

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

CITY HALL
23340 CREE STREET NW
Work Session Agenda
DECEMBER 11, 2019
5:30 PM

1. Roll Call
2. Bee Ordinance Discussion
3. Dirt Tracks Discussion
4. City Buildings Discussion
5. Adjournment

TO: Joe Kohlmann, City Administrator
FROM: Kate Thunstrom, Community Development Director
SUBJECT: Bee Ordinance
DATE: December 11, 2019

OVERVIEW

Council was approached by a resident interested in bee keeping and the impact that current City Ordinance has to property owners regarding bees. Current city code is light on restrictions but does require a property be five (5) acres in size, 100 foot setbacks and a limit of one (1) hive.

Basic facts of bee hives:

- ❖ Bees can travel 2 to 4 miles
- ❖ Hives contain one Queen bee and between 5,000 to 60,000 worker bees
- ❖ Hives can attract bear, skunk, birds and mice if not kept or secured properly

Best practices show two approaches to this issue. Cities either have:

1. No ordinances, city has determined this is not an issue they want/can or chose to regulate.
 - This includes: Nowthen, Oak Grove, and East Bethel
2. Ordinances with acreage requirements
 - Elk River: 1 to 5 acres = 6 hives, greater than 5 = unlimited
 - Andover: 2 or less = 0, 2-5 = unlimited, outside of MUSA only
 - Shoreview: less than ½ acre = 2, under ¾ = 4, 1 acre = 6, greater than 1 acre = 8

Within the Cities that regulate bees, rules are related to setbacks. One city had a license requirement.

ITEMS TO BE DICUSSED:

Does St. Francis want to regulate Bees?

Yes – does the current ordinance need to be revised?

No – city could make changes to create a nuisance ordinance in the event hives are mismanaged by property owners.



If Council feels the current City Ordinance needs updates or changes, to what extent?

- Staff does not propose a licensing or inspection process. If complaints were to be received, staff would review situation against code like other local concerns.
- Setbacks for side and rear property lines of no less than 50 feet. No hives to be kept in the front yard, a corner lot is considered to have two front yards.
- Staff proposes setbacks from structures to be 100 feet, same requirement as accessory structures
- Change limits based on acreage:
 - No hives within MUSA
 - 1.5 to 2.5 acres = 2 hives
 - 2.6 to 4.9 acres = 4 hives
 - Five plus acres = unlimited

If Council wishes to change the existing ordinance and regulate bees, staff will create a draft Ordinance for Council consideration beginning with the information discussed tonight.

**WORKSESSION
AGENDA REPORT**

Agenda Item #

3

TO: Joe Kohlmann, City Administrator
FROM: Kate Thunstrom, Community Development Director
SUBJECT: Dirt Tracks
DATE: December 11, 2019

OVERVIEW

At a City Council meeting there was a complaint brought forward regarding a property having and heavily using a race track in a residential neighborhood. Race tracks, whether dirt or other, are currently not addressed in City Code. When staff receive complaints regarding race tracks we review the track based on erosion, noise and other codes.

Since the Council meeting, staff was requested to review surrounding other cities ordinances. Attached is the information that was identified in other cities.

ITEMS TO BE DICUSSED:

When designing this code, Council needs to consider

- The enforcement ability of the code. Enforcement of a race track and/or the use of motorized recreational vehicles outside of residential neighborhoods could be difficult.
- Additionally, is the issue motorized recreational vehicles or how they are being used. Many households have and use ATV/UTV's for other things such as snow removal or yard work. Also a snowmobile could also be used on a race track but they are allowed in parts of the City.

Does Council wish to update *City Code 7-3-6 Recreational Motor Vehicles* to address race (dirt or other) tracks in residential neighborhoods?

If yes, what are the changes Council would like to address?

- Are tracks allowed or prohibited in residential areas (urban and rural)?
- Should there be a minimum lot size?
- Desired setbacks that Council feels reasonable?
- Hours of use, should this be limited?



Once the points above are agreed upon by Council, staff in Community Development will work with the Police Department to update and suggest amendments to City Ordinance 7-3-6 Recreational Motor Vehicles and present to Council at an upcoming meeting.

ATTACHMENTS:

Current City Code 7-3-6 Recreational Motor Vehicles (including snowmobiles)

Research of other Cities

City Map

7-3-6. - Recreational motor vehicles (including snowmobiles).

- A. *Definitions.* For the purposes of this Section, the terms defined shall have the meanings given them.
1. **Motorized Bicycle** —A bicycle with fully operable pedals which may be propelled by human power or a motor, or by both, with a motor of a capacity of less than fifty (50) cubic centimeters piston displacement, and a maximum of two break horsepower, which is capable of a maximum speed of not more than thirty (30) miles per hour on a flat surface with not more than one percent grade in any direction when the motor is engaged.
 2. **All-Terrain Vehicle or ATV** —Trail bikes, amphibious vehicles and similar devices, other than snowmobiles, used at least partially for travel on natural terrain, but not "special mobile equipment" as defined in M.S.A. 168.011, Subd. 22, which is hereby incorporated herein by reference.
 3. **Snowmobile** —A self-propelled vehicle designed for travel on snow or ice or natural terrain steered by wheels, skis or runners.
 4. **Recreational Motor Vehicle** —Any self-propelled vehicle and any vehicle propelled or drawn by a self-propelled vehicle used for recreational purposes, including but not limited to a motorized bicycle, all-terrain vehicle, snowmobile, hovercraft, or motor vehicle licensed for highway operation which is being used for off-road recreational purposes.
 5. **Owner** —A person, other than a lien holder, having a property interest in, or title to, a recreational motor vehicle, who is entitled to the use or possession thereof.
 6. **Operate** —To ride in or on and have control of a recreational motor vehicle.
 7. **Operator** —The person who operates or is in actual physical control of a recreational motor vehicle.
- B. *Recreational Motor Vehicle Operating Restrictions.* It is unlawful for any person to operate a recreational motor vehicle as follows:
1. On a public sidewalk or walkway provided or used for pedestrian travel.
 2. On private property of another without lawful authority or written permission of the owner or occupant.
 3. On any lands owned or occupied by a public body or on frozen waters, including, but not limited to, school grounds, park property, playgrounds, recreational areas, private roads, platted but unimproved roads, utility easements, public trails and golf courses. Provided, however, that the Council may, by resolution, specifically permit use on City property, in which event the shortest route to and from areas so permitted shall be used.
 4. While the operator is under the influence of liquor or narcotics, or habit-forming drugs.
 5. At a rate of speed greater than reasonable or proper under all of the surrounding circumstances.
 6. In a careless, reckless or negligent manner so as to endanger the person or property of

another or cause injury or damage thereto.

7. Towing any person or thing on a public street or highway except through the use of a rigid tow bar attached to the rear of an automobile.
8. At a speed greater than 10 miles per hour when within 100 feet of any lakeshore, except in channels, or of a fisherman, ice house, skating rink, or sliding area, nor where the operation would conflict with the lawful use of property or would endanger other persons or property.
9. In a manner so as to create a loud, unnecessary or unusual noise which disturbs, annoys or interferes with the peace and quiet of other persons.
10. Chasing, running over, or killing any animal, wild or domestic.
11. During the hours between 11:00 PM of one day and 7:00 AM of the next following on Sundays through Thursdays, and during the hours of 1:00 AM and 7:00 AM on Fridays and Saturdays, except that during such hours a recreational motor vehicle, if otherwise lawfully operated, may be operated on a public street.
12. Except as permitted in Subdivision 4, in the area marked as a restricted area legally described as shown in Exhibit A.

C. *Owner Responsibility.*

1. It is unlawful for the owner of any recreational motor vehicle to permit its operation on private property without the written permission of the owner or occupant, on City property without the written permission of the Council, or on other public property without the written permission of the body in charge thereof.
2. Every person leaving a recreational motor vehicle in a public place shall lock the ignition, remove the key and take the same with him.

D. *Additional Snowmobile Operating Regulations.*

1. It is unlawful for any person to operate a snowmobile upon the roadway, shoulder or inside bank or slope of any street or highway except as permitted in this Subdivision. Operation in the ditch or on the outside bank within the right-of-way of any street or highway except interstate highways or freeways and excluding the restricted area as noted in Exhibit A, is permitted in conformance with State law and the City Code, unless the roadway directly abuts a public sidewalk or walkway or property used for private purposes. Between the hours of one-half hour after sunset to one-half hour before sunrise, any operation may only be on the right-hand side of such street or highway and in the same direction as the highway traffic on the nearest lane of the roadway adjacent thereto. For local access to trails located outside the City of St. Francis, snowmobiles displaying a City-issued local access sticker may travel on the right hand side of local streets on the paved surface within the curb line for urban streets and between the shoulder points for roads that are not paved or do not have curb, or in ditches on a County or State road if available, from the operator's primary place of residence to the

nearest trail access outside of St. Francis via the most direct route exclusively within the designated zone including the place of residence. Travel for local access shall be at a rate not to exceed twenty (20) miles per hour. Any return trip must occur in the same manner. Snowmobiles must travel single file in this instance. Snowmobiles may not park in any restricted area except at the owner's premises. Individuals with a local access sticker may not operate their snowmobiles in any restricted area outside their designated zone or in a location that is not the most direct route between residence and trail exclusively within their designated zone. Individuals may not operate on the private property of another without permission within the restricted zone. Individuals may operate on their own private property within the restricted zone subject to all other restrictions in City Code or State law. Notwithstanding any language in Section 7-3-7.D.1 to the contrary, two-way snowmobile operation shall be permitted in the western ditch or on the outside bank within the western right-of-way of State Highway 47 at any time and without a City-issued local access sticker, subject to all other provisions of the City Code or State law, and all conditions imposed by the Commissioner of Transportation or the local road authority. Travel upon any City pathway or sidewalk is strictly prohibited.

2. A snowmobile may make a direct crossing of a street or highway except an interstate highway or freeway, provided:
 - a. The crossing is made at an angle of approximately ninety (90) degrees to the direction of the street or highway and at a place where no obstruction prevents a quick and safe crossing.
 - b. The snowmobile is brought to a complete stop before crossing the shoulder or main traveled way of the highway.
 - c. The driver yields the right-of-way to all oncoming traffic which constitutes an immediate hazard.
 - d. In crossing a divided street or highway, the crossing is made only at an intersection of such street or highway with another public street or highway.
 - e. If the crossing is made between the hours of one-half ($\frac{1}{2}$) hour after sunset to one-half ($\frac{1}{2}$) hour before sunrise or in conditions of reduced visibility, only if both front and rear lights are on.
3. No snowmobile shall enter any uncontrolled intersection without making a complete stop. The operator shall then yield the right-of-way to any vehicles or pedestrians which constitute an immediate hazard.
4. Notwithstanding any prohibition in this Section, a snowmobile may be operated on a public thoroughfare in an emergency during the period of time when, and at locations where, snow upon the roadway renders travel by automobile impractical.
5. No person under fourteen (14) years of age shall operate on streets or highways or make a direct crossing of a street or highway as the operator of a snowmobile. A person

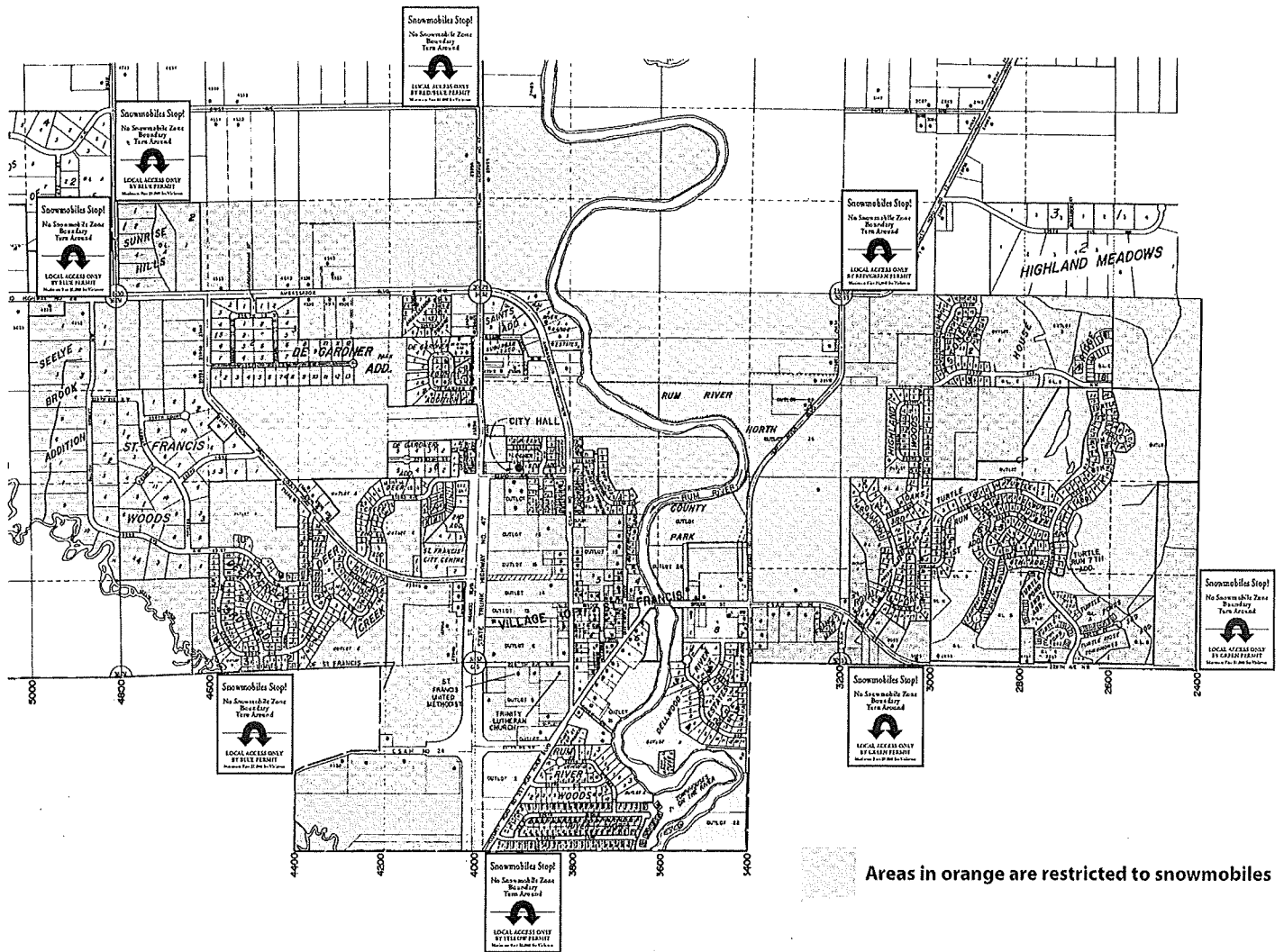
fourteen (14) years of age or older, but less than eighteen (18) years of age, may operate a snowmobile on streets or highways as permitted under this Section and make a direct crossing thereof only if he has in his immediate possession a valid snowmobile safety certificate issued by the Commissioner of Conservations as provided by Minnesota Statutes 1969, Section 84.86. It is unlawful for the owner of a snowmobile to permit the snowmobile to be operated contrary to the provisions of this Subparagraph.

6. City Issued Local Access Stickers. St. Francis residents living within the designated zones included in Exhibit A who choose to have local access to trails outside the City of St. Francis shall obtain and display a local access sticker in a highly visible location on both sides of the hood of the snowmobile. Local access stickers shall be obtained from the City on an annual basis and for the fee set by City Council resolution. The City may require each applicant to submit information stating their designated residence for purposes of this Ordinance and the most direct route exclusively within the designated zone including the applicant's place of residence.
- E. *Golf Carts*. Notwithstanding anything herein to the contrary, a person may operate a Golf Cart on certain designated City streets, subject to the following:
1. For purposes of this subdivision, the term "Golf Cart" shall mean an electric-powered recreational motor vehicle that has four wheels, a speed attainable in one mile of at least twenty (20) miles per hour but not more than twenty-five (25) miles per hour on a paved level surface, is designed for use on golf courses as a means of transporting golfers and golf equipment and is permitted on the Ponds Golf Course.
 2. Golf Carts shall be limited to City streets in an area immediately surrounding the Ponds Golf Course using 237th Avenue as the northern boundary, 230th Avenue as the southern boundary, the 2400 block as the eastern boundary, and the 3000 block as the western boundary.
 3. St. Francis residents who live within the designated zone must apply for and obtain a permit from the City of St. Francis prior to the operation of a Golf Cart on City streets. The permit application shall include the name and street address of the owner, the vehicle identification number of the Golf Cart, and evidence of liability insurance in amounts required by state law. Permits shall be obtained from the City on an annual basis and for the fee set by City Council resolution. Individuals must comply with all permit requirements and the requirements of this subdivision. The City may revoke any permit for failure to comply with all permit requirements and the requirements of this subdivision.
 4. The following rules shall apply at all times a Golf Cart is being operated on a City street:
 - a. Golf Carts may be operated for the sole purpose of traveling to and from the Ponds Golf Course and operators must use the shortest available route to and from the Ponds Golf Course.

- b. The operator must follow all laws and regulations otherwise applicable to motor vehicle
- c. Operators must be age sixteen (16) or older and possess a valid driver's license.
- d. Golf Carts may only be operated between the hours of sunrise and sunset.
- e. Golf Carts must display the slow-moving vehicle emblem provided for in Minnesota Statute Section 169.522.
- f. The operator and all passengers must be seated at all times.
- g. All items being carried on the Golf Cart must be securely fastened.

(City Code, eff. 6-1-1990; Ord. 83, SS, eff. 4-19-2004; Ord. 119, SS, eff. 4-21-2008; Ord. 135, SS, 11-2-2009)

Exhibit A



Dirt track, ATV/ Dirt Bike Code Info.

[illegible]

Kate Thunstrom

From: Jodie Steffes
Sent: Friday, November 15, 2019 11:18 AM
To: Steve Feldman
Cc: Kate Thunstrom
Subject: Dirt Track, ATV/Dirtbike info for other Cities
Attachments: ATV Map Elk River.pdf; Andover recreational racetrack info.pdf; Andover Rec Vehicle Code.pdf; ATVs - East Bethel.pdf

Hi Steve,

Here is what I was able to find on dirt tracks, race tracks and ATV/dirtbike code within Elk River, Oak Grove, East Bethel and Andover. Andover's code is in the attachment.

Both Coon Rapids and Blaine did not have much of anything I could find. Hopefully this works – let me know if you'd like it in another format, but I wanted to send you the language as is to start.

Elk River code

Sec. 74-157. - Operation within the city limits, ATVs.

For defining where all terrain vehicles (ATVs) are permitted to operate, the city has been divided into two parts:

- (1) No ATV zone
- (2) ATV zone

The city council, may, from time to time, adopt an official map defining the boundaries of the no ATV zone.

- (1) No ATV zone: The operation of an ATV within the No ATV Zone is permitted:

- a. On designated ATV trails accessed from established trailheads.
- b. On property that you own or which you have permission on your person to ride. On property you own, you may not operate an ATV in a repetitive, continuous manner.
- c. In the winter, on Lake Orono not closer than 100 feet from the shoreline, skating rinks, fish houses and pedestrians.
- d. For agricultural or utility use as per state statute and after issuance of a city permit.

- (2) ATV zone: The operation of an ATV within the ATV zone is permitted:

- a. On designated ATV trails access from established trailheads.
- b. On property you own or which you have permission on your person to ride.
- c. On a private track in compliance with the following standards:
 1. Located a minimum of 1,000 feet from any residence, except that of the owner
 2. Located a minimum of 1,000 feet from a livestock shelter and/or arena, except that of the owner
 3. Must be setback 50 feet from any property line
- e. For agricultural or utility use as per state statute and after issuance of a city permit.
- e. In the ditch or outside slope of County Roads 1, 13, 21, 32, and 33 if they can be accessed directly from your property.

Anywhere within the corporate limits of the city, ATVs shall not be operated:

- (1) On public lands, including but not limited to: public parks, playgrounds, trails, sidewalks, paths, open spaces, scenic and historic sites, schools, golf courses, and other public buildings and structures.
- (2) On city streets and their related rights-of-way area per state statute.
- (3) Within 100 feet of any fisherman, fish house, shelter, pedestrian, skating rink, sliding area or in any other area where such operation would conflict with the use or endanger other persons or property.
- (4) At any place, while under the influence of intoxicating liquor, narcotics or habit-forming drugs.
- (5) At a rate of speed greater than reasonable or proper under all the surrounding circumstances.
- (6) At any place in a careless, reckless or negligent manner so as to endanger the person or property of another or to cause injury or damage thereto.

(Ord. No. 02-13, § 1(1104.09), 11-12-2002)

Oak Grove code

Track means a course constructed for the operation of off highway vehicles (OHVs) in a repetitive, continuous manner, including the physical alteration of natural landscaping or land contours by grading or repetitive use thereby creating jumps and banked corners in a clearly identifiable area. Physical alterations involving grading of less than ten cubic yards of on-site material shall not constitute construction of a track, provided that no jumps or artificial contours exceed two feet in height.

(b)

Use of off-highway vehicles. OHVs may be used on private residential property within the city, subject to the following conditions:

(1)

Construction or use of tracks in high density residential subdivisions is prohibited.

(2)

No permitted track may be closer than 25 feet from any lot boundary line, nor closer than 100 feet from any dwelling unit except the owner's.

(Prior Code, ch. 1308, subd. 20; Ord. No. 08-11)

Sec. 109-478. - Motorized recreation; definitions.

High density residential subdivision means a platted or metes and bounds subdivision with a majority of lots containing two acres or less in a single-family residential (SFR) zoned district, or 1½ acres in a planned unit development (PUD) zoned district.

Motorized dirt bike means a vehicle traveling on two wheels and capable of cross-country travel on natural terrain without benefit of a road or trail.

All-terrain vehicle (ATV) means a motorized flotation-tired vehicle of not less than three low-pressure tires, but not more than six tires, that is limited in engine displacement of less than 1,000 cubic centimeters and includes a class 1 all-terrain vehicle and class 2 all-terrain vehicle.

East Bethel Code

Sec. 70-110. - Definitions.

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

All-terrain vehicle (Class 1) means a motorized flotation-tired vehicle of not less than three low pressure tires, but not more than six tires, that is limited in engine displacement of less than 1,000 cubic centimeters and total dry weight of less than 1,000 pounds.

All-terrain vehicle (Class 2) means a motorized flotation-tired vehicle of not less than three low pressure tires, but not more than six tires, that is limited in engine displacement of less than 1,000 cubic centimeters and total dry weight of 1,000 to 1,800 pounds.

Established riding area means a course, track, or other area on a residential property for use of an all-terrain vehicle and/or a motorized dirt bike.

Motorized dirt bike means a vehicle traveling on two wheels and capable of cross-country travel on natural terrain without benefit of a road or trail.

Residential property means real property used for residential purposes, including all parcels of real property located within the RR residential district under the city's zoning ordinance, set forth in Appendix A to this Code.

(Ord. No. 197, § 2, 9-7-2005; Ord. No. 33, Second Series, § 1, 12-21-2011)

Sec. 70-111. - Use of all-terrain vehicles and off-road motorcycles.

An off-highway vehicle may be used on residential property within the city, but only on the condition that the operator adheres to the following:

- (1) An off-highway vehicle may be used on an established riding area only if it is no closer than 50 feet from any lot boundary line and no closer than 100 feet from any dwelling unit.
- (2) Article III of chapter 26 establishes the noise standards that apply to the operation of off-highway vehicles in the city.
- (3) No more than two persons who are not residents of any particular residential property may simultaneously use off-highway vehicles on the residential property. It is the responsibility of the owner of that residential property to enforce this restriction.
- (4) An all-terrain vehicles and off-road motorcycles may be operated on residential property only during the following hours: Monday through Fridays, 9:00 a.m. through 8:00 p.m., and Saturdays and Sundays, 10:00 a.m. through 5:00 p.m.
- (5) After two consecutive hours of operation of one or more all-terrain vehicles and off-road motorcycles on any residential property (or operation thereof for any part of two consecutive hours) there must be at least one hours during which there is no operation of an all-terrain vehicles and off-road motorcycles on the residential property.
- (6) Operation of an all-terrain vehicles and off-road motorcycles is not allowed on either a primary or secondary individual sewage treatment system site.

(Ord. No. 197, § 3, 9-7-2005; Ord. No. 33, Second Series, § 1, 12-21-2011)

Have a great weekend!

Jodie Steffes

Community Development Spec.

City of St. Francis

23340 Cree Street NW

St. Francis, MN 55070

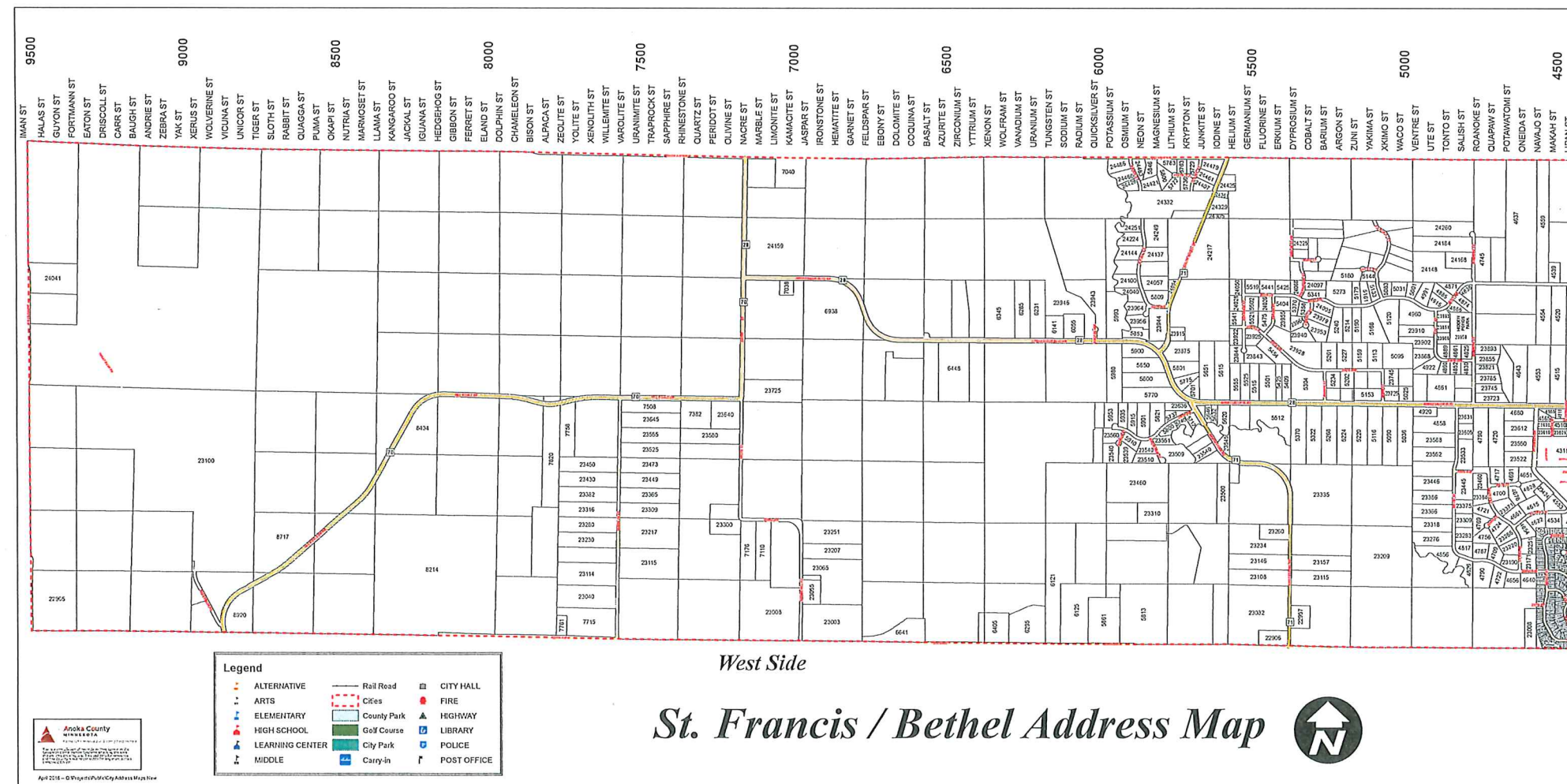
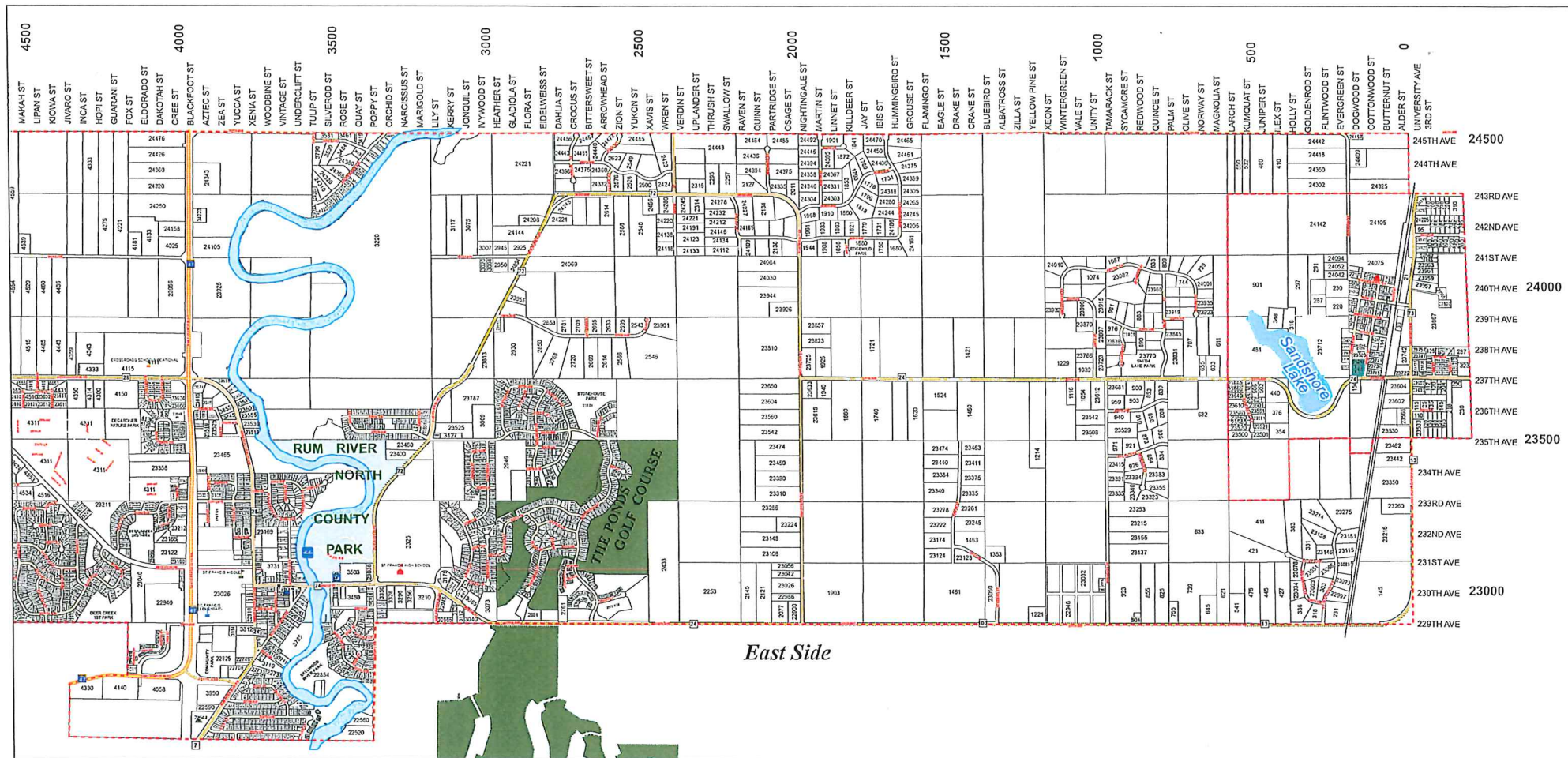
Direct: 763-235-2309

City Hall: 763-753-2630

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"A City of Progress, Pride and Possibilities"



St. Francis / Bethel Address Map



CITY COUNCIL
AGENDA REPORT
Agenda Item #:
City Buildings

TO: Mayor & City Council
FROM: Joe Kohlmann, City Administrator
SUBJECT: City Buildings
DATE: December 11th, 2019

OVERVIEW:

Staff was given direction at the 9/24 Worksession regarding the City Buildings. The two options of potential locations were discussed and Staff has provided information on the Bridge Street location and the PW site location (*Attached are the overviews from Step 3 of the Building Study and the excerpt from the St. Francis Forward Plan discussing the location on Bridge Street*). Please refer to Steps 1-3 of the building plans if you are looking for more detailed background on the building space needs, etc.

If the City Council determines to potentially pursue the next steps, they include the following potential options:

- 1) Hire Pearl Architecture to begin drafting plans/schematic (design phase)
- 2) Get two quotes from firms from potential firms
- 3) Go out for RFP's for firms (potentially hard for apples to apples comparisons)

Funding:

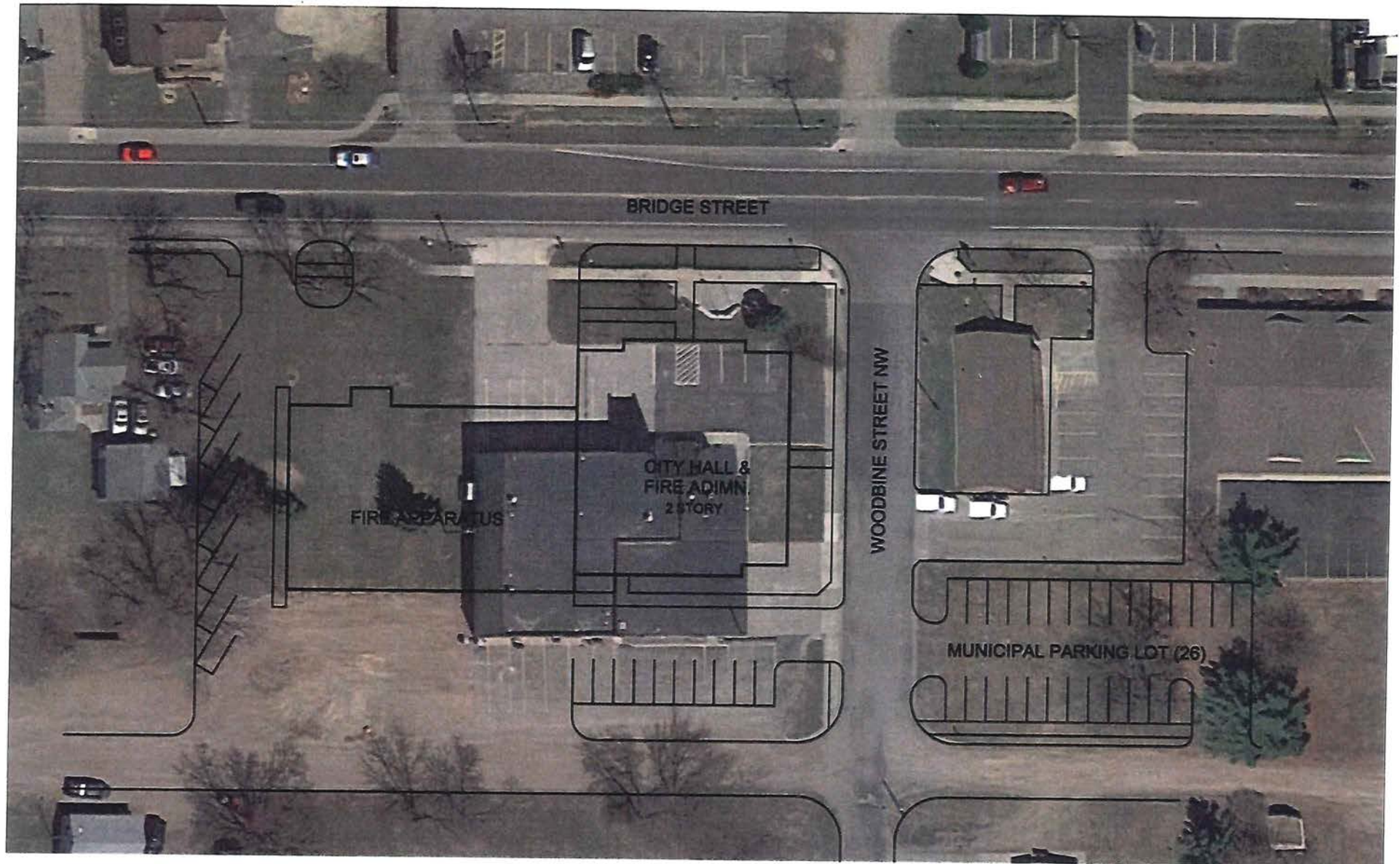
Estimating \$400,000 for architectural/schematic/design for plans for a potential building. The City could draw down General Fund Balance from 61% to 53% to pay for drafting the plans (State Auditor recommends 35% - 50%).

If plans are drawn and there is a desire to move forward, the City would need to determine how to pay for any potential bonds associated with the project.

Attached is a proposed method to pay for the bonds. Basically, the City would raise the levy 1.5% per year (\$60,000) and draw cash down from the Liquor Store over seven years (\$1,190,000 total) until the levy is able to pay make the bond payments. This estimate was determined with Ehler's using some variable presumptions with interest rates, construction estimates, and length of the bond.

OPTION ONE
Combined City Hall & Fire Station Facility on Bridge Street

STEP 3
Stay or Go



OPTION ONE

Combined City Hall & Fire Station Facility on Bridge Street

STEP 3 **Stay or Go**

Advantages



- > City Owned property, no land costs.
- > Creates a City Center on Bridge Street for community interaction.
- > A City Hall with it's own City Council Chambers within.
- > New, updated Fire Station with it's own high-tech Training Room facility.
- > City Hall and Fire Station able to share common spaces such as Lobby Entrance, reception area, conference rooms, to help reduce construction costs and annual operational expenses.
- > Meets City Hall and Fire Station current and future expansion needs.
- > Reusing this site would revitalize downtown area along Bridge Street, bringing residents for a downtown destination.
- > City Hall staff can stay uninterrupted at current location until new Facility is complete.
- > Location on Bridge Street keeps direct access to river crossing for responses to east side of the city.
- > Is consistent with the New Downtown Redevelopment Plan.

Disadvantages

- < Would need to find a temporary location for Fire Station equipment & operation during construction of new combined facility.
- < Must construct a Municipal Parking Lot across Woodbine Street to accommodate City Council Meeting parking.
- < No direct access to Hwy. 47 / St. Francis Blvd. for Fire Fighter response calls. Same as currently.
- < Site is a bit tight to accommodate all parking needs for busy City Hall meetings.

OPTION ONE

Combined City Hall & Fire Station on Bridge Street

STEP 3:

Stay or Go

PROBABLE COSTS - New City Hall & Fire Station Facility

Hard Costs - Construction dollars		Gross SF	Cost/sq.ft.	=
* Shared Spaces - Lobby / Reception/ Public Areas	(3,416 GSF x \$195 / sq.ft.)	3,416	195	\$ 666,120
* City Hall Administrative Functions	(5,864 GSF x \$175 / sq.ft.)	5,864	175	\$ 1,026,200
* City Hall Council Chambers	(3,300 GSF x \$210 / sq.ft.)	3,300	210	\$ 693,000
* Fire Station Apparatus & Support Functions	(8,537 GSF x \$110 / sq.ft.)	8,537	110	\$ 939,070
* Fire Apparatus Mezzanine Area	(1,056 GSF x \$ 35 / sq.ft.)	~	35	\$ 36,960
* Fire Station Administrative Functions	(6,048 GSF x \$150 / sq.ft.)	6,048	150	\$ 907,200
* Demolition Cost of Existing Fire Station	(9,000 GSF x \$ 5 / sq.ft.)	9,000	5	\$ 45,000
* New Municipal Parking Lot across Brine St.		~		\$ 160,000
* Alley Pavement & Storm Water Sewer- South Side		~		\$ 430,140
Total 27,165 Gross Sq. Ft.				= \$ 4,268,550

Construction Cost (Hard Costs) Total : \$ 4,903,690

Project Soft Costs - Owner's Obligations	
* Site Topographic Survey (ALTA Survey)	\$ 8,000
* Soil Borings / Geotechnical Report	\$ 10,000
* City Fees	\$ 6,000
* Building Permits / Plan Review Fees	\$ 13,978
* SAC and WAC Fees	TBD \$ 11,500
* FFE (Furniture, Fixtures, Equipment) procurement	\$ 75,000
* Signage Package - Interior	\$ 15,000
* IT / Technology - Phones, Data Network, Security System Installation costs	\$ 45,000
* A/E Design Fees (7%)	7% TBD \$ 343,258
* Printing - Reimbursables	TBD \$ 7,500
* Construction Contingency at 10%	0.10 \$ 490,369

Soft Costs Total : \$ 1,025,605

*** Dose NOT Include Land Purchase Costs*

OVERALL PROJECT BUDGET \$ 5,929,295

**** Based on a Two story building, with internal stairs and elevator for public circulation.*

EXAMPLE IMAGERY:

Top Left: Community space such as reservable rooms or a youth center should be integrated into the Community Campus

Top Right: When building new facilities, ensure the architecture is at an appropriate scale for the area. Project designs should bring buildings to the street, thereby creating a more traditional downtown feel.

Bottom Left: Make sure new civic buildings reflect a sense of pride in the community

Bottom Right: Enhanced streetscape can improve safety and bring a district feel to the area

Community Campus

Civic uses create a steady draw to an area. While the market for more commercial uses may take longer to mature and rely on residential growth, the City can work towards relocating civic uses to the south side of Bridge Street, building on some existing uses including the fire station, various school buildings, and the post office.

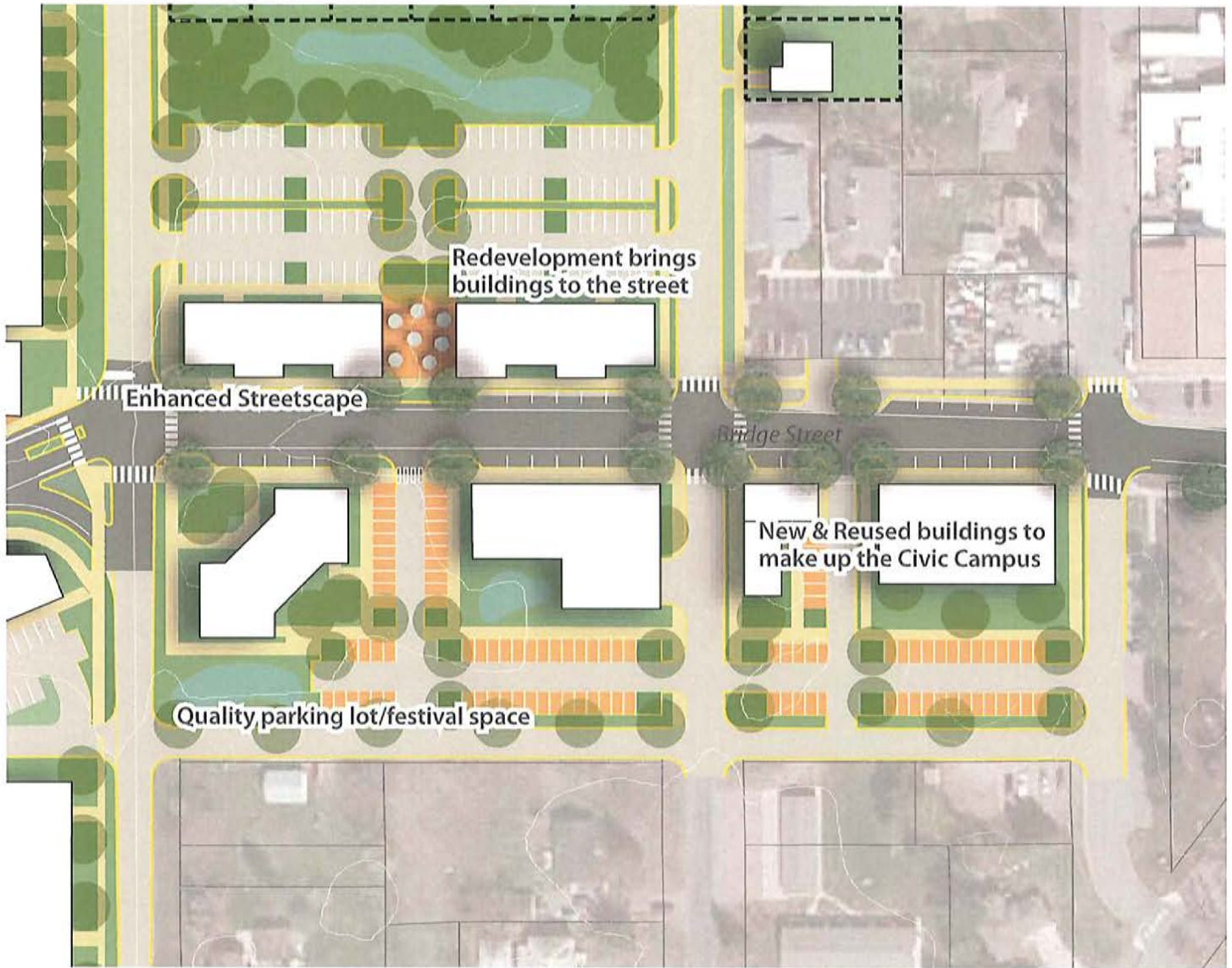
The Anoka County Library is reaching the end of its functional lifespan. The City should coordinate with the county to incorporate a new library into the Civic Campus area. As part of the relocation of the library, there is a desire for additional community space. This may take the form of a coffee shop linked to the library as well as community rooms, reservable space for meetings or gatherings, and an updated library program to reflect changing technologies and needs.

While there is not room for a large community/activity center as has been discussed with the school district or through the YMCA, there is an opportunity to incorporate a smaller youth center that would give nearby students a safe and fun place to spend time.

By moving civic uses to Bridge Street, the City sends the message that this area is an important place and the heart of the community.

If additional office or commercial space redevelops to the north, ensure the buildings contribute to a downtown feel and character.





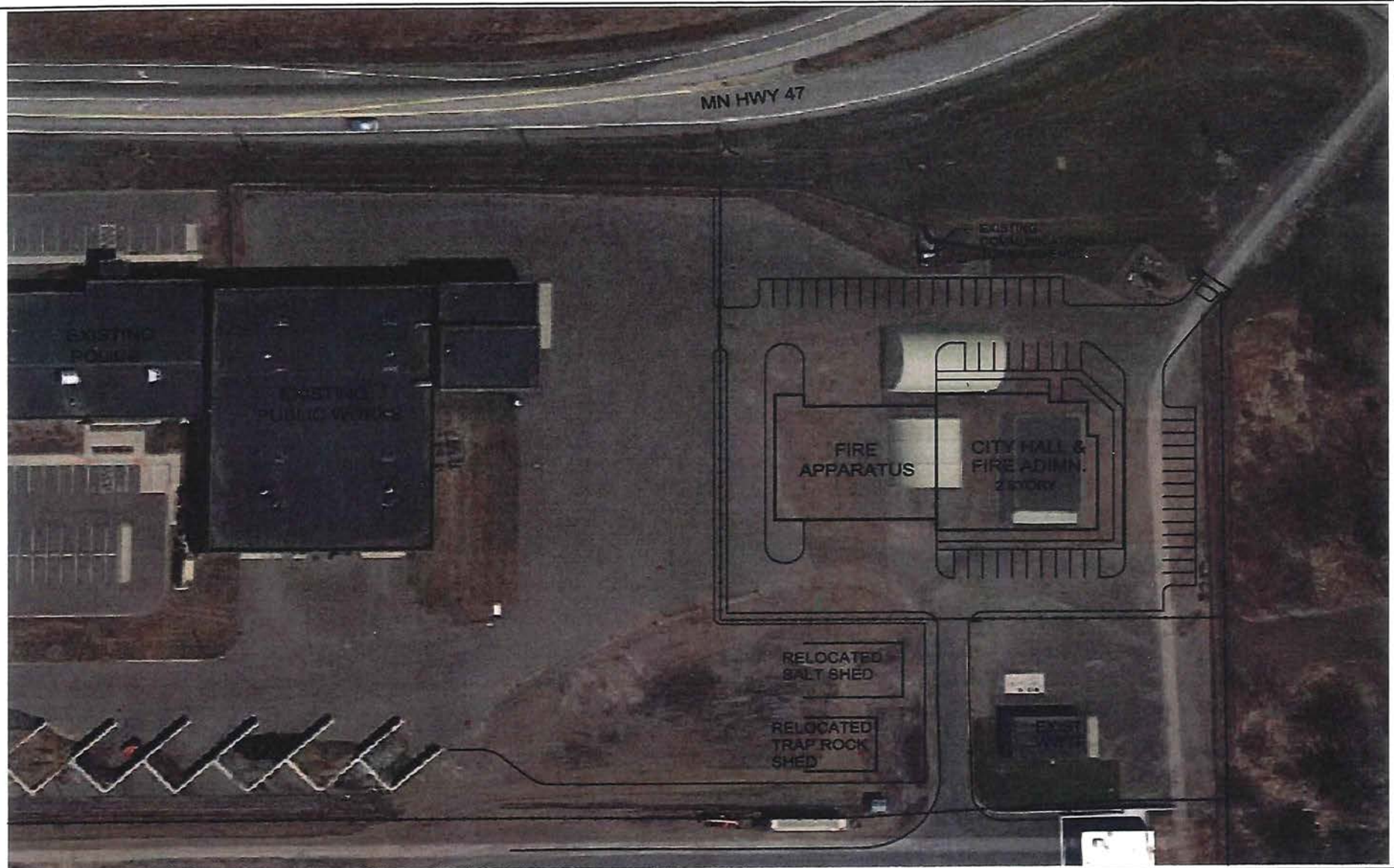
Development Summary

Uses	Civic Uses: Fire Station, City Hall/Offices, Library, Post Office, Community Space
Square Footage (As shown)	Civic: +/- 36,000 SF
Key City Actions	-Coordinate with the county to relocate the Library west of the Rum River -Develop a formal plan for future operations, incorporating uses into the Civic Campus concept. -Complete more formal plans for the Civic Campus components, in collaboration with the County and other partners. -Identify funding for the civic campus in the future Capital Improvements Plan (CIP). -Complete more detailed design of streetscape elements desired along Bridge Street, in order to be prepared to move forward with construction once funding is available. -Formally reach out to developers interested in redevelopment in the area (including retail and residential components, to the north of the Bridge Street corridor).

OPTION TWO

Combined City Hall & Fire Station Facility at PW Site

STEP 3
Stay or Go



OPTION TWO

Combined City Hall & Fire Station Facility at PW Site

STEP 3 Stay or Go

Disadvantages

- < Limited Area Site for a combined City Hall and Fire Station.
- < Site not large enough for any future expansion to meet city growth.
- < No direct access allowed to MN State Hwy 47.
- < No controlled intersection at Hwy 47 & 227th Ave. NW for Fire Responders.
- < Added cost to move / relocate both the Salt Shed & Trap Rock Shed.
- < Both Salt & Trap Rock Sheds would end up with an undesirable westerly access. Too much blowing snow during winter months.
- < PW Dept. would lose much needed material lay-down space on-site.
- * < PW Dept. would lose the 4020 Bldg. as a Vehicle & equipment storage bldg. *2800 sq/ft*
- < Location is not a very aesthetically-pleasing site, with a sea of asphalt as it's background.
- < PW trucks would need to drive in and out thru the Fire / City Hall driveway and around back for access to WWTF.
- < This SW location adds response time to calls for the east side of the city, across the river.
- < Access to WWTF Loading Dock is Compromised.

< *Recycle Dry*



Advantages

- > City Owned property; no land costs.
- > Reduced construction costs for combining two city functions into one facility, with shared / common spaces.
- > City Hall & Fire Fighter Staff can remain uninterrupted in their current location until new facility is complete.
- > Non-residential area for Fire Station location.
- > Uniform response time for both Fire & Police calls.

OPTION TWO

Combined City Hall & Fire Station Facility at PW Site

STEP 3

Stay or Go

PROBABLE COSTS - New City Hall & Fire Station Facility

Hard Costs - Construction dollars		Gross SF	Cost/sq.ft.	=
* Shared Spaces - Lobby / Reception/ Public Areas	(3,416 GSF x \$195 / sq.ft.)	3,416	195	\$ 666,120
* City Hall Administrative Functions	(5,864 GSF x \$175 / sq.ft.)	5,864	175	\$ 1,026,200
* City Hall Council Chambers	(3,300 GSF x \$210 / sq.ft.)	3,300	210	\$ 693,000
* Fire Station Apparatus & Support Functions	(8,537 GSF x \$110 / sq.ft.)	8,537	110	\$ 939,070
* Fire Apparatus Mezzanine Area	(1,056 GSF x \$ 35 / sq.ft.)	~	35	\$ 36,960
* Fire Station Administrative Functions	(6,048 GSF x \$150 / sq.ft.)	6,048	150	\$ 907,200
* Demolition Cost of 4020 Bldg.	(2,800 GSF x \$ 5 / sq.ft.)	2,800	5	\$ 14,000
* Relocation costs of Salt & Trap Rock Sheds	(4,928 GSF x \$ 5 / sq.ft.)	~	5	\$ 24,640
* Remove & Replace perimeter security gates & fence.		~		\$ 258,000

Total 27,165 Gross Sq. Ft. = \$ 4,268,550

Construction Cost (Hard Costs) Total : \$ 4,565,190

Project Soft Costs - Owner's Obligations			
* Site Topographic Survey (ALTA Survey)		\$	8,000
* Soil Borings / Geotechnical Report		\$	10,000
* City Fees		\$	6,000
* Building Permits / Plan Review Fees		\$	11,978
* SAC and WAC Fees	TBD	\$	11,500
* FFE (Furniture, Fixtures, Equipment) procurement		\$	75,000
* Signage Package - Interior		\$	15,000
* IT / Technology - Phones, Data Network, Security System Installation costs		\$	45,000
* A/E Design Fees (7%)	7%	TBD	\$ 319,563
* Printing - Reimbursables		TBD	\$ 7,500
* Construction Contingency at 10%	0.10	\$	456,519

Soft Costs Total : \$ 966,060

*** Dose NOT Include Land Purchase Costs*

OVERALL PROJECT BUDGET \$ 5,531,250

**** Based on a Two story building, with internal stairs and elevator for public circulation.*

**City of St. Francis
Fire Station/City Hall**

	2021	2022	2023	2024	2025	2026	2027
Levy (1.5%/year)	\$ 60,000	\$ 120,000	\$ 180,000	\$ 240,000	\$ 300,000	\$ 360,000	\$ 420,000 *
Debt Payments	\$ 410,000	\$ 410,000	\$ 410,000	\$ 410,000	\$ 410,000	\$ 410,000	\$ 410,000
Cash Drawdown	\$ 350,000	\$ 290,000	\$ 230,000	\$ 170,000	\$ 110,000	\$ 50,000	\$ (10,000)

Total Cash
Drawdown
\$ 1,190,000

* Levy would continue after 2027 at \$420,000/ year until the end of the bond term.