

CITY OF ST. FRANCIS
CITY COUNCIL AGENDA
FEBRUARY 2, 2015
ISD #15 CENTRAL SERVICES CENTER (DISTRICT OFFICES)
4115 Ambassador Blvd. NW

6:00 pm

1. Call to Order
2. Roll Call
3. Adopt Agenda
4. Consent Agenda
 - a. City Council Minutes – January 20, 2015
 - b. Anoka County Recycling Program Agreement
 - c. Accept the Resignation from Charter Commission member Rebecca Havlik
 - d. Appoint Brian Beeman to the Economic Development Authority Commission
 - e. Acknowledgement of the St. Francis Lions applying for a One Day Law Gambling Permit for March 20, 2015
 - f. Re-Appointment of Planning Commission members Joel Olson, William Murray, Ray Steinke and Greg Zutz
 - g. Payment of Claims
5. Meeting Open to the Public - *Open Forum is an opportunity for citizens to sign up before the Council meeting and present an issue or concern to City Council. Each presentation should be limited to no more than four minutes unless City Council grants more time.*
6. Petitions, Requests, Applications
 - a. Jan McAlister: Interim Use Permit
 - b. Anoka County Highway Department: Roundabout Discussion
7. Ordinances & Resolution
 - a.
8. Reports of Consultants & Staff Members
 - a. Engineer:
 - b. Attorney:
 - c. Staff:
 - Building Official:
 - Finance Dept.
 - Fire Dept.:
 - Public Works:
 - Liquor Store:
 - Police:
 - City Administrator Report:
9. Reports from Council Members
10. Report from Mayor
11. Old Business
12. New Business
13. Adjournment

Calendar of Events

Feb 2: City Council Meeting @ ISD #15 Central Services Center (District Offices) 6:00 pm
Feb16: City Offices Closed for the Presidents Day Holiday
Feb 17: (Tues) City Council Meeting @ ISD #15 Central Services Center (District Offices) 6:00 pm
Feb 18: Planning Commission Meeting @ ISD #15 Central Services Center (District Offices) 7:00 pm
Feb 21: Mayor's Snowmobile Trail Ride
Mar 2: City Council Meeting @ ISD #15 Central Services Center (District Offices) 6:00 pm
Mar 16: City Council Meeting @ ISD #15 Central Services Center (District Offices) 6:00 pm
Mar 18: Planning Commission Meeting @ ISD #15 Central Services Center (District Offices) 7:00 pm

TO: Mayor & City Council
FROM: Paul Teicher, Acting City Administrator
RE: Agenda Memorandum – February 2, 2015 Meeting

Agenda Items:

4. Consent Agenda:

b. *Anoka County Recycling Program Agreement:* Every year the City enters into an agreement with Anoka County to ensure that recyclable materials are being collect by our haulers and try to meet our annual goal. The City does receive score funds back from Anoka County for reimbursement of our expense to promote recycling.

f. *Planning Commission Appointments:* Nate Sparks provided a report on the re-appointment of some planning commission members whose terms have expired but have continued to serve due to the lack of new applicants.

6. Petitions, Requests, Applications:

a. *Jan McAlister: Interim Use Permit:* McAlister made an application for a Home Extended business Interim Use Permit to operate a trucking and tree trimming business at residential property located at 6416 Ambassador Blvd. NW. The site is zoned A-2, rural Estate-Agriculture. The Planning Commission did approve this request with 14 conditions. If council grants approval attached is Resolution 2015-06 and a Development Contract Interim Use Permit Agreement. These two documents would require two separate motions.

b. *Anoka County Highway Department: Roundabout Discussion:* Anoka County Highway Department will be present to give an update on the Roundabouts. Also enclosed in the packet is some history of the roundabout discussion, open houses, agreement and resolutions. Some of the first discussions about the roundabouts occurred in 2008. The houses along Kerry Street that were purchased by Anoka County were in 2010 and 2011.

7. Ordinances & Resolutions:

a.

8. Reports:

a. **Engineer:**

b. **Attorney:**

c. **Staff:**

Building Official:

Fire:

Public Works:

Liquor Store:

Police:

City Administrator:

11. Old Business:

12. New Business:

CITY OF ST. FRANCIS
ST. FRANCIS, MN
ANOKA COUNTY

CITY COUNCIL MINUTES

January 20, 2015

1. **Call to Order:** The regular City Council Meeting was called to order by Mayor Steve Kane at 6:03 pm.
2. **Roll Call:** Present were Mayor Steve Kane, Council members Richard Orpen, Rich Skordahl, Tim Brown, and Chris McClish. Also present were City Attorney Scott Lepak (Barna, Guzy & Steffen), Police Chief Jeff Harapat, Public Works Director Paul Teicher, Finance Director Darcy Mulvihill, Fire Chief Dean Kapler, and City Clerk Barb Held.
3. **Adopt Agenda:** MOTION BY BROWN SECOND MCCLISH TO ADOPT THE JANUARY 20, 2015 CITY COUNCIL AGENDA. Motion carried 5-0.
4. **Consent Agenda:** MOTION BY MCCLISH SECOND SKORDAHL TO APPROVE THE JANUARY 20, 2015 CITY COUNCIL CONSENT AGENDA AS A-C AS FOLLOWS:
 - a. City Council Minutes – January 5, 2015
 - b. Tobacco License for Dollar General
 - c. Approve the Payment of Claims for \$ 150,000.00 (Checks 68422-68484)Motion carried 5-0.
5. **Meeting Open to the Public:** Tim O'Brien, 3175 Bridge Street, St. Francis. Our business (Temperature Specialist) is going to be losing the most land with the roundabouts. We did have plans to expand and this affects us tremendously. We have been here 28 years, most of our work is done under microscopes, and the large traffic volume will affect our work. We do a lot of federal government jobs.

Matt Look, Anoka County Commissioner, first I would like to address the new council, welcome. Former Commissioner Dennis Berg envisioned Anoka County obtaining federal funding to help with future roads in Anoka County and brought it to the forefront. I want to avoid a situation that happened in East Bethel. I do not want a former council to tie your hands either on projects previous councils approved. This project looked at the projected traffic count for future. I would like to see if you are supportive of the roundabouts. This project has 1.5 million dollars in federal support. Just wanted to see if there was support on the local level.

David Buchow, of Blaine stated he represents a number of businesses along Bridge Street. These businesses are staples of this community. Together they employ over 100 employees. This project is a major concern for Temperature Specialist. You are removing the access off Bridge Street, eliminating the future expansion in the rear of the building and no place for snow removal. Also with Village Bank you will take one away a way to get into the bank. The Jensen's who own the St. Francis Mall will also have concern with the ATM and the

accessibility to it. The mall tenants also have concerns with the traffic flow and how it will affect their business. Larry Anderson who owns the property on the corner of Rum River Blvd and Bridge has concerns along with Gerdins. Gerdins also has a concern with their car sales and the access to their facility.

Randy Diers, stated he is representing Village Bank here tonight. We have severe concerns with the roundabout and the right in and right out only, congestion and traffic flow for our drive through. Roundabouts are great but I think this is an over kill for Bridge Street. Forest Lake started out with a design for more and ended up with just one by working together. I am on the EDA with Chisago County and we are changing a route of a road but we did not do that without listening to the businesses and property owners.

Larry Anderson, owner of the property at 23038 Rum River Blvd, which I bought for an investment. I was hoping the green space would someday be a restaurant. I grew up here. I have put money back into the building. I went to all the roundabout meetings. The County basically said it was a done deal. Therefore, we did not think it would be any good to talk to you (council) because it was going to happen anyway. No businesses here tonight, want it. I heard they were going to talk about it tonight so I thought I would come. The reason I did not come last year was that I thought it would not matter. Thank you have been wise in the past and hope you consider that tonight.

6. **Petitions, Requests, Applications:**

a. **Anoka County Parks Department: Sugar Hills Regional Park Plan:** Karen Blaska from Anoka County Parks Department presented the Draft Master Plan on the proposed Sugar Hills Regional Trail. Ms. Blaska gave a power point presentation. This would include a ten foot wide paved trail that would extend from Lake George to potential connecting with Sherburne County following Bridge Street and going west on Ambassador Blvd. Part of the trail along Bridge Street would be part of the roundabout project. The Trail would be funded through a variety of sources. Currently we are getting comments from communities. We have an open house to receive public comment on Wednesday, January 28 at the Rum River North County Park Shelter. Once we hear all comments from the communities and public we will come back to the council. The crossing of Hwy 47 is initially set for a tunnel. Skordahl asked why not make the tunnel across by Pederson Drive instead of up by Ambassador Blvd. That are issues we can look at Ms. Blaska stated. She thanked the council.

7. **Ordinances & Resolution:**

a. **Resolution 2015-04: Temporary Extension of Franchise Agreement with Midcontinent:** MOTION BY McCLISH SECOND ORPEN TO ADOPT RESOLUTION 2015-04 A RESOLUTION GIVING A TEMPORARY EXTENSION OF FRANCHISE AGREEMENT WITH MIDCONTINENT. Motion carried 5-0.

8. **Reports of Consultants & Staff Members:**

a. **Engineer:**

b. **Attorney: 1) Consideration of tentative agreement with Public Works on 2015-2017 Union Contract:** Lepak gave a brief overview of the Tentative Agreement with the Public Works Union Contract for 2015-2017. The changes are very similar to the Police Union. The changes in the three year contract are: wages 2015 - 3.25%, 2016 – 2.5%, 2017 – 2.5%; Change the Union

reference to City Employees' Union Local 363 LiUNA; Sick Leave to comply with the new state law; allow employees to use sick and vacation in quarter hour increments; eliminate Maternity Leave as a separate article this area would be treated the same as any other leave of absence pursuant to Article 10 except where a greater benefit is required by statutes, Holidays, amend Article 13 to provide that Christmas Eve will be a full day holiday if it falls on a Monday through Friday.

MOTION BY BROWN SECOND McCLISH TO ADOPT RESOLUTION 2015-05 A RESOLUTION APPROVING TENTATIVE AGREEMENT WITH THE PUBLIC WORKS UNION ON A 2015-2017 COLLECTIVE BARGAINING AGREEMENT. Motion carried 5-0.

2) **City Administrator Search Update:** Lepak provided a memorandum to the city council outlining the time frame in regards to filling the city administrator position. The job posting was placed on the bulletin board at City Hall, City's website, League of MN Cities, Anoka County Union Herald, the Associations of MN Counties, website for the Assistant City and County Administrators Association and the website for Economic Development of Minnesota. With these postings, it is also being picked up by more general sites such as gojobs.com. Applications have been starting to come in. Lepak stated he is looking for feedback for on a third panel member. The initial panel will consist of the mayor and a councilmember who are two of the three-person panel. For the third one I contacted the City Administrator of Andover, Jim Dickenson. Let me know if you think that is acceptable with you. I also would recommend an informal interview with department heads in the Community Room and conduct a personality assessment for the final two to three candidates. The final candidates would before the council March 2. All the councilmembers agreed to have Dickenson as the third panel member. The council also liked the final candidates to meet the departments heads in an informal setting. The assessment is on their personality not a physiological test. I think it would be valuable. Lepak said with your agreement I will move forward with the timeline presented. Brown said during the final interview, how many candidates? Lepak said I would like no more than three unless we have four close candidates but not less two.

c. Staff

Blg. Official:

Fire Dept.: Letter of Resignation: A letter of resignation was received from Fire Chief Dean Kapler indicating that his role as Fire Chief for the St. Francis Fire Department would end with the finish date of his agreement with St. Francis. This agreement with the City of Ramsey ends April 30, 2015. Kane said we are faced with a decision. We can look at our department first, go out and advertise, or go back into an agreement like we have. The council agreed Chief Kapler has done a great job with the fire department. Maybe we could ask him to mentor the new chief. Consensus of the council to start an inter department search. Kane asked Chief Kapler to help with search.

Public Works:

Liquor Store:

Police Dept:

City Administrator Report:

9. **Reports from Council Members:** Teicher stated if you have any comments on the Sugar Hills Regional Master Park Plan after the presentation this evening, please send me them before January 28.

The next step on the roundabout project, Anoka County will be the acquisition of land. There is a Property Owners Guide, Understanding Your Rights that will be available for council to review. This guide from Anoka County Highway department will be given to the property

owners. County Staff will be at the February 2, 2015 City Council meeting to discuss the roundabouts further. If you have questions, please send them to me so I can forward them on to Anoka County.

10. **Report from Mayor:** During my discussion with the non-union members they asked why weren't all the issues brought up to the council that were discussed. Kane stated he didn't forget about their other issues but would like to have a city administrator on staff so they are involved in the discussion.

Kane also reported he attended the last school board meeting. David Roberts was voted back in as Chair.

St. Francis Rec Committee: I have not had a report on the St. Francis Rec Committee for some time but we are still meeting. HGA did a very basic needs study for the group. We now are in the process of looking for some partners and after that happens more information will follow.

Just a reminder of the St. Francis Annual Chamber Dinner is January 30, 2015. This year they will have a comedy group performing.

The Annual Mayor Snowmobile Trail Ride is Saturday, January 31, 2015.

In regards to the roundabouts, I heard some things that I think we need to ask Anoka County. Brown said I would like to know the latest pull out date also. Skordahl would like to see a timeline of what has been done and what agreements have been agree on.

11. **Old Business:** Brown asked about the property behind the post office. Teicher said we are researching the property to make sure there are no legal limits tied to this property before the sale.

12. **New Business:** None.

13. **Adjournment:** The Regular City Council meeting adjourned at 6:59 pm.

Barbara H. Neld, City Clerk

AGREEMENT FOR RESIDENTIAL RECYCLING PROGRAM

THIS AGREEMENT made and entered into on the 1st day of January, 2015, notwithstanding the date of the signatures of the parties, between the COUNTY OF ANOKA, State of Minnesota, hereinafter referred to as the "COUNTY," and the CITY OF ST. FRANCIS, hereinafter referred to as the "MUNICIPALITY."

WITNESSETH:

WHEREAS, the County will receive \$1,051,986.00 in funding from the State of Minnesota pursuant to Minn. Stat. § 115A.557 (hereinafter "SCORE funds") and \$253,916.27 in funding pursuant to Minn. Stat. § 473.8441 (hereinafter "LRDG funds") during 2015; and

WHEREAS, pursuant to new legislation, a portion of the SCORE funds must be used to encourage recycling of source-separated compostable materials, and Anoka County has determined that the minimum amount for this new program is \$116,810.50; and

WHEREAS, the County also has additional budgeted program funding available to supplement SCORE and LRDG funds for solid waste recycling programs; and

WHEREAS, the County wishes to assist the Municipality in meeting recycling goals established by the Anoka County Board of Commissioners by providing said SCORE and LRDG funds to cities and townships in the County for solid waste recycling programs.

NOW, THEREFORE, in consideration of the mutual covenants and promises contained in this Agreement, the parties mutually agree to the following terms and conditions:

1. **PURPOSE.** The purpose of this Agreement is to provide for cooperation between the County and the Municipality to implement solid waste recycling programs in the Municipality.
2. **TERM.** The term of this Agreement is from January 1, 2015 through December 31, 2015, unless earlier terminated as provided herein.
3. **DEFINITIONS.**
 - a. "Problem material" shall have the meaning set forth in Minn. Stat. § 115A.03, subd. 24a.
 - b. "Multi-unit households" means households within apartment complexes, condominiums, townhomes, mobile homes and senior housing complexes.
 - c. "Opportunity to recycle" means providing recycling and curbside pickup or collection centers for recyclable materials as required by Minn. Stat. § 115A.552.
 - d. "Recycling" means the process of collecting and preparing recyclable materials and reusing the materials in their original form or using them in manufacturing processes that do not cause the destruction of recyclable materials in a manner that precludes further use.
 - e. "Recyclable materials" means materials that are separated from mixed municipal solid waste for the purpose of recycling, including paper, glass, plastics, metals, fluorescent lamps, major appliances and vehicle batteries.

- f. Refuse derived fuel or other material that is destroyed by incineration is not a recyclable material.
- g. "Yard waste" shall have the meaning set forth in Minn. Stat. § 115A.03, subd. 38.
- h. "Source-separated compostables" (commonly called "organics") shall have the meaning set forth in Minn. Stat. § 115A.03, subd. 32a.
- i. "Quasi-Municipal Event" means community festivals which appear to the public to be supported and run by the Municipality but in fact are sponsored or co-sponsored by an independent non-profit 501c(3) organization, for example: the Anoka Halloween Parade.

4. **PROGRAM.** The Municipality shall develop and implement a residential solid waste recycling program adequate to meet the Municipality's annual recycling goal of 679 tons of recyclable materials as established by the County. The Municipality shall ensure that the recyclable materials collected are delivered to processors or end markets for recycling.

- a. The Municipal recycling program shall include the following components:
 - i. Each household (including multi-unit households) in the Municipality shall have the opportunity to recycle at least four broad types of materials, such as paper (including cardboard/paperboard cartons), glass, plastic, metal and textiles.
 - ii. The recycling program shall be operated in compliance with all applicable federal, state, and local laws, ordinances, rules and regulations.
 - iii. The Municipality shall implement a public information program that contains at least the following components:
 - (a) One promotion is to be mailed to each household focused exclusively on the Municipality's recycling program;
 - (b) One promotion advertising recycling opportunities available for residents is to be included in the Municipality's newsletter or local newspaper; and
 - (c) Two community outreach activities at municipal events to inform residents about recycling opportunities.
 - iv. The public information components listed above shall focus on all recyclable materials and the various opportunities to recycle within the Municipality. The Municipality shall incorporate SWMCB Rethink Recycling images and use the toolkits provided when preparing promotional materials. The Municipality, on an ongoing basis, shall identify new residents and provide detailed information on the recycling opportunities available to these new residents.
 - v. The Municipality shall regularly attend the monthly Solid Waste Abatement Advisory Team meetings per year.
 - vi. The Municipality shall offer one or two spring and fall clean-up/recycling drop-off event(s) where items not normally accepted at the curb are collected for recycling. If the Municipality is hosting a Monthly drop off as described in 4.b.i below, the spring/fall clean-up/recycling drop-off events may be included within that program.
- b. The Municipality is encouraged to expand its recycling program to include one or more of the following components in order to receive additional funding.
 - i. Organize monthly (at least 8 during the course of the year) recycling drop offs which can be held in conjunction with a neighboring municipality on a cooperative basis for the citizens of both Municipalities.

- ii. Provide a community event recycling program, which at a minimum would consist of providing recycling opportunities at all Municipality sponsored or Quasi-Municipal events and festivals. The feasibility of adding organics collection at the event may also be explored and added to the event as an enhancement to the waste abatement program.
- iii. Provide the opportunity for citizens to engage in recycling activities at municipal parks.
- iv. Organize and manage a Full Service Recycling Drop-off Center.
- v. Develop enhanced recycling promotion and assistance for multi-units.
- vi. Develop additional opportunities for Source-Separated Compostables/Organics collection.
- c. If the Municipality's recycling program did not achieve the Municipality's recycling goals as established by the County for the prior calendar year, the Municipality shall work with the County to prepare a plan to achieve the recycling goals set forth in this Agreement.
- d. The Municipality's recycling program shall be limited to residential programming for funding reimbursements under this Agreement. The County will not reimburse business recycling programming or household hazardous waste programming by the Municipality. Any inquiries of requests regarding these topics should be sent to the County for response.

5. **REPORTING.** The Municipality shall submit the following reports semi-annually to the County no later than July 20, 2015 and January 10, 2016:

- a. An accounting of the amount of waste which has been recycled as a result of the Municipality's activities and the efforts of other community programs, redemption centers and drop-off centers. For recycling programs, the Municipality shall certify the number of tons of each recyclable material which has been collected and the number of tons of each recyclable material which has been marketed. For recycling programs run by other persons or entities, the Municipality shall also provide documentation on forms provided by the County showing the tons of materials that were recycled by the Municipality's residents through these other programs. The Municipality shall keep detailed records documenting the disposition of all recyclable materials collected pursuant to this agreement. The Municipality shall also report the number of cubic yards or tons of yard waste collected for composting or land spreading, together with a description of the methodology used for calculations. Any other material removed from the waste stream by the Municipality, i.e. tires and used oil, shall also be reported separately.
- b. Information regarding any revenue received from sources other than the County for the Municipality's recycling programs.
- c. Copies of all promotional materials that have been prepared by the Municipality during the term of this Agreement to promote its recycling programs.

The Municipality agrees to furnish the County with additional reports in form and at frequencies requested by the County for financial evaluation, program management purposes, and reporting to the State of Minnesota.

6. **BILLING AND PAYMENT PROCEDURE.** The Municipality shall submit itemized invoices semiannually to the County for abatement activities no later than July 20, 2015 and January 10, 2016. Costs not billed by January 10, 2016 will not be eligible for

funding. The invoices shall be paid in accordance with standard County procedures, subject to the approval of the Anoka County Board of Commissioners.

7. **ELIGIBILITY FOR FUNDS.** The Municipality is entitled to receive reimbursement for eligible expenses, less revenues or other reimbursement received, for eligible activities up to the project maximum as computed below, which shall not exceed \$45,969.00. The project maximum for eligible expenses shall be computed as follows:
 - a. A base amount of \$10,000.00 for recycling activities only;
 - b. \$5.00 per household for recycling activities only; as provided according to the schedule in Attachment A for each of the following services: Full Service Recycling Drop-off Center, Spring/Fall or Monthly Drop-off events; Municipal Park Recycling; Community Event Recycling; Multi-unit Recycling; and Source-Separated Compostables Collection;
 - c. After considering the 2015 Municipal Funding Request (Attachment B), designating the additional Grant Projects that the City will undertake in the upcoming year; and
 - d. Including an additional change order contingency of up to 10% of the total of the first four items in this list.

Notwithstanding any provision to the contrary, the County reserves the right to reduce the funding provided hereunder in the event the Municipality does not undertake and complete the additional Grant Projects referenced in Attachment B. The County also reserves the ability to assess the programs and reallocate unused SCORE and LRDG funds mid-year if any participating Municipality demonstrates the need for the funding and funds are available.

8. **RECORDS.** The Municipality shall maintain financial and other records and accounts in accordance with requirements of the County and the State of Minnesota. The Municipality shall maintain strict accountability of all funds and maintain records of all receipts and disbursements. Such records and accounts shall be maintained in a form which will permit the tracing of funds and program income to final expenditure. The Municipality shall maintain records sufficient to reflect that all funds received under this Agreement were expended in accordance with Minn. Stat. § 115A.557, subd. 2, for residential solid waste recycling purposes. The Municipality shall also maintain records of the quantities of materials recycled. All records and accounts shall be retained as provided by law, but in no event for a period of less than five (5) years from the last receipt of payment from the County pursuant to this Agreement.
9. **AUDIT.** Pursuant to Minn. Stat. § 16C.05, the Municipality shall allow the County or other persons or agencies authorized by the County, and the State of Minnesota, including the Legislative Auditor or the State Auditor, access to the records of the Municipality at reasonable hours, including all books, records, documents, and accounting procedures and practices of the Municipality relevant to the subject matter of the Agreement, for purposes of audit. In addition, the County shall have access to the project site(s), if any, at reasonable hours.
10. **GENERAL PROVISIONS.**
 - a. In performing the provisions of this Agreement, both parties agree to comply with all applicable federal, state or local laws, ordinances, rules, regulations or

standards established by any agency or special governmental unit which are now or hereafter promulgated insofar as they relate to performance of the provisions of this Agreement. In addition, the Municipality shall comply with all applicable requirements of the State of Minnesota for the use of SCORE funds provided to the Municipality by the County under this Agreement.

- b. No person shall illegally, on the grounds of race, creed, color, religion, sex, marital status, public assistance status, sexual preference, handicap, age or national origin, be excluded from full employment rights in, participation in, be denied the benefits of, or be otherwise subjected to unlawful discrimination under any program, service or activity hereunder. The Municipality agrees to take affirmative action so that applicants and employees are treated equally with respect to the following: employment, upgrading, demotion, transfer, recruitment, layoff, termination, selection for training, rates of pay, and other forms of compensation.
- c. The Municipality shall be responsible for the performance of all subcontracts and shall ensure that the subcontractors perform fully the terms of the subcontract. The Agreement between the Municipality and a subcontractor shall obligate the subcontractor to comply fully with the terms of this Agreement.
- d. The Municipality agrees that the Municipality's employees and subcontractor's employees who provide services under this agreement and who fall within any job classification established and published by the Minnesota Department of Labor & Industry shall be paid, at a minimum, the prevailing wages rates as certified by said Department.
- e. It is understood and agreed that the entire Agreement is contained herein and that this Agreement supersedes all oral and written agreements and negotiations between the parties relating to the subject matter hereof.
- f. Any amendments, alterations, variations, modifications, or waivers of this Agreement shall be valid only when they have been reduced to writing, duly signed by the parties.
- g. Contracts let and purchases made under this Agreement shall be made by the Municipality in conformance with all laws, rules, and regulations applicable to the Municipality.
- h. The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause or phrase of this Agreement is for any reason held to be contrary to law, such decision shall not affect the remaining portion of this Agreement.
- i. Nothing in this Agreement shall be construed as creating the relationship of co-partners, joint venturers, or an association between the County and Municipality, nor shall the Municipality, its employees, agents or representatives be considered employees, agents, or representatives of the County for any purpose.

11. **PUBLICATION.** The Municipality shall acknowledge the financial assistance of the County on all promotional materials, reports and publications relating to the activities funded under this Agreement, by including the following acknowledgement: "Funded by the Anoka County Board of Commissioners and State SCORE funds (Select Committee on Recycling and the Environment)." The Municipality shall provide copies of all promotional materials funded by SCORE funds.

The County shall provide all printed public information pieces about County programs. A Municipality shall not modify County publications related to business recycling, household hazardous waste management or the County compost sites.

Information about the County's business recycling program, household hazardous waste management program or County compost sites that a Municipality plans to publish in a Municipal communication, printed or electronic, shall be provided to the County for review and approved by the County prior to publication to ensure accuracy and consistency.

12. **INDEMNIFICATION.** The County agrees to indemnify, defend, and hold the Municipality harmless from all claims, demands, and causes of action of any kind or character, including the cost of defense thereof, resulting from the acts or omissions of its public officials, officers, agents, employees, and contractors relating to activities performed by the County under this Agreement.

The Municipality agrees to indemnify, defend, and hold the County harmless from all claims, demands, and causes of action of any kind or character, including the cost of defense thereof, resulting from the acts or omissions of its public officials, officers, agents, employees, and contractors relating to activities performed by the Municipality under this Agreement.

The provisions of this subdivision shall survive the termination or expiration of the term of this Agreement.

13. **TERMINATION.** This Agreement may be terminated by mutual written agreement of the parties or by either party, with or without cause, by giving not less than seven (7) days written notice, delivered by mail or in person to the other party, specifying the date of termination. If this Agreement is terminated, assets acquired in whole or in part with funds provided under this Agreement shall be the property of the Municipality so long as said assets are used by the Municipality for the purpose of a landfill abatement program approved by the County.

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IN WITNESS WHEREOF, the parties hereunto set their hands as of the dates first written above:

CITY OF ST. FRANCIS

COUNTY OF ANOKA

By: _____

By: _____

Name: _____

Rhonda Sivarajah, Chair
Anoka County Board of Commissioners

Title: _____

Date: _____

Date: 1 _____

By: _____

By: _____

Jerry Soma
County Administrator

Municipality's Clerk

Date: _____

Date: _____

Approved as to form and legality:

Approved as to form and legality:

Assistant County Attorney

Date: _____

Date: _____

2015 Funding Available for Municipal Waste Abatement Programs Attachment A

Municipality	2015 Base Funding and Goals						2015 Additional Enhancement Funds Available										Total Funds Available for 2015 Base + Enhancement Funds											
	Contract Number	Total Pop	HH	\$10,000 Base	\$5.00/HH	Total	Goals:		Monthly Drop-off Events		Full Service Drop-off Center	Park and Event Recycling				Curbside and Multi-Unit Recycling				General Enhancement Grant \$1/HH	Organics Collection \$1/HH							
							175 PP MF + 190 PP SF	Up to 4,999 households	5,000 + households	Up to 2,000 households		2,001- 4,999 households	5,000 and up households	Up to 2,000 households	2,001- 4,999 households	5,000 and up households		All municipalities are eligible equally	All municipalities are eligible equally									
Andover	CO003911	31,692	10,200	\$	10,000	\$ 51,000	\$ 61,000	2,996	\$10,000	\$	\$30,000	\$2,000	\$4,000	\$6,000	\$2,000	\$4,000	\$6,000	\$2,000	\$4,000	\$6,000	\$10,200	\$	10,200	\$	10,200	\$	108,400	
Andover	CO003912	17,283	7,214	\$	10,000	\$ 36,070	\$ 46,070	1,519	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	7,214	\$	7,214	\$	7,214	\$	87,498	
Bethel	CO003913	465	180	\$	10,000	\$ 900	\$ 10,900	44	\$	\$15,000	\$	\$2,000	\$	\$6,000	\$	\$	\$	\$	\$	\$	180	\$	180	\$	180	\$	25,260	
Blaine	CO003914	62,018	22,299	\$	10,000	\$ 111,495	\$ 121,495	5,795	\$	\$15,000	\$	\$2,000	\$	\$6,000	\$	\$	\$	\$	\$	\$	22,299	\$	22,299	\$	22,299	\$	193,093	
Centerville	CO003915	3,953	1,337	\$	10,000	\$ 6,685	\$ 16,685	373	\$	\$	\$	\$2,000	\$	\$	\$	\$	\$	\$	\$	\$	1,337	\$	1,337	\$	1,337	\$	33,359	
Circle Pines	CO003916	5,014	2,015	\$	10,000	\$ 10,075	\$ 20,075	472	\$	\$	\$	\$	\$4,000	\$	\$	\$	\$	\$	\$	\$	2,015	\$	2,015	\$	2,015	\$	42,105	
Columbia Heights	CO003917	19,758	8,055	\$	10,000	\$ 40,275	\$ 50,275	1,826	\$	\$15,000	\$	\$	\$	\$6,000	\$	\$	\$	\$	\$	\$	8,055	\$	8,055	\$	8,055	\$	93,385	
Columbus	CO003919	3,960	1,447	\$	10,000	\$ 7,235	\$ 17,235	376	\$	\$	\$	\$2,000	\$	\$	\$	\$	\$	\$	\$	\$	1,447	\$	1,447	\$	1,447	\$	34,129	
Coon Rapids	CO003918	62,684	23,910	\$	10,000	\$ 119,550	\$ 129,550	5,835	\$	\$15,000	\$30,000	\$2,000	\$	\$6,000	\$	\$	\$	\$	\$	\$	23,910	\$	23,910	\$	23,910	\$	234,370	
East Bethel	CO003920	11,588	4,052	\$	10,000	\$ 20,260	\$ 30,260	1,094	\$	\$	\$	\$	\$4,000	\$	\$	\$	\$	\$	\$	\$	4,052	\$	4,052	\$	4,052	\$	56,364	
Fridley	CO003921	27,865	11,412	\$	10,000	\$ 57,060	\$ 67,060	2,569	\$	\$15,000	\$	\$	\$	\$6,000	\$	\$	\$	\$	\$	\$	11,412	\$	11,412	\$	11,412	\$	116,884	
Helm Lake	CO003922	15,650	5,323	\$	10,000	\$ 26,615	\$ 36,615	1,475	\$	\$15,000	\$	\$	\$	\$6,000	\$	\$	\$	\$	\$	\$	5,323	\$	5,323	\$	5,323	\$	74,261	
Hilltop	CO003923	865	397	\$	10,000	\$ 1,985	\$ 11,985	76	\$	\$	\$	\$	\$	\$6,000	\$	\$	\$	\$	\$	\$	397	\$	397	\$	397	\$	26,779	
Lexington	CO003924	2,061	790	\$	10,000	\$ 3,950	\$ 13,950	191	\$	\$10,000	\$	\$2,000	\$	\$	\$2,000	\$	\$	\$	\$	\$	790	\$	790	\$	790	\$	29,530	
Lino Lakes	CO003925	20,833	6,382	\$	10,000	\$ 31,910	\$ 41,910	1,836	\$	\$	\$	\$2,000	\$	\$6,000	\$	\$	\$	\$	\$	\$	6,382	\$	6,382	\$	6,382	\$	81,674	
Linwood Township	CO003926	5,223	1,912	\$	10,000	\$ 9,560	\$ 19,560	493	\$	\$10,000	\$	\$2,000	\$	\$	\$2,000	\$	\$	\$	\$	\$	1,912	\$	1,912	\$	1,912	\$	37,384	
Nowthen	CO003927	4,537	1,479	\$	10,000	\$ 7,995	\$ 17,995	425	\$	\$	\$	\$	\$	\$6,000	\$	\$	\$	\$	\$	\$	1,479	\$	1,479	\$	1,479	\$	34,353	
Oak Grove	CO003928	8,210	2,781	\$	10,000	\$ 13,935	\$ 23,935	778	\$	\$	\$	\$2,000	\$	\$	\$	\$	\$	\$	\$	\$	2,781	\$	2,781	\$	2,781	\$	47,467	
Ramsey	CO003929	24,306	8,367	\$	10,000	\$ 41,935	\$ 51,935	2,291	\$	\$10,000	\$	\$	\$	\$6,000	\$	\$	\$	\$	\$	\$	8,367	\$	8,367	\$	8,367	\$	95,569	
Spring Lake Park	CO003930	6,260	2,628	\$	10,000	\$ 13,140	\$ 23,140	582	\$	\$	\$	\$	\$4,000	\$	\$	\$	\$	\$	\$	\$	2,628	\$	2,628	\$	2,628	\$	46,396	
St. Francis	CO003931	7,240	2,567	\$	10,000	\$ 12,835	\$ 22,835	679	\$	\$10,000	\$	\$	\$	\$4,000	\$	\$	\$	\$	\$	\$	2,567	\$	2,567	\$	2,567	\$	45,959	
		341,465	124,747	\$	210,000	\$ 623,735	\$ 833,735	31,727	\$	\$120,000	\$	\$30,000	\$14,000	\$20,000	\$54,000	\$14,000	\$20,000	\$54,000	\$14,000	\$20,000	\$54,000	124,747	\$	124,747	\$	124,747	\$	1,544,229

2015 Total SCORE Allocation: \$1,051,986 - \$116,810.50 must be spent on organics
 Population and Household Counts are based on 2013 Met Council Estimates
 Goals are based on 190 pounds/person/year single family home up to 4 units and 175 pounds/person/year multi-units 5 units or more

**2015 Municipal Funding Request
Attachment B**

The City of St. Francis is requesting the following funding for their municipal efforts in 2015.

Grant Projects	Eligible Allocations	Amount Requested
Municipal Grant Funding Allocation	\$22,835.00	\$22,835.00
Full Service Drop-off Center Allocation (Staffed recycling center, open a minimum of 3 days per week, collecting mattresses, traditional recyclables, scrap metal, carpet, etc.)	\$30,000.00	
Monthly Drop-off Events (at least 8 months)	\$10,000.00	\$
Municipal Park/Community Event Recycling	\$4,000.00	\$ 4,000
Multi-Unit /Curbside Recycling	\$4,000.00	\$ 4,000
Recycling Enhancement Grant (Additional promotion efforts, multi-units.) Insert a description of the efforts being proposed below.	\$2,567.00	\$ 2,567.00
Source-Separated Compostables/Organics Grant	\$2,567.00	\$ 2,567.00
Total Amount Eligible Being Requested for 2015	\$45,969.00	\$* 35,969

A description of the efforts being proposed for the additional funding requests.

To enhance promotion of Recycling to multi-units and explore more options on organics.

The City of St. Francis requests * 35,969 for 2015 Municipal Funding.

Date 1/16/15

Name Tom Koep

Title Recycling Coordinator

*These amounts should match and may not exceed eligible allocation total. This amount will be 90% of the contract maximum for the grant.



23340 Cree Street NW
St. Francis, MN 55070
Phone: 763-753-2630
Fax: 763-753-9881

CITY OF ST. FRANCIS
APPLICATION FOR COMMISSIONS

2nd choice

1st choice

Planning Commission Park Commission Upper Rum River Charter Commission EDA

- 1. Name: Brian Beeman Home Phone: _____
Work Phone: _____
- 2. Address: PO Box 692, St. Francis, MN 55070
- 3. How long have you lived in the City? one year
- 4. Occupation: Business Development Coordinator Employer: City of Mounds View
- 5. Education: (Please indicate highest grade completed or degree and course of study)
M.P.A.
- 6. What skills do you have that you feel would benefit the City? Former City Administrator, Dir. of Econ Dev, served on Sherburne County EDA, Executive Dir. EDA + HRA
- 7. Why do you want to serve on this Commission/City Council?
I enjoy being involved. This is a great way to serve the community by giving back my experiences and knowledge over the years.
- 8. What experience do you have that you feel would be pertinent to this Commission/City Council?
Knowledge of TIF, Tax Abatement, Revolving Loans, SBA Loans, DEED programs, Marketing, loan processing, development & redevelopment, development agreements, etc.
- 9. What other civic activities are you involved in? Served on Sherburne County EDA
- 10. Do you participate in any activities that may be viewed as a Conflict of Interest in serving on this Commission/City Council?
I am a real estate investor, but I don't invest in this region. I don't own any properties in Anoka County.
- 11. Have you attended a Commission/City Council meeting within the past year? Not in St. Francis If yes, please indicate the reason for attending:

- 12. Have you served on any City Commission/Council or board in the past? Not in St. Francis If yes, please indicate the Commission and the date of service:

Signature: Brian Beeman

Date: 1-15-15

LG240B Application to Conduct Excluded Bingo

No Fee

ORGANIZATION INFORMATION

Organization name: ST. FRANCIS LIONS CLUB; Previous gambling permit number: 02688; Minnesota tax ID number: 2738531; Federal employer ID number: 41-1622197; Type of nonprofit organization: Fraternal; Mailing address: PO Box 173, St. Francis, MN 55070, Anoka County; Name of chief executive officer: KEVIN SCHULDT; Daytime phone number: 763-753-1205

NONPROFIT STATUS

Attach a copy of ONE of the following for proof of nonprofit status. Nonprofit Articles of Incorporation OR a current Certificate of Good Standing. IRS income tax exemption [501(c)] letter in your organization's name. IRS - Affiliate of national, statewide, or international parent nonprofit organization [charter]

EXCLUDED BINGO ACTIVITY

1. No Has your organization held a bingo event in the current calendar year? 2. The proposed bingo event will be: one of four or fewer bingo events held this year. Dates MARCH 20 2015; Person in charge of bingo event: CLON CORT PEARSON; Name of premises where bingo will be conducted: ST. FRANCIS AMERICAN LEGION

Bingo hard cards and bingo number selection devices may be borrowed from another organization authorized to conduct bingo. Otherwise, bingo hard cards, bingo paper, and bingo number selection devices must be obtained from a distributor licensed by the Minnesota Gambling Control Board. To find a licensed distributor, go to www.gcb.state.mn.us and click on Distributors under the WHO'S WHO? LIST OF LICENSEES, or call 651-539-1900. Be sure to complete page 2

CHIEF EXECUTIVE OFFICER'S SIGNATURE

The information provided in this application is complete and accurate to the best of my knowledge.

Chief executive officer's signature _____ Date _____

Print name _____

LOCAL UNIT OF GOVERNMENT ACKNOWLEDGMENT

**CITY APPROVAL
for a gambling premises
located within city limits**

On behalf of the city, I approve this application for excluded bingo activity at the premises located within the city's jurisdiction.

Print city name City of ST. FRANCIS

Signature of city personnel _____

Title _____ Date _____

Local unit of government must sign

**COUNTY APPROVAL
for a gambling premises
located in a township**

On behalf of the county, I approve this application for excluded bingo activity at the premises located within the county's jurisdiction.

Print county name _____

Signature of county personnel _____

Title _____ Date _____

TOWNSHIP - If required by the approving county.

On behalf of the township, I acknowledge that the organization is applying for excluded bingo activity within the township limits. [A township has no statutory authority to approve or deny an application, per Minnesota Statutes 349.166, Subd 2.]

Print township name _____

Signature of township officer _____

Title _____ Date _____

MAIL APPLICATION AND ATTACHMENT

Fax the application and a copy of your proof of nonprofit status to (651) 639-4032 or mail to:
Gambling Control Board
1711 West County Road B, Suite 300 South
Roseville, MN 55113

You will receive a document from the Gambling Control Board with your excluded permit number for the bingo activity. Your organization must keep its bingo records for 3-1/2 years.

Questions?

Call the Licensing Section of the Gambling Control Board at 651-539-1900.

This form will be made available in alternative format (i.e. large print, Braille) upon request.

Data privacy notice: The information requested on this form (and any attachments) will be used by the Gambling Control Board (Board) to determine your organization's qualifications to be involved in lawful gambling activities in Minnesota. Your organization has the right to refuse to supply the information; however, if your organization refuses to supply this information, the Board may not be able to determine your organization's qualifications and, as a consequence, may refuse to issue a permit. If your organization supplies the information requested, the Board will be able to process the application. Your organization's name and address will be public information when received by the Board.

All other information provided will be private data about your organization until the Board issues the permit. When the Board issues the permit, all information provided will become public. If the Board does not issue a permit, all information provided remains private, with the exception of your organization's name and address which will remain public. Private data about your organization are available to: Board members, Board staff whose work requires access to the information; Minnesota's Department of Public Safety; Attorney

General; Commissioners of Administration, Minnesota Management & Budget, and Revenue; Legislative Auditor, national and international gambling regulatory agencies; anyone pursuant to court order; other individuals and agencies specifically authorized by state or federal law to have access to the information; individuals and agencies for which law or legal order authorizes a new use or sharing of information after this notice was given; and anyone with your written consent.



PLANNING REPORT

TO: St Francis City Council
Barb Held, City Clerk

FROM: Nate Sparks, City Planner

DATE: January 28, 2015

RE: Planning Commission Appointments

Background

There are four Planning Commission members available for reappointment. The Council recently appointed two new members to replace outgoing Commissioners. There were no new additional applications for Commissioners prior to the end of 2014. Therefore the four members with expired terms were asked if they would like to be appointed for an additional term at the Planning Commission's 2015 organizational meeting. All four indicated that they would like to be appointed to a new term.

Reappointments

Commissioner Joel Olson's first partial term expired on December 31, 2014. He is available for reappointment to a full term at this time. Commissioners William Murray, Ray Steinke, and Greg Zutz are serving beyond the expiration of their last appointed terms. The Council may reappoint the each of the Commissioners for an additional full term to expire on December 31, 2017.

Action Requested

By approving this consent item, the Council would be re-appointing Commissioners Olson, Murray, Steinke, and Zutz to full terms to expire on December 31, 2017.



PAYMENT BATCH AP 02-02-15

AA BEST PEST SERVICES, INC

01/26/2015	6343	E 101-41940-401	Repairs/Maint Buildings	QUARTERLY SERVICE	75.83
01/26/2015	6343	E 101-42110-401	Repairs/Maint Buildings	QUARTERLY SERVICE	75.83
01/26/2015	6343	E 101-42210-401	Repairs/Maint Buildings	QUARTERLY SERVICE	75.83
01/26/2015	6343	E 101-45200-401	Repairs/Maint Buildings	QUARTERLY SERVICE	75.84
01/26/2015	6343	E 602-49490-401	Repairs/Maint Buildings	QUARTERLY SERVICE	75.84
01/26/2015	6343	E 609-49750-401	Repairs/Maint Buildings	QUARTERLY SERVICE	75.83
					\$455.00

ABDO, EICK & MEYERS, LLP

01/26/2015	337744	E 101-41540-301	Auditing and Acct g Services	AUDIT SERVICES FOR 2014	1,920.00
01/26/2015	337744	E 601-49440-301	Auditing and Acct g Services	AUDIT SERVICES FOR 2014	320.00
01/26/2015	337744	E 602-49490-301	Auditing and Acct g Services	AUDIT SERVICES FOR 2014	320.00
01/26/2015	337744	E 609-49750-301	Auditing and Acct g Services	AUDIT SERVICES FOR 2014	640.00
					\$3,200.00

ALL SERVICE OIL

12/29/2014	21273	E 602-49490-228	Equipment Maintenance	GREASE	289.80
					\$289.80

ANOKA COUNTY CENTRAL COMM.

01/14/2015	2015-208	E 101-42110-311	Contract	STATE ACCESS FEE 4TH QTR 201	180.00
					\$180.00

ANOKA COUNTY TREASURY DEPT.

01/13/2015	H150113B	E 101-43100-408	Ice & Snow Removal	DEC 2014 BRINE	64.50
					\$64.50

ASPEN MILLS

01/09/2015	159662	E 101-42210-437	Uniform Allowance	DEHN UNIFORM	41.95
01/09/2015	159663	E 101-42110-437	Uniform Allowance	REHLING UNIFORMS	58.50
					\$100.45

ASSURANT EMPLOYEE BENEFITS

01/21/2015	5447229.0215	E 101-41400-130	Employer Paid Insurance	FEBRUARY INSURANCE	36.50
01/21/2015	5447229.0215	E 101-41500-130	Employer Paid Insurance	FEBRUARY INSURANCE	68.16
01/21/2015	5447229.0215	E 101-42110-130	Employer Paid Insurance	FEBRUARY INSURANCE	638.95
01/21/2015	5447229.0215	E 101-42400-130	Employer Paid Insurance	FEBRUARY INSURANCE	104.85
01/21/2015	5447229.0215	E 101-43100-130	Employer Paid Insurance	FEBRUARY INSURANCE	116.65
01/21/2015	5447229.0215	E 101-43210-130	Employer Paid Insurance	FEBRUARY INSURANCE	25.93
01/21/2015	5447229.0215	E 101-45200-130	Employer Paid Insurance	FEBRUARY INSURANCE	116.65
01/21/2015	5447229.0215	E 601-49440-130	Employer Paid Insurance	FEBRUARY INSURANCE	50.62
01/21/2015	5447229.0215	E 602-49490-130	Employer Paid Insurance	FEBRUARY INSURANCE	50.62
01/21/2015	5447229.0215	E 609-49750-130	Employer Paid Insurance	FEBRUARY INSURANCE	115.46
					\$1,324.39

BELLBOY CORPORATION

01/14/2015	91431700	E 609-49751-251	Liquor For Resale	LIQUOR	107.68
01/15/2015	46579500	E 609-49751-251	Liquor For Resale	LIQUOR	735.80

\$843.48

CENTERPOINT ENERGY

01/19/2015	5944643-5.0115	E 609-49750-383	Gas Utilities	LIQUOR	369.86
01/19/2015	5945449-6.0115	E 101-42210-383	Gas Utilities	FIRE	1,682.05
01/19/2015	5963820-5.0115	E 101-45200-383	Gas Utilities	WARMING HOUSE	335.45
01/19/2015	6002544-2.0115	E 601-49440-383	Gas Utilities	PUBLIC WORKS	156.17
01/19/2015	6002544-2.0115	E 602-49490-383	Gas Utilities	PUBLIC WORKS	156.18
01/19/2015	6002548-3.0115	E 602-49490-383	Gas Utilities	WWTP	878.93
01/19/2015	6886465-1.0115	E 101-41940-383	Gas Utilities	CITY HALL	60.55
01/19/2015	6886468-5.0115	E 101-41940-383	Gas Utilities	CITY HALL	43.71
01/19/2015	6886472-7.0115	E 101-41940-383	Gas Utilities	CITY HALL	61.24
01/19/2015	6886475-0.0115	E 101-41940-383	Gas Utilities	CITY HALL	44.58
01/19/2015	7900331-5.0115	E 601-49440-383	Gas Utilities	WATER	1,499.78
01/19/2015	8964221-9.0115	E 602-49490-383	Gas Utilities	LIFT STATION	19.91
01/19/2015	9680285-5-0115	E 601-49440-383	Gas Utilities	POLICE/PW	415.14
01/19/2015	9680285-5.0115	E 101-42110-383	Gas Utilities	POLICE/PW	1,660.56
01/19/2015	9680285-5.0115	E 101-43100-383	Gas Utilities	POLICE/PW	415.14
01/19/2015	9680285-5.0115	E 101-45200-383	Gas Utilities	POLICE/PW	415.14
01/19/2015	9680285-5.0115	E 602-49490-383	Gas Utilities	POLICE/PW	415.14
01/19/2015	9878416-8.0115	E 101-42210-383	Gas Utilities	FIRE-GENERATOR	26.23
					<u>\$8,655.76</u>

CITY EMPLOYEES UNION, LOCAL #3

01/27/2015	012715	G 101-21707	Union Dues	FEBRUARY DUES	120.00
					<u>\$120.00</u>

COLONIAL INSURANCE

01/25/2015	7129661-0205657	G 101-21712	Colonial Insurance	FEBRUARY PREMIUM	221.41
					<u>\$221.41</u>

CORPORATE CONNECTION

01/22/2015	11799	E 101-41110-441	Miscellaneous	SHIRTS	39.09
					<u>\$39.09</u>

CRYSTAL SPRINGS ICE

01/21/2015	115922	E 609-49751-254	Miscellaneous Merchandise	MISCELLANEOUS	35.04
					<u>\$35.04</u>

DAHLHEIMER DIST. CO. INC.

01/13/2015	103348	E 609-49751-252	Beer For Resale	BEER	(98.75)
01/14/2015	1141466	E 609-49751-252	Beer For Resale	BEER	3,510.95
01/14/2015	1141466	E 609-49751-254	Miscellaneous Merchandise	MISCELLANEOUS	42.00
01/21/2015	103472	E 609-49751-252	Beer For Resale	BEER	2,978.25
01/21/2015	103472	E 609-49751-254	Miscellaneous Merchandise	MISCELLANEOUS	264.00
					<u>\$6,696.45</u>

DAY DISTRIBUTING CO.

01/16/2015	786688	E 609-49751-252	Beer For Resale	BEER	2,594.80
01/16/2015	786688	E 609-49751-255	N/A Products	N/A	19.20
					<u>\$2,614.00</u>

EAGLE GARAGE DOOR CO.

01/15/2015	3813	E 101-42110-401	Repairs/Maint Buildings	FIX GARAGE DOOR	84.97
01/15/2015	3813	E 101-43100-401	Repairs/Maint Buildings	FIX GARAGE DOOR	84.97
01/15/2015	3813	E 101-45200-401	Repairs/Maint Buildings	FIX GARAGE DOOR	84.97
01/15/2015	3813	E 601-49440-401	Repairs/Maint Buildings	FIX GARAGE DOOR	84.97
01/15/2015	3813	E 602-49490-401	Repairs/Maint Buildings	FIX GARAGE DOOR	84.97

\$424.85

ECM PUBLISHERS, INC.

01/18/2015	179551	E 101-41400-352	General Notices and Pub Info	ADMINISTRATOR AD	120.00
01/18/2015	179552	E 101-43100-352	General Notices and Pub Info	STREETS/PARKS AD	72.00
01/18/2015	179552	E 101-45200-352	General Notices and Pub Info	STREETS/PARKS AD	72.00
01/23/2015	180780	E 101-41120-352	General Notices and Pub Info	CHARTER MEETING	26.88
					<hr/>
					\$290.88

G&K SERVICES, INC

01/13/2015	1043895144	E 609-49750-219	Rug Maintenance	RUGS	11.23
01/20/2015	1043100558	E 601-49440-417	Uniform Clothing & PPE	UNIFORMS	4.20
01/20/2015	1043100558	E 602-49490-417	Uniform Clothing & PPE	UNIFORMS	4.20
01/27/2015	1043105965	E 101-41940-219	Rug Maintenance	RUGS	16.96
01/27/2015	1043105966	E 601-49440-417	Uniform Clothing & PPE	UNIFORMS	4.20
01/27/2015	1043105966	E 602-49490-417	Uniform Clothing & PPE	UNIFORMS	4.20
					<hr/>
					\$44.99

GRANITE CITY JOBBING CO.

01/13/2015	842919	E 609-49750-210	Operating Supplies	OPERATING	75.06
01/13/2015	842919	E 609-49751-206	Freight and Fuel Charges	FREIGHT	4.25
01/13/2015	842919	E 609-49751-256	Tobacco Products For Resale	TOBACCO	359.84
01/20/2015	843693	E 609-49750-210	Operating Supplies	OPERATING	41.77
01/20/2015	843693	E 609-49751-206	Freight and Fuel Charges	FREIGHT	4.25
01/20/2015	843693	E 609-49751-254	Miscellaneous Merchandise	MISCELLANEOUS	41.15
01/20/2015	843693	E 609-49751-256	Tobacco Products For Resale	TOBACCO	653.76
01/20/2015	843693	G 101-20810	Sales Tax Payable	TAX	(0.88)
					<hr/>
					\$1,179.20

HAWKINS, INC.

01/16/2015	3685578	E 602-49490-216	Chemicals and Chem Products	CHEMICALS	2,405.86
					<hr/>
					\$2,405.86

HEWLETT-PACKARD COMPANY

01/15/2015	55380024	E 101-42110-237	Small Equipment	COMPUTER FOR POLICE	1,052.32
					<hr/>
					\$1,052.32

INNOVATIVE OFFICE SOLUTIONS, L

01/02/2015		E 101-41400-200	Office Supplies	SUPPLIES	(90.92)
01/06/2015	0691017	E 101-41400-200	Office Supplies	SUPPLIES	61.35
01/16/2015	700715	E 101-41400-200	Office Supplies	SUPPLIES	18.24
01/19/2015	701983	E 101-42110-200	Office Supplies	SUPPLIES	213.62
01/21/2015	703729	E 101-41400-200	Office Supplies	SUPPLIES	42.78
					<hr/>
					\$245.07

ISD #15

01/22/2015	1858	E 101-42110-221	Vehicle Repair & Maintenance	2014 DODGE	88.22
01/29/2015	1862	E 101-42400-221	Vehicle Repair & Maintenance	CROWN VIC	86.67
					<hr/>
					\$174.89

JJ TAYLOR DISTRIBUTING

01/14/2015	2299126	E 609-49751-206	Freight and Fuel Charges	FREIGHT	3.00
01/14/2015	2299126	E 609-49751-252	Beer For Resale	BEER	386.95
					<hr/>
					\$389.95

JOHNSON BROS WHLSE LIQUOR

01/13/2015	510635	E 609-49751-206	Freight and Fuel Charges	FREIGHT	(9.12)
01/13/2015	510635	E 609-49751-251	Liquor For Resale	LIQUOR	(541.95)
01/14/2015	5072101	E 609-49751-206	Freight and Fuel Charges	FREIGHT	159.60

01/14/2015	5072101	E 609-49751-251	Liquor For Resale	LIQUOR	9,771.20
01/14/2015	5072102	E 609-49751-206	Freight and Fuel Charges	FREIGHT	31.92
01/14/2015	5072102	E 609-49751-253	Wine For Resale	WINE	721.45
01/21/2015	5076884	E 609-49751-206	Freight and Fuel Charges	FREIGHT	1.52
01/21/2015	5076884	E 609-49751-251	Liquor For Resale	LIQUOR	102.29
01/21/2015	5076885	E 609-49751-206	Freight and Fuel Charges	FREIGHT	31.92
01/21/2015	5076885	E 609-49751-253	Wine For Resale	WINE	1,597.88
					\$11,866.71

KIMS KLEANING

01/27/2015	3132	E 101-41940-402	Janitorial Service	CITY HALL	120.00
01/27/2015	3133	E 101-45000-402	Janitorial Service	COMMUNITY CENTER	80.00
01/27/2015	3134	E 101-43100-402	Janitorial Service	PUBLIC WORKS	165.00
01/27/2015	3134	E 101-45200-402	Janitorial Service	PUBLIC WORKS	165.00
01/27/2015	3134	E 601-49440-402	Janitorial Service	PUBLIC WORKS	165.00
01/27/2015	3134	E 602-49490-402	Janitorial Service	PUBLIC WORKS	165.00
01/27/2015	3135	E 601-49440-402	Janitorial Service	WATER PLANT	160.00
01/27/2015	3136	E 101-42110-402	Janitorial Service	POLICE	800.00
01/27/2015	3137	E 101-42210-402	Janitorial Service	FIRE	300.00
					\$2,120.00

LAW ENFORCEMENT LABOR SVCS.

01/27/2015	012715	G 101-21707	Union Dues	FEBRUARY DUES	376.00
					\$376.00

LEAGUE OF MN CITIES

01/22/2015	212289	E 101-41110-208	Training and Instruction	KANE LEADERSHIP CONFERENCE	225.00
					\$225.00

LMC INSURANCE TRUST

01/22/2015	C0025870	E 101-42110-360	Insurance	DEDUCTIBLE	500.00
					\$500.00

MBPTA

		E 101-42400-433	Dues and Subscriptions	2015 DUES	100.00
					\$100.00

MCDONALD DIST CO.

01/15/2015	149711	E 609-49751-252	Beer For Resale	BEER	2,213.80
01/16/2015	151096	E 609-49751-252	Beer For Resale	BEER	176.50
01/22/2015	150965	E 609-49751-252	Beer For Resale	BEER	9,273.20
01/22/2015	150965	E 609-49751-254	Miscellaneous Merchandise	MISCELLANEOUS	68.00
01/22/2015	150965	E 609-49751-255	N/A Products	N/A	73.75
					\$11,805.25

MCDOWALL COMPANY

01/14/2015	4910	E 101-42110-311	Contract	ROOFING MANAGEMENT	279.17
01/14/2015	4910	E 101-42210-311	Contract	ROOFING MANAGEMENT	279.17
01/14/2015	4910	E 101-43100-311	Contract	ROOFING MANAGEMENT	279.17
01/14/2015	4910	E 101-45200-311	Contract	ROOFING MANAGEMENT	279.17
01/14/2015	4910	E 601-49440-311	Contract	ROOFING MANAGEMENT	279.16
01/14/2015	4910	E 602-49490-311	Contract	ROOFING MANAGEMENT	279.16
					\$1,675.00

METRO SALES, INC.

01/21/2015	170456	E 101-41400-200	Office Supplies	COPIES	30.14
01/21/2015	170456	E 101-42110-200	Office Supplies	COPIES	30.14
01/21/2015	170456	E 101-42400-200	Office Supplies	COPIES	30.14

01/21/2015	170456	E 101-43100-200	Office Supplies	COPIES	30.14
01/21/2015	170456	E 101-45200-200	Office Supplies	COPIES	30.14
01/21/2015	170456	E 601-49440-200	Office Supplies	COPIES	30.14
01/21/2015	170456	E 602-49490-200	Office Supplies	COPIES	30.14
01/21/2015	170456	E 609-49750-200	Office Supplies	COPIES	30.16
					\$241.14

MIDCONTINENT COMMUNICATIONS

01/27/2015	012715	E 101-41940-321	Telephone	TELEPHONE	35.30
01/27/2015	012715	E 101-42110-321	Telephone	TELEPHONE	69.49
01/27/2015	012715	E 101-43100-321	Telephone	TELEPHONE	69.50
01/27/2015	012715	E 601-49440-321	Telephone	TELEPHONE	95.00
01/27/2015	012715	E 601-49440-321	Telephone	TELEPHONE	95.00
01/27/2015	012715	E 609-49750-321	Telephone	TELEPHONE	95.00
					\$459.29

MN DNR WATERS

01/15/2015	1979-6329	E 601-49440-434	Permit Fees	PERMIT FEES	1,718.99
					\$1,718.99

MN NCPERS LIFE INSURANCE

01/27/2015	7334215	G 101-21713	MN Life	FEBRUARY PREMIUM	16.00
					\$16.00

MY ALARM CENTER

02/01/2015	5015303	E 609-49750-445	Security	LIQUOR STORE ALARM	29.94
					\$29.94

OPUS 21

01/17/2015	141276	E 601-49440-382	Utility Billing	DECEMBER 2014	1,291.80
01/17/2015	141276	E 602-49490-382	Utility Billing	DECEMBER 2014	1,291.79
					\$2,583.59

PACE ANALYTICAL SERVICES

01/14/2015	151246366	E 602-49490-313	Sample Testing	TESTING	345.50
01/21/2015	151246496	E 602-49490-313	Sample Testing	TESTING	103.00
					\$448.50

PAUSTIS & SONS

01/19/2015	8483340	E 609-49751-206	Freight and Fuel Charges	FREIGHT	16.25
01/19/2015	8483340	E 609-49751-253	Wine For Resale	WINE	1,278.16
					\$1,294.41

PHILLIPS WINE & SPIRITS CO.

01/14/2015	2728796	E 609-49751-206	Freight and Fuel Charges	FREIGHT	4.56
01/14/2015	2728797	E 609-49751-206	Freight and Fuel Charges	FREIGHT	12.92
01/14/2015	2728797	E 609-49751-251	Liquor For Resale	LIQUOR	1,195.21
01/14/2015	2728798	E 609-49751-206	Freight and Fuel Charges	FREIGHT	7.60
01/14/2015	2728798	E 609-49751-253	Wine For Resale	WINE	320.00
01/16/2015	206208	E 609-49751-206	Freight and Fuel Charges	FREIGHT	(0.76)
01/16/2015	206208	E 609-49751-251	Liquor For Resale	LIQUOR	(72.96)
01/21/2015	2731944	E 609-49751-206	Freight and Fuel Charges	FREIGHT	21.28
01/21/2015	2731944	E 609-49751-251	Liquor For Resale	LIQUOR	1,392.29
					\$2,880.14

RAMSEY, CITY OF

01/27/2015	012715	E 101-42210-311	Contract	CHIEF KAPLER'S SERVICES JAN	666.00
					\$666.00

RJM DISTRIBUTING INC.

01/19/2015	D006035	E 609-49751-252	Beer For Resale	BEER	329.70
01/19/2015	D006035	E 609-49751-254	Miscellaneous Merchandise	MISCELLANEOUS	18.75
					<u>\$348.45</u>

SOUTHERN WINE & SPIRITS OF MN

01/15/2015	1245283	E 609-49751-206	Freight and Fuel Charges	FREIGHT	7.50
01/15/2015	1245283	E 609-49751-251	Liquor For Resale	LIQUOR	470.91
01/15/2015	1245284	E 609-49751-206	Freight and Fuel Charges	FREIGHT	1.46
01/15/2015	1245284	E 609-49751-251	Liquor For Resale	LIQUOR	225.00
01/15/2015	1245285	E 609-49751-206	Freight and Fuel Charges	FREIGHT	15.00
01/15/2015	1245285	E 609-49751-253	Wine For Resale	WINE	590.00
01/22/2015	1247488	E 609-49751-206	Freight and Fuel Charges	FREIGHT	5.00
01/22/2015	1247488	E 609-49751-251	Liquor For Resale	LIQUOR	733.91
					<u>\$2,048.78</u>

ST. FRANCIS PROPERTIES

		G 803-22124	ESC-St Francis Prop-Driveway	RETURN ESCROW	173.45
					<u>\$173.45</u>

STREICHER S

01/20/2015	1133826	E 101-42110-437	Uniform Allowance	REHLING-UNIFORMS	32.99
					<u>\$32.99</u>

SUSA

		E 601-49440-433	Dues and Subscriptions	BARTEN MEMBERSHIP	62.50
		E 601-49440-433	Dues and Subscriptions	TEICHER MEMBERSHIP	62.50
		E 602-49490-433	Dues and Subscriptions	TEICHER MEMBERSHIP	62.50
		E 602-49490-433	Dues and Subscriptions	BARTEN MEMBERSHIP	62.50
					<u>\$250.00</u>

THE AMERICAN BOTTLING COMPANY

01/16/2015	2449813066	E 609-49751-254	Miscellaneous Merchandise	MISCELLANEOUS	104.92
					<u>\$104.92</u>

THORPE DISTRIBUTING COMPANY

01/16/2015	872148	E 609-49751-252	Beer For Resale	BEER	118.00
					<u>\$118.00</u>

VINOCOPIA, INC.

01/23/2015	116687	E 609-49751-206	Freight and Fuel Charges	FREIGHT	12.00
01/23/2015	116687	E 609-49751-251	Liquor For Resale	LIQUOR	572.50
					<u>\$584.50</u>

WELLS FARGO

12/03/2014	0030-787991DC9	E 101-42210-601	Debt Srv Bond Principal	LOAN PAYMENT FIRE TRUCK	16,022.41
12/03/2014	0030-787991DC9	E 101-42210-611	Bond Interest	LOAN PAYMENT FIRE TRUCK	538.36
					<u>\$16,560.77</u>

WIRTZ BEVERAGE MN

01/15/2014	1080276977	E 609-49751-206	Freight and Fuel Charges	FREIGHT	17.64
01/15/2014	1080276977	E 609-49751-251	Liquor For Resale	LIQUOR	2,127.73
01/22/2015	1080279459	E 609-49751-206	Freight and Fuel Charges	FREIGHT	26.13
01/22/2015	1080279459	E 609-49751-251	Liquor For Resale	LIQUOR	1,540.98
01/22/2015	1080279459	E 609-49751-253	Wine For Resale	WINE	180.00
					<u>\$3,892.48</u>

\$94,167.68

FUND SUMMARY

101 GENERAL FUND	\$32,383.70
601 WATER FUND	\$6,495.17
602 SEWER FUND	\$7,045.24
609 MUNICIPAL LIQUOR FUND	\$48,070.12
803 ESCROW	\$173.45
Total	<u>94,167.68</u>



NORTHWEST ASSOCIATED CONSULTANTS, INC.

4800 Olson Memorial Highway, Suite 202, Golden Valley, MN 55422
Telephone: 763.231.2555 Facsimile: 763.231.2561 planners@nacplanning.com

PLANNING REPORT

TO: St Francis City Council
FROM: Nate Sparks
DATE: January 28, 2015
MEETING DATE: February 2, 2015
RE: 6416 Ambassador Blvd NW – Home Extended Business IUP

BACKGROUND

Jan D. McAlister has made an application for a Home Extended Business Interim Use Permit to operate a trucking business at residential property located at 6416 Ambassador Blvd NW. The site is zoned A-2, Rural Estate-Agriculture and is located between County Roads 70 and 71 on the south side of Ambassador Blvd. Mr. McAlister does not currently own the property (there is a purchase agreement contingent upon this application’s approval) and the property owner has consented to this application.

BUSINESS PROPOSAL

Mr. McAlister is proposing to operate a home extended business on this property. The business is a trucking and tree trimming business. The applicant wishes to have a semi-truck, skid steer, dump truck, and a dump trailer on site for use with this business. He is proposing to construct an accessory building for storing the equipment. The applicant proposes to have one employee. There is no proposed outdoor storage and no exterior signage.

HOME EXTENDED BUSINESSES

Home extended businesses are home based businesses that are based in buildings other than the principal structure (house). Such businesses are only allowed with an Interim Use Permit on properties within the A-2 Zoning District. Such IUPs may be approved if meeting the following standards:

General Home Occupation Standards (10-21-4)

- A. No home occupation shall produce light, glare, noise, odor or vibration that will in any way have an objectionable effect upon adjacent or nearby property.
- B. No equipment shall be used in the home occupation which will create electrical interference to surrounding properties.

- C. The home occupation shall be clearly incidental and secondary to the residential use of the premises, shall not change the residential character thereof, and shall not result in an incompatibility or disturbance to surrounding residential uses.
- D. No home occupation shall require internal or external alterations or involve construction features not customarily found in dwellings except where required to comply with local and State fire and police recommendations.
- E. There shall be no exterior storage of equipment or materials used in the home occupation, except that personal automobiles used in the home occupation may be parked on the site, provided the parking is in conformance with all outdoor storage and parking requirements found in Sections 10-16-15 and 10-19.
- F. The home occupation shall meet all applicable building and fire codes.
- G. No home occupation shall be conducted between the hours of ten o'clock in the evening (10:00 PM) and seven o'clock in the morning (7:00 AM) in a manner where business activity is detectable outside of the residence.
- H. All home occupations shall comply with the provisions of City Nuisance Ordinances, including noise, outdoor storage, parking, and other such standards.

Specific Home Extended Business Standards (10-21-7)

- A. All general home occupation standards shall be satisfied.
- B. No more than two (2) persons other than those who customarily reside on the premises shall be employed.
- C. All activity on the premises associated with the home extended business shall not cause any adverse changes to the residential character of the neighborhood.
- E. Any exterior changes necessary to conduct the home extended business are sufficiently screened, properly designed, or separated by distance so as to be consistent with the existing adjacent residential uses and compatible with the residential occupancy.
- F. Any interior changes necessary to conduct the home extended business shall comply with all building, electrical, mechanical and fire codes governing the use of the use in a residential occupancy.
- G. Traffic generated by the home extended business shall involve vehicles types and volumes that typically associated with single family residences and that such traffic does not constitute a nuisance or safety hazard.
- H. Signs associated with the interim home occupation shall be in accordance with Chapter 42 of this Ordinance.

INTERIM USE PERMIT REVIEW

As proposed, the applicant intends to operate a business using the equipment described above. Large trucks can be viewed as incompatible with residential uses. However, the City does not prohibit the keeping of semi-trucks on residential property within rural areas of the City.

The applicant has provided a site plan showing a house, driveway, septic area, and accessory building. The proposal is to store all the equipment for this business within the accessory building. The house, accessory building, and driveway will need to be constructed to the City's zoning standards. Portions of the driveway may need to be paved, if required by the County or the City Engineer.

The applicant states there will be one employee. A small parking area for this employee should be provided. The parking area should be screened to the right-of-way and neighboring properties.

Additional landscaping above and beyond the minimum for a single family house should be provided. The area in front of the accessory building should have some limited screening to the right-of-way and neighboring property to the west. Evergreen screening trees should be sufficient for this purpose. It may be advisable to have a degree of landscape screening between the accessory building and the neighboring property.

There are single family houses to the west and northeast of the property. Otherwise, all properties are currently vacant. There is a plat proposed for the vacant property across the street. This property is owned by the same entity that currently owns this parcel and has consented to this application.

CODE ENFORCEMENT CASES

Mr. McAlister currently has a residence at 2546 239th Ave. In August 2013 and in October 2014 the City received complaints about business activity, exterior storage, brush piles, and dense smoke from burning at this property. There is no permit for business activity at this site. The applicant has been taking the necessary steps to bring the property into compliance.

PLANNING COMMISSION RECOMMENDED ACTION

City Staff does have some general concerns that this business will continue to remain as a nuisance code violation and is not compatible with a residential neighborhood. However, if the business were to operate in a complying manner with all City Codes under the terms of the Home Extended Business Ordinance, it may be deemed compliant with the intent of the IUP Ordinance. The Planning Commission found that as proposed and with the minor modifications noted above, it would seem that this application could be considered to be acceptable. The Planning Commission recommended approval with the following conditions:

1. All construction on the lot shall conform to the requirements of the Zoning Ordinance.
2. All business related equipment shall be stored within the detached accessory building.
3. The applicant is limited to having the semi-truck and trailer, dump trailer, dump truck, and skid steer with trailer represented in the application on site.
4. One employee is permitted for the business activity on the site.

5. The access drive shall be surfaced in a manner acceptable to the City Engineer and Anoka County.
6. The location and design of the driveway shall be approved by the City Engineer.
7. An employee parking stall shall be provided on the site.
8. There shall be no outdoor storage of business related equipment, debris, or items deemed to be a nuisance.
9. No open burning shall be permitted other than recreational fires.
10. A landscaping plan shall be submitted to provide screening from the accessory building entrance and parking area to the property to the west and the right-of-way.
11. The applicant shall enter into a development agreement with the City to place these terms into effect and post securities guaranteeing the construction of facilities to these terms.
12. The applicant shall provide a revised site plan meeting the terms of this approval.
13. The approval shall go into effect upon issuance of a certificate of occupancy for the house and accessory building.
14. The Interim Use Permit shall terminate upon transfer of ownership or residency.

ATTACHMENTS

Application Form
Location Map
Applicant's Photos
Resolution
Applicant's Narrative
Site Plan

DESCRIPTION OF REQUEST: (attach additional information if needed)			
Project Name: <u>XXXX Ambassador Blvd - Application for Home Extended Business IUP</u>			
Nature of Proposed Use: <u>conduct small home extended business</u>			
Reason(s) to Approve Request: <u>to remove contingency on existing Purchase Agreement, and to then apply for a building permit for home and an accessory building for a small home extended business.</u>			
PREVIOUS APPLICATIONS PERTAINING TO THE SUBJECT SITE: (attach additional information if needed)			
Project Name:		Date of Application:	
Nature of Request:			
PROPERTY INFORMATION:			
Street Address: <u>XXXX Ambassador Blvd</u> <u>St. Francis, MN 55070</u>		Property Identification Number (PIN#): <u>27-34-25-44-0003</u>	
Legal Description (Attach if necessary): <u>The East 330' of SE 1/4 SE 1/4, Section 27, Township 34, Range 25, County</u>	Lot(s):	Block:	Subdivision: <u>Anoka</u>
OWNER INFORMATION:			
Name:		Business Name: <u>Green Valley Development, LLP</u>	
Address: <u>11806 Aberdeen St. NE #100</u>			
City: <u>Blaine</u>	State: <u>MN</u>	Zip Code: <u>55449</u>	
Telephone: <u>612-384-1380</u>	Fax:	E-mail: <u>terryb357@yahoo.com</u>	
Contact: <u>Terry Buchanan or Josh Savageau</u>		Title:	
APPLICANT INFORMATION: (if different from owner)			
Name: <u>Jan D. McAlister</u>		Business Name:	
Address: <u>2546 239th Avenue NW</u>			
City: <u>St. Francis</u>	State: <u>MN</u>	Zip Code: <u>55070</u>	
Telephone: <u>763-381-9506</u>	Fax: <u>763-753-6402</u>	E-mail: <u>mcalistervices@live.com</u>	
Contact: <u>Jan D. McAlister</u>		Title:	

NOTE: Applications must be signed by all property owners. Applications only accepted with ALL required support documents and fees. Please request and follow appropriate Development Checklist(s) for desired application.

APPLICATION FEES AND EXPENSES: By signing this application form, I agree that all fees and expenses incurred by the City for the processing of this application, including costs for professional services, are the responsibility of the property owner to be paid immediately upon receipt or the City may approve a special assessment for which the property owner specifically agrees to be assessed for 100 percent per annum and waives any and all appeals under Minnesota Statutes 429.81 as amended. All fees and expenses are due whether the application is approved or denied or withdrawn. Escrow fees may not cover actual expenses; any additional fees will be billed.

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

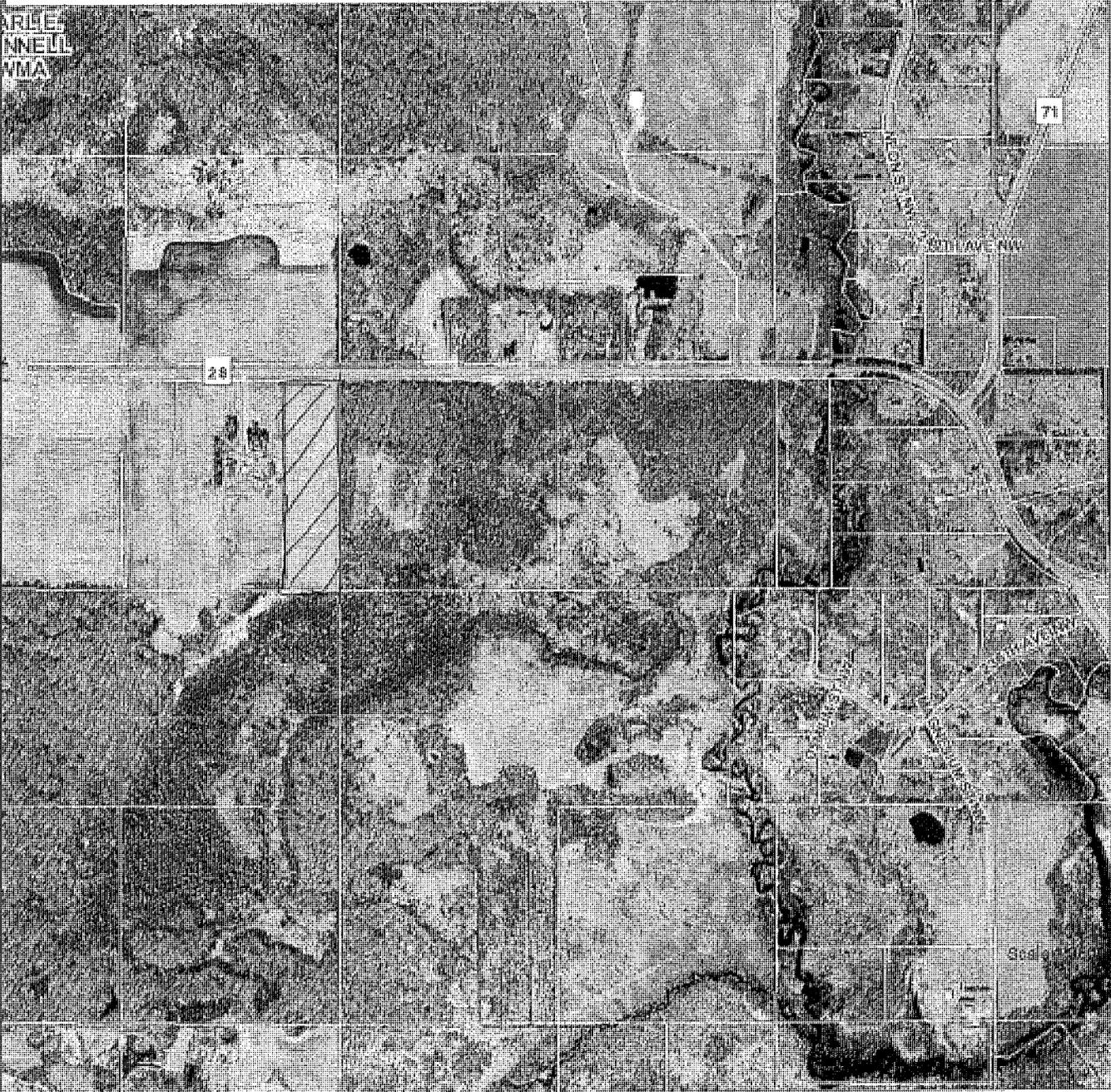
Applicant(s): San D. McAlister Date: 12/15/14
 Owner(s): [Signature] Date: 12/17/14

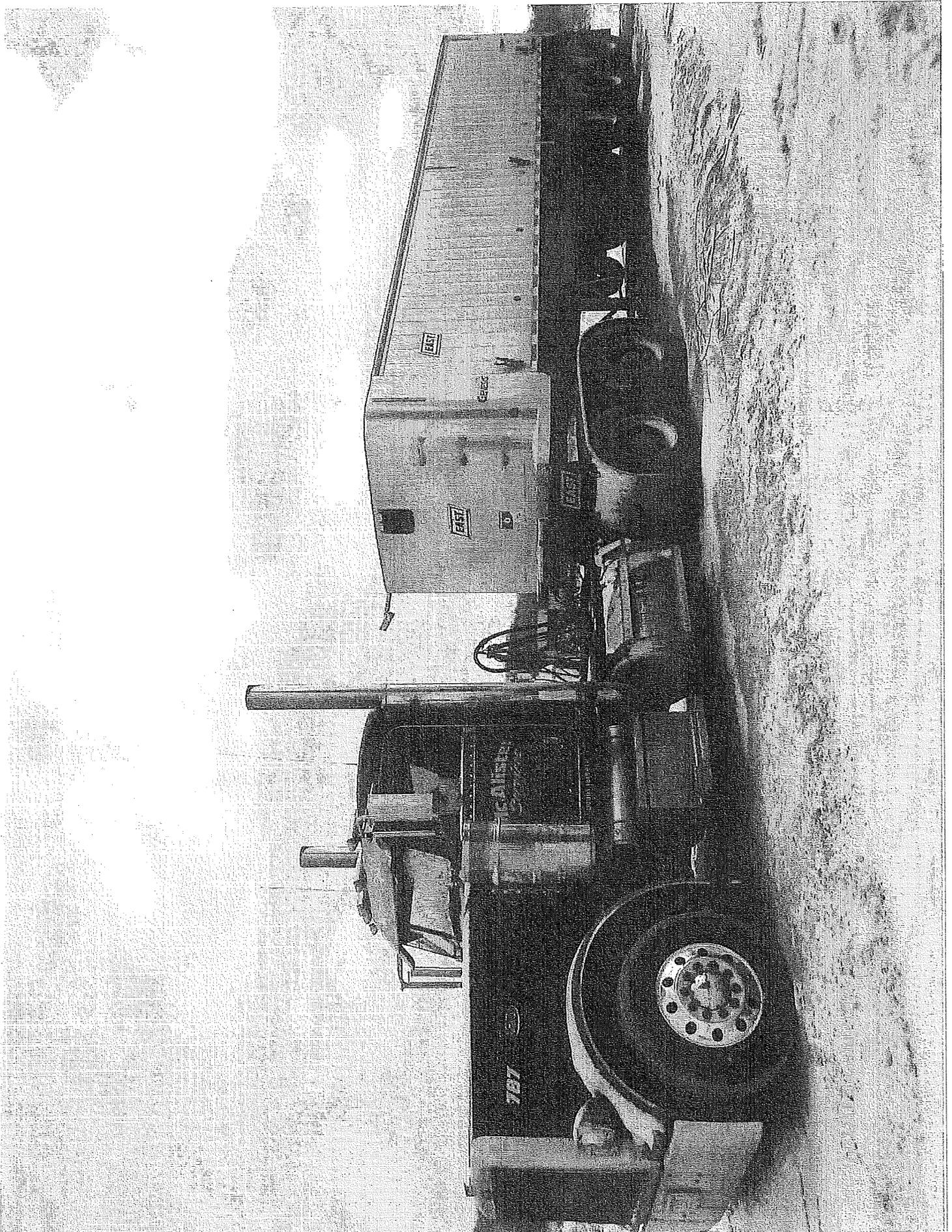
Required Copies

Minor Subdivisions	Please provide (15) Certificates of Survey at 22" by 34", (1) reproducible reduction at 11" by 17", and (1) electronic PDF. File of all information and submit an electronic (Word for Windows) version of the complete legal description of the property(s). ***See below for other required information.
Concept Plans	Please provide (15) large scale copies at 22" by 34", (1) reproducible reduction at 11" by 17", and (1) electronic PDF. File of all information and submit an electronic (Word for Windows) version of the complete legal description of the property(s). ***See below for other required information.*
Preliminary Plat	Please provide (15) large scale copies at 22" by 34", (1) reproducible reduction at 11" by 17", and (1) electronic PDF. File of all information and submit an electronic (Word for Windows) version of the complete legal description of the property(s). ***See below for other required information.
Final Plats	Please provide (15) large scale copies at 22" by 34", (1) reproducible reduction at 11" by 17", and (1) electronic PDF. File of all information and submit an electronic (Word for Windows) version of the complete legal description of the property(s). ***See below for other required information.
***	1. If applicable, an additional large scale copy at 22" by 34" shall be provided for each of the following: a. (1) If project lies within a DNR Shoreland District or Floodplain b. (1) If project is adjacent to a neighboring City or Township 2. If applicable, an additional small scale copy at 11" by 17" shall be provided for each of the following: a. (1) If project increases the number of dwelling units for the Met Council b. (1) If project is adjacent to a County Road or County State Aid Highway c. (1) If project is adjacent to a MN/Dot state highway

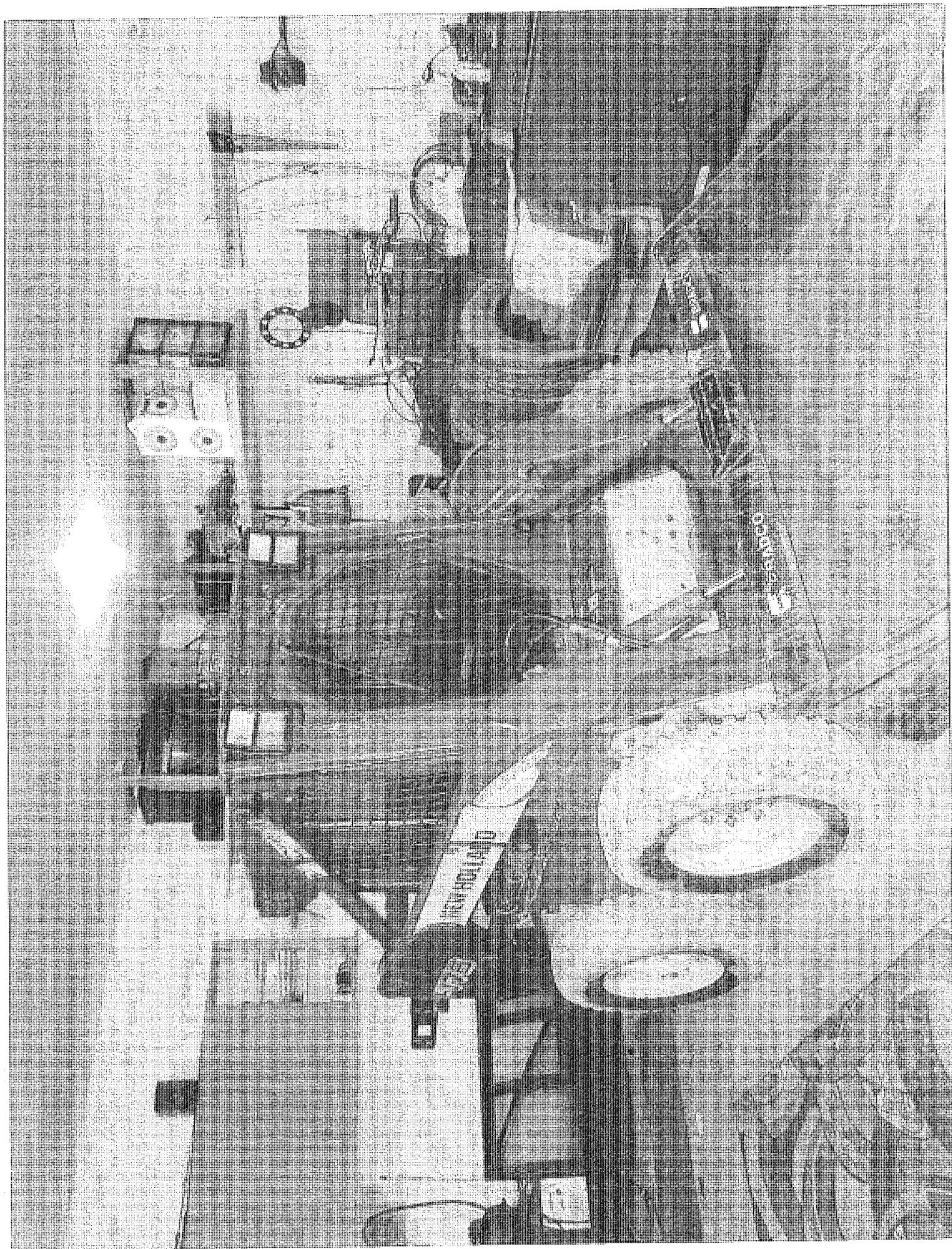


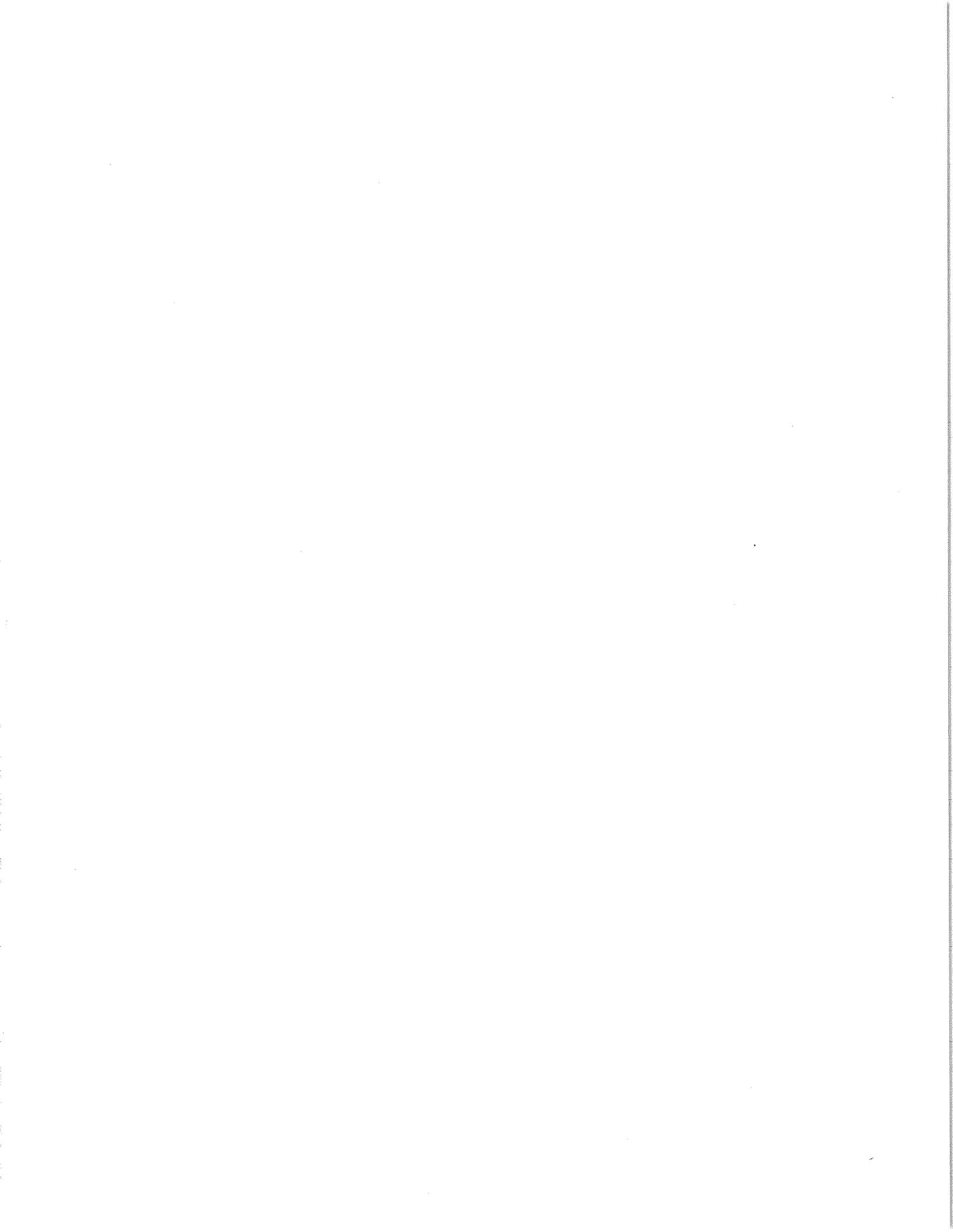
6416 Ambassador Blvd

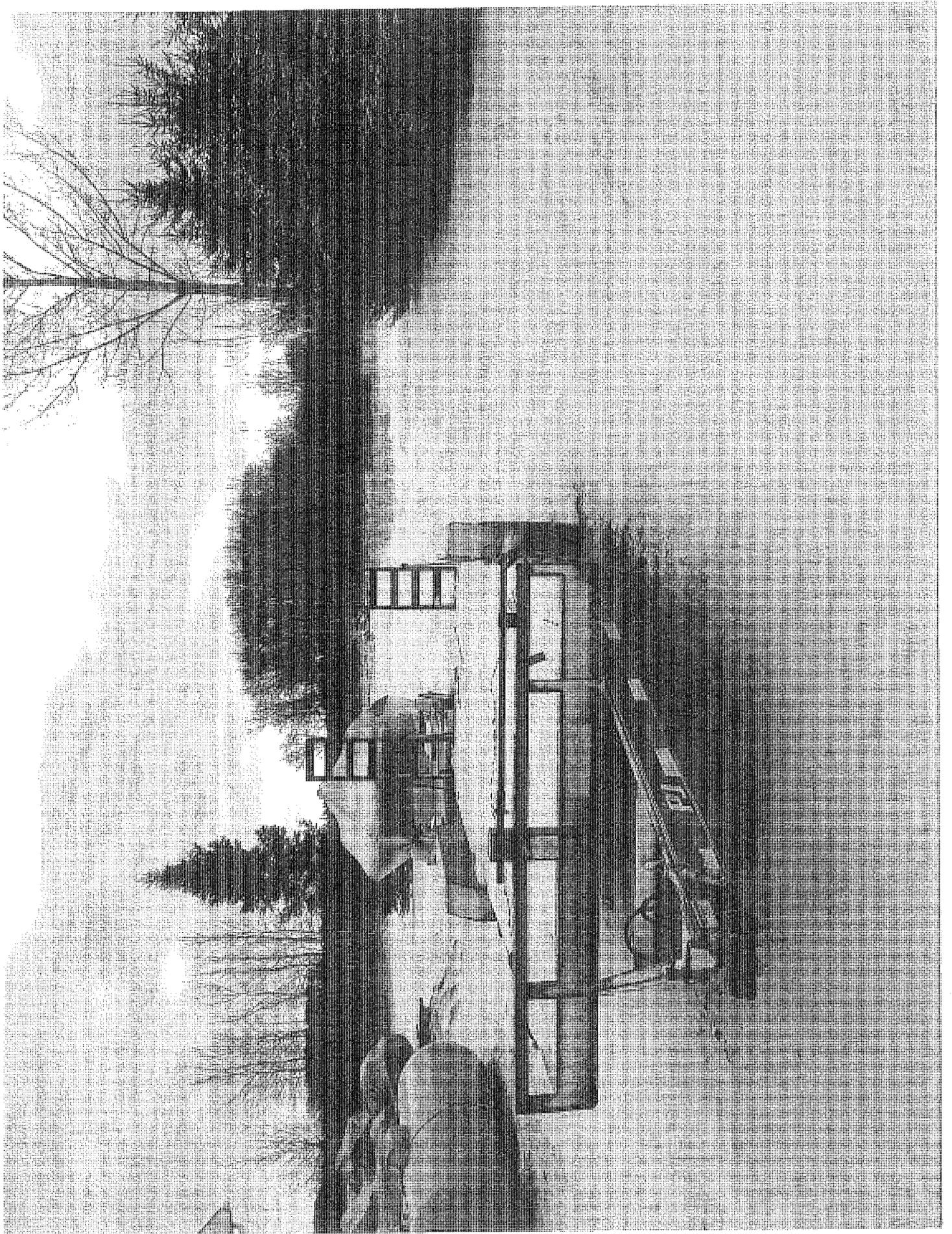












CITY OF ST. FRANCIS
ST. FRANCIS, MN
ANOKA COUNTY

RESOLUTION 2015-06

A RESOLUTION APPROVING AN INTERIM USE PERMIT FOR A HOME EXTENDED BUSINESS
FOR JAN D. M^CALISTER AT 6416 AMBASSADOR BLVD NW

WHEREAS, Jan D. McAlister (“the Applicant”) has made an application to the City of St. Francis (“the City”) for a home extended business interim use permit to operate a trucking and tree trimming business at 6416 Ambassador Blvd NW; and

WHEREAS, the legal description of the subject site (“the Property”) is:

The East 330 feet of the Southeast Quarter of the Southeast Quarter of Section 27, Township 34, Range 25, Excluding road subject to easement of record; and

WHEREAS, the Property is identified in Anoka County records with the property identification number of 27-34-25-44-0003; and

WHEREAS, the Property is zoned A-2, Rural Estate-Agriculture; and

WHEREAS, the Applicant is proposing to operate a business with one employee out of a proposed detached accessory building; and

WHEREAS, the principal use of the Property will remain as a single family residence; and

WHEREAS, the St. Francis Planning Commission reviewed the application at the January 21, 2015 meeting, held a duly noticed public hearing, and recommended approval of the request; and

WHEREAS, the St. Francis City Council reviewed the application and the Planning Commission recommendation at the February 2, 2015 meeting; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of St. Francis hereby approves the home extended business interim use permit based on the following findings of fact:

- A. The proposed use will be in conformance with the required Home Occupation standards found in Section 10-21.
- B. The proposed use will not impose additional unreasonable costs on the City.
- C. The proposed use is consistent with the Comprehensive Plan.
- D. The proposed use is compatible with present and future land uses within the area.
- E. The proposed use generally conforms with all performance standards.
- F. Traffic generated by the proposed use can be accommodated by the streets serving the Property.

BE IT FURTHER RESOLVED that the City of St. Francis hereby approves the Interim Use Permit based on the most current plans and information received to date subject to the following conditions:

- 1. All construction on the lot shall conform to the requirements of the Zoning Ordinance.
- 2. All business related equipment shall be stored within the detached accessory building.

3. The applicant is limited to having the semi-truck and trailer, dump trailer, dump truck, and skid steer with trailer represented in the application on site.
4. One employee is permitted for the business activity on the site.
5. The access drive shall be surfaced in a manner acceptable to the City Engineer and Anoka County.
6. The location and design of the driveway shall be approved by the City Engineer.
7. An employee parking stall shall be provided on the site.
8. There shall be no outdoor storage of business related equipment, junk, debris, or other items deemed to be a nuisance.
9. No open burning shall be permitted other than recreational fires.
10. A landscaping plan shall be submitted to provide screening from the accessory building entrance and parking area to the property to the west and the right-of-way.
11. The applicant shall enter into a development agreement with the City to place these terms into effect and post securities guaranteeing the construction of facilities to these terms, as may be amended by the City Attorney.
12. The applicant shall provide a revised site plan meeting the terms of this approval.
13. The approval shall go into effect upon issuance of a certificate of occupancy for the house and accessory building.
14. The Interim Use Permit shall terminate upon transfer of ownership or residency.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF ST. FRANCIS THIS 2nd DAY OF FEBRUARY, 2015.

APPROVED

Steve Kane
Mayor of St. Francis

Attest:

Barbara I. Held
City Clerk

Attachments:
Exhibit A – Site Plan

Jan D. McAlister
2546 239th Avenue NW
St. Francis, MN 55070
(763) 381-9506 cell
mcalisterservices@live.com

December 17, 2014

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

RE: xxxx Ambassador Blvd – Application for Home Extended Business IUP
PID#27-34-25-44-0003 (E 330' SE¼ SE¼, Sec. 27-34-25, Anoka County)

Dear Sir/Madam:

I am asking the City Council to approve an Interim Use Permit to have a home extended business on property I am in the process of purchasing (described above). The property is located west of St. Francis, off of C.S.A.H. No. 28, in the A-2, Rural Estate-Agriculture District.

I have a full time job with CenturyLink telephone company, and have been employed by them since February of 2001. I have a seasonal part time business of tree trimming and removal that I do on various weekends and days off. Also hauling sand and gravel from various gravel pits.

As part of my part time business, I own a 2007 Peterbilt tractor, a 1992 quad-axle dump truck, and a 2006 New Holland skid steer with a new trailer. In addition, I also lease a 2006 East end dump trailer from Miller Trucking out of Buffalo, Minnesota ("Miller Trucking"). See attached pictures of my equipment.

As I do maintenance on my equipment, I need to be able to have it available on the property. Upon approval of my IUP application, I will submit an application to build a house and an accessory building in which all of my equipment will be stored inside. See attached Site Plan prepared by E. G. Rud & Sons, Inc. showing the proposed layout of the buildings, driveway and drainfield.

There will be no exterior signs advertising my home extended business.

There will be no business type debris stored on the property, and it will be disposed of at off-site facilities. There may be a few instances where it will need to remain in the dump truck overnight.

City of St. Francis

RE: xxxx Ambassador Blvd – Application for Home Extended Business IUP

December 17, 2014

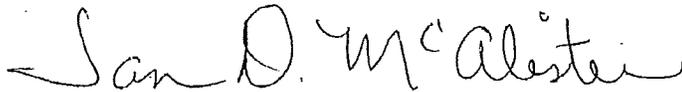
Page 2

I have one employee that drives the 2007 Peterbilt tractor/trailer. I hire my tractor out to Miller Trucking, and they find work and dispatch the tractor/trailer out. The work usually starts after the road restrictions in the spring are lifted, and lasts until winter freeze up, with minimal occurrences of winter dispatches – all dependent on the available work. The normal business hours are from 6:00 a.m. to 6:00 p.m., with my employee coming to the house each work day. The business delivers material to job sites around the metropolitan area.

There would be no other business related traffic at the house during the day, as the trucks do not come and go, and I do not receive materials or deliveries. All of my business is conducted off of the property.

Thank you for your time and consideration.

Jan D. McAlister

A handwritten signature in cursive script that reads "Jan D. McAlister". The signature is written in black ink and is positioned below the typed name.

NE 1/4 OF
SEC. 27

NW 1/4 OF
SEC. 30

956 NORTH LINE OF THE SE
1/4 OF THE SE 1/4

AMBASSADOR BOULEVARD NW (C.S.A.H. NO. 28)

589°29'10" E

830.01

952 EDGE OF BITUMINOUS PER AERIAL PHOTO

WEST LINE OF THE EAST
330 FEET THE SE 1/4
OF THE SE 1/4

EAST LINE OF
THE SE 1/4 OF
THE SE 1/4

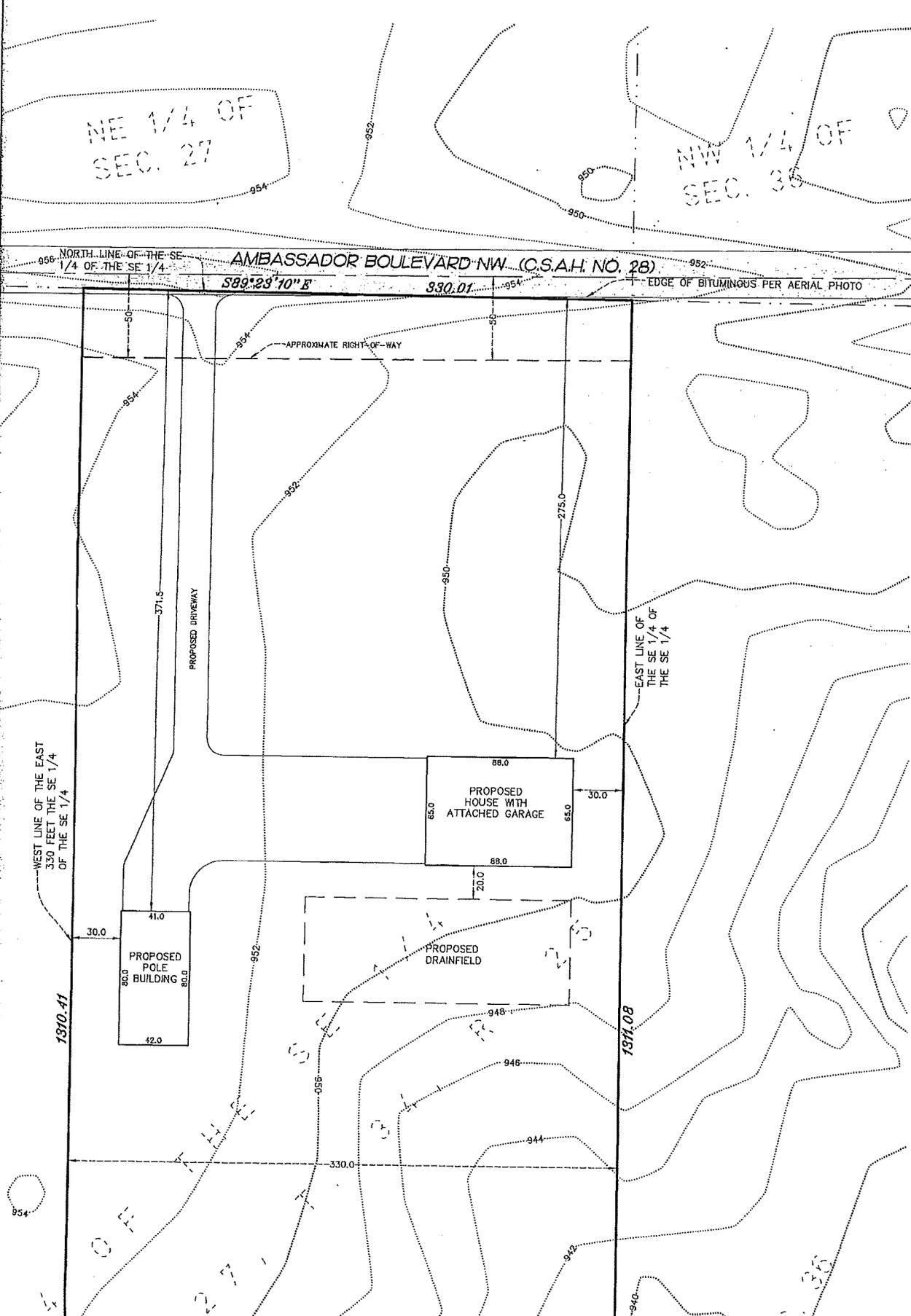
1310.41

1311.08

PROPOSED
POLE
BUILDING

PROPOSED
HOUSE WITH
ATTACHED GARAGE

PROPOSED
DRAINFIELD



(reserved for recording information)

DEVELOPMENT CONTRACT INTERIM USE PERMIT AGREEMENT

AGREEMENT dated February 2, 2015, by and between the **CITY OF ST. FRANCIS**, a Minnesota municipal corporation (“City”) and **JAN D. M^CALISTER** (“the Applicant”).

1. REQUEST FOR INTERIM USE PERMIT APPROVAL. The Applicant has asked the City to approve an interim use permit for a home extended business at 6416 Ambassador Blvd NW (“the Property”) which is legally described as:

“The East 330 feet of the Southeast Quarter of the Southeast Quarter of Section 27, Township 34, Range 25, Excluding road subject to easement of record.”

2. CONDITIONS OF INTERIM USE PERMIT APPROVAL.

A. The City hereby approves the interim use permit on condition that the Applicant enter into this Contract and record the Contract and approval with the County Recorder within 90 days after the City Council approval. The City may elect to record this Contract at the expense of the Applicant.

B. The City hereby grants approval to the Interim Use Permit as approved on February 2, 2015 by Resolution No. 2015-06, and compliance with the terms and conditions of this Contract and the resolution.

3. PROPOSED INTERIM USE PERMIT. The Applicant intends to operate a trucking and tree trimming business with one employee in a detached accessory building. The interim use permit shall be developed in accordance with the Applicant’s submitted plans as conditioned by Resolution No. 2015-06 and this Contract.

4. CONDITIONS OF APPROVAL AND REQUIRED IMPROVEMENTS. The Applicant shall

adhere to the following conditions and make the necessary improvements:

1. All construction on the lot shall conform to the requirements of the Zoning Ordinance.
2. All business related equipment shall be stored within the detached accessory building.
3. The applicant is limited to having the semi-truck and trailer, dump trailer, dump truck, and skid steer with trailer represented in the application on site.
4. One employee is permitted for the business activity on the site.
5. The access drive shall be surfaced in a manner acceptable to the City Engineer and Anoka County.
6. The location and design of the driveway shall be approved by the City Engineer.
7. An employee parking stall shall be provided on the site.
8. There shall be no outdoor storage of business related equipment, junk, debris, or other items deemed to be a nuisance.
9. No open burning shall be permitted other than recreational fires.
10. A landscaping plan shall be submitted to provide screening from the accessory building entrance and parking area to the property to the west and the right-of-way.
11. The applicant shall enter into a development agreement with the City to place these terms into effect and post securities guaranteeing the construction of facilities to these terms.
12. The applicant shall provide a revised site plan meeting the terms of this approval.
13. The approval shall go into effect upon issuance of a certificate of occupancy for the house and accessory building.

5. PERMITS. The Applicant shall obtain or require its contractors and subcontractors to obtain all necessary permits, including a building permit from the City of St. Francis for required improvements.

6. TIME OF PERFORMANCE. The Applicant shall install all required improvements within one year of the date of this approval unless otherwise extended by the City Council.

7. LICENSE. The Applicant hereby grants the City, its agents, employees, officers and contractors a license to enter the Property to perform all work and inspections deemed appropriate by the City in conjunction with this approval.

8. SUMMARY OF SECURITY REQUIREMENTS. To guarantee compliance with the terms of this Contract, the Applicant shall provide a security of \$2000 to guarantee the landscaping plantings. This security shall be supplied at the time of the issuance of the building permit for the detached accessory building.

9. TERMINATION OF INTERIM USE. The interim use permit shall terminate upon sale or transfer of the property or change in homestead status from owner occupied.

10. REVOCATION OF INTERIM USE. Any violation of the terms of this permit or any City Code provision may result in the revocation of this interim use permit following the City's procedures for revocation.

11. NOTICES. Required notices to the Applicant shall be in writing, and shall be either hand delivered to the Applicant, its employees or agents, or mailed to the Applicant by first class mail at the following address: 6416 Ambassador Blvd NW, St Francis, MN 55070. Notices to the City shall be in writing and shall be either hand delivered to the City Administrator, or mailed to the City by certified mail in care of the City Administrator at the following address: St. Francis City Hall, 23340 Cree St NW, St. Francis, Minnesota 55070.

*[Remainder of page intentionally left blank.
Signatures on next page.]*

City Signature page to Interim Use Permit Agreement

CITY OF ST. FRANCIS

BY: _____
Steve Kane, Mayor

(SEAL)

BY: _____
Barbara I. Held, City Clerk

STATE OF MINNESOTA)
 (ss.
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before me this _____ day of _____, 2015, by Steve Kane and by Barbara I. Held, respectively the Mayor and City Clerk of the City of St. Francis, a Minnesota municipal corporation, on behalf of the corporation and pursuant to the authority granted by its City Council.

NOTARY PUBLIC

Applicant Signature page to Interim Use Permit Agreement

**APPLICANT:
JAN D. M^CALISTER**

BY: _____
Its _____

STATE OF MINNESOTA)
 (ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2015,
by Jan D. McAlister.

NOTARY PUBLIC

News Archives*Archived online articles*

St. Francis Chamber gets a peek at potential road changesPosted on [March 18, 2008](#) by [admin](#)

Traffic issues are a daily reality for most people and Anoka County Board Chairman Dennis Berg met with the St. Francis Chamber of Commerce March 13 to discuss transportation issues in northern Anoka County.

[by Tammy Sakry](#)

Staff writer

Traffic issues are a daily reality for most people and Anoka County Board Chairman Dennis Berg met with the St. Francis Chamber of Commerce March 13 to discuss transportation issues in northern Anoka County.

{snippet anoka}Although still in the concept stage, Berg gave chamber members a peek at what could be the future for the county roads 9 and 24 intersection.

The concept drawing would replace the "T" intersection with a signalized four-way intersection featuring additional lanes and a roundabout east of St. Francis High School.

This is just one possibility for the intersection, which is one of the busier intersections in the city, said Berg.

He wanted to get the idea out there so people can start thinking about how to change the intersection and be aware that changes will affect accesses to businesses as well as the high school, he said.

No design has been approved and it is in the early concept stage, said Berg.

The project has also not been added to the county's construction calendar as of yet, he said.

Berg estimated construction alone will cost \$4 to 5 million for the project.

Chamber member Connie Tillman wanted to know if there have been any discussions at the county level regarding the creation of a road connecting Bridge Street (County 24) and Highway 47.

There have been no discussions because it is still at the city level, said Berg.

Better designs

With 25-30 vehicle accident fatalities a year in Anoka County, roads need to be designed safer, said Berg.

"We have a lot of intersections with... accidents that are preventable with design," he said.

If intersections are not designed right, there could be up to one bodily injury per week, according to Berg.

“We have to think farther ahead on how to design these,” he said.

The technology and the engineering standards are available to make them safer, said Berg.

The biggest accident group is teenagers, he said.

The county can design the intersections to be safer, but most of the drivers aren't following the law, according to Berg.

“We try and hold tight to the safety,” he said.

The county can build sidewalks and pedestrians bridges, but statistically, kids will run across the road rather than use the bridge, he said.

Berg said one design feature Anoka County residents could be seeing are roundabouts.

The intersection of county roads 9 and 22 would be a good place for one, Berg said.

Although it is a good deal for drivers, who turn right and keep going until they reach their exit, “it's suicide for pedestrians because traffic doesn't stop,” he said.

Tunnels for pedestrians have issues with ground water and utility repairs can be problematic on roundabouts.

Instead of shutting down one lane for the repairs, the county would have to shut down the entire roundabout, he said.

Transportation bill

The \$6.6 billion transportation funding bill passed earlier this month by the Legislature will be “extremely good for Anoka and Dakota counties,” said Berg.

With the increase in the gas tax, Anoka County will likely receive up to \$70 million over the next 10 years.

The gas tax bill, passed in 1958, splits 29 percent of funds to cities and 62 percent to the Minnesota Department of Transportation (MnDOT).

While the original plan worked, a few years ago MnDOT decided it couldn't maintain its own system and started turning its roads back to the counties, said Berg.

That has added to the county's costs and to the property taxes, he said.

The new law gives more money to MnDOT and if it can take care of its system, it will cost the counties less, said Berg.

But the county will not know the true affect of the change until it runs for a while, he said.

The big benefit to having MnDOT do more of its share is it will allow the county to do its own projects, said Berg.

Right now to have a project done on a state road, they need local monetary matches, according to Berg.

While federal funds can be found to do some projects, the federal money requires the projects to be completed in a certain time frame and only one shot is given to get the project done, he said.

Northstar Rail

“It is so much cheaper to move people on rail; that’s why its been the Republican platform in other states,” said Berg.

Especially when the cost of building roads and the wait on them are figured in, he said.

To add extra lanes on Highway 10 and Hanson Boulevard in Coon Rapids, “we tore down a perfectly good bridge because we wanted to get more people though.”

“We had to scrap the bridge and start over with a \$23 million bridge,” he said

“We wouldn’t have that problem with a train. We could just add another car.”

The Northstar Commuter Rail can remove traffic from the roads, especially during peak times, said Berg.

Why wouldn’t it be better to have more road lanes and buses, asked Tillman.

“It’s awfully expensive (for Northstar) for the number of people that get to use it,” she said.

“It’s not near as expensive as what we subsidize highways per mile to move people,” said Berg.

The county is spending 21 percent of its levy for transportation and a percentage of cities’ taxes, income taxes and sales taxes are also going to transportation, he said.

There are costs associated with buying right of way, relocating homes and businesses, tearing down existing bridges and rebuilding them to widen and build roads, said Berg.

“Buses only achieve a certain amount of efficiency because they still have to stop for intersections, traffic,” he said.

They also don’t get the time savings that people would get with the commuter rail, according to Berg.

When the Northstar project started, only 30 percent of the people in Anoka County supported it. It is now up to 80 percent, according to Berg.

“Public support is mission critical,” he said.

With Northstar’s growing support, there is now talk of creating a passenger rail line through the county up to Duluth.

The train would take the traffic off the road and provide recreational opportunities, said Berg.

Commuters could paid \$3 to \$4 and other travelers around \$30 for the trip to the Hinckley casino or Duluth, he said.

Tammy Sakry is at tammy.sakry@ecm-inc.com

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News Archives

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City of St. Francis, Minnesota, Government
November 5, 2013 ·

Anoka County to host Roundabout Open House
Anoka County will host a public information session Wednesday, November 6, at the St. Francis High School commons regarding proposed roundabouts on Bridge Street. Residents and business owners are invited to hear a presentation on the project, learn more about roundabouts and provide input that can be used to shape the final form of the project. An informal open house will be held from 6:00 until 8:00 p.m. and a formal project presentation will begin at 6:30 p.m. View more information about the roundabout project.
<http://ww2.anokacounty.us/.../CS.../BridgeStreetRoundabouts.aspx>



BridgeStreetRoundabouts 

Anoka County Highway Department Home Page
WW2.ANOKACOUNTY.US

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Public meeting Nov. 6 on roundabouts proposed for St. Francis

By Karin Craig

October 25, 2013 at 9:15 am

The Anoka County Highway Department will hold an open house Wednesday, Nov. 6, 6-8 p.m. at St. Francis High School for those who would like to learn more about the Bridge Street roundabout project scheduled for construction in 2015.

The Bridge Street (County State Aid Highway or CSAH 24) project is in response to a steadily increasing number of collisions between Kerry Street and Poppy Street (County Road 72) in front of the St. Francis High School.

The county describes the problem as being the result of "multiple accesses, lack of traffic control, lack of pedestrian facilities and number of young drivers have contributed to a situation through a downtown area that creates both safety and mobility problems."

Anoka County applied for and received federal Surface Transportation Program funds in 2011 to reconstruct the road segment in question, which is a little more than one-half mile long. The project will involve adding a center median just east of Kerry Street through the intersection with Poppy Street and County Road 72 (Rum River Boulevard). The existing intersection at Poppy Street and Bridge Street will be reconstructed into a new roundabout and a trail will be built on at least one side of the road to serve the schools and local businesses.

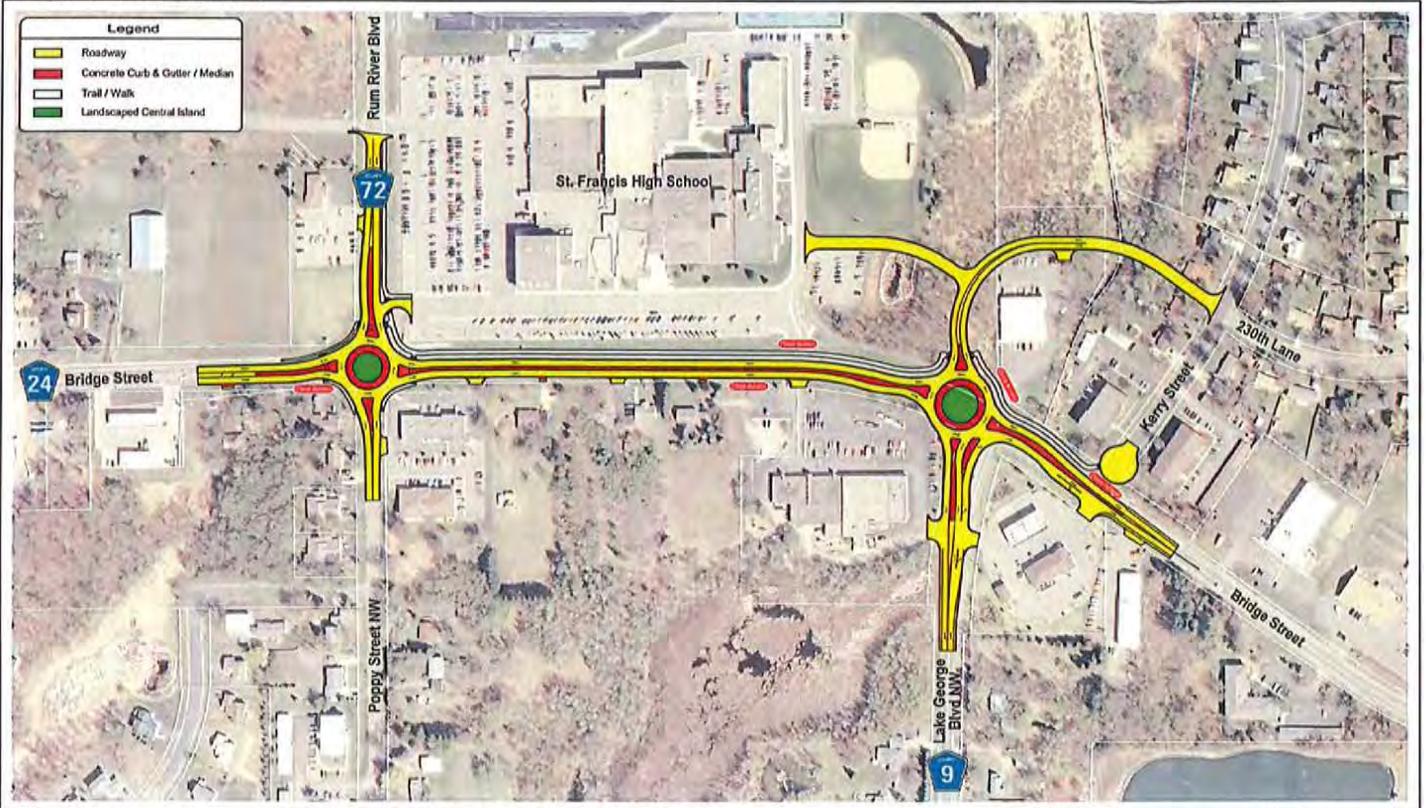
The intersection of Lake George Boulevard (CSAH 9) and Bridge Street will also be reconstructed into a roundabout, and the southern approach of Lake George Boulevard will be realigned.

A new city street will be built on the north side of Bridge Street to provide access to businesses and the high school. Kerry Street will be closed at its current location and reconnected to this new street.

The Nov. 6 open house will take place in the high school commons area.

Date Printed: 10/1/2013
File Name: X:\3655-210\cadd\plan\66-22-Project_Layout.dwg

Legend	
	Roadway
	Concrete Curb & Gutter / Median
	Trail / Walk
	Landscaped Central Island



 **CSAH 24 (Bridge Street) Improvements**
Anoka County, Minnesota



Project Layout
October 7, 2013

City portion of St. Francis roundabouts project cost estimated at \$670,625

By Karin Craig

July 4, 2014 at 4:00 pm

A proposed joint powers agreement presented by the Anoka County Highway Department to the St. Francis City Council on June 2 estimates the city's portion of costs related to the 2015 reconstruction and addition of roundabouts on Bridge Street (Highway 24) at \$670,624.60.

That amount would apply if the city moves ahead with a few optional items, including trails along the new road and a sidewalk along the north side of the school entrance. If the city decides against building those items, its share of the cost drops to an estimated \$505,777.72.

The estimated construction cost of the total project is \$3.12 million, or \$2.96 million without the optional items. Federal funds in the amount of \$1.49 million are available for the project and will be split between the city and county based on the ratio of eligible cost incurred by each, according to the agreement.

"I wasn't expecting the number to be this large," said St. Francis Mayor Jerry Tveit, adding that he had thought the city's share would be between \$200,000 and \$250,000.

Curt Kobilarcsik, Right of Way Supervisor for Anoka County, agreed that the new cost estimate is a substantial increase from the original \$1.65 million estimate. The additional costs stem from the optional trails, additional lighting and other items that were added to the project after the original estimate. Kobilarcsik said that the estimate includes safeguards, so there is confidence that the latest cost estimate is the highest the project could cost.

Although the cost of the proposed trails in the project would initially be the sole responsibility of the city, Kobilarcsik said the county is preparing documents to adopt the trail into the county regional trail system, making it potentially eligible for funding through the Metropolitan Council's Regional Parks Capital Improvement Program. The county could potentially seek reimbursement for half of the city's cost and then reimburse the city should the funding be secured.

The city council took no action on the proposed joint powers agreement Monday, but plans are for the council to make a decision on the agreement at its July 7 meeting.

Public meeting on roundabouts scheduled for November 6

ALICIA LOEHLEIN
STAFF WRITER

Anoka County will host a public information session Wednesday, November 6, at the St. Francis High School commons regarding proposed roundabouts on Bridge Street. Residents and business

owners are invited to hear a presentation on the project, learn more about roundabouts and provide input that can be used to shape the final form of the project. An informal open house will be held from 6:00 until 8:00 p.m. and a formal project presentation will begin at 6:30 p.m.

Anoka County applied for and received federal funding in 2011 for the construction of two roundabouts on Bridge Street at Poppy Street/CR 72

and County Road 9. According to Anoka County, the proposed project will significantly reduce access along the corridor and provide school busses, parents, teachers, students, business owners and business patrons with a safer way to get in and out of their buildings.

The roadway will be modified from a rural section to an urban section. The reconstruction project, scheduled to begin in 2015, would include a center median and walking trail on the north side of Bridge Street.

Business owners are also invited to attend the November 13 St. Francis Area Chamber of Commerce breakfast meeting, 8:00 a.m. at Beef 'O' Brady's in St. Francis, where county representatives will address concerns about



CSAH 24 (Bridge Street) Improvements
Anoka County, Minnesota

Project Layout
October 7, 2013

Proposed layout of roundabouts on Bridge Street south of St. Francis High School.

the roundabout project.
For more information about the project visit ww2.anokacounty.us/

v3_highway/CSAH24/BridgeStreetRoundabouts.aspx or contact Curt Kobilarcsik, Anoka County engineering

project manager, Curt. Kobilarcsik@co.anoka.mn.us or 763-862-4223.

ANOKA COUNTY



a. **Ordinance 191, Second Series – Amending the City Charter to Hold a Primary (2nd Reading):** MOTION BY McCLISH SECOND BROWN TO APPROVE THE SECOND READING OF ORDINANCE 191, SECOND SERIES AMENDING THE CITY CHARTER TO HOLD A PRIMARY. Roll Call: Ayes: Lazere, Brown, McClish and Tveit. Nays: None. Motion carried 4-0.

b. **Ordinance 192, Second Series – Amending the City Charter to Clarify Vote counting for Write in Candidates and to Comply with Current Law (2nd Reading):** MOTION BY BROWN SECOND LAZERE TO APPROVE THE SECOND READING OF ORDINANCE 192, SECOND SERIES AMENDING THE CITY CHARTER TO CLARIFY VOTE COUNTING FOR WRITE IN CANDIDATES AND TO COMPLY WITH CURRENT LAW. Roll Call: Ayes: McClish, Lazere, Brown, and Tveit. Nays: None. Motion carried 4-0.

c. **Resolution 2014-01: Appointments for 2014:** MOTION BY LAZERE SECOND BROWN TO ADOPT RESOLUTION 2014-01 A RESOLUTION APPROVING THE APPOINTMENTS FOR 2014. Motion carried 4-0.

8. **Reports of Consultants & Staff Members:**

a. **Engineer: Aztec Street: Requesting Authorization for a Feasibility Study – Resolution 2014-02:** O'Reilly is currently constructing a facility located south of the City municipal liquor store on the south side of 233rd Avenue. During the development process, O'Reilly platted the property and dedicated right-of-way to the City of St. Francis. The dedicated right-of-way does not line up with the existing right-of-way of Aztec Street located north of 233rd Avenue. In order to provide the safest intersection possible, the City Council authorized City Staff to work with the Abby Field Townhomes property owner to obtain the property necessary to ensure that Aztec Street south of 233rd aligns with Aztec Street north of 233rd. Staff has been in contact with the property owner and the next step in the process is identify the costs associated with the street improvements and property acquisition. A Feasibility Report is required to determine those costs. MOTION BY McCLISH SECOND BROWN TO ADOPT RESOLUTION 2014-02 A RESOLUTION ORDERING PREPARATION OF REPORT ON IMPROVEMENT. Motion carried 4-0.

Bridge Street: Requesting Authorization for a Feasibility Study-Resolution 2014-03: Anoka County's application for federal funding was approved for funding in 2015. Anoka County is currently preparing plans and specifications for improvements to the corridor which consist of the construction of two roundabouts. City utilities including sanitary sewer and watermain exist within the corridor. It would be prudent to investigate the condition, capacity and alignment of the existing utilities prior to the reconstruction of the corridor so that should modifications be required, they can be completed during the county improvement project in 2015. In addition, Council has previously discussed the desire for doing the project right and referenced the installation of lighting along the corridor as long as trail and sidewalk facilities. Additionally, Council has inquired regarding the City's portion of the cost associated with the improvements, most recently at the December 2, 2013 City Council meeting. A Feasibility Report will identify the improvements recommended to any utilities within the corridor as well as identify potential costs associated with those improvements. Lazere asked if we are going to include connecting the trails between the county and city. I also would like to have the speed limits included. Brown asked about the approximate cost of the feasibility report. Voge said approximately

\$10,000 MOTION BY McCLISH SECOND LAZERE TO ADOPT RESOLUTION 2014-03 A RESOLUTION ORDERING PREPARATION OF REPORT ON 2015 BRIDGE STREET IMPROVEMENT. Motion carried 4-0.

b. **Attorney: Closed meeting to evaluate the performance of City Administrator pursuant to Minn. Stat. Sec. 13D.05, Subd. 3:** Lepak asked that he be moved until after department reports.

c. **Staff:**

Building Official:

Fire Dept.: Department Report: Chief Kapler stated the next city council meeting would be Tuesday, January 21, 2014. I believe it would be beneficial for the city council to have a quick tour of the fire station. That way you can see what we are planning on remodeling and look at the equipment.

Public Works:

Liquor Store:

Police Dept.:

City Administrator:

Closed meeting to evaluate the performance of city administrator pursuant to Minn. Stat. Sec. 13D.05, Subd. 3: Lepak asked the city council to go into a closed meeting to evaluate the performance of city administrator pursuant to Minn. Stat. Sec. 13D.05, Subd.3. After the meeting, we will give a summary of the closed session. MOTION BY TVEIT SECOND McCLISH TO GO INTO A CLOSED MEETING AT 6:24 PM TO EVALUATE THE PERFORMANCE OF CITY ADMINSTRATOR. Motion carried 4-0.

The City Council was back in session at 6:53 pm. The City Administrator's performance evaluation was summarized by noting that on a scale of 0 to 7 with 0 unacceptable and 7 excellent, he received a 5.183. His strengths were identified as bringing the City departments together into a cohesive group and seeking input of staff. He is also willing to make himself available. The Administrator's focus on the future is to update the council on the status of projects and matters that arise at the council level and engaging in professional relationships with local business, community and partners. The plan going forward is seeking additional training opportunities that may arise related to communications.

9. **Reports from Council Members:** No reports.

10. **Report from Mayor:**

a. **Leadership Academy:** During the council retreat we received a brochure on a Leadership Academy. Tveit asked if interested in going how would we fund this. Hylen said there are limited funds available but if you are interested, we could fund it with a transfer at the end of year. Tveit stated if any of the council members are interested in attending, please fill out a training request.

Just a reminder of the Area Mayors Snowmobile Ride February 1, 2014 it is a great fundraiser.

**EXTRACT OF MINUTES OF MEETING OF THE
CITY COUNCIL OF THE CITY
OF ST. FRANCIS, MINNESOTA**

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of St. Francis, Anoka County, Minnesota, was duly called and held at the St. Francis School District Office, 4115 Ambassador Boulevard NW in said City on the 6th day of January, 2014, at 7:30 o'clock p.m.

The following members were present: Amy Lazere, Tim Brown, Chris McClish and Jerry Tveit. (Vacant seat on the City Council)

and the following were absent: None.

Member McClish introduced the following resolution and moved its adoption.

**RESOLUTION ORDERING PREPARATION OF
REPORT ON IMPROVEMENT
CITY OF ST. FRANCIS, MINNESOTA
RESOLUTION 2014 -03**

WHEREAS, it is proposed to improve Bridge Street between the east line of Kerry Street and the Rum River by the reconstruction of street and utilities and to assess the benefited property for all or portion of the cost of the improvement, pursuant to Minnesota Statutes, Chapter 429.

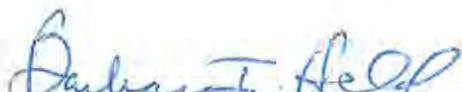
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ST. FRANCIS, MINNESOTA:

That the proposed improvement be referred to the City Engineer for study and that he is instructed to report to the council with all convenient speed advising the council in a preliminary way as to whether the proposed improvement is feasible and as to whether it should best be made as proposed or in connection with some other improvement, and the estimated cost of the improvement as recommended.

Adopted by the council the 6th day of January, 2014.



Jerry Tveit, Mayor of St. Francis



Barbara I. Held, City Clerk

STATE OF MINNESOTA
CITY OF ST. FRANCIS
COUNTY OF ANOKA

The motion for the adoption of the foregoing resolution was duly seconded by member Lazere, and upon vote being taken thereof: Amy Lazere, Tim Brown, Chris McClish and Jerry Tveit.

and the following voted against the same: None.

Whereupon said resolution was declared duly passed and adopted.

I, the undersigned, being the duly qualified and acting Clerk of the City of St. Francis, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing extract of minutes with the original thereof on file in my office, and that the same is a full, true complete transcript of the minutes of a meeting of the City Council of said City, duly called and held on the date therein indicated, insofar as such minutes ordering the preparation of a report for an improvement.

WITNESS my hand and the seal of said City this 23rd day of June, 2014.

Barbara T. Held
City Clerk





Bridge Street (CSAH 24) Roundabouts at Poppy Street (CR 27) and Lake George Blvd (CSAH 9)

Welcome

Bridge Street (CSAH 24) runs east-west through the County from the western border to the County's northern border within the Cedar Creek Natural History Area. Bridge Street (CSAH 24) between Kerry Street and Poppy Street/CR 72 runs in front of the St. Francis High School. Over the past few years, the number of near crashes has steadily increased. Police officers have to direct traffic every morning and afternoon in this area in order to reduce the likelihood of collisions. Along the corridor, the multiple accesses, lack of traffic control, lack of pedestrian facilities and number of young drivers have contributed to a situation through a downtown area that creates both safety and mobility problems. The proposed project will significantly reduce access along the corridor and provide school busses, parents, teachers, students, business owners and business patrons with a safer way to get in and out of their buildings.

Project Background / Description

In 2011, Anoka County applied for, and received, Surface Transportation Program (STP) funds to reconstruct the segment of Bridge Street (CSAH 24) from just east of Kerry Street through Poppy Street/CR 27 representing a distance of a little over 0.5 miles. The roadway will be modified from a rural section to an urban section. The urban section will include a center median from just east of Kerry Street through the intersection with Poppy Street and CR 72 (Rum River Blvd). The existing signalized intersection at Poppy Street/CR 72 and Bridge Street (CSAH 24) will be replaced with a new roundabout. A trail will be constructed on at least one side of the corridor in order to serve the three schools and local businesses.

In addition, the project will include the reconstruction of the intersection of Lake George Boulevard (CSAH 9) and Bridge Street (CSAH 24). Reconstruction at the intersection will include replacing the existing Lake George Boulevard stop with a roundabout and channelization. Presently Lake George Boulevard tees into Bridge

Street, with traffic on Lake George Boulevard stopping. Across from Lake George Boulevard is an entrance to a private business. The proposed project will realign the southern approach of Lake George Boulevard and construct a city street on the north side of Bridge Street to provide access to the private business and the high school. In addition, Kerry Street will be closed at its present location and be reconnected to this new city street.

Environmental Documents

Federal funding has been granted for the project and therefore, environmental documentation is required. The environmental document for this project will be a Project Memorandum (PM). Through the process, the County will have the opportunity to receive public input and coordinate with permitting agencies. The PM will be approved and signed by Anoka County, Mn/DOT, and the Federal Highway Administration. It is intended that the PM will also serve as the state environmental document, required by state rules, which will be processed through Minnesota's Environmental Quality Board. As the environmental documents become available, they will be posted on this website.

Schedule

Provided below is an overview of the project schedule identifying key milestones in the process:

- Analyze Existing/Future Conditions - Summer/Fall 2013
- Issues Identification and Public Meeting – Fall 2013
- Develop/Evaluate Concepts and Public Meeting – Fall 2013
- Identify Preferred Alternative - Winter 2013
- Develop Geometric Layout - Winter 2013
- Environmental Documentation - Winter 2013/Spring 2014
- Environmental Review and Public Meeting - Summer 2014
- Environmental Assessment Complete – Summer 2014
- Final Design - Fall/Winter 2014
- Construction and Project Completion – 2015

Public Involvement / Meetings / Media

Various stakeholders, ranging from permitting agencies (i.e., Mn/DNR, Mn/DOT, Watershed Districts, etc.) to residents and property owners living or working along or near the roadway, have an interest in the development of the roadway project. The County recognizes that these interests vary in perspective. The County will use information provided by the various stakeholders when making decisions on final improvements. There are a number of activities which will occur throughout the design process that will allow for input from the various stakeholders. Agency and public involvement activities will include:

- Technical Advisory Committee Meetings (technical staff from the County and City of St. Francis)
- Agency Coordination Meetings (technical staff from local, regional, state and federal agencies)
- Presentations at City Council Meetings
- Public Information Meetings (residents and property owners)
- Public Hearing (residents, property owners and general public)

These activities will be scheduled throughout the project's development. More information regarding the various activities is included below:

Technical Advisory Committee Meetings

The County will assemble a Technical Advisory Committee (TAC) to provide input and feedback on the proposed project. Members of the TAC will include staff from Anoka County, the City of St. Francis, and the consultant conducting the environmental study for this project. The TAC meets monthly to discuss various aspects of this project. The TAC members exchange technical and political information on the project between the governmental stakeholders. The TAC members report information to their various councils and/or boards and provide directives for action during the project's development.

Agency Coordination Meetings

Throughout the project development process various agencies will have concerns regarding resources that may be impacted due to the project. The County and the cities will meet with the individual agencies throughout the project development to gain an understanding of their concerns and work through possible mitigation strategies or design improvements necessary to reach a consensus.

Presentations at Council Meetings

Anoka County staff will present project information at city council meetings and/or workshops to educate and solicit input from elected officials about the proposed project.

Public Information Meetings

Anoka County will provide informational materials and maps at Public Information Meetings that will be held throughout the course of the project. The County will inform the surrounding landowners of the upcoming meetings by mailing out individual meeting notices to property owners and residents within a half mile of the corridor. In addition, this website will also contain announcements of the upcoming meetings. The meetings will be an open house style format where County and city staff will interact with the public, answering questions and providing information as they look at various boards and maps of the proposed project. Comment cards will be provided to the public to use for written comments and can be completed either at the meeting or at home. Verbal and written comments gathered at the meetings will be summarized and published on this website for public viewing.

- [November 6, 2013 -- Open House Postcard](#)
- [April 10, 2014 -- Open House Postcard](#)

Open House Materials

- [November 6, 2013 Open House Informational Boards](#)
- [November 6, 2013 Open House Presentation](#)
- [April 10, 2014 Open House Presentation](#)
- [April 10, 2014 Open House - Simulation Videos](#)

Maps/Layouts

[Preliminary Layout \(pdf\)](#)

As figures and other information become available, they will be posted on this website.

Public Comment

Please feel free to send any comments or questions to Jason Orcutt at jason.orcutt@co.anoka.mn.us

Project Contacts

If you have questions about the proposed project or would like to comment on any aspect of the project, please contact any of the representatives below:

- Gina Pizzo, Engineering Project Manager
763.862.4248; gina.pizzo@co.anoka.mn.us
- Jason Orcutt, Planning Project Manager
763.862.4258; jason.orcutt@co.anoka.mn.us
- Andrew Witter, Assistant County Engineer
763.862.4249; andrew.witter@co.anoka.mn.us

Anoka County, Minnesota
2100 3rd Ave. | Anoka, MN 55303
Ph: 763-421-4760 (switchboard)
Ph: 763-323-5289 (TTY)
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FAQs

- [How do I search for a person in custody in Anoka County \(workhouse or jail\)?](#)
- [How do I look up property information?](#)
- [How do I renew my driver's license?](#)
- [How do I apply for a job with Anoka County?](#)
- [How do I recycle?](#)
- [What are Anoka County's hours of operation?](#)



Anoka County

MINNESOTA

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Simulation Videos

Rum River Blvd (CR 72) and Poppy Street AM Peak Hour

This is a simulation of the actual traffic flow thru the proposed roundabout at the CR 72(Rum River Boulevard) and Poppy Street intersection. The traffic in this simulation represents the projected 2015 morning peak hour traffic. The bus traffic is based on information received from the school district and represents the real number of buses and the actual direction of travel during this peak hour. The video is shown at 3 times the actual speed. [Watch the video.](#)

Rum River Blvd (CR 72) and Poppy Street School PM Peak Hour

This is a simulation of the actual traffic flow thru the proposed roundabout at the CR 72(Rum River Boulevard) and Poppy Street intersection. This traffic simulation is based on the afternoon bus traffic peak hour (the busiest bus traffic hour) and shows the projected 2015 traffic during that hour. The bus traffic is based on information received from the school district and represents the real number of buses and the actual direction of travel during this peak hour. The video is shown at 3 times the actual speed. [Watch the video.](#)

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Lake George Blvd (CSAH 9) AM Peak Hour

This is a simulation of the actual traffic flow thru the proposed roundabout at the CSAH 9 (Lake George Boulevard) and CSAH 24 (Bridge Street) intersection. The

traffic in this simulation represents the projected 2015 morning peak hour traffic. The bus traffic is based on information received from the school district and represents the real number of buses and the actual direction of travel during this peak hour. The video is shown at 3 times the actual speed. [Watch the video.](#)

Lake George Blvd (CSAH 9) School PM Peak Hour

This is a simulation of the actual traffic flow thru the proposed roundabout at the CSAH 9 (Lake George Boulevard) and CSAH 24 (Bridge Street) intersection. The traffic in this simulation is based on the afternoon bus traffic peak hour (the busiest bus traffic hour) mixed with the projected 2015 traffic during that hour. The bus traffic is based on information received from the school district and represents the real number of buses and the actual direction of travel during this peak hour. The video is shown at 3 times the actual speed. [Watch the video.](#)

Lake George Blvd (CSAH 9) PM Peak Hour

This is a simulation of the actual traffic flow thru the proposed roundabout at the CSAH 9 (Lake George Boulevard) and CSAH 24 (Bridge Street) intersection. The traffic in this simulation represents the projected 2015 afternoon peak hour traffic. The bus traffic show is based on information received from the school district and represents the real number of buses and the actual direction of travel during this peak hour. The video is shown at 3 times the actual speed. [Watch the video.](#)

Anoka County, Minnesota
2100 3rd Ave. | Anoka, MN 55303
Ph: 763-421-4760 (switchboard)
Ph: 763-323-5289 (TTY)
[Feedback?](#)

Helpful Links

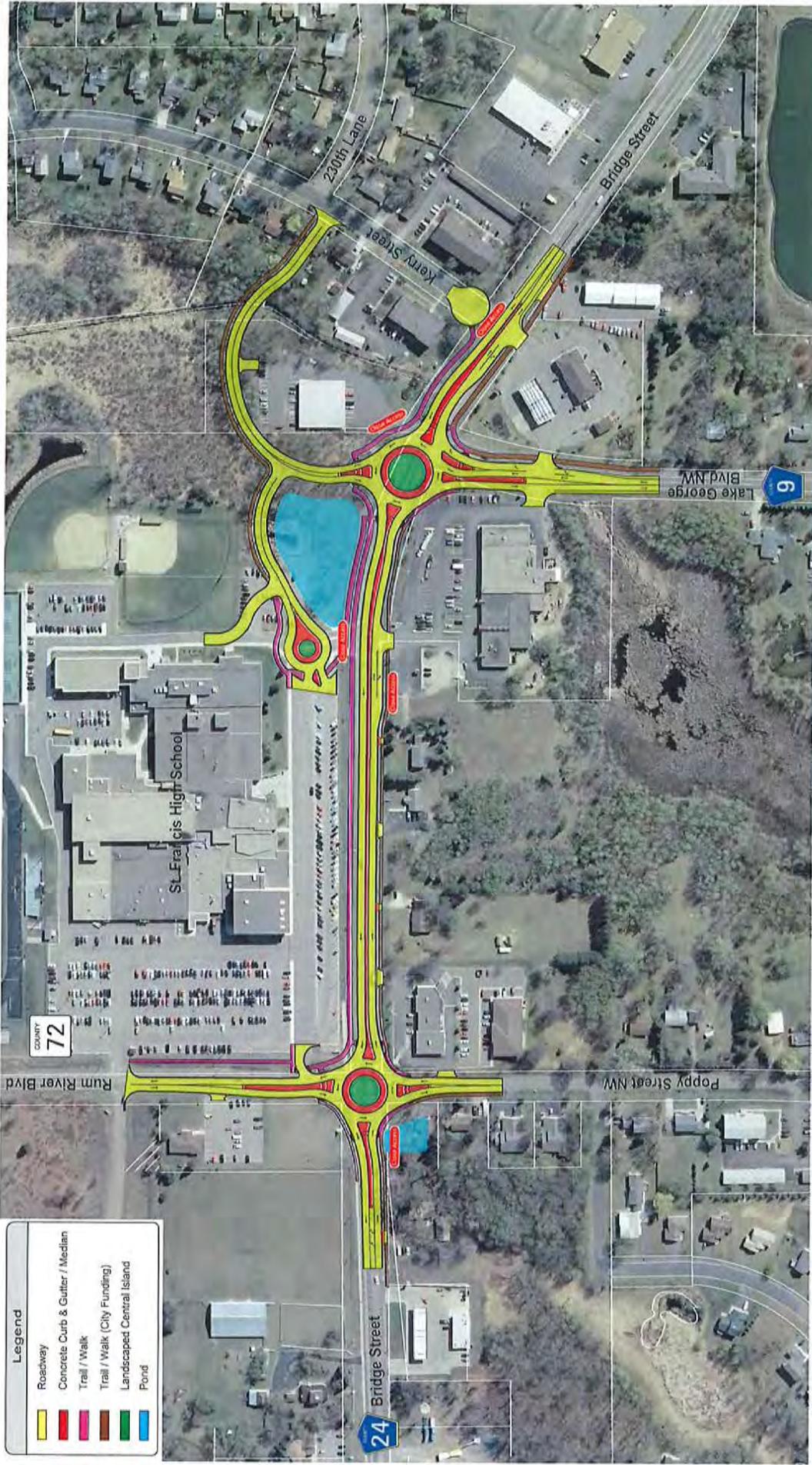
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FAQs

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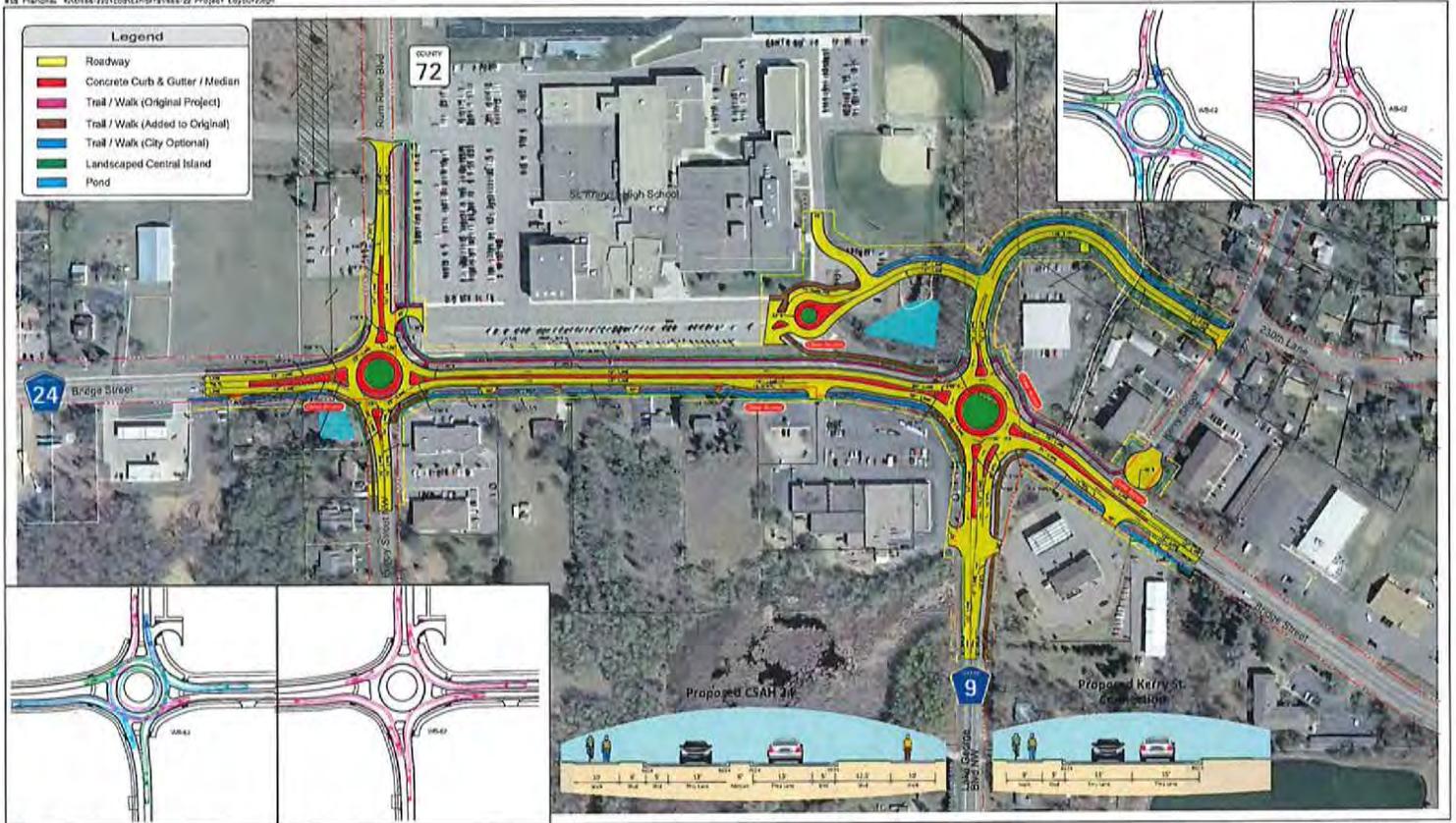
Sheet Printed: 2/13/2014
 PWS File Name: 4200566-220/csa/Lcm01a/V1666-23 Project Layout2.dgn

Legend	
	Roadway
	Concrete Curb & Gutter / Median
	Trail / Walk
	Trail / Walk (City Funding)
	Landscaped Central Island
	Pond

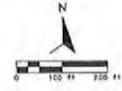


CSAH 24 (Bridge Street) Improvements
 Anoka County, Minnesota

Project Layout
 February 13, 2014



CSAH 24 (Bridge Street) Improvements
 Anoka County, Minnesota



Project Layout
 May 11, 2014



Bridge Street (CSAH 24)

Transportation Improvement Project

1st OPEN HOUSE



You are invited to an Open House to discuss transportation improvements that will enhance mobility and safety on Bridge Street (CSAH 24) from just west of Poppy Street/Rum River Boulevard (CR 72) to just east of the Kerry Street/Lake George Boulevard (CSAH 9), representing a distance of approximately one half-mile. The roadway is planned to be modified from a rural design to an urban design (curb/gutter, median) with roundabouts at the intersections of Bridge Street with Poppy Street/Rum River Boulevard and with Kerry Street/Lake George Boulevard. The Open House is intended to allow the public to hear a presentation on the project, learn more about roundabouts and provide input that can be used to shape the final form of the project.

If you are unable to attend or have specific questions about the project, contact Derek Schmidt, of WSB & Associates at 763-287-8308 or Gina Pizzo of Anoka County at 763-862-4248.

Date:
Wednesday, November 6th, 2013
Open House: 6:00 p.m. – 8:00 p.m.
with a formal presentation at 6:30

Location:
St. Francis High School
3325 Bridge Street NW
St. Francis, MN 55070

All public meeting material will be available on the project website. Go to www.anokacounty.us/highways and click on Future Projects & Studies. A link to the website is provided under "2015 Construction."

Welcome!



Bridge Street (CSAH 24)

Transportation Improvement Project

Wednesday, November 6, 2013
6:00 p.m. – 8:00 p.m.



1st
OPEN HOUSE



Study Schedule



Bridge Street (CSAH 24) Project Schedule (Subject to Change)

Task	2013						2014												2015			
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	
Public and Agency Involvement																						
Project Management Team Meetings																						
Public Open House Meetings																						
City Council Meetings																						
School District Meetings																						
Project Web Site																						
Traffic Study																						
Concept Development																						
Initial Concept Development																						
Concept Refinement and Selection																						
Preliminary Design																						
Environmental Document																						
Draft Document																						
Final Document																						
Final Design																						
Construction																						

Start: June 2015



Bridge Street
(CSAH 24)

Transportation
Improvement Project

1st
OPEN HOUSE

Project Background



The Anoka County Highway Department, the City of St. Francis and the St. Francis school district have long recognized safety and congestion issues on Bridge Street (CSAH 24) between the Rum River and Lake George Blvd (CSAH 9). Regional, local and school traffic are forced together during peak periods resulting in the need for police officers to direct traffic for portions of the weekdays during the school year. As traffic continues to grow, the existing problems will become exacerbated. To address the current and future needs, Anoka County applied for and received a grant to consolidate access along Bridge Street and to construct roundabouts at Rum River Blvd (CR 72)/Poppy Street and at a reconfigured Lake George Blvd (CSAH 9)/High School entrance/Kerry Street intersection.

As part of the project, the county and its partners will be required to:

- Review traffic safety
- Review existing and future operations at intersections both with and without the proposed roundabouts
- Complete an intersection control report
- Analyze traffic flow into and out of the school, including bus traffic
- Evaluate impacts to the natural, economic and social environment (wetlands, threatened and endangered species, property impacts, etc.)



Bridge Street
(CSAH 24)

Transportation
Improvement Project

1st
OPEN HOUSE

Roundabout Photos



▲ Twin Lakes Parkway in Roseville by Commercial and Industrial



▲ Mendota Heights Roundabout - Visitation School



▲ Lynn Avenue in Savage Roundabout - near a park and residential



▲ Mendota Heights Roundabout - Visitation School



▲ TH 7 in Hutchinson by city edge



▲ Richfield Parkway in Richfield by Commercial and Residential



▲ Monticello Roundabout - Near a school



▲ Twin Lakes Parkway in Roseville by Commercial and Industrial



▲ West 70th Street in Edina by Galleria Shopping Mall



Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Project Goals



There are a number of goals associated with the CSAH 24 (Bridge Street) Project. The goals include:

- Address existing safety concerns at the intersections and along the corridor
- Improve pedestrian and bicycle safety
- Improve sight distance at CSAH 9 (Lake George Blvd)
- Provide for better intersection connectivity between CSAH 9 (Lake George Blvd), the Saint Francis High School entrance and Kerry Street
- Improve intersection operations during peak periods
- Improve traffic throughput
- Link adjacent neighborhoods to the high school
- Address short- and long-term access needs
- Improve circulation at and around the high school



Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Issues



GLOBAL ISSUES:

- Access management
- Roundabout education
- Property impacts
- Limited river crossings
- Coordination with property owners
- School traffic - high school, middle school & elementary school
- Wetland impacts - several locations

LEGEND:

- Existing Trail
- Wetlands (NWI)
- Parks
- Proposed Roadway
- Proposed Trail
- Potential Pending Location
- Transition Areas



Bridge Street
(CSAH 24)

Transportation
Improvement Project

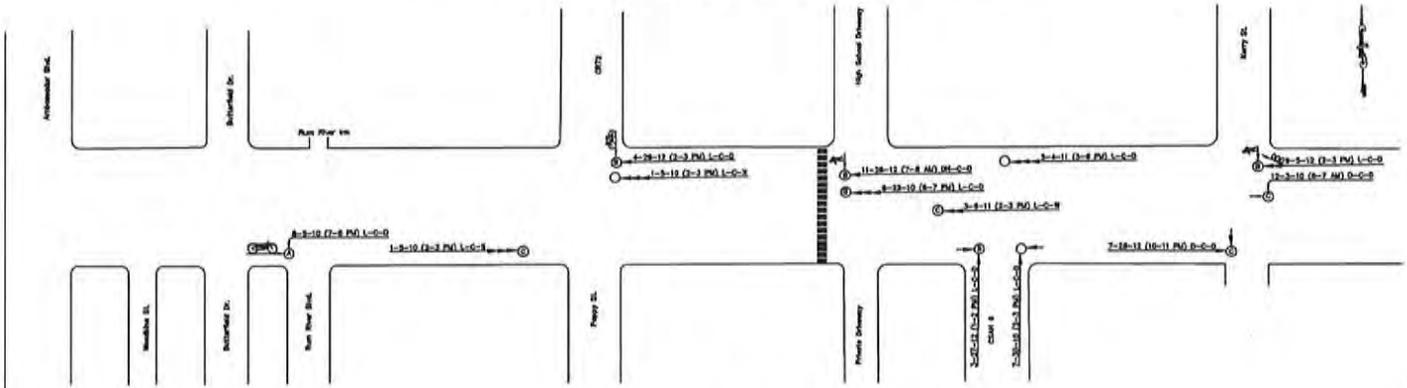
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Crashes



ANOKA COUNTY HIGHWAY DEPARTMENT COLLISION DIAGRAM

Location: CSAH 24 (Bridge St.) From CSAH 28 (Ambassador Blvd.) To Kerry St.
1-1-10 To 12-31-12



OVERLAP	MOTORCYCLE
MOVING VEHICLE	PEDESTRIAN
REAR END	VEHICLE
RISING VEHICLE	VEHICLE OUT OF CONTROL
COLLISION WITH FIXED OBJECT	LEFT TURN INTO ON COMING TRAFFIC
SEE MAP SAME DIRECTION	RIGHT ANGLE
SEE MAP OPPOSITE DIRECTION	COLLISION WITH FALLING OBJECT
PARKED VEHICLE	

Date, Time, Light, Weather, Surface			SEVERITY CODE
LIGHT	WEATHER	SURFACE	
L= Light	C= Cloudy	D= Dry	○ Priority Damage
Dm= Dawn	R= Rain	W= Wet	○ Possible Injury
Dn= Dusk	S= Snow/Slush	S= Snow/Ice	○ Non-Inspursing Injury
D= Dark	Un= Other/Unknown	Un= Other/Unknown	○ Inspursing Injury
Un= Unknown			● Fatality

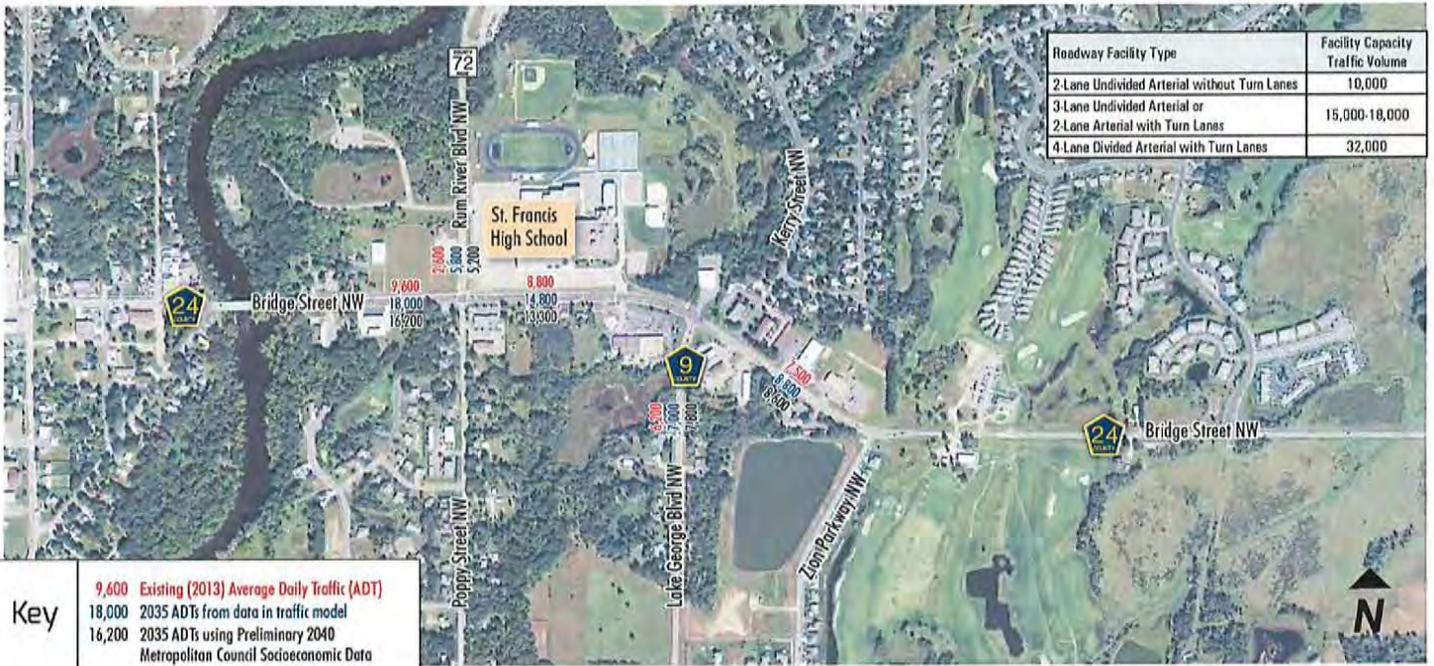


Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Existing and Future Traffic Volumes

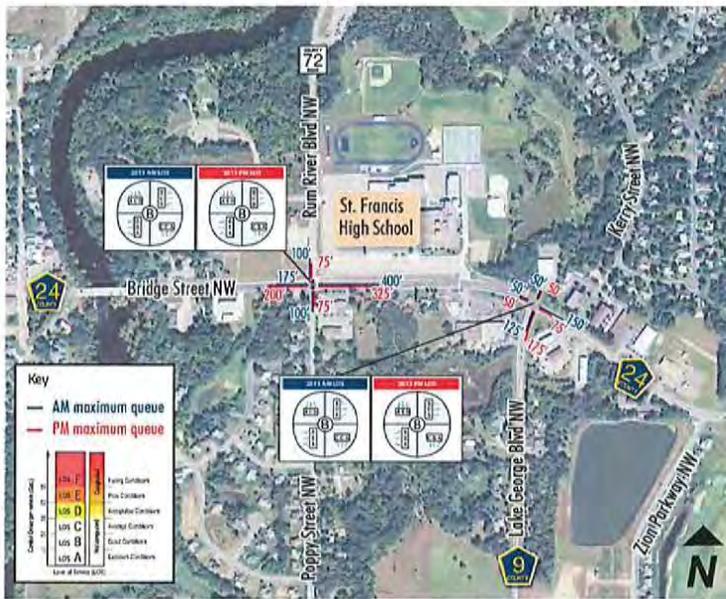


Bridge Street
(CSAH 24)

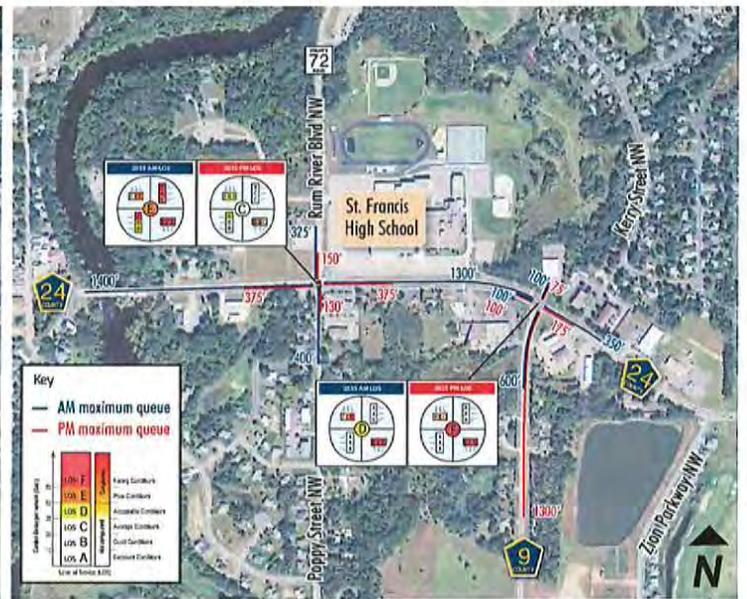
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Level of Service and Queue Length



2013



2035



Bridge Street
(CSAH 24)

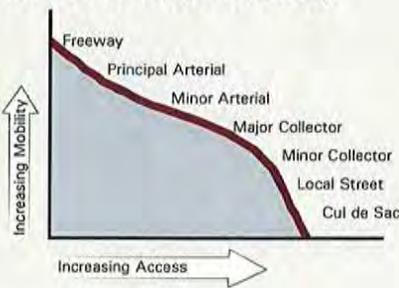
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Access, Mobility, and Safety



Access/ Mobility Relationship

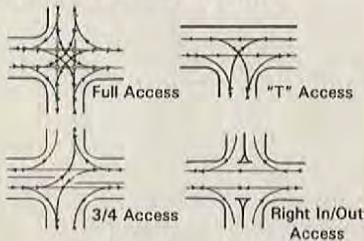


Anoka County Access Spacing Guidelines

Roadway Type	Route Speed (MPH)	Intersection Spacing (4)		Signal Spacing	Private Access (1)
		Full Movement Intersection	Conditional Secondary Intersection (2)		
Minor Arterial	50 - 55	1/2 mile	1/4 mile	1/2 mile	Subject to conditions for all roadway types and speeds
	40 - 45	1/4 mile	1/8 mile	1/4 mile	
	<40	1/8 mile	300 - 600 (3)	1/4 mile	

- (1) Private access refers to residential, commercial, industrial and institutional driveways.
- (2) Conditional secondary access is right-in/out access.
- (3) Access spacing may be determined by planning documents approved by the county.
- (4) Any spacing deviations shall have a detailed traffic study completed by the requesting agency and approval from the Anoka County Engineer.

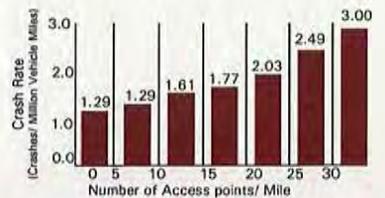
Intersection Conflict Points



	Crossing	Turning	Merge/ Diverge	Total	Typical Crash Rate (crashes per mil entering vehicles)
Full Access +	4	12	16	32	0.3 ₍₁₎
Full Access T	0	3	8	9	0.3 ₍₁₎
3/4 Access	0	2	8	10	0.2 ₍₂₎
Right In/Out Access	0	0	4	4	0.1 ₍₃₎

Intersections (2 of 8) Source: 2008 MNDOT Traffic Safety Fundamental Handbook
 (1) 2004-2009 Minnesota TIS Crash Data
 (2) Estimated based on Publication FHWA RD 91-048
 (3) Estimated based on limited sample of MNDOT Data

Access/ Crash Relationship (Roadway Segments)



Bridge Street
(CSAH 24)

Transportation
Improvement Project

1st OPEN HOUSE

Roundabouts



Reasons Roundabouts Were Identified as a Potential Solution

- Safety
- Circulation for busses and heavier trucks
- Pedestrian crossing opportunities
- Property impacts
- Ability to complete u-turn movements
- Ability to reduce delay for all vehicles



Bridge Street
(CSAH 24)

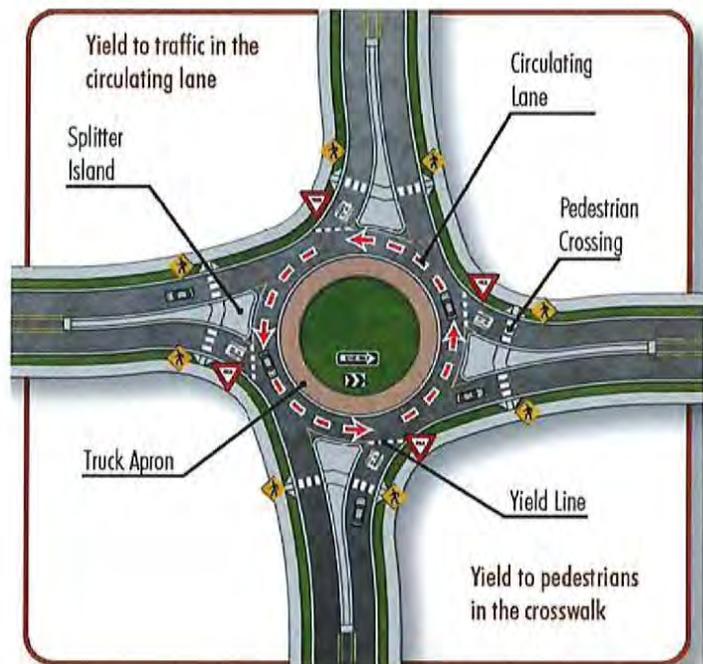
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How Does a Roundabout Work?



- All traffic goes through the roundabout counterclockwise
- All entering traffic yields to traffic in the roundabout
- Vehicles enter the roundabout when there is a gap in traffic
- Vehicles are deflected prior to entry to provide better sight distance and to ensure speeds are reduced (angle of deflection)
- Vehicles yield to pedestrians in the crosswalk
- Pedestrians only cross one lane of traffic at a time, stop in splitter island



Bridge Street
(CSAH 24)

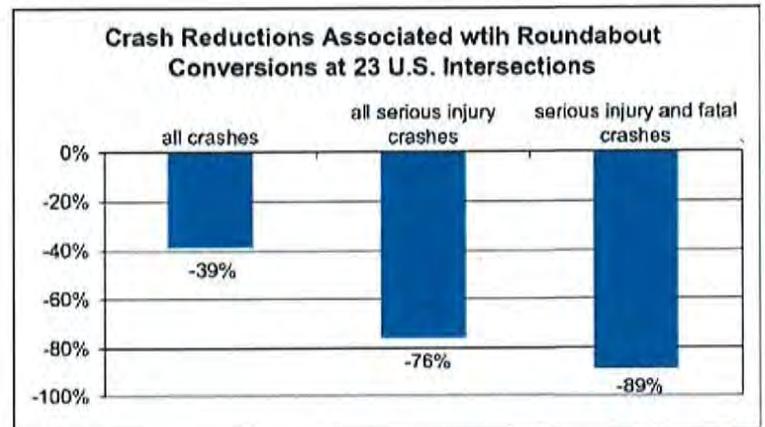
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Are Roundabouts Really Safe?



- Roundabouts have fewer crashes and less severe crashes than other intersection controls (signals, stop signs)
- Roundabouts have fewer conflict points than other intersection types (32 standard vs. 8 roundabout)
- Roundabouts virtually eliminate high-speed, right angle and head-on crashes
- Roundabouts lower traffic speeds, allow for quicker reaction.



Bridge Street
(CSAH 24)

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Are Roundabouts Really Safe for Pedestrians?

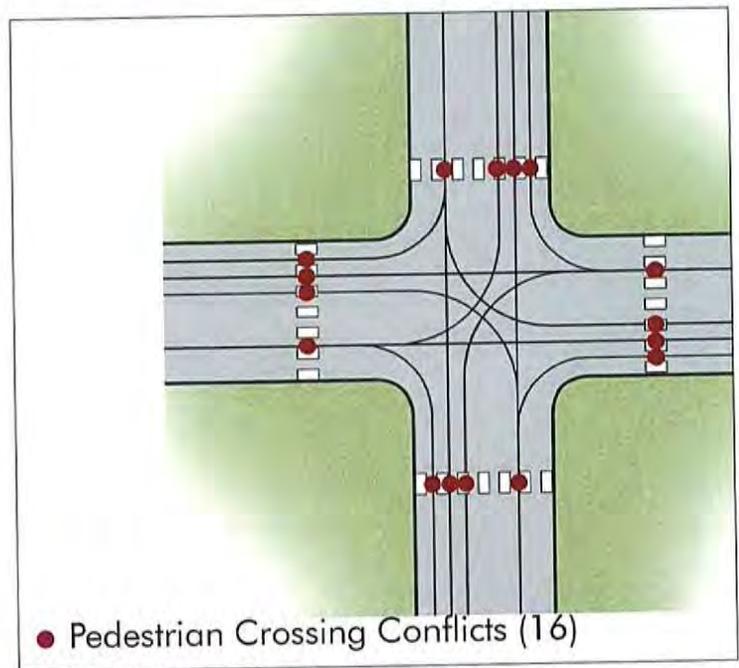


Standard Intersections

- Crossing two lanes at a time
- False sense of security
- Pedestrians look four directions, including behind them, for crossing

Roundabout Intersections

- Pedestrians only look one way at a time
- Refuge Island – creates safe haven
- Shorter crossing – 16' versus >24'
- Motorist multi-stage recognition



Bridge Street
(CSAH 24)

Transportation
Improvement Project

1st
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Lessons Learned from Other Roundabouts



- Appropriate angle of deflection is important
- Establishing appropriate size of inscribed circle diameter (ICD)
- Establishing appropriate size for truck aprons
- Proper location of pedestrian and bike accommodations
- Applying the tool in appropriate locations
- Balancing traffic volumes
- Approach lanes



Bridge Street
(CSAH 24)

Transportation
Improvement Project

1st
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Next Steps



- Collect input and feedback
- Complete traffic and operations analyses
- Work with the school on circulation
- Meet with property owners
- Meet with the city council
- Modify concepts
- Bring revised concepts back to the public
- Prepare federal environmental document



Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Bridge Street (CSAH 24)

Transportation Improvement Project

Bridge Street
(CSAH 24)

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Welcome and Introductions

- Anoka County
- City of St. Francis
- WSB



Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Study and Project Purpose

- Improve safety for motorists, pedestrians and bicyclists
- Provide better traffic circulation, especially during peak periods and at school start and stop times
- Improve roadway structure and surface (accommodations for heavier vehicles)



Bridge Street
(CSAH 24)

Transportation
Improvement Project

1st
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Study Schedule

Task	2013						2014												2015			
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	
Public and Agency Involvement	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Project Management Team Meetings	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Public Open House Meetings					█							█										
City Council Meetings			█				█					█										
School District Meetings					█			█														
Project Web Site																						
Traffic Study		█	█	█	█	█																
Concept Development																						
Initial Concept Development	█	█	█	█	█	█																
Concept Refinement and Selection					█		█															
Preliminary Design							█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Environmental Document																						
Draft Document			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Final Document																						
Final Design																						
Construction																						Start: June 2015



Bridge Street
(CSAH 24)

Transportation
Improvement Project

1st
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Meeting Purpose

- Provide background information on study
- Identify known problems
- Collect information on concerns from residents, property owners and other stakeholders
- Provide information about roundabouts
- Address concerns about the use of roundabouts near schools and heavily traveled roadways
- Collect input on concepts



Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Project Location



Bridge Street
(CSAH 24)

Transportation
Improvement Project

1st
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Known Issues



Bridge Street
(CSAH 24)

Transportation
Improvement Project

1st
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Corridor Issues

- Role of Bridge Street (CSAH 24)
- Movements at CR 72/Poppy during peak times
- Movements at Lake George Blvd (CSAH 9)
- Sight distance at CSAH 9
- Lack of pedestrian and bicycle facilities
- Crashes at intersections
- Lack of shoulders
- Structure of roadway
- Access spacing
- Future capacity
- Future development and redevelopment



Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Corridor and School Issues

- Access into and out of the high school
- Circulation on high school property
- Congestion at the start and end of school (requires use of a police officer to direct traffic)
- Lack of trail/sidewalk facilities for students
- Students not crossing at proper locations
- Pick-up and drop off of students at school and strip mall
- Parking
- Interaction between schools



Bridge Street
(CSAH 24)

Transportation
Improvement Project

1st
OPEN HOUSE



Funding Availability

- County applied for funding three times
- County considered traffic signal and roundabout options
- County received funding for the option that included roundabouts
- Approximately \$1.35 million in federal funding available



Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Reasons Roundabouts Were Identified as a Potential Solution

- Safety
- Circulation for busses and heavier trucks
- Pedestrian crossing opportunities
- Property impacts
- Ability to complete u-turn movements
- Ability to reduce delay for all vehicles



Bridge Street
(CSAH 24)

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What is a Roundabout?

- Type of circular intersection where traffic flows counterclockwise around a central island
- Circulating Vehicles have right of way
- It is a tool to maximize safety for pedestrians, bicyclists and vehicles at an intersection by reducing conflict points and speeds
- Different than a traffic circle or rotary which were built earlier in the 20th Century



Bridge Street
(CSAH 24)

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Roundabout Versus a Traffic Circle or a Rotary



Rotary



- Rotaries are much larger
- Traffic in a rotary must yield to entering traffic
- Traffic circles usually involve many travel lanes
- Vehicles in traffic circles must maneuver to outside lane in order to exit



Bridge Street
(CSAH 24)

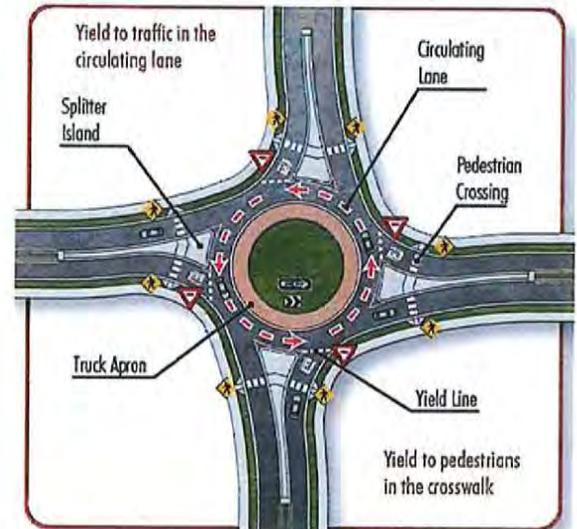
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How Does a Roundabout Work?

- All traffic goes through the roundabout counterclockwise
- All entering traffic yields to traffic in the roundabout
- Vehicles enter the roundabout when there is a gap in traffic



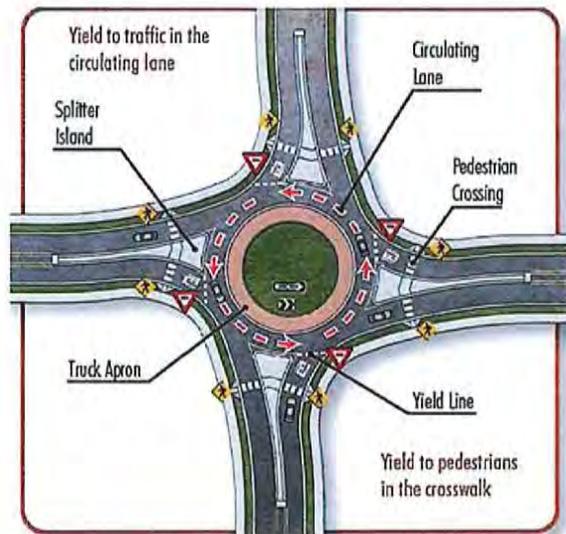
Bridge Street
(CSAH 24)

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How Does a Roundabout Work?



- Vehicles are deflected prior to entry to provide better sight distance and to ensure speeds are reduced (angle of deflection)



Bridge Street
(CSAH 24)

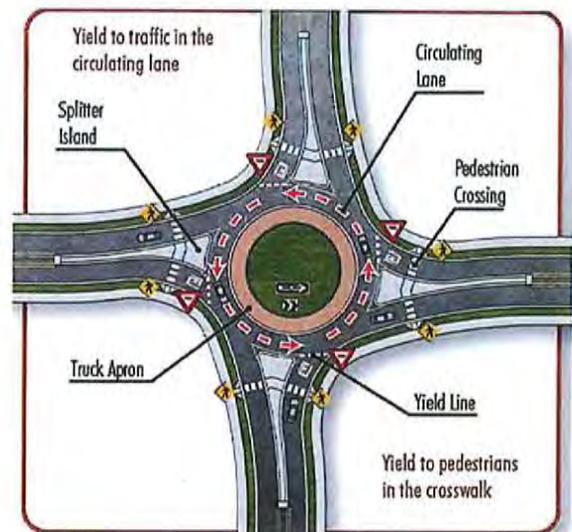
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How Does a Roundabout Work?

- Vehicles yield to pedestrians in the crosswalk
- Pedestrians only cross one lane of traffic at a time, stop in splitter island



Bridge Street
(CSAH 24)

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How Does a Roundabout Work?

- [View Truck Video](#)



Bridge Street
(CSAH 24)

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How Could Roundabouts Work in St. Francis?

- [View Presentation Video Vissim](#)



Bridge Street
(CSAH 24)

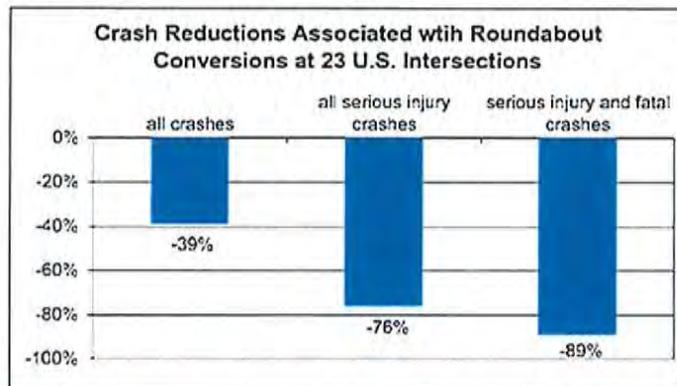
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Are Roundabouts Really Safe?

- Roundabouts have fewer crashes and less severe crashes than other intersection controls (signals, stop signs)



Bridge Street
(CSAH 24)

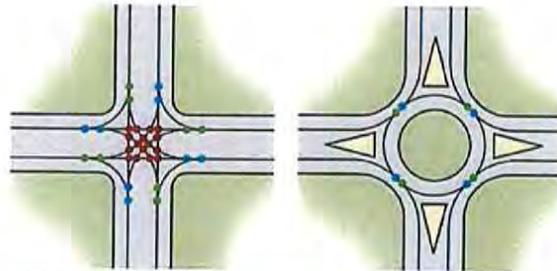
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Are Roundabouts Really Safe?

- Roundabouts have fewer conflict points than other intersection types (32 standard vs. 8 roundabout)
- Roundabouts virtually eliminate high-speed, right angle and head-on crashes
- Roundabouts lower traffic speeds, allow for quicker reaction.



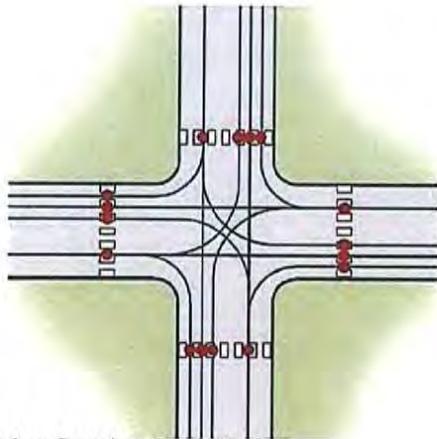
Bridge Street
(CSAH 24)

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Are Roundabouts Really Safe for Pedestrians?



● Pedestrian Crossing Conflicts (16)

Standard Intersections

- Crossing two lanes at a time
- False sense of security
- Pedestrians look four directions, including behind them, for crossing



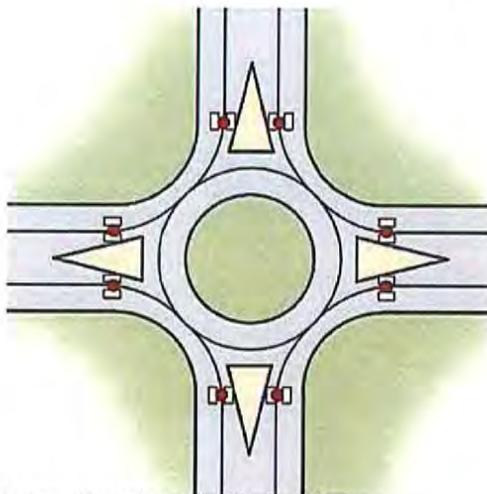
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Are Roundabouts Really Safe for Pedestrians?



● Pedestrian Crossing Conflicts (8)

- Pedestrians only look one way at a time
- Refuge Island – creates safe haven
- Shorter crossing – 16' versus >24'
- Motorist multi-stage recognition



Bridge Street
(CSAH 24)

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How do Busses and Large Trucks Move Through a Roundabout?

- Roundabouts can be designed for navigation by busses and trucks.
- Aprons allow large vehicles to circulate around the central island



Bridge Street
(CSAH 24)

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How do Busses and Large Trucks Move Through a Roundabout?

- View Clipped New Prague video



Bridge Street
(CSAH 24)

Transportation
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Where Have Roundabouts Been Installed?

- 119 roundabouts have been installed in the state
- Most metro counties have installed roundabouts
- Roundabouts have been installed near schools
- Roundabouts have been installed on both urban and rural roadways



Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Lessons Learned from other Roundabouts

- Appropriate angle of deflection is important
- Establishing appropriate size of center radius
- Establishing appropriate size for truck aprons
- Proper location of pedestrian and bike accommodations
- Applying the tool in appropriate locations
 - Balancing traffic volumes
 - Approach lanes



Bridge Street
(CSAH 24)

Transportation
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Next Steps

- Collect input and feedback
- Complete traffic and operations analyses
- Work with the school on circulation
- Meet with property owners
- Meet with the city council
- Modify concepts
- Bring revised concepts back to the public
- Prepare federal environmental document



Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Key Contacts

- **Gina Pizzo**
Anoka County Highway
Department
Gina.Pizzo@co.anoka.mn.us
763-862-4248
- **Derek Schmidt**
WSB & Associates
dschmidt@wsbeng.com
763-287-8308
- **Jason Orcutt**
Anoka County Highway
Department
Jason.Orcutt@co.anoka.mn.us
763-862-4258
- **Andrew Plowman**
WSB & Associates
aplowman@wsbeng.com
763-287-7149



Bridge Street
(CSAH 24)

Transportation
Improvement Project

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Project Purpose and Need

Bridge Street (County State Aid Highway 24) is an Anoka County roadway that provides both local and regional connections and is an important Rum River crossing. It also plays a key role in the movement of students to and from the schools within the City of St. Francis. The project purpose is to:

- Improve safety for motorists, pedestrians and bicyclists
- Provide better traffic circulation, especially during peak periods and at school start and stop times
- Improve roadway structure and surface (accommodations for heavier vehicles)



Identified Needs

The county and its partners have identified a number of needs along Bridge Street. These needs include:

- Movements at CR 72/Poppy during peak times
- Movements at Lake George Blvd (CSAH 9)
- Sight distance at Lake George Blvd (CSAH 9)
- Lack of pedestrian and bicycle facilities
- Crashes at intersections
- Lack of shoulders
- Structure of roadway
- Access spacing
- Future capacity
- Future development and redevelopment
- Access into and out of the high school
- Circulation on high school property
- Congestion at the start and end of school (requires use of a police officer)
- Students not crossing at proper locations
- Pick-up and drop off of students at school and strip mall
- Parking

Contacts:

Gina Pizzo (Project Manager)
Anoka County
Gina.Pizzo@co.anoka.mn.us
763-862-4248

Jason Orcutt (Planning)
Anoka County
Jason.Orcutt@co.anoka.mn.us
763-862-4258

Derek Schmidt (Consultant Manager)
WSB & Associates
dschmidt@wsbeng.com
763-287-8308

Andrew Plowman (Consultant Designer)
WSB & Associates
aplowman@wsbeng.com
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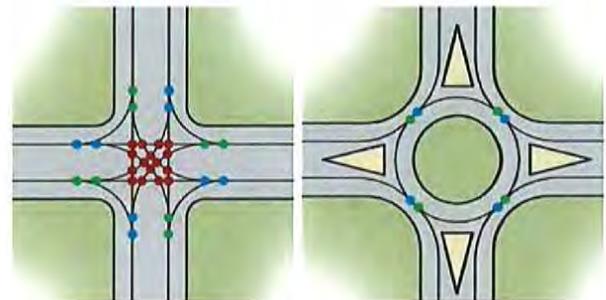
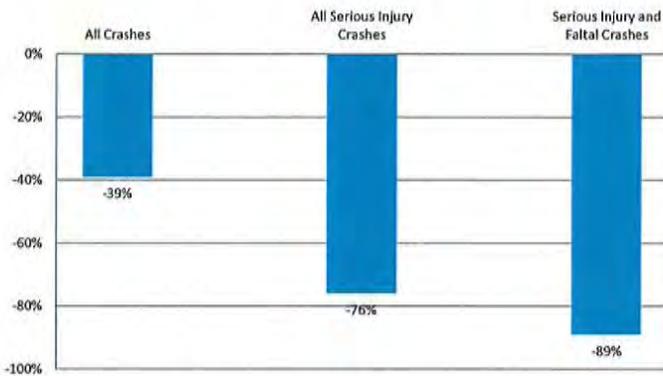
Bridge Street
(CSAH 24)

**Transportation
Improvement Project**

**1st
OPEN HOUSE**

How Does a Roundabout Work?

- All traffic goes through the roundabout counterclockwise
- All entering traffic yields to traffic in the roundabout
- Vehicles enter the roundabout when there is a gap in traffic
- Vehicles yield to pedestrians in the crosswalk
- Pedestrians only cross one lane of traffic at a time, stop in splitter island
- Vehicles are deflected prior to entry to provide better sight distance and to ensure speeds are reduced (angle of deflection)



- Crossing Conflicts (32)
- Diverging (8)
- Converging (8)

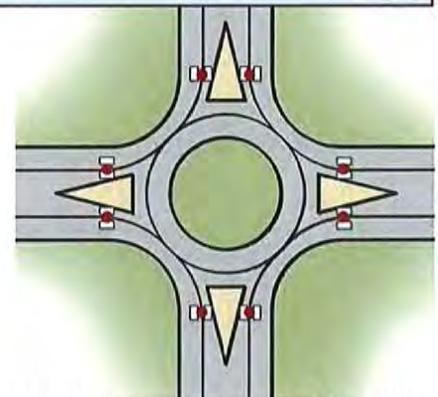
Are Roundabouts Safe?

- Roundabouts have fewer crashes and less severe crashes than other intersection controls (signals, stop signs)
- Roundabouts have fewer conflict points than other intersection types (32 standard vs. 8 roundabout)
- Roundabouts virtually eliminate high-speed, right angle and head-on crashes
- Roundabouts lower traffic speeds, allow for quicker reaction.



Pedestrian Safety

- Pedestrians only look one way at a time
- Refuge Island – creates safe haven
- Shorter crossing – 16' versus >24'
- Motorist multi-stage recognition
- Reduced pedestrian conflicts – 8 instead of 16



- Pedestrian Crossing Conflicts (8)

Public and Agency Participation



*Project Management Team

Anoka County

Gina Pizzo, Project Manager
 Curt Kobilarcik, Engineering Program Manager
 Jason Orcutt, Transportation Planner
 Matthew Parent, Transportation Planner
 Richard Erickson, Right of Way Specialist

City of St. Francis

Matt Hylan, City Administrator
 Jared Yoge, City Engineer
 Paul Teicher, Public Works Director

WSB & Associates

Derek Schmidt, Project Manager
 Andrew Plowman, Design Engineer
 Jack Corke, Environmental Documentation



Bridge Street
(CSA#24)

Transportation Improvement Project

1st
OPEN HOUSE



Bridge Street (CSAH 24)

Transportation Improvement Project

2nd OPEN HOUSE



You are invited to an Open House to discuss transportation improvements enhancing mobility and safety on Bridge Street (CSAH 24) from just west of Poppy Street/Rum River Boulevard (CR 72) to just east of the Kerry Street/Lake George Boulevard (CSAH 9). The project includes roundabouts at Poppy Street/Rum River Boulevard and Lake George Boulevard; trails along both sides of Bridge Street; modifications to school traffic circulation; and the realignment of Kerry Street. A presentation highlighting changes in the concept from the last meeting will be made.

If you are unable to attend or have specific questions about the project, contact Derek Schmidt, of WSB & Associates at 763-287-8308 or Gina Pizzo of Anoka County at 763-862-4248.

Date:
Thursday, April 10th, 2014
Open House: 6:00 p.m. – 8:00 p.m.
Formal presentation at 6:30 p.m.

Location:
St. Francis High School
3325 Bridge Street NW
St. Francis, MN 55070

All public meeting material will be available on the project website. Go to www.anokacounty.us/highways and click on Future Projects & Studies. A link to the website is provided under "2015 Construction."



Bridge Street (CSAH 24)

Transportation Improvement Project



Project Purpose



- Improve safety for motorists, pedestrians and bicyclists
- Provide better traffic circulation, especially during peak periods and at school start and stop times
- Improve roadway structure and surface (accommodations for heavier vehicles)



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Study Schedule



Task	2013						2014												2015			
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	
Public and Agency Involvement																						
Project Management Team Meetings																						
Public Open House Meetings																						
City Council Meetings																						
School District Meetings																						
Project Web Site																						
Traffic Study																						
Concept Development																						
Initial Concept Development																						
Concept Refinement and Selection																						
Preliminary Design																						
Environmental Document																						
Draft Document																						
Final Document																						
Right of Way Acquisition																						
Final Design																						
Construction																						

Start: June 2015



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Funding



- County applied for funding three times
- County considered traffic signal and roundabout options
- County received funding for the option that included roundabouts
- Approximately \$1.35 million in federal funding available



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Why Roundabouts?



- Safety
- Circulation for buses and heavier trucks
- Pedestrian crossings
- Minimize property impacts
- Ability to complete u-turn movements
- Reduce delay for all vehicles



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Corridor Issues



- Role of Bridge Street (CSAH 24)
- Movements at CR 72/Poppy during peak times
- Movements at Lake George Blvd (CSAH 9)
- Sight distance at CSAH 9
- Lack of pedestrian and bicycle facilities
- Crashes at intersections
- Lack of shoulders
- Structure of roadway
- Access spacing
- Future capacity
- Future development and redevelopment



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Corridor and School Issues



- Access to the high school
- Circulation on school property
- Congestion at the start and end of school (requires use of a police officer to direct traffic)
- Lack of trail/sidewalk facilities
- Students not crossing at proper locations
- Pick-up and drop off of students at school and strip mall
- Parking
- Interaction between schools



Bridge Street
(CSAH 24)

Transportation
Improvement Project

How Will Roundabouts Work?



- Roundabout Simulation

- Traffic and pedestrian volumes are actual counts
- Bus numbers and distribution provided by the school
- Additional videos for AM peak, PM school peak, and PM peak are available on the Anoka County Website



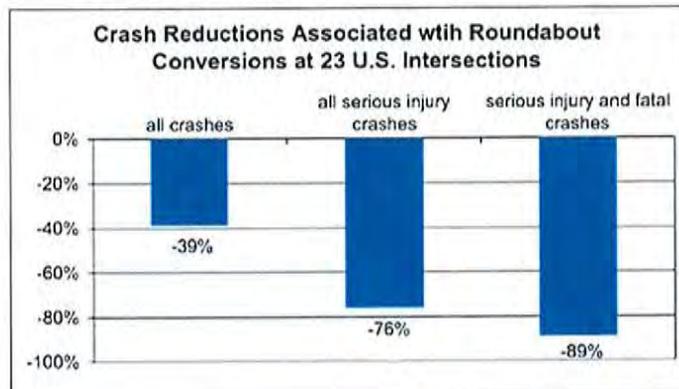
Bridge Street
(CSAH 24)

Transportation
Improvement Project

Are Roundabouts Safe?



- Roundabouts have fewer and less severe crashes than other intersection controls (signals, stop signs)



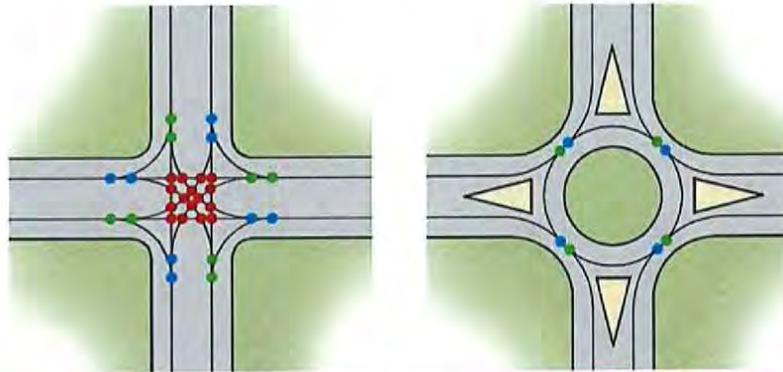
Bridge Street
(CSAH 24)

Transportation
Improvement Project

Are Roundabouts Safe?



- Fewer conflict points than other intersection types (32 standard vs. 8 roundabout)
- Reduce traffic speeds and allow for quicker reaction
- Virtually eliminate high-speed, right angle and head-on crashes



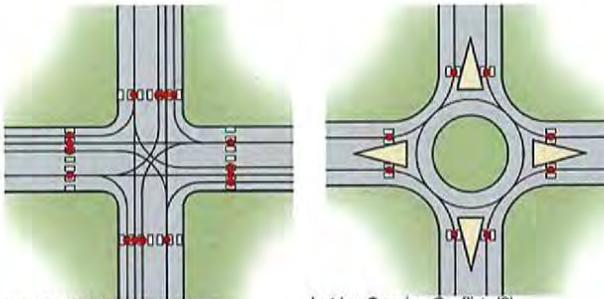
Bridge Street
(CSAH 24)

Transportation
Improvement Project

Pedestrians at Roundabouts



- Pedestrians only look one way at a time
- Refuge island – creates safe haven
- Shorter crossing – 16' versus >24'
- Improves ability for motorists and pedestrians to see and anticipate each other's movements



• Pedestrian Crossing Conflicts (16)

• Pedestrian Crossing Conflicts (8)



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Pedestrians at Roundabouts



- U of M and MnDOT Research Study
 - Studied two busy roundabouts in Richfield and Minneapolis
 - 5,933 Pedestrian crossings and 7,534 bicycle crossings during study period
 - No incidents



TECHNICAL SUMMARY

Technical Editor:
Paul Baker, MNDOT

Project Coordinator:
Steve Hansen, MNDOT

Web Developer:
MnDOT

PROJECT CODE:
95300



Video footage was critically analyzed to capture information about pedestrian driver interactions.

Pedestrian and Bicyclist Safety in Minnesota Roundabout Crossings

What Was the Need?
Roundabouts are relatively new to roads in the United States. Many cities in Minnesota have recently begun installing them because of evidence that they reduce total and severe injury crashes compared to traditional signalized intersections.

Despite this evidence, however, roundabouts are viewed negatively by some members of the public, who have expressed concerns about pedestrian safety when crossing a roundabout, particularly for people with disabilities. Research was necessary to explore safety issues at roundabout crossings for pedestrians and bicyclists.

What Was Our Goal?
This project investigated safety factors of roundabout crossings for pedestrians and bicyclists through direct observation of driver and pedestrian behavior.

What Did We Do?
Researchers visited two roundabouts with significantly different properties. One roundabout, at 64th Street and Farland Avenue in Richfield, Minnesota, has two-lane roundabouts and exits. It serves approximately 27,500 vehicles per day, with about 155 pedestrian crossings and 16 bicycle crossings per day.

The second roundabout is at Minnesota Parkway and Minnetonka Avenue in Minnetonka. It is an eight-lane, single-lane roundabout, located next to a park and regional trail. As a result, it has significantly less vehicle traffic—about 16,000 vehicles per day—but greater pedestrian and bicycle traffic, with approximately 424 pedestrians and 675 bicycles crossing daily.

Researchers collected information about behavior at these roundabouts through systems made specifically for this project that could collect seamless 360-degree video of the roundabout lanes and exits of the four pedestrian crossings. This equipment recorded video at the Richfield site from August 7 to September 4, 2010, and captured 1,204 pedestrian crossings and 122 bicycle crossings. The equipment recorded video at the Minnetonka roundabout from September 18 to October 11, capturing 4,730 pedestrian crossings and 7,534 bicycle crossings.

Researchers then processed and analyzed these videos to examine interactions between vehicles and pedestrians or bicyclists.

What Did We Learn?
This research strongly suggests that roundabout crossings are safe for pedestrians and bicyclists. Investigators had originally planned a separate research phase to evaluate accidents and near accidents involving pedestrians or bicyclists and vehicles. There were no such incidents during the study period, so further study was impossible.

Investigators found that roundabouts do produce a new kind of interaction between pedestrians and vehicles that may be interesting for pedestrians and make them feel unsafe. At the Richfield roundabout, only 41 percent of drivers who do not have yielded

Many pedestrians have expressed concern about safety at newly installed roundabouts. Thousands of pedestrian and bicycle crossings observed in this project, however, showed no evidence of increased rates of safety, and instead show that pedestrians were significantly safer than at signalized intersections.



Bridge Street
(CSAH 24)

Transportation Improvement Project

More Info on Roundabouts



Insurance Institute for Highway Safety

The screenshot shows the website for the Insurance Institute for Highway Safety (IIHS). The page is titled "Roundabouts" and features a list of 14 questions and answers. The questions cover topics such as the definition of a roundabout, safety benefits, design features, and common types. The page also includes a navigation menu with options like "RATINGS", "NEWS", "TOPICS", "VIDEO", and "STATUS REPORT".

INSURANCE INSTITUTE FOR HIGHWAY SAFETY | **HIGHWAY LOSS DATA INSTITUTE**
HIGHWAY SAFETY RESEARCH & COMMUNICATIONS

Roundabouts
These circular intersections promote safe and efficient traffic flow.

February 2014

1. What is a roundabout?
2. How do roundabouts differ from older traffic circles?
3. How do roundabouts affect safety?
4. What types of crashes typically occur at roundabouts?
5. What design features can help minimize crashes at roundabouts?
6. How do roundabouts affect traffic flow?
7. Can roundabouts accommodate larger vehicles?
8. Are roundabouts safe for pedestrians?
9. Do drivers like roundabouts?
10. How do roundabouts affect older drivers?
11. How common are roundabouts in the United States?
12. What kinds of intersections are good candidates for roundabouts? What kinds aren't?
13. Are roundabouts more expensive than traffic signals?
14. What is a mini-roundabout?

References

<http://www.iihs.org/iihs/topics/t/roundabouts/qanda#roundabouts>



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Large Vehicles at Roundabouts



- Roundabouts are designed to allow movement of cars, buses and large semis.



Bridge Street
(CSAH 24)

Transportation
Improvement Project







Roundabouts by Schools - Monticello



Eastview Elementary School



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Roundabouts by Schools - Woodbury



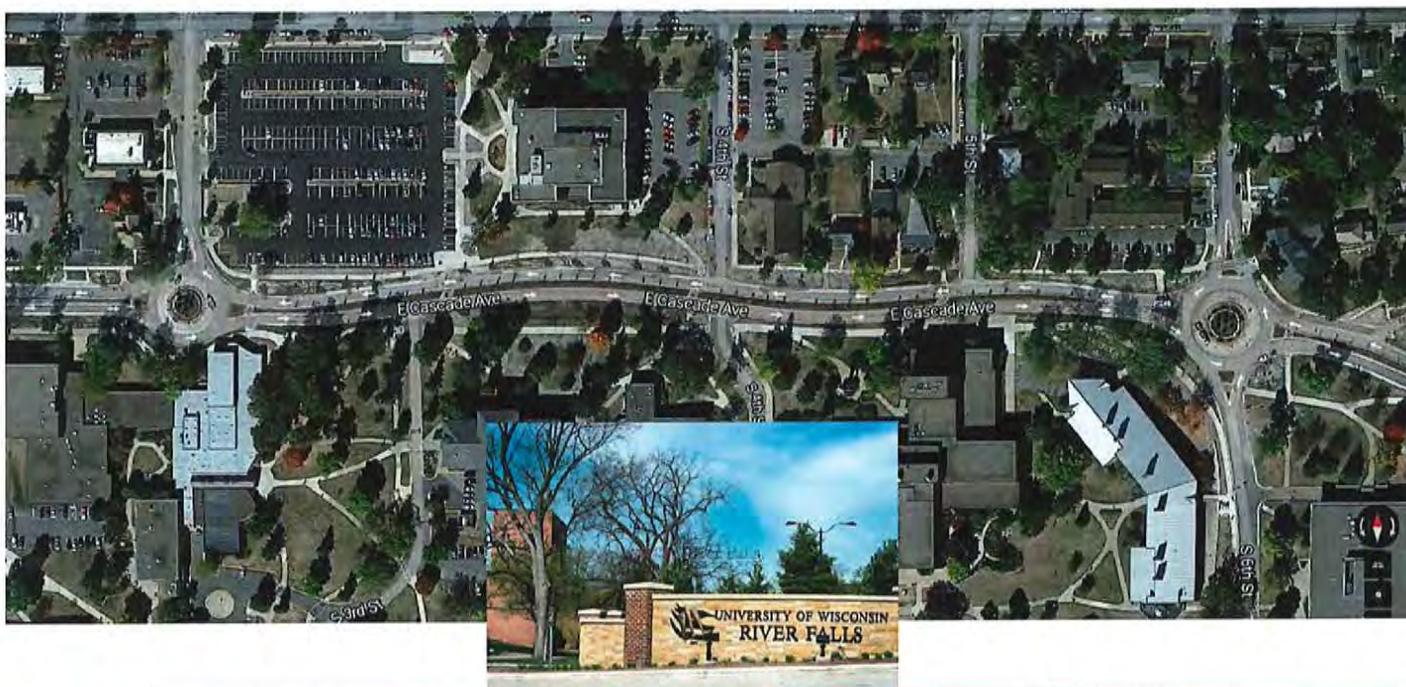
East Ridge High School



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Roundabouts by Schools - University of Wisconsin



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Open House # 1 Recap

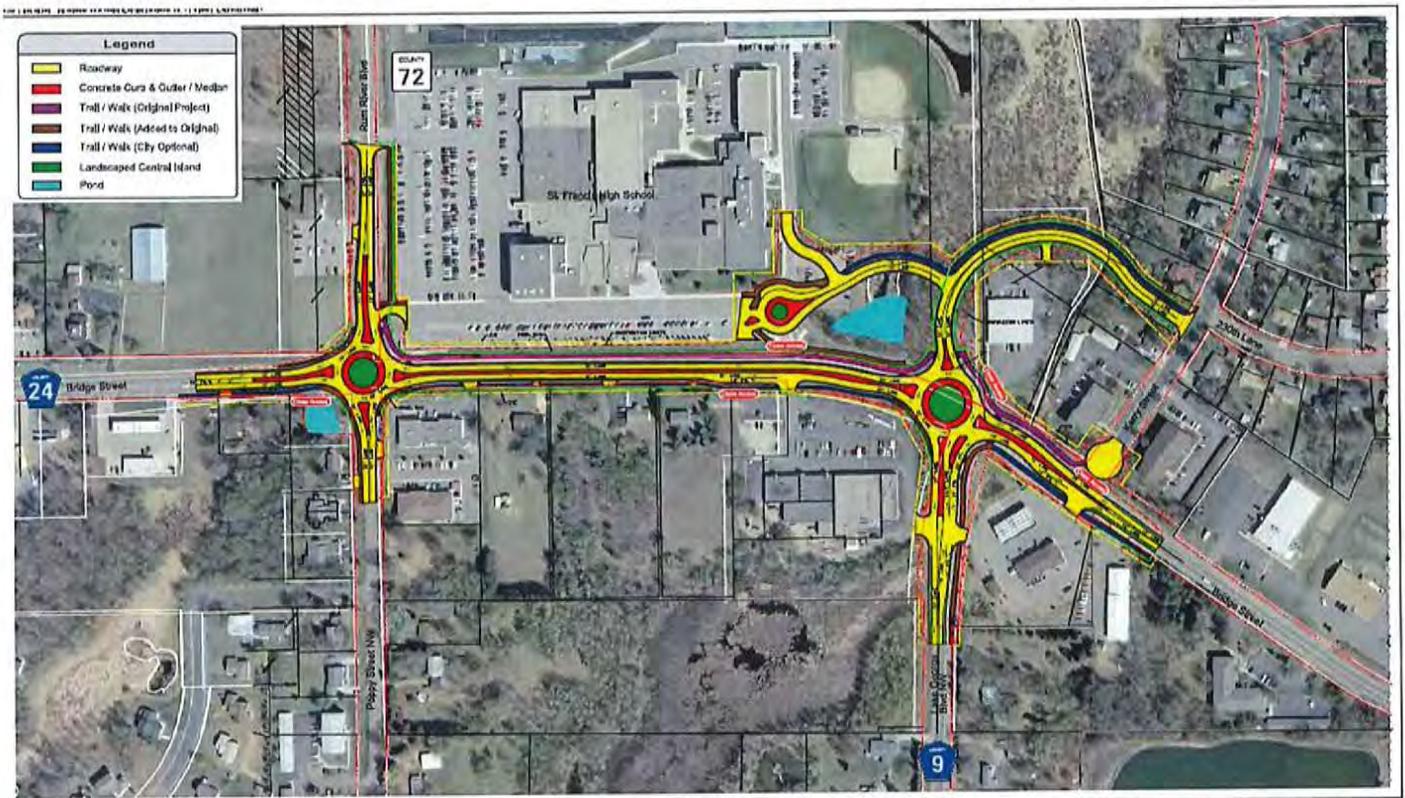


- Pedestrian safety and access
- Pedestrian tunnel option
- Parent drop offs and pick ups
- Bus circulation
- Kerry St. right-in/out
- Alternative alignments for Kerry St.

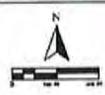


Bridge Street
(CSAH 24)

Transportation
Improvement Project



CSAH 24 (Bridge Street) Improvements
 Anoka County, Minnesota



April 10, 2014

Open House # 1 Recap

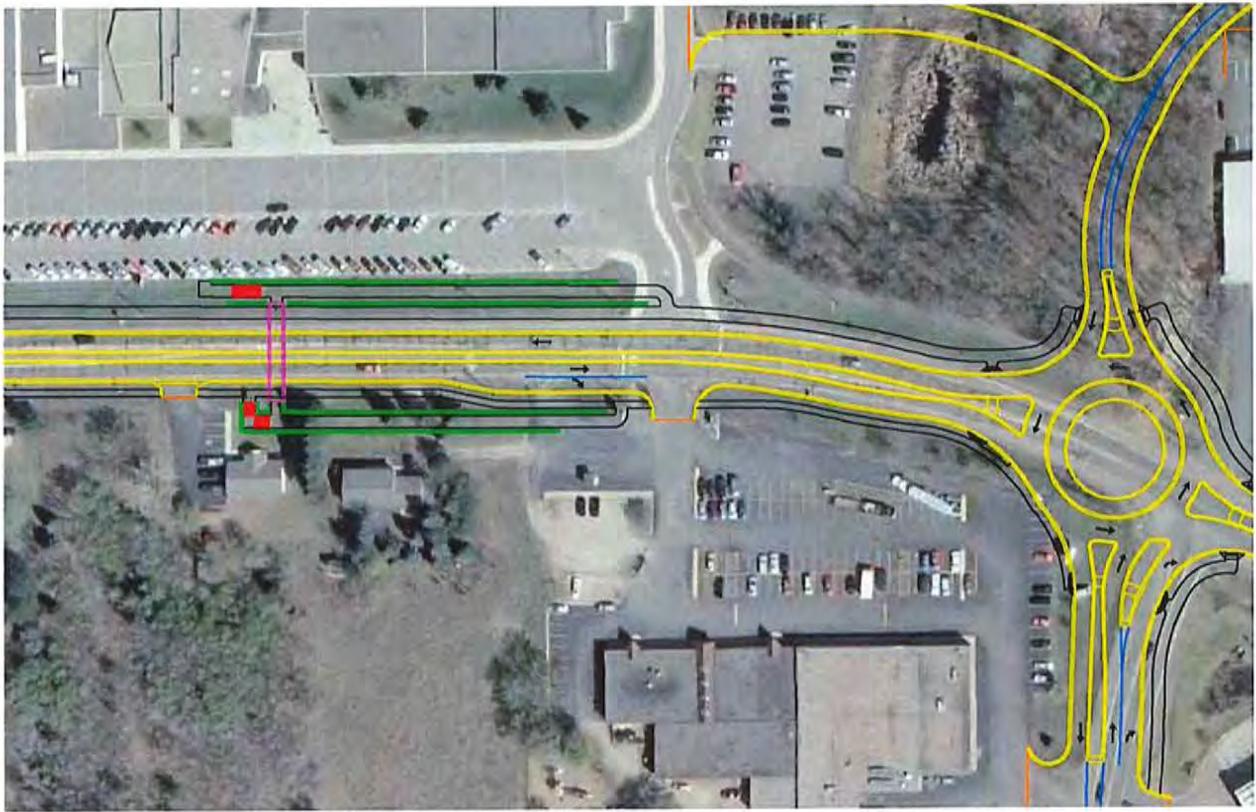


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Bridge Street
(CSAH 24)

Transportation
Improvement Project



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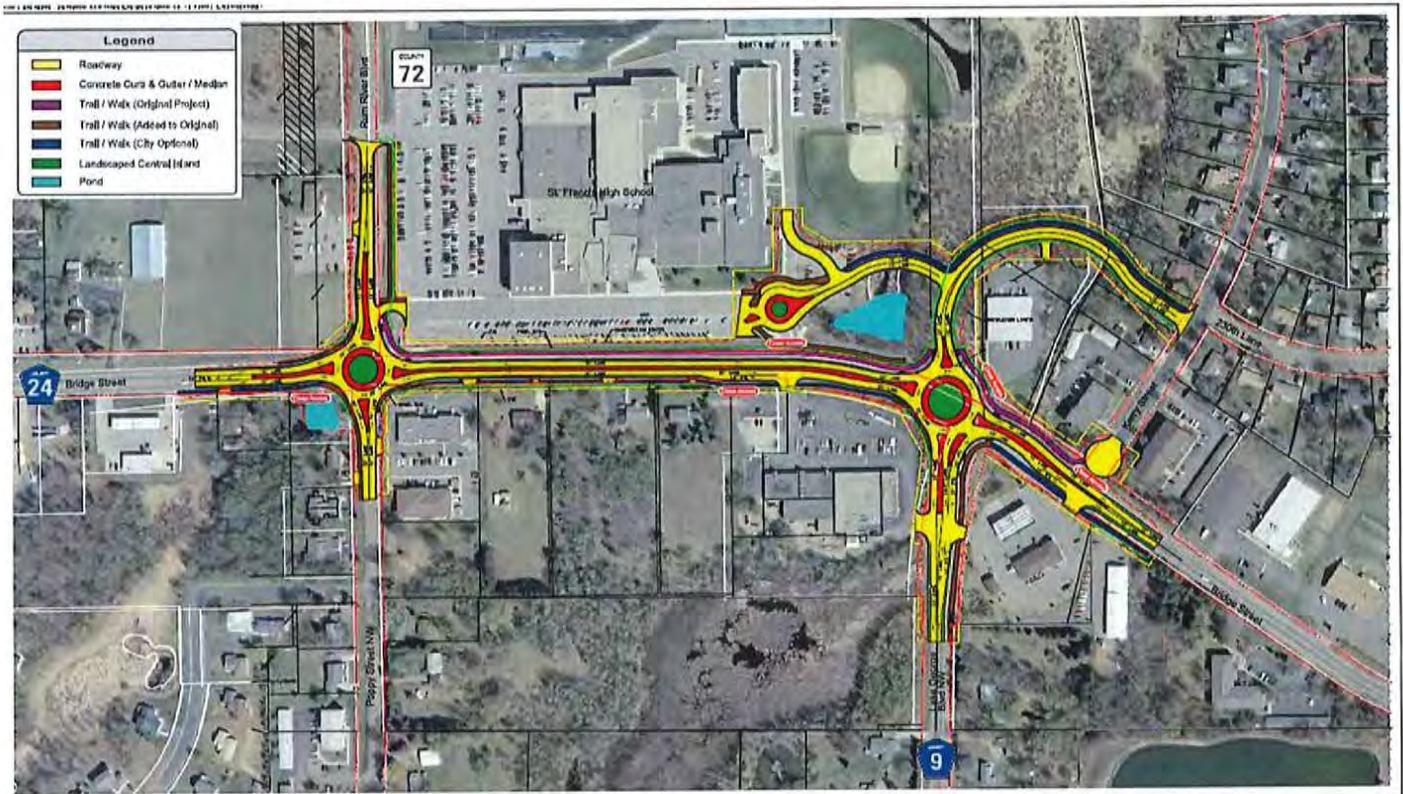


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Bridge Street
(CSAH 24)

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CSAH 24 (Bridge Street) Improvements
 Anoka County, Minnesota



April 10, 2014

Open House # 1 Recap

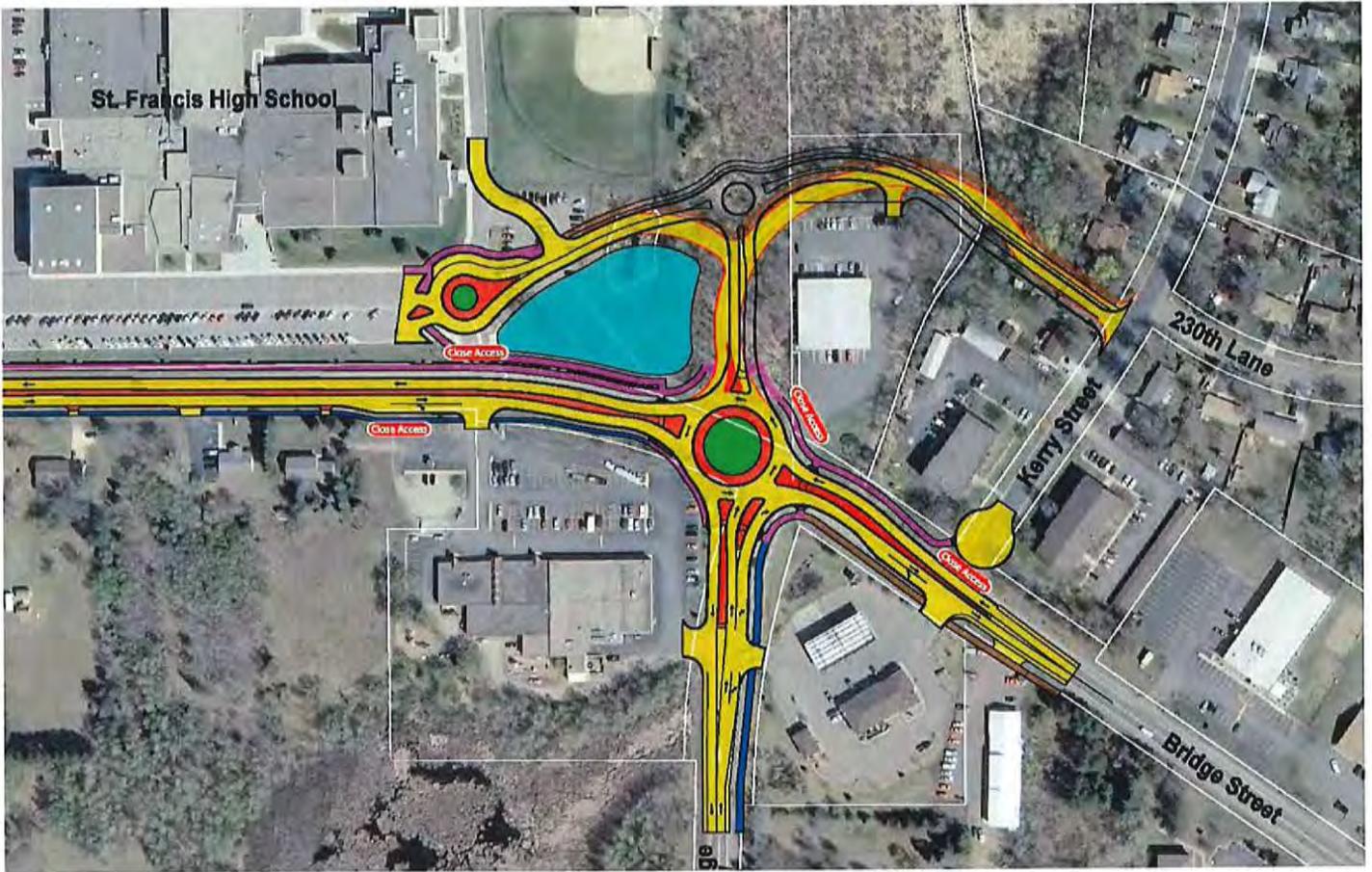


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Bridge Street
(CSAH 24)

Transportation
Improvement Project



Open House # 1 Recap



- Pedestrian safety and access
- Pedestrian tunnel option
- Parent drop offs and pick ups
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- Kerry St. right-in/out
- Alternative alignment for Kerry St.



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Next Steps



- Continue to collect input and feedback
- Finalize city sidewalk/trail needs
- Meet with impacted property owners
- Refine concepts
- Prepare federal environmental document
- Joint Powers Agreement with city



Bridge Street
(CSAH 24)

Transportation
Improvement Project

Key Contacts



Gina Pizzo

Anoka County Highway Department

Gina.Pizzo@co.anoka.mn.us

763-862-4248

Derek Schmidt

WSB & Associates

dschmidt@wsbeng.com

763-287-8308

Jason Orcutt

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Bridge Street
(CSAH 24)

Transportation
Improvement Project

**EXTRACT OF MINUTES OF MEETING OF
THE CITY COUNCIL OF THE
CITY OF ST. FRANCIS, MINNESOTA**

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of St. Francis, Anoka County, Minnesota, was duly called and held at the St. Francis Independent School District Office, 4115 Ambassador Boulevard NW, in said City on the 7th day of July, 2014,

The following members were present: Steve Kane, Amy Lazere, Tim Brown, Chris McClish and Jerry Tveit.

and the following were absent: None.

Member Lazere introduced the following resolution and moved its adoption:

**RESOLUTION ORDERING IMPROVEMENT AND DIRECTING
PREPARATION OF FINAL PLANS AND SPECIFICATIONS CITY OF
ST. FRANCIS, MINNESOTA
RESOLUTION 2014-22**

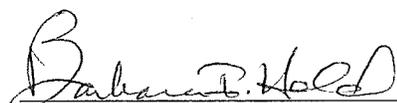
WHEREAS, Anoka County will be reconstructing Country Road 24 during the 2015 construction season.

AND WHEREAS, a preliminary Engineering Report has been prepared which identifies recommended city utility and lighting improvements.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ST. FRANCIS, MINNESOTA:

1. Such improvement is necessary, cost effective, and feasible as detailed in the Preliminary Engineering Report.
2. Such improvement is hereby ordered as proposed in the council resolution adopted this 7th day of July, 2014.
3. Jared Voge (Bolton & Menk, Inc.) is hereby designated as the engineer for this improvement. He shall prepare plans and specifications for the making of such improvement.

Adopted by the council this 7th day of July, 2014.


Barbara I. Held, City Clerk


Jerry Tveit, Mayor of St. Francis



**JOINT POWERS AGREEMENT
FOR THE RECONSTRUCTION PROJECT
ON CSAH 24 (BRIDGE ST) FROM
CR 72 (RUM RIVER BLVD/POPPY ST) THROUGH KERRY ST
IN THE CITY OF ST FRANCIS, MN
(SP 002-624-026)**

THIS AGREEMENT is made and entered into this _ day of _____, 2014 by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as "County", and the City of St Francis, 23340 Cree St NW, St Francis, MN 55070, hereinafter referred to as "City".

WITNESSETH

WHEREAS, the parties to this agreement agree it is in the best interest of the traveling public to reconstruct County State Aid Highway (CSAH) 24 (Bridge St) from County Road (CR) 72 (Rum River Blvd/Poppy St) through Kerry St and,

WHEREAS, said parties mutually agree that CSAH 24 from CR 72 through Kerry St is in need of improvement; and,

WHEREAS, the County has prepared preliminary design plans for the reconstruction of CSAH 24 from CR 72 through Kerry St in accordance with Anoka County and the Minnesota Department of Transportation standards to a staff approved layout condition; and,

WHEREAS, Anoka County has jurisdiction over CSAH 24 from CR 72 through Kerry St and,

WHEREAS, the parties agree that it is in their best interest that the cost of said project be shared; and,

WHEREAS, Minn. Stat. § 471.59 authorizes political subdivisions of the state to enter into joint powers agreements for the joint exercise of powers common to each.

NOW, THEREFORE, IT IS MUTUALLY STIPULATED AND AGREED:

I. PURPOSE

The parties have joined together for the purpose of reconstructing the roadway, drainage and trail as well as other utilities on CSAH 24 from CR 72 through Kerry St as described in the preliminary design plans. The County project number for the reconstruction is SP 002-624-026 and the City project number is SAP ###-###-###. Said engineering plans are filed in the office of the Anoka County Highway Department and incorporated herein by reference.

The parties to this Joint Powers Agreement (JPA) agree in principle that construction of County State Aid Project No. 002-624-026 CSAH 24 from CR 72 through Kerry St is in the best interest of the traveling public and that the Preliminary Layout as shown in Exhibit "A" defines the preliminary design of the Project.

It is agreed that the Exhibit "A" Layout dated May 11, 2014 has been reviewed and accepted by the parties and is suitable for preparation of final construction documents. Any significant changes made hereafter to the design as presented in the Exhibit "A" Layout will require approval by the parties as an amendment to this JPA. These same changes will require a change in the cost share to include any additional design engineering costs that may occur.

II. METHOD

The County shall cause the construction of Anoka County Project SP 002-624-026, City project number S.A.P. ###-###-###, in conformance with proposed engineering plans and specifications.

IMPROVEMENTS

It is agreed by the parties that in 2015 CSAH 24 will be reconstructed into a two lane section with roundabouts at CSAH 24/CR 72 and at CSAH 24/CSAH 9. The Kerry St connection to CSAH 24 will be closed, and Kerry St realigned west to the roundabout at CSAH 9. The roadway will have a concrete median to the extent shown in "Exhibit A". Improvements include but are not limited to: roadway widening, roundabout construction, turn lanes, shoulders, curb & gutter, and bituminous trail/sidewalk. The costs of these improvements have been estimated for this agreement and will be finalized after bids have been received. These costs will be shared by the County and the City.

RIGHT OF WAY:

The parties agree that the County will acquire all necessary right-of-way and easements for the Project. Acquisition of any additional right-of-way and/or easements needed for improvements to the City street intersections beyond what is defined in the Exhibit "A" Layout will be the responsibility of the City. It is agreed by the parties that all necessary right of way and easements will be in legal possession of the County prior to acceptance of bids for the project. Any City owned property or easements required for the construction will be conveyed to the County at no cost.

To facilitate the construction of the CSAH 24 (Bridge St) Roundabouts Project, the County and the City agree to exchange property as provided below:

At no cost to the City, the County shall convey fee title to the City the property identified as Parcel 1 in pink on the attached Exhibit D.

At no cost to the City, the County shall acquire and convey fee title to the City the property identified as Parcel 2 in green on the attached Exhibit D.

At no cost to the County, the City shall convey fee title to the County the property identified as Parcel 3 in purple on the attached Exhibit D.

The County shall at no cost to the City convey fee title to the City the property identified on the attached Exhibit E.

DRAINAGE:

The City shall pay for a percentage of the cost of the storm sewer system. The City portion of the cost is based on contributing flow through the storm sewer system determined by the product of contributing area and runoff coefficient.

CONCRETE SIDEWALK/BITUMINOUS TRAIL:

CSAH 24 North Side:

The parties agree that the construction of the bituminous trail along the north side of CSAH 24 is eligible for Federal funds and that the City will contribute all matching funds [except for the replacement of the existing trail at the CR 72 intersection and at the CSAH 9 intersection, which is paid for by the County]. This trail location has been agreed to by the City. If this location changes in the future, the additional costs associated with this change will be the responsibility of the City.

CSAH 24 South Side:

The parties agree that the construction of the bituminous trail along the south side of CSAH 24 (from west of CR 72 to CSAH 9) and the east side of CSAH 9 is not eligible for Federal funds and that the City will pay 100% of construction costs. This trail location has been agreed to by the City. If this location changes in the future, the additional costs associated with this change will be the responsibility of the City.

This trail is proposed to be part of the County Regional Trail System and is eligible for potential funding through the Metropolitan Council's Regional Parks Capital Improvement Program after the project has been constructed and a request has been received from the City. If the Anoka County Parks and Recreation Department receives a letter of request from the City, the Anoka County Parks and Recreation Department will seek reimbursement for one-half of the City's share for this trail connection. If funds are secured, the Anoka County Parks and Recreation Department will reimburse the City with the additional funds received.

Kerry St Trail/Sidewalk:

The parties agree that the construction of the trail/sidewalk along the north side of Kerry St is not eligible for Federal funds and that the City will pay 100% of construction costs. This trail location has been agreed to by the City. If this location changes in the future, the additional costs associated with this change will be the responsibility of the City.

School Entrance Trail/Sidewalk:

The parties agree that the construction of the trail/sidewalk along the north side of the school entrance is not eligible for Federal funds and that the City will pay 100% of construction costs. This trail location has been agreed to by the City and the school district. If this location changes in the future, the additional costs associated with this change will be the responsibility of the City.

The parties understand that the cost for the trail/sidewalk includes: bituminous surfacing, aggregate base, excavation (including muck excavation), borrow material (granular and topsoil), and turf establishment. The parties agree that the County will pay for the design of the trail, wetland mitigation required by

impacts caused by the trail, the additional right of way and easements required to construct the trail at the proper location, and any removal items, with the exception of soils, required to construct the trail.

TRAFFIC CONTROL:

The parties understand and agree that CSAH 24 will be open to thru traffic during construction. The parties agree and understand the cost share for traffic control for the city shall be a prorated share based on the City project cost divided by the total project cost.

DRIVEWAYS:

The parties agree that all driveways affected by the Project will be reconstructed in kind at 100% project cost with the cost of any upgrades requested by the City, including concrete aprons, to be the sole responsibility of the City.

LANDSCAPING/STREETSCAPING:

The parties agree that if the City wishes to include landscaping or streetscape features in the project, they shall be designed in accordance with Anoka County Highway Department Landscape/Streetscape Guidelines. The City shall supply the signed plan sheets and specifications for the proposed landscape/streetscape. The total cost of the design as well as the construction cost above standard median/roundabout cost will be at the expense of the requesting City. All construction documents must be submitted to the County by December 15, 2014. Maintenance of any landscaping/streetscaping will be the sole responsibility of the City.

LIGHTING:

The parties agree that the roundabout intersection lighting is eligible for federal funds, and that the costs will be shared per the standard County cost share for traffic signals, with the City paying for 100% of City legs and for 50% of County legs. If the City would like additional lighting on the project, this would be 100% City cost.

UTILITIES:

The parties agree that the Exhibit "A" Layout does not include specific proposed utility locations. The City will be responsible for the design of any sanitary sewer and water main improvements and/or relocations due to road reconstruction, which will be incorporated into the project bid documents. The cost of the design of these features shall be the responsibility of the City. The cost of construction of these features shall be the responsibility of the City. In areas where relocations are solely due to road reconstruction federal funds shall be applied. The City's design of the sanitary sewer and water main utilities are to include signed plans, specifications, and estimated quantities and cost. All construction documents must be submitted to the County by December 15, 2014.

PERMITS:

The parties agree that the County will secure all necessary permits for this Project. The City agrees to coordinate with the County in securing any permits required by the Upper Rum River Watershed Management Organization, city permits, as well as any other permits that may be required. The County

also requests that the City inform the County of any ordinances or city regulations that affect construction at the time of the signing of this JPA. (e.g. setbacks, tree clearing ordinances, or any other city ordinances.)

III. COSTS

The contract costs of the work, or if the work is not contracted, the cost of all labor, materials, normal engineering costs and equipment rental required to complete the work, shall constitute the actual "construction costs" and shall be so referred to herein. "Estimated costs" are good faith projections of the costs, which will be incurred for this project. Actual costs will vary and those will be the costs for which the relevant parties will be responsible.

The estimated construction cost of the total project is \$2,969,560.00 (\$2,816,924.00 excluding optional items). Federal funds available for the Project are capped at \$1,478,400. The federal funds shall be split based on the ratio of eligible cost incurred by each party to the total eligible project cost. Eligible costs are the costs of items that can participate in federal funding as shown on Exhibit B.

Including Optional Items

The total estimated construction cost to the City is \$782,513.88 (prior to application of federal funds available). After federal funding percentage is applied, the cost to the City for their share of the construction items of the Project is \$434,351.59 (\$782,513.88 minus \$348,162.29), the federal funds available to the City).

The City participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$782,513.88. The estimated cost to the City for construction engineering is \$65,281.59. In summary, the total City share of this project is \$847,795.47 (includes construction and construction engineering costs). The total cost to the City after federal funds have been applied including construction engineering is *** \$496,952.70 (see summary below).**

*(\$782,513.88 – \$348,162.29 + \$65,281.59 = \$496,952.70, note: construction engineering costs are not federally eligible)

Excluding Optional Items

The total estimated construction cost to the City is \$663,383.88 (prior to application of federal funds available). After federal funding percentage is applied, the cost to the City for their share of the construction items of the Project is \$315,221.59 (\$663,383.88 minus \$348,162.29), the federal funds available to the City).

The City participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$663,383.88. The estimated cost to the City for construction engineering is \$53,070.71. In summary, the total City share of this project is \$716,454.59 (includes construction and construction engineering costs). The total cost to the City after federal funds have been applied including construction engineering is *** \$368,292.30 (see summary below).**

*(\$663,383.88 – \$348,162.29 + \$53,070.71 = \$368,292.30, note: construction engineering costs are not federally eligible)

Upon award of the contract, the City shall pay to the County, upon written demand by the County, ninety five percent (95%) of its portion of the cost of the project estimated at \$472,105.07 (\$349,877.69 excluding optional items). Prior to billing, this estimate will be updated by the County to reflect the actual bid prices as awarded. An updated cost estimate shall be provided to the City at the time of billing. The City's share of the cost of the project shall include only construction and construction engineering expense and does not include engineering design and administrative expenses incurred by the County.

Upon final completion of the project, the City's share of the construction cost will be based upon actual construction costs. If necessary, adjustments to the initial ninety five percent (95%) charged to the city will be made in the form of credit or additional charges to the City's share. Also, the remaining five percent (5%) of the City's portion of the construction costs shall be paid.

IV. TERM

This Agreement shall continue until terminated as provided hereinafter.

V. DISBURSEMENT OF FUNDS

All funds disbursed by the County or City pursuant to this Agreement shall be disbursed by each entity pursuant to the method provided by law.

VI. CONTRACTS AND PURCHASES

All contracts let and purchases made pursuant to this Agreement shall be made by the County in conformance to the State laws.

VII. STRICT ACCOUNTABILITY

A strict accounting shall be made of all funds and report of all receipts shall be made upon request by either party. Prior to City payment to the County, the County shall provide the City a copy of all cost participation documents submitted to MnDOT State Aid to assist the City in their application for MSA funding.

VIII. TERMINATION

This Agreement may be terminated by either party at any time, with or without cause, upon not less than thirty (30) days written notice delivered by mail or in person to the other party. If notice is delivered by mail, it shall be deemed to be received two days after mailing. Such termination shall not be effective with respect to any solicitation of bids or any purchases of services or goods which occurred prior to such notice of termination. The City shall pay its pro rata share of costs which the County incurred prior to such notice of termination.

X. MAINTENANCE

- A. Maintenance of the completed storm sewer (except catch basins and catch basin leads on CSAH 24) and detention basins (including ponds and their outlet structures and grit chambers/collectors) shall be the sole obligation of the City.
- B. Maintenance of all sidewalks, including snow plowing, shall be the sole responsibility of the City.
- C. Maintenance of the bituminous trails shall be the responsibility of the City. The City shall be responsible for general routine maintenance, such as, sweeping, clearing, plowing, trash removal and other incidental items and shall be responsible for long-term maintenance, such as bituminous overlays, crack sealing and replacement.
- D. Maintenance of crosswalk pavement markings on City streets shall be the responsibility of the City. The County will be responsible for all crosswalk pavement markings for the crossings at all County streets.

- E. Maintenance of streetlights and cost of electrical power to the streetlights shall be the sole obligation of the City.

XI. NOTICE

For purposes of delivery of any notices herein, the notice shall be effective if delivered to the County Administrator of Anoka County, 2100 Third Avenue, Anoka, Minnesota 55303, on behalf of the County, and to the City Administrator of the City of St Francis, 23340 Cree St NW, St Francis, MN 55070, on behalf of the City.

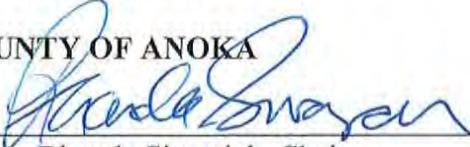
XII. INDEMNIFICATION

The City and County mutually agree to indemnify and hold harmless each other from any claims, losses, costs, expenses or damages resulting from the acts or omissions of the respective officers, agents, or employees relating to activities conducted by either party under this Agreement.

XIII. ENTIRE AGREEMENT REQUIREMENT OF WRITING

It is understood and agreed that the entire agreement of the parties is contained herein and that this Agreement supersedes all oral agreements and all negotiations between the parties relating to the subject matter thereof, as well as any previous agreement presently in effect between the parties to the subject matter thereof. Any alterations, variations, or modifications of the provisions of this Agreement shall be valid only when they have been reduced to writing and duly signed by the parties.

IN WITNESS WHEREOF, the parties to this Agreement have hereunto set their hands on the dates written below.

COUNTY OF ANOKA
By: 
Rhonda Sivarajah, Chair
Board of Commissioners

Dated: 10-14-14

CITY OF ST FRANCIS
By: 
Jerry Tveit
Mayor

Dated: 8-19-14

ATTEST
By: 
Jerry Soma
County Administrator

Dated: 10-14-14

By:  
Matthew L. Hyle
Acting City Administrator

Dated: 8-19-14

RECOMMENDED FOR APPROVAL
By: 
Douglas W. Fischer, P.E.
County Engineer

Dated: 10/7/14

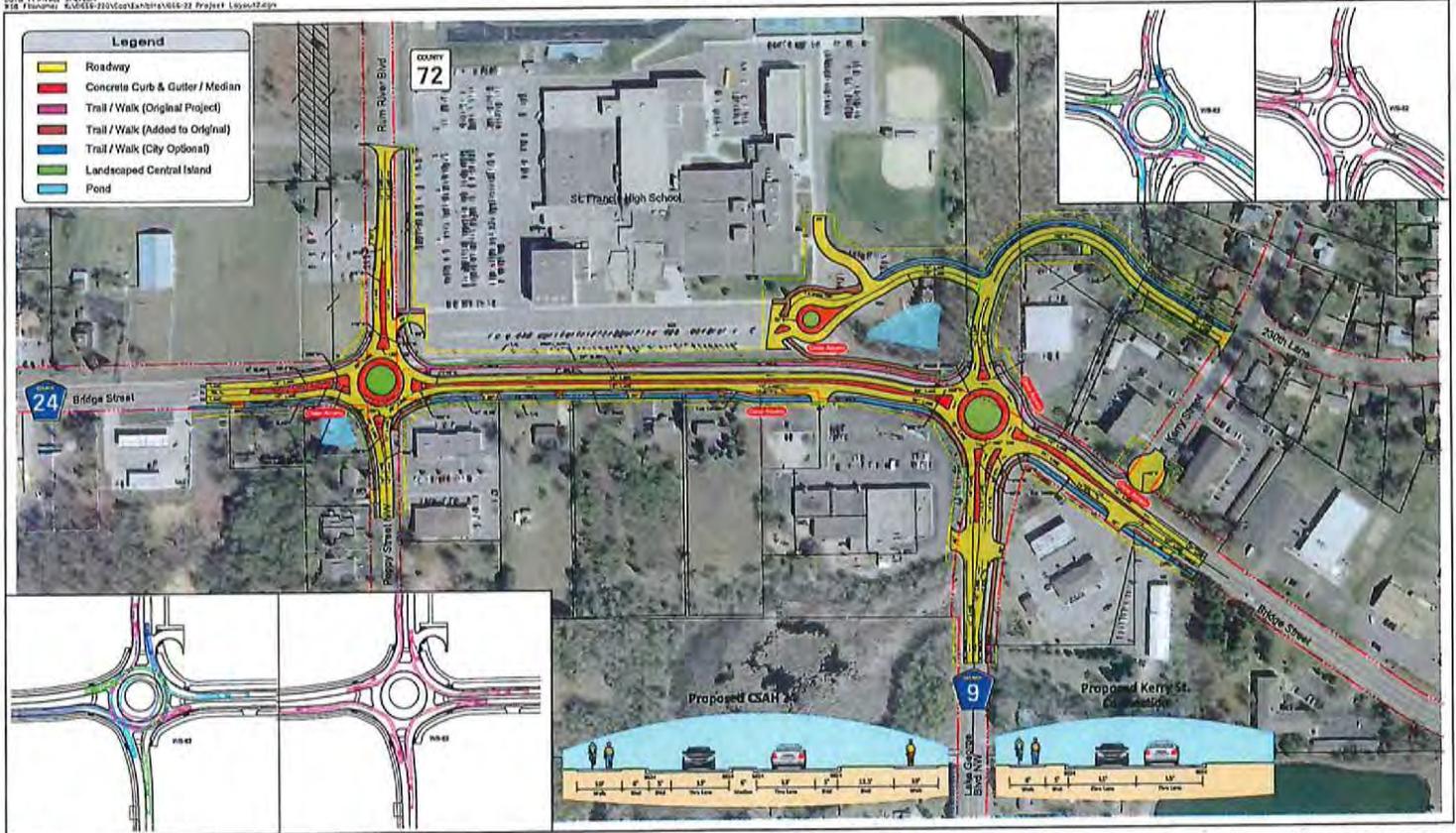
~~By: _____
City Attorney
Dated: _____~~

APPROVED AS TO FORM
By: 
Dan Klint
Assistant County Attorney

Dated: 10-21-14

EXHIBIT A

DATE: 5/3/2014
 PROJECT: ANOKA COUNTY BRIDGE STREET IMPROVEMENTS PROJECT



CSAH 24 (Bridge Street) Improvements
 Anoka County, Minnesota



Project Layout
 May 11, 2014

Small text at the bottom left corner, likely a file path or reference number.

EXHIBIT B

STATEMENT OF ESTIMATED LIABILITIES

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FUND	ACCOUNT	OBJ	SUB	FUND BALANCE		BUDGET		APPROPRIATION		COMMITMENT		ENCUMBRANCE		TOTAL		TOTAL		TOTAL		TOTAL	
				10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11
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FUND	ACCOUNT	OBJ	SUB	FUND BALANCE		BUDGET		APPROPRIATION		COMMITMENT		ENCUMBRANCE		TOTAL		TOTAL		TOTAL		TOTAL	
				10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11	10/1/10	9/30/11
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EXHIBIT "C"

COST-SHARING AGREEMENT FOR PROJECTS CONSTRUCTED IN ANOKA COUNTY USING COUNTY STATE AID FUNDS OR LOCAL TAX LEVY DOLLARS

<u>ITEMS</u>	<u>COUNTY SHARE</u>	<u>CITY SHARE</u>
Concrete Curb & Gutter	50%	50%
Concrete Curb & Gutter for Median Construction	100%	0%
Concrete Median	100%	0* ¹
Concrete Sidewalk	0%	100%
Concrete Sidewalk Replacement	100%	0%
Bikeways	0%	100%
Bikeway Replacement	100%,	0%
Unless existing trail not placed at edge of RW		
Construction or Adjustment of Local Utilities	0%	100%
Grading, Base and Bituminous	100%	0%
Storm Sewer	based on state aid letter* ²	based on state aid letter* ²
Driveway Upgrades	100%, in-kind	100%, of up-grades
Traffic Signals, new & replacements (communities larger than 5,000) w/ State Aid approved SJR	½ the cost of it's legs of the intersection	the cost of its legs of the intersection plus ½ the cost of the County legs of the intersection
Traffic Signals, new & replacements (communities less than 5,000) w/ State Aid approved SJR	100%	0%
Traffic Signal, w/o State Aid approved SJR	0%	100%
EVP	0%	100%
Engineering Services	* ³	* ³
Right-of-Way	100%* ⁴	0%
Street Lights	0%	100%
Noise Walls	100%* ⁵	0%* ⁵

- *1 The County pays for 100% of Standard Median Design such as plain concrete. If a local unit of government requests decorative median such as brick, stamped concrete, or landscaping, the local unit will pay the additional cost above the cost of standard median.
- *2 In the event no State Aid is being used, or in the event the state aid letter does not determine cost split percentages, drainage cost shares will be computed by the proportion of contributing flow outside the County right of way to the total contributing flow.
- *3 Engineering shall be paid by the Lead Agency except that any participating agency will pay construction engineering in the amount of 8% of the construction costs paid by that agency.
- *4 In the event that the Township or City requests purchase of right-of-way in excess of those right-of-ways required by County construction, the Township or City participates to the extent an agreement can be reached in these properties. For instance, a Township or City may request a sidewalk be constructed alongside a County roadway which would require additional right-of-way, in which case the Township or City may pay for that portion of the right-of-way. Acquisition of right-of-way for new alignments shall be the responsibility of the Township or City in which the alignment is located. This provision may be waived by agreement with the County Board if the roadway replaces an existing alignment and the local unit of government takes jurisdiction of that existing alignment. In addition, any costs, including right-of-way costs, incurred by the County because a Township or City did not acquire sufficient right-of-way during the platting process or redevelopment process as requested by the County shall be paid by the Township or City.
- *5 If previously notified, the City shall be responsible for future noise wall maintenance. Notification includes any letter to the agency indicating that noise will potentially be an issue in the future, likely received during the Plat Review Process. The County shall pay 100% of Standard Noise Wall Cost. If a local agency requests decorative noise walls, then the requesting agency will pay the additional cost above the cost of standard noise wall. Furthermore, should an agency request a noise wall to be built where not required by the applicable federal or state standard, the entire cost of the wall shall be borne by the requesting agency.



Anoka Co. Hwy \$27,100-6.61ac.



**CITY OF ST. FRANCIS
ST. FRANCIS, MN
ANOKA COUNTY**

RESOLUTION 2014-40

RESOLUTION REVOKING MUNICIPAL STATE AID STREETS

WHEREAS, it appears to the City Council of the City of St. Francis that the streets hereinafter described as Municipal State Aid Streets under the provisions of Minnesota Law.

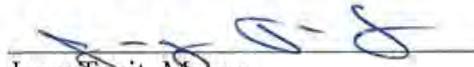
NOW THEREFORE BE IT RESOLVED, by the City Council of the City of St. Francis that the streets described as follows, to-wit:

Part of MSAS 148 Kerry Street Northwest-Bridge Street N.W. (CSAH 24) to 0.08 miles north of Bridge Street N.W. (CSAH 24)

be, and hereby are revoked as Municipal State Aid Streets of said City subject to the approval of the Commissioner of Transportation of the State of Minnesota.

BE IT FURTHER RESOLVED, that the City Clerk is hereby authorized and directed to forward two certified copies of this resolution to the Commissioner of Transportation for his consideration.

ADOPTED BY THE ST. FRANCIS CITY COUNCIL ON NOVEMBER 17, 2014.


Jerry Tveit, Mayor

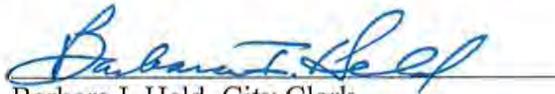
ATTEST:


Barbara I. Held, City Clerk

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted and approved by the City Council of said City on November 17, 2014.




Barbara I. Held, City Clerk

City of St. Francis

CITY OF ST. FRANCIS
ST. FRANCIS, MN
ANOKA COUNTY

RESOLUTION 2014-41

RESOLUTION ESTABLISHING MUNICIPAL STATE AID STREETS

WHEREAS, it appears to the City Council of the City of St. Francis that the streets hereinafter described should be designated Municipal State Aid Streets under the provisions of Minnesota Law.

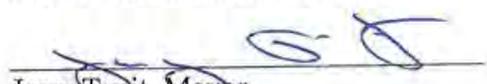
NOW THEREFORE BE IT RESOLVED, by the City Council of the City of St. Francis that the streets described as follows, to-wit:

MSAS 154 Unnamed Street – From intersection of CSAH 9 and Bridge Street (CSAH 24) to an intersection on Kerry Street 0.08 miles north of Bridge Street N.W. (CSAH 24)

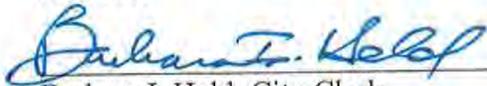
be, and hereby are established, located, and designated Municipal State Aid Streets of said City subject to the approval of the Commissioner of Transportation of the State of Minnesota.

BE IT FURTHER RESOLVED, that the City Clerk is hereby authorized and directed to forward two certified copies of this resolution to the Commissioner of Transportation for his consideration, and that upon his approval of the designation of said streets or portions thereof, that same be constructed, improved and maintained as Municipal State Aid Streets of the City of St. Francis, to be numbered and known as Municipal State Aid Streets.

ADOPTED BY THE ST. FRANCIS CITY COUNCIL ON NOVEMBER 17, 2014

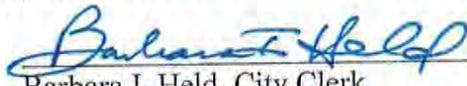

Jerry Tveit, Mayor

ATTEST:


Barbara I. Held, City Clerk

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted and approved by the City Council of said City on November 17, 2014.


Barbara I. Held, City Clerk



City of St. Francis