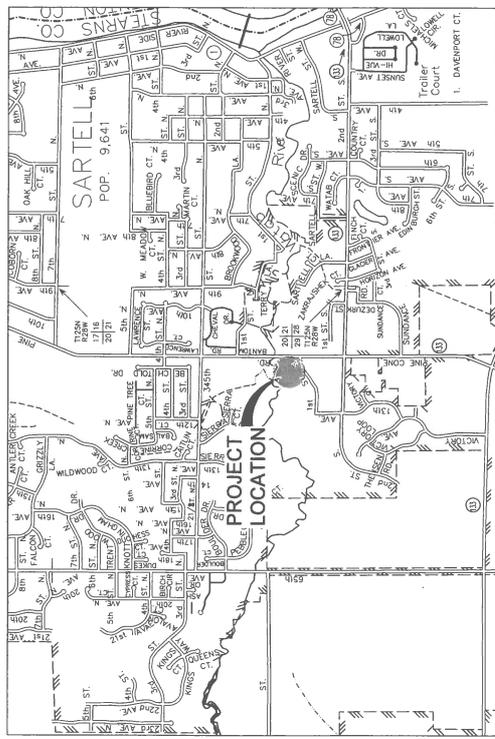
LEGEND

SFHA ZONE ■ A/AE FLOODWAY 500-YR X

Service Layer Credits: Copyright: ©2014 Esri, DeLorme, HERE
 Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



SARTELL ICE ARENA PARKING LOT IMPROVEMENTS FOR THE CITY OF SARTELL



PLAN SYMBOLS

STATE LINE	---
COUNTY LINE	---
SECTION LINE	---
QUARTER LINE	---
PROPERTY EASEMENT	---
PROPOSED RIGHT-OF-WAY	---
CONTROL OF ACCESS LINE (LAND LINES)	---
MOULDED PLANTED PROPERTY	---
TRUNK HIGHWAY CENTER LINE	---
RAILROAD WALL	---
RAILROAD RIGHT-OF-WAY	---
DRY RUN	---
JOINT TELE	---
CULTIVATED	---
GUARD RAIL	---
WOODY WIRE FENCE	---
CHAIN LINK FENCE	---
STONE WALL OR FENCE	---
RAILROAD CROSSING SIGN	---
ELECTRIC WARNING SIGN	---
CROSSING GATE	---
SPRINKLER	---
NUMBER	---
ORANGE	---
NURSERIES	---
FIRE HYDRANT	---
CATTLE GUARD	---
CONCRETE (PROGRAM MARK)	---
BRICK	---
BLANKING (ONE STORY FRAMED)	---
5' - CONC	---
5' - CONC	---
MONUMENT (STONE, CONCRETE, OR METAL)	---
CHALK PIT	---
ROCK PIT	---
ROCK QUARRY	---

UTILITY SYMBOLS

POWER POLE LINE	---
JOINT TELEPHONE AND POWER	---
ON TELEPHONE POLES	---
STREET LIGHT	---
PERMITAL TELEPHONE CABLE TERMINAL	---
WATER MAIN	---
TELEPHONE CABLE IN CONDUIT	---
TELEPHONE MANHOLE	---
BURIED TELEPHONE CABLE	---
TELEPHONE CABLE	---
STEIN SPHER	---
CONCRETE CURB AND GUTTER	---

SCALES

INDEX MAP
0 1000 2000

PLAN
0 30 60

PROFILE
0 5 10

VERT.

GOVERNING SPECIFICATIONS

WATER MAIN AND SANITARY SEWER SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY ENGINEERS ASSOCIATION OF MINNESOTA STANDARD UTILITIES SPECIFICATIONS, 2013 EDITION OR MOST RECENT.

THE 2014, OR MOST RECENT, EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND THE "MATERIALS LAB SUPPLEMENTAL SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL, ZONE LAYOUTS.

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	EXISTING CONDITIONS & REMOVALS PLAN
3	PROPOSED IMPROVEMENTS PLAN
4	CROSS SECTIONS
5	CROSS SECTIONS
6	CROSS SECTIONS

THIS PLAN CONTAINS _____ SHEETS

ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

WSB
Professional Engineer
1410 Thielman Lane, Suite 206
St. Cloud, MN 56301
Phone: (320) 320-1100
Fax: (320) 320-1100
www.wsb.com

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

Michael Nelson
MICHAEL NELSON, PE
DATE: 12/18/2013 LIC. NO. 23823



Prepared for:
City of Sartell
125 Pine Street, North
Sartell, Minnesota 56377
(320)-253-2171

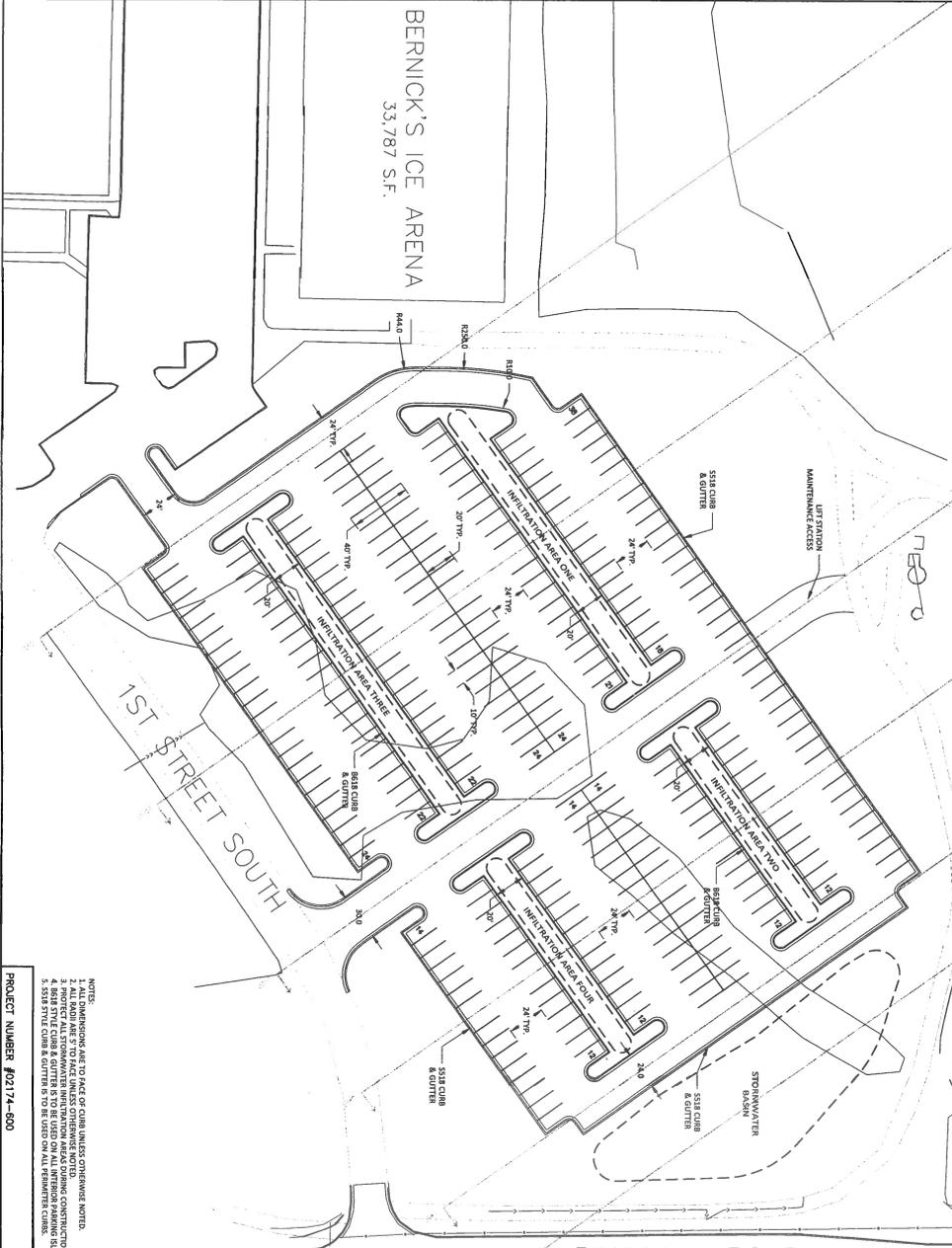
WSB PROJECT #02174-600 SHEET NO. 1 OF 6 SHEETS

EXCAVATION NOTICE SYSTEM

A CALL TO Gopher State One (651-454-0002) IS REQUIRED PRIOR TO PERFORMING ANY EXCAVATION.

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF PRIVATE UTILITIES HAS BEEN DESIGNATED UTILITY QUALITY LEVEL D (DEPT. OF PUBLIC WORKS ELECTRICAL, SANITARY, SEWER, AND STORM SEWER, WHICH ARE QUALITY LEVEL D). THE QUALITY LEVEL D INFORMATION HAS BEEN OBTAINED FROM THE CITY OF SARTELL'S RECORD DRAWINGS. THESE QUALITY LEVELS WERE DETERMINED ACCORDING TO THE REQUIREMENTS OF C/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE DESIGN OF UTILITY LOCATIONS AND DEPTHS". THE CONTRACTOR IS TO DETERMINE THE TYPE AND LOCATION OF PRIVATE UTILITIES AS MAY BE DEEMED NECESSARY TO AVOID DAMAGE THEREOF.

7/31/14 11:00 AM 11/11/14 11:00 AM 11/11/14 11:00 AM



BERNICK'S ICE ARENA
33,787 S.F.

1ST STREET SOUTH

PINECONE ROAD

- NOTES:
1. EXPANSION AREA TO BE CONSTRUCTED PER THESE NOTES.
 2. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 3. PROTECT ALL STORMWATER INFILTRATION AND DRAINAGE CONSTRUCTION FROM ALL CONSTRUCTION ACTIVITIES.
 4. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 5. 5.5' IS STYLE CURB & GUTTERS TO BE USED ON ALL PERIMETER CURBS.

PROJECT NUMBER #02174-000

SITE PLAN SHEET 4 OF 6 SHEETS



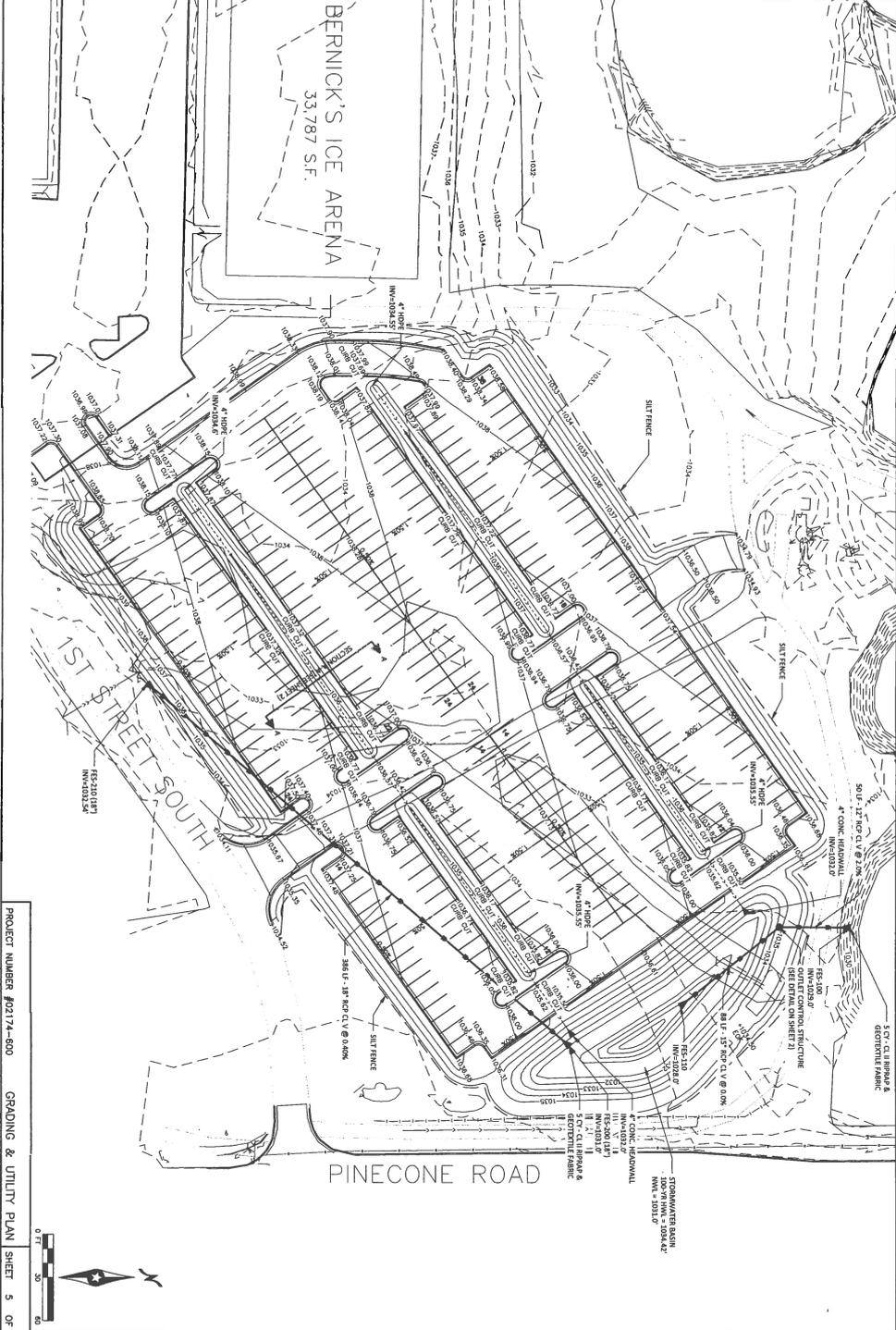
WSB
701 Kern Avenue South, Suite 300
Mankato, MN 56016
Tel: (763) 541-4200 • Fax: (763) 541-1700
www.wsb.com

PINECONE REGIONAL PARK
BERNICK'S ICE ARENA
PARKING LOT EXPANSION
SARTELL, MN

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER.
Michael J. Nelson
REGISTERED ENGINEER #11
DATE: 12/18/2013 LIC. NO. 32633

REVISION NO.	DATE	DESCRIPTION

K:\02174-000\CAD\Plan\02174-000-C-GRADING.dwg



PROJECT NUMBER #02174-000 GRADING & UTILITY PLAN SHEET 5 OF 6 SHEETS



WSB
 701 Karle Avenue South, Suite 200
 Minneapolis, MN 55415
 Tel: (763) 541-4800 • Fax: (763) 541-1700
 www.wsb.com

**PINECONE REGIONAL PARK
 BERNICK'S ICE ARENA
 PARKING LOT EXPANSION
 SARTELL, MN**

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT
 WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION
 AND THAT I AM A LICENSED PROFESSIONAL ENGINEER
 IN THE STATE OF MINNESOTA.
Michael J. Nelson
 MICHAEL J. NELSON
 P.E.
 No. 12/18/2013 Lic. No. 23853

DATE	BY	DESCRIPTION



PROJECT NUMBER #02174-600

TYPICAL SECTIONS

SHEET 6 OF 6 SHEETS

WSB
 701 State Avenue South, Suite 200
 Minneapolis, MN 55415
 Tel: (763) 541-4800 Fax: (763) 541-1700
 www.wsb.com

**PINECONE REGIONAL PARK
 BERNICK'S ICE ARENA
 PARKING LOT EXPANSION
 SARTELL, MN**

I HEREBY CERTIFY THAT THE PLAN, SPECIFICATION, OR REPORT
 HAS BEEN PREPARED BY ME OR UNDER MY CLOSE PERSONAL
 SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER
 HOLDING MY LICENSE IN THE STATE OF MINNESOTA
Michael Nelson
 MICHAEL NELSON, P.E.
 DATE: 12/19/2013 (S. No. 22853)

SCALE:	AS NOTED
DATE:	12/19/2013
PROJECT NO.:	2174-600
WORK SHEET NO.:	6

REVISION NO.	DESCRIPTION

SARTELL

AGENDA COVER SHEET

Originating Department Planning Department	Meeting Date: January 11, 2016	Agenda Item No. 4b
Agenda Section: New Business	Item: Conditional Use Permit – Winner’s Bar, Outdoor Patio	

RECOMMENDATION:

Approve with the following conditions:

1. A six-foot privacy fence made of non-combustible materials is installed around the perimeter of the patio to ensure the minimization of noise to the adjoining residential properties. The fence must contain a door, which meets fire code.
2. Any additional lighting, if proposed, would need to be consistent with the city’s code regarding outdoor lighting, including the deflection away from adjacent properties and that the fixtures would need to be full cut off style lenses.
3. Patio may be open from April 15th to November 15th,
4. Customers are only allowed on the patio between the hours of 10 am and 10 pm, with no exceptions.
5. Customers may not go beyond the fenced patio area with any type of food or beverages (alcoholic or otherwise).
6. Maximum capacity of the patio is limited to 25 people.
7. There shall be no music, audio or visual displays on or within the patio.
8. Two noise or nuisance calls pertaining to the outdoor patio area within 24 hours of each will result in the automatic shutdown of the area until reviewed by the Planning Commission and City Council. In addition, if a pattern of noise or nuisance complaints have been received, by order of the Community Development Director or Police Department, the patio shall be down for use until such time the Planning Commission and City Council review the terms of the conditional use permit and require changes (hours or additional screening/noise mitigation).
9. The property is subject to conformance with all other code requirements including, but not limited to recreational fires.

BOARD/COMMISSION/COMMITTEE RECOMMENDATION:

NA

PREVIOUS COUNCIL ACTION:

NA

BACKGROUND:

Winner's of Sartell has requested an approval for a conditional use permit to operate an outdoor patio. The proposed location of the outdoor patio is along the northerly side of the existing building. The patio is approximately 640 square feet in size, constructed of a concrete pad and

surrounded with a total capacity of 25 people (5 tables). Food and beverages would be served on the patio.

At this time, the application is not proposing a fence, screening or lighting around the patio, with the exception of the lighting currently on the building.

Since the adoption of the code which requires outdoor restaurant patios used for dining and beverages (alcoholic) obtain a conditional use permit, the City has required those affected establishments (Partners Pub, Westside Liquor) to construct privacy fences (level of privacy may increase based on proximity to a residential neighborhood), screening, lighting requirements and timeframes of operations.

BUDGET/FISCAL IMPACT:

NA

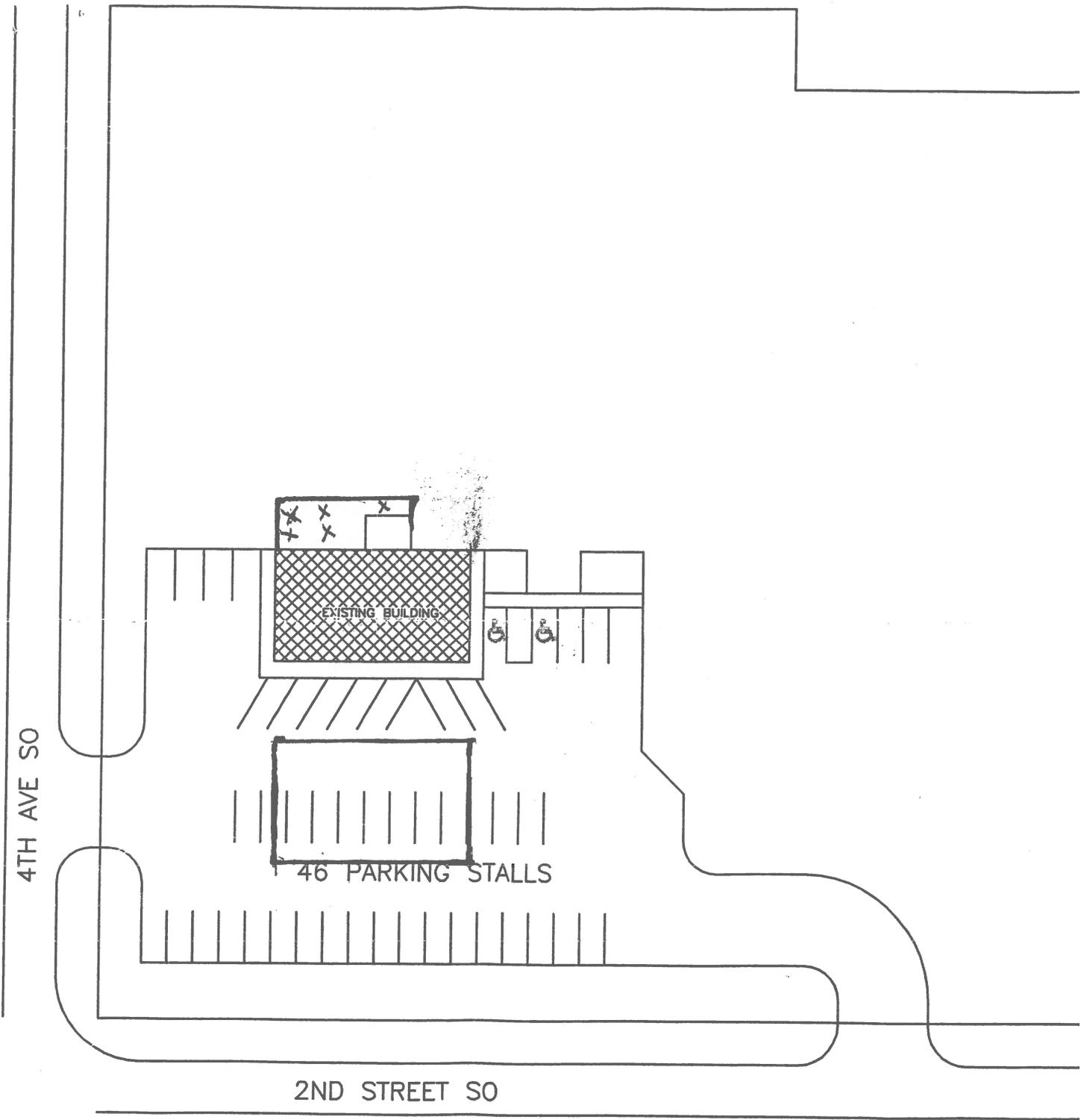
ATTACHMENTS:

1. Findings of Fact
2. Resolution
3. Site Plan

ACTION REQUESTED:

Provide a recommendation to the City Council relative to the request for a conditional use permit for Winner's of Sartell

1. Findings of Fact
2. Resolution Approving the Conditional Use Permit



NEW COOLR FOUNDATION

1"=100'-0"

Councilmember _____ introduced the following resolution and moved for its adoption:

Resolution # _____

A RESOLUTION ADOPTING FINDINGS OF FACT # _____ RELATING TO A REQUEST FOR A CONDITIONAL USE PERMIT FOR THE PURPOSES OF HAVING A SEASONAL OUTDOOR PATIO FOR WINNER'S OF SARTELL.

WHEREAS, Winner's of Sartell, Inc., has properly applied for a conditional use permit for an outdoor patio on the property located at 311 2nd Street South,

“Subject Property”

WHEREAS, the Joint Planning Commission met on January 11, 2016 and recommended of the request for a conditional use permit to the City Council.

WHEREAS, The City Council conducted the public hearing on January 25, 2016 on the request for a conditional use permit.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SARTELL, STEARNS COUNTY, STATE OF MINNESOTA, as follows:

1. That Winner's of Sartell Inc, hereinafter referred to as “Applicant,” properly applied for a conditional use permit to allow for the operation of an outdoor patio.
2. That the applicant appeared before the Sartell City Council for a public hearing pursuant to City Code on January 25, 2016 and that said public hearing was properly advertised, and the minutes are hereby incorporated as part of these findings by reference.
3. That the property is zoned B-2, General Business.
4. The location of the patio is on the northerly side of the establishment.
5. That based on the conditions, the proposed outdoor patio will be in operation from April 15th through October 15th, weather permitting. The patio area must be closed by 10 pm.
6. Maximum capacity of customers on the patio is limited to 25 people.
7. There shall be no music, audio or visual displays on or within the patio.
8. That the conditional use **will not** be injurious to the use and enjoyment of other property owners in the immediate vicinity for the purposes already permitted nor substantially

diminish and impair property values within the immediate vicinity and is compatible with the existing neighborhood.

9. That the establishment of the conditional use *will not* impede the normal and orderly development and improvement of surrounding vacant property for uses predominate in the area.
10. That adequate utilities, access roads, drainage and other necessary facilities *have* been provided.
11. That adequate measures have been or will be taken to provide sufficient off-street parking and loading space to serve the proposed use.
12. That adequate measures have been or will be taken to provide sufficient exits to serve the proposed occupancy.
13. That adequate measures have been or will be taken to prevent or control offensive odor, fumes, dust, noise and vibration so that none of these will constitute a nuisance and control lighted signs and other lights in such a manner that no disturbance to neighboring properties will result.
14. That the proposed use *is* in compliance with the Land Use Plan adopted by the City.

The motion for the adoption of the foregoing resolution was duly seconded by Council member _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Sartell City Council this the 25th day of January, 2016.

CITY OF SARTELL:

By: _____
Mayor

By: _____
City Administrator

Council member
its adoption:

introduced the following resolution and moved for

RESOLUTION # _____

A RESOLUTION APPROVING A CONDITIONAL USE PERMIT FOR THE PURPOSES OF HAVING An OUTDOOR PATIO

WHEREAS, Winner's of Sartell, Inc., has applied for a conditional use permit to allow for a seasonal outdoor dining patio on the property at 311 2nd Street South

“Subject Property”

WHEREAS, the Planning Commission met on January 11, 2016, and recommended approval of the request for a conditional use permit amendment to the City Council

WHEREAS, the City Council conducted the public hearing on January 25, 2016.

NOW THEREFORE, BE IT RESOLVED BY THIS CITY COUNCIL OF THE CITY OF SARTELL, STEARNS COUNTY, STATE OF MINNESOTA, as follows:

1. Based on Finding of Fact _____, a conditional use permit (“Permit”) to allow for a seasonal outdoor patio on the Subject Property is hereby granted to Winner's of Sartell. (“Permitee”)
2. That the City planning staff presented the rationale for the conditional use permit before the Sartell City Council for a public hearing pursuant to City Code on January 25, 2016 and that said public hearing was properly advertised, and the minutes are hereby incorporated as part of these findings by reference.
3. The Conditional Use Permit upon written notice being provided by the City to the Permitee but without further action by the Planning Commission or City Council, shall expire if the permit holder fails to initiate such conditional use permit and fulfill each and every condition attached thereto within (2) years from the date of its authorization, or if the use is discontinued for a continuous twelve (12) month period, unless a petition for an extension of time in which to complete or utilize the use that has been granted by the Council. Such an extension shall be requested in writing and filed with the City at least thirty (30) days before the expiration date of the original conditional use permit. The request for extension shall state facts showing a good faith attempt to complete or utilize the use permitted in the conditional use permit. Such petition shall be presented to the Planning Commission for a recommendation to the Council and acted upon by the Council.
4. The City Administrator and/or his/her designee shall have the right to inspect the premises for compliance and safety purposes annually or at any time upon reasonable request.

5. A six-foot privacy fence made of non-combustible materials is installed around the perimeter of the patio to ensure the minimization of noise to the adjoining residential properties. The fence must contain a door, which meets fire code.
6. Any additional lighting, if proposed, would need to be consistent with the city's code regarding outdoor lighting, including the deflection away from adjacent properties and that the fixtures would need to be full cut off style lenses.
7. Patio may be open from April 15th to November 15th.
8. Customers are only allowed on the patio between the hours of 10 am and 10 pm, with no exceptions.
9. Customers may not go beyond the fenced patio area with any type of food or beverages (alcoholic or otherwise).
10. Maximum capacity of the patio is limited to 25 people.
11. There shall be no music, audio or visual displays on or within the patio.
12. Two noise or nuisance calls pertaining to the outdoor patio area within 24 hours of each will result in the automatic shutdown of the area until reviewed by the Planning Commission and City Council. In addition, if a pattern of noise or nuisance complaints have been received, by order of the Community Development Director or Police Department, the patio shall be down for use until such time the Planning Commission and City Council review the terms of the conditional use permit and require changes (hours or additional screening/noise mitigation).
13. The property is subject to conformance with all other code requirements including, but not limited to recreational fires.

The motion for the adoption of the foregoing resolution was duly seconded by Council member _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Sartell City Council this the 25th day of January, 2016.

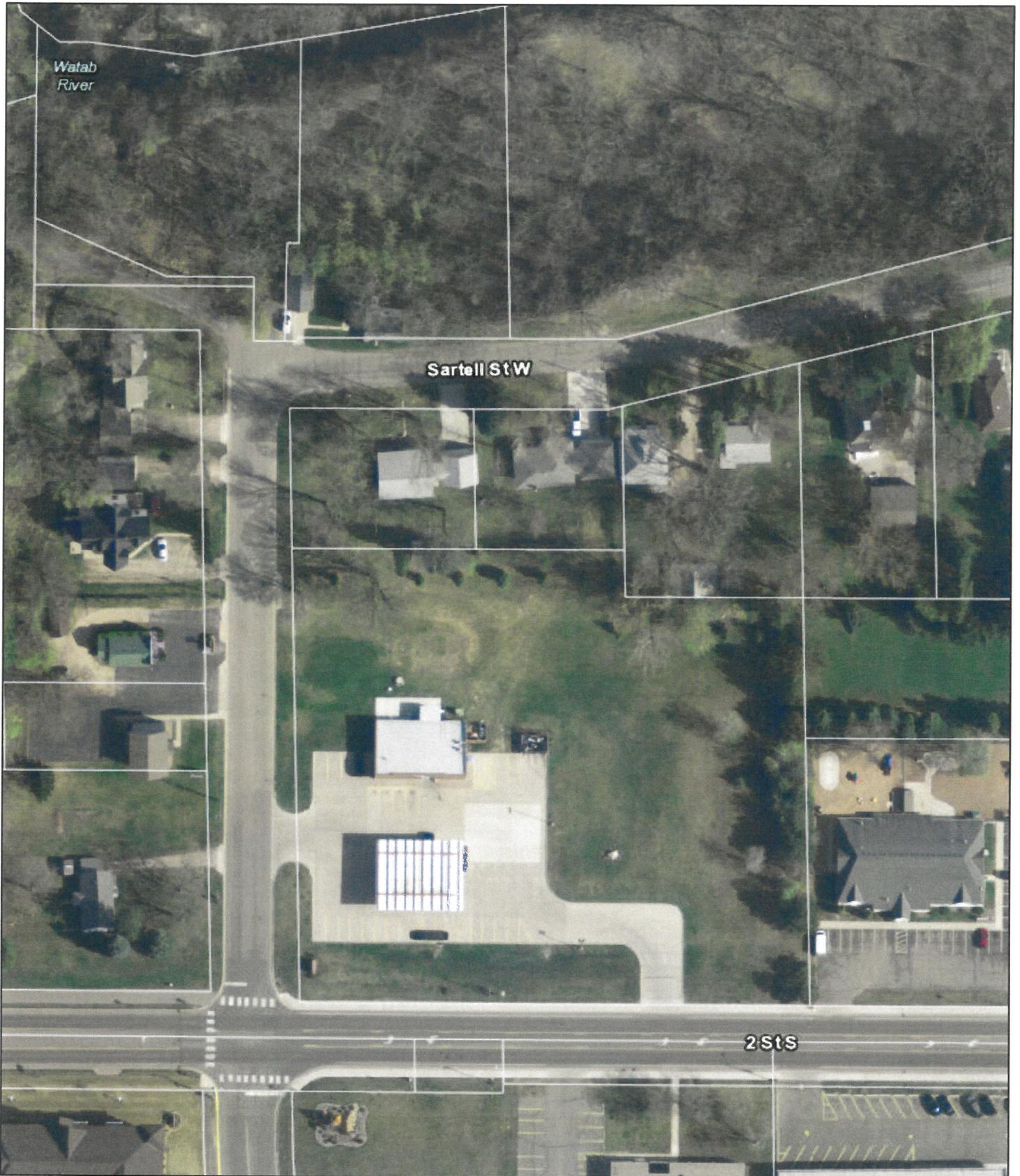
CITY OF SARTELL:

By: _____
Mayor

By: _____
City Administrator

Conditional Use Permit

January 7, 2016



0 45 90 Feet



City of Sartell



Map Powered by DataLink
from WSB & Associates

**CITY OF SARTELL
 Planning and Zoning
 Submittal Dates
 2016**

**Phone 320-258-7306
 anita@sartellmn.com**



<u><i>Submittal Deadline</i></u> By 12:00 pm	<u><i>Planning Commission</i></u>	<u><i>City Council</i></u>	<u><i>Public Hearing</i></u>
	1/11/16	1/25/16	1/25/16
January 13	2/1/16	2/8/16	2/22/16
February 10	3/7/16	3/14/16	3/28/16
March 9	4/4/16	4/11/16	4/25/16
April 13	5/2/16	5/19/16	5/23/16
May 11	6/6/16	6/13/16	6/27/16
June 8	6/28/16*	7/11/16	7/27/16
July 13	8/1/16	8/8/16	8/22/16
August 10	9/6/16	9/12/16	9/6/16
September 14	10/3/16	10/10/16	10/24/16
October 12	11/7/16	11/13/16	11/28/16
November 9	12/5/16	12/12/16	12/12/16
December 14	1/3/17	1/9/17	1/23/17

Special Meetings Tentatively

Economic Development Commission – February 2016

City Council, Economic Development Commission, Park Committee – March 2016

City Council – October 2016

DRAFT



2015 COMPREHENSIVE PLAN - SARTELL

Progressive. Change. Desirable. Those adjectives describe the initiatives that Sartell has undertaken over the past ten years. Measures that have helped transform Sartell from just one of the St. Cloud area's bedroom communities into a distinctive, desirable place to live, a place that stands out for its parks and trails, a medical community and a sense of community.

But now what? Now that many of the initiatives and ideas captured during the 2003 Comprehensive Planning process have been implemented, what should Sartell do next? How do we maintain the momentum and culture that we have created?

The City of Sartell set out in early 2014 to meet these questions in a manner that had served it so well previously by looking at community-based planning. While citizen engagement has always been an important effort and has been an important component of many planning initiatives and task forces, this time, it worked to create a vision for the future through strategic planning. Citizen engagement provides the cornerstone for good community planning by ensuring that as many thoughts, ideas and opinions as possible are shared and discussed. While a strategic plan that attempts to be all things to all people may be desirable, it will fail. Successful planning requires that choices are made and that those choices are consistent with broader community goals and values. It is anticipated that the City and others will utilize this plan as "marching orders" to effectively and confidently implement the vision in ways that are progressive, game-changing and will continue to create a desirable place to live.

What is a Comprehensive and Strategic Plan?

Our Sartell: Yesterday and Today

The Vision and Goals (Overall Strategic Plans)

Communications and Engagement: How We Connect

Economic Development: How We Prosper

Public Safety: What Provides Us Comfort

Planning: How We Grow

Community Culture: What Makes Us Interesting

Parks and Open Space: How We Play

Transportation: How We Move

Sustainability: What Makes Us Viable

Community Facilities: What Makes Us Function

Appendix

List of Figures

Implementation (Strategic Plans Broken Down into Neighborhoods)

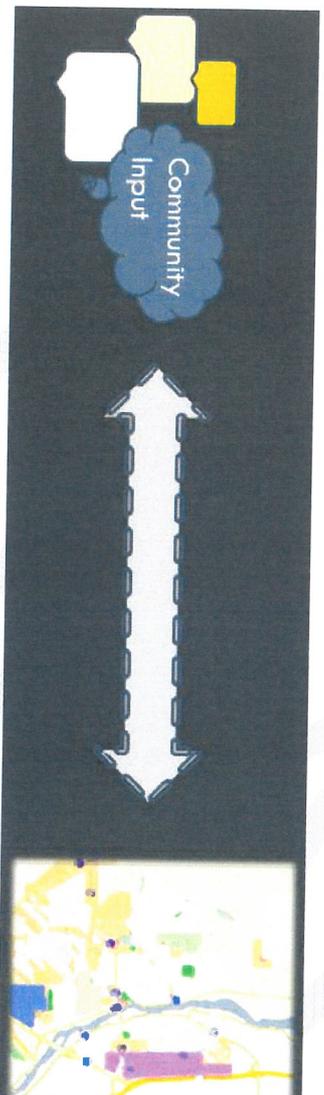
- Neighborhood 1
- Neighborhood 2
- Neighborhood 3
- Neighborhood 4
- Neighborhood 5
- Neighborhood 6
- Neighborhood 7
- Neighborhood 8
- Neighborhood 9
- Neighborhood 10
- Neighborhood 11
- Neighborhood 12
- Neighborhood 13



COMPREHENSIVE PLAN: A DEFINITION

Broadly speaking, planning is a way to guide investment, development and allocation of services in a community. However, communities are complicated places and often require a number of different plans to set a course for the future. Sartell is no different. Over the past 13 years, there have been a number of planning efforts such as a comprehensive plan, transportation plans (north and south), athletic complex study, numerous park master plans, economic development strategic plans and site-specific development/redevelopment plans.

This comprehensive plan will attempt to consolidate all the collaborative planning work that has been completed over the past 13 years and enhance the document by addressing other critical programs and services that help define a place, its people and the quality of life they enjoy. A few aspects of community life include the arts and youth services. Sartell has a legacy of effective planning, but until now, we have not had the important conversations about who we are and what binds us together as a community.



In addition to the physical planning and growth, this document will discuss what makes Sartell, Sartell! The time to this process has yielded a clear vision, a set of goals and guidelines for the City to follow to achieve this vision.

Sartell Philosophy

Sartell is a progressive community, engaged in shaping its own future. The residents and businesses of Sartell are working to capitalize on the qualities and values that have made it a successful and desirable community.

LINKING THE COMPREHENSIVE PLAN TO PRIOR WORK

The 2015 Comprehensive Plan is an opportunity to bring all of the prior planning work in Sartell (and beyond) together under one guiding vision. As such, it is important that the 2015 Comprehensive Plan build upon prior plans. As these other plans focused on perhaps, special and specific issues with Sartell, the 2015 Comprehensive Plan is intended to help fill the gaps and connect the dots resulting in a comprehensive blueprint for the City. Each of the following plans and initiatives provided valuable insight and direction into the development of this plan.

APO Plan (2014)	Emergency Operations Plan(2014)
Athletic Needs Study (2005)	Wellhead Management Plan
Medical and Business Park Branding Study (2013/2014)	Stormwater Management Plan
Transportation North Plan (2005)	Railroad Quiet Zone Study – Sauk Rapids and Sartell, MN (2007)
Transportation South Plan(2005, 2009)	Trunk Highway 15 Corridor Study (2007)
Sustainability Framework Plan (2010)	City of Sartell – Financial Management Plan (ongoing)
Town Square Master Plan (2007)	Environmentally Sensitive Areas Map/Information
Regional Park Master Plans (2007,2008)	Epic Center AUAR (Updated 2014)
St. Cloud Urban Area Mississippi River Corridor Plan (2010)	Robert's Road/50 th Avenue EA
Safe Routes To School – Planning (2014)	
LeSauk Drive Study	
Sartell's Stormwater Pollution Prevention Plan (ongoing)	
Pavement Management Plan (2014)	

The 2015 Comprehensive Plan is a policy document intended to guide City decisions. Both timely and necessary, Sartell has established a record of success in the face of rapid growth. However, with the development slower than in early 2000, coupled with high developing costs, Sartell faces the challenges of diversifying its economic base; maintain what is in place and further investing in improvements that provide the high quality of life that residents and businesses have come to expect. It was time to take a half step back, leave the doors of city hall and talk to people, and collectively define the next steps forward.

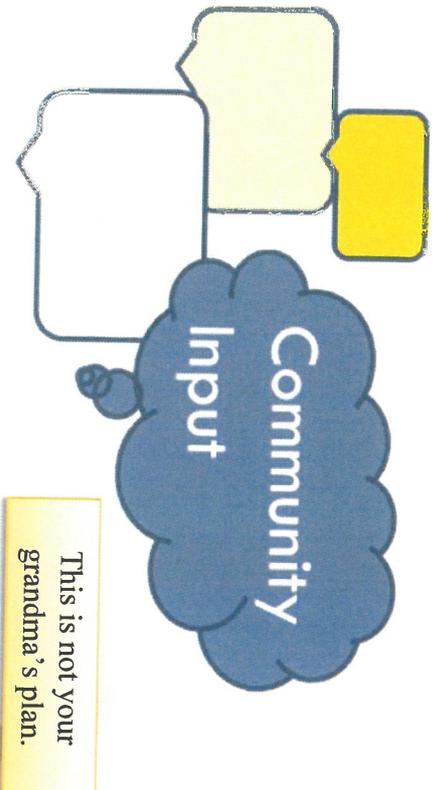
As things change, so must the planning and implementation efforts of the City. A fluid and flexible approach will allow the City to take advantage of new ideas or circumstances that may emerge as things progress. Ideas unforeseen today may have profound relevance for the future. The ability to incorporate them will keep Sartell vital and maintain the progressive and charming style that defines Sartell.

To realize full potential of the Plan, it should be used to:

- Guide City officials and staff to assist with a variety of tasks
 - Development and infrastructure decisions
 - Acquisition and use of land
 - Budgeting capital improvements
 - Establishing regulatory changes
- Guide residents, businesses, and property owners to assist them in:
 - Determining potential property use
 - Understanding possible land use changes in the surrounding area
 - Establishing reasonable land value expectations
 - Understanding future infrastructure improvements
 - Making improvements and investments to their own properties
- Guide developers in their property acquisitions and coordinating their development plans with City goals, regulations, and infrastructure plans
- Assist neighboring and overlapping jurisdictions to coordinate issues of mutual interest

While the Plan provides information and guidance, it depends heavily on appropriate exercise of individual discretion, interpretation, and initiative to fulfill this plan's overall goals, policies, and programs.

APPROACH TO COMMUNITY OUTREACH AND ENGAGEMENT



Focus Groups

- Sartell Medical Community
- Commercial Core Community
- 2nd Street South Business Community
- East Side Business Community
- Seniors Connection
- Youth (Pine Meadow and Oak Ridge)
- Youth (Middle school)

Taking it to the Streets

- Celebration Lutheran Church
- Country Manor
- Westside Learning

- Resource Training and Solutions
- Celebration/Wilds/Woods Neighborhood
- Sartell Chamber Community Expo Winter Market
- Commission Discussions
- Business Retention Visit Discussions
- Development Summit



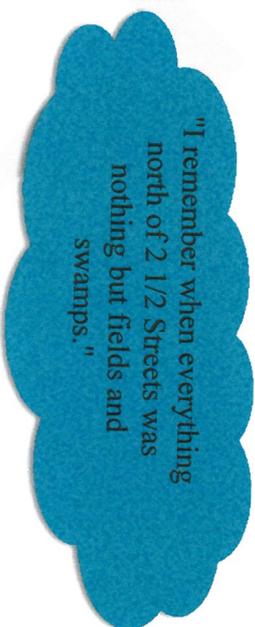
OUR SARTELL: YESTERDAY AND TODAY

Sartell Yesterday: How It All Started

Diehard Sartell residents are likely well aware of the City's historical roots, but more recent and casual residents may not be. Sartell is a City of almost two different histories. For nearly 80 years, Sartell was defined by gradual change and dominated by core community families (Traut, Then's, Dehler, Kruchten). This is very different from the Sartell that a majority identifies with today.

Sartell began as a small river town relying on lumber and a paper company for its existence. The present site of the City of Sartell was first known as "The Third Rapids," the French fur traders gave this name because it was the third "rapids" they would encounter as they traveled north up the Mississippi River from St. Anthony Falls in Minneapolis. One of the first settlers of the community was Joseph B. Sartell, who arrived in 1854 and worked as a millwright at a local sawmill. In 1877, Joseph B. Sartell opened a flour mill on the Watab River, near the present-day Watab Creek Park, and in 1884, he and his sons started the Sartell Brothers Lumber Company.

In 1905, a dam across the Mississippi near the "third rapids" was begun and finished in 1907. Seven people were killed during the construction of this first dam. Also in 1905, construction began on the Watab Pulp and Paper



"I remember when everything north of 2 1/2 Streets was nothing but fields and swamps."

Company. The paper mill was completed and began making paper in 1907. This was to become the St. Regis Paper Company in 1946 and finally Champion International in 1982. The paper mill has always been the city's largest employer.

At this time, residents decided it was time to incorporate. The "Village of Sartell" was incorporated in 1907. When the village was being incorporated, several influential people thought the name of the town should be "Wengert" after one of the businesspersons; another person was lobbying to name the town "Oberly" after himself. However, because of his many relatives and the fact he was a generous contributor to the community the village was named "Sartell" after Joseph B. Sartell. In fact, from 1907 until 1973 there was a Sartell on nearly every City Council. The most prominent being Ripley B. "Rip" Sartell, who was mayor for 31 years.

Another of Sartell's largest employers is the DeZurik Valve Company founded in 1925 by Matt DeZurik, who

started as an employee of the Watab Paper Company, but then started his own shop to make valves and other products. In fact, during World War II the DeZurik Company produced castings for tank tracks and valves for ships. Today, the company produces industrial valves for large plants, municipal applications, and valves for the paper industry.

The town continued to grow slowly and developed a number of businesses and "downtown" on the east side of the Mississippi along US Highway #10. In the 1960's US Highway, #10 was re-routed and greatly contributed to the demise of the downtown area. Then the construction of the new bridge over the Mississippi in the early 1980's replaced the remaining businesses. This and Sartell's

nearby location to St. Cloud's major retail center account for Sartell not having a traditional "downtown."

Because residents wanted to educate their children locally, Independent School District #748, Sartell-St. Stephen was created in 1969. Despite not having a downtown, the city continued to grow, and the pace of the growth started to pick up in the 1970's. From 1970 to the present, the city's population has grown from 700 to over 10,000. Sartell is known as a popular place to live and raise a family because of the fine school system, affordable and well-kept housing, proximity to work, active local organizations, and churches, and yet maintains a small town atmosphere. (Source: "Sartell: 75 Years of Progress.")

Sartell Today:

For most residents today, Sartell is defined by change. The construction boom that washed over Sartell in 1990-2007 more than tripled (check) the population and the creation of neighborhoods such as Morningstar, Pine Lakes, Sabre Oaks, etc. The last decade furthered the development of commercial, medical and professional offices as many started to view Sartell as more than just a bedroom community.

The City of Sartell covers approximately 9.8 square miles in the northern portion of the St. Cloud Metro urbanized area. The City of St. Cloud (2010 population of 65,842) forms most of the southern border of Sartell, and the City of Sauk Rapids (pop. 12,773) is located south and east of Sartell in Benton County. Sauk Rapids Township (pop. 584) is



situated north and east of Sartell in Benton County, and Le Sauk Township (pop. 1,766) surrounds Sartell on the north and west in Stearns County.

Sartell is a community of 16,949 (2014 Population Estimate) located in the St. Cloud Metropolitan Statistical Area (MSA), which includes Benton and Stearns County. The St. Cloud MSA populations were 189,093 as of the 2010 census. Located on both sides of the Mississippi River, the majority of Sartell is located in Stearns County (land mass and population), but also contains a significant amount of people and employment in Benton County. Stearns County had a population of 150,642 while the Benton County population was 38,451.

Sartell experienced solid growth between 1960 and 1990, adding 532 people between 1960 and 1970 (67% growth), 2,104 people during the 190 (159% growth), and 1,966 people in the 1980s (57% growth). Over the past two decades, Sartell's population has essentially tripled, adding 4,248 people in the 1990s (79%) and 6,235 people between 2000 and 2010 (65%). By comparison, the St. Cloud MSA population base expanded 12% between 1990 and 2000, which was followed by 13% growth between 2000 and 2010.

Additional demographic information is available in the appendix.

Like any community, Sartell has had its problems. Growth on the order that Sartell has experienced, even well managed growth, has consequences. Traffic is a constant source of concern. Both within Sartell and along the roadways, which connect the community to St. Cloud, Waite Park, Sauk Rapids and beyond? There is a perceived split between the east and west side of Sartell and both often feel disconnected from each other. There are three different school districts, which provide education to different portions of the community. The increase in traffic has created nightmares in the ability to cross as a pedestrian or bicyclist. The growth of an



elementary school in the northerly portion of the projected growth, in advance of that growth, has resulted in inadequate transportation and pedestrian facilities to that school causing issues with public safety and mobility. A strong desire to live in Sartell has created an influx of apartment construction, which is causing concern to many residents as to what those housing units will look like in 20-30 years - when the demand for rental housing may not be as high, and a glut is created. The high water table and expansive wetland systems make for difficult building and construction. We cannot overlook one of the largest problems that have occurred, the devastating incident at the Verso Paper Mill in 2012, which resulted in the loss of a life, many jobs, history and a 740,000 square foot building.



After decades of change, Sartell launched forward to become a regional leader with a distinct brand. For many it represents the perfect mix of rural and urban, active and secluded. Given Sartell's odd physical boundaries shaped by years of annexation, it is difficult to distinguish what is Sartell and what is not. The result is that Sartell's distinct physical place is less important as residents of the city and surrounding community tend to get involved whether they technically live in the City or not. Love or hate the decisions that been made in guiding City investment, people continue to choose to live here, work here and play here.



What Makes OUR Sartell, SARTELL? Our People

People in Sartell care about one another and their community. Though it is difficult to quantify, a significant portion of the community devotes their time in making Sartell, a

better place. Even students spend hours giving back to their community, and the desire is to do more (as said by one insightful eighth grader). There really is a sense of community, where people are passionate about their causes, which encourages others to be passionate and contribute. Whether its community gardens, dog parks, athletic fields and senior activities, these passionate people are our biggest asset. The citizens of Sartell will turn the vision for Sartell into reality.



Our Community Culture

We value our family-oriented, yet fun attitude. There is always a lot going on in Sartell - with many 5k races and other types of events, which draw people from all over the City and beyond. Families with kids, young professionals, and empty nesters all make Sartell their home. Some of us hailed from the region while others come from all over. Our community is well-educated, forward-thinking and connected to one another.



Our Schools and Education.

Excellent. Being served by three school districts (Sauk Rapids/Rice, St. Cloud and Sartell/St. Stephen), our community is privileged to have top-notch schools. It is no secret that many people choose to live in Sartell because of the schools and that continues to be a huge selling point in attracting new residents. The community actively supports and participates in the schools - volunteering in classrooms, cheering on athletic teams, teams escorted out of the City by a Fire Truck on their way to state playoffs. We also have access to local higher education institutions including St. Cloud State University, St. John's and St. Ben's, St. Scholastica, and St. Cloud Technical and Community.



Our Parks and Trails

Our parks and trails are one of our greatest assets and part of our identity. They demonstrate the value we place on environmental preservation, recreation and healthy

lifestyles. We recognize that open space is an essential component of the high quality of life we enjoy in Sartell. We are known for our parks and trails, which draw people out of their homes and encourage people to meet neighbors and friends. The development of our park system is a key example of how things are done in Sartell.



Our Businesses

Our businesses are diverse. From unique and small to large and national, each business provides options for entertainment, employment and services. Sartell is growing out of the bedroom community it once was 20 years ago to a growing center of jobs.

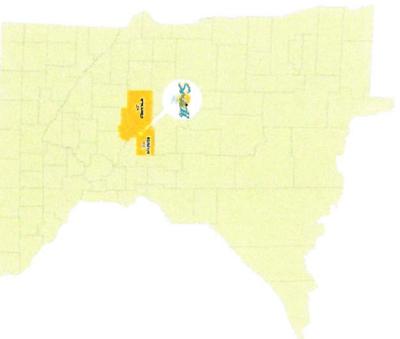
Our Institutions

Our institutions are strong assets that bind our community together. Our city services, including police, fire and public works departments, help maintain the high quality of life we are regarded for and this helps create our strong public image. They ensure that our neighborhoods and public spaces are safe and beautiful. Public safety is one of our greatest assets. Our social, community and religious organizations represent our varied interests and backgrounds and are the anchors that tie our community together.



Our Location

Location is everything, and our location, which straddles the Mississippi River, shapes our City. Our location along Highway 15 and Highway 10 affects the type of development and businesses that locate here. We have benefited from the light industrial and tech businesses that setup shop here to take advantage of those resources. Our proximity to downtown St. Cloud also offers key benefits for businesses and residents, making Sartell the perfect combination of a place with a small-town community feel that also has access to bigger city amenities.



SUMMARY OF THE DRIVING PRINCIPLES AND GOALS

In January of 2014, the Planning Commission identified a series of driving principle and goals, which helped, formulate the driving principles and goals listed below. AS WE MOVE FORWARD - The goals and aspirations of this plan will guide city policy and provide a road map for achieving the Sartell Comprehensive Plan. The goals that follow reflect the work of the various City Commissions, City Council and resident and businesses owners input, collected through all of the traditional and

non-traditional outreach activities. Each goal in this plan includes a list of potential strategies which should be considered in working to achieve each goal and ultimately to make the vision of Sartell, a reality. The goals and strategies are organized into eight driving principals:

	Communications and Engagement: <u>How We Connect</u>
	Economic Development: <u>How We Prosper</u>
	Public Safety: <u>What Provides Us Comfort</u>
	Planning: <u>How We Grow</u>
	Community Culture: <u>What Makes Us Interesting</u>
	Parks and Open Space: <u>How We Play</u>
	Transportation: <u>How We Move</u>
	Sustainability: <u>What Makes Us Viable</u>
	Community Facilities: <u>What Makes Us Function</u>



COMMUNICATIONS AND ENGAGEMENT: HOW WE CONNECT **Why This Matters For Sartell:**

Sartell's approach to communication is one that values the opinions of citizens, whatever they may be and encourages citizens to be involved. There is a desire to have an active spirit of engagement, dialogue and a strong sense that Sartell is listening. Residents still view the community as small enough to pick up the phone and call the Mayor or Council Members with issues or ideas they may have. The City understands that to move forward in implementing this plan and others, to support what is working and improve what is not, a clear mandate for the community is crucial. The following goals are ways that the City can make its communications and engagement strategy even more comprehensive and inclusive so that all voices are brought into the conversation.

Goal 1: Create opportunities for everyone to participate, in multiple forms and modes (social media, paper, web, videos)

Goal 2: Encourage youth involvement

Goal 3: Develop, promote and protect the Sartell Brand

Goal 4: Develop or collaborate efforts in creating a community online calendar.





ECONOMIC DEVELOPMENT: HOW WE PROSPER **Why This Matters For Sartell: Be Vibrant**

The public input process determined that economic development was a significant issue on residents' (and businesses) minds. Groups discussed the need for attracting diverse and high-quality commercial development, supporting and strengthening local businesses and most importantly, recruiting job creating businesses that generate revenue for the City and ensure the future of the City. What can Sartell do to remain vibrant and sustainable? The following economic development goals respond to that question and provide important guidance for ensuring Sartell remains ahead of the pack.

- Goal 1: Focus on quality of life for businesses and residents as an economic development strategy
- Goal 2: Compete for the future by ensuring adequate transportation and utility facilities.
- Goal 3: Continue to partner with regional efforts to become a jobs center
- Goal 4: Recruit and develop a diverse and balanced commercial base
- Goal 5: Attract and retain workers
- Goal 6: Help small businesses thrive





PUBLIC SAFETY: WHAT PROVIDES US COMFORT
Why This Matters For Sartell: Be Safe

Sartell has a reputation as being one of the safest, if not the safest, community in central Minnesota. Overall, the Sartell Police Department and the Sartell Fire Department receives high marks from residents and businesses for being responsive, and the citizens appreciated the high visibility approach the City has taken. How the police department interacts with the community is different as compared to other places. Whether it is the SALT committee, Cooking with Cops, DARE programs or their assistance during the many community events throughout the year, the Sartell police department is a visible and positive force in the community. Resident's value friendly and engaging police officers with community ties. The Fire Department holds a popular and effective open house every fall. Having a strong police presence, and effective fire response improves quality of life, which is good for attracting and retaining residents and businesses. The following goals will attempt to continue the stellar public safety service, which contributes to a high quality of life.

- Goal 1: Partner with the community
- Goal 2: Educate and engage the community, employees, and employers
- Goal 3: Use targeted and combined police and fire visibility
- Goal 4: Embrace and/or continue to utilize new technologies efforts
- Goal 5: Support transportation and utility improvements to meet response needs





PLANNING: HOW WE GROW
Why This Matters For Sartell: Be Proactive

Sartell is often categorized as a suburban community. A characteristic of a suburban community often includes rapid growth, which can result in a "cookie cutter" development approach that undermines the ability to establish a unique identity. Throughout the process, residents made it clear that the approved the City is proactive and open approach, even if they did not always agree on specific decisions. As Sartell continues to grow, there appears to be a desire to break out of the traditional suburban mold and be progressive, innovative and proactive in its planning.

- Goal 1: Create and transform Sartell gateways
- Goal 2: Invest in a town square
- Goal 3: Balance growth and orderly development
- Goal 4: Ensure lifetime housing
- Goal 5: Ensure adequate business options
- Goal 6: Assess the adequacy of our community facilities
- Goal 7: Develop community friendly industrial properties
- Goal 8: Develop according to the Comprehensive Plan



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2015 COMPREHENSIVE PLAN



COMMUNITY CULTURE: WHAT MAKES US INTERESTING **Why This Matters For Sartell: Be Unique**

Sartell believes it can and is a model community. A key factor in taking Sartell to that next level, in achieving that kind of quality of life is a commitment to the arts and opportunities to create “community”. Public art and activities not only enhances and drives public spaces, but also creates a broader sense of identity, initiates conversations, and is accessible to everyone. With the inclusion of the Sartell Chamber of Commerce Events, Summerfest, Apple Duathlon events, the various opportunities offered by the Senior Connection and the Winter Market/Market Monday, the sense of the potential of additional arts and activities, which enrich the experience residents have, is clearly evident. Participants felt that the City and all of its partners have started to be successful in arts programming and events. However, there was a distinct desire to have more family friendly events and unique happenings throughout the community 12 months out of the year.

- Goal 1: Create partnerships that offer a wide and diverse array of local events and creating family-oriented opportunities
- Goal 2: Capitalize on the city’s rich cultural assets
- Goal 3: Make public art in the City a niche through way finding
- Goal 4: Foster local arts programs and venues, along with recreation and athletic activities
- Goal 5: Become an active living community





PARKS AND OPEN SPACES: HOW WE PLAY
Why This Matters For Sartell: Be Fun and Active

Not only do residents love Sartell's parks and trails, they also have many ideas on how and where to make them better. The City has been successful in developing extensive parks with different amenities, but the City's focus should also be to keep the parks in excellent condition, make the connections between them and the trail network (locally and regionally) and make park enhancements. The City's growing green space network defines Sartell as much as new development. Aside from being an integral part to the Sartell's quality of life, the City's commitment to environmental preservation and creating active and passive parks demonstrates its philosophy of responsible growth. With over 40 miles of trails and sidewalks, it has long been a goal to be able to step outside your home and walk to any given location in Sartell.

Goal 1: Value passive and active recreation

Goal 2: Prioritize existing parks

Goal 3: Ensure the parks and trails are safe

Goal 4: Expand the park connections and the trail network

Goal 5: Recognize the Rivers and natural areas as assets to the community





TRANSPORTATION: HOW WE MOVE
Why This Matters For Sartell: Be Connected

One of the most commented issues for the city is transportation, traffic, and roadways that are not functioning. The City's efforts are primarily focused on making and connecting destinations (jobs, services, schools) throughout the community. Exploring alternatives to the classic auto, while promoting active lifestyles to drive the desire and need for increased sidewalks, trails, and safe pedestrian crossings. There are a number of high traffic (and fast) roadways that also are in dire need for reconstruction.

Goal 1: Improve traffic management and safety

Goal 2: Make local connections

Goal 3: Focus on different ways to get around and continue regional transportation planning efforts

Goal 4: Design attractive roadways and ensure all transportation systems meet ADA requirements





Sustainability: What Makes Us Viable Why Is This Important For Sartell: Be Healthy

We live in a time in which increased population growth, high levels of consumption and the desire to feed growing economies have created escalating demands on our resources -natural, human and social. These demands can negatively impact the natural environment, our communities and the quality of our lives. In the face of these challenges, people have begun to develop a growing desire to live sustainably. It is important to be cognizant of the decisions and developments that meet the needs of the present, while not compromising the ability of future generations to meet their own needs.

- Goal 1: Promote a wise use of energy and natural resources
- Goal 2: Reevaluate orderly annexation agreements to ensure sustainable development practices and resource allocations
- Goal 3: Protect and improve surface and groundwater resources
- Goal 4: Encourage healthy citizens and businesses through partnerships and activities





COMMUNITY FACILITIES: HOW WE FUNCTION **Why This Matters For Sartell: Be Cooperative**

The purpose of this section is to provide the goals and policies for community facilities within the City of Sartell and to identify future community facility needs to accommodate the demand for new services. Community facilities include the structures, facilities, and services administered by public and semi-public organizations that provide for the day-to-day functions of the City of Sartell. Community facilities have an impact and influence on the quality of life in Sartell and includes local government, fire, police, education, and utilities. The community facilities chapter describes policy recommendations for government services, schools, and community services.

GOAL 1: Promote the usage, creation, and uniqueness of community facilities, while also soliciting creative funding sources.

GOAL 2: Ensure high quality and effective public safety, education and civic services.

GOAL 3: Plan and provide public facilities and services in a coordinated and economical manner on a basis that is consistent with the nature of existing and proposed development within the community.





COMMUNICATIONS AND ENGAGEMENT: HOW WE CONNECT

Why This Matters For Sartell:

Sartell's approach to communication is one that values its citizens' opinions, whatever they may be, and encourages citizens to be involved in a very hands-on way. The City realizes that communication is a two-way opportunity; it provides various means through which citizens may provide feedback, request services, make comments, and share information. In addition to informing and engaging citizens, Sartell's communications materials also promote and reinforce the City's reputation as a regional role model; they position and protect the Sartell "brand." In our technology-driven, information-laden world, Sartell realizes that people have different preferences for how they receive and send information.

Among the many media utilized by the City of Sartell are: www.Sartellmn.com; a database of about 20 media outlets for press releases and placements; social media including Facebook and Instagram; e-mail blasts; marketing brochures and publications; advertising in magazines, and newspapers.

Citizens feel that the City could do a better job of utilizing various forms of communication, through new forms of technology and old. They value the City's ability to be responsive and provide answers to inquiries, even if those answers are not always the ones they want to hear. The City understands that to move forward in implementing this plan and others, to support what's working and improve what's not, transparency and a clear mandate from the community are crucial. The main goal should be to establish a communications and engagement strategy as a strength and push it even further.

The following goals are ways that the City can make its communications strategy, even more, comprehensive and inclusive so that all voices are brought into the conversation.

COMMUNICATIONS AND ENGAGEMENT GOALS

GOAL 1: CREATE OPPORTUNITIES FOR EVERYONE TO PARTICIPATE

When many people get involved and take action, good things happen. Resident involvement has helped to shape the community gardens, farmers market and many of the amenities within our parks. In this vein, Sartell must strive to meet the high expectation of residents through continued outreach, but also expand efforts to ensure that all of the City's communities are included. Sartell should try to get the word out and encourage residents to voice their opinions. There are opportunities to build on the City's success and provide a model for community involvement.

Potential Strategies May Include These And Other Future Cool Ideas:

1.1 Prepare a Comprehensive Communications Plan That Includes All City Departments

City departments can communicate information on specific programs or activities as needed through the City's Administrator/Planning Director.

1.2 Communicate With the Homeowner's Associations

Many neighborhoods in Sartell have a homeowners association (HOA). These associations represent a large portion of the population and take on activities from community policing to developing community amenities. These organizations are closest to the residents and, therefore, bring with them the opportunity to encourage broader involvement in City initiatives and policy. The city should strive to maintain a list of homeowners associations on the website and convene an annual summit in a roundtable format to discuss concerns.

1.3 Consider Creating a Citizens College

Give interested citizens insight into how the City runs and how they can be a part of it. A Citizens College would be a counterpart to the Citizens Police Academy and consist of a multi-week course to teach participants about the different City departments, how the budget works, how to engage effectively with government, and how to get involved with City initiatives and this plan.

GOAL 2: ENCOURAGE YOUTH INVOLVEMENT

Plans require a long time horizon. Recognizing that it takes years to see the implementation of many plans take place, Sartell should be involving those who stand to benefit most – local youth. Youth often are discussed as critically important but rarely have a voice in planning, community events, and other activities. Discussions at the community inputs and interviews with youth revealed the desire to get youth involved and keep them involved. Sartell should increase targeted outreach to youth and encourage their participation in ongoing programs.

Potential Strategies May Include These And Other Future Cool Ideas:

2.1 Provide Youth Volunteer Programs

Sartell has many volunteer opportunities for adults to help connect them to one another and critical services like Police. The City should work with existing programs like Seniors and Law Together (SALT) to encourage and expand participation in these programs by teens. Consider new programs to enable youth to play a meaningful role in Sartell's future. A Junior Ambassador Program, for instance, could provide teens with an opportunity to show new residents around the City and help staff events like Summerfest, Apple Duathlon and Sartell Chamber events. Plan for adult oversight as appropriate to ensure youth volunteer time is meaningful.

2.2 Organize A Youth Council/Youth Advisory Board

Youth already plays leadership roles in schools. Juniors and seniors provide mentorship to freshmen and sophomores and help organize school functions and the first day of school activities. These teens are eager for opportunities to take these mentorship opportunities out of the classroom and into the City. Many cities organize a Youth Council to guide city leaders in decision-making; work with local teens around issues of common interest and increase volunteer opportunities. Sartell teens in focus group meetings expressed a strong desire to be more involved with the City. They want to lend their perspective particularly to questions around teen activities and programs. Convene a Youth Council that has a seat at the table in guiding the implementation of this comprehensive plan.

2.3 Create a Formal Internship Program

Work with local high schools and colleges to create a formal internship program for students to experience first-hand the way City government works. Interns would participate in the day-to-day functions of the City's different departments.

GOAL 3: PROMOTE THE SARTELL BRAND

Within the region, Sartell is recognized for its unique qualities, amazing educational system, progressive attitude, and community spirit. Much of this brand recognition stems from the City's commitment to community engagement and the focus placed on bringing residents together through a slate of events. We can and should express our accomplishments, but just because we have the most building permits for single family homes does not mean you are doing a good job. We need to expand Sartell's brand recognition further, not only as a way of attracting new residents and investment but also as a tool to strengthen the connection between residents and the City in which they live.

Potential Strategies May Include These And Other Future Cool Ideas:

3.1 Market Quality Of Life and Amenities

Market to attract workers, businesses, and new residents. Sartell includes relevant information on the City's website to help attract businesses and residents. Supplement this information and target the message to specific groups. For residents, consider a Live Sartell campaign that promotes the local neighborhoods and work with realtors to ensure that they have current data on the City. For business owners and employers, align marketing with the activities of the Sartell Chamber, the Greater St. Cloud Development Corporation and other organizations that support local businesses.

3.2 Publicize Through Media

Explore opportunities to further launch Sartell into the national and regional spotlight.

3.3 Create Distinctive Sartell Products

Bumper stickers, t-shirts, and other products are inexpensive yet effective tools to promote the City and encourage resident involvement.

3.4 Enhance and Market the Use of Community Bulletin Boards

Enhance the boards in key places to promote local activities. The Sartell Chamber operates a calendar of events online and promotes key festivals through other venues.

3.5 Design and Install Wayfinding Signage Throughout Sartell

Have signs that mark the City's entrances. Besides these small markers, it is nearly impossible for an outsider to know when they are, and are not, in Sartell. Enhance public awareness by designing and installing eye-catching signage across Sartell. Keep it playful and make a striking statement.

GOAL 4: DEVELOP OR COLLABORATE EFFORTS IN CREATING A COMMUNITY ONLINE CALENDAR

Sartell should continue to provide various means through which citizens may offer feedback, request services, make comments and share information.

Potential Strategies May Include These And Other Future Cool Ideas:

4.1 Enhance the "Welcome to Sartell" Package to New Residents

Moving to Sartell? If so, it might be helpful to know a little more about the neighborhoods, schools, where to shop nearby and how to access local trails. Organize a short "Welcome to Sartell" brochure, distributed to local realtors and targeted to

home buyers. Through this package, new homebuyers would receive a hearty welcome and relevant information about how to get involved.

4.2 Include More Information About City Council Activities in Communications

Except for those who attend City Council meetings, the inner workings of the City may not be readily apparent. When Sartell releases information or promotes events, include information on recent Council meetings and decisions, and make sure it is presented in a hip and engaging way.

4.3 Market Existing Community Programs That Are Under the Radar

There are many programs and services that are not funded or organized by the City, such as events at the Community Band, Sartell Senior Connections, adult sports leagues, and art classes to name a few. Provide a clear list of programs and actively market these programs to help them grow and to connect residents with services.



ECONOMIC DEVELOPMENT: HOW WE PROSPER **Why This Matters For Sartell: Be Vibrant**

Sartell is actively engaged in pursuing complementary economic growth, development and redevelopment opportunities that serve to enhance further the community's economic, natural, and social vitality to sustain Sartell high quality of life. The purpose of this chapter is to guide future economic development and redevelopment in Sartell. The chapter describes the city's economic development and redevelopment goals, policies, key indicators, tools, initiatives and priority redevelopment areas.

Sartell's places of work are concentrated along major transportation corridors: Highway 15 and 10, Pinecone Road, Connecticut Avenue and 2nd Street/1st Street NE. The City is home to several medical/office park areas, and clusters of commercial centers at the intersections of major roads. Small businesses are an important economic engine for the City, and many Sartell businesses are considered small businesses.

The City has focused its approach to economic development in several areas. This includes cultivating its brand and reputation and publicizing it through advertising and media. The City also focuses on commercial development and medical office development to strengthen the City's main economic engine with employment. It manages business relations and support through retention visits. The City also partners with other entities to leverage resources and maximize its reach in business recruitment activities. The public input process determined that economic development was foremost on residents' minds as the chief area with which the City should concern itself.

Business development, dealing with commercial vacancies and vacant commercial property, and job-creation dominated the roundtable discussion. Groups discussed the need for attracting diverse and high-quality commercial development, strengthening local small businesses, and most importantly recruiting job-creating businesses that generate revenue for the City and ensure the future of the City: "Encourage job growth in general, so we are not a bedroom community."

The ultimate crossroads that the City faces was posed in one of the roundtables: "What makes some communities vibrant and sustainable while others dissolve?" The following economic development goals respond to this question and provide important guidance for ensuring Sartell remains ahead of the pack. Traditionally, economic development has been viewed as the process of creating jobs and increasing the tax base in order to lessen the tax burden on the rest of the community. The City views economic development and redevelopment more holistically by encouraging economic growth and revitalization that enhances the natural and built environment and advances the overall health and vitality of the

community. This approach entails creating and maintaining a community that is equally hospitable to businesses and residents.

Economically successful communities find innovative ways to balance properly the needs and wants of both companies and residents. In general, we pursue economic development and redevelopment not only to expand the city's tax base and create family-supportive jobs but also to fulfill the City's Vision, clean up and protect the environment, and encourage the highest, and best land uses. We look to facilitate projects that will result in making the community healthier, more economically vibrant and environmentally sustainable.

Economic development, however, does not occur within a vacuum and is not merely the purview of the City. Rather it requires a concerted, collaborative effort involving business, education, government, nonprofit organizations, and neighborhoods to ensure that the city's economic future remains strong and healthy.

Economic Development Assistance

As part of the City's mission to preserve and enhance the natural and built environment, plan for growth, and advance the physical and human development of the city, the City provides the following services to businesses considering locating, expanding or redeveloping within the community:

- Business retention and expansion assistance
- Business recruitment
- Small business development resources
- Site and building selection
- Property redevelopment
- Sustainable ("Green") development assistance
- Brownfield remediation
- Public/private financial assistance
- Tax increment financing assistance and administration
- Grant preparation and management
- Demographic/community research
- Community promotion

In addition, the City supports the Greater St. Cloud Development Corporation, in an effort to collaborate with the broader local business community to increase business retention and job growth, improve the region's workforce, and provide business a voice in public policy.

Sartell has a variety of financial tools at its disposal to facilitate economic development, redevelopment, and business growth and expansion. The City considers applications for financing on a case-by-case basis. The City will evaluate the merit of providing financial assistance for private redevelopment projects to the extent they achieve the following public purposes:

- Implement the Comprehensive Plan goals
- Enhance livability
- Enhance neighborhoods
- Provide highest and best land use
- Increase tax base
- Retain and create jobs
- Improve infrastructure
- Protect and sustain the environment
- Increase transit usage
- Enhances or reuses existing quality buildings
- Eliminates blighted, outmoded or problem properties
- Improve ownership/management status
- Meet market demand
- Meet development potential
- Relate to adjacent development
- Act as a catalyst

The City will utilize financing tools to alleviate extraordinary expenses that place proposed projects at a competitive disadvantage. The intent is to “level the playing field” with other locales where such expenses may not be present; not to provide an advantage for one business over another. Financing mechanisms available to the City include tax increment financing, tax abatement, and redevelopment assistance. The City also partners with other government agencies and organizations such as DEED, which provide loans and (in limited cases) grants for specified development purposes.

Priority Redevelopment Areas

Looking into the future, the City has proactively identified areas within the community that are anticipated to face significant long-term pressures to change and will likely need some public attention in order to capture future redevelopment opportunities. The redevelopment study areas, which are identified below, are dominated by two types of areas: former mill site, former landfill property and commercially guided property along the Mississippi River and Highway 15. Specifically, as it relates to the former mill property, a redevelopment master planning process will be required before

the commencement of any development activities. This is to ensure community input on the site; environmental concerns are addressed and that the site is developed with the highest and most practical land uses.

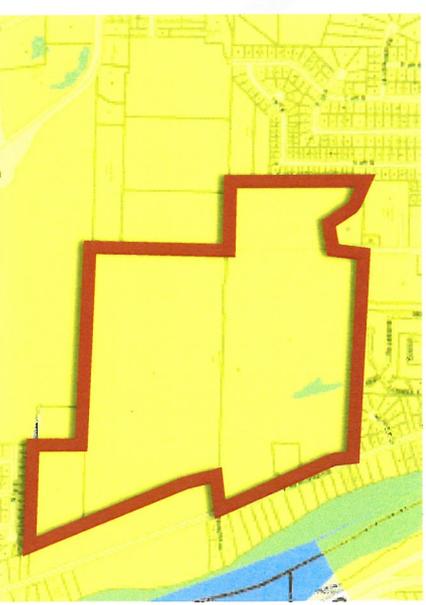
*Former Paper Mill Property –
approx. 60 acres (Primary Growth Area)*



*Riverfront Commercial -
approx. 10 acres (Secondary Growth Area)*



*Former Paper Mill Landfill and Buffer
Approx 180 acres (Primary Growth Area)*



ECONOMIC DEVELOPMENT GOALS

GOAL 1: FOCUS ON QUALITY OF LIFE AS THE CORE ECONOMIC DEVELOPMENT STRATEGY

The best economic development strategy is based on ensuring excellent quality of life. People live in Sartell because of the quality of schools, police force, City services, and community feel. These are the same selling points for employers and small businesses. The quality of life initiatives are already a focus of City leadership and must remain paramount to grow businesses and employment in Sartell.

Potential Strategies May Include These And Other Future Cool Ideas:

1.1 Favor Budget Items Dedicated To Maintaining Quality Of Life.

Place a strong emphasis on quality-of-life programs in the annual budgeting process by weighing these factors more heavily than other objective guiding expenditures.

1.2 Develop Quality-Of-Life Benchmarks.

Sartell is involved with many initiatives designed to ensure a high quality of life. Identify key metrics to measure the City's progress in sustaining these initiatives and share this information with existing and new businesses. One way to measure the quality of life metrics is to participate in the National Citizen Survey or similar instrument.

1.3 Invest and Participate in the Development of a Town Square

GOAL 2: COMPETE FOR THE FUTURE

Sartell is nestled within a growing region and surrounded by cities such as St. Cloud, Sauk Rapids, Waite Park and St. Joseph, who are competing for the same jobs and people. Moreover, cities throughout the region are learning from one another and creating their own versions of town centers, retail hubs, and parks. Fortunately, Sartell is well positioned to compete given its location, amenities, and brand awareness.

However, other cities are catching up and offer unique amenities of their own. It is important that Sartell is proactive and competes for businesses, jobs, residents and amenities that add value to the City and ensure sustainable economic growth.

Potential Strategies May Include These And Other Future Cool Ideas:

2.1 Continue Working with Greater St. Cloud Development Corporation for Recruitment

The City participates in and supports GSDC, which serves as the principal external business recruitment/retention arm and utilizes a proven regional approach to traditional economic development activities. This allows the City to localize efforts and to make Sartell more attractive to businesses, employers, and employees.

2.2 Create Business Incentives

Business incentives can be a useful economic development tool for sealing the deal with employers and business owners. Businesses typically look first for the right space, in the right location, and within an environment, that offers a high quality of life. Often, multiple places offer similar advantages. To demonstrate that Sartell is serious about bringing in the right

businesses, consider incentives to help make choosing Sartell a little bit easier. Incentives can range widely from and include things like fast track permitting. The City should talk to existing businesses and employers to develop a range of incentives for consideration and discussion.

2.3 Ensure Sartell Has an Educated, Skilled Workforce

Work with the School System(s), local vocational schools, and entrepreneurial centers to ensure that adults of all ages have access to the training necessary to compete in today's job market. Some cities support local skills training by offering marketing programs, providing free space for classes, and helping to link graduates with internship opportunities.

2.4 Attract Additional Higher Learning Institution Satellite Campuses

Minnesota is home to many colleges, universities, and vocational schools. Reach out to local schools to assess the opportunity of locating a satellite campus in Sartell. Highway 15 area has excellent highway access and visibility that could prove attractive to schools looking to expand. The benefits for Sartell would include better access to higher education and skills training, a marketing push, and increased revenue.

2.5 Attract/Develop Green Energy Manufacturers

Cities across the country are seeking ways to attract green companies and manufacturers. With a central location and educated workforce, plan and compete for these growing industries.

GOAL 3: CONTINUE TO PARTNER WITH REGIONAL EFFORTS TO BECOME A JOBS CENTER

To this point, Sartell's growth was based largely on the rapid development of new homes. As the numbers of residents' increases, retailers will likely follow to provide services to the growing population. However, Sartell is also home to some non-retail employers including wholesale facilities, manufacturing uses and technology businesses and call centers. As expressed throughout the public engagement process, residents want more jobs in Sartell. They recognize that for Sartell to be economically sustainable, it needs a diverse economic base. If Sartell relies too heavily on residential construction and development for revenue, the long-term result will be more pressure on residents to pay for local services. Sartell needs to retain existing jobs but also further expand the job base to diversify the economy.

POTENTIAL STRATEGIES MAY INCLUDE THESE AND OTHER FUTURE COOL IDEAS:

3.1 Attract Larger Businesses

Small businesses are the backbone of Sartell, but the City should also seek opportunities to recruit larger businesses to key sites. Successful recruitment of one larger business (100 plus) can create a large number of jobs quickly, increase City revenues (thereby reducing the pressure on residential land), and provide a boost for recruitment of other companies.

3.2 Cultivate a Broad Range of Small Businesses

Small businesses provide the majority of local employment and are something that residents are proud of in Sartell. Recruit and nurture additional small businesses to fill the available space in Sartell. Diversify the commercial and employment mix by attracting businesses that are under-represented in the City and surrounding area.

3.3 Attract New Technology Businesses

Recruit new technology businesses that create a diversity of technology-based employment and draw knowledge workers. Consider a feasibility and market study to further determine the possibilities for ramping up job growth in this sector.

GOAL 4: RECRUIT AND DEVELOP A DIVERSE, HIGH-QUALITY COMMERCIAL BASE

Sartell's commercial base of retail, office and industrial uses are all facing different challenges. Industrial uses are performing pretty well but represent only a small amount of growth on the heels of the recession. The recession has hit retail uses much harder as illustrated by the vacant storefronts or the lack of development on the vacant commercial property around the City. To ensure a diverse economy, Sartell should look to diversify its base of commercial uses. Coupled with recruitment and quality-of-life goals explained above, Sartell should strive for a unique, high-quality commercial base that provides jobs and services to residents and employees.

Potential Strategies May Include These And Other Future Cool Ideas:

4.1 Continue To Recruit Medical, Service Providers and Retail

4.2 Encourage More Independently Owned Businesses

Residents are proud of the local businesses that operate in Sartell. When recruiting for retail uses seek opportunities to fill space with locally owned shops as opposed to national chains. Unique, local businesses like niche restaurants or clothing boutiques often have a strong draw.

4.3 Promote Shop Local Campaign

To support locally owned businesses, Sartell should consider partnering with the Sartell Chamber and create a

Shop Local Campaign. This could include enlisting more participating businesses, marketing the program more heavily, expanding the use of Sartell gift certificates, and organizing Sartell-to-Sartell discounts for residents and workers.

4.4 Consider Expansion Opportunities for the Farmer's Market

The Sartell Farmers Market has been wildly successful and provided an alternative way to get fresh produce – not to mention providing an additional amenity to the City once a week. A more permanent location may want to be explored that could open the possibility of expansion.

4.5 Balance Land Resources and Future Growth Demands

Balance available land resources and future growth demands to ensure that the city has an adequate amount of land guided for commercial, office, and industrial uses to maintain a healthy tax base, offer adequate high-quality employment opportunities, and provide desirable goods and services.

Encourage and support new development, redevelopment, and revitalization that contribute to the city's desired mix of commercial, office and industrial development types within the community.

Maintain and expand public infrastructure systems (e.g. streets and utilities) that provide adequate connections and capacities to meet the future needs of the city's business centers.

Undertake redevelopment-planning studies to explore options and establish plans for redevelopment and revitalization of identified redevelopment study areas.

GOAL 5: ATTRACT AND RETAIN KNOWLEDGE WORKERS

“Knowledge worker” is a loose term that describes people in a variety of creative fields including information technology, programmers, writers, academics, researchers, designers, artisans, etc. Those who are involved in knowledge based jobs typically are looking for specific amenities and settings. This is why knowledge-based jobs often are clustered in specific cities and towns that offer what they are looking for. Sartell already is home to many knowledge workers.

Residents are well educated, mobile and have a choice as to where they want to live and work. The goal is to build upon and expand Sartell's knowledge workforce, which will help to recruit additional jobs and amenities to the City.

Potential Strategies May Include These And Other Future Cool Ideas:

5.1 Develop “Hang Outs” That Appeal To Knowledge Workers

Knowledge workers are looking for great amenities like unique restaurants and varied nightlife. Currently, there are limited nightlife options for young professionals, and Sartell could seek to attract more uses, which appeal to this demographic. This strategy also supports Goal 4 described above, which targets diversifying Sartell's commercial businesses.

5.2 Orient Marketing and Brand Development of Sartell toward Knowledge Workers

Where appropriate, target marketing toward knowledge workers by advertising in trade publications and increasing the City's online presence.

5.3 Develop Live / Work Spaces for Designers and Other Small Creative Businesses

Some knowledge workers like graphic designers or artisans are looking for funky, unique space that can be used in a flexible way for both living and working. These live/work spaces often are home to creative individuals who support local businesses and attract additional businesses. Approach developers who specialize in this product to discuss possible opportunities in the City.

GOAL 6: HELP BUSINESSES THRIVE

Small businesses make up the majority of businesses in Sartell. They represent many economic activities and provide a range of services and goods that make Sartell a better place to live. Small businesses also operate on thin margins and can be vulnerable to changes in the economy. Sartell should strive to support small businesses by offering the necessary infrastructure, connections to available small business programs, and marketing assistance to help these businesses grow.

Potential Strategies May Include These And Other Future Cool Ideas:

6.1 Provide Entrepreneurial Training and Small Business Incubation

Many potential business owners have a great idea but lack the capital or experience necessary to get their idea off the ground. To support entrepreneurs, evaluate the potential for creating a small business incubator to offer classes, training, and inexpensive start-up space.

6.2 Provide Permitting and Technical Assistance

For some business owners, getting the necessary permits and approvals to open can seem daunting. Be proactive and provide technical assistance for existing and potential business owners to ensure that they know what to expect and what will be necessary to move forward.

Work with the Minnesota Department of Transportation to provide additional signage for Sartell and it is businesses from Highway 15 and 10.

Continue to identify, pursue and capture federal, State and other grants for economic development, marking, workforce training and incentives to recruit new businesses.

Annually monitor the adequacy of City economic development efforts and effects of economic activity.

6.3 Encourage Companies to Hold Events at Local Restaurants

Sometimes helping small businesses thrive is simply a matter of connecting them to other businesses. Encourage local companies to hold events, weekly staff meetings, and holiday parties at local restaurants to support local businesses.

6.4 Promote Sartellchamber.org as the Center for Small Business

The Sartell Chamber operates a website to help small business connect to one another. As part of that website, there is a listing of small businesses, who are members, in the City. Provide links to this page from City websites and encourage the Chamber to redesign the listing to include an interactive map and search functions by type of business.

6.5 Retain Sartell's base of existing business

Support the expansion of existing high-quality businesses that have an environmentally sound record of accomplishment, provide desirable goods and services, and offer quality jobs (e.g., stable employment and/or attractive wages and benefits).

Provide public financing policies and programs that assist existing businesses with remaining and/or expanding in Sartell (e.g., tax increment financing, commercial rehabilitation loan program).

Promote strong relationships between existing businesses, government, and neighborhoods to promote a healthy community.



PUBLIC SAFETY: WHAT PROVIDES US COMFORT **Why This Matters For Sartell: Be Safe**

Sartell has a reputation as being one of the safest, if not the safest community, in the region. The crime rate in Sartell is generally very low. With the City's population increase, the calls for service have also increased, but not out of context regarding the rate of continued growth of the community.

Five year calls for service:

2009: 9,481;
2010: 9,471;
2011: 10,091;
2012: 10,419;
2013: 11,774

The City uses two main tactics in its policing approach: community policing and high police visibility. The City has numerous ongoing programs to support and implement community policing and uses a combination of personnel and technology to deter crime through strategic and targeted police visibility efforts. Overall, the police force gets high marks from residents and business owners for being responsive, and citizens fully appreciate the high visibility approach the City has taken. Residents also

appreciated "how the police department interacts with the community and is significantly different from the surrounding metro cities, having many community outreach programs that others in the area do not have." Residents value friendly and engaging police officers with community ties. Having a strong police presence improves the quality of life, which is good for attracting and retaining residents and businesses.

During the public input sessions that produced these goals, participants all felt public safety was a very important aspect of the City's services but debated about how to prioritize it with regard to the other topic areas. They generally felt that the City was doing a good job and expect the same quality of service in the future. Hence, although public safety was not actively discussed as much as economic development during this planning process, public safety is by no means a low priority. Participants felt that public safety already is a high priority and should remain that way because people want to move their business and their families to a community that is safe.

PUBLIC SAFETY GOALS

GOAL 1: PARTNER WITH THE COMMUNITY

The Sartell Police Department embraces the concept of community-oriented policing and seeks ways to form partnerships with residents. Through constant communication, police and citizens form more effective relationships and begin to address crime and disorder together. Police officers should continue to embrace their successful partnership-building culture as the central public safety philosophy in Sartell.

Potential Strategies May Include These And Other Future Cool Ideas:

1.1 Expand Community-Oriented Policing Where Possible

Continue to align community policing with activities of local homeowner associations as well as the Sartell Chamber of Commerce. Ensure that information about the community policing philosophy is integrated into all marketing materials and Welcome to Sartell packages for new residents and businesses. The City's Code Enforcement services are also a way the City maintains safety in the community and provides another opportunity for residents to partner with the City.

1.2 Assign police to planning neighborhood based on priority and needs

1.3 Teen Driving (Taylors Foundation – Maine)

GOAL 2: EDUCATE & ENGAGE THE COMMUNITY

Education and engagement are integral to community-oriented policing. Effective partnerships mean that citizens need to know how police operate and what to do and look for in an emergency. Many residents are in contact with the police only when something bad happens. The goal is to ensure that all Sartell residents have contact with police and an understanding of their tools and methods prior to a time when they may need an officer's help.

Potential Strategies May Include These And Other Future Cool Ideas:

2.1 Promote And Expand Existing Programs

The police department offers many programs designed to engage and educate the community. These include the Metro Citizens Police Academy, which provides an insight into the officers' training and what they have to know in order to do

their jobs effectively; SALT (Seniors And Law enforcement Together); Cookout with Cops; Shop with a Cop; Big Brothers Big Sisters Safe Night; DARE (Drug Abuse Resistance Education); GREAT (Gang Resistance Education And Training); PALS (Police Activities League); Officers provide car seat safety checks through the St. Cloud Area Car Seat program. Continue to seek new innovative education and citizen engagement programs and find ways in which to promote programs online and through social media and encourage greater volunteer involvement to expand their capacity to handle more participants.

Continue existing information pamphlets.

Welcome packets

2.2 More PD and FD Presentations To The Community, Which May Include Luncheons To Gain A Better Turnout

2.3 Cook Out With Cops AND A Cook Out With Fire (FD has open house during fire prevention week)

2.4 FAQ In Paper About Fire And Police Topics

GOAL 3: USE TARGETED POLICE VISIBILITY EFFORTS

Numerous studies clearly demonstrate that high police visibility, including visible traffic enforcement, can and do deter crime. Criminals generally do not like to be in an area where police officers are present, so the City takes purposeful efforts to give the criminals the perception that we have police everywhere. As such, Sartell police officers make concerted efforts to be visible at key locations and times to maximize effectiveness – whether undertaking routine monitoring or performing traffic enforcement. If it sometimes appears that “police are everywhere” in Sartell, then job well done. Given the success of this strategy, the goal is to ensure that police are targeting the areas that most require their presence.

Potential Strategies May Include These And Other Future Cool Ideas:

3.1 Construct A New Public Safety Center

The police office is located at 4th Avenue South and 2nd Street South. There is nothing magical about the location, except it was the location of the previous city hall and it is adjacent to the current township/fire hall. City will be completing a location study for the proper location of a new facility.

3.2 Use Available Officers Strategically

Assign officers to locations where crimes are occurring and base these decisions on up-to-date data including hotspot mapping. As identified by the police department, visibility on this road is warranted to deter crime throughout the City.

GOAL 4: EMBRACE NEW TECHNOLOGIES

The Sartell Police Department is a progressive force that seeks to stay on top of national best practices with regard to public safety. As such, the police department should maintain its goal of embracing new technologies that will help train police, solve crimes, and track progress.

Potential Strategies May Include These And Other Future Cool Ideas:

4.1 Maximize The Future Use Of A Public Safety Center

Completion of this project will bring substantial benefits to the City's police and fire departments. These facilities should be used, as appropriate, as a part of the community engagement and education programs that the police department already offers.

4.2 Use Technology For Effective Policing

Sartell police use a variety of technology tools to help them police more effectively. These include squad car audio/video recording systems that capture traffic violations when the emergency lights are activated, or when an officer manual begins recording; computer aided dispatch which allow officers to communicate via computer with dispatch and prioritize calls for service more appropriately; digital audio recorders and cameras which allow better gathering of evidence of crimes; e-Charging which allows officers to sign complaints from the County Attorneys offices at the police department rather than driving to St. Cloud or Foley to do it. Continue to look for the latest technology available in policing and determine if it would be effective in Sartell.

4.3 Expand The Use Of Mapping Technology To Track Criminal Activity

The Sartell Police Department does use mapping technology to gather data and identify crime hotspots. Police officers use these hotspot maps to allocate officers and discuss crime trends with City leaders.

4.4 E-citation.

The police department is also working toward obtaining the e-citation, which prints citations and warnings in the car and automatically forwards them to attorneys and court. This includes driver's license swipes, which can also populate other

report forms in the computer. They are also working towards field based reporting (FBR) which allows officers to complete their reports completely from the squad car and routes the information to our records management system (RMS).

GOAL 5. PROMOTE THE SARTELL FIRE DEPARTMENTS MISSION OF SERVING THE COMMUNITY PROTECTING LIVES, PROPERTY AND THE ENVIRONMENT IN A SAFE, EFFICIENT, AND PROFESSIONAL MANNER.

The Fire Department is responsible for extinguishing fires, fire prevention, and the maintenance of firefighting equipment and fire department facilities. In addition, the Building Department enforces laws and ordinances pertaining to fire safety; it also provides public safety information. The primary purpose of fire suppression and special operations is to provide an immediate response to protect lives, property, and the environment from exposure to natural, industrial and environmental hazards. Typical actions are search, rescue, and removal of persons in immediate danger, interior fire attack to stop the fire development, exterior fire streams to prevent fire extension, fire extinguishment and control. Also necessary are actions and measures to minimize property damage by smoke, water, weather and release of hazardous or toxic materials.

Potential Strategies May Include These And Other Future Cool Ideas:

5.1 Prevent Fire Ignition Whenever Possible.

5.2 Perform Pro-Active Information Management.

Forecast needs in the areas of building fire protection systems, operational support and program development.

5.3 Butch Fire Divergent....for adolescents who do bad things.



PLANNING: HOW WE GROW **Why This Matters For Sartell: Be Proactive**

Suburban communities often grow quickly, which can result in a “cookie cutter” development approach that undermines the ability to establish a unique identity. Throughout the input process, residents made it clear that they approved of the City’s proactive and open approach to development, even if they did not always agree with specific decisions or developments. Over the last ten years, the fruits of Sartell’s proactive planning have been impressive: the extensive parks and trails system, walkable neighborhoods, and an additional commercial and office development. These assets help shape the City’s identity and image throughout the region. This plan provided a chance to gauge public opinion on the City’s planning to date and its policies and approach in order to establish a clear set of goals moving forward. During the roundtables and public input sessions, participants were keenly interested in how Sartell would balance growth, particularly multi-family growth, and infrastructure, how to deal with vacancy and stalled development, and building a Town Square.

Sartell contains a wide variety of land uses including residential, commercial, office, industrial, mixed-use, recreational and conservation. The rapid growth Sartell experienced in the 1990’s carried forward into the 2000’s. Growth in the 1990’s followed more conventional suburban development practices, with different uses viewed as being incompatible and buffered from each other.

However, a change in land use policies that favor planned mixed-use development accounted for a significant shift in the type of development occurring over the last several years. The mixed-use developments were primarily high density in nature. The City of Sartell is projected to continue growing, but there is a strong desire that this growth should be sustainable and oriented toward improving and maintaining the quality of life.

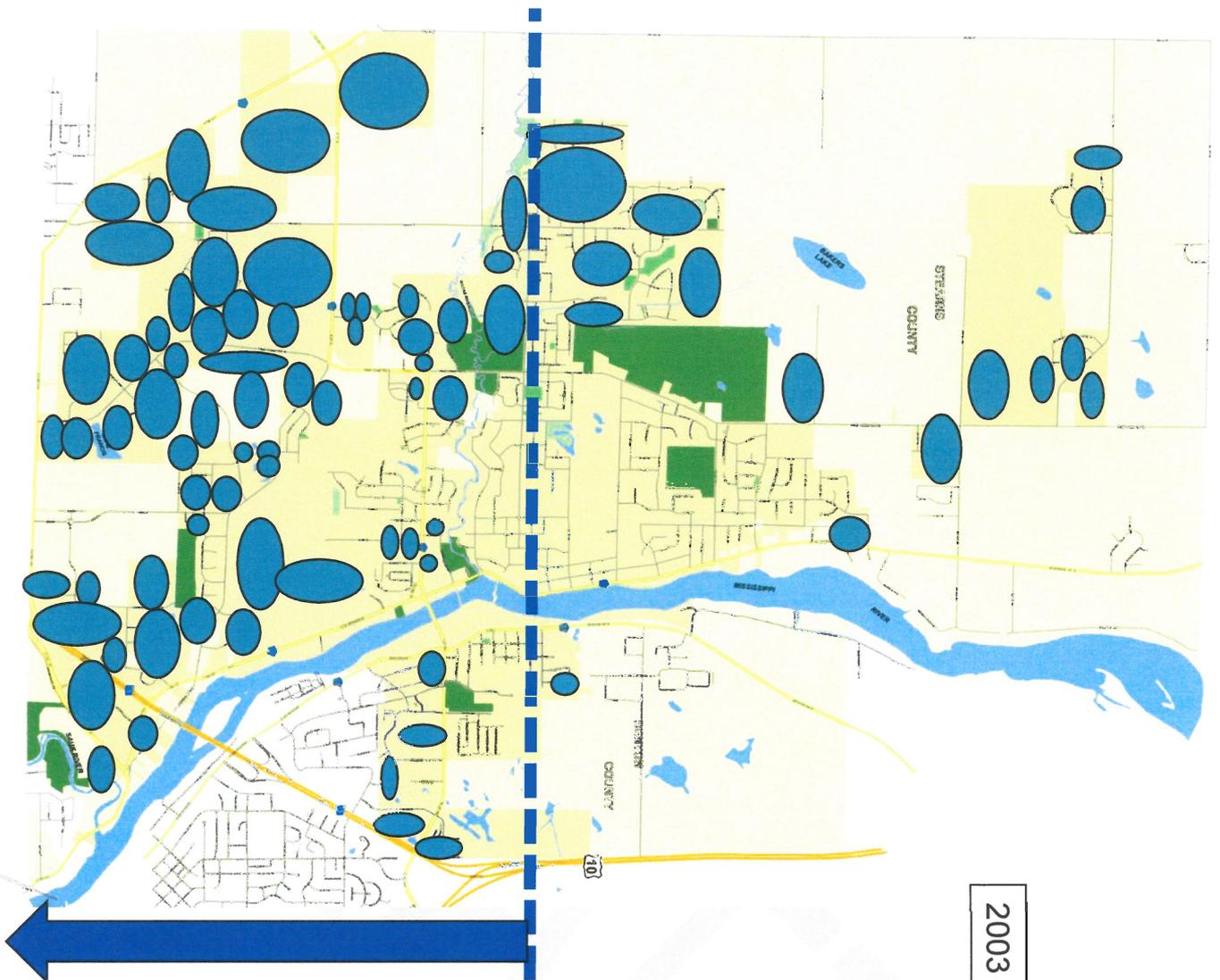
Since the last Comprehensive Plan, development in Sartell has been dominated by planned mixed-use projects including Madison Crossing, Ferche 600, Heritage Place and Oak Ridge Commons. Mixed-use developments have improved the physical connections between residential and commercial uses, and there is a desire to continue this improvement to a certain extent. Future projects should be designed so that their layout and arrangement of land uses encourages and facilitates civic engagement, and provides the infrastructure to allow people to walk between residences, jobs, recreation, retail, dining, and health care facilities. In addition to the successful implementation of mixed-use land policies, the City has benefited from an abundance of light industrial opportunities and proximity to Highway 10 and Highway 15. The City has also benefited from a significant growth in the healthcare sector with over 600,000 square feet of growth in the past ten years.

2003 to Present Concept or Development Plans

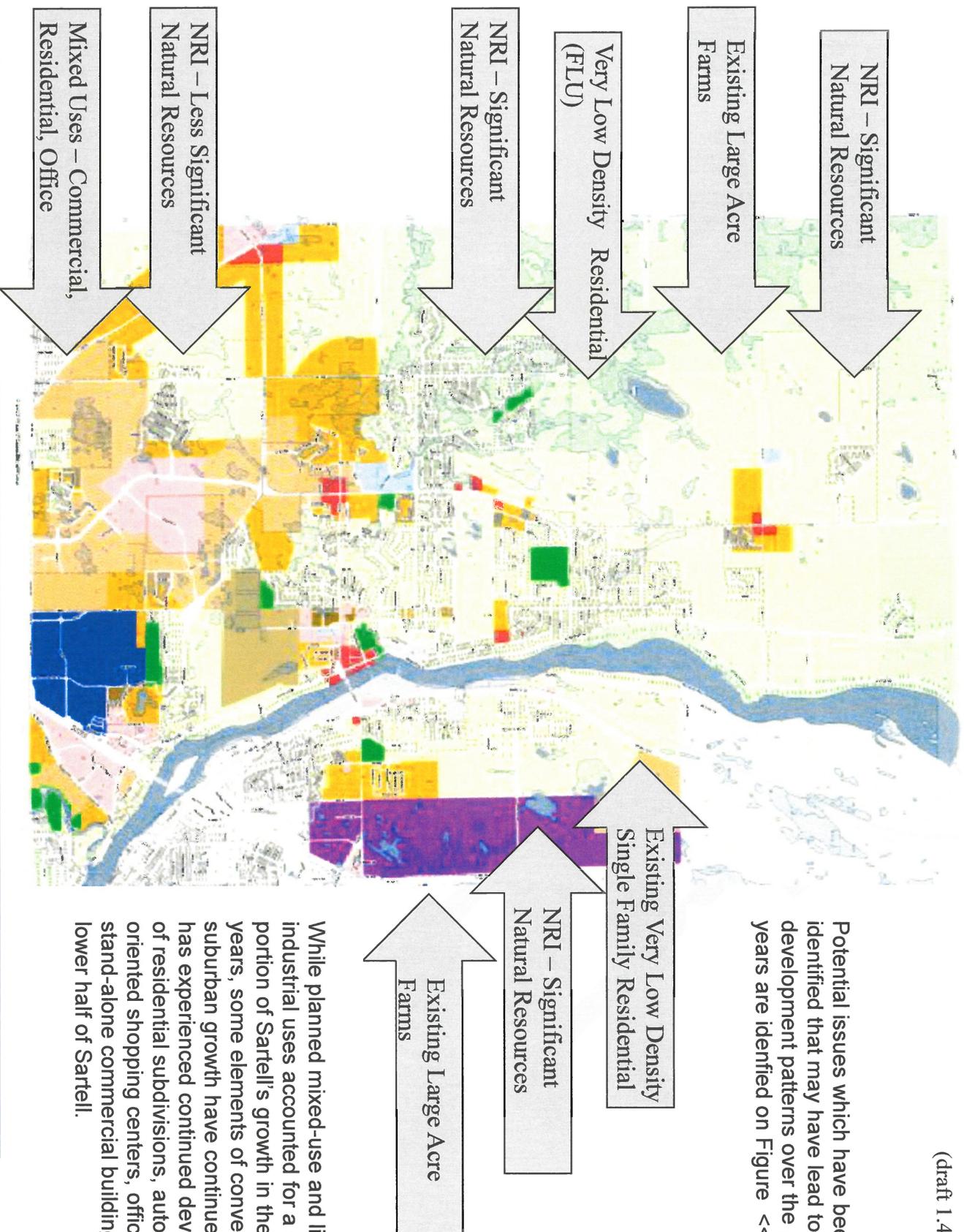
- Primary area of annexation pre-2000
- Secondary area for new single family
- Significant natural resources – very low density residential in the future
- Significant investment in athletic facilities/parks
- Large existing agricultural areas (farms)
- Transportation system supporting very low density residential

Hypothetical Center of Sartell

- Primary area of annexation post 2000 (1000+ acres)
- The only area containing newer high density residential
- Primary area of new mixed residential (townhomes, single family)
- Primary area of new office
- Primary area of new commercial
- Only area of new senior housing
- Transportation system supporting mixed uses



Potential issues which have been identified that may have lead to the development patterns over the past 10 years are identified on Figure << >>.



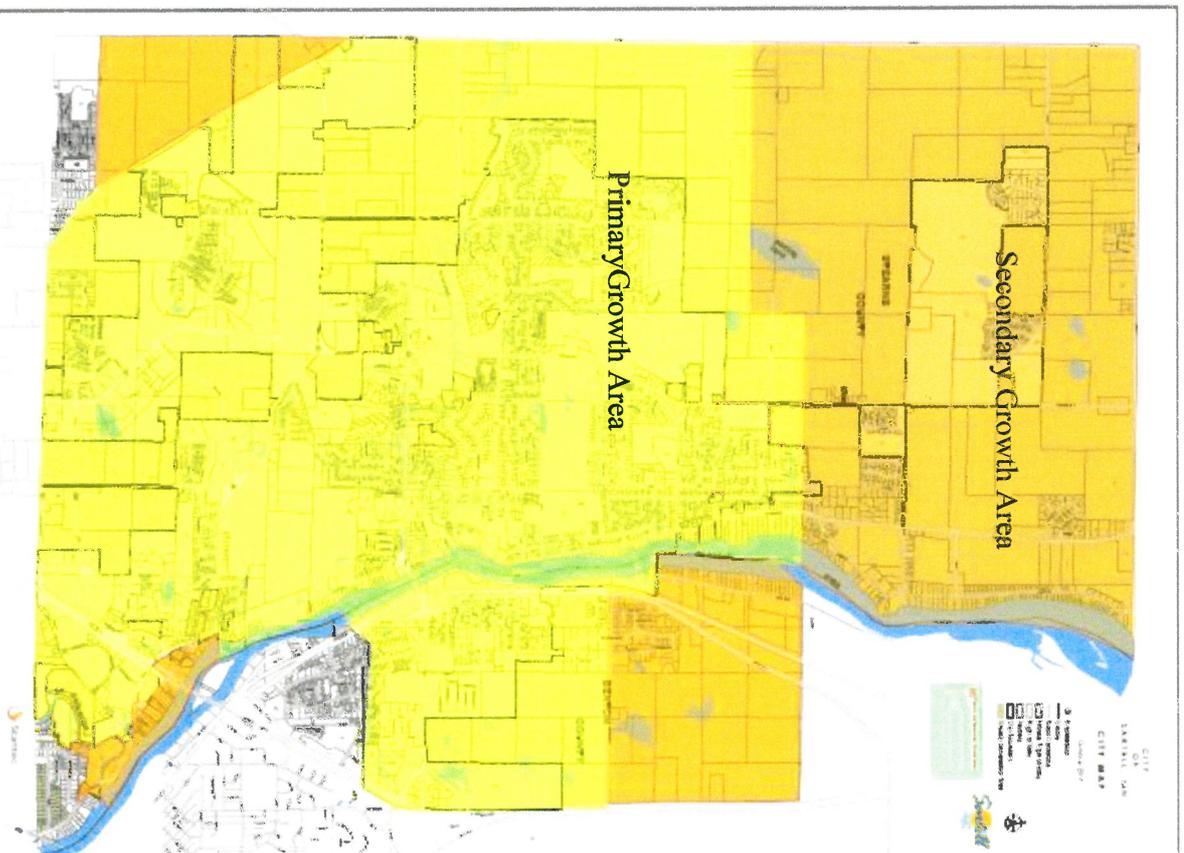
While planned mixed-use and light industrial uses accounted for a significant portion of Sartell's growth in the last few years, some elements of conventional suburban growth have continued. The city has experienced continued development of residential subdivisions, automobile-oriented shopping centers, offices, and stand-alone commercial buildings in the lower half of Sartell.

FUTURE LAND USE DEVELOPMENT¹

As Sartell's population continues to grow, additional pressure will continue to be placed on undeveloped areas within the City and surrounding the City. Longstanding agricultural areas, established township neighborhoods, and natural areas will all face greater pressure to develop. The Growth Areas Plan provides a general guide as to what areas are best suited to accommodate future growth in a staged and orderly way. Because there are significant areas of vacant properties (annexed or currently in the City), the primary focus will be to develop those infill areas so the city can leverage existing infrastructure while continuing to deliver the most effective and efficient delivery of public services. While development in the secondary areas may not be precluded, the primary growth areas can help discourage leapfrog development.

Primary Growth Area

The Primary Growth Area includes land that is in or adjacent to the currently developed core of the community. This area is primarily served (or can be readily served) with infrastructure and City services. However, there are a few properties where the extension of services may be cost prohibitive because of property characteristics. This growth area accommodates all types of development including residential (low, medium and high density), commercial and industrial projects. Areas of significant importance for additional employment (Hub on 15) and commercial (town square and epic center) development should continue to be encouraged. Opportunities exist for infill and redevelopment within this growth area including



incomplete subdivisions, redevelopment areas and pockets of properties currently within the Township. As new developments occur, streets should be aligned and connect to the existing roadway alignment to ensure, where possible, the inter-connections of existing and future neighborhoods.

Secondary Growth Area.

The Secondary Growth area includes areas located just beyond the current boundary, where utilities may not be readily available, significant natural resources exist, long-standing agricultural areas, or areas of existing township developments. Development within this area will require strategic annexation by the city to ensure newly incorporated areas are adequately served by municipal infrastructure without undermining the existing City or individual township systems. There are portions of the Secondary Growth areas, which have already been annexed into the City and developed. These areas are already served by City utilities and can continue to develop out per approved plans. However, additional capacity may be required to properly serve future development with needed utilities and roadways. Development within this area will consist of all levels of projects including residential, commercial and industrial.

Orderly Annexation

An Orderly Annexation Agreement (OAA) was designed to encourage managed growth and annexation in rural areas that are located within proximity to urbanized areas. The City of Sartell has two OAAs in place which include LeSauk Township and Sauk Rapids Township. Based on the City's utility capacity, seeking additional OAA's with any adjoining Townships will not be sought at this time.

LeSauk Township

The LeSauk Township OAA area includes the entire remainder of the township. Since its approval in 1994, 1000's of acres, have been annexed for development. Properties may only be annexed through a petition or a majority of property owners. The areas within the OAA are governed by the Joint Planning Board, which oversees all land use requests initiated while in the Township. The OAA has not provided an orderly process for contiguous annexations resulting in several leap-frog developments and islands of township properties surrounded by the City.

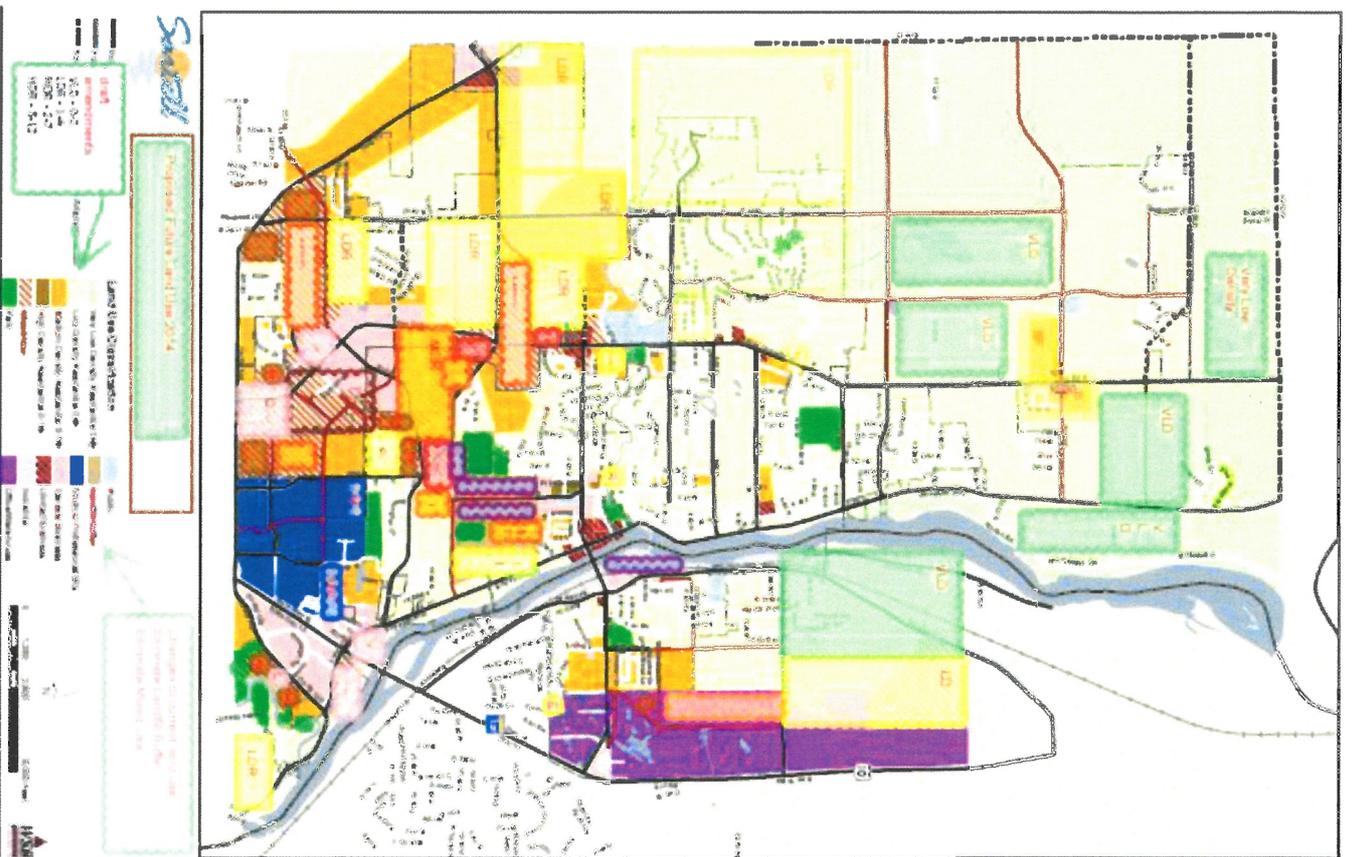
Sauk Rapids Township

The Sauk Rapids Township OAA area includes that area west of Highway 10 and north of the current city boundary. Very little annexation has occurred since the approval of the OAA in 1994. Properties may only be annexed through a petition or a majority of property owners. The areas within the OAA are governed by Benton County, which oversees all land use requests initiated while in the Township.

Future Land Uses

Development has followed a prescribed process to ensure thoughtful integration of natural beauty with physical development. To guide land use and development, the City prepared and continually updates plans including transportation, parks and a master plan for the town center area. The City uses the Comprehensive Plan (and subsequent plans) to develop recommendations in areas of land use, supportive infrastructure, and development review. The Plan is specific enough to guide many day-to-day development decisions and provides the policies, standards, and principles that serve as the basis for updating the zoning ordinance and other development controls the City enforces.

The Land Use Plan also recognizes the continuing development and investment that occurs and includes specific and general policies and ideas to guide this evolution from vacant (or developed) property into development (or redeveloped) property. The Land Use Plan densities and classifications are a general guide while the zoning standards govern for actual development practice. Figure _____ is the Land Use Guide Plan, showing the land uses for which individual parcels are guided. The City's existing zoning map is shown in _____. The definitions of the Land Use Guide Plan designations and an explanation of how they correspond to zoning districts are described below. The future land use designations work jointly with zoning designations to further the City's land use planning goals. The Land Use Plan densities and classifications

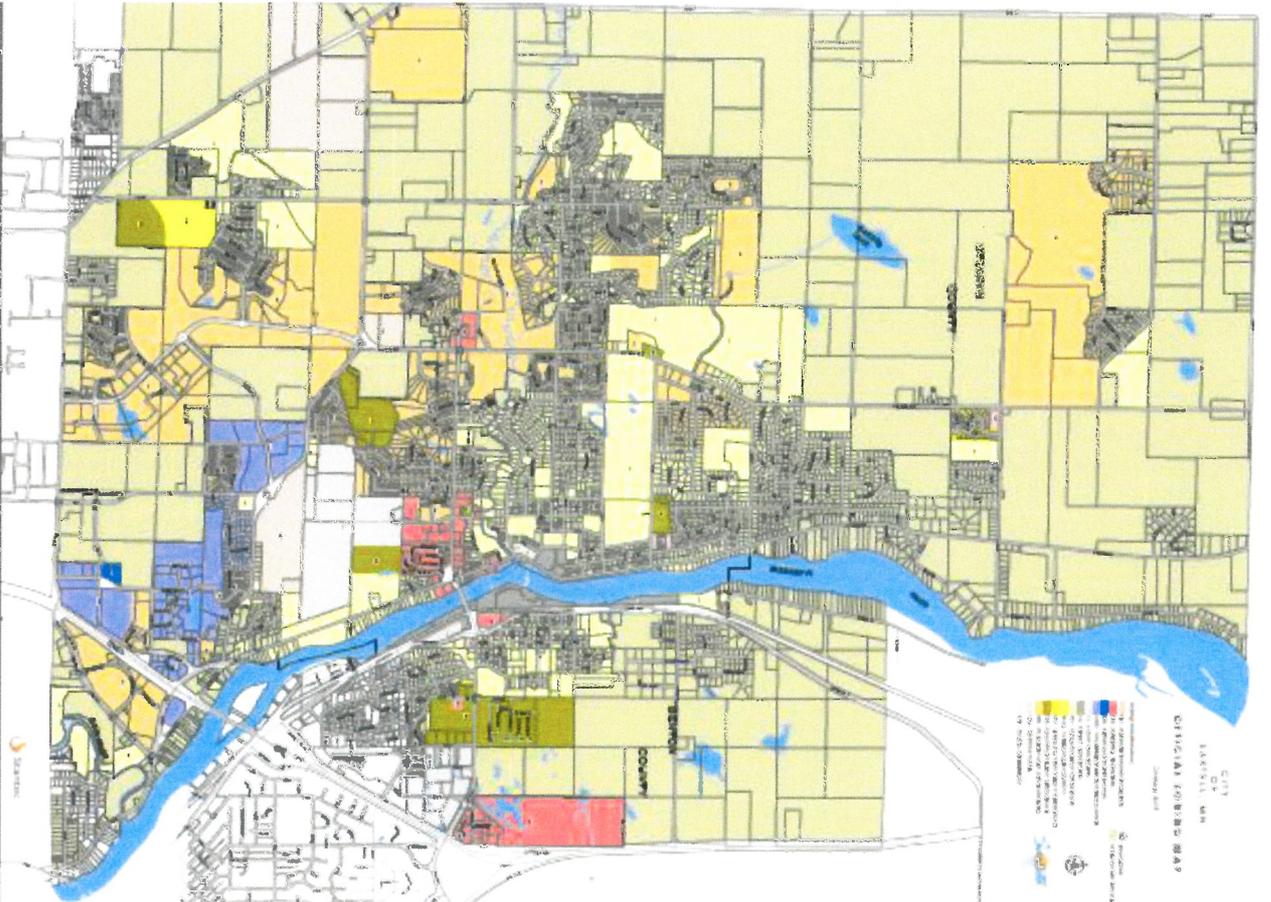


are a general guide while the zoning standards govern actual development practice.

Agricultural

The future land use plan identifies desired future land uses at full urbanization many years into the future. Many of these areas are currently undeveloped, and some are outside the existing city limits (LeSauk Township and Sauk Rapids Township). Before urban development, such areas should be protected against development patterns that may hinder their eventual transition to the intended urban use. Thus, areas not currently developed should be maintained at very low-density residential (which could allow for re-subdivision) and agricultural uses until such time urban development occurs.

Very Low-Density Residential development is appropriate for development up to two gross units per acre. Within both of these residential categories, it is anticipated that the predominant housing type will be single-family. Corresponding zoning districts include Ag, RR, and R-1. Cluster developments, via a PUD, may occur in land guided for very low density provided it meets the overall density requirements and transitions appropriately to adjacent developments. Apartments will not be allowed. Some single family attached (townhomes, twinhomes) may be allowed as so long as the overall density does not exceed the maximum requirements. Any single family attached



development shall maintain the character of the surrounding neighborhood.

Low Density Residential development is appropriate for development of one to four units per acre. Typical development includes single-family detached dwellings. The zoning that corresponds includes RR and R-1. Cluster developments, via a PUD, may occur in land guided for low density provided it meets the overall density requirements and transitions appropriately to adjacent developments. Apartments will not be allowed.

Medium Density Residential areas are appropriate for development between two and seven dwelling units per acre. Typical development includes single-family detached dwellings, in addition to multiple family attached dwelling units that are approved for either conventional platting or a planned unit development. Corresponding zoning districts include the R-1, R-1A, R-2, R-3. Cluster developments, via a PUD, may occur in the land guided for medium density provided it meets the overall density requirements and transitions appropriately to adjacent developments. Any apartments must be along a collector or higher functional roadway and provide adequate buffering (through a roadway separation or significant landscaping) from any lower density residential.

High-Density Residential areas are appropriate for development between 5 and 12 dwelling units per acre. Typical development includes multifamily attached dwelling units, and are approved through either conventional platting or a planned unit development. Corresponding zoning districts include R-3 or R-4. Cluster developments, via a PUD, may occur in the land guided for medium density provided it meets the overall density requirements and transitions appropriately to adjacent developments. . Any apartments must be along a collector or higher functional roadway and provide adequate buffering (through a roadway separation or significant landscaping) from any lesser density residential.

Sartell may allow neighborhoods with a variety of housing types and densities within a single development. The city currently allows such development through a tool called the Planned Unit Development. If a mixed residential development is proposed, certain separation between housing types (single family to multifamily) must be achieved with substantial separation such as a public road or an equivalent distance in vegetation screening and increased setbacks from the lower density use.

As discussed later, parks, trails, churches and other public/semi-public and park related uses are appropriate within residential areas as well.

Commercial

The purpose of this category is to identify portions of Sartell and its growth areas that contain or should be developed for general commercial or business use.

Highway/Medical Professional Mix developments will be predominantly occupied by establishments that primarily provide a service as opposed to the sale of goods or merchandise. These may include smaller scale one-story office uses or higher intensity multi-level mid-rise offices. Examples include professional offices, medical or engineering offices, real estate offices, insurance agencies and corporate headquarters in a campus or business park setting. The goal is to attract employment-related development by providing opportunities to accommodate corporate users in areas adjacent to Highway 15. These projects shall utilize high-quality architect design, building materials, attractive signage, and innovative landscaping techniques. The corresponding zoning district is B-3 or CDZ.

General business uses are predominantly occupied by establishments that offer goods or merchandise for sale or rent and other commercial uses that may operate in “office” settings. Such uses include stores, shopping centers, hotels, restaurants, gasoline stations, automobile body shops, physical fitness centers, clinics, and markets. The corresponding zoning district is the B-2 or CDZ.

Limited Business centers should remain small scale, providing service primarily to the surrounding neighborhood. Also, the architecture and site design of neighborhood commercial areas must be compatible with the surrounding neighborhood. Such issues as building size, location on the lot, building materials, screening and other design issues are important. The corresponding zoning district is the B-1 or CDZ. Uses in this area should be geared toward the service, small retail and convenience needs of the surrounding neighborhoods. The commercial development should exhibit complementary architecture and materials. Pedestrian connectivity and traffic management should be promoted to encourage walkability.

A mix of commercial and residential may be considered through a PUD, which is a minimum of at least 5 acres in the general, limited business land use area and are compatible with surrounding, existing or planned development. However, residential development may not exceed more than 25% of the land area of any development. The exception will be made for those developments that propose living units above commercial/businesses.

The **Town Square** is intended to provide for a mix of land uses including residential, commercial, civic and other uses within a single development concept. Housing densities up to 20 gross units per acre may be accommodated within the town square area. The area is to be developed over time into a compact, walkable, vibrant, pedestrian-oriented area. Uses could include retail, service, office, housing, park, hospitality, and entertainment. The area allows for the vertical

Town Square Buildout Scenario



mixed use buildings (office or housing over shops and restaurants). The nearby housing will be higher density than typically found in other parts of the city. Parking will be in parking structures and on-street with limited use of the surface.

Future buildings will have frontage on a street with a lively and active street life. Parks, trails, and landscaped streets will add green space and recreation amenities to the area. The corresponding zoning district is PUD.

Commercial buildings should be located near or on the sidewalk with parking provided through a combination of on-street spaces and off-street parking structures. Reduced parking requirements may be considered for this area to encourage denser development.

Industrial

Office Warehouse/Industrial development is evolving from a heavy use of a more moderate manufacturing to office and warehouse uses. The former paper mill site and former landfill site offers the best opportunity for the potential for larger tract office redevelopment. Most future industrial development is expected to be of a less intense nature and be directed to the Office, Warehouse, Light Manufacturing areas.

The purpose of the **Office/Warehouse** uses is to identify portions of Sartell and its growth areas that contain or should be developed for light manufacturing, warehouse, and office use. These areas could include warehouse uses, light manufacturing, including facilities where offices are an integral part of the business, as well as free standing professional

businesses and offices. They may also include limited retail and service uses in support of office uses and employees, such as restaurants and convenience stations. The corresponding zoning district is I-1.

The purpose of the **Industrial** category is to identify portions of Sartell that contain heavy industrial uses. Uses could include manufacturing, assembly, truck terminals, and other businesses that provide goods, but not directly to the public. The corresponding zoning district is I-2. Industrial uses should be well buffered and screened to minimize noise, light and other nuisances to adjacent commercial and residential uses. The scale and intensity of industrial uses should be based on the context and respect the character of adjacent neighborhoods.

Public

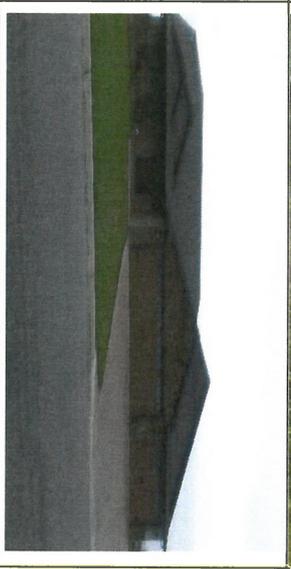
State, federal or local government uses, and quasi-public institutions. Governmental uses include City Hall, fire stations, post offices and public schools (but not parks). Public uses may include places of worship, cemeteries, utilities and other private non-profit uses. The majority of public and institutional land uses in the city are located on scattered sites throughout the City. The police station, fire station and public works facility form an identifiable “government center” on 4th Avenue South. However, City Hall is located along Pinecone Road. The public schools in the city limits are Oak Ridge Elementary, Pine Meadows Elementary, Sartell Middle School, and Sartell High School.

Park

Land dedicated to active or passive recreational uses. These lands may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, golf courses, recreation centers, etc. Because of the ½-cent sales tax, this is one of the land uses that has changed most dramatically since 2003. Pinecone Central Park is still the single largest recreation facility in the city at over 180 acres. The most recent significant additional to Sartell’s park system is Sauk River Regional Park and the Pinecone Central Park. In addition, there are several subdivision recreational areas within the corporate limits that add to the city’s overall inventory.

FUTURE LAND USE CATEGORIES/DESCRIPTIONS.

Future Land Use Categories/Descriptions	Density/Intensity/Design	Photo Illustrations
Residential		

<p>Agricultural/Joint Planning District</p> <ul style="list-style-type: none"> • Agricultural Uses • Very Low or Rural Residential • Largely undeveloped 		
<p>Very Low Density Residential</p> <ul style="list-style-type: none"> • Single Family Detached units • May include small institutional uses such as parks, schools, churches 	<ul style="list-style-type: none"> • 0-2 units/acre • Impervious surface limitations 	
<p>Low Density Residential</p> <ul style="list-style-type: none"> • Single Family Detached • May include small institutional uses such as parks, schools, churches 	<ul style="list-style-type: none"> • 1-4 units/acre • Impervious surface limitations 	
<p>Medium Density Residential</p> <ul style="list-style-type: none"> • Single Family Detached • Twinhomes • Townhomes • Public spaces such as parks, schools, churches 	<ul style="list-style-type: none"> • 2-7 Units/Acre • Adequate transitions to lesser density housing required • Impervious surface limitations • Near or on interconnected street system (collector) 	

<p>High Density Residential</p> <ul style="list-style-type: none"> • Townhomes • Apartments • Condos • Rowhouses • Senior Housing • Public spaces such as parks, schools, churches 	<ul style="list-style-type: none"> • 5-12 Units/Acre • Adequate transitions and buffering to lesser density housing required • Impervious surface limitations • Near or on interconnected street system (collector) 	
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<p>Future Land Use Categories/Descriptions</p>	<p>Density/Intensity/Design</p>	<p>Photo Illustrations</p>
<p>Commercial</p> <p>Limited Business Access</p> <ul style="list-style-type: none"> • Convenient Access • Neighborhood Market • Serve primarily adjacent neighborhood node. • Retail, services, studios, small offices. 	<ul style="list-style-type: none"> • Building footprints generally less than 10,000 sf (less for individual stores). • Parking is less prominent. • Emphasize enhancement of pedestrian environment. • Buffer/transition to adjacent residential uses. • High quality building materials and landscaping elements 	

<p>General Business</p> <ul style="list-style-type: none"> • Convenient Access • Regional Markets 	<ul style="list-style-type: none"> • Building footprints generally greater than 10,000sf. • Emphasize enhancement of pedestrian environment. • Buffer/transition to adjacent residential uses. • High quality building materials and landscaping elements 	
<p>Highway Office and Medical Mix</p> <ul style="list-style-type: none"> • Regional Markets • Offices • Retail is accessory 	<ul style="list-style-type: none"> • Building footprints generally greater than 10,000sf. • Emphasize enhancement of pedestrian environment. • Buffer/transition to adjacent residential uses. • High quality building materials and landscaping elements 	
<p>Town Square</p> <ul style="list-style-type: none"> • Commercial, residential, public Retail Services • Offices • Public/Institutional • Higher Density Residential • Vertical mixed use 	<ul style="list-style-type: none"> • Vertical or Horizontal Integration • Pedestrian streetscape and amenities. • 2-4 Stories • High quality building materials and landscaping elements 	
<p>Industrial</p>		

<p>Office/Warehouse</p> <ul style="list-style-type: none"> • Businesses providing goods and services • Light Manufacturing • Assembly • Warehousing • Limited service and retail areas 	<ul style="list-style-type: none"> • Standards to ensure compatibility with adjacent uses • Screening of outdoor activities and storage • High quality building materials and landscaping elements • Emphasize enhancement of pedestrian environment 	
<p>Industrial</p> <ul style="list-style-type: none"> • Heavy Manufacturing • Assembly 	<ul style="list-style-type: none"> • Standards to ensure compatibility with adjacent uses • Screening of outdoor activities and storage • High quality building materials and landscaping elements • Emphasize enhancement of pedestrian environment 	

Future Land Use Categories/Descriptions

Density/Intensity/Design

Photo Illustrations



<p>Public</p> <ul style="list-style-type: none">• Current Public right-of-way, which includes streets, sidewalks, boulevards, trails, and alleys;• Parks, playgrounds, and open spaces;• Town Square and other public places that define the community's identity;• Public and quasi-public institutions, which includes city buildings, schools, churches, and community centers;• Public facilities.	<p>Current public spaces are depicted on the FLU. Future public uses may be integrated into existing areas or expanded into new areas based on needs. An amendment to the FLU will not be necessary as most public spaces are permitted uses within the appropriate and designated zoning districts.</p>	
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EXISTING FUTURE LAND USE PLAN AND THE 2015 FUTURE LAND USE COMPARISONS

1. Reduction in densities allowed (from very low density to high density residential). Densities are based on gross net acreages.
2. Elimination of “mixed uses”. Instead, all areas have a designated primary use. In the text of the plan, commercial areas will be allowed to have a percentage of residential as part of a future planned development.
3. Upper NW portion of Sartell significant reduction in density and future development with primarily low density, including reducing the density at 27th and Pinecone Road.
4. Upper NE portion of Sartell is amended to allow for additional single and medium density residential.
5. West Central portion of Sartell – predominately low density residential.

6. East Central Sartell remains mostly the same with the exception of the paper mill site guided for office/warehouse (instead of industrial).
7. Southwest Sartell – elimination of mixed uses for appropriate type of residential or commercial use.
8. AIM Stearns Site proposed to be a mix of office/warehouse, medium and low density residential. May include a green space component.
9. Sartell Town Square is proposed to be a new land use category, which will allow for a mix of uses and character.
10. Mississippi River Redevelopment is envisioned north of County Road 1 as an extension of the highway commercial currently located in the Epic Center/Twin River Court Area. Because it is regarded as a redevelopment project, it has been placed in the secondary growth plan due to the amount of existing commercial property already located within the primary growth area.
11. Promotion of infill development within the primary growth area.

PLANNING GOALS

GOAL 1: CREATE AND TRANSFORM SARTELL GATEWAYS

Residents have clearly indicated that transforming the Gateway (Epic Center areas) into an area that Sartell can be proud of should be a top priority for the City in coming years. The existing plan should be re-evaluated to respond to today's economic realities. In addition to gateways into the city, being able to identify and develop gateways to signify neighborhoods, thoroughfares and business districts is also a goal. As a priority goal, Sartell Gateways needs targeted investment to encourage additional private development.

Potential Strategies May Include These And Other Future Cool Ideas:

1.2 Use Temporary Landscaping Where Possible

It likely will be years before some properties will be developed or redeveloped. Rather than settle for vacant land or mounds of dirt in the highly visible highway areas, explore alternative landscape strategies that can add environmental and aesthetic appeal.

1.2 Pursue Upscale, Unique Retail

Residents are looking for more retail options locally. Evaluate and market the potential for various types of retail; this could include both small-scale retail and an open-air retail center as part of new development in the area near Highway 15 and the Mississippi River and within the Downtown area.

1.3 Develop Visually Striking Buildings

Hold developers and their architects to high standards. The buildings must be visually distinctive to help the Gateway areas, and all of Sartell stand out from the competition.

1.4 Beautify The Bridge Of Hope And Sartell Bridge, Utility Stations

Work with MnDOT to determine options for making the bridge over the Mississippi River unique. Lighting, lettering, and landscaping can help make a difference that results in private interest. This can be an expensive undertaking so plan ahead and work to raise outside funds.

Work with utilities and transportation companies to landscape power line and railroad right-of-ways through the community and to underground utilities when possible.

Develop land use and site design measures for areas adjacent to high-voltage power facilities. Measures will include landscape buffers and mandatory setbacks for substations and transmission towers and lines.

1.5 Redevelopment And Infill Efforts

Support redevelopment efforts throughout the City and especially in the main thoroughfare areas that are determined to be necessary and beneficial to the economic health of the community

Encourage infill/redevelopment opportunities that optimize the use of current/future city infrastructure and that complement area, neighborhood, and/or corridor content and character.

Develop and implement an infill development incentive program to achieve the objectives of orderly development established by this plan.

1.6 Encourage art and Wayfinding Within Neighborhoods

Identify and development gateways to signify neighborhoods and business districts. Partner with local organizations or neighborhood groups to encourage displays of art showcasing the unique talents of local artists. Gateway elements could include: lighting, signage, street furniture, public art and innovative streetscape improvements.

GOAL 2: INVEST IN A TOWN SQUARE

Much attention has been paid to the need and desire to have a Town Square with good reason. Town squares, in particular, can be the “mother ship” of activity and in many ways can be the heart of Sartell (even though it is not in the middle of Sartell). It could be a mix of uses, range of events and contain an urban park, which are essential in distinguishing Sartell from other cities. Although other parts of Sartell also deserve investment, the town square has been on the backburner for years. A healthy town square can boost economic development and job growth and provide a range of programs and services for all lifestyles in Sartell.

Potential Strategies May Include These And Other Future Cool Ideas:

2.1 Energize the Downtown Area Through The Arts And Adaptive Reuse

Older structures, such as the round barn, usually are attractive spaces for creative individuals. The condition of the barn is in extremely poor condition. With private investment, the barn could attract other arts-related uses. Evaluate adaptive reuse options for historic structures; creative uses might include galleries, live/work spaces, mobile vendor locations, and markets. Host annual events and recruit new events throughout the year that can help keep the downtown alive all year round.

2.2 Market The Future Town Square

Part of the reason people often refer to the need to plan for a town square... is because they are not aware that a master plan exists. The future town square is a vacant field tucked behind a wooded area and wetland. It is difficult to envision the vision. Investing and supporting development in this area and providing connections to other local amenities including trails and nearby neighborhoods.

2.3 Fill The Missing Links

Since the future town square is literally just dirt at this time, many people feel fundamental disconnected when talking about the town square. Work to eliminate the disconnections many feel when talking about the future town square. As the area starts to develop, new roadways with trails and sidewalks should be constructed to link the town square to the

existing connections in the medical office park area. Every attempt should be made with partner organizations like MTC to ensure adequate bus coverage is provided.

2.4 Mixed Uses And Design Guidelines

Adopting a new Town Square Zoning district will allow the area to Adopt mixed-use design guidelines and a town square zoning district to assure high quality and variety in building design, a connected and active streetscape and a walkable lively town square character.

Provide appropriate wayfinding signage.

Provide a mix of private, non-profit, and public uses which will encourage use throughout the day, every day.

Encourage and support innovative housing opportunities in the town square area.

Retain and attract the appropriate mix of retail/service business activity and housing opportunities in the town square.

Evaluate and recommend improvements to town square pedestrian and vehicular traffic flow.

Encourage the use of shared parking facilities for multiple buildings to provide safe and efficient access to buildings and to lessen the visual impact of vehicles and parking.

Locate and orient buildings to fit with their existing and/or planned context by framing and complementing adjacent streets and open spaces.

2.5 Create strong and active public/private partnerships

Recruit local business leaders, elected officials, city staff, and active citizens to form a Downtown Development team.

Ensure diversity within the team by recruiting people whose talents and backgrounds are unique from each other and who specialize in different things. The Downtown Development team can be an arm of the existing Economic Development Commission and help promote, and bring awareness to the downtown area while working to enhance economic growth.

GOAL 3: BALANCE GROWTH AND ORDERLY DEVELOPMENT

Rapid growth brings with it many challenges, from providing services to managing traffic volumes. Sartell, through prior planning and investment, has sought to guide and manage growth as much as possible. Even so, the City's rapid

development has raised concerns among residents. There should be a strengthened distinction between the urban city and the rural countryside with well-planned and carefully coordinated services, which will ensure the orderly, efficient and fiscally responsible growth of development in Sartell. The City's financial management plan addresses some land-use concerns by providing guidance to Sartell in making investment decisions.

Potential Strategies May Include These And Other Future Cool Ideas:

3.1 For Stalled Subdivisions

Encourage owners and developers to explore alternative uses and strategies to beautify the land.

3.2 Explore Annexation Possibilities

Use annexation as a tool, where possible and appropriate to improve service delivery. Work cooperatively with the adjacent townships, the County, and property owners to encourage orderly growth and development.

3.3 Support Orderly Growth

Encourage new development to make use of available lots and redevelop existing properties within the Primary Growth Area City before annexing new property and stretching City services in the Secondary Growth Area. Continue the past practice of limiting annexation to the request of property owners. Work with the County and adjacent townships to maintain very low residential densities within the Sartell/LeSauk and Sauk Rapids Joint Planning District to promote the efficient extension of public utilities when it is needed.

Provide for an orderly and efficient transition from rural to urban land uses.

Minimize urban sprawl and leap-frog development.

3.4 Plan For Orderly And Efficient Commercial And Industrial Development

Locate and design industrial and commercial developments to provide good access and road service, while avoiding the routing of traffic through residential neighborhoods. Require new commercial and industrial developments to have access to adequately sized and designed public roads.

Prior to the development of any proposed commercial or industrial areas within the secondary growth area, conduct a commercial market and feasibility study of commercial and/or industrial corridors in the region to evaluate their viability, challenges, and opportunities.

GOAL 4: ENSURE LIFETIME HOUSING

Sartell's housing stock consists primarily of single-family homes. Cities with a limited mix of housing types often face challenges in retaining families and residents, as their housing needs change. In that spirit, promote alternative housing types with the goal of retaining residents at all stages of life and offering different housing options attractive to knowledge workers, young professionals, and smaller families.

Potential Strategies May Include These And Other Future Cool Ideas:

4.1 Promote Development Of Housing For Seniors

It is important for seniors to be able to age in place. As Sartell's population ages, some seniors will be looking for smaller homes with limited maintenance. Others may require housing coupled with services. Plan for (and even perhaps recruit) new independent senior homes and assisted living facilities designed in a walkable, higher density development pattern. Other considerations may include outdoor lighting that exceeds the current City code; buildings that are designed for people with limited mobility, eyesight, and hearing particularly in disaster situations requiring evacuations

4.2 Encourage Design That Makes Homes Accessible To People With Varying Physical Abilities.

For independent seniors or those with handicaps, Universal Design features like ramps, wide doorways, and hallways, lever door handles and pull out cabinets can greatly improve mobility and independence. Encourage developers to design new homes with universal design features in mind.

4.3 Separation Of Residential Uses

Require adequate transitions between different land uses through appropriate land use planning and zoning standards and promote architectural/site aesthetics that are compatible with community standards.

4.4 Location Of Residential Uses

Continue to guide residential growth in an orderly and compact manner so that new developments can be effectively served by public improvements and that the character and quality of the City's existing neighborhoods can be maintained and enhanced. Discourage the placement of high-density developments in areas lacking adequate transportation infrastructure.

Promote and support the development of medium and high-density residential land uses near commercial centers and nodes.

4.5 Create and Preserve High-Quality Residential Developments

Encourage quality housing stock that is supported by strong identifiable neighborhoods. Require active living components in new developments with sidewalks and trails, access to parks, green space, etc. Maintain zoning and subdivision regulations that allow for the construction of a variety of housing types and price ranges.

Continue implementation of the Zoning Code, i.e. inspections, licensing requirements and enforcement to encourage well-maintained housing.

Commit to a regular cycle of citywide identification of deteriorated homes and implement effective programs to motivate compliance.

Implement promotional and education activities on building maintenance for owners of single-family homes and multi-family buildings. For example: City and Community Education offer housing maintenance and code requirement information and provide effective city code education.

Strengthen neighborhoods and neighborhood amenities to encourage residents to stay and reinvest in Sartell.

4.6 Maintain Workforce/Affordable Housing

The lack of workforce housing affects overall quality of life in Sartell and throughout the region. Essential workers such as teacher's, police and hospital staff who work in Sartell may not always be able to afford to live in Sartell. The workforce, which has helped to create and maintain Sartell's higher property values, is often priced out of its housing market. Making land available for workforce housing and reviewing other innovative approaches such as land trusts.

Collaborate with public, nonprofit and private groups in the planning and/or development of workforce housing.

Encourage the development of long-term management strategies for affordable housing, in cooperation with non-profit housing organizations, to ensure that the continuation of its affordability features to successive household.

Encourage repairs and improvements to existing single-family homes that extend their useful life, and ensure that they are designed and constructed in a manner that complements the dwelling's character and is compatible with adjacent homes and surrounding neighborhood.

4.7 Maintain a Balance of Housing Types

The City acknowledges that there is demand for different types and sizes of housing units, but due to limitations of available space and other resources, all demands cannot be fully satisfied. At the present time, the greatest desire is to

encourage the creation and maintenance of detached, owner-occupied single-family housing which are large enough to accommodate families.

Develop matrix of existing housing types including detached/ attached, owner/rental, family/senior; and affordable/market rate with production goals for each. Use this matrix as a guide to evaluate future housing development proposals.

Identify unused public land and explore selling these properties for new development (based on land use and zoning).

GOAL 5: ENSURE ADEQUATE BUSINESS OPTIONS

The comprehensive plan recognizes the need to provide for a variety of retail and office formats, serving neighborhood, community, and regional markets. The plan's land use designations distinguish between these types.

Potential Strategies May Include These And Other Future Cool Ideas:

5.1 New Commercial Development

Facilitate development of new, well-planned commercial areas to meet the needs of residents of Sartell and its market area.

Establish a development review process that provides ease, predictability, and flexibility to developers and ensures high quality and neighborhood-compatible development.

Require pedestrian-oriented amenities such as small plazas, outdoor seating, public art and active street frontages where appropriate and justified.

5.2 Existing Commercial Development

Work with existing commercial nodes on marketing to ensure their long-term sustainability as a feature of our neighborhoods.

GOAL 6: ASSESS THE ADEQUACY OF OUR COMMUNITY FACILITIES

Community facilities are the resources that help make lives safer, healthier and more enjoyable, as well as enhance skills and abilities to enable residents and businesses to lead productive lives.

Potential Strategies May Include These And Other Future Cool Ideas:

6.1 Network Infrastructure

Continue/start the expansion of fiber-optic network infrastructure in order to increase data and voice communication speed and reliability throughout the City and its various facilities, as well as with other government organization.

Monitor other cities' efforts to install citywide internet infrastructure, and explore the creation of a citywide fiber-optic network infrastructure for Sartell. Monitor and be aware of new emerging technologies to assess their practicability in citywide infrastructure.

6.2 Hubs Of Activity

Plan for the disbursement of public facilities so that parks, future community centers, park shelters and other mixed use activity centers are easily accessible to all residents in Sartell.

6.3 Cohesive Branding Of Public Facilities

Create design guidelines to be used in preparing and evaluating plans for public facilities such as park shelters. Guidelines should promote an open relationship with the public realm and pedestrian accessibility within the site and between the site and neighboring land uses.

GOAL 7: DEVELOP COMMUNITY FRIENDLY INDUSTRIAL PROPERTIES.

This plan proposes to shift some industrial land to reuses that are more suitable. Plan policies seek to increase the supply of "ready to go" job producing land that will improve Sartell's competitiveness in the regional economy by decreasing start-up time for new development. This plan also reduces the potential for conflicts associated with industrial uses adjacent to other sensitive areas such as the Mississippi River.

Potential Strategies May Include These And Other Future Cool Ideas:

7.1 Compatibility

Ensure compatibility between industrial lands and dissimilar adjacent land uses.

Update the zoning ordinances to include revised uses as determined by the comprehensive plan.

Require buffering land uses adjacent to existing or planned residential areas adjacent to properties with industrial designations. Such uses may include parks, ponds, open space and other such uses.

Ensure walkability and proximity to the City's other resources such as commercial and park amenities.

7.2 Mill Site Redevelopment

Utilize the location of the mill site to beautify portions along the river and create unique and welcoming green spots. Ensure the redevelopment is appropriate and compatible with the adjacent residential areas through Zoning ordinances. The former mill site (within Benton County) will be required to go through a redevelopment master planning process prior to any land use requests that may prompt development (aside from public infrastructure investments).

GOAL 8: DEVELOP THE CITY ACCORDING TO THE COMPREHENSIVE PLAN

Continue to develop the City in accordance with the Comprehensive Plan to ensure that all future development and redevelopment will reflect the elements of the Comprehensive Plan and a consistent development policy

Potential Strategies May Include These And Other Future Cool Ideas:

8.1 Inform all City residents, property owners, business owners and interested parties of the designations, policies and recommendations contained within the Comprehensive Plan, and of any updates and/or amendments to the plan. This shall be accomplished through typical legal notification requirements and through the publication from time to time of articles, fact sheets, or information on the City's web page that may help to inform the public of new or Revised City policies.

8.2 Amend Codes And Policies

Eliminate confusing language and create accessible documents, the purposes and benefits of which are clearly stated to the user. Stay on top of technology and societal changes by amending the code as emerging technologies become more common and societal norms morph.

8.3 Continue To Involve residents, property owners, business owners, and interested parties in the process of development decisions. Communicate information on city events, development proposals, and other information to the general public through the use of the media, the City's website, informational brochures, and other widely distributed forms of communication.

8.4 Advisory Boards

Maintain a strong level of confidence in City Advisory Boards and Commissions, member selection, continuing education and open lines of communication with the City Council.

8.5 Future Studies

Support periodic housing market study updates to monitor changing housing market conditions.

DRAFT





COMMUNITY CULTURE: WHAT MAKES US INTERESTING **Why This Matters For Sartell: Be Unique**

Sartell values a rich cultural life; it is part of what makes Sartell attractive to residents and businesses. Therefore, the City's support for arts and culture is aimed at creating a place and a vibe that is conducive to both economic and community development. The City hosts around 40 events each year that are varied and attract a wide range of people. The events are a promotional tool that helps create and mold the City's image and reputation. Many events involve collaborating with local radio stations and other media entities to leverage marketing and branding platforms.

Sartell believes it can and should be a model community. A key factor in taking Sartell to that next level, in achieving that kind of quality of life, is a new commitment to the arts. Public art not only enhances and defines public spaces, but also creates a broader sense of identity, initiates conversations, and is accessible to everyone.

It seems the population of Sartell has a healthy appetite for arts, culture and events. Participants in the various input sessions were supportive of an approach to the arts and very enthusiastic about the many events on tap.

COMMUNITY CULTURE GOALS

GOAL 1: OFFER A WIDE & DIVERSE ARRAY OF LOCAL EVENTS

Events provide opportunities that help build a sense of community, display local and regional talent, contribute to the economy of the community, and establish an active downtown. In addition to attracting residents, they draw first-time and returning visitors to Sartell, making them a powerful platform for word-of-mouth publicity. Build upon the success of a Town Center Park by further diversifying the event calendar and trying new ideas to foster an even stronger community spirit in Sartell.

Potential Strategies May Include These And Other Future Cool Ideas:

1.1 Organize a Broader Range of Cultural Events

Further, expand concert offerings and movies (some foreign!) to appeal to different age groups and shake up the current slate of events.

1.2 Encourage & Support Multicultural Events

Welcome more multi-cultural events and seek ways to bridge cultural differences through shared use of our parks. Help promote multi-cultural events in local businesses and through social media.

1.3. Allow Teen Events In Future Town Center Park

Teens have performance spaces in their schools, but local youth are seeking additional opportunities to express themselves. Encourage teen performances, talent shows, and battle of the bands contests in the parks. Allow teens the opportunity to program the event stage a few times a year.

GOAL 2: CAPITALIZE ON THE CITY'S RICH CULTURAL ASSETS

Sartell's interest in arts and culture has grown over the past decade. Fortunately, at this point, Sartell has much interest to build upon. Embrace and take advantage of local assets like the Paramount Art/Theater and existing cultural festivals. Ensure that these local gems are included in marketing materials and seek ways to turn further up the volume on local culture.

Potential Strategies May Include These And Other Future Cool Ideas:

2.1 Promote Local Performing Art Programs

2.2 Integrate Art into Local Festivals

Seek ways to integrate art into local events. Commission artists to create cost-effective installations during major events like Summerfest and reach out to local artists to design flyers and other material to help promote events.

2.3 Explore The Feasibility Of A Performing Arts Venue In The Sartell High School For Community Theater, Community Choir, etc.

Many area arts organizations are dedicated to the performing arts. These organizations also are looking for broader opportunities to show what they can do. These organizations should explore the feasibility of creating a small, indoor performing arts venue. In the meantime, work with them to promote the use of the event stage by local performing arts organizations. **OUTDOOR PERFORMING ARTS?**

GOAL 3: MAKE PUBLIC ART THE CITY'S ARTS NICHE

Expand public art offerings throughout Sartell as a means to support the local arts, creatively improve public spaces, and promote the City as a place to live, work, and play.

Potential Strategies May Include These And Other Future Cool Ideas:

3.1 Create a Sculpture Tour Program and Poetry in the Sidewalk

3.2 Locate Public Art throughout the City

Small pieces of art are hidden on the trails and in the parks (GeoCaching). Permanent public art in local parks would further strengthen Sartell's beloved trails and green spaces.

3.3 Support Private Art Installation Efforts

Continue to encourage developers to contribute towards public art. As the economy improves, demonstrate the positive economic value of public art within new developments.

3.4 Develop and Implement A Public Art Master Plan

To coordinate future art installations, develop a public art master plan to guide the type, location, and range of work suitable for Sartell. Seek outside funding to support and maintain major artworks. Develop the arts plan with local artists and consider ways to enhance partnerships between key arts organizations.

3.5 Identify and Fund an Iconic Public Art Piece

Make a statement with art. Go for scale and commission a known artist to put Sartell on the national art map. A large piece could transform the perception of Sartell in the Gateway or further support downtown interest.

3.6 Create A Storefront Art Program

Fill vacant storefronts with art. This helps to keep the storefronts attractive and supports adjacent businesses, in addition to showcasing Sartell's local artistic talent. Consider expanding the program to include vacant storefronts throughout the City and challenge local artists to make a bigger statement. Use the whole window, mix mediums, and are noticed. Encourage artists to develop video art installations at night. Don't just focus on the vacant storefronts, reach out to existing businesses to determine their interest in the program as well.

3.7 Walking Museums

GOAL 4: FOSTER LOCAL ARTS PROGRAMS & VENUES

Strong programs and organizations drive a strong local arts scene. The City is helping to jumpstart the arts by supporting local organizations, but ultimately, non-profits, arts organizations, and civic organizations should play a significant role in sustaining a vibrant visual, literary and performing arts scene. Focus on supporting and growing local arts programs so that they can expand their reach and influence on the City's art scene.

Potential Strategies May Include These And Other Future Cool Ideas:

4.1 Create Artist-in-Residency Program

A yearly artist-in-residency program would help to establish Sartell on the national arts scene. National recognition brings the opportunity for outside resources and dollars to support the arts.

4.2 Maintain Arts Curriculum in Schools

Reiterate with the area school system and local principals the need to maintain an active arts curriculum in local schools. Support these programs by offering teens in-school arts programs and the opportunity to create public art in Sartell. Organize an art competition for youth to engage them in the arts in Sartell.

4.3 Identify, Recruit, Encourage And Engage The Capacity Of An Arts Organization.

These organizations are volunteer driven. As such, their ability to take on larger initiatives and sustain them is limited to the time volunteers have to donate. Help these organizations recruit more volunteers and provide networking opportunities with art organizations in other cities. Offer staff support for larger projects and help connect these organizations with school art groups.

4.4 Consider Providing Vacant Space To Artists For A Nominal Fee

Commercial space is not making any money for the owner if it is empty. Holding onto vacant space can become costly and ineffective. At the same time, artists often are looking for space in which to work, sell or teach. Explore the possibility of offering vacant space to artists for a reduced fee or free in exchange for community arts service. Work with realtors and building owners to overcome the barriers to making this happen. Focus on temporary use (6 months) to allow owners the flexibility to fill the space as the market improves.

GOAL 5: Become an Active Living Community.

Active Living is a way of life that integrates physical activity into daily routines through activities such as biking, walking and/or taking transit to work or school, to do errands, and includes other activities such as playing in the park, walking the dog and gardening. The Center for Disease Control recommends that adults get 30 minutes, and children get 60 minutes, of moderately physical activity per day most days of the week.

Potential Strategies May Include These And Other Future Cool Ideas:

5.1 Establish partnerships with CentraCare, Health Partners or other health care industry to provide, plan and promote active living environment.

5.2 Support active living principals that include:

- Physical activity improves health and quality of life in our communities;
- Places should be designed to provide everyone – regardless of age, gender, language, ethnicity, economic status or ability – with a variety of opportunities for safe, convenient, and affordable physical activity;
- Development patterns should encourage mixed uses, compact designs, and a variety of transportation choices that link roads, transit, bicycling and walking;
- Buildings and their landscapes should be designed with features that promote opportunities for active living and active transportation, including highly visible stairs, orientation to streets and sidewalks, bicycle facilities, and transit stops at main building entries; and
- Transportation systems, including transit and trails, should provide safe, convenient, and affordable access to destinations such as housing, employment, schools, and community services.



PARKS AND OPEN SPACES: HOW WE PLAY **Why This Matters For Sartell: Be Fun and Active**

The Sartell area is blessed with an abundance of natural beauty and environmentally sensitive areas. The Mississippi and Watab Rivers flow through the middle of the city and serve as primary sources of natural beauty. The area also provides a home to a variety of plant and animal life and is a source of recreation and enjoyment for residents and visitors alike. As a result, Sartell is committed to preserving, enhancing and providing good stewardship of our parks. The purpose of this chapter is to provide a guiding plan for parks, open space, and natural resources management. Sartell's parks and open space play an important role in making the City a desirable place to live, work and play. Parks improve our physical and psychological health, enhance community life, provide outdoor experience and serve as an anchor for strong neighborhoods.

Sartell has 28 parks of diverse sizes, amenities, and opportunities for recreation and a number of additional properties that add to the greenspace of Sartell. Residents relied heavily on non-City facilities for their recreation needs, such as the school district's facilities. Sartell has been focused on building additional trails and park systems. The results from this last decade of acquisition and building have been dramatic:

- Increase in open space and park acreage from 150 acres in 2003 to a current total 289 acres
- Construction of new parks: Pinecone Central
- Acquisition of land for future park sites and amenities, such as Pinecone Central Park and Sauk River Regional Park

Not only do residents love the existing parks, but they also have numerous ideas for what to do with them and how to make them better. Now that the City has succeeded in developing its extensive parks system, the City's focus is to keep the parks in excellent condition, make connections between them and the trail network, and enhance the parks with additional amenities (or rebuild aging structures).

Emerging Recreational Trends:

- Increased interest in trail-related activities (walking, biking, in-line skating) and demand for improved safety and security.
- Growing public interest in Environmental Stewardship and environmental sensitive lifestyles.
- More year-round facilities and a need for adequate fields for "non-traditional" sports such as lacrosse, rugby, kickball, etc.

- Increasing attention to healthy lifestyles.
- Greater demand for adult recreational activities, especially as the baby boom generation continues to age.
- The growth of youth athletic associations.

PARK AND OPEN SPACE CLASSIFICATIONS

The National Recreation and Park Association (NRPA) and the American Academy of Park and Recreation Administration (AAPRA) have developed park and trail system standards-based guidelines to serve as spatial and functional guidelines for communities to use as they develop their park systems. The following is a list of proposed park classifications including Level of Service (LOS) most relevant to Sarfelli's needs. It is important to note that these standards are general guidelines.

Mini-Park

Description: Smallest park classification that is used to address limited or unique recreational needs

Location Criteria: < ¼ mile distance in residential setting

Size Criteria: 2,500 sq. ft. to 1 acre in size but can be up to 5 acres

Site Selection Guidelines: Site should be easily accessible from surrounding area and should link to the community trail system

Development Guidelines: Park facilities similar to those found in a neighborhood park, however there are generally no programmed activities and no specific design guidelines. Park design can be a function of needed use, i.e., picnic area, shaded seating area, etc.

Neighborhood Park

Description: Basic unit of the park system that serves as the recreational and social focus of the neighborhood. Typically developed to provide both active and passive recreation opportunities for residents of all age groups living in the surrounding neighborhoods.

Location Criteria: ¼ mile to ½ mile service area radius

Size Criteria: 2-10 acres (Sizes may be determined as needed to accommodate desired uses)

Site Selection Guidelines: Site should be easily accessible from surrounding neighborhood and should link to a community greenway or trail system. Site development should provide for both active and passive recreation opportunities. The landscape of the site should possess pre-development aesthetic value and not be a "left-over" outlot or located within a 100-year flood-plain or be greater than 25% wetland.

Development Guidelines: Park development should be a balance of 50% active space and 50% passive space for recreational uses on the site and typically not be programmed. Appropriate park elements would include: play equipment, court games, open “non-programmed” play field or open space, tennis courts, volleyball courts, shuffleboard courts, horseshoe pits, ice skating areas, wading pool, or splash pad. Other park facilities should include picnic areas, internal trail system, and general open space for enjoying the “park scenery”. Neighborhood parks should provide at least 7 to 10 parking spaces, and limited lighting should be provided for facility illumination, security, and safety.

Community Park

Description: Larger in size and serves a broader purpose than the neighborhood park with the purpose of providing recreational opportunities for several neighborhoods or larger sections of the community. Typically developed to provide both active and passive recreation opportunities for larger groups while preserving unique landscapes and open spaces.

Location Criteria: Should serve two or more neighborhoods with a ½ mile to 3.0-mile service area radius

Size Criteria: 5-30 acres (Size may be determined as needed to accommodate desired uses)

Site Selection Guidelines: Site should be easily accessible from the entire service area, should be centrally located, and should have strong connection to other park areas. Site development should provide for both active and passive recreation opportunities. The landscape of the site should possess pre-development aesthetic value and not be a “left-over” outlot or located within a 100-year flood-plain. The site, when possible, should be located adjacent to natural resource areas and greenways. These areas tend to provide landscapes with greater biodiversity thus enhancing the passive recreational experience.

Development Guidelines: While the community park should be designed to accommodate both active and passive recreational opportunities, programming should remain, for the most part, limited. Appropriate active park elements would include: larger play areas with creative play equipment for a range of ages, court games, informal ball fields for youth play, tennis, volleyball and shuffleboard courts, horseshoe pits, ice skating, swimming pools and beaches, archery ranges, and disc golf. Parking lots should be provided to accommodate the use, and limited lighting should be provided for facility illumination, security, and safety development programs.

Regional and Special Use Park

Description: Covers a broad range of parks and recreational facilities oriented toward a single purpose use such as historical, cultural, or social sites. These sites may offer local historical, educational, or cultural, recreational opportunities. Examples of this type of park include historic downtowns, performing arts parks and facilities, arboretums, public gardens, indoor theaters, churches and public buildings. Other examples include community and senior centers, community theaters, hockey arenas, golf courses, aquatic parks, tennis centers, softball complexes, and sports stadiums. Community centers, however, are typically located in neighborhood or community parks.

Location Criteria: Location is primarily based on recreation need, community interest, facility type and availability of land. These type of parks should service the entire community rather than a defined neighborhood or area within a community. The site should be easily accessible from major transportation routes and locations where possible.

Size Criteria: Facility space requirements should determine the size of the park.

Site Selection Guidelines: No specific site selection standard is recommended due to the diversity of use potential.

Development Guidelines: Due to the unique quality of this type of recreational facility, community input and focus groups should be used to determine the site development program.

Greenways

Description: Link the park system components to create a “cohesive park, recreation, and open space system,” that emphasizes the natural environment. Greenways allow for safe, continuous pedestrian movement between parks throughout a community and can enhance property values.

Location Criteria: Location is primarily based on the availability of land. Typically greenways are linear in nature and follow natural corridors such as waterways. Greenways can also be of the built environment including abandoned railroad beds, areas within residential subdivisions, revitalized riverfronts, reclaimed industrial sites, safe powerline rights-of-way, pipeline easements, transportation rights-of-ways, etc. Boulevards and parkways can also be considered candidates as greenways if they provide a “park-like quality and provide off-street trail opportunities.”

Corridor Width Criteria: 25 feet within a subdivision, 50 feet minimum and 200 feet optimal

Site Selection Guidelines: Site selection is generally based on availability and the trail system plan. Natural corridors should be considered whenever possible, but appropriate “built” corridors are also acceptable with proper design.

Development Guidelines: Greenways provide the opportunity for some recreational travel opportunities such as hiking, walking, jogging, bicycling, and in-line skating. Parkway corridors also provide attractive travel experiences for the motorist and canoeing can occur in “green” waterway corridors.

Future Park Needs

Based on the National Park standard of providing 10 acres of park and open space land per 1,000 people and on having a population of 17,000, Sartell exceeds the 170-acre park guideline by 119 acres. It is important to note this is only a rule-of-thumb guideline. While Sartell’s parkland acres within the system exceed national guidelines, the ratio alone does not imply that the community is being provided with an adequate range of park types or classifications and recreation facilities.

Table _____ shows park classification acreage ratio guidelines adapted from the National Standards that are most relevant to serving Sartell’s needs. These ratios plan for providing an adequate distribution of park types within the system. These

standards typically apply to those parks that offer active recreation opportunities. Standards do not apply for park and open space areas that are more specialized or that provide more passive recreational opportunities. These areas are typically more dependent on the location and size of the feature itself.

Table _____
Park Classification Guidelines

Community Park	5-30 Acres
Neighborhood Park	2-10 Acres
Mini-Park	<2 Acres
Regional and Special Use Park	No Standard
Greenways	No Standard
Natural Resource and Open Space Areas	No Standard

PARKS AND OPEN SPACE GOALS

GOAL 1: VALUE PASSIVE RECREATION

Passive recreation generally enhances the open-space aspect of a park by providing a minimal intensity of development for “unstructured” recreation opportunities, such as walking, picnics, and exercise. Active recreation, on the other hand, involves more intensive development for ball fields or aquatic centers, and typically includes programmed activities. Active recreation is a service provided by others. The Sartell/St. Stephen Community Education provides extensive sports programming, leagues, and recreation facilities at the various parks and other public spaces. By focusing on passive open spaces, Sartell provides a unique opportunity to connect with nature, and its trail network provides connections to major amenities like a future downtown.

Potential Strategies May Include These And Other Future Cool Ideas:

1.1 Target Funding For Passive Open Spaces

When considering budget allocations for parks, prioritize improvements and development of passive recreation. Ensure all residents of Sartell are within a short walking distance of passive recreation opportunities.

1.2 Encourage Residents To Explore Passive Open Spaces With New Events

Organize trail events like a scavenger hunt, geocaching, history and public art walks to encourage more residents to discover the valuable open space resources available to them.

GOAL 2: PRIORITIZE EXISTING PARKS

Sartell has spent much of the last decade creating new parks to respond to the citizen-approved ½-cent sales tax. While more park spaces are planned, ensure that existing parks are maintained so that they remain attractive assets. New parks increase the City's operating costs and responsibilities. As such, focus dollars toward enhancing existing parks before creating new ones.

Potential Strategies May Include These And Other Future Cool Ideas:

2.1 Add Amenities And Enhancements To The Parks

Residents noted that some of the trails and existing parks could use more amenities such as benches and other seating, trees and bike racks. Develop a priority list of cost-effective improvements to existing parks. Seek private sponsorship of amenities, such as an Adopt-a-Bench program that engages residents in the upkeep and improvement of these parks. Incorporate artistic, whimsical elements.

2.2 Improve The Parks And Trails For Runners And Avid Walkers

Runners prefer softer surfaces that protect their knees and joints. Allocate space for an unpaved trail for runners separate from a bike trail. Connect and expand existing trail markings that indicate mileage and location.

2.4 Expand Community Gardening

Community gardens are of keen interest to Sartell residents. Seek opportunities to create a range of community gardens, including fruit orchards, U-pick fields like strawberry and pumpkin patches, etc. With resident volunteers, these can be inexpensive, yet impressive, improvements to the parks.

2.5 Construction Of A Skate Park

GOAL 3: ENSURE THE PARKS & TRAILS ARE SAFE

To promote expanded use of the parks and at all times of the day, maintaining park safety is a critical goal for Sartell.

Potential Strategies May Include These And Other Future Cool Ideas:

3.1 Add Video Surveillance To Local Parks

Begin a program to cover major trails and entrances and promote these investments to residents.



3.2 Improve The Maintenance Of Parks And Trails
Ensure that park and trail maintenance concerns are addressed quickly. Create a Google map on the City's website and/or a smartphone app that allows residents to tag areas of the parks that require some level of maintenance or improvement.

3.3 ADA Standards
Employ standards that meet ADA requirements for all new public facilities.

GOAL 4: EXPAND THE PARK CONNECTIONS & TRAIL NETWORK

Improving existing parks and ensuring that they are safe is the current priority for Sartell. However, this does not mean we should not think ahead about ways to improve connectivity of the trail network. Sartell's trail system is extensive, but there are a few missing links. An effective trail network is one that is connected and fully integrated into the City's neighborhoods and regionally.

Potential Strategies May Include These And Other Future Cool Ideas:

4.1 Plan For New Trails

New trails should seek specifically to address the missing links in the system. This includes the Lake Francis plans that include new trail connections and amenities that appeal to the use of outdoor spaces such as a fishing pier, water activities, and an outdoor amphitheater.

As warranted, review trails throughout the parks system and consider if connections to the regional trail system or other parks may be appropriate.

Identify high-use trails and consider appropriate trail surface materials to encourage safe, unrestricted use of the trail.

4.2 Organize Walking Groups



New trail connections are not always, what is needed to strengthen connections: sometimes-organized activities can offer residents comfort in using the parks. Encourage groups to offer walking groups to encourage greater use of the facilities. Market programs and facilities using brochures, cable television, the internet and other available promotional avenues.

4.3 Develop And Redevelop Parks That Focus On Accessibility, Flexibility And Naturalization Where Appropriate. Integrate practices that meet or exceed established standards for ecological design for landscapes and green building techniques that improve function and minimize long-term maintenance and operating costs. Engage and involve residents in identifying programs, services, and facility needs within the community.

Implement a long-term renewal plan based on a complete inventory of the system, lifecycle cost analysis, and condition assessment of all park facilities.

Build or renew facilities to meet or exceed standards for accessibility.

Build quality facilities that can be adapted to new uses as community needs change.

Accept parkland dedication only if it is consistent with the City's development plans and the City's parks plan.

Maintain zoning and subdivision regulations that provide for and encourage the continued development of parks, trails, recreational opportunities, and preservation of open space.

Apply official controls, such as Parkland Dedication Requirements, to ensure that appropriate and developable park land is provided with new development. Whenever possible, the land dedication should reflect the goals and policies of this Comprehensive Plan.

Evaluate the quality and usability of land for parks, trails, and open space being proposed for parkland dedication by the developer.

Evaluate and plan for the future demand for available youth and adult park areas. Offer new ideas and facilities that will provide the opportunity to expand entertainment programming, athletic leagues, artistic opportunities, family schedule-friendly programs, healthy lifestyle/holistic classes, and community-wide special events.

Provide flexible spaces to accommodate changing trends in demand for park and open space programming.

Systematically upgrade existing park shelters, playground structures, trails and other park amenities to meet the changing needs of the community

Where appropriate consider alternative vegetation management within the City's park areas.

Continue the process of completing energy audits for all park buildings. Utilize audit results when planning for long-term capital improvements to the park buildings.

Using Best Management Practices (BMP's), buffer lakes, ponds, wetlands, and streams with native grasses and other ecologically appropriate plant species. Where possible, use buffers on public lands as demonstration projects to encourage residents, business owners, and developers to emulate best practices.

4.4 Develop Relationships and Partners to Deliver Recreational and Passive Activities

Continue to support the park/school partnership and to coordinate park use with educational providers. If in the future any private or non-profit entity no longer wants to have the shared use park, the City should consider the opportunity to acquire the property for City park purposes.

Continue partnerships with youth organizations to collaborate on park improvements on a shared-use basis.

Continue program to promote volunteer efforts to assist with park amenities and aesthetic appeal.

Involve neighborhoods and the community to help shape park facilities and the use of open spaces within the City.

Enhance park and trail opportunities for the City with partnerships with other governmental agencies including the St. Cloud APO and surrounding cities and counties.

GOAL 5: RECOGNIZE THE MISSISSIPPI, WATAB, SAUK AND OTHER RIVERS AND NATURAL AREAS AS A MAJOR RECREATIONAL, ECONOMIC AND OPEN SPACE ASSET TO THE COMMUNITY.

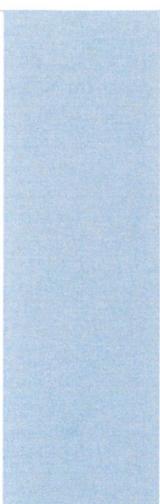
Potential Strategies May Include These and Other Future Cool Ideas:

5.1 Maintain Existing Public Accesses to the rivers and increase public access in new development and redevelopment projects, specifically within the Mill Property area. Continue to develop access along the Rivers that are aesthetically compatible with the riverfront and sensitive to ecological function.

5.2 Work To Connect rivers to neighborhoods, parks and community facilities through trails and greenway corridors. Work with MNDOT to expand the Great River Bike Trail to include amenities within Sartell.

5.3 Work With The MnDNR and Other Agencies in creating and/or enhancing portages within all the navigable rivers.

The city will preserve and improve the natural, ecological and scenic resources within the park and open space system, including water quality, vegetation, wildlife and other environmentally sensitive resources.





TRANSPORTATION: HOW WE MOVE **Why This Matters For Sartell: Be Connected**

The purpose of the Transportation Plan is to provide a means to better connect the community, provide guidance to make appropriate transportation-related decisions, and determine when elements of the transportation system need to be improved. The Transportation Plan demonstrates how the City of Sartell will work towards an integrated transportation system to serve the needs of its residents and businesses, support the City's development plans and complement the portion of the St. Cloud area transportation system that lies within the City's boundaries.

The City of Sartell maintains public roadways, as well as some of the trails and a limited amount of sidewalks within the City. Connecting the community with this multi-modal transportation system is important to the on-going quality of life and economic health of the City as well as offering more options for people to travel easily and safely to work and other destinations.

Major Trends and Influencing Factors

Several social, economic, and environmental trends will have an effect on the entire St. Cloud area and Sartell transportation systems over the next 20 years. These include population growth, changes in household size, increases in transportation fuel costs and environmental efforts/concerns. With increased population growth and limited new and/or expanded transportation facilities, congestion on the regional highway system is expected to increase.

Specific transportation issues the City of Sartell faces includes:

- Growing congestion on regional routes such as Trunk Highway 10 and 15 causing diversion of traffic to county roads and local streets.
- Changing transportation needs due to an aging population.
- Lack of continuity/connectivity of north/south roadways within the City.
- Increasing need for mode choice opportunities (vehicles, bicycle/pedestrian, transit, etc.).
- Increasing competition for space among modes (vehicles and bicycle/pedestrian interests).
- Reduced regional funding due to budgetary constraints at the state level, directly affecting the corresponding City budgets to maintain and improve the transportation system.

The two most commonly cited transportation issues are "TRAFFIC" and "HORRIBLE INTERSECTIONS". The City's local transportation actions can be summarized in four primary focus areas: 1) connectivity; 2) safety; 3) maintenance; and 4)

alternative transportation. All modes of transportation are included in this plan: highways and roads, transit, trails, and sidewalks. This plan attempts to provide guidance in the development of a transportation system that supports land use and provides safe and efficient movement of people and resources.

The City's role is not to create large, multi-lane highways crisscrossing Sartell. Rather, the City's efforts are primarily focused on alternatively (i.e. other than roads) connecting destinations (jobs, schools, services, etc.) throughout the community (and region) in order to minimize the need for a car for every trip and thus alleviate traffic. Due to these initiatives and proactive land use planning, Sartell residents spend less time traveling to stores, restaurants, and other amenities than they did 20 years ago. These kinds of services are simply closer to where residents live which provides the possibility of getting to them without driving. During roundtable discussions about transportation, dealing with traffic, especially at LeSauk Drive, Pinecone Road and through various intersections (PCR and Heritage Drive, LeSauk and County Road 1), and implementing the sidewalk and trail plan were paramount.

Reducing the need for car travel means making it safer, convenient and more sustainable to use other forms of mobility. Currently, many of Sartell's major roads divide rather than connect areas and are more challenging for pedestrians to cross. The City also is reviewing its Pedestrian and Bicycle Plan, which focuses on improving and building sidewalks and greenways.

Jurisdiction of Roadways

Roadways in Sartell are administered by different agencies depending upon their jurisdiction. The Minnesota Department of Transportation (Mn/DOT) maintains state highways, which include Trunk Highways. Stearns and Benton County maintains the County State Aid Highway System (CSAH) and other County Roads (CR). The remaining roads are maintained by the City of Sartell or are private streets maintained by the property owners. The three jurisdictions cooperate in the planning and improvement of the roadway system in the City.

The jurisdictional classification system is intended to maintain a balance of responsibility among the agencies. It is organized around the principle that the highest volume limited access roadways carrying regional trips are primarily maintained by Mn/DOT (i.e., Highway 10 and Highway 15), the intermediate volume roadways carrying medium length trips are often maintained by the Counties (and occasionally the City) and the local street system providing access to individual properties is maintained by the City. Occasionally, because of development, changes in traffic patterns or the construction of new facilities, the jurisdictional classification needs to be adjusted to reflect changes in the way certain roadways are used.

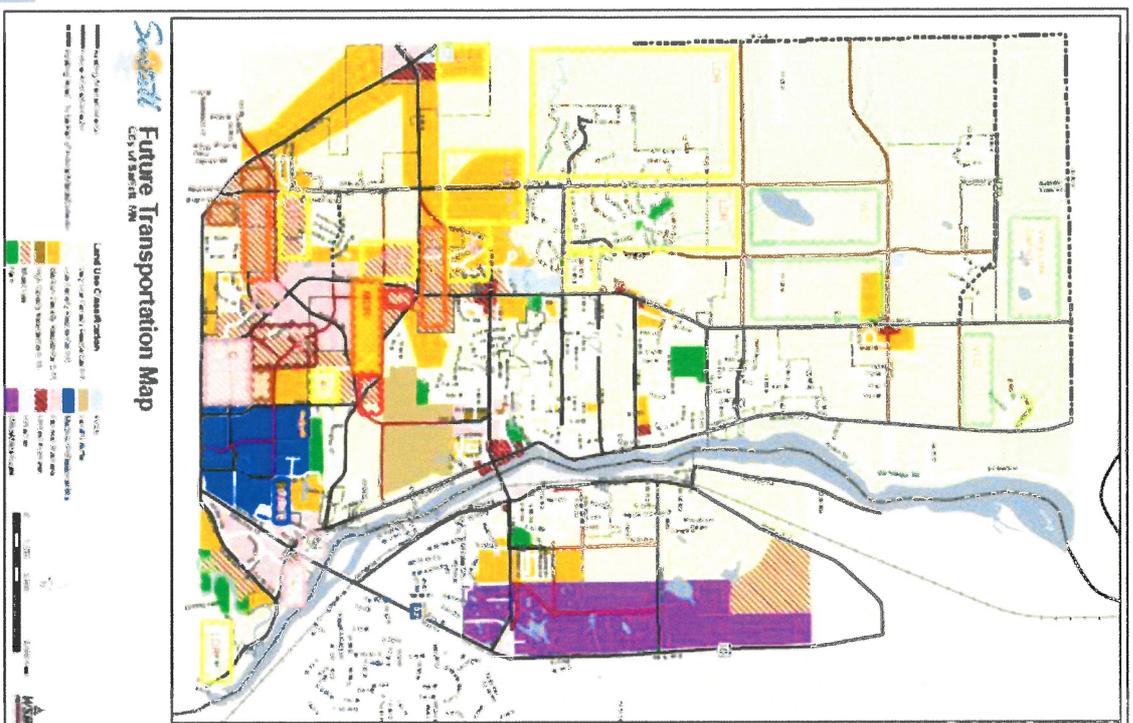
FUNCTIONAL CLASSIFICATION

Roadway functional classification categories are defined by the role they play in serving the flow of trips through the overall roadway system. There are generally four types of roads and streets in and around the City of Sartell, each of which has a different function. The intent of the functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the regional highway system. Roadways with a higher functional classification (arterials) generally provide for longer trips, have more mobility, have limited access and connect larger centers. Roadways with a lower functional classification (collectors and local streets) generally provide for shorter trips, have lower mobility, have more access and connect to higher functioning roadways. A balance of all functions of roadways is important to any transportation network.

The City's functional classification designations are illustrated in Figure ____, and comply with the APO's guidelines, criteria and characteristics for transportation systems described as follows:

- Principal Arterials:** Principal arterials are part of the Highway System and provide high-speed mobility between the area cities and important locations outside the St. Cloud area. Principal arterials are generally constructed as limited access freeways in the urban area but may also be constructed as multiple-lane divided highways.
- Highway 15
 - Highway 10

Minor Arterials: Minor arterial roadways provide major connections for travel through and to the City of Sartell. These



roadways provide more direct access than the principal arterials; however, they too emphasize mobility over access. Minor arterials provide for medium to short trips or serve as a portion of longer trips connecting to the principal arterial system. Both local and limited-stop transit will use minor arterials.

- Pinecone Road
- Riverside Ave/County Road 1
- County Road 120
- County Road 133/2nd Street South
- County Road 29
- Benton Drive
- County Road 4

New minor arterial streets proposed in a development will be partially paid for by the developer (to the extent of the costs associated with constructing a local street). The remaining costs to construct utilities and roadways (only those under the jurisdiction of Sartell) are funded through general taxes, state aid, assessments, federal/state funds and with ½ cent sales tax collections.

Collector: Collectors are designed to serve shorter trips within City boundaries and provide connections to the Arterial roadway system. The importance of mobility and direct land access serving largely residential and commercial developments are almost equal. Typically, collectors serve short trips of one to four miles. Local transit service uses these streets. Collector roadways also connect the local street system to major collectors and arterial roadways. Slow speeds and lower volumes are expected on minor collectors.

- 15th Street North and South
- 19th Avenue North and South
- 2 ½ Street South
- Pinecone Central Boulevard
- 35th Street North
- 27th Street North
- 12th Street North
- 7th Street North
- Heritage Drive
- Robert's Road
- Scout Drive
- 23rd Street South
- Connecticut Avenue South
- Dehler Drive
- LeSauk Drive
- 4th Avenue South/Leander Avenue
- 13th Avenue North (from 2 ½ Street to Pinecone Central Boulevard)

New collector streets proposed in a development will be partially paid for by the developer (to the extent of the costs associated with constructing a local street). The remaining costs to construct utilities and roadways are funded through general taxes, state aid, assessments, federal/state funds and with ½ cent sales tax collections.

Local Streets: Local streets provide access to adjacent properties and neighborhoods. Local streets are generally low speed and designed to discourage through traffic. All of the remaining roadways in the city that were not listed under the previous functional classifications above fall under the local road designation. New local streets, which are part of a new or proposed development, are constructed at the expense of the developer. If reconstruction of a local road becomes necessary, the benefiting properties may be assessed for a portion of those improvements based on the current assessment policy reviewed and approved by the City Council.

ANALYSIS OF ROADWAY SYSTEM NEEDS:

Transportation North and South Plans

In 2004/2007, WSB and Associates, Inc. updated the City's Transportation Plans based on the citywide population and employment forecasts for 2030. These forecasts include the population and employment growth assumed with the development of the Medical Park area and additional housing. This plan(s) are available in Appendix XXXX

Presently the most heavily used roadways in the Sartell area are: TH 15 west of the Mississippi River and TH 10 adjacent of the east city limits. These roads are also anticipated to be the most heavily traveled roads in the future. Currently, these roadways are under MN/DOT's jurisdiction. Identifying the infrastructure improvement needed is crucial to effectively minimize traffic congestion. Other roads where future forecasts project increases in usage include parts of CSAH 4, most of CSAH 1, portions of Pine Cone Road, most of CSAH 133, part of CSAH 33, all of CSAH 29, and some other outlying roads.

ROADWAY PLAN AND FUTURE IMPROVEMENTS

Regional Transportation Strategies

The St. Cloud Area Planning Organization's Transportation Development Policy Plan presents policies to help implement the XXXX Regional Development Framework. The City of Sartell's transportation policies supports the regional transportation policies while meeting the City's specific objectives.

The St Cloud Area Planning Organization (APO) lists six key alternative management strategies to help minimize traffic congestion:

1. Bicycling Improvements
Sartell's Safe Routes to School Plan can help provide incremental improvements to the cycling infrastructure in the area while promoting the benefits of an active lifestyle. Continue to explore the feasibility of infrastructure improvements through SRTS.

2. Transit Improvements

Improving transit amenities can be beneficial to the environment and our health. Metro Bus's switch to compressed natural gas for improved air quality is one example. Advocate for increased routes to and from Sartell.

3. Mixed-use – Transit Oriented Development

The Epic Center Development can be Sartell's own Transit Oriented Development. Increasing Transit-Oriented Development can help create more walkable, mixed-use growth. This mixed-use growth can encourage alternative modes of transportation. Alternative modes of transportation can create walkable, multi-modal, livable communities.

4. Complete Streets

The St. Cloud Area Planning Organization (APO) has adopted a resolution supporting complete streets in the area. Sartell has adopted the St. Cloud Area Sustainability Framework Plan, which helps address multimodal transportation provisions thus giving the city the ability to

incorporate complete streets framework into new development proposals. The Sustainability Framework Plan will allow the city to improve the transportation infrastructure to help encourage walking, bicycling, and other transit options.

5. Park and Ride

Park and Ride facilities remove single occupancy vehicles from the roadway. Promoting Park and Ride facilities can lessen traffic bottlenecks. Explore locations in Sartell where it would be feasible to have a park and ride.

6. Traffic Calming

Traffic Calming strategies help to reduce speed and traffic volumes. Sartell has installed some roundabouts at high volume locations. The diverging diamond interchange on Stearns County Road 120 over State Highway is another form of a roundabout and was installed with pedestrian activated signaling to encourage safe crossing of the street. Look at other intersections where traffic calming strategies would be logical.

Direct Sartell Roadway Improvements

The following projects are on the City's street system and are the City's responsibility (or as development occur):

- Pinecone Road (7th Street North to 35th Street North). Proposed reconstruction to a rural standard, trail.
- 27th Street North. Proposed reconstruction to a rural standard. No trail.
- 4th Avenue South. Proposed reconstruction and reconstruction to an urban standard, trail, lighting.
- Scout Drive, Dehler Drive, 23rd Street South. Proposed reconstruction to an urban standard, trail, and lighting.

- 15th Street North (Pinecone Road to Townline Road). Proposed construction, trail, lighting to an urban standard.
- 19th Avenue South (County Road 133 to County Road 4). Proposed reconstruction to an urban standard, trail, and lighting.
- Evergreen Drive/LeSauk Drive Extension to the roundabout at Heritage Drive and County Road 1.
- Signal at County Road 133 and County Road 78.

TRANSPORTATION GOALS

GOAL 1: IMPROVE TRAFFIC MANAGEMENT

Traffic management is a complicated and sometimes costly endeavor to tackle. Minnesota Department of Transportation (MnDOT) and Stearns/Benton County own major roads in Sartell and are, therefore, responsible for funding improvements to ease traffic. Although Sartell does not control the sources of major traffic concerns like Highway 15 or County Road 1, 120 or 29, there are things that the City can and should do to improve traffic management. To maintain the quality of life, growth and infrastructure must be in balance, and targeted measures are needed to slow traffic, reduce conflicts, and improve safety. Traffic calming is one strategy being utilized by Sartell. Implementing innovative solutions to eliminate traffic concerns like the diverging diamond interchange on County Road 120 over Highway 15 can help eliminate stop and go traffic.

Potential Strategies May Include These And Other Future Cool Ideas:

1.1 Improve Traffic Safety Around Schools

Install crosswalks walk signs and pedestrian signals where possible. Develop a specific improvement plan for each school and work with school principals to improve traffic safety for kids. Include education and awareness programs targeted toward students and their parents. Erect digital speed reader signs to raise awareness to drivers about how fast they are going.

Sartell has established a Safe Routes to School Plan for Pine Meadow Elementary, and Sartell Middle School continue to monitor and update this plan. Safe Routes to School uses a variety of strategies to make it easy, fun and safe for children to walk and bike to school. By educating children and the youth about the benefits of walking or biking to school, individuals will be ingrained with the environmental, physical, and mental benefits of alternative transportation. There are many concerns parents have when it comes to letting their children walk or bike to school including the safety of intersections and crossings, the amount of traffic on the route, distance, and the climate. Identifying roadways with the most urgent infrastructure needs is critical.

1.2 Collaborate with the APO for Other Regionally Significant Roadway and Trail Connections

Make sure that local needs are considered as part of regional transportation plans. The City will actively participate with other jurisdictions in regional planning efforts.

Trails like the Mississippi River Trail, which connect to other cities and destinations, are a vital asset for the city of Sartell. Improving the infrastructure of these trails can lead to increased tourism, economic development, and a more attractive bicycle/pedestrian network. Continue to look at possible ways to increase roadway and trail connections.

1.3 Financially and Otherwise (through platting) Plan for the Following Recommended Future Roadway Projects:

Monitor and maintain the existing transportation system by making adequate improvements to accommodate anticipated growth or to replace worn or obsolete components of the system. Seek opportunities to improve existing roadways through land use changes or redevelopment opportunities, coordinating improvements with roadway partners (e.g. Stearns and Benton County and MnDOT) and their funding programs.

Intersection Improvement (Signals or Roundabouts)

- Pinecone Road and Troop Drive, Robert's Road, 2 ½ Street N, 5th Street, 7th Street, 27th Street, Pinecone Central Boulevard.
- 2nd Street South and 4th Avenue S, County Road 133

Upgrade Existing Two-way Roadway

- LeSauk Drive
- 35th Street North (from Savanna Oaks development to Townline Road).
- County Road 120 from Leander Avenue to County Road 4 (with trail and lighting).
- County Road 1 (per Stearns County)
- Benton Drive (per Benton County)
- County Road 29 (per Benton County)

New Roadway

- Robert's Road from Pinecone Road to 322nd Street and from 4th Avenue South to County Road 1
- 15th Street South from Pinecone Road to Scout Drive
- Then Avenue from County Road 120 to Dehler Drive
- 35th Street North (from Pinecone Road to County Road 1)
- 11th Street South from Pinecone Road to 19th Avenue South.

- 27th Street from 13th Avenue to Townline Road
- 13th Avenue from 15th Street North to 35th Street North
- 19th Avenue from 11th Street North to 27th Street North
- North/South Roadways from County Road 29 to Scenic Drive
- Extension of County Road 133 to 19th Avenue (per Stearns County)

Complete Connections

- Dehler Drive
- 15th Street North (Pinecone Road to Townline Road)
- 9th Street NE from 2nd Ave to future N/S roadway.

The City should consider alternative funding strategies to alleviate the significant burden of constructing or reconstruction minor arterials and collectors. Those alternative funding strategies could include road access charges on new developments or transportation utility billing (similar to NPDES Fund).

1.4 Identify and Review Transportation Potential Safety Deficiencies

Identify system deficiencies by examining trend data, including safety (crashes), forecast traffic volumes (capacity), and accessibility (mobility). Continually monitor and analyze the transportation system and assess its

Establish a complete roadway network based on balancing the principals of sustainable infrastructure and roadway functional classification.

The City's sign maintenance practices shall meet all requirements, including federal sign retro-reflectivity standards, and ensure appropriate signing for the traveling public.

Where applicable, the City will integrate safety features into pedestrian/bicycle improvements.

The City's land use development standards will promote safe and efficient access to the transportation system.

Require new development to provide an adequate system of local streets while limiting direct access to major thoroughfares in order to maintain safe and efficient roadway operations.

Require the dedication or preservation of right-of-way consistent with adopted right-of-way standards when the property is platted or subdivided, and work with landowners/developers during the site planning and platting process to implement safe and efficient roadway designs that look first to provide access via a local roadway rather than a regional roadway.

The City will continue the implementation of access management guidelines to assist in preserving future roadway capacity and improving safety along all roadways.

The City will periodically survey the residents of Sartell on their perception of the local transportation system including its strengths, areas of concerns, and opportunities for improvement.

1.5 Public Transportation Accessibility

St. Cloud MTC. The St. Cloud Metropolitan Transit Commission provides fixed route and dial a ride bus lines that serve the greater St. Cloud area. As transit use expands, Metro Bus has identified the following issues to meet the anticipated demand:

- Improvements at major transfer points including the Epic Center site.
- New town circulators, either fixed route or demand response to provide service to various neighborhoods in the entire service area that currently are not served. The circulators would interface with regular routes to provide service to downtown St. Cloud.
- The City should work closely with the MTC to coordinate capital improvement programs with planned new development to ensure that the transit agency is informed of any activity generators that may affect future service demand.

Promote increased use of transit, through the support of a multi-modal system including buses, light rail, local circulators, and access via sidewalk and trails. Work with employers to encourage the use of transit programs to increase transit usage.

Work with MTC to provide comfortable, safe and accessible transit stops for pedestrians along transit lines including bicycle parking, benches, and shelters where warranted and feasible. A Develop strategies for short- and long-term funding of proposed improvements to increase pedestrian and bicycle access to transit stops.

North Star Commuter Rail. Future passenger rail from Minneapolis could occur through the extension of the North Star Commuter Rail. Initial plans propose expanding the line from Big Lake to St. Cloud. St. Cloud is actively seeking the extension of the line by supporting the actions of the North Star Corridor Development Authority (NCDA) in seeking

funding for engineering and environmental reviews, property acquisition and construction. If funding is available, an extension of the line to the former mill property could be a possible location for a future Northstar transit stop, depending on redevelopment studies.

Freight Rail. BNSF operate a very active line in Sartell, many that carry local ore and Bakken crude oil from North Dakota.

Minimize impacts of railroad operations in Sartell. Address noise and vibration impacts by working with agencies and railroads to implement such measures as improving the tracks, adding landscaping and berming, and soundproofing homes and/or other effective measures.

GOAL 2: MAKE LOCAL CONNECTIONS

Sometimes Sartell can feel disconnected. The major roads that link Sartell to the region also divide neighborhoods from one another and, because they are designed to accommodate cars, make it difficult and dangerous to walk or bike to local stores and services. Sartell's role from a transportation perspective is to overcome these barriers and provide opportunities for residents to safely move about town with or without a car. The trail connections and sidewalk improvements have helped to improve connectivity but much more remains to be done. Fill in the missing gaps and ensure that all Sartell residents can safely access local parks, schools, City services, and shopping.

Potential Strategies May Include These And Other Future Cool Ideas:

2.1 Transform Gateway Roadways

Tie together gateway roadways through street enhancements, wayfinding signage and lighting. 4th Avenue/Leander Avenue, 2nd Street, Pinecone Road, Roberts Road, County Road 29, 2nd Street South Connecticut/LeSauk Avenue are all roads in need of some improvement whether it is to widen, resurface, create signage or improve with streets lights or better intersections.

Develop a community gateway and wayfinding program and install gateway and wayfinding signs throughout Sartell to create a unique sense of place.

2.2 Build More Sidewalks

Every resident should have access to nearby stores and parks. Complete projects to close gaps in the City's existing sidewalk network to improve the pedestrian environment and address key safety concerns. Consider the feasibility of

speeding up implementation of the Trail Plan so more projects can be completed in a quicker period. Focus on adding sidewalks to roads with high volumes of vehicles, such as Pinecone Road North, LeSauk Drive, County Road 1 and County Road 29. Collaborate with Stearns and Benton County and MNDOT where necessary to coordinate improvement.

Sartell requires through code to require that a trail or sidewalk (or both) is included in any new roadway projects. This requirement will allow the city to strengthen its existing pedestrian facilities. Sartell must continue to advocate for complete streets like initiatives and development.

Through the Safe Routes to School Plan, roadways along the middle and elementary schools have been identified, and solutions/recommendations have been made to help improve or enhance pedestrian safety. It is critical the city look at other existing roadways where inadequate crossings are located in order to limit pedestrian – vehicle conflict and increase safety.

2.3 Create Better Neighborhood Connections

Maintain an interconnected pedestrian and bicycle system that links residential, institutional/educational, commercial/retail, employment, and recreational destinations.

Removal of excessive intersection control shall only be considered after a determination is made that travel safety will not be compromised, and the modification(s) will enhance travel efficiency/mobility.

When new/redevelopment proposals are received, the City shall require connectivity of collector and local streets (including their pedestrian facilities) and trails between residential developments and other land uses.

Promote timely updates to the roadway functional classification system within Sartell to maintain a balanced hierarchy of streets for distributing traffic from neighborhoods to the regional highway network.

Require sidewalks (or off-road trails or on-street bikeways where planned and appropriate) on all new subdivisions, new streets, and road reconstruction projects.

Build sidewalk segments that are missing within a block, or on a block that is between blocks with sidewalks.

2.4 Create Pedestrian Connections to the Parks and Other Public Spaces

Residents love their parks. It is a shame that many feel they can only access them by getting in their cars. Ensure that strong pedestrian connections to local schools and parks exist, including most notably Sauk River Regional Park, Pinecone Central Park, and Val Smith Park.

Work with the area schools to identify and promote preferred walk and bike routes to students and parents

Improve wayfinding for users which could include signage and maps

Install countdown timers at intersections as new signals are installed, or as existing signals are routinely replaced or upgraded.

2.5 Where Possible, Create Complete, And Sensitive Streets

Where possible the City will utilize a Complete Streets methodology in the design of streets (adjacent land uses, travel speed, width and number of lanes, on-street parking, vertical/horizontal alignment, pedestrian and bicycle features, intersection curb radii and crossing facilities, landscaping, lighting, etc.).

To the greatest extent practical, the City shall balance the transportation system needs with the potential impacts and effects upon natural features of the community.

Maintain and enhance the “small-town” character of Sartell by providing multimodal transportation choices and Context-sensitive design elements for new and/or reconstructed intersections and corridors.

Provide sidewalks and safe crossings for areas of potential pedestrian/vehicle conflicts, including high-traffic streets, commercial areas, areas near schools and parks. Provide appropriate signage in areas of potential conflict between pedestrians and auto traffic.

Evaluate appropriate “traffic calming” techniques for streets within or adjacent to residential neighborhoods that are impacted by traffic congestion, excessive traffic volumes for a residential neighborhood, excessive traffic speeds, or cut-through traffic.

Utilize the City's Pavement Management Program (PMP) to maintain the municipal streets network in a safe and fiscally responsible manner, ensuring that the average Overall Pavement Condition Index (OCI) of the street system is maintained at an acceptable level.

Develop a living streets policy similar to the City of Maplewood to provide direction on design guidelines and addresses both the concept of complete streets (a street design that provides for multiple modes of transportation) and green streets (a street design that reduces environmental impacts by reducing impervious surface, managing stormwater and providing shade).

Prepare new sidewalk performance standards that address the entire sidewalk corridor from street to building.

GOAL 3: FOCUS ON DIFFERENT WAYS TO GET AROUND AND CONTINUE REGIONAL TRANSPORTATION PLANNING EFFORTS

Sartell is home to a driving culture. Realistically, there are few other options. However, Sartell is also home to a diverse range of residents from all stages of life with different mobility needs. Adding sidewalks will help create connections for those with the time and interest to walk, but for many others, additional alternatives that provide effective service and reduce pollution, including bus service, bicycling, and carpooling should be explored. By encouraging alternative options for travel, Sartell can reduce its traffic volumes and headaches, and be accessible to seniors and people of varying physical abilities. The City will require multimodal traffic impact studies for larger scale developments.

Potential Strategies May Include These And Other Future Cool Ideas:

3.1 Explore Ideas for Improved Bus Service

Bus service is available in the region, but it is not convenient for local travel. All bus stop areas should be improved to allow for bus shelters or at a minimum, a place to wait without being thrown into a snow bank. Sartell has taken preliminary steps into maximizing the existing bus service in the area. With the Epic Shopping Center Development in Sartell, residents of the community can now enjoy a new transit hub. This hub will help facilitate the connections between neighborhoods, businesses, and retail centers. Continue to explore ways to improve the Epic Shopping Center Development to increase rider's experiences and safety. Continue to look at strategies for expanding bus routes to cover a wider geographic region.

3.2 Encourage Carpooling

Many residents travel to the same locations for work. Help Sartell residents connect via Facebook and on the City's website by providing a carpooling matching service with the intent of increasing carpooling from Sartell. Look at car sharing programs and the possibilities of bringing one to the area.

3.3 Create an Integrated Network of Local Bike Lanes and Bike Racks in Key Locations

A growing number of residents are dedicated to bicycling, mostly for recreation. Over time, this interest can spur some to bike to work if their job is nearby and it is safe to bike. Make sure that bicycle infrastructure such as bike lanes and bike racks are in place to encourage those who would like to bike in Sartell to do so. Continue to actively support, educate and promote the benefits of biking to school through the Safe Routes to School Plan. Push for initiatives and encourage developments to connect trails and sidewalks. Provide adequate bike signage on all bike routes, bike lanes, and bike paths to create a safe bicycling environment. Advocate for bike sharing programs to come to the Sartell area.

3.4 Develop Public Education Materials for Drivers and Bikers on Road Safety

Increased cyclists on the road, usually, mean more conflicts between drivers and bikers. Drivers are typically not used to looking for bikers. At the same time, bikers often flaunt the law and run red lights. As safety is paramount, launch a public education campaign for both drivers and bikers on the rules of the road and safety. Through the Safe Routes to School Plan educational material will be developed and distributed to students, parents, and faculty.

3.5 Plan for Electric Car Charging Stations

Electric cars are just entering the broader market. As they gain popularity due to an increase in gas prices, plan for their integration in Sartell by providing car-charging stations in convenient locations. Few cities know yet how to accommodate charging stations; be a leader and promote greater use of electric cars.

3.6 Plan for a Commuter Rail Line and Station

As the region's traffic grows, alternative services like regional rail will be seriously considered. The St. Cloud area has long been discussed as the next stop for the North Star commuter line - why could not that line not have a station in Sartell! Advocate for a station stop in Sartell near or on the former paper mill property and plan to include walkable, mixed-use development nearby to encourage transit ridership.

3.7 Identify and Financially Plan for the Following Recommended Future Trail Projects

3.8 Plan and Implement Safe and Convenient Facilities for Bicyclists and Pedestrians to Serve As Daily Transportation, As Well As, For Recreation.
This may include bike racks and trail facilities

GOAL 4: DESIGN ATTRACTIVE ROADWAYS AND ENSURE ALL TRANSPORTATION SYSTEMS MEET ADA REQUIREMENTS

The look and feel of local streets say a lot about a place. Sartell is distinctive. As such, the streets should express its character. Do not settle for engineering solutions that favor car-oriented designs with limited attention to landscaping and amenities. Push for better streets that express the pride residents have in Sartell. Promote bicycle and pedestrian paths along new development roadways.

Potential Strategies May Include These And Other Future Cool Ideas:

4.1 Grow the Adopt A Road Program

Reach out to youth, schools, and churches to “Adopt a Highway.” Integrate signs and provide support for maintenance to ensure that main roads in Sartell are clean and safe.

4.2 Provide Landscaping and Cleaning

Improve the landscaping and cleanliness of major roads like Pinecone Road, LeSauk Drive, and others. Encourage the beautification of local roadways, where appropriate, with amenities such as boulevard trees, decorative street and/or trail lighting and public art.

4.3 Work With Local Businesses To Secure Sponsorship And Undertake A Landscaping Program Dedicated To These Corridors.

Beautifying the streetscapes of local roadways like Pinecone Road with unique and rare landscaping can create a sense of place and will allow Sartell to create its own unique identity.

4.4 Paint Utility Poles and Hydrants

Utility poles dot the landscape across the City. They are not attractive but are a fact of life except in those rare cases when money and interest align to bury them. Explore alternative approaches in turning a negative into a positive by creatively painting utility poles. At little cost, it will help add value to the City and express its commitment to the arts.

Paint the fire hydrants, which may add neighborhood character and provide greater ownership by adjacent property owners to maintain.

4.5 Implement Roadway AND Trail Maintenance And Pavement Management Strategies.

Continue implementation and keep current the on-going pavement improvement plan.

Coordinate with other agencies such as Stearns and Benton County over streets and highways in Sartell to assure good roadway conditions and operating efficiency.

DRAFT



Sustainability: What Makes Us Viable Why Is This Important For Sartell: Be Healthy

Sustainability is a broad concept that involves all aspects of city operations, business decisions, and daily life. It can be described as ecologically sound, economically viable, and socially just and humane. We live in a time in which increased population growth, high levels of consumption and the desire to feed growing economies have created escalating demands on our resources - natural, human and social. These demands can negatively impact the natural environment, our communities and the quality of our lives. In the face of these challenges, people have begun to develop a growing desire to live sustainably. It is important to be cognizant of the decisions and developments that meet the needs of the present without compromising the ability of future generations to meet their needs.

GOAL 1: PROMOTE A WISE USE OF ENERGY AND NATURAL RESOURCES

Forward-thinking cities across the country are seeking ways to limit their impact on the environment. Reducing waste, conserving water, recycling and reusing materials are not only good for the local environment but also, a way to save money. Sartell has already emerged as a leader in sustainability by promoting rain gardens, rain barrels, compost bins, and by becoming a Greenstep City to not only continue those sustainable practices already in place but to expand those.

Potential Strategies May Include These And Other Future Cool Ideas:

1.1 Promote Citywide Recycling

Encourage all residents and businesses to recycle by launching a public education campaign designed to raise awareness about local recycling programs. Make it easier for residents and businesses to recycle by providing recycling bins in local parks and shops across the City. Consider partnering with national programs like RecycleBank, which offers incentives for recycling.

1.2 Use Recycled Materials For Trail Improvements And Other Public Improvements

There are a variety of materials that could potentially be used for trails and public spaces. Instead of using pavers or asphalt, seek to use recycled materials like recycled tires, where appropriate. These materials are attractive, durable provide environmental benefits, and reduce the burden on landfills.

1.3 Investigate Alternative Energy Production Methods

Some cities have saved money over the long-term by investing in alternative energy to power their facilities. Methods like solar power generation, solar hot water heaters, and waste-to-energy plants can provide local power that is less costly for users than traditional utilities. A waste-to-energy plant would require significant discussion and study to test the feasibility locally.

Make energy efficiency a priority through building code improvements, retrofitting City facilities with energy efficient lighting and urging employees to conserve energy and save money. Install LED's when replacing city lighting.

Adopt an environmentally preferable purchasing policy to only purchase Energy Star equipment and appliance for City use.

Promote community and business energy conservation, including adopting ordinances and policies to provide incentives for energy efficiency, renewable energy, and reductions in greenhouse gasses.

Adopt purchasing guidelines for the City of Sartell that include renewable energy sources.

Promote the use of active and passive solar energy for heating, lighting, and other aspects of design, construction, remodeling and operation of City buildings.

Leverage the Solar and Wind Access Law to establish policies that restrict development for protecting solar access to light.

Create benchmarks of current energy use in all public facilities and set a goal to reduce energy use and costs according to the ICLEI milestones and the Minnesota Global Warming Mitigation Act of 2007.

1.4 Promote A Healthy Urban Forest And Healthy Air

Promote tree planting through programs to annually increase tree canopy throughout the city, including but not limited to parks, schools, neighborhoods and private commercial developments. Require the planting of native trees for city projects and multi-family and commercial development. Encourage native landscaping where practical.

Cooperate with enforcement of the Clean Air Act and other laws and regulations relating to air quality including Minnesota's Freedom to Breathe Act.

GOAL 2: REEVALUATE ORDERLY ANNEXATION AGREEMENTS TO ENSURE SUSTAINABLE DEVELOPMENT PRACTICES AND RESOURCE ALLOCATIONS

This goal describes the preservation and management of natural resources, including, but not limited to air, water, green spaces, natural areas and farmlands, through sustainable land use practices.

Potential Strategies May Include These And Other Future Cool Ideas:

- 2.1 Reevaluate Orderly Annexation Agreements To Ensure Sustainable Development Practices And Resource Allocations**
- 2.2 Create Development Patterns That Support Walking And Biking And Enhance Community Health**
Require bike parking for residential apartments and commercial developments. Ensure new developments are developed with connections to existing trails and sidewalks.
- 2.3 Expand And Enhance Green Corridors As New Development And Redevelopment Occurs**
- 2.4 Create Low-Impact Development Guidelines**
Integrate guidelines into the codes that reduce the impact of new residential and commercial development. This may include provisions for reduced road widths (to slow traffic) in neighborhoods, sidewalks, tree plantings, recycled materials, Energy Star compliance and strategies to help manage and store stormwater for gardening and other uses.
- 2.5 Encourage Infill Development And Redevelopment within the Primary Growth Area**
“Smart growth” can help create more walkable environments and less dependence on motor vehicles. Encourage development and redevelopment of core areas to create a more compact and walkable environment. Look at incentives to help offset the costs of redevelopment.

GOAL 3: PROTECT AND IMPROVE SURFACE AND GROUNDWATER RESOURCES

Potential Strategies May Include These And Other Future Cool Ideas:

3.1 Update And Revise Storm, Water And Sewer Plans

Provide For The Effective Removal Of Sanitary Sewage. (_____ Sewer Plan)

Continuously monitor sewage flow at principal metering points to ensure capacity of the system.

Continue to upgrade and monitor the local system through both televising lines and electronic utility data collections.

Continue to eliminate private on-site sewage systems.

Continue strict standards and inspections for private sewer line connections to the public sanitary sewer system.

Provide For The Management Of Storm Water. (_____ Storm Water Management Plan)

Modify City review, permitting and enforcement processes for construction activities to ensure water quality goals are met.

Heighten community awareness of water quality management through education and training.

Work with adjacent municipalities to encourage upstream pollutant reduction in areas closer to the source of such pollutants.

Encourage the use of regional detention areas as opposed to individual onsite detention to reduce flooding, control discharge rates and provide for water quality management.

Achieve no net loss of wetlands. Discourage wetland alteration except those approved with a mitigation plan, which does not further degrade the wetland.

Seek to restore and/or enhance wetlands.

Promote A Healthy Water Supply. (_____ Water Plan)

Provide the City's water customers with safe, high-quality potable water by continuing to meet or exceed all Federal and State drinking water standards.

Provide sustainability of the city's water system through preservation and conservation. Project the existing sources of supply by the implementation of the Wellhead Protection Plan. Continue to implement a conservation-oriented water rate

system that charges increasing fees for increasing use of water. Continue to provide education regarding conservation through the website, newspaper and public involvement.

Provide a reliable water system that can provide a safe supply of water during emergencies. Continue to complete water main looping of dead ends to improve available fire flow to customers. Work with adjacent communities to provide interconnections for emergency needs.

3.2 Encourage Water Conservation

Offer classes on how to conserve water but also on ways to capture storm water using rain barrels and rain gardens. Capturing stormwater on site means less flooding and provides water for gardening.

3.3 Seek Ways To Modify Street Improvement Projects to provide less impervious surface and utilize, porous pavement and other environmentally friendly techniques where possible.

3.4 Require Natural Buffers Along Water Resources

Adopt goals and create a local outreach program with property owners to help restore and revegetate shoreland.

3.5 Encourage Green Roofs

Green roofs can help create greater energy efficiency and prolong the service life of heating, ventilation, and HVAC systems leading to fewer pollutants entering our air. Green roofs also contribute to improvements in air quality and add an amenity to the building (community garden, terraces, playground area,)

GOAL 4: ENCOURAGE HEALTHY CITIZENS AND BUSINESSES THROUGH PARTNERSHIPS AND ACTIVITIES

Potential Strategies May Include These And Other Future Cool Ideas:

4.1 Participate In Regional Communication And Collaboration

Collaborate with adjacent cities, counties, and organizations to help establish new and enhance existing events aimed at healthy living like marathons, fitness festivals, healthy food festivals, and other events that bring awareness and promote the importance of healthy citizens and businesses.

4.2 Promote Healthy Community Programs such as the development of public education programs that endorse healthy activities for residents, and development of infrastructure to enhance walking and biking opportunities.

Incentivize race and other healthy activity organizers to hold more events in Sartell.

4.3 Promote Sustainable Food Systems

Promote sustainable food systems through education to the private and public food service industry; including school cafeteria programs. Areas to be included are farmer's markets, buy locally, community supported agriculture (CSA's), sustainable agriculture practices, and "reduce, reuse, and recycle" practices for restaurant waste.

4.4 Encourage Composting

Composting is the process of transforming food waste and landscape material like leaves into fertilizer and soil. Soil produced from this process is rich in nutrients and excellent for gardening. Reach out to the various neighborhoods to explain the benefits of composting, and work with them to utilize the City's compost site for their neighborhoods. Also, encourage local restaurants to manage a shared composting site for food waste. Composting food waste from restaurants reduces the amount of trash they need to have collected, and the resulting soil could be used for landscaping around those restaurants or in local parks or community gardens.

4.5 Encourage Green Construction

Assist residents and builders on green building techniques and adopt incentives for green building construction i.e. green roofs, rain gardens, geothermal technology, porous concrete, water saving plumbing fixtures.

4.6 Promote Community Gardens

The City of Sartell provides land for two community gardens with over 100 garden plots. Continue to work with neighborhoods, organizations and others to support community gardens.

4.7 Hazardous Waste.

Encourage proper disposal of hazardous and other problem materials such as e-waste through public education. Publicize and promote the facilities residents can bring household hazardous waste like electronics, paint, cosmetics, and batteries to for proper disposal.



COMMUNITY FACILITIES: WHAT MAKES US FUNCTION **Why This Matters For Sartell: Be Cooperative**

The purpose of this section is to provide the goals and policies for community facilities within the City of Sartell and to identify future community facility needs to accommodate the demand for new services. Community facilities include the structures, facilities, and services administered by public and semi-public organizations that provide for the day-to-day functions of the City of Sartell. Community facilities have an impact and influence on the quality of life in Sartell and include local government, fire, police, education, and utilities. The community facilities chapter describes policy recommendations for government services, schools, and community services.

City Government

The City of Sartell is comprised of the following departments: Administration, Community Development (includes Building Inspections), Public Works, Police, and Fire. All five departments provide municipal services to city residents and businesses with the exception of the Fire Department, which also provides fire services to LeSauk Township. City Hall is home to administrative services and community development.

Sartell Police and Police Department

The Sartell Police Facility is located at 2nd Street South, which was the former City Hall. The Sartell Police Department is regarded as an extremely effective and efficient group. Population growth will continue to increase which will require the constant evaluation of the need for additional sworn officers. The Sartell Fire Department operates from one station located at 4th Avenue South. The Department is a member of the Central Minnesota Mutual Aid Association and has an Insurance Services Office (ISO) rating four.

Facility needs are an issue for police and fire. Aging existing buildings and continued growth in the southerly portion of Sartell (both residential and commercial/office) drive the need for new public safety facilities. A campus location and building possibly combining both fire and police should be considered. Potential partners in the facility should also be identified.

Staff should continue to work closely with the Fire Department to keep them informed concerning new developments that may affect fire service and response. The City should also continue to include the Fire and Police Department early in the planning process as significant new developments are considered to ensure high quality service and response times.

The Public Works Department maintains the City's infrastructure and facilities, which include Sartell's water, wastewater and storm water systems. The Public Works Department is located in facilities along 4th Avenue South. An important part of this facility is fleet maintenance. The maintenance and repair of all municipal vehicles are performed at this location. Together with engineering and planning, the departments should continue to maintain regular communication between all entities, which includes keeping all informed on new or planned projects and developments.

The City of Sartell maintains nearly 96 miles of streets, 4 miles of alleys, 95 cul-de-sacs and 50 miles of trail and sidewalks each year. The City recently completed a pavement management study that evaluated pavement, drainage and curb condition on all local roadways. The conditions were rated and are proposed to be utilized to determine what roadways will need to be resurfacing, crack sealing, patching or reconstructions based on annual budgets.

Schools

The quality and variety of educational opportunities are important parts of the community. The City of Sartell has three school districts within the current municipal boundary including Sartell/St. Stephen, Sauk Rapids Rice, and St. Cloud.

Sartell St. Stephen School District

The Sartell St. Stephen School District (ISD #748) operates five schools in Sartell: Sartell High School, Sartell Middle School, Oak Ridge Elementary School, Pine Ridge Elementary School and the District Services Building (preschool). The School District recently commissioned a study of demographics and future enrollments to assist the School Board in making decisions regarding future School Facilities. The study report includes several findings related to the growth and development of Sartell. In 2015, a Community Facilities Planning Group recommended to the School Board the need for a new High School, along with modifications to existing buildings and the reorganization to the allocation of grades per building. The School Board is currently contemplating the location of a new high school if a referendum to fund the construction is approved. The location of a future high school may have impacts on the future land use and transportation plan that may require a re-evaluation of proposed future land uses, improvements, and adjustments in the primary/secondary growth-planning model.

Sauk Rapids/Rice and St. Cloud School District

Other Schools located in Sartell:

- St. Francis Xavier (K-6)
- St. Scholastica

Community Services

Sartell has worked very hard over the past 20 years to establish a strong base of social and recreational facilities. The privately run Berrick's Ice Arena located at Pinecone Regional Park provides hockey facilities for the Sartell Hockey Association and the Sartell School District. Currently under design, the Sartell Community Center is a multi-function facility. The Community Center is proposing to contain gymnasiums, senior center, an innovation center and meeting rooms.

COMMUNITY FACILITIES GOALS

GOAL 1: Promote The Usage, Creation, And Uniqueness Of Community Facilities, While Also Soliciting Creative Funding Sources.

Potential Strategies May Include These And Other Future Cool Ideas:

1.1 Facility Adaptability

Ensure that community facilities are adequate to serve additional needs.

1.2 Intergenerational Use

Provide learning opportunities for residents of all ages.

1.3 Facility Locations

Ensure that governmental buildings and services are located throughout the City to offer ease of access to all users and minimal response time.

1.4 Regular Maintenance

Provide for adequate maintenance of the City's buildings and equipment and their orderly replacement.

1.5 Lead by Example

Hold public buildings to high architectural standards to create a sense of community identity, ensure land use compatibility, and to serve as examples for private development.

1.7 Promote the Usage of Facilities

Market the use of community facilities for events such as youth athletic tournaments, social gatherings, and other community events.

Identify and market existing resources that are available for community use.

To the greatest extent possible, do not provide facilities that compete with the private sector.

1.8 Collaborative Funding

Collaborate with business partners to help fund additional community facilities.

GOAL 2: Ensure High Quality And Effective Public Safety, Education And Civic Services.

Potential Strategies May Include These And Other Future Cool Ideas:

2.1 Community Identify

Ensure city facilities accommodate government functions while serving as an example of community identity and sustainability.

2.2 Public Safety Facility

Support the Police and Fire Department through close coordination and planned allocation of resources to improve public safety and emergency response.

2.3 Library Services

The City is served by the Great River Regional Library System. There are no library branches located within City limits; however there are libraries nearby in St. Cloud and Waite Park. There is a strong desire by many residents to enhanced GRRL library services within the community as it would be a valuable asset for Sartell's existing and future residents. Sartell will continue to work with GRRL to monitor and identify the options for future library services.

2.4 School Collaboration.

The City will continue to work with each of the school districts within the community to adequately plan for community growth, school facilities, and shared facility issues.

The City should continue to collaborate with the three school idistricts to provide opportunities for and actively market continuing education programs.

Explore the possibility of further collaborative efforts with the Sartell Community Education, which could include the management of the new Community Center Facility.

GOAL 3: Plan And Provide Public Facilities And Services In A Coordinated And Economical Manner On A Basis That Is Consistent With The Nature Of Existing And Proposed Development Within The Community.

Potential Strategies May Include These And Other Future Cool Ideas:

3.1 Limit the Extension of Services

Prohibit extension of service to properties outside the corporate limits without an agreement as to the annexation of that property. Discourage the expansion of public sewer and water services into areas:

- Not contiguous to existing development or service areas.
- Not within the current limits of the service boundary.
- When a burden is placed upon the City to expand the urban service area prematurely.

3.2 Monitor and maintain all utility systems to ensure a safe and high quality standard of service on an ongoing basis.

Update street, water, storm sewer and sanitary sewer plans by the City Engineer on an as needed basis or as required by other jurisdictions.

Community Development Department Update
DECEMBER 2015
Anita Rasmussen, AICP

Comprehensive Plan Update

It's my intention to get a new draft electronically emailed to members of the Commission's and Council by the end of December in advance of a January public virtual open house.

Planning Commission Update

Solar Ordinance Amendments

The Planning Commission has been reviewing standards related to solar panels and solar gardens. At this time, they would like to see a draft ordinance which does not allow individual panels on residential, commercial and industrial properties. They would prefer to see the ordinances amended to allow for only solar gardens (in all zones, including residential areas). They site concerns that neighbors may have with the aesthetics of the individual panels on private properties. They would reconsider individual solar panels if there was a comprehensive alternative energy amendment which addresses all forms of energy (turbine, solar, geo thermal etc). A new draft will be presented to the Commission in January.

Stockpile/Property Maintenance

The Planning Commission continued their discussions regarding commercial property maintenance, in particular, those with large stockpiles and unmanaged vegetation. They requested a conversation with members of the CMBA or other interested individual to discuss the problem and seek potential solutions from their members (in advance of crafting ordinances). Staff will attempt to arrange that conversation during a regular Planning Commission meeting in January or February.

Meetings with Council/Commissions

The Planning Commission has requested regular joint meetings (2 per year) with the City Council and with other Commissions for the purpose of discussing issues and goals. I anticipate a joint meeting with the EDC, Planning Commission and the City Council in February to discuss the feedback and input received during the Comprehensive Plan Update input sessions. We will also schedule another meeting in the Fall of 2016.

Economic Development Commission Update

The EDC has been working dillgently with staff to create marketing materials and excitement relative to the community center plans. Since a successful community center can be a driver of economic development growth, members have been providing feedback on videos and presentations. It's anticipated that an information presentation will be finalized mid-December for publication.

AIM Development

Staff completed an inspection of the mill property based on the requirements of the IUP. There are a number of documents that are needed to ensure there are in compliance with the IUP. We anticipate obtaining those documents in the next few weeks.

Sauk River Bridge Planning

No update