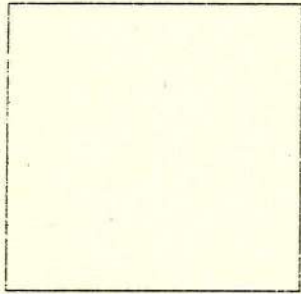
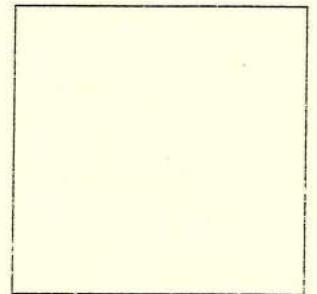
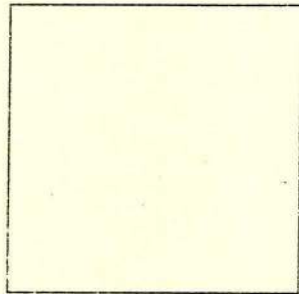
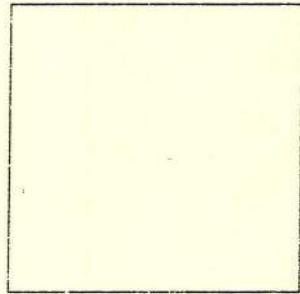
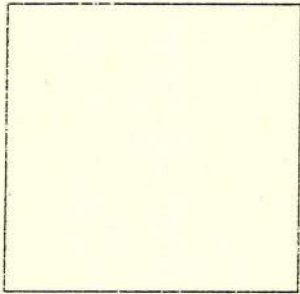


City of
St. Augusta



Comprehensive Plan Update - Part 2
*Issues Summary, Policy Plan
and Development Framework*

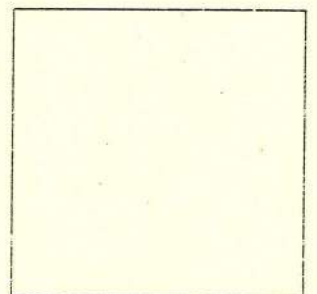
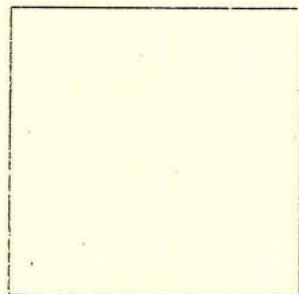
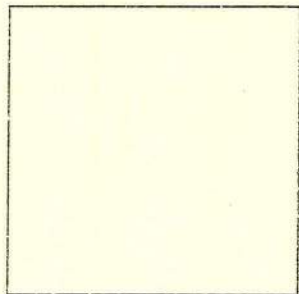
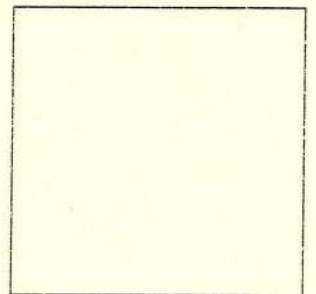
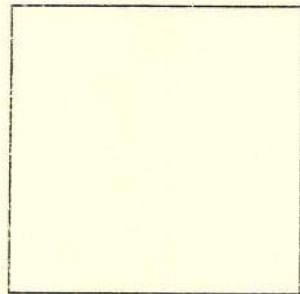
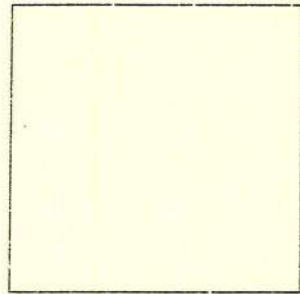
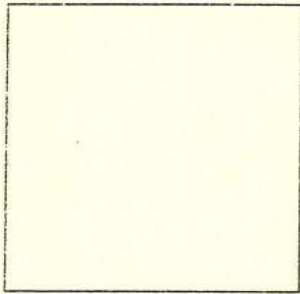


TABLE OF CONTENTS

ISSUES SUMMARY

Introduction 1

Community Identity 2

Natural Environment Issues 2

Land Use Issues 5

Transportation Issues 11

Community Facilities Issues 12

Administration Issues 15

Conclusion 16

POLICY PLAN

Introduction 17

Community Goals 19

Natural Environment Goals 21

Natural Environment Policies 23

Land Use Goals 27

Land Use Policies 28

Transportation Goals 40

Transportation Policies 41

Community Facilities Goals 45

Community Facilities Policies	45
Administration Goals	53
Administration Policies	53

DEVELOPMENT FRAMEWORK

Introduction	57
Concept Plan	59
Natural Environment Plan	73
Land Use Plan	79
Transportation Plan	101
Community Facilities Plan	111
Administration Plan	117

List of Maps

Generalized Concept Plan Map	71
Future Land Use Plan Map	83
Transportation Plan Map	105

9

--	--	--	--

--	--	--	--

9

--	--	--	--

--	--	--	--

--	--	--	--

9

--

Comprehensive Plan Update - Part 2
Issues Summary

INTRODUCTION

The purpose of the Comprehensive Planning process is not only to establish future development policy for the City of St. Augusta, but to identify and recognize issues that have affected development in the past that will have implications on future growth. These issues are the basis of the new directives to be established for developing a plan for the community.

The first two phases of work in the formulation of a Comprehensive Plan update for the City have centered on identifying community views and opinions and the assembly of technical background data. The Issues Identification chapter of the Comprehensive Plan update identifies and organizes community concerns expressed during individual interviews and a community meeting. The technical background data has been summarized in the Inventory chapter

The next step in the planning process entails an analysis of the information collected to date, and its organization into meaningful issue statements which will serve as a basis for the Policy Plan and Development Framework portions of the Comprehensive Plan. In organizing the issues, questions and problems confronting the City, six categories of topic areas have been identified. In the paragraphs which follow, an outline and summary of community issues pertaining to the categories listed below is provided.

- Community Identity
- Natural Environment
- Land Use
- Transportation
- Community Facilities
- Administration

COMMUNITY IDENTITY

An underlying concern resulting from various factors is the need to more clearly establish the City's community identity. The existence of two individual growth centers (St. Augusta hamlet and Luxemburg hamlet) at opposite sides of the community have created divisions between City residents. The divisions result in a lack of identity for the community and isolation for the individual hamlets to the extent that many residents do not clearly understand or acknowledge the geographic area of the City of St. Augusta. Identifying means to create connections between the two hamlets, both physically and mentally, to overcome these issues is considered a critical element of the Comprehensive Plan.

The division that exists between the two hamlets also creates issues in planning for future growth and development. There is a sense of competition between the two growth centers for new development of residential, commercial and industrial uses. Programming for future development of land uses and City service delivery must recognize this issue. However, City officials must also take a broader perspective of the implications of decisions for the community as a whole.

NATURAL ENVIRONMENTAL ISSUES

The mostly rural character of the community makes the natural environment an extremely valuable resource and one of its major attractions. A critical issue of the community's future is the preservation and protection of these natural assets. This was an issue identified often by community officials and participants at the community meeting.

Ground Water Pollution

While not an overriding issue presently, some concern exists in regard to septic system failures and potential ground water pollution that could result. Particular concerns of ground water pollution exist in the older St. Augusta hamlet, where both septic system age and suburban development densities contribute to such a situation. System failures are also identified as regulations on private on-site systems are made more stringent. These systems are functioning as they were designed to, but technology or performance regulations have made them outdated.

If ground water pollution were to occur, correction would undoubtedly be difficult and costly. Public sanitary sewer service availability to existing developed areas would counter such problems and is potentially available to both hamlets through the St. Cloud regional system or expansion of the City of Cold Spring's system. The City has evaluated these options for providing sanitary sewer service and determined that service from St. Cloud is the preferred option and is proceeding with system plans based on that scenario.

As a means of preventing ground water pollution and preventing the need for premature public sanitary sewer service in existing developed areas, the City should work with contractors and investigate septic system pumping and inspection programs. The City should also encourage common waste water collection systems, particularly in areas of small lots or suburban density developments lacking municipal services.

Additional concerns relate to the operation of intensive animal feedlots and their impact upon the community's ground water supply. The City must seek to balance these potential pollution concerns with the need on behalf of farmers to expand and modernize their operations in order to compete within the current agri-business economy. The City will need to take steps necessary to ensure proper regulation of animal feedlots.

Agricultural Land Protection

While the preservation and protection of agricultural lands is a land use issue, economic issue, as well as governmental administrative issue, it is also very much a natural environmental concern. Large open areas as a natural asset have been reduced and infringed upon as the community has experienced large-lot, unsewered suburban development. Based upon local and regional growth projections highlighted in the Inventory, continued urban development is likely with availability of sanitary sewer service.

However, agricultural land use remains the predominant land use in the community and will for some time due to the area involved. As such, agriculture land uses need to receive special attention both for its preservation and the maintenance of economic viability. A major community issue then becomes the protection of this resource and the limitation of unnecessary loss and intrusion by incompatible uses.

Waterways, Wetlands and Drainage Areas

Numerous waterways, wetlands, swales and natural ponding areas exist throughout the City. These natural features are valued for their role in flood water retention, ground water recharge, nutrient assimilation, livestock watering, and aesthetics. Additionally, wetlands, swales and ponding areas provide natural habitat for waterfowl and other wildlife, including several designated trout streams. Concern has been noted that development within the community has already negatively impacted some of these elements.

Because continuing urbanization will further impact the City's natural drainage and wetland/ponding system, a need exists to properly control and plan for storm water facilities. If addressed in advance, a storm water system can be integrated with existing natural features, thereby maintaining and enhancing the community's natural resources and also greatly minimizing the storm water management costs involved. A side issue of utilizing and preserving the natural elements of the system is the protection and maintenance of wildlife habitat, particularly the designated trout streams.

With the recent annexation/incorporation, the City is likely not affected by flooding from the Mississippi River, whose waters generally parallel the shoreline and do not overflow more than 1,000 feet onto adjacent lands. The City does have tributaries that do create flood and shoreland issues. If development is to take place within any defined floodplain boundaries, an assurance should be made that adequate and appropriate protections are in place.

Erosion

The loss of top soil is a concern for both agriculture and urban development. In this regard, both wind and water erosion are aspects of the problem. As it relates to agriculture, the community needs to encourage farming practices which will minimize erosion concerns. In the area of development related erosion, the City can play a more direct role in insuring proper grading and drainage planning. The City should implement erosion control measures requiring re-seeding and soil stabilization practices, which will also prevent wind and water erosion as part of development construction.

Vegetation

The majority of the City's natural vegetation is interspersed within areas of steep slopes and wetlands due to clearing that has occurred for agricultural fields. To the extent possible, the remaining vegetation should be preserved, as it can be considered an aesthetic asset for the community. Additionally, consideration should be given to means of adding new trees as part of the subdivision and development process.

Air and Noise Pollution

At present, St. Augusta is not plagued with any evident air or noise pollution of major significance. Potential does exist, however, for such situations to occur in possible developments near Interstate 94, along T.H. 15 or in association with on-going agricultural activities. To the extent that local control can be exerted, measures to minimize such problems need to be taken.

Light pollution is a growing concern that will accompany continued urban development of the City. Scattering of light from street lights, parking lots and/or buildings serves to create light pollution, which compromises the "darkness" typical of rural communities. Efforts should be made to limit skyward light and glare in order to preserve the existing night character of the community, while providing necessary illumination for safety and identification.

Solid Waste Disposal

Due to the City's abundance of undeveloped land and proximity to the St. Cloud Metropolitan Area, the City has features that may be conducive to the location of a solid waste facility. While the City should not prejudice such a proposal and recognizes the need for waste disposal, it should also recognize relevant issues of consideration such a facility could produce. To ensure an environmentally safe community, the City must take environmental precautions when considering solid waste facility proposals based on (but not limited to) the following factors:

- Potentially negative environmental impacts.
- The location, operation and long term use of the landfill site.
- The increasing costs of solid waste disposal.
- The methods of collection, transportation, processing (if required), and disposal.

Gravel Mining

A past issue that has created concern within the community is that of gravel mining and the potential adverse impacts which may result from such an activity. Specific concerns relate to land use compatibility (i.e., dust, noise), the activity's effect upon drainage and soil erosion, and to the effect that gravel mining haul trucks may have upon City streets. If gravel mining is to continue to be allowed within the community, it is important that proper protection measures are imposed.

Stray Voltage

Potential health hazards resulting from stray electric voltage have been cited as an ongoing concern by City residents, regarding potential adverse impacts that could result from exposure to such voltage. To the extent possible, measures should be taken to minimize possible adverse effects of such voltage, including energy conservation, community education, and responsible planning of future electrical facility siting and construction.

LAND USE ISSUES

Over its history, the City of St. Augusta has evolved into a highly productive agricultural area, which is subsequently being transformed into an urban environment. As a result of several factors, not the least of which has been positive community and county planning efforts, the extent of problems related to land use changes have been minimized. The increasing age of existing development and continued regional development pressure require that specific attention be given to planning the City's future and outlining actions to address underlying concerns.

Agricultural Uses

Agricultural uses are the predominant land in the City, comprising approximately 87 percent of its total land area (including land also classified as undeveloped/vacant). While agriculture is expected to remain the most prevalent land use into the future, continued urban or suburban development in the City creates an issue in regard to agricultural preservation and the compatibility of modern agricultural practices with such development.

Agricultural Preservation

As noted previously, the preservation of agricultural land use in the community is a primary concern, in most simple terms due to the land area of the community. There is a strong need to preserve this land use and prevent undue infringement and disruption of farming activities, plus limit the unnecessary waste of productive land. Measures need to be taken to define a rural/urban boundary in order to allow continuation of intense, agricultural activities in areas separate from urban and suburban development.

The sporadic development of non-agricultural activities within the rural areas of the community needs to be carefully evaluated. At issue is the need to minimize compatibility problems between residential dwellings and farming activities, as well as limit the potential for increasing public service needs such as streets, street maintenance, sanitary sewer, storm drainage, parks, City administration and the like. To be stressed is that there are benefits from agricultural preservation not only to the farm population, but also the community's urban population.

Feedlots

As the City continues to develop urban and suburban uses, feedlots and their inherent characteristics become important issues of consideration. In this regard, measures should be taken to fully address and regulate potential adverse impacts of feedlots. This issue is significant with incorporation of the City in that such uses were previously regulated under Stearns County, as well as local controls. The City will need to define its own performance standards and regulations for these modern agricultural practices that balance the need of operators to maintain the competitiveness of their business with the inherent land use compatibility issues. Separation of feedlots and incompatible development is one of the most basic strategies that may be employed in this regard.

Residential Development

Beginning in the 1970s, the community has provided very positive housing opportunities for typically young families. The development pattern has been truly suburban with large lot single family housing served by individual septic systems. Lands adjacent to significant natural features have also experienced a limited amount of high-end housing construction for aesthetic reasons. These general housing market factors are expected to continue. The City must be prepared for the opportunities, problems and concerns which exist or will result from continued growth.

Development Pattern

The existence of sparsely scattered residential development within the City is a major community issue. Specifically, concern exists as to the efficiency and cost effectiveness of service delivery with such a development pattern. To economize service delivery and provide cohesive land development patterns and avoid sprawling developments, the City should identify specific growth centers and areas intended for agricultural preservation.

In the event of that municipal sanitary sewer is made available or there is a mandated need for such service to existing developed areas, this approach will add to the feasibility of installation, while minimizing costs. Also, where unsewered rural or suburban subdivision continue to be allowed, design practices need be implemented that provide for future resubdivision these large lots or parcels to minimize costs to property owners when public sewer becomes available. These practices, however, need to be undertaken cautiously so as to maintain desired community and neighborhood character.

The City must also designate future sanitary sewer service districts and encourage the majority of new development to occur in these areas. Allowance of continued unsewered, large lot suburban subdivision within planned sanitary sewer service areas will hinder efforts to extend sanitary sewer service into the community. The principal concern is that suburban density subdivision with lots on individual septic systems will create a physical barrier to extension of trunk lines to undeveloped areas.

Continued development of unsewered, suburban subdivisions may also compromise municipal sanitary sewer financially. The provision of sanitary sewer service is dependent upon a minimum number of sewer connections in order to generate fee payments to fund the cost of improvements. Allowing unsewered development creates a supply of lots that compete with those connected to sanitary sewer service while not contributing to payment of the system. Extension of sanitary sewer into preexisting suburban subdivision also creates problems with assessment appeals that could compromise system funding.

Housing Diversity

A need for housing diversity is also viewed as a growing issue. As the existing population ages, different types of housing styles will be necessary to meet changing physical and life style needs. While these lifecycle issues are some years away for the existing population, a means to address the situation must be pursued now. In the absence of public sanitary sewer, the potential for multiple family housing is limited. The potential for extension of sanitary sewer service, however, offers the community a new residential opportunity, which is a major tax generator (based on current tax ratios) and a land conservative development, all major needs which have been identified. Moreover, medium and high density housing with proper design measures can effectively relate to more intense commercial development and add to commercial development viability.

Historically, the City has been a source of modestly priced housing. The Inventory chapter has documented that 90 percent of St. Augusta's 1990 housing units held values less than \$100,000. Although this moderately priced housing will likely continue, an increased emphasis needs to be placed on middle to higher end housing types. This will serve to accommodate the upward mobility of existing residents as well as provide opportunities to attract new residents. It will also assist the City in the enhancement of its tax base.

Home Occupations

While the existence of home occupations within the community is considered a relatively minor issue at this time, the possibility of this matter escalating to a more significant level may be expected as the City's population continues to grow. Home occupations will also be a growing concern as the City seeks to realize more commercial and industrial development to support the local tax base. Although commercial or industrial in nature, home occupations do not contribute to the City in the way a business located in a traditional commercial or industrial site would. Recognizing these potential concerns, it is imperative that proper development controls are in place to effectively regulate such uses.

Commercial Development

Historically, St. Augusta has experienced very limited commercial development. The greatest concentrations of commercial land exist at the intersections of County Highways 75 and 7. The disbursed nature of the City's development pattern somewhat limits the market potential within the City. Another limiting factor, however, is the availability of commercial retail and service opportunities in very close proximity in St. Cloud and other nearby communities. Because of these competing opportunities, as well as public service capabilities, the future of commercial development is at best uncertain. The lack of public sewer has also likely contributed to limited amount of commercial development within the

community. In anticipating and planning for future commercial development as community growth continues, there are a number of more focused issues to be considered.

Local Oriented Services

There would appear to be opportunities to expand the existing commercial base even without the availability of public sewer and water. Anticipated population increases mean that the local service market will become more attractive to businesses intended to serve a small geographic area. To the extent possible, expansion of these types of businesses would be positive as an increased convenience to City residents. Additionally, there is the issue of tax base enhancement. The primary issue to be confronted in the Comprehensive Plan is the extent to which more convenience commercial use can be attracted within reasonable service bounds. The community also needs to avoid over-development that may result in business failures, which creates a unique set of problems.

Highway Commercial Services

The presence of Interstate 94 near the east side of the St. Augusta hamlet presents an opportunity to attract non-local dollars into the community and broaden the service availability and tax base. The City has potential to develop highway-oriented commercial uses in the area of County Road 75 and County 7, as well as new opportunities with the planned construction of a new interchange at County Road 75 and Interstate 94, south of the existing exit. With the ever-increasing traffic upon the interstate, visibility and subsequent development opportunities will likely increase, becoming a primary opportunity in planning the City.

Development Location and Land Reservation

Due to the expected benefits of commercial development, it is common for communities to over commit and immediately make available large tracts of commercial property. Such an approach has been demonstrated to be ill advised and costly in the long run. A paramount issue of the City's Comprehensive Plan will be to target areas for desired commercial development and also to allocate sufficient acreage for future needs. Such areas, however, need to be given phasing guidelines so as to avoid premature development that may have negative results. This concern will be especially important in planning future commercial areas near the planned future County Road 75 and Interstate 94 interchange.

Development Quality

In their rush to attract business development for the sake of tax base support and commercial services, communities many times do not address the issue of development standards. The long term consequence is that development that occurs is far less in terms of quality than what is expected or desired. There are, however, documented case examples illustrating a contrasting situation.

The City of Eden Prairie and its Highway 169 corridor is one such situation. In this case, the community rejected what they considered to be less than satisfactory development quality, choosing to wait for development which met their expectation. While it is not anticipated that the City has the same potential as the Eden Prairie case study, there is a parallel and the issue of development quality and standards.

St. Augusta has the opportunity to confront this issue far enough in advance so that when requests are made, it will be prepared to respond and thereby achieve the development and quality which is desired. Therefore, consideration must be given not only to potential locations for commercial uses, but the intended development standards that may be applied to specific areas of the community.

Industrial Development

Industrial development currently accounts for less than one percent of all City lands. The majority of industrial development that had developed within former St. Augusta Township north of County Road 75 and County Road 7 has been annexed to the City of St. Cloud as part of the court order incorporating the City and annexing land to St. Cloud. As such, replacement and expansion of industrial uses within the City is a principal issue to be addressed by the Comprehensive Plan. With regard to remaining industrial development, concern exists about the scattered development pattern and desired standard of development quality.

Use Concentration

As in the case of residential development, the issue of use concentration for industrial development should be considered in the Comprehensive Plan to provide economical utility and service delivery. Specific areas should be targeted for future industrial development based upon defined location criteria outlined in the Inventory chapter.

Development Type and Quality

Advance consideration needs to be given to the development quality and standards which are expected of various industrial activities that may possibly be locate within the City. Simultaneously, attention should be devoted to possibly establishing different areas for differing types of industrial uses. The City may also define specific levels of development quality for the various industrial areas to meet a range of business needs. The Cities of Buffalo and Otsego may be used as examples where attempts have been made to accommodate a range of industrial development. Careful steps have been implemented in each of these Cities to insure that dissimilar types of operations are not commingled in order to minimize conflict and protect investments.

TRANSPORTATION ISSUES

Although a community's transportation system is comprised of many sub-elements, the City of St. Augusta's primary transportation concern focuses upon its roadways and related regional/sub-regional aspects due to its bedroom community status. The following paragraphs highlight issues which presently exist within this context.

Street Network

As the community has experienced suburban development, the County Highways have been the backbone of the street system and cross-community means of access. In some cases, however, there has been a tendency to isolate rather than relate individual subdivisions and the local street systems. So as to assure adequate access and circulation for basic convenience, as well as public safety, a major street system network needs to be defined in advance of development. Moreover the components of this network need to be clearly detailed and classified as to function and related design standards.

A primary issue in development of the street network is implementation of collector or arterial street routes that connect the two existing growth centers, as well as more general east-west connections. This need was cited by many both in terms of access and circulation within the City, as well as a means to enhance community connections between the Luxemburg and St. Augusta hamlets.

There is also concern for potential turn backs of County roadways to the City of some major corridors based upon conflicting functional classification designations. The City must work with Stearns County on transportation planning and address any issues that may arise with a future turn back of County roads to City jurisdiction.

Interstate 94

As the major carrier of traffic connected to the City's street network, Interstate 94 serves both regional and interstate travel needs. In considering of the importance that the interstate provides for commercial and industrial development, the City needs to participate in all improvement and management planning. Participation in these processes can yield a positive traffic engineering outcome, plus relate to positive land use arrangements and opportunities. This issue is most relevant currently with planning for a new interchange with Interstate 94 at County Road 75, south of the present exit.

Construction and Upgrade

Although no formal improvement plan has been formulated, the City's Public Works Department has plans for improvement of City streets. Additionally, the Stearns County Highway Department has proposed improvements to certain stretches of the County road system within City over the next five years. While responsive street maintenance and upgrades are evident within the City, a critical need exists to expand and define funding capabilities for these efforts. This includes pursuing State funding, assessment policies, impact fees, cost sharing and the like.

Specialized Services/Needs

As no scheduled mass transit service is directly available to St. Augusta, the transportation needs of senior citizens, and the handicapped are of special concern. The improvement of access opportunities for these individuals should be pursued with Stearns County Human Services and possible other systems. Another area of attention should be park and ride/car pooling operations which aid local residents in reducing commuting costs plus work to minimize traffic volumes and related congestion.

COMMUNITY FACILITIES ISSUES

The services and facilities provided by the local government are broad and encompass a number of items which serve to protect the health and welfare of residents, plus enhance the quality of their living environment. These are matters in which the City may have a very direct and immediate impact as it relates to community character and development. As a consequence, these are very important matters to consider as part of the Comprehensive Plan update.

Municipal Sanitary Sewer Service

Currently, all sanitary sewer systems within the community are private in nature. Continued growth pressure within St. Augusta is considered serious enough to require the preparation of a public facilities plan. The City has evaluated two options for providing municipal sanitary sewer service within the City. The first involves leasing capacity from the City of St. Cloud's regional treatment plant. The second option would be to participate with surrounding communities in the expansion of the City of Cold Spring treatment facility. Both options could potentially provide service to either of the existing hamlet areas or the City could elect to serve the St. Augusta hamlet from St. Cloud and Luxemburg with service from Cold Spring. The City Council has made a decision not to participate in the Cold Spring project and will base service plans on capacity from St. Cloud.

In planning for future extension of sanitary sewer service, the City needs to define a sanitary sewer service district and future expansion areas. Development in these areas prior to sanitary sewer service availability should be limited so as not to interfere with future improvements. A critical issue given the size and rural character of the City is that the costs of providing sanitary sewer service within the City will be borne by those using the system or creating the demand. Specific issues that must be addressed in planning for sanitary sewer service to be provided within the City including:

- Capacity demand.
- Service area boundaries.
- System financing.
- Schedule for connecting existing development.
- Definition of development intensity allowed in unsewered areas.

In coordination with sanitary sewer service extensions, is the threat of ground water pollution due to concentrations of development with private treatment systems. To prevent pollution problems from occurring, immediate action on required private septic system maintenance needs to be pursued. For any future unsewered rural or suburban subdivision that may be allowed, the use of common waste water collection systems should be encouraged within clustered developments.

Public Water

Excepting two subdivisions within the community that utilize shared well systems, all water systems within the City are private. Although not critical at present, public water service parallels the consideration of a public sewer system. These facilities should be planned and programmed so as to avoid unnecessary costs and problems as the need for service will likely materialize with time. The provision of public water systems is often a critical need for industrial uses due to fire protection requirements.

Parks/Trails

While Kiffmeyer Park adequately serves the recreational needs of many City residents, its location in the northeast portion of the community is less than ideal and is not easily accessible to the entire community population. Furthermore, the City lacks provisions for small parks distributed throughout the community. As development continues and densities increase in the future, the City will need to acquire additional park land holdings. To this end, the City may wish to pursue a comprehensive study of current and future recreational demands, and a park land dedication requirement for new subdivisions.

City Hall

The present City Hall was constructed in 1990 and recently remodeled in 2000. While the building is expected to serve the City's spacial needs in the immediate future, some concern exists that the site is not centrally located within the community, meaning that it is not easily accessible to all residents. To address the long term needs of the community, the City should anticipate future governmental building needs. Critical to such planning is the determination of preferred government center location and the acquisition of adequate land to accommodate long range spatial needs. The City has acquired land in the area of 230th Street and 43rd Avenue, which may provide area for future government buildings and/or park facilities.

Public Safety

With growth of the City anticipated to continue, an assurance should be made that the community's public safety is upheld. In regard to fire protection, the majority of the City is currently provided service from the Volunteer Division of the City of St. Cloud Fire Department, which is the former St. Cloud Township department. Other portions of the community are served by volunteer fire departments from Kimball and Rockville. The City must monitor the level of service and response time to ensure adequate public safety.

Police protection within the City is currently provided by contract with Stearns County. The City should be attentive to increases in community service needs and strive to expand police protection as need warrants. Such monitoring effects should be conducted in conjunction with the Stearns County Sheriff's Department.

Library

The City is part of the Great River Regional Library System which serves the Counties of Todd, Morrison, Stearns, Benton, Sherburne, and Wright. As the City continues to grow, the community should monitor its level of library service and, when need warrants, consider the establishment of a community library.

ADMINISTRATION ISSUES

Beyond the physical aspects of the Comprehensive Plan update is the very important issue of how the City will bring about a realization and implementation of the goals, policies and plans it has defined. Therefore, development administration is as an important a consideration as the plans that are prepared.

Incorporation

St. Augusta was incorporated as a City in 2000. The reasons for pursuing municipal status were: 1) loss of identity; 2) loss of tax base/cost of services; 3) self control; 4) pollution concerns; and 5) development demands. It should be recognized incorporation creates a different level of expectations for government services and capabilities. However, the transformation from a rural township to suburban city is a gradual one, especially in consideration of present limitations on financial and administration resources. Community officials will have to plan for future services in consideration of growing expectations and the circumstances of the local government. It will be critical to communicate the City's planning efforts such that there is a full understanding of the City's services and capabilities.

Zoning/Subdivision

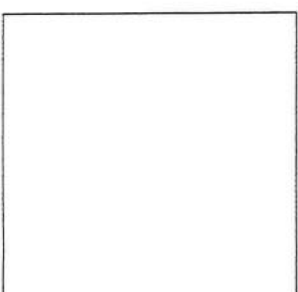
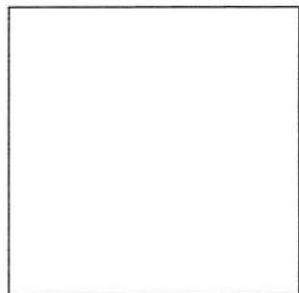
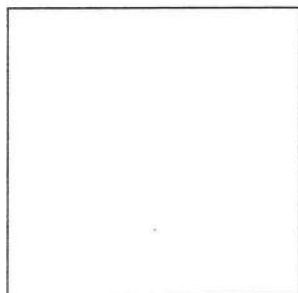
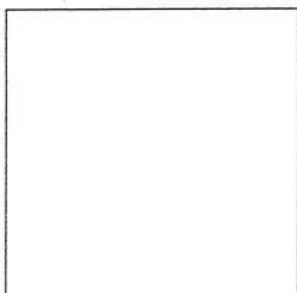
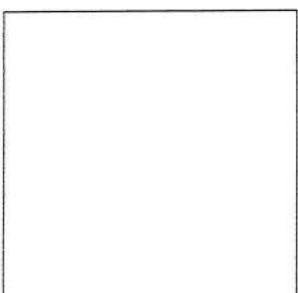
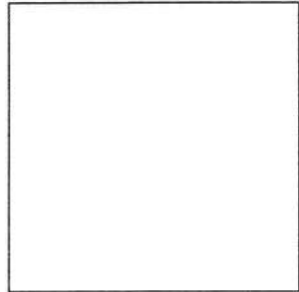
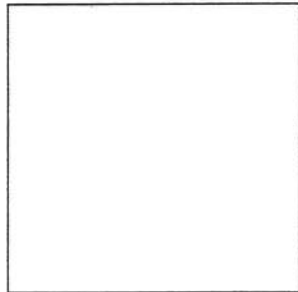
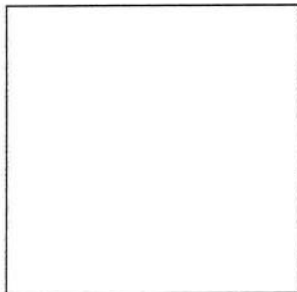
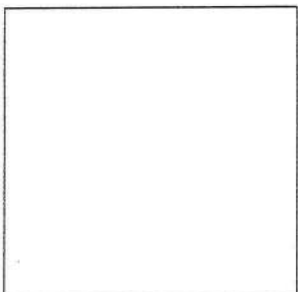
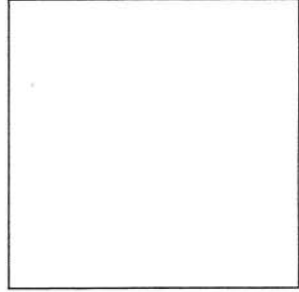
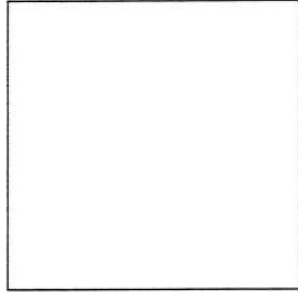
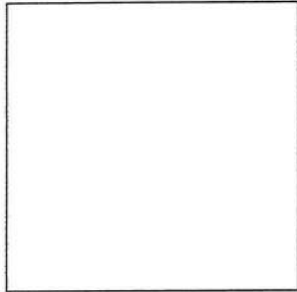
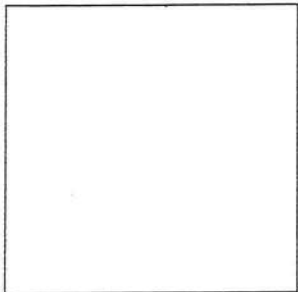
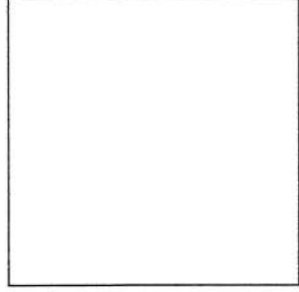
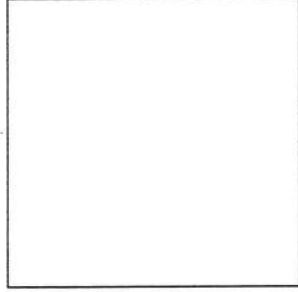
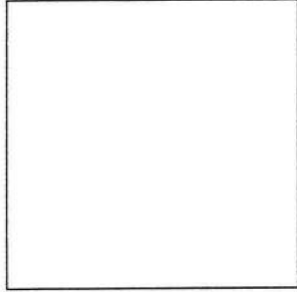
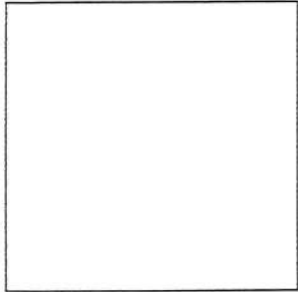
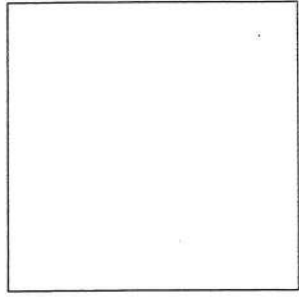
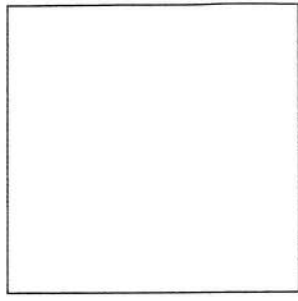
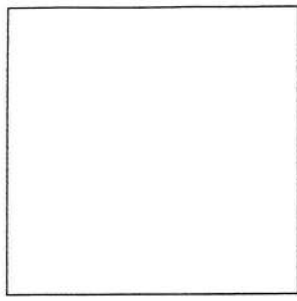
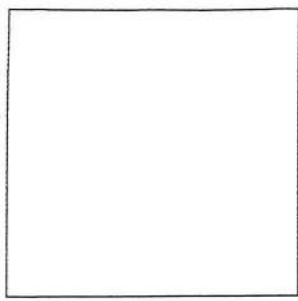
While the City does have its own Zoning and Subdivision Ordinances concern exists in regard to its content and coverage following incorporation. Specific concern exists include the ordinance's regulations for sensitive environmental areas and feedlots, which were those utilized by the County and adopted by reference. Regulation of adult uses also continues to be an on-going concern. Considering that the Zoning and Subdivision Ordinances are utilized on a day-to-day basis, an update of such regulations is considered a high priority need.

Economic Development

City Officials have expressed a strong desire to promote commercial and industrial development within the community. Promotion of this type of development is seen as a way of increasing the tax base and financial resources of the City. To promote such development, the community will need to develop an economic development strategy designed to entice new commercial and industrial development to St. Augusta in light of competition from surrounding communities. A significant opportunity does exist for industrial development along the Trunk Highway 15 corridor based upon the excellent access to Interstate 94. Independent market research conducted for the St. Cloud Regional Master Plan indicated that there is an strong opportunity for such development locations within the region.

CONCLUSION

The foregoing statements have focused upon the issues and needs of St. Augusta and the subjects which must be addressed as part of the Comprehensive Plan. While the problems have captured the primary spotlight of this discussion, the positive opportunities and assets of the community are not to be overlooked. This summary will serve as the foundation of the subsequent Policy Plan and Development Framework chapters to follow.



Comprehensive Plan Update - Part 2
Policy Plan

INTRODUCTION

The Policy Plan portion of a comprehensive planning process is intended to outline what the community desires to achieve relative to the physical environment. The Policy Plan is also intended to set forth guidelines as to how these objectives are to be achieved. Proceeding in a logical fashion, this chapter identifies general goals and supporting policies. These elements comprise a review and decision-making process and the basis upon which plans, programs and actions can be formulated and initiated.

It is emphasized that these goals and policies are the fundamental plan for the development of the City. Their purpose is to provide a decision-making framework to guide all public and private actions and development within the City of St. Augusta. In addition to the active function of guiding response and action, the goals and policies also serve the more passive function of establishing evaluation criteria for the development which occurs in the future.

The Policy Plan is a guide which directs action on the part of the public and private sectors of the community when responding to needs, problems and opportunities. As such, the Policy Plan is not an implementation program. No time framework or priority of action is intended or stated. The function of work and issue programming is addressed in later chapters of the Comprehensive Plan, as well as on an on-going basis through legislative and administrative policy and activities.

The goals and policies outlined herein are intended to be considered and utilized collectively. While in some instances a single policy may define and outline a course of action or decision, it is more commonly the case that several policies apply to a given situation. Reactions to individual policies should therefore be tempered pending consideration of all applicable statements.

Additional note should be made that the Policy Plan will be used as the foundation of graphic plans and future decision-making due to their flexibility and adaptability. Lacking a "hard line" delineation, policies can be applied and used for decision-making when unanticipated situations emerge. Such is not the case with a map plan that is static and fixed. There will, however, be instances where the policies do not reflect what may be a change in policy direction or respond sufficiently to questions which arise. In such cases, the Policy Plan should be updated and amended by modifying the policy statements to reflect what is the new direction or to address new, unforeseen issues. Operating in this manner, the Comprehensive Plan will remain current and up-to-date and will continue to be an effective tool for community officials.

The Policy Plan portion of the Comprehensive Plan is based upon technical analysis resulting from the preceding Issues Identification and Inventory chapters. Moreover, the Policy Plan has been subjected to detailed and thorough review on the part of the City Council, Planning Commission, and City staff. It therefore reflects the interests of the local community, the ends which are to be achieved and the means whereby these ends are to be accomplished.

To ensure a proper understanding and clarification, the terms utilized in this chapter are defined as follows:

Goals: The generalized end products which will ultimately result in achieving the kinds of living, employment and recreation areas that are desired.

Policies: Definite courses of action which lead toward goal achievement. Guides for helping to make present and future decisions consistent with goals.

COMMUNITY GOALS

The role and function of local government is the improvement and maintenance of the community for an orderly, safe, productive and enhanced living and working environment for the individual. While this basic goal encompasses social, economic and physical concerns, the City of St. Augusta is basically limited to addressing and influencing the quality of life through the physical environment. As a result, the Comprehensive Plan is physically oriented. Within the context of the City's present capabilities, the following are a list of basic fundamental goals which St. Augusta is organized to achieve.

- **Establish and maintain a strong neighborhood and community identity.**

Explanation: Due to its historic development pattern that focuses on two existing hamlets at opposite ends of the City, and the overall size of the community, there is no sense of a united community. Prior to incorporation, government services were mixed with County jurisdiction, which reduced resident interaction with the local government. Furthermore, as a bedroom community, work, social activities, schools, shopping and other daily activities occur in other jurisdictions. As a consequence of these factors, St. Augusta is not readily identifiable as an cohesive political or social community at this time.

- **Maintain and enhance desirable activities and community character by ensuring that the community is well managed and a framework for controlled, directed change is established.**

Explanation: St. Augusta is a diverse community, with a blend of agricultural and suburban activities. Each element of the City must be considered and respectively enhanced. Moreover, change within the community from increased urban growth is likely inevitable. As a consequence, future growth needs to be anticipated and properly managed so that the results are positive. To accomplish this end, a framework guiding change is required and must be enforced.

- **Maintain desirable community character, public health and safety, and economic vitality by ensuring that development which takes place in the City is of premium quality and blends well with the natural, rural, and suburban atmosphere of the community.**

Explanation: In developing its Comprehensive Plan, St. Augusta should pay special attention to a variety of development types and relationships, and base its plans for supportive systems and services upon those uses which attain optimal land use and harmony. The related Ordinance controls should reflect and enforce the characteristics of development as specified in the Plan.

The community should seek to provide for the development and maintenance of an orderly land use pattern supported by a functional transportation system and utility infrastructure. Moreover, the community should provide and properly maintain those resources, facilities, and services that are essential for the protection of the health, safety and general welfare of the individual and community (water, sewer, police and fire protection) and necessary for improvement of the individual are provided.

- **Encourage continued but orderly growth in St. Augusta.**

Explanation: In order to establish a strong economic and social base for St. Augusta, growth is viewed as positive. A need does exist to balance and diversify development and related opportunities. This growth and diversification, however, needs to be accomplished in an orderly, organized and coordinated fashion with provision of adequate levels of government services.

NATURAL/ENVIRONMENTAL GOALS

- Protect all environmentally sensitive areas and unique physical features.
- Ensure that urban development and farming operations are compatible with features of the natural environment and can be accommodated without destroying environmental features and natural amenities.
- Recognize and preserve productive agricultural lands.
- Develop controls that regulate agricultural operations, mining and excavation activities, and other sub-urban land uses based on the capacity of the natural environmental features to support such activity.
- Provide protection for soils, forested areas, floodplains, river areas, shoreland, wetlands, water tables, storm drainage systems, and natural habitats to insure against loss.
- Protect areas of rapidly permeating soils from potential ground water contamination, due to failing septic systems.
- Preserve the City's wetlands, lakes and shoreland areas as valuable amenities for residential and recreational development.
- Minimize flooding and erosion by carefully managing storm water systems.
- Preserve and protect natural wetlands and drainageways as part of storm water management.
- Protect shorelands and prevent development misuse.
- Eliminate personal injury and property damage due to flooding through compliance with floodplain performance standards.
- Prevent noise and air pollution.
- Establish solid waste management practices that will achieve environmentally safe disposal, conserve energy and material resources and minimize total costs.
- To the extent economically feasible, maximize the recovery of energy and materials from solid wastes.

NATURAL ENVIRONMENTAL POLICIES

General

1. Preserve environmentally sensitive areas (i.e., poor soils, severe slopes, wetlands, drainageways, floodplain areas) in their natural state and, where appropriate, environmentally sensitive areas are to be acquired or publicly controlled.
2. Formulate regulations that manage growth and continue the City's policy of minimizing the impacts of development upon productive agricultural lands.
3. Require that all activities in naturally or environmentally sensitive areas conform to local, County and state regulations and incorporate State and Federal pollution regulations into local policy, when appropriate.
4. Regulations are to be formulated and/or updated, and enforced in a fair and consistent manner to ensure the proper protection of identified natural environmental resources within the community.
5. Encourage cooperation between the City and Stearns County on the monitoring and, where necessary, the correction of septic systems.

Development

1. Encourage the use of concentrated urban development patterns and cluster development concepts outside of urban areas where protection of natural features is important to the community, which will enhance development desirability.
2. Restrict or prohibit new development and the expansion of existing activities adjacent to drainageways, wetlands, shoreland, floodplains and other natural features that perform important environmental functions in their natural state where undue environmental damage may result
3. Use soil suitability for building sites, as well as ground water tables, as one criteria for determining the kind of development to be allowed.
4. Implement measures to minimize possible adverse effects from exposure to stray voltage. Specific measures may include energy conservation, community education, and responsible planning/siting of future electrical facilities.

5. Promote low impact lighting within commercial and industrial development that is reflected downward to prevent glare or light spillage on adjoining rights-of-way, properties, or skyward.

Soils/Slopes

1. Protect and preserve soil types associated with drainageways in order to channel flowage, control erosion, and prevent flooding.
2. Require erosion and compaction control plans for all site grading to prevent erosion, dust, and soil sedimentation.
3. Restrict development on slopes identified as potential problem areas due to erosion or slippage characteristics and require methods of controlling erosion or soil slippage to be indicated for all development requests.
4. Enhance standards intended to minimize adverse impacts of gravel mining and protect surrounding areas from both a safety and aesthetic perspective. Any new or expanded mining activities are to be properly controlled with assurance provided in the form of performance securities and a balanced program of mining and reclamation shall be required.

Vegetation

1. Pursue programs designed to protect trees through disease control measures and reforestation.
2. Encourage preservation of existing trees, where feasible, by identifying the location, type, and condition of existing vegetation in all development requests.
3. New development is to be responsible for adding trees and vegetation amenities to the landscape.

Storm Water Management / Floodplain

1. Preserve natural drainage patterns wherever feasible.
2. Prohibit development on or alteration of natural drainage system components where possible so that storm water can be adequately managed without construction of storm sewer pipe.
3. Require all new development to adequately address all on-site stormwater needs and requirements such that no negative impacts will occur in the hydrologic system.

4. Guide and zone specific uses for lands adjacent to waterbodies and watercourses, giving full consideration to Minnesota Department of Natural Resources regulations.
5. Restrict or prohibit uses which are dangerous to health, safety, or property in times of flood or which cause increases in flood heights or velocities.
6. Require that uses vulnerable to floods, including public facilities which service such uses, be protected against flood damage at the time of initial construction.

Waste/Recycling

1. Initiate programs aimed at reducing water, air and noise pollution and encourage design approaches to reduce possible problems.
2. Incorporate State and Federal pollution regulations into local policy when appropriate.
3. Prohibit waste disposal facilities operated by a non-local governmental jurisdiction unless it can be demonstrated that no negative environmental impact potential will exist and that such activity can exist in harmony with the natural environment, as well as existing and proposed uses through a complete environmental impact analysis.
4. Promote waste reduction/separation practices to improve solid waste management and recycling programs that conserve natural resources.
5. Consider a proposed project's waste generation potential and methods of waste reduction and material/energy conservation as part of the development review process.
6. Require treatment of solid waste that may damage the environment to make it harmless before land disposal.
7. Encourage voluntary action by residential and commercial generators of solid waste to evaluate their use of energy and raw materials and to reduce consumption where technically and economically feasible.

LAND USE GOALS

- A cohesive land use pattern which ensures compatibility and functional relationships among activities is to be formulated and implemented.
- Protect and preserve productive agricultural lands and the economic viability of farming operations.
- Ensure efficient utilization and conservation of land on both a community and subarea basis.
- Land uses and environmental quality are to be maintained and where necessary, upgraded.
- Land use and development is to be compatible with features of the natural environment and is to be accommodated without destroying environmental features and natural amenities.
- Individual residential neighborhoods are to be maintained and protected, and where necessary, upgraded in character.
- To the extent possible, provide a variety of dwelling unit types and balanced housing stock to satisfy the needs, desires, and income levels of all people.
- Land use allocations are to be balanced with economic market demands and service availability.
- Permit growth on a phased basis, providing for a logical extension of urban growth and related community services based upon infrastructure capacity and investment.
- Prevent over-intensification of land use development, defined as development which is not accompanied by a sufficient level of supportive services and facilities (utilities, parking, access, etc.).
- Ensure that safe, convenient, attractive, and accessible commercial development is available to the City's residents.
- Attracting, retaining, and expanding businesses and industry is a priority for diversifying the local tax base.
- Promote balanced commercial development and activities that are viable and responsive to the needs of the community and surrounding market area and services Interstate 94 travelers.

- Create the opportunity for a range of industrial uses within the community and segregate them into harmonious and compatible development types.
- Establish and maintain an advantageous property tax situation and pursue a strengthened and sound tax base.
- Ensure that existing floodplain development is protected from flood waters and that there is strict adherence and enforcement of floodplain ordinances and federal floodplain insurance regulations.
- Maintain the jurisdictional integrity of the community.

LAND USE POLICIES

General

1. Delineate boundary limits for urban expansion in a staged manner to prevent non-farm uses from prematurely encroaching into agricultural areas.
2. Discourage the spread of small scale, non-farm subdivisions in productive agricultural areas.
3. Establish standards for hobby farms and locations in the community where they are acceptable.
4. Allow new development outside of the City's defined urban service area only on land determined to be unproductive in terms of crop production and/or soil quality.
5. Analyze all development proposals on an individual basis from a physical, economic and social standpoint to determine the most appropriate uses within the context of the community as a whole.
6. Apply development policies and regulations consistently and uniformly.
7. Provide a varied range of development types and areas to satisfy the needs of the community, while avoiding an over-supply of one type or variety of development to the extent possible.
8. Relate land use development to transportation needs, desired development patterns, and community priorities.

9. The Land Use Plan is a general, suggested land use pattern for the City as development occurs over time. To prevent an over-allocation of land zoned for any particular use in excess of actual demand or service capacities, agricultural district zoning is to be maintained as part of an Interim Land Use Plan for all property until such time as the property is eligible to be rezoned to a residential, commercial, industrial, institutional, or planned unit development zoning district that allows a more intensive land use guided by the Land Use Plan

10. A rezoning or subdivision of property to allow a more intensive land use guided by the Land Use Plan will be deemed premature unless the criteria set forth below are satisfied:
 - a. **Consistency with Comprehensive Plan:** A proposed development is deemed to be consistent with the City's Comprehensive Plan when the development is consistent with the goals, policies and recommendations of the Comprehensive Plan. Developments that follow planned public improvement corridors or constitute an infilling of development are to be deemed consistent with the City's growth strategies as outlined in the Comprehensive Plan.

 - b. **Adequate Waste Disposal Systems:** A proposed development is deemed to have adequate waste disposal systems if within the sanitary sewer service district, there is adequate sewer capacity in the present system to support the proposed development if constructed to its maximum permissible density after reasonable sewer capacity is reserved for planned public facilities, and commercial and industrial development projected for the next five (5) years; or, if in areas outside of the sanitary sewer service district, there is adequate on-site sewer capacity potential to support the development if constructed to the maximum permissible density indicated in the St. Augusta Comprehensive Plan.

 - c. **Adequate Water Supply:** A proposed development is deemed to have an adequate water supply if the proposed development has adequate sources of water, either from public systems or private wells, to serve the proposed development if constructed to its maximum permissible density without causing an unreasonable depreciation of existing water supplies for surrounding areas.

 - d. **Adequate Drainage:** A condition of adequate drainage is deemed to exist based upon pre-settlement conditions if:

- i. Surface or subsurface water retention and runoff is such that it does not constitute a danger to the structural security of structures within the proposed development or adjacent lands.
 - ii. Structures within the proposed development will not cause pollution of water sources or damage from erosion and siltation on downhill or downstream land.
 - iii. The proposed development and related site grading will not cause harmful and irreparable damage from erosion and siltation on downhill or downstream land.
 - iv. Factors to be considered in making these determinations may include: average rainfall for the area; the relation of the land to the floodplain; the nature of soils and subsoils and their ability to adequately support surface water runoff and waste disposal systems; the slope of the land and its effect on effluents; and the presence of streams as related to effluent disposal.
- e. Adequate Access: A proposed development is deemed to have adequate access to serve the development when:
- i. Streets that serve the proposed development are of such a width, grade, stability, vertical and horizontal alignment, site distance and surface condition that an increase in traffic volume generated by the proposed development will not create a hazard to public safety and general welfare, or not seriously aggravate an already hazardous condition, and when, with due regard to the advice of Stearns County and/or the Minnesota Department of Transportation, said streets are appropriate for the intended use.
 - ii. The traffic volume generated by the proposed development would not create unreasonable congestion or unsafe conditions on streets existing at the time of the application or proposed for completion within the next two (2) years.
- f. Public Service Capacity: A proposed development is determined to have necessary public service capacity when services such as recreational facilities, police and fire protection and other public facilities, which must be provided at public expenses, cannot reasonably be provided for within the next two (2) years.

- g. Consistency with Capital Improvement Plans: A proposed development is deemed consistent with capital improvement plans when improvements and/or services necessary to accommodate the proposed subdivision have been programmed in the St. Augusta, Stearns County or other regional capital improvement plans or that a revision to capital improvement programs can be accommodated.
11. Those that initiate a request to rezone or subdivide property for the purpose of allowing a more intensive land use that is guided by the Land Use Plan must demonstrate that the requested action is not premature.
 12. Once established, geographic land use designations and related zoning classifications will be changed only when it can be demonstrated that such modifications are in the best interest of the community on a long range perspective and such changes will promote land use compatibility and pre-determined goals and policies of the Comprehensive Plan.
 13. Immediate, short range market potential and demands for activities which are not suggested for a site or area by the Comprehensive Plan or allowed by the Zoning Ordinance will not be the sole justification for a change in activity.
 14. Where land use allocations are provided for long term community needs, interim uses may be considered provided that these activities can exist in harmony with existing and proposed uses, and that these uses will not serve as obstructions to planned activities and development.
 15. Transitions between distinctly differing types of land uses is to be accomplished in an orderly fashion which does not create a negative (economic, social or physical) impact on adjoining developments.
 16. Wherever possible, changes in types of land uses are to occur either at center, rear, or mid-block points so that similar uses front on the same street, or at borders of areas separated by major man-made or natural barriers.
 17. Compatible uses and activities are to be concentrated and clustered into functional neighborhoods. Incompatible land uses are to be properly regulated and related so that conflicts are minimized through the use of natural and man-made physical barriers (i.e., topography, drainageways, transportation routes, etc.), distances, screens, and/or proper physical orientation of lots and buildings.
 18. Reduce the impact of physical barriers wherever possible to increase relationships between segregated areas and reinforce continuity and a sense of community.

19. Consider removal of land from the tax rolls only when it can be clearly demonstrated that such action is in the public interest.
20. Protect property investments through the harmonious relationship of land uses, streets and natural features and the maintenance of properties.
21. Coordinate the City's plans for future growth and expansion with neighboring communities and affected jurisdictions regarding the provision of facilities and insure to all that necessary services are readily available.
22. Reinforce, maintain, and upgrade the character of individual neighborhoods.
23. Encourage a creative approach (as opposed to "traditional" subdivision design) for the use of land and related development.
24. Establish, adhere to, and enforce standards for development quality for all land uses to insure an enhancement of community character.
25. Plan land use development so as not to isolate or create land-locked parcels or neighborhoods and all require that development be accessed by public streets.
26. Implement programs and incentives for continuing privately initiated property maintenance, improvements for energy conservation, and redevelopment of questionable land uses.
27. Encourage development on both a community-wide and project basis that facilitates energy resource conservation, yet maintains compatibility and relationships of uses.
28. Renewal, replacement and redevelopment of substandard and grossly incompatible development is to be encouraged, and may be accomplished through public action and private means.
29. An aesthetically pleasing environment free from excessive outdoor storage is to guide the physical development of the community.
30. Enhance the attractiveness of the community through a continuing efforts for civic beautification, tree planting, maintenance of homes and streets, and other measures, which will promote an aesthetically pleasing environment.
31. Accomplish proper growth and development by means of properly administered zoning, subdivision, and building and property maintenance ordinances, and follow-up inspection and enforcement.

Annexation

1. Detachment of property from St. Augusta will be strongly opposed.
2. Plan the City's utility, service, and street extensions to accommodate long term growth within the community.
3. Continue to work with neighboring communities and jurisdictions for sharing necessary utilities and services.

Agricultural

1. Give the preservation of productive agricultural lands a priority in all community planning and development decisions, especially for rural designated areas.
2. Prohibit any division of land in agricultural areas if such action will infringe upon or threaten the maintenance of farming.
3. Agricultural land use shall observe conservation practices which prevent erosion and preserve natural resources.
4. The keeping of farm animals shall be confined to the rural designated areas of the community or existing farming operations.
5. Hobby farms shall be allowed at property divisions sizes which will not create service problems or pollution concerns nor infringe upon productive agricultural lands or urbanizing areas.
6. Regulate the subdivision of farmsteads and small parcels so as not to create future problems with land division or extension of services (streets and/or utilities).
7. Unless there is a threat to public health or safety, agricultural activities are not to be limited or curtailed due to impacts upon non-agricultural uses which have or are proposing to encroach into rural areas.
8. The clustering of development should be allowed to a limited degree in areas designated for rural use as a means of minimizing service demands.
9. Animal feedlots are to be properly regulated so as to minimize potential environmental and land use compatibility impacts.

Residential

General

1. Within designated rural service areas, developers of residential subdivisions and subsequent lot purchasers must be made aware of impacts associated with adjacency to agricultural uses. Unless public health or some other such issues are found to exist, agricultural activities will not be curtailed due to negative impacts upon residential development.
2. Protect residential development from adverse environmental impacts, including noise, air, and visual pollution. New residential development is to be prohibited in areas where noise and/or pollution exceed accepted standards and the negative impacts are not correctable by construction, site planning, or other techniques.
3. The low density character of existing residential neighborhoods is to be preserved and maintained.
4. Low density residential neighborhoods are to be protected from encroachment or intrusion of incompatible higher use or density types by adequate buffering and separation from other residential as well as non-residential use categories.
5. Provide high density development with reasonable, but not necessarily direct, access to major thoroughfares.
6. Plan local streets to provide connections between neighborhoods, while avoiding penetration by through traffic. Major streets are to border and not penetrate residential neighborhoods.
7. Encourage adequate living space and fully utilized housing through the provision of a range of choices among housing types and options.
8. All housing, including rental housing and housing for persons of low and moderate income, will adhere to the highest possible standards of planning, design, and construction.
9. A balance in the types and quantities of housing units available throughout the City is to be maintained to provide a lifecycle environment, emphasizing low density single family units, medium and high density townhouses and multiple-family units and elderly or special needs housing developments to balance with existing residential development.

10. Disbursed housing for low and moderate income families or individuals is to be provided throughout the community, and is to avoid being concentrated within a single project or area.

Residential - New Development

1. Confine all new residential development to the designated Urban Service District and require connection to municipal sanitary sewer and water service, except as may be allowed for:
 - a. unsewered development within the Agriculture - Rural Service Area at a density not to exceed ten (10) units per forty (40) acres.
 - b. unsewered development within the Primary or Secondary Urban Service Reserve Area at a density not to exceed four (10) units per forty (40) acres.
 - c. unsewered development within the Long Range Urban Service Area at a base density of four (4) units per (40) acres.
 - d. unsewered development within the Urban Service Area at a density not to exceed four (4) units per forty (40) acres.
2. Based upon available information and demand projections, a maximum five year supply of land for urban residential development is to be provided in the sanitary sewer service district.
3. Amendments to the sanitary sewer service district boundary (necessary to accommodate new development) are to be evaluated and allowed only in compliance with established City evaluation criteria.
4. Single family residential land is to be developed in a manner responsive to determined market needs and compatible with surrounding development.
5. Encourage design and planning innovations in housing units and land development.
6. The development of patio homes, apartments, townhouses, quadraminiums and condominiums to supplement existing conventional single family homes is to be recognized, giving due consideration to local market demands.
7. Encourage a balanced proportion of medium density and high density residential development that will include provisions for traffic circulation to mitigate any adverse effects on existing single family residential neighborhoods.

8. Prohibit residential development in wetland areas and near other natural features that perform important protection functions in their natural state.
9. All new housing must comply with established zoning and building performance standards.
10. Encourage housing styles and development techniques that conserves land and increases efficiency, provided desired densities can be maintained.
11. Encourage housing opportunities that attract persons of all ages and income levels, and allows them the ability to maintain residence within St. Augusta throughout the various stages of their lives.
12. Multiple family rental housing is to provide adequate sound proofing, energy conservation measures, and provisions for social and recreational facilities.
13. Locate multiple family housing in areas not inferior to those generally used for conventional single family housing, and not only to be utilized specifically as a buffer or viewed as being capable of absorbing negative impacts.
14. Promote medium and high density residential development near areas targeted for economic development to provide ancillary market support.
15. The mixing of various housing types or densities will not be allowed unless specifically planned and approved as part of large scale projects.

Residential - Existing Development

1. Maintain a high quality residential environment through rehabilitation, or where necessary, redevelopment of substandard units via private means and/or public action, when feasible. Substandard housing is to be removed when it is judged not economically feasible to correct deficiencies.
2. Maintain residential amenities required through zoning and subdivision regulations.
3. Coordinate and channel neighborhood preservation efforts through individually defined neighborhoods.
4. Where appropriate, the existing housing stock is to be preserved and improved through inspection and code enforcement efforts.
5. Minimize home business uses within residential neighborhoods to the extent that they are not evident if they do exist.

6. Minimize outside storage within residential areas. In those instances when outside storage is allowed, it must be in an orderly, confined, and limited fashion.
7. Accessory buildings are to be limited to residential use related activities with a compatible design and size to maintain a residential neighborhood character.
8. Accessory building area allowances are to reflect the size and scale of the lot (urban or suburban versus rural) on which the building is to be constructed.

Commercial

1. Designate commercial land areas adequate to meet expected long range development needs with a phasing program for utilization.
2. Locate commercial development in areas of high accessibility and high visibility.
3. Develop commercial areas as cohesive, highly interrelated and coordinated units with adequate off-street parking and appropriate regulated points of access.
4. Screen and buffer all commercial uses from any adjacent residential development.
5. Strongly discourage spot or uncoordinated linear commercial development in favor of a unified development pattern.
6. Accomplish development of any scattered open parcels along existing streets and highways in a manner that helps to establish more functional development patterns (for example, utilizing shared access and parking, etc.).
7. Predetermined development standards are to be established to ensure the quality of development desired by the community.
8. Consider enactment of a commercial/industrial maintenance code to ensure that commercial and industrial development maintains community character on an on-going basis.
9. Provide for safe and convenient pedestrian movement within commercial areas.
10. When possible or when opportunities arise, arterial or collector street access to commercial districts is to be provided at the periphery of the area.
11. Commercial development may be limited at street intersections. Development of one quadrant does not indicate or dictate commercial use of the remaining quadrants.

12. Promote efforts to encourage upgrading of existing commercial uses.
13. Regulate and enforce outdoor storage and environmental quality maintenance.
14. Signing of commercial service properties is to facilitate identification and business promotion, but will be restricted to prevent over-intensification.
15. Encourage the removal or relocation of conflicting non-complementary uses in areas of the City targeted for immediate commercial development.
16. Establish an orderly transition between highway commercial areas and low density residential neighborhoods through introduction of higher density residential uses.
17. Existing commercial uses will connect to municipal sanitary sewer and water service, when available, based upon the policies established by the City Council.
18. Support development of commercial land uses in the area near the existing County Road 75/7 interchange with Interstate 94 and the area near the proposed County Road 75 interchange with Interstate 94.

Industrial

1. Designate areas for industrial uses within the City, with distinct areas for varying types of industrial activities. Planned industrial areas are to provide for phasing of development as demand increases.
2. Plan industrial uses and activities in locations with high accessibility and limit such uses to areas that are so designated.
3. Encourage relocation of existing industrial type activities within residential areas of the community to appropriately planned areas.
4. Establish and enforce standards governing industrial development quality.
5. Screen outside storage of equipment and materials to eliminate any negative visual impact.
6. Industrial development is to have convenient access and is to be located near major streets and highways, while prohibiting direct, uncoordinated access.
7. Limited signing within industrial areas is intended to facilitate ready business identification, while not to including advertising.

8. Industrial and commercial development is to be strongly encouraged to create new job opportunities and expand the local tax base.
9. Promote industrial development which maximizes the returns on City investments in public facilities and services.
10. Investigate potential fiscal incentives to attract new desired types of industries to St. Augusta.
12. Give due consideration to all potential physical implications or service and facility demands (i.e., traffic generation, sewer and water demands, etc.) for any proposed industrial development.
13. Encourage site upkeep and maintenance through code enforcement to promote a positive industrial (and commercial) image.
14. Site designs that integrate industrial facilities with natural features of the land and provide an aesthetically attractive appearance are to be encouraged.
15. Existing industrial users will be required to connect to municipal sanitary sewer and water service, when available, based upon the policies established by the City Council.
16. Industrial development and operations within the City are to be focused on designation of general industrial land uses adjacent to Trunk Highway 15, light industrial uses adjacent to County Road 7, and business/warehousing uses adjacent to County Road 75 or Trunk Highway 15.

TRANSPORTATION GOALS

- Approach transportation in a comprehensive manner, giving attention to all modes and related facilities.
- Provide for safe and convenient movement by all transportation modes.
- Define future street system routes and connections in the undeveloped urban areas of the community.
- Establish and develop a street system that is sensitive to homogeneous neighborhoods and activity areas.
- Develop a street system and install necessary traffic control devices, which conforms with existing laws, to optimize service and provide for the efficient movement of people and goods, while minimizing adverse impacts.
- Provide sufficient off-street parking to meet the demands of all types of land uses.
- Support the development of public transit, para-transit systems, car pooling and other such measures which will minimize the need for individual automobile travel.
- Ensure the provision of pedestrian and bicycle facilities that are consistent with the safe and convenient circulation needs of the pedestrian and the bicyclist.
- Develop a system of priorities for improving the various elements of the transportation network.
- Upgrade existing substandard streets.

TRANSPORTATION POLICIES

General

1. Treat all modes of transportation and related facilities as one system to be coordinated and related on a comprehensive basis.
2. Plan transportation facilities to function in a manner compatible with adjacent land use. In those instances where the function of a transportation facility has changed over time to become incompatible with adjacent land use (such as gravel surfaces), programs are to be established to address the issue.

3. Design transportation facilities to conserve natural resources and minimize the total need for on-going public investment.
4. Prepare and annually update a Capital Improvement Program for transportation facilities.
5. Coordinate transportation planning and implementation with neighboring and affected jurisdictions, with early and continuing opportunities for citizen involvement
6. Focus the transportation system on activity centers within the community, and those in neighboring communities.
7. Consider the mobility needs of all persons in the planning and development of the transportation system.
8. The highway system is to complement and facilitate local movements provided by local streets, bicycle trails and pedestrian facilities. A line of communication must be maintained with Stearns County and State highway officials in order to ensure that planned improvements are consistent with the goals and objectives of the community.

Streets

1. Adopt and follow a functional classification system in the planning and design of St. Augusta's street system
2. Coordinate planning for the street network with Stearns County including street improvements, construction of new streets, implementation of a functional classification system, and potential turn back of existing county roads to the City's jurisdiction.
3. Construct new streets and upgrade existing streets in compliance with Minnesota Department of Transportation (MNDOT) standard specifications.
4. Vehicular access onto all types of arterials is to be minimized and limited ensuring adequate distance between intersections and utilization of appropriate traffic control methods and devices.
5. On-street parking and access to property shall be restricted from collector and arterial streets. Detached frontage roads are to provide access for properties "fronting" these streets.
6. Parking on arterial streets is to be prohibited, whenever practical.

7. Any on-street parking that conflicts with moving traffic or creates hazards must be prevented and eliminated.
8. All street system facilities are to be planned, designed, and developed according to the highest standards, giving due consideration to both land use and overall transportation goals and policies.
9. The City will plan for anticipated increases in traffic volumes and corresponding street improvements by analyzing existing rights-of-way widths, access standards, speed, surfacing, sizing, and maintenance requirements of existing streets and those in areas of new development.
10. Design all residential streets categorized as low volume carriers to encourage inter neighborhood connections, properly direct traffic to collector or arterial roads, yet prevent penetration by through traffic.
11. Relate street improvements to area land development in order to avoid interrupted or inadequate access.
12. Require proper visibility, design, and control of all intersections (including access points) to promote safety.
13. Establish a phased program to improve hazardous and poorly designed intersections and access points so as to increase the safety to both motorized and non-motorized traffic.
14. Promote street safety through the appropriate use of sign controls.
15. Develop and utilize a uniform system and policy for public signing to eliminate unnecessary signs and replaces outdated, inappropriate, and confusing public signs.
16. Private signing must be related to the overall system of street function and control and will be minimized to the extent possible in order to maintain safe traffic movement.
17. Standards and controls for business and advertising signing and lighting will be established and enforced in order to prevent driver distraction and potential hazards.
18. Minimize the amount of land devoted to streets and the number of street miles within the community to the extent possible.

20. Where feasible and practical as funds allow, provisions for other transportation modes (i.e., bicycles, snowmobiles, park and ride, etc.) are to be included in street and highway improvement plans.
21. The existing primary access points (State Highway 15 and County Road 7775) to Interstate 94 are viewed as vital to the community and are to be maintained in the future.
22. The City will support and participate in planning for construction of a new interchange at County Road 75 and Interstate 94 to create new opportunities for access to the community.

Parking

1. Any new development or expansion of existing development must include adequate off-street parking. Parking requirements imposed through the Zoning Ordinance should be constantly reviewed and studied to ensure supply is reflective of demand.
2. Develop parking facilities so as to conserve land, promote joint use, and minimize conflicts with vehicular, pedestrian, and bicycle traffic.
3. Limit access to parking lots from public streets to that number that is functionally necessary.
4. Design parking in functional clusters to avoid irregular and inefficient lots.
5. Pursue development of park and ride facilities.

Pedestrian/Bicycle

1. Separate pedestrians and bicyclists from motorized traffic at a minimum along arterial streets, and other streets when physically and/or economically feasible, and in compliance with State law.
2. Provide adequate lighting and outdoor furniture in urbanized areas of heavy pedestrian movement.
3. Pedestrian crossings on heavily traveled streets must be clearly marked and lighted.
4. Priority will be given to the establishment of pedestrian and bicycle facilities in areas surrounding churches, parks, isolated neighborhoods, and commercial development.

5. Design arterial streets to prevent unregulated pedestrian and bicycle crossings and protect pedestrian and bicycle movement paralleling traffic.
6. When financially feasible, facilities for pedestrians and bicyclists will be provided in conjunction with street improvement projects.
7. New development will be encouraged to respect the pedestrian/bicycle system and, where possible, to contribute to the rights-of-way and development costs.

Mass Transit

1. Cooperate with other governmental jurisdictions in efforts to create markets and introduce transit or para-transit service on the local scale.
2. Where economically feasible, transit and para-transit services and facilities are to be promoted to meet the basic transportation needs of persons who cannot use automobile transportation.
3. Pursue expanded service through existing programs within the City based upon documented needs.

COMMUNITY FACILITIES GOALS

- To the extent possible, establish and implement physical features which will help create a sense of community identity and recognition.
- Ensure the provision and maintenance of facilities and services necessary to meet the needs and interests of the community.
- Plan and provide public facilities and services in a coordinated and economic manner on a basis that is consistent with the nature of development and possible pending problems within the City.
- Minimize costs and undue further investment for public facilities and services by encouraging full utilization of existing and available service system elements.
- Ensure that the public safety of City residents is adequately provided for.
- Provide for safe, easy access to all facilities and services within the community.
- Coordinate facilities and services on a joint use basis between governmental units.
- Public systems, such as storm drainage, future water supply, future sanitary sewer along with their private extensions, parks, community centers and the like, should be designed in a comprehensive manner to utilize fully the natural environmental conditions and minimize development cost.
- Preserve natural wetland and drainageways as part of a comprehensive storm water management system.
- Minimize the impact of non-local facilities which cross or are located in the community.

COMMUNITY FACILITIES POLICIES

Public/Semi-Public Utilities

General

1. Those creating the demand will be responsible for costs associated with the extension of utilities to new developments.

2. Possible assessments associated with utility and service extensions will be imposed in accordance with the assessment rules of the City that establish financing methods for various City improvements, including, but not limited to, trunk mains and laterals for sanitary sewer and water.
3. Plan and regulated demand for urban services facilitate future orderly, fiscally responsible extension of service systems.
4. Urban service areas and rural service areas, which include agricultural preservation, are to be clearly designated with appropriate density and use controls to facilitate staged and fully utilized service systems.
5. Require location of easements for utility systems according to uniform standards, providing for ease of access for maintenance and repair, and minimal disruption of other activities or areas.
6. Implement a program and regulations assuring that all private, as well as public, sewer and water utility systems are constantly monitored and maintained to assure a safe and high quality standard of service on an ongoing basis.
7. Minimize the impact of required utility facilities and services upon surrounding uses.
8. Underground installation of all new utility services is to be required, and when economically feasible, the conversion of existing overhead systems to underground is to be encouraged and promoted.
9. Locate any non-local utility lines and essential service facilities within the community in such a manner as to minimize impact upon existing or future development.
10. Require coordination among all utility improvement programs.
11. Prepare and annually update a Capital Improvement Program for all public facilities.

Municipal Sanitary Sewer and Water Service

1. The City of St. Augusta will continue to explore options for providing sanitary sewer and water service to areas of the City.
2. Due to possible ground water contamination threats, the potential for public and/or semi-public sewer will be evaluated for the existing areas of suburban development within the community.

Private and/or On-Site Utilities

1. All uses must comply with applicable provisions of the City's Zoning and Subdivision Ordinances and Comprehensive Plan (Policy Plan and Development Framework).
2. All private and/or on-site utilities, including alternatives to ISTS, must comply with applicable state laws and regulations, including those of the Minnesota Pollution Control Agency specifically related to sewer service.
3. A program and regulations assuring that all private on-site sewer and water utility systems are consistently monitored and maintained will be implemented to assure a safe and high quality standard of service, prevent groundwater contamination, and delay the necessary extension of municipal sanitary sewer service as long as possible
4. Utilization of private common utility systems outside of the sanitary sewer service will only be permitted where a long term management program is established and proper financing is provided to ensure ongoing administration.
5. Any construction of a new common utility system or expansion of an existing common utility system must not create barriers to future municipal utility and service extensions and will be subject to review and approval of the City Council.

Stormwater Drainage

1. Manage runoff to protect the ground water recharge areas.
2. Soil types associated with drainageways are to be protected and preserved in order to channel flowage, and control erosion.
3. Preserve natural drainage areas to the extent possible in order to minimize storm sewer costs.
4. Formulate a drainage plan that utilizes intermediate ponding areas and provides procedures for the acquisition or dedication of areas so designated.

Governmental Buildings, Facilities and Services

1. Cooperation and coordination between governmental units is to be promoted and encouraged in the provision of public facilities and services.

2. The full utilization of investments in public facilities and services will be considered and achieved prior to making new public investments.
3. Provide adequate levels of police and fire services to City residents.
4. Locate public facilities and services so as to offer ease of access and minimal response time for all areas of the community, and also to enhance community identity. The facilities should be readily accessible to both the existing and planned street system.
5. Public facilities will be developed, improved and maintained according to the highest adopted standards of design and performance to serve as examples for private development. Public facilities are to present a positive aesthetic expression and strive to create a source of community pride.
6. Design and maintain all public buildings to be resistant to personal and property crime opportunity, while maximizing public and City usability.
7. Preserve those areas, places, buildings, structures, and other features having significant architectural, historical, community, or aesthetic interests and values to the extent possible.
8. Locate all public facilities where the proposed use is compatible with the existing and proposed land use of the area.
9. Develop public facilities upon sites which offer ample land area for any necessary expansion.
10. Evaluate potential public facility sites for their compatibility to the City's sanitary sewer plan.
11. The displacement and relocation of residents resulting from the development of service facilities is to be discouraged.

Parks and Open Space

1. The needs and possible opportunities for a local park and recreation system will be evaluated and a program for long range development is to be implemented.
2. The City of St. Augusta will work cooperatively with the County and State governments on the provisions of park, recreation programs, and trail facilities.

3. The City will consider the financial possibility of providing urban services to the following areas:
 - a. The Luxemburg hamlet area adjacent to Trunk Highway 15 extending to the north boundary of the City.
 - b. The St. Augusta hamlet area adjacent to County Road 75, County Road 7 and areas near existing/planned interchanges with Interstate 94.
 - c. Other areas of the City where sanitary sewer service would resolve environmental concerns associated with existing on-site private septic systems.
4. Municipal sanitary sewer and water service shall be provided only to lands within the designated Urban Service Area.
5. Based upon available information and demand projections, the Urban Service Area will provide a maximum five-year land supply for urban residential development.
6. The City will periodically define the amount, type and rate of growth that must be absorbed to accommodate sanitary sewer demands and fund necessary capital costs.
7. A minimum 30 percent of available sanitary sewer service capacity is to be reserved for commercial and/or industrial users.
9. The provision of municipal sanitary sewer and water service is to be financed by those who receive such service.
10. Risk of payment for non-users of sanitary sewer and water services may be reduced through utility phasing, the identification of potential water revenue sources, and the establishment of realistic growth expectations.
11. Allocation of available sanitary sewer capacity will be provided on a "first come, first serve" basis.
12. Preliminary plat approval by the City does not guarantee access to sanitary sewer service. The City will only guarantee sanitary sewer service to approved final plats with executed development agreements, which assure the City of timely development.
13. Actual sanitary sewer service allocations are to be held in reserve and not applied to lands within the Urban Service Area until such time as the developer has:

- a. Received final plat approval from the City.
 - b. Entered into a development agreement with the City and posted all the necessary securities and/or development fees required by it.
14. Utility lines installed to serve a particular parcel of land must be extended at the developer's expense through the parcel to provide future connection opportunities to adjacent property.
15. Primary and Secondary Urban Service Reserve Areas will be established that graphically identifies lands within the City that will be considered for staged expansion of the Urban Service Area.
16. The boundaries of the Urban Service Area will only be expanded when:
- a. Land to be included in the Urban Service Area is not within a "green acre" or similar agricultural preservation program.
 - b. The land lies within one-quarter mile of the existing Urban Service Area boundary or presents environmental problems that can be alleviated by the delivery of City water and sewer service.
 - c. The land is located within the designated Urban Service Reserve Area.
 - d. The potential sewer discharge resulting from development of the land area to be included is within available capacity limits.
 - e. The developer will hold the City harmless should limitations on sewer connections be imposed.
 - f. The developer and/or benefitting property owners assume the majority of improvement/service costs.
 - g. The development proposal does not qualify as a premature development based upon the criteria outlined by the Comprehensive Plan.
 - h. Inclusion of the land in the Urban Service Area is necessary to achieve a five-year land supply and respond to a shortage of land to which service is available.
 - i. Commercial/industrial development and requests for service to existing, unsewered residential areas are to be given priority over new residential development for service area expansion requests.

3. Utilize park and recreational trail facilities to promote City identity and unify the community.
4. Program recreation open space improvements in accordance with a Capital Improvement Program.
5. Develop parks and open space to take maximum advantage of natural community features.
6. Classify and make any improvements to the park and open space system utilizing the following types of parks where encouraged by the Park and Trail System Plan:
 - a. **Community Parks:** These parks would provide for a City wide service area and include facilities for more intensive recreational activities, such as tennis courts, ballfields, swimming pools, and ice skating rinks, as well as passive open space.
 - b. **Neighborhood Parks:** These parks could be much smaller in size than the community parks serving a group of neighborhoods within a one mile radius of the facility to provide limited recreational opportunities for children and areas oriented towards adult-type recreation.
 - c. **Passive/Preservation Parks:** These parks would be set in natural areas of the community where preservation of the natural environment would be the primary emphasis. Hiking trails, wildlife sanctuaries and picnic facilities would be among the primary uses of such a park facility, which in turn would benefit the natural wildlife of the area and natural enthusiasts.
7. New recreation sites may be pursued in association with new residential subdivisions that serve a broad range of age groups and activities.
8. Design and maintain parks with proper lighting, landscaping, shelter design, parking, etc., to ensure a high degree of public and property safety.
9. The City will encourage continued citizen participation in the planning, development, and operation of recreational open space.
10. An appropriate balance between active, passive, and cultural recreational areas and activities tailored to the needs of the total population are to be provided.
11. When financially feasible, recreational facilities and a year-round program of activities may be provided, which are suited to the varied recreational needs of all age groups within the community.

12. When financially feasible, safe and convenient pedestrian and bicycle access to recreational facilities is to be provided.
13. The use of motorized recreational vehicles is to be limited to designated areas.
14. When financially feasible, the City may acquire and reserve sufficient park and open space land to fulfill the needs of the present and projected future population of the community.
15. Parks and open spaces are to be developed and improved to take maximum advantage of natural community features.
16. Where necessary, park and open space areas will be screened, fenced or buffered for the safety and protection of the user.
17. Neighborhood and community scale recreational facilities should be located within safe and easy access of users.
18. Cooperative agreements with the School Districts and/or private schools should be established for provision of recreational open space areas, athletic programs, and services.
19. Dedication of land for park and open space facilities is to be accepted only when the land satisfies the needs of the community.

ADMINISTRATION GOALS

- Ensure that all development and/or redevelopment that occurs in the community is in accordance with the Comprehensive Plan.
- Review and amend the Comprehensive Plan and related ordinances as necessary to reflect changing community needs and priorities.
- Pursue means and measures to provide more local control and a direct response to development proposals and ongoing community needs and problems.
- To the extent possible, allocate administrative and improvement costs to those generating the demand or utilizing the service.
- Pursue available means to increase/improve community identity.

ADMINISTRATION POLICIES

General

1. The St. Augusta Comprehensive Plan will be evaluated on a periodic basis and updated when such action is necessary.
2. Codes addressing zoning, subdivision, building, and building/property/septic system maintenance are to be locally established and enforced.
3. Application, fee schedule, and processing procedures will be established that assigns financial cost of any and all related project considerations to the applicant.
4. An impact fee system covering all possible concerns will be established and required of new development projects.
5. Special assessments and/or special taxing districts may be concepts utilized in assigning costs for public improvements to benefitting parties.
6. Land dedication requirements, easements, and other such requirements will be required at time of subdivision and/or development to insure the physical capability for necessary public/semi-public utilities and improvements.
7. The City's financial position and debt service is to be annually reviewed and analyzed to ensure proper fiscal programming and management.

8. Federal and State programs are to be monitored for the possibility of assisting the City with implementing the Comprehensive Plan and meeting the needs of its citizens.
9. Constant legislative changes and new requirements in ordinance and community control responsibilities will be monitored, notably in the area of environmental protection and development management authority.
10. Owners of vacant land are encouraged to actively pursue development that is consistent with the long range planning objectives of the City.
11. News stories to local newspapers and applicable real estate periodicals may be released concerning St. Augusta's planning and development objectives.
12. A Capital Improvement Program will be prepared and annually updated for the management, programming, and budgeting of capital needs.

Decision Making

1. All development proposals will be evaluated to determine all economic, physical, social, and service demand implications, and sufficient time will be provided for thorough analysis and decision-making.
2. All analysis and basis for decision-making on development proposals will be thoroughly substantiated and documented.
3. Communication and continued coordination is to be maintained and promoted between the City and neighboring and related governmental jurisdictions.
4. An opportunity for the direct involvement and input of area residents, business persons, and property owners will be provided in the planning and implementation of any development or redevelopment projects in the City.
5. Prior to public hearings, the City may encourage developers to hold informal meetings with project area residents, business persons, and property owners on a neighborhood basis to inform them of area plans.
6. Formal public hearings on area plans and projects are to be held with adequate prior notice to all citizens in the community.
7. The City will make use of all public media, notably area newspapers, as a means to keep citizens informed of all development projects.

8. Specialized expertise, which can contribute to the area plans, may be enlisted from individuals of the community at large.

Economic Development

1. The City will encourage leadership by the business community for economic development.
2. Attendance at inter-community, regional, and state-wide economic development expositions may be encouraged to disseminate information about City development opportunities and to solicit development interest.
3. A contact person or committee will be maintained for perspective developers to contact for development information on the City and, actively make contacts with new development interests, when practical.
4. An accessible data base of St. Augusta development information should be developed for dissemination to perspective developers.
5. The City will work with business interests presently existing in St. Augusta on plans and programs for expansion and enhancement.
6. Economic development that makes full use of recreational market opportunities resulting from the area's natural amenities may be identified and promoted.
7. Economic development that takes full advantage of market opportunities afforded by the major transportation corridors within or adjacent to the community will be identified and promoted.
8. The City will work progressively to retain and attract businesses that are compatible with a clean and quiet environment.
9. To the extent practical, any and all public and private programs that are available will be utilized to assist new and existing businesses in the community.
10. Consider the use of public assistance for development of sites characterized by physical limitations (i.e., poor soils, steep slopes, etc.) when feasible.

2

--	--	--	--

--	--	--	--

2

--	--	--	--

--	--	--	--

--	--	--	--

2

--

Comprehensive Plan Update - Part 2
Development Framework

INTRODUCTION

The intent of a comprehensive planning process is to provide a well founded and coordinated decision-making framework to guide public and private development, community improvement, and change. In this regard, this chapter of the Comprehensive Plan presents the Development Framework for the City of St. Augusta. The plan is based upon community issues and desired results that were identified as part of the Issues Identification, Planning Inventory, and policy formulation phases of the process.

The Development Framework, which is the third phase of the comprehensive planning process, is the general plan for the community. It establishes the parameters and overall outcomes that are to be achieved. It further defines and establishes direction for the basic elements that comprise and influence the community. In the case of St. Augusta, these elements are natural environment, land use, transportation, community facilities and administration. It is the function of these planning elements to provide detailed guidance and the implementation of actions for community improvement. Detailed facility plans should next be developed regarding public services, including transportation, storm drainage, parks and open space, and public sewer and water service.

Development regulations and improvements programming are based upon the Development Framework and detailed facility plans. Once the precedent-setting elements of the comprehensive planning process have been completed, ordinances and programs must be formulated as a means to bring about the plans and desired results that have been described. In this regard, existing ordinances should be changed to reflect "current" development policies.

The Concept Plan, upon which the Development Framework is based, represents general planning concepts for the community. Categorical plans are then presented for natural environment, land use, transportation, community facilities and administration. These sections are arranged in a format that provides guidelines for how specific policies presented within the Policy Plan may be applied.

In total, the Development Framework provides a fundamental management tool for guiding change and improvements within the community. Directives and means for specific assignments and accomplishments are determined by this document. Additionally, the ground work and parameters are established by the Development Framework for detailed facilities planning and control mechanisms.

CONCEPT PLAN

The elements of a comprehensive community plan include natural environment, land use, transportation and community facilities, develop from a concept. To ensure the viability of this concept, it must be derived from the established goals of the community as well as the primary function(s) of the community. The Concept Plan for St. Augusta revolves around five basic principles, which are summarized in the paragraphs that follow.

- The establishment of a community identity.
- The strengthening of the City's commercial/industrial tax and employment base.
- The protection of the City's environmental features.
- The management of growth in an orderly, fiscally-responsible manner that allows the coordinated co-existence of urban and rural uses. This includes the preservation of areas designated for long-term rural use and the avoidance of the premature extension of sanitary sewer service into unsewered development areas.
- The promotion of functional and compatible land use relationships through the fundamental planning concepts of the neighborhood foundation, community focus and land use transition.
- The functional classification of streets.

COMMUNITY IDENTITY

It is essential that the St. Augusta continue its efforts to establish a sense of continuity and focus in the community. Since the basic character of St. Augusta's present identity is split between two historic growth areas, these individual neighborhoods should each be maintained as a unit. Future development within the community must focus on bringing these two distinct areas together with physical and ideological connections.

Within the two existing growth centers, the principal development focus to date has been on residential dwellings. Development of residential development must focus within the neighborhood as a unit, while encouraging connections with adjacent residential uses and commercial/industrial centers. Ongoing residential development within St. Augusta will need to emphasize quality development and amenities required to insure a high standard of living. In this regard, the development of remaining open land should be done in a manner which respects the integrity of existing neighborhoods as new neighborhoods and other land use areas are created.

A first step in creating desirable residential development is the establishment of a desirable development format. Residential development formats range from strict grid-type platting to curvilinear and cul-de-sac street patterns. As stated in the Policy Plan, development patterns that include some variation in the street pattern are preferred, as they tend to discourage through traffic and thereby increase privacy and safety within neighborhoods. This attention to traffic consideration is coupled with a fundamental consideration for natural and man-made barriers which tend to help delineate and organize neighborhoods. Finally, the overall neighborhood orientation is set in terms of amenities and services which function as a focus for neighborhood activity. Park land and open spaces are primary examples, contributing substantially to the creation of a desirable residential environment within the community.

The recent incorporation of the community as a municipal government will provide additional opportunities to strengthen the City identity. Residents and businesses will now have greater interaction with local officials and City staff on matters concerning their property and environment. The City should encourage this identity through planning for centralized facilities and possibly erecting community identity signage at key gateways to the community.

TAX AND EMPLOYMENT BASE

As part of the Community's 1995 Comprehensive Plan, the City had the foresight to recognize the major transportation corridors within the community as an opportunity for the future location of commercial/industrial uses that would contribute to a strong tax base. This opportunity has declined somewhat with the annexation of land adjacent to Interstate 94 to the City of St. Cloud.

The City does still have opportunities to strengthen its tax base with development of commercial and industrial uses along the remaining Trunk Highway 15 corridor, north and east of the St. Augusta hamlet adjacent to Interstate 94 and near a new interchange planned at CSAH 75 and Interstate 94 and along CSAH 7. However, development of commercial and industrial development has been limited partly do to a lack of municipal sewer and water service necessary to attract development has not been available.

In an attempt to accommodate desired commercial and industrial development, the City is aggressively taking steps toward providing sanitary sewer and water service to the City. When developed, commercial/industrial uses within these corridors will not only contribute to the City's tax base, serve as a focal point for individual neighborhoods, and provide employment opportunities for area residents.

ENVIRONMENTAL PROTECTION

A variety of benefits are associated with environmental protection in St. Augusta. Careful and environmentally sensitive development will preserve the health of St. Augusta citizens, attract a more diverse economic base, and minimize the need for future public investments in clean up or beautification.

Ground water pollution concerns associated with the City's historic one acre unsewered lot development pattern are well documented. Thus, a primary impetus for providing sanitary sewer service within the community is to provide an ability to correct possible environmental problems if the need arises.

The purpose of the City's Zoning Ordinance is to protect the public health, safety and welfare of the community. St. Augusta, as a former township, has relied on zoning standards adopted by Stearns County to control shoreland, floodplain, and development along waterways through its own Zoning Ordinance. Through current land use planning efforts, St. Augusta has accommodated development while at the same time preserved its valued environmental features. It is the intent of these efforts to continue to promote high quality development within the City and simultaneously, minimize potential environmental impacts thereto.

GROWTH MANAGEMENT

While it is the intent of the City of St. Augusta to welcome and accommodate future urban growth, such growth should only be allowed in an orderly and fiscally responsible manner. The concept of growth staging is the primary strategy for guiding and managing urban growth in the community. It can be clearly shown that haphazard and premature development can, and often does, result in severe economic consequences for communities. The basic philosophy underlying the proposed concept of growth management is compatible co-existence of urban and rural areas and the avoidance of premature urban development within designated rural areas.

The City's 1995 Comprehensive Plan strongly encouraged the preservation of productive agricultural land. As suburban or urban development increases, productive farmlands are threatened by residential neighborhoods and their supporting services. In this regard, future suburban development should be developed in a manner which respects the integrity of existing farmlands by concentrating the development into neighborhoods or clusters. This long term vision should not, however, be construed to mean that established agricultural operations should not be protected from premature urbanization.

Residents of St. Augusta have invested greatly in the establishment and maintenance of the present community structure. These established elements represent the basic foundation of the community. Accordingly, it is the intent and purpose of the growth concept to provide an ongoing framework in which growth is afforded optimum flexibility, yet managed to the extent that St. Augusta's rural areas can continue to enjoy the rewards of its rural atmosphere.

LAND USE COMPATIBILITY

As mentioned previously, functional and compatible land use relationships are achieved through the fundamental planning concepts of neighborhood foundation, community focus and land use transition.

Neighborhood Foundation

Undoubtedly, the City's neighborhoods provide the foundation of the community. Recognizing this, it is important that steps be taken not only to maintain St. Augusta's neighborhoods, but enhance them as well. Steps taken to reinforce and enhance the neighborhood foundation includes, but are limited to, the implementation of a housing maintenance code, new recreational amenities (i.e., trails, neighborhood parks) and commercial businesses, and continued roadway maintenance.

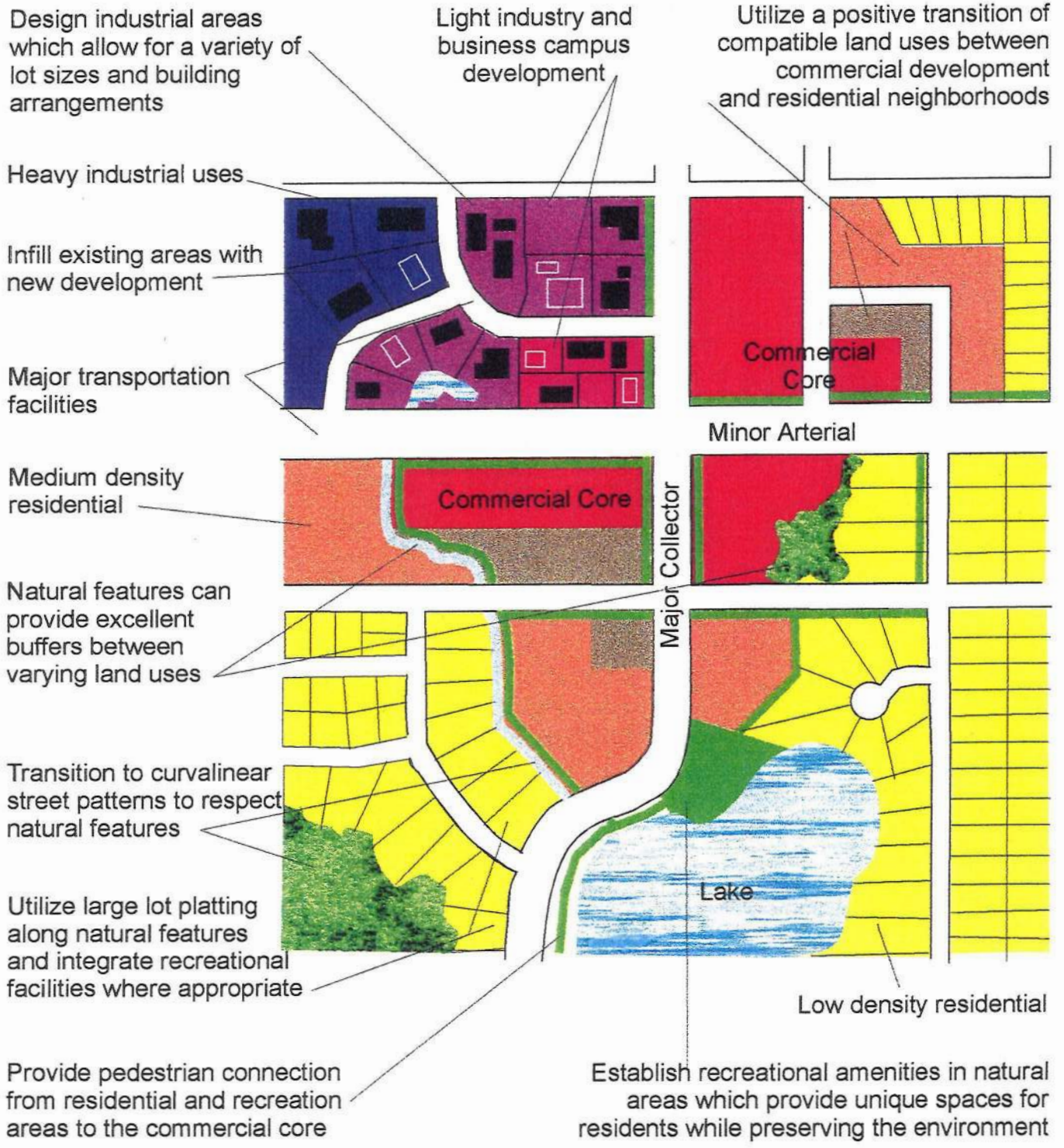
Community Focus

Within the concept of developing the entire community, it is important that individual neighborhoods not only have internal continuity, but also that they relate to one another. In order to relate neighborhood districts on a community scale, it is recommended that community focal points be developed. To some extent, these focal points already exist within the two existing growth centers.

Planning for the community should recognize and attempt to enhance its activity centers. The commercial centers of the City should remain easily accessible to all residential districts and project a unified image and standard of quality. Individual components should be so arranged as to create functional and complementary use relationships. Within residential districts, it is proposed that neighborhood parks, ranging in size depending on the circumstance, serve as the focus or unifying element. In terms of overall circulation within each neighborhood district, it is essential that significant traffic flows border and not penetrate the district, while also providing internal connections between individual neighborhoods. This is necessary from the standpoint of increasing the safety to pedestrians and bicyclists as well as maintaining the environmental quality of the neighborhood. In their simplest sense, community focal areas should represent and reflect the vitality and stability of the entire City.

Land Use Transition

The intensity of land uses should decrease as one moves away from an activity center. This concept may be referenced specifically to the major transportation corridors that lie within the City, such as Trunk Highway 15, CSAH 75 and CSAH 7. Undoubtedly, the high traffic volumes and visibility associated with these corridors make, or will make them a significant activity generator. With this in mind, it is important that a land use transition take place between the higher intensity highway commercial or industrial uses and lower intensity residential uses which flank the roadways. As a means of maintaining the integrity of the residential neighborhoods, providing a population base for commercial activity, and providing an alternative housing type, medium and high density residential development should surround the City's commercial core.



FUNCTIONAL CLASSIFICATION OF STREETS

Functional classification refers to the function each roadway should perform before determining street widths, speed limits, intersection control, or other design features. Functional classifications are used in St. Augusta's street network as a comprehensive planning tool to determine the number of access points which should be permitted on major streets and the design and relationship of local streets to other County and State highway systems.

The design standards needed for a specific roadway should be dependent upon projected traffic volumes, street configuration, and right-of-way acquisition. Direct lot access to collector and arterial streets should be prohibited to avoid the problems created by vehicles waiting to turn into private driveways. Further, numerous access points along collector and arterial streets disrupts the flow of vehicles traveling at posted speeds.

An additional concept that should also be considered within the City's developing transportation system is the establishment of a series of minor collector streets. These streets typically lie within the interior of developing areas and are designed to assist in the overall traffic movements within projected development areas.

FUNCTIONAL CLASSIFICATION OF STREETS		
Class	Function	Provided Access To
Principal Arterial	Service to major centers of activity, provides continuity to rural arterial system	Principal arterials Minor arterials
Minor Arterial	Service of an intra-community nature, urban concentrations to rural collector roads	Principal arterials Collector streets Land
Collector Street	Local collection and distribution between collector streets and arterials, land access to minor generators	Land Minor arterials Local streets
Local Streets	Service to abutting land	Land Higher systems elements

URBAN SERVICE AREA

The purpose of the urban service area is to manage growth, control infrastructure costs and provide for logical growth patterns that avoid leapfrogging development and premature subdivisions. The urban service district identifies lands to which sanitary sewer and water service is available, where the City has approved development plans, or where land is eligible to receive municipal water and sanitary sewer services.

In anticipation of future urban development, the City shall allow interim densities of 4 units per 40 acres with a minimum lot size of one acre. Clustering of developable lots shall be mandatory to ensure that future City services can be accommodated. Transfer of development rights shall be allowed provided the properties upon which the transfer area occurs is contiguous and of common ownership. A minimum of 40 acres shall be required to split off 10 developable acres. A minimum of 30 acres shall be necessary to split off 7.5 developable acres. A minimum of 20 acres shall be required to split off five developable acres. One lot, not to exceed 2.5 acres in size, may be split from an existing parcel of less than 20 acres if it is demonstrated that the minimum developable area satisfies the requirements of the Zoning Ordinance and that there is sufficient area identified for the establishment of existing or future City services. Below is a table that represents the requirements per acre.

Total Acres	Maximum Allowed For a Lot Split
40 acres	10 developable acres
30 acres	7.5 developable acres
20 acres	5 developable acres
Less than 20 acres	2.5 developable acres

RURAL SERVICE DISTRICT

The rural service area overlays areas of the City where sanitary sewer and water are not immediately available or anticipated and where a continuation of rural/agricultural activities is to occur. The basic density requirement is intended to protect existing agricultural uses and minimize impacts associated with the influx of additional urban development.

Within the rural service area, the City shall allow interim densities of 4 units per 40 acres with a minimum lot size of one acre. Clustering of developable lots shall be mandatory to ensure that future City services can be accommodated. Transfer of development rights shall be allowed provided the properties upon which the transfer area occurs is contiguous and of common ownership. A minimum of 40 acres shall be required to split off 10 developable acres. A minimum of 30 acres shall be necessary to split off 7.5

Urban Service Area

The urban service area, as graphically illustrated on the following map, includes the following components:

Urban Service Area.

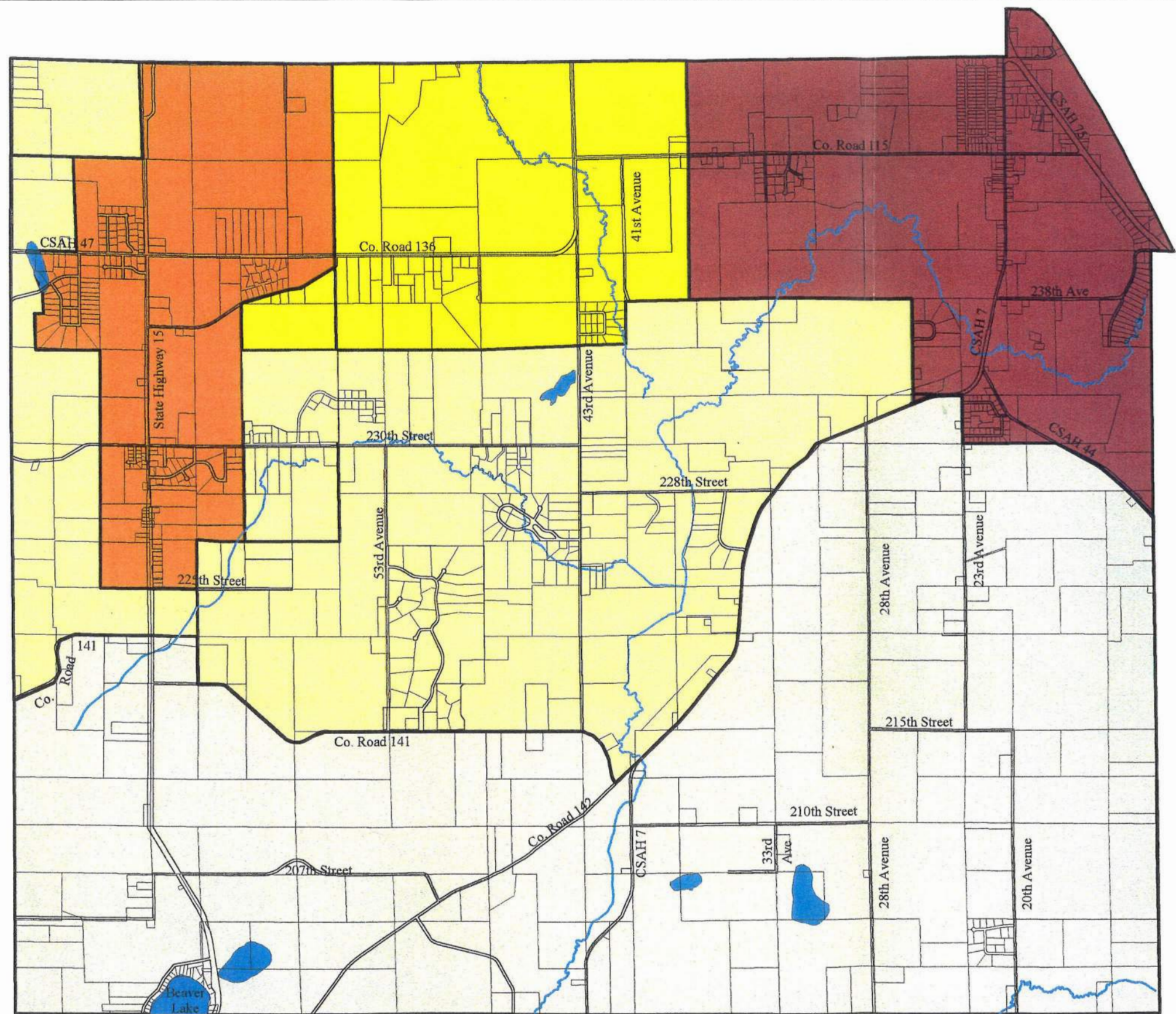
The urban service area identifies lands to which sanitary sewer (and water) service may be made immediately available. The urban service area is comprised of two sub-districts. The immediate urban service district identifies lands to which sanitary sewer and water service is available, the City has approved of development plans, and the developers have made a financial commitment to obtain municipal services. The intermediate urban service area identifies remaining lands within the Urban Service Area which are eligible to receive municipal water and sanitary sewer services, but have yet to make any financial commitments to obtain these services. In anticipation of future urban development, interim densities of four units per 40 acres are to be maintained.

Long Range Urban Service Area.

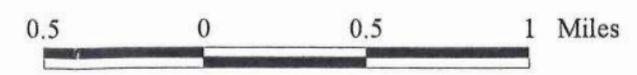
The long range urban service area overlays the area of the community that has developed as the Luxemburg hamlet with unsewered single family uses, and several commercial or industrial businesses. Municipal sanitary sewer and water service is not anticipated to be made immediately available to this area until such time as development demand increases or mandated by environmental concerns. Further unsewered development in the area is to be allowed at a base density of one unit per ten acres within clustered developments. Additional density may be allowed subject to the requirements outlined below. The City will need to establish a new zoning district implementing these policies.

1. Density bonuses may be considered for, clustered developments, ghost-platting and installation of common septic and/or water systems that will facilitate future connection to municipal utilities. The maximum density of residential subdivisions is not to exceed 10 units per 40 acres.
2. Individual lots are clustered or a "ghost plat" showing ultimate development of the parcel with urban services is provided and recorded with the property.
3. Provision is made for future installation of sanitary sewer and water utilities within the subdivision.

City of St. Augusta Comprehensive Plan Update Generalized Concept Plan



- Urban Service Area
- Long Range Urban Service Area
- Primary Urban Service Reserve Area
- Secondary Urban Service Reserve Area
- Agriculture - Rural Service Area
- Water
- Streams



NAC NORTHWEST ASSOCIATED CONSULTANTS, INC.
 5775 Wayzata Boulevard, Suite 555, St. Louis Park, MN 55416
 Telephone: 952.595.9636 Facsimile: 952.595.9837 planners@nacplanning.com

Source: Stearns County & Northwest Associated Consultants. October 2001
 This Map Is For Planning Purposes Only

NATURAL ENVIRONMENT PLAN

Natural environmental areas are of prime importance to the community. Besides serving as aesthetic amenities that enhance the quality of life in the area, they perform important ecological roles. Natural areas also often act as buffers or barriers in determining the direction of new growth.

Therefore, it is necessary that special consideration be given to these areas in formulating the City of St. Augusta's Comprehensive Plan. Environmentally sensitive areas include those characterized by steep slopes or soil limitations, forested areas, wetland and especially the Mississippi River tributaries. City officials have expressed particular concern in regard to ground water pollution, the preservation of productive agricultural lands, storm water drainage and the effects of development on significant waterways.

TOPOGRAPHY

The City's topography is characterized as fairly flat to rolling overall, with the eastern portion of the community being nearly level and gently increasing in elevation to the western boundary of the City. A high point exists just to the northeast of the Luxemburg hamlet that creates somewhat of a land divide in this region. Although fairly limited, the City does contain areas that exhibit slopes of greater than 12 percent, the benchmark figure which identifies possible detriments to development.

As a means of minimizing the environmental impact of development requests, the City should include an evaluation of slopes on subject properties. Factors to be considered are: 1) percentage of grade and 2) surficial soil type. Generally, slopes exceeding 12 percent should be examined for any potential environmental impact that might occur as a result of the proposed development. Any development on land containing slopes in excess of 12 percent grade should be required to supply soil tests for review by the City Engineer. Methods of maintaining these erodible slopes should be indicated on the development proposal and should also be subject to review and approval. However, depending on the soil types involved, lesser slopes may also require attention.

SOILS

As mentioned throughout the Comprehensive Plan, a major environmental issue confronting the City is the desire to minimize the intrusion of urban or suburban development upon areas of productive agricultural land. By identifying soils within the City that are conducive for agricultural production, steps may be taken toward defining long-term agricultural or rural areas to preserve these soils. While the City may allow

limited urban or suburban development upon those lands judged less suitable for agricultural production, development requests that would consume productive agricultural land should be strongly discouraged. Development requests that are proposed for lands having moderate or severe soil limitations should be subject to specific evaluation by the City Engineer. At any time during the review process, or during actual construction, a site under study is found to contain soils presenting development limitations, methods to correct or overcome these limitations should be done in accordance with Uniform Building Code standards.

SHORELANDS / FLOODPLAIN

As noted in the Inventory chapter of this report, the City's streams and waterways have significant natural vegetation that makes them a primary area of development interest. In response to such interest, it is imperative that proper measures are taken to maintain the integrity of the area. As a means of guiding development and ensuring proper utilization of its public waters, the City has incorporated the Stearns County Shoreland Overlay District within its local Zoning Ordinance. The purpose of the Shoreland Overlay District is to control the density and location of developments in and around the shorelands of public waters. With incorporation, the City should move to establish local regulations within its Zoning Ordinance based upon the current Department of Natural Resources regulations.

As a means of protecting the public health and safety and to minimize property damage and pollution from flood waters, the County has established a FP, Flood plain Overlay District. As a result, all development proposals that lie within the designated flood plain district must conform to a specific set of regulations and are be subject to additional review by the Minnesota Department of Natural Resources.

There are several creeks within the City that are considered protected waters and likewise considered community amenities. St. Augusta Creek, in particular, is considered notable in that it is known to hold trout and serves an important storm drainage function. Johnson Creek, which links the Luxemburg and St. Augusta growth centers, is another notable creek that fulfills an important role in the community's storm drainage system. City officials have expressed specific concern about the impacts of development to these waterways. These concerns focus not only on water quality, but maintenance of a consistent water flow. These are issues that the City should address as part of a storm water management plan.

WETLAND AREAS

Wetlands in the City function in a variety of ways. They help to provide a natural atmosphere in the community, while providing habitat for fish and wildlife. From an ecological perspective, the wetlands in the City serve to protect the Mississippi River and its tributaries from the effects of urban storm water runoff by acting as settling ponds. Finally, and perhaps most important for the City's present circumstances, the wetlands also act as holding ponds for flood waters. Indiscriminate grading, filling, or draining of these wetlands can lead to environmental damage which may be costly to correct or even irreparable. To ensure that wetland resources within the City are protected and preserved, the City will adopt (by reference) the Wetland Conservation Act of 1991 and the accompanying rules of the Minnesota Board of Water and Soil Resources. These provisions are intended to achieve a no-net loss in the quality, quantity, and diversity of wetlands within the community.

STORM WATER DRAINAGE

Storm water drainage within the City has been handled by natural drainage swales and man-made ditches alongside City streets and County roads. Because continued growth in the community creates increased storm water runoff, especially at urban densities possible with potential availability of sanitary sewer service, the City should consider the development and implementation of a comprehensive storm water management plan. A storm water management plan should, to the extent possible, provide assurances that the county ditch system will be retained and that agricultural drainage systems will not disrupt desired drainage patterns in the City.

If storm water drainage issues are addressed in advance, a drainage system may be devised which can take advantage of the City's existing natural features and minimize costs. Preparation of a storm water management plan may also be used as the basis for imposing storm water impact fees to address the costs for facility improvements caused by new development. For both economic and financial purposes, future development within the City's should attempt to utilize natural drainage courses whenever possible.

FORESTATION

Due to the historic agricultural character of the community, existing natural vegetative masses are limited to areas of steep slopes, wetlands, and along waterways. Areas with flatter topography have relatively few natural vegetated clusters. The City may wish to consider the adoption of more detailed tree preservation guidelines to preserve existing vegetation. Tree preservation guidelines would require developers and builders to incorporate a tree preservation plan with the required grading plan for their project.

EROSION CONTROL

As development continues throughout the City, it is important that appropriate erosion control measures are undertaken. Within natural drainage ways, the preservation of natural vegetation should be encouraged. This is of utmost importance in that vegetation protects the soil from erosion. Further, the placement of buildings and streets upon steep slopes should be avoided to the extent possible. Generally, the steeper the slope the greater the erosion hazard. Because of gravity and reduced friction between soil particles, it takes less energy to dislodge and transport soil. To ensure proper erosion control in the future, proposed developments should be required to submit an "erosion control plan" as part of the application materials, detailing intended specific methods of erosion control.

SOLID WASTE

Due to the amount of undeveloped land within the City and proximity to the St. Cloud Metropolitan Area, the community has characteristics that may be favorable for the potential location of a solid waste facility. In recognition of this, there is a need for the City to adopt a policy position dealing with potential proposals. While the City is open to all potential development proposals, it is important that there are performance standards as safeguards against the potential negative impacts such a facility may produce.

In addressing this issue, the City has established a number of goals and policies aimed at ensuring responsible environmental planning. Specifically, assurances must be provided that waste disposal facilities not be allowed unless it is demonstrated that such an activity can exist in harmony with the natural environment, as well as existing and planned area uses. In specific review of solid waste facility proposals, due consideration should be given to: 1) environmental impact, 2) location, operation, and long term use of the facility, 3) disposal costs, 4) the methods of collection, transportation, processing, and disposal, and 5) reclamation. Performance regulations addressing these concerns have been developed and incorporated within the City's Zoning Ordinance.

In a related issue, there has been past concern over the spreading of sludge obtained from the St. Cloud Wastewater Treatment Plant. It should be noted that such activities are governed by the Minnesota Pollution Control Agency (MPCA) and must follow various provisions of a strict permitting procedure. To further monitor the spreading of sludge and provide localized control, the City may wish to consider the adoption of its own solid waste ordinance.

GRAVEL MINING

There are currently two gravel mining operations within the community. The recent economic environment has created a demand for gravel resources in response to increased development and street construction. Recognizing the potential adverse impacts of mining activities, it is important that the City maintain regulations that protect community residents from such impacts.

Currently, mining operations are allowed by conditional use permit in the City's General Agricultural Zoning District under the condition the operation address the issues outlined below to ensure public health, safety and welfare.

1. Demonstration of land use compatibility (screening, buffering, etc.).
2. Haul routes.
3. Hours of mine operation.
4. Reclamation plan.
5. Performance securities.

FEEDLOTS

Like many other agriculturally based communities, feedlots and their potential for adverse impacts should be appropriately recognized and managed by the City. Currently, the City Zoning Ordinance allows feedlots as permitted uses within agricultural zoning districts, subject to specific performance standards regarding location and operations. The current regulation adequately responds to the inherent odor/pollution characteristics of these intensive agricultural uses. With incorporation, the City will have greater responsibility in regulating these uses.

SEWAGE COLLECTION/TREATMENT

Of primary concern within the City is the potential negative impacts that private sewage treatment systems may have upon the quality of the community's ground water supply. This is of particular relevance in the City's growth areas, where relatively dense urban development has occurred. At a minimum, the City should seek to establish monitoring or reporting programs that provide assurances that existing septic systems are being maintained. Maintenance of existing systems is critical to avoid future pollution problems that could mandate the need to extend sanitary sewer service to existing developed areas.

STRAY VOLTAGE

Community residents have raised the issue of potential health hazards resulting from exposure to stray voltage. To address this issue and minimize possible adverse effects, the City may consider implementing the following minimum steps:

1. Community education programs.
2. Energy conservation.
3. Proper planning, siting, and construction of electrical facilities.

LAND USE PLAN

Based upon the foundation established by the Policy Plan and the Concept Plan, this chapter provides the framework to guide and direct future community growth and improvement. The Land Use Plan is a narrative and graphic description that provides the background and rationale for the land use designations represented on the Future Land Use Plan map. This chapter has an educational and decision-making function by communicating a general understanding of how physical development in the City should occur. Although the emphasis of this chapter is on land use development, natural environment, transportation, and community facilities needs are also interrelated.

The Land Use Plan is divided into two sections. The first section describes the basis for the City's community plan, including the previous planning history, population projections, and land absorption projections that serve as the basis for the current plan. The second section of this chapter describes general land use plan elements, including a discussion of the overall land use map, future directions for residential, commercial, and industrial development, and specific plans and programs affecting individuals planning districts within the community.

BASIS OF THE COMMUNITY PLAN

The City's initial Comprehensive Plan was adopted in November 1995. Acknowledging the potential for ground water pollution associated with potential failing septic systems, this planning effort focused on the eventual possibility of providing long term sanitary sewer service to the northeast corner of the community. At the time of the plan's preparation, efforts were underway to achieve incorporation and to acquire sanitary sewer service capacity from the City of St. Cloud. It was envisioned that the provision of sewer service would be staged from the initial service area in the northeastern corner of the City to include the north third of the City, including the Luxemburg hamlet to the west. On this basis, recent development has been limited to defined growth centers surrounding the St. Augusta and Luxemburg hamlets.

Since adoption of the 1995 Comprehensive Plan, the community achieved municipal status in 2000. The incorporation of the City was granted simultaneously to approval of an annexation petition by the City of St. Cloud for all areas of the community north and east of Interstate 94 and additional areas south of the Interstate. While the annexation did result in a loss of most of St. Augusta's developed industrial areas, the two communities reached an agreement whereby St. Cloud would provide sanitary sewer service to St. Augusta.

Historically, the City has taken a progressive planning attitude in order to direct land development in a manner that results in compatible land use patterns and efficient utilization of future public services and utilities. The City's major planning objectives are the preservation of productive agricultural areas while accommodating increased development. With regard to urban areas, the intent is to establish and maintain attractive, high quality living and working environments for community residents. In providing for these environments, the City recognizes the necessity of providing utilities and services that are demanded with urban development.

As a means of preserving its productive agricultural lands, the City has established a policy of only allowing new development proposed outside the two growth centers on lands that are marginal in terms of crop production and/or soil quality. While this policy is well intended, it has in some cases resulted in the development of scattered residential subdivisions throughout the City. As noted in the Concept Plan section of this document, the separation of rural and non-rural uses within the City is considered a critical element in the compatibility and maintenance of each use.

Due to the City's close proximity to the St. Cloud Metropolitan Area, the potential implementation of municipal utilities, and the excellent access provided at two existing interchanges and one planned intersection with Interstate-94, a prime opportunity is presented to people who desire a small town living environment within commuting distance to St. Cloud employment centers.

PROJECTED GROWTH

The nature of the City's future will depend greatly on the population growth that takes place during the next decade or two. Future land use designations should consider land absorption demands based on forecasted growth. The growth trends and projections provide some foundation for projecting residential land use demand for the next decade. Using the information available in the social and physical profile of the Planning Inventory Report, land demand forecasts for residential growth have been formulated.

The land demand forecasts outlined in the inventory are based upon the uncertainty of sanitary sewer and water service. While this plan assumes that these services will be made available, no formal decisions have been made as of this date. As such, two development scenarios were developed. One scenario assumed continuation of rural-service development patterns, whereas the other anticipates urban density development based upon availability of sanitary sewer and water service. It must be emphasized that this Comprehensive Plan is based upon the assumption that sanitary sewer and water service is to be provided to areas of the City within the immediate future. Based upon this assumption, the Inventory report projected that the City is likely to add approximately 28 new households each year through 2020.

Residential Land Demand

Aside from agricultural land use, residential development is the most predominant land use within the community. The Inventory report indicates that 2,014 acres or 11 percent of the City's total area is residential land use. This trend is projected to continue through the next decade. With the anticipated availability of sanitary sewer and water, residential development may be expected to exceed the City's historical growth rate due to an increase in allowable densities.

The Inventory included land absorption projections based upon the projected population growth and anticipated development densities. Based upon an assumed density of one unit per acre for rural service development and a density of two units an acre for urban service development, total residential land demand has been projected as absorbing an additional 280 to 560 acres of land. An overage figure was also calculated to anticipate any surge or increased growth rate. Factoring in these considerations, the City may anticipate absorbing a total of 420 to 840 acres for new residential development, depending on density.

PROJECTED RESIDENTIAL LAND ABSORPTION				
	2001-2010	2011-2020	Total	Total w/ Overage
New Households	280	280	560	
Rural Density (1.0 du/ac)	280 ac.	280 ac.	560 ac.	840 ac.
Urban Density (2.0 du/ac)	140 ac.	140 ac.	280 ac.	420 ac.
SOURCE: Northwest Associated Consultants, Inc.				

As the majority of new development is to be concentrated within the Urban Service Areas with connection to sanitary sewer service, actual land absorption will likely be less than the high range estimate. However, the number of dwelling units expected to develop will remain constant.

Commercial and Industrial Land Demand

While projecting commercial and industrial land demand is typically different (from the standpoint that the City has a limited amount of these uses), the following factors will have a major influence on future commercial and industrial development in the City.

- Availability of sanitary sewer and water service.
- Construction of an interchange at CSAH 75 and Interstate 94.
- Proximity to Interstate 94.
- Increased population in St. Augusta and surrounding cities.
- Land availability.

In recognition of the need to expand the City's commercial/industrial tax base, it is recommended that 30 percent of the City's available sanitary sewer capacity be reserved for such uses.

GENERAL LAND USE PLAN ELEMENTS

General Land Use Plan

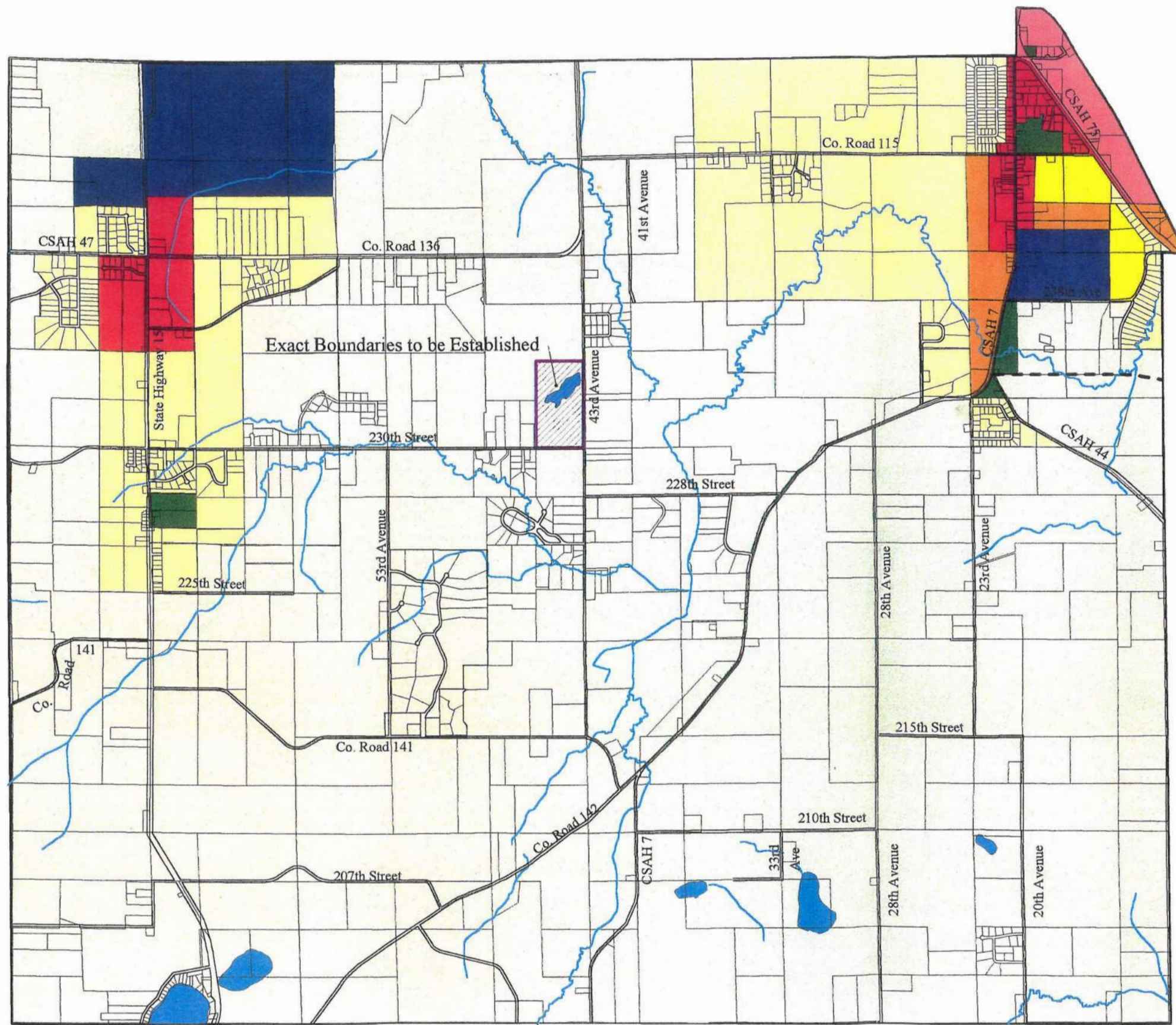
The Land Use Plan takes projected growth rates and applicable City policies to formulate a description of desirable locations for future land uses. The plan map, when used in conjunction with narrative text, designated urban/rural service areas and development related ordinances, provides a graphic description of future land uses within the community. The Land Use Plan should serve as a graphic guide in assessing development requests and how they may affect or relate to the desired land use in a given area. In the sections that follow, the specific land use categories of rural, residential, commercial, and industrial land are described in greater detail.













Rural Uses

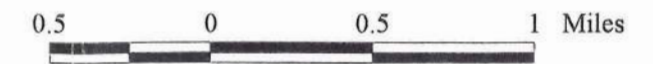
Uses of an agricultural or rural character represent the predominant land use in the community. It is estimated that about 88 percent of the land within the City, or 16,618 acres, is either vacant or used for agricultural purposes. Farm types vary throughout the City, but the majority of land is tilled for crop production. Some cattle, dairy, and hog farms are, however, scattered throughout the community. As noted in the Policy Plan section of this report, there is a strong need to preserve agricultural uses and prevent undue urban infringement upon productive land.

As a means of preserving its productive agricultural land, the City has established the A-1, General Agricultural Zoning District. The establishment of the district is meant to preserve, promote, maintain and enhance the use of land for commercial agricultural operations. Development within the A-1 District is limited to four units per forty acres or up to ten units per forty acres by conditional use permit provided the development is clustered and established only upon lands considered marginal for agricultural production.

City of St. Augusta Comprehensive Plan Update Future Land Use Plan



-  Agricultural
-  Residential Low Density
-  Residential Low/Medium Density
-  Residential Medium/High Density
-  Public
-  Commercial
-  Business-Warehouse
-  Industrial
-  Future Community Facilities Area
-  Future Road
-  Stream
-  Water



NAC NORTHWEST ASSOCIATED CONSULTANTS, INC.
 5775 Wayzata Boulevard, Suite 555, St. Louis Park, MN 55416
 Telephone: 952.595.9636 Facsimile: 952.595.9837 planners@nacplanning.com

Source: Stearns County & Northwest Associated Consultants, October 2001
 This Map Is For Planning Purposes Only

As noted in the Concept Plan, the segregation of rural and non-rural uses is critical up to the successful operation of both uses. The isolation of rural agricultural uses from urban development allows each to function as intended and removes potential nuisance concerns. As shown on the Generalized Concept Plan Map, it is suggested that lands in the southern portion of the City be reserved for long-term agricultural use. This designation is consistent with the City's intention to retain contiguous, productive farmlands and recognizes the area's separation from urbanized areas of the community. To discourage the interruption of contiguous farm fields and limit compatibility concerns, the Concept Plan prescribes a base residential density of four units per forty acres and up to 10 units per 40 acres for development within the Agriculture-Rural Service Area. Hobby farm development as an alternative to commercial agricultural uses is to be encouraged.

The Generalized Concept Plan Map also proposes Primary and Secondary Urban Service Reserve areas within the central portion of the community. While this district may, at some future point, accommodate urban uses, a maximum density of 10 dwelling units per 40 acres of land is recommended. The limited density in this area is intended to allow for future urbanization and extension of utilities, while not competing directly for development with the designated urban service areas. Development of the Primary Urban Service Reserve Area is to be further limited with the imposition of maximum residential lots sizes of 2.5 acres.

The area surrounding St. Augusta Creek at the southern end of the Urban Service Area has also been guided for continued agricultural use. This land use reflects the intent of the existing property owners, as well as uncertainty over planned roadway improvements that will effect the future development potential of the area. At such time as Stearns County establishes a corridor for a planned county road from CSAH 7 to the interchange being constructed a CSAH 75/I-94, the City will need to reconsider the appropriate future land use for the area. The potential exists to establish additional commercial or industrial sites in this area due to the access to I-94. Future land use in this area must also be sensitive to the natural characteristics and amenities offered by St. Augusta Creek.

As noted in the Natural Environment Plan, the issue of animal feedlots and their regulation is worthy of examination, particularly as the City continues to develop. Currently, feedlots are listed as permitted uses within the Agricultural Zoning District and under specific performance standards incorporated within the Zoning Ordinance. These performance standards regulate the size, location and operation of feedlots to maintain compatibility with surrounding uses and ensure adequate regulation.

Residential Uses

The Policy Plan promotes the development of a diversified housing stock which is affordable to a wide range of incomes. The Policy Plan also establishes guidelines to protect residential neighborhoods from encroachment or intrusion of incompatible, higher intensity uses through the use of buffers and appropriate land use transitions.

Existing Pattern

Single family residential development within St. Augusta is predominately concentrated in the northern two-thirds of the community, but can be seen in scattered areas throughout the City. The majority of the existing residential development is clustered around the St. Augusta hamlet within the City.

While the pattern of scattering of residential development throughout the community tends to interrupt the contiguous pattern of farm activities, the City has justified such a development pattern by allowing new development only upon lands which are determined to be marginal for agricultural production. While this a development philosophy holds a sound basis, it must be realized that the "scattering" of development can result in a number of typically undesirable characteristics such as uneconomical service delivery, land use incompatibility, etc. To promote a functionally efficient and economical community development pattern, the concept of retaining productive farmlands should be merged with that of grouping of clustering similar land uses.

Low Density Residential

While the City's existing residential development exhibits relatively large lot sizes due to the unavailability of public sewer, the Land Use Plan, as previously noted, has been prepared in anticipation of the advent of public sewer and water. To protect the City's anticipated investment in its sanitary sewer and water systems and provide adequate staging areas for urban density development, it is recommended that all new low density residential development, defined as less than four units per gross acre, occur within the defined Urban Service Areas and connect to municipal services. Exceptions to this requirement would, however, include the following:

1. Unsewered development within the agriculture-rural service area at a density not to exceed ten (10) units per forty (40) acres.
2. Unsewered development within the primary or secondary urban service reserve area at a density not to exceed ten (10) units per forty (40) acres.
3. Unsewered development within the long range urban service area not to exceed ten (10) units per forty (40) acres.

4. Unsewered development within the intermediate urban service area at a density not to exceed four (4) units per forty (40) acres.

The Future Land Use Plan map guides approximately 1,000 acres west of the St. Augusta hamlet for future low density residential development. These areas are expected to develop with sanitary sewer and water services currently being planned. Maximum densities in areas guided for low density development are not to exceed four units per 40 gross acres of land, which will consist primarily of detached single family dwellings.

Recognizing that municipal sanitary sewer service will have the result of smaller, "urban" lot sizes within the City, concern exists in regard to the blanket allowance of large accessory buildings that are allowed in conjunction with unsewered, one acre-plus single family lots. Of particular issue is the scale and aesthetics of these buildings in a relatively dense urbanized setting of half-acre or smaller size lots. As a result, the City's accessory building requirements should be reviewed, particularly in regard to application of unique standards for sewered single family residential lots. Additional attention should be given to standards that regulate outdoor storage and use of accessory buildings for home occupations within the residential districts of the City.

Medium and High Density Residential

As mentioned previously, the City is somewhat limited in its housing choices. Currently, single family and interspersed manufactured homes exist as the only residential living options. Contingent upon the availability of public sewer and water service, the City may have the ability to expand its housing alternatives. It should be noted that the City's objective of providing a variety of housing options would warrant attention toward providing an alternative to the single family dwelling. A need for providing a greater variety of housing types is demonstrated by examination of the basic life cycle of housing needs.

Young singles and newly married couples typically cannot afford to own their own home. Apartments usually provide the least expensive housing type, where young people can begin saving for purchase of their own home. As families are started, spatial needs may outgrow that provided by apartment living. Townhouses and small single family dwellings provide affordable first homes for the young family. Further, pride in ownership is established and equity can be built. As the family grows to its ultimate size, space needs increase. Larger single family homes fulfill these needs. When children grow older and leave home, space needs are reduced and large houses may become under-utilized. At this point, the parents may find it desirable to move to a smaller house, or to a townhouse where maintenance is typically provided for by an association. Eventually, the elderly couple may desire to move into an apartment again or to some type of elderly multiple family residence.

Generally, medium density development is considered a transitional land use and should be located between low density residential development and high density residential, commercial or, industrial development. Higher density residential developments, at 11 units per acre or more, typically have a character of their own with a greater intensity. This requires that high density housing be located separate from single family areas. Generally, apartments should be located near activity centers and along larger volume traffic carriers. Where high density housing is permitted to locate near lower density development, buffering (either screening, landscaping or both) should be required. While it is recognized that high density residential development is likely to occur only via the provision of public sewer and water facilities, proper locations for the use should still be identified.

The Land Use Plan includes two classifications for medium and high density land use types. Low-Medium density residential uses would be defined as uses with a density of 3.0 to 5.0 units per gross acre and consisting of small-lot single family homes, twin homes and townhouses. Areas planned for Low-Medium Density land uses include lands south of County Road 115 and west of Gaberdine Road. The area south of County Road 115 is considered ideal for a "town center" and/or senior housing development based upon its proximity to surrounding businesses and the Church.

A category of Medium-High density residential land is also guided by the Future Land Use Plan map. These uses would consist of quadraminiums, and townhouses ranging in density from six to nine units per gross acre or apartments and condominiums ranging in density from 10 units per gross acre or higher. Locations guided for these uses are south of County Road 115 west of CSAH 7 behind a single tier of commercial land use, and between County Road 115 and the industrial area east side of CSAH 7. A third area guided for Medium-High density residential land uses is at the southeast corner of the Urban Service Area, east of CSAH 75. This land use is guided in response to the existing topography, vegetation, and existing land divisions in this area.

No development of this type currently exists in the community. It must be emphasized that low-medium and medium-high density residential development is dependent upon public sewer and water availability. As such, this type of development should coincide with the provision of these services. Since market considerations greatly influence the demand for low-medium and medium-high density style housing, only generalized locations have been designated on the Land Use Plan for this development type.

Commercial and Industrial Uses

Commercial Uses

To date, the City has experienced very basic commercial development. Commercial development within the City is typified by individual establishments oriented to major intersections or located near or interspersed within residential development. The greatest concentration of commercial development is located east of the intersection of CSAH 7 and County Road 115.

The lack of commercial development is directly related to both the nearby commercial opportunities available within St. Cloud and the absence of public sewer and water service. Municipal services are necessary not on to accommodate businesses with high water use, but to meet fire protection codes as well. The anticipated availability of sanitary sewer and water service within the urban service areas would suggest that the community has an opportunity to expand commercial development based upon anticipated growth and proximity to I-94 intersections, including the planned construction of an interchange at I-94 and CSAH 75.

Additional commercial development would provide improved convenience to community residents and enhance the City's tax base. Due to the limited amount of commercial development within the City, as well as regional influences of the Interstate 94 corridor, it is difficult to project exactly how much land should be designated for commercial use. As such, the Land Use Plan only attempts to earmark locations that, because of their visibility, accessibility, proximity to developed neighborhoods, and site characteristics (size, shape, topography), are considered suitable for commercial development. Locations suitable for commercial development should take into account the following elements:

1. Adequacy of Present Trade Area Potential. It must be determined that an adequate trade area exists in which to support business. This involves finding out how much disposable income people within the trade area have and how much they have to spend. The City is proximate to a number of nearby, established retail locations such as St. Cloud, all of which compete for customers within the community.
2. Accessibility of Site to Trade Area. The site should be accessible to the trade area. This involves making a business available and convenient to as much of the trade area potential as possible. Accessibility must be measured in terms of the source of various types of business. Due to the City's partial exposure to Interstate 94, the community has an opportunity to capture an increasing amount of retail sales and service income. As the City's most visible area, the interstate corridor is likely to become a major attractant to future commercial uses. In addition to Interstate 94, the City has a number of other major thoroughfares which also provide excellent accessibility. These include CSAH 7 and Trunk Highway 15. The importance of

CSAH 75 will increase with construction of a new interchange at Interstate 94, which will also result in a new County roadway between CSAH 7 and the I-94/CSAH 75 interchange.

3. Growth Potential. A commercial site should be in a trading area of growing population and income. Specifically, commercial development should lie convenient to the existing urban neighborhoods and projected growth areas.
4. Business Interception. People tend to continue to go to a traditional source of goods, one to which they have become familiar. In selecting a site according to the principle of business interception, the procedure is to establish oneself between the market (people in the trading area) at the market place (the traditional source of the same goods). The City has a limited opportunity for business interception potential due to its proximity to the City of St. Cloud.
5. Compatibility. In site selection, the principle of compatibility requires that there be no interruption in shopper traffic and that customer interchange be at a maximum. The rules of compatibility indicate that maximum business potential is available in such a location.
6. Site Economics. The site selection and business volume projections should also take into account the location, size and type of existing competitive businesses. In addition, the potential productivity of a site should be analyzed in regard to size, shape, topography and load bearing qualities.

It should also be noted that a major factor influencing the amount of land required to meet market need will be the standards of quality that are imposed upon commercial developments. It is expected that higher standards would somewhat limit demand. Higher standards would, however, uphold and improve the community's image, while also increasing property values and escalating the City's tax base. For this reason, sites with maximum visibility, such as the area exposed to Interstate 94, should be held to the highest quality site and building design principals. The City may develop specific standards for lower visibility areas in an attempt to encourage immediate development.

Based on the aforementioned criteria, the immediate emphasis upon the continued development of commercial services should focus on the CSAH 7 and CSAH 75 triangle within the St. Augusta urban service area, and the T.H. 15 corridor in the long range urban service area in Luxemburg. Future attention should also be given to development near the planned Interstate 94 interchange with CSAH 75, and the future County roadway extending from CSAH 7 to the interchange.

Regardless of whether the sewer service is immediately available, commercial development areas should be earmarked and a maintenance code should be established to enforce community development standards. Based upon the foregoing considerations, the following areas have been designated for generalized commercial use within the City:

1. CSAH 7/CSAH 75 Triangle. CSAH 7, between the City's north boundary and 238th Avenue, and east to CSAH 75, has established itself as the "main street" of the St. Augusta hamlet. While it is acknowledged that the corridor holds a variety of uses (i.e., vacant, residential, commercial, industrial, etc.), a continuance, and in some cases infill, of commercial uses in this area of the community has been proposed. Commercial uses that develop in this area will likely be tailored to the specific market needs of the hamlet residents, as a central business area that includes retail, service, and office uses.
2. Trunk Highway 15 Corridor. Trunk Highway 15, between County Roads 136 and 141, is the focal point of the Luxemburg growth center. To further establish and enhance the hamlet's identity, an infilling of development, including commercial land uses along the corridor is suggested. Commercial uses along the Luxemburg corridor should be specifically geared to the service needs of area residents. The ability to draw patrons from I-94 may also provide commercial opportunities within the corridor, but a lack of municipal service may limit the types of uses that can locate here.

Business Warehousing.

Because market factors may serve to limit opportunities for retail or service commercial businesses within the City, a business-warehousing land use classification has been included on the Land Use Plan map. This land use category is viewed as an opportunity to utilize planned sanitary sewer and water utilities in advance of market demand for more generalized commercial uses. Business-warehouse uses would be a transitional category between commercial and industrial land uses that would involve wholesale or retail trade of bulk commercial items, storage, or other "clean and quiet" land uses. Any industrial type uses allowed within these areas must be limited in scale so as to compatibly exist with surrounding commercial or other low-intensity land uses. The following areas have been planned for development of business-warehousing uses:

1. CSAH 75/I-94. The area north and east of CSAH 75, which fronts I-94, has numerous features which make it a viable location for future business-warehousing uses including, 1) proximity to a population base, 2) visibility and accessibility associated with I-94, 3) availability of large parcels of land suitable for such development, and 4) proximity to planned sanitary sewer service. Because of the visibility of this area to I-94, uses in this area should be required to meet the highest development standards for building materials, site improvements, and site design.

Industrial Uses

Industrial development within the City is relatively limited. Again, existing conditions reflect the community's lack of public sewer and water, which continues to restrict development potential. Another contributing factor to this lack of industrial development is the proximity of the active development center of St. Cloud. To be recognized, however, is that there are a number of "home extended" businesses within the community which would likely qualify as industrial uses. These uses pose potential compatibility concerns with neighboring residential uses and do not contribute to the City's tax base as does an appropriately located use. As such, specific performance standards regulating home extended businesses should be established or the businesses should be encouraged to move to areas designated for commercial or industrial use.

Based on the physical and economic constraints, past industrial growth in the City has most likely been characterized by smaller dry industries, with a small number of employees that are developed or initiated by a developer or resident having a local interest in the community. With the anticipated availability of sanitary sewer and water services, the City may be able to attract industrial uses that previously would not locate in St. Augusta due to water use or fire protection needs. As such, the City should identify locations that may serve future industrial development. Locations suitable for industrial development should take into account the following elements:

1. The site should be reasonably level and offer a site area that is capable of accommodating industrial buildings and required ancillary activities (i.e., parking, shipping and receiving, outdoor storage, etc.).
2. The site soils should be well drained and capable of bearing heavy loads. Soils must be capable of providing for an on-site sewer system.
3. The building and, to the extent possible, the site should be flood-free.
4. The site should take advantage of available community transportation facilities, such as highways.
5. The site should be protected from residential encroachment or incompatible industrial neighbors.
6. The industrial area should allow for further future industrial expansion.

By analyzing the aforementioned location criteria, the following areas within the community have been deemed appropriate for industrial use. Each designated area is intended to group similar industrial developments which demonstrate like needs (i.e., building scale, site size, access requirements, visibility).

1. Trunk Highway 15/County Road 136. The area northeast of this intersection has been guided for industrial uses. This area consists of large, undivided parcels that are relatively flat. Access to Interstate 94 via Trunk Highway 15 makes this location highly appropriate for industrial uses, including large scale manufacturing, warehousing or other intensive uses. Potential expansion of similar industrial uses may also be anticipated to the northwest of this intersection as well, if demand exists. Sanitary sewer and water service is not likely to be immediately available to this area, which may limit development potential to dry industries or warehouses.

Depending on market interest, the City may consider development of a tier of highway oriented commercial uses directly adjacent to the Highway corridor. A prime location for commercial uses may be in the area immediately surrounding the Trunk Highway 15 / County Road 74 intersection. Introduction of commercial uses in these areas planned for industrial use must be done in a way that does not interfere with the planned industrial uses and should be of sufficient scale so as not to create an isolated development.

2. CSAH 7/238th Street. The area east of CSAH 7 and adjacent to 238th Street has also been suggested for future industrial use. This area is considered appropriate for industrial uses for both its physical characteristics and ability to compatibly coexist with surrounding uses. The area is reasonably level, lies free of flood plain areas and vegetative cover, and has excellent access via the planned County Road extension between CSAH 7 and the future I-94/CSAH 75 interchange. The property is currently in agricultural production and the property owner intends to maintain this use for the indefinite future. At such time as the property does develop, industrial land uses should be implemented under the City's I-1, Limited Industrial District. Specific consideration must be given to transitions between industrial use in this area and surrounding parks and residential uses.

Development Standards

As noted previously, it is important that the City enact specific performance standards which reflect the community's desired standard of quality. The following is a list of standards which the City should consider when encouraging cohesive and integrated commercial and industrial development:

1. Building and site design should give attention to accenting any natural features of the site. Vehicular, pedestrian and bicycle traffic should also be accommodated within the site design.
2. All buildings should be of a form or image compatible with defined standards for high quality development in the City. Exterior materials should be of face brick, pre-cast concrete or aggregate, stone or other masonry material of equal quality.

The use of corrugated metal siding should be strongly discouraged and limited, especially within commercial areas. Areas where metal building materials are allowed should be in less visible locations, and efforts should be made to mask the use of these materials by integrating them into the building design with other, more aesthetically desirable materials.

3. All buildings should be served by underground electric and telephone distribution facilities. Rooftop or ground mounted mechanical equipment, such as air conditioners, transformers, or utility switching devices, should be screened public view.
4. Outside storage should be fully screened from public right-of-way and residential uses and zoning districts.
5. Site and building plans, which include lighting and landscaping plans, for all developments in the City should be approved prior to issuance of a building permit.
6. City ordinances for parking and signage should be strictly adhered to and enforced.

INTERIM LAND USE PLAN

The Land Use Plan is the anticipated future development pattern of the City. To guide development and land use in the interim between existing conditions and the realization of the Future Land Use Plan map, an interim land use plan must be provided. The interim land use plan will serve to prevent an over-allocation of land that may exceed market demand or service capacity for any particular use.

It is anticipated that until a parcel is deemed appropriate for development of a higher intensity land use, base agriculture district zoning or existing zoning classifications and uses will be maintained as an interim land use plan throughout the community. As outlined in the Policy Plan, a parcel qualifies for rezoning to allow a more intensive land use when the following criteria have been satisfied. The burden of proof as to if these criteria are satisfied is intended to be upon those making the request.

1. **Consistency with Comprehensive Plan:** A proposed development will be deemed consistent with the City's Comprehensive Plan when the development is consistent with the goals, policies and recommendations of the Comprehensive Plan. Developments that follow planned public improvement corridors or constitute an infolding of development are deemed consistent with the City's growth strategies as outlined in the Comprehensive Plan.
2. **Adequate Waste Disposal Systems:** A proposed development will be deemed to

have adequate waste disposal systems if within the urban service area, there is adequate sewer capacity in the present system to support the proposed development if constructed to its maximum permissible density after reasonable sewer capacity is reserved for planned public facilities, and commercial and industrial development projected for the next five (5) years; or if in areas outside of the sanitary sewer service district, there is adequate on-site sewer capacity potential to support the development if constructed to the maximum permissible density indicated in the St. Augusta Comprehensive Plan.

3. **Adequate Water Supply:** A proposed development will be deemed to have an adequate water supply if the proposed development has adequate sources of water, either from public systems or private wells, to serve the proposed development if constructed to its maximum permissible density without causing an unreasonable depreciation of existing water supplies for surrounding areas.
4. **Adequate Drainage:** A condition of adequate drainage will be deemed to exist if:
 - a. Surface or subsurface water retention and runoff is such that it does not constitute a danger to the structural security of structures within the proposed development.
 - b. Structures within the proposed development will not cause pollution of water sources or damage from erosion and siltation on downhill or downstream land.
 - c. The proposed development and related site grading will not cause harmful and irreparable damage from erosion and siltation on downhill or downstream land.
 - d. Factors to be considered in making these determinations may include: average rainfall for the area; the relation of the land to the flood plain; the nature of soils and subsoils and their ability to adequately support surface water runoff and waste disposal systems; the slope of the land and its effect on effluents; and the presence of streams as related to effluent disposal.
5. **Adequate Streets:** A proposed development shall be deemed to have adequate streets to serve the development when:
 - a. Streets that serve the proposed development are of such a width, grade, stability, vertical and horizontal alignment, site distance and surface condition that an increase in traffic volume generated by the proposed development will not create a hazard to public safety and general welfare, or not seriously aggravate an already hazardous condition, and when, with

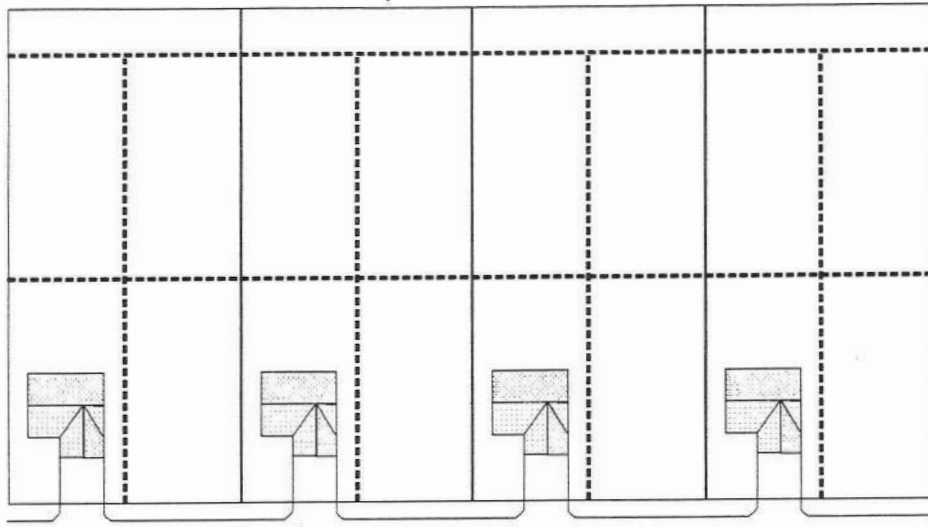
due regard to the advice of Stearns County and/or the Minnesota Department of Transportation, said streets are appropriate for the intended use.

- b. The traffic volume generated by the proposed development would not create unreasonable congestion or unsafe conditions on streets existing at the time of the application or proposed for completion within the next two (2) years.
6. **Adequate Public Service Capacity:** A proposed development will be determined to have necessary public service capacity when services such as recreational facilities, police and fire protection and other public facilities, which must be provided at public expenses, cannot reasonably be provided for within the next two (2) years.
7. **Consistency with Capital Improvement Plans:** A proposed development will be deemed consistent with capital improvement plans when improvements and/or services necessary to accommodate the proposed subdivision have been programmed in the St. Augusta, Stearns County or other regional capital improvement plans or that a revision to capital improvement programs can be accommodated.

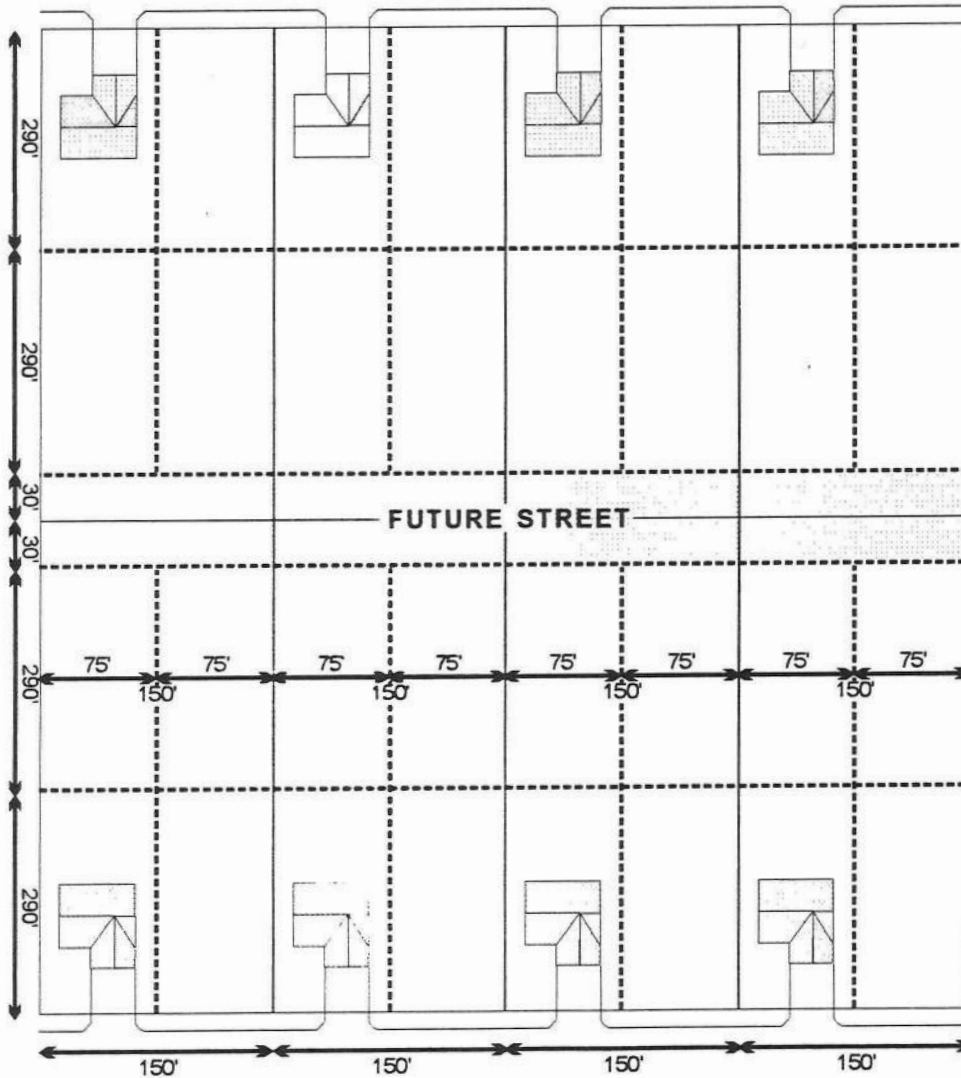
It must be recognized that this document is based upon an assumption that sanitary sewer and water service will be provided within a period of five years from the date this plan is finalized. If such services are not to be provided within this time frame, it is recommended that the City utilize an interim strategy for allowing residential lots exhibiting densities of not less than 2.5 acres per dwelling unit within the Urban Service Area. This stipulation is intended to provide sensitivity toward noted ground water contamination concerns.

If sanitary sewer service is not to be realized within the immediate future, it is recommended that the City continue to require clustering as well as platting and lot setback techniques that are conducive to resubdivision. By providing such a mechanism, the City is provided a well-planned method of accommodating future sewer and water service and associated assessment costs in the event these services are mandated.

An example of divisible lotting alternatives is provided on the following page. If and when sewer and water are made available, a \pm 2.5 acre lot could be resubdivided into a number of urban sized lots (\pm 15,000 square feet). The ability to subdivide in this a manner would dilute improvement costs per lot. In order to ensure resubdivision, setbacks would be enforced that would deny building encroachment into potential resubdivided areas. In addition, performance standards would be enacted which would require all dwellings which are constructed be located so as to facilitate future sewer and water connection. It should be noted that while the illustrative example does depict a grid-type plat, it is not an intention to advocate such a layout alternative or discourage curvilinear-type designs.



PAVED STREET



FUTURE STREET

DEVELOPMENT REGULATIONS

Implementation of the Development Framework and specifically the Land Use Plan will be primarily accomplished through the City's development regulations. To ensure that modern development standards, as well as environmental protection standards can be applied to future growth in the community, the City's zoning and subdivision regulations should be carefully reviewed for their completeness with recent development trends. Special provisions should be considered to guard against premature platting of land and lack of coordination between subdivisions. If there are areas where the City's current development regulations are found to be lacking and/or out-of-date, implementing revisions or amendments to them should be undertaken to ensure the community has the level of control it desires in these matters.

Zoning

In order to bring about a realization and implementation of the community's development Concept Plan and Land Use Plan, the City will have to undertake zoning actions which will guide development. The following are general suggestions to be considered in updating the Zoning Ordinance:

1. Incorporate lot and building standards which reflect the desired quality of development within the City.
2. Establishment of rural zoning districts based upon the direction of the directives of and growth staging outlined by the Concept Plan.
3. Establish a variety of residential zoning districts that will allow for the full range of development at urban densities with availability of sanitary sewer and water service.
4. Establish a new business-warehousing zoning district creating areas for transitional commercial-industrial land uses.
5. Establishment of various environmental related overlay zoning districts (i.e., floodplain, shoreland, wetland).
6. Review of application and development review procedures and imposition of a pass through fee structures.
7. Review sexually oriented use opportunity area and setback requirements.
8. Tree preservation plan requirements.
9. Accessory building standards (location, scale and building materials).

Subdivision

The City's Subdivision Ordinance was revised in 1999. While the Ordinance has been found to be generally complete, there are, however, a few of items which are in need of updating. The following are general suggestions to be considered in updating the Subdivision Ordinance:

1. Establish criteria which constitutes premature subdivisions to avoid "leap frog" type development.
2. Establishment of roadway requirements by functional classification.
3. Establishment of an administrative subdivision process for minor lot splits, combinations or lot line adjustments.
4. Presentation of findings which would warrant denial of a particular plat.
5. Review of park dedication requirements.
6. Creation of "urban" type development standards (i.e., storm water management improvements).

ANNEXATION

The Cities of St. Augusta and St. Cloud completed the annexation of land from former St. Augusta Township to St. Cloud. While the City fully intends to abide by the provisions of this agreement, the community will strongly oppose the further detachment of any of its property. If any properties are ordered to be detached from the community, assurances should be obtained that will guarantee the proposed use and development of such properties will be in harmony with lands remaining in the City, and will not necessitate further properties being detached.

TRANSPORTATION PLAN

The Transportation Plan is based upon all modes of transportation working as a system and how it services the land use patterns within the City. The transportation Plan encompasses several modes of transport including, but not limited to, automobile, bicycle, pedestrian, and para-transit activities. The transportation system serves to tie together and, in some instances, separate the various land use activities within the community.

St. Augusta's existing transportation system is reflective of the community's development patterns. Residential, commercial, and industrial developments are heavily reliant on access to County roads and State highways within the City. Sporadic residential development has resulted in a fragmented and inconsistent pattern of City streets. These issues represent the basis for programming and planning of the extension of local street systems and the need to identify future collector street corridors to provide access to the major commuter routes.

The provision of complementary transportation modes such as trail systems, airports, bus and senior citizen transportation are also discussed as part of the Transportation Plan. These modes need to be coordinated with the street network and designated land uses in order to provide an efficient transportation system for the City's residents.

STREETS AND HIGHWAYS

Proposed Functional Road Classifications

As introduced in the Concept Plan, functional classification refers to the function each roadway should perform as a means of determining road widths, speed limits, intersection controls and other design features. Functional classifications will be considered in the City's street network to determine the number of access points which should be permitted on major streets or highways, and the design and relationship of local streets to other county and state highway systems.

Based upon the following table, right-of-way widths for arterial streets should range from 60-300 feet, while collector street rights-of-way should have widths of 60-100 feet. The width needed for a specific corridor should be based upon projected traffic volumes, street configuration and right-of-way acquisition. Direct lot access to all arterial streets and major collector streets should be prohibited to avoid problems created by vehicles waiting to turn into driveway or parking lot access. The situation with numerous access points on arterial or major collector streets serves to disrupt vehicle flow at posted speeds.

ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM CHARACTERISTICS					
Characteristic	Functional Class				
	Principal Arterial		Minor Arterial	Collector	Local Street
	Interstate Freeway	Other Principal Arterial			
System Mileage	Suggested federal upper limits for interstate and other principal arterials combined: urban 10%		Suggested federal limitations for principal arterials and minor arterials combined: urban 15-25%	Suggested federal limitations: urban 5-10%, rural 20-35%	Suggested federal limitations: urban 65-80%, rural 63-75%
Percent of Travel (VMT)	Suggested federal limitations for interstate freeways and other principal arterials combined: 40-65%		Suggested federal limitations for principal arterials and minor arterials combined: 65-80%	Suggested limitations: 5-10%	Suggested federal limitations: 10-30%
Intersection	Grade separated	Desirable; grade separated. Minimum: high capacity controlled at-grade intersections	Traffic signals and cross street stops	Four-way stops and some traffic signals; local street stops	As required
Parking	None	None	Restricted as necessary	Restricted as necessary	Restricted as necessary
Large Trucks	No restriction	No restriction	Restricted as necessary	Restricted as necessary	Restricted as necessary
Management Tools	Ramp metering, preferential treatment for transit, interchange spacing	Ramp metering, preferential treatment for transit, traffic signal progression, staging of reconstruction, intersection spacing	Traffic signal progression, land access management, preferential treatment for transit	Number of lanes, traffic signal timing, land access management	Intersection control, cul-de-sacs, diverters
continued					

Characteristic	Functional Class				
	Principal Arterial		Minor Arterial	Collector	Local Street
	Interstate Freeway	Other Principal Arterial			
Vehicles Carried	Urban: 25,000-150,000 Rural: 5,000-50,000	Urban: 15,000-100,000 Rural: 2,500-25,000	Urban: 5,000-30,000 Rural: 1,000-10,000	Urban: 1,000-15,000 Rural: 250-2,500	Urban: Less than 1,000 Rural: Less than 1,000
Posted Speed Limit	Urban: 45-55 Rural: Legal Limit	Urban: 40-50 Rural: Legal Limit	Urban: 30-45 Rural: Legal Limit	Urban: 30-40 Rural: 35-45	Urban: Maximum 30 Rural: Maximum 30
Right-of-Way	300 feet	100-300 feet	60-150 feet	60-100 feet	50-80 feet
Transit Accommodations	Priority access and movement for transit vehicles in peak periods where needed	Priority access and movement for transit vehicles in peak periods where possible and needed	Preferential treatment where needed	Cross sections and geometrics designed for use by regular route buses	Normally used as bus routes only in non-residential areas
SOURCE: Metropolitan Council					

The functional classification plan also introduces minor collector streets. These streets are designated within the interior of developing areas and are designed to assist in moving traffic to and from the project development areas to higher order streets or highways.

Conditions

The City's street system involves three governmental jurisdictions. Besides City streets, the community contains both Stearns County and MnDOT highways. The Stearns County highways located within the City have been found to be both well constructed and properly maintained. City streets, as they exist to today, are also well maintained. The City pursues a progressive street maintenance plan, with major projects programmed biannually in addition to ongoing maintenance.

The Subdivision Ordinance requires developers to pave all new rights-of-way. However, one concern which remains an issue is the number of roads in residential subdivisions which are surfaced with gravel. These roads are limited and located mostly in the southern portion of the community. While the graveled roads in themselves appear in good condition, their inherent qualities do pose some detriments to the City. Specifically, such innate characteristics as dust, grade upkeep and noise all serve to diminish the attractiveness of a typical residential neighborhood.

These issues need to be addressed as part of an organized, comprehensive capital improvement plan which would be completed in phases as City funding allowed. Through this phased approach, the City should be able to progressively attend to problems and eventually make system wide improvements. The maintenance and upgrade a program should be viewed as essential as new streets continue to be built. As a means of reducing long term maintenance costs to the City, the community should place a strong emphasis on quality street design standards.

Street Extensions

The City should concentrate on the extension of streets in functional and connected patterns. Future development within the City is planned to be concentrated around the existing Luxemburg and St. Augusta growth centers. Major street extensions should continue in an orderly manner preceding actual development. An extend street pattern will make future development both physically practical and economically efficient by accommodating a phased future sewer and water connection. Orderly street extensions will also avoid having to go back and fill in areas bypassed by sporadic development.

Limiting development outside of the existing growth centers will also serve to minimize the need for street extensions. Existing gravel streets do not have the design capacity to support significant traffic volumes. Allowance of intensive development outside of defined growth areas that utilize gravel streets increases maintenance costs and accelerates the need for major improvements

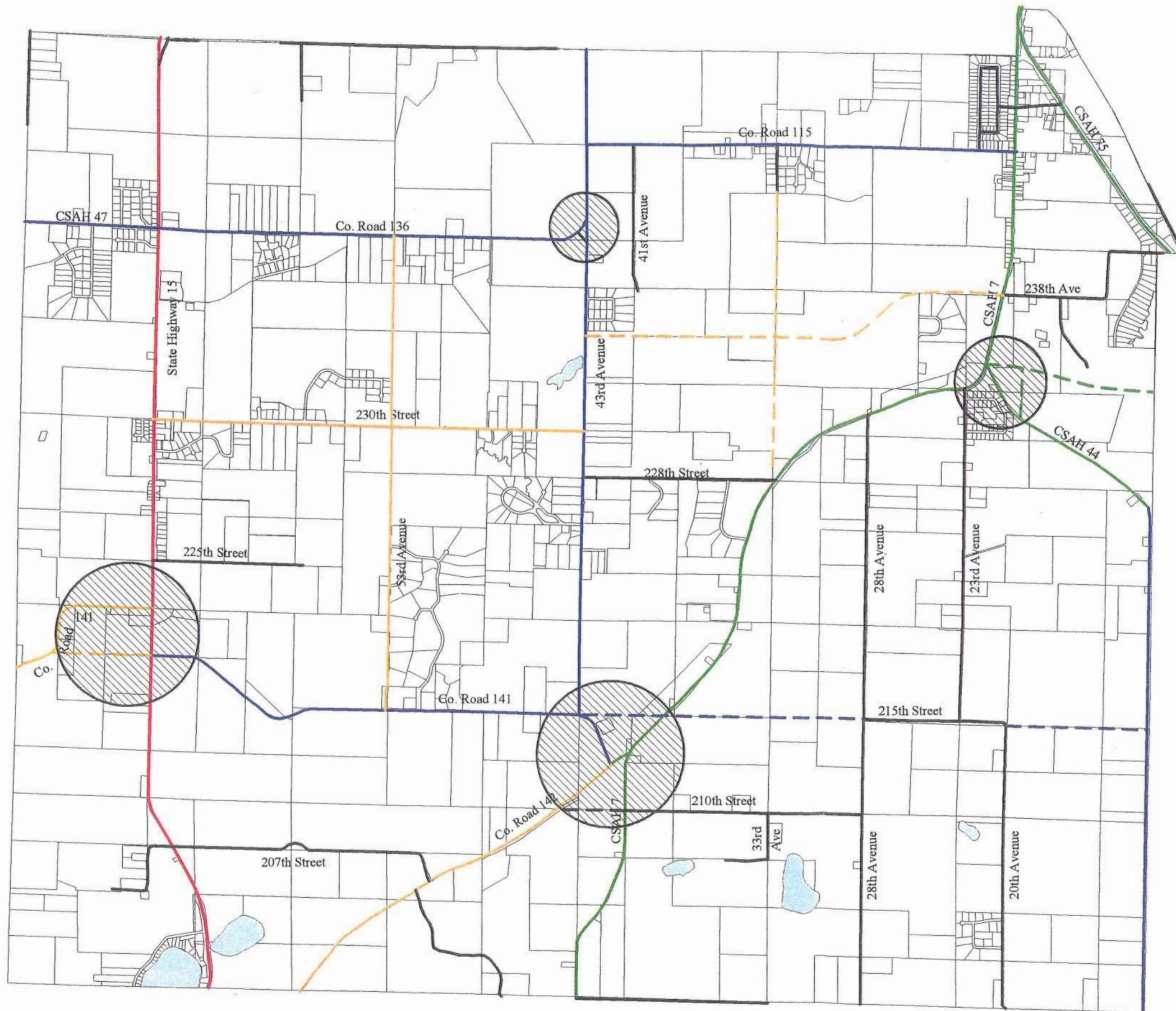
Highway Corridors

Interstate 94, which runs along a portion of the eastern boundary of the City, is the largest traffic carrier to the community. To some degree, the interstate's remote proximity and access limitations impede the City's ability to fully exploit its visibility. However the areas near interchanges at Trunk Highway 15/Interstate 94 and CSAH 7/Interstate 94 offer attractive areas for future development. One notable item is the near term potential for an interchange at CSAH 75, directly west of the St. Cloud Wastewater Treatment Plant. Currently, the Minnesota Department of Transportation (MnDOT) preparing alternative designs for such an interchange. Construction of this interchange would create new development opportunities for the City.

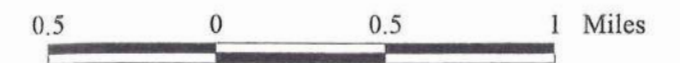
Collector and Arterial Roadways

It is important that the City define in advance the network of collector and arterial routes that serve to provide logical and necessary access and connections from one part of the community to another. Through a designated classification of roadways as discussed in the Concept Plan of this report and outlined above, future safety and function problems relating to access may be avoided.

City of St. Augusta Comprehensive Plan Update Transportation Plan



- Principal Arterial
- Minor Arterial
- Future Minor Arterial
- Major Collector
- Future Major Collector
- Minor Collector
- Future Minor Collector
- Local Streets
- Future Local Street
- Realign Intersection
- Water



NORTHWEST ASSOCIATED CONSULTANTS, INC.

5775 Wayzata Boulevard, Suite 555, St. Louis Park, MN 55416
Telephone: 952.595.9636 Facsimile: 952.595.9837 planners@nacplanning.com

Source: MNDOT & Northwest Associated Consultants August 2001
This map is for planning purposes only

While Interstate 94 and Trunk Highway 15 are considered the City's primary transportation routes, several other City Streets and County Roads serve as vital transportation lines. Major north/south routes within the community include County Roads 7, 75, 44, and 136. Primary east/west carriers of traffic include County Roads 115, 136 and 141, 142.

As noted in the Concept Plan, several additions and/or changes are recommended for the City's functional transportation system. The proposed modifications are merely conceptual in nature and represent long term and preferred roadway alignments.

1. CSAH 7 / CSAH 75 Connection. Stearns County is planning construction of a bypass between CSAH 7 and CSAH 75 as part of the proposed construction of an interchange at Interstate 94 and 75. This street corridor will provide new opportunities for access to the City and new locations for urban development, particularly commercial uses. As such, construction of this corridor is considered of primary importance in conjunction with the interchange planning, which the City should stay advised of.
2. CSAH 7. The Stearns County Future Functional Classification Plan designates CSAH 7 as a major collector street. City officials have questioned this classification and whether the roadway should be designated as a minor arterial based upon its regional connections. The St. Augusta Comprehensive Plan designates CSAH 7 as a minor arterial. The City should initiate a dialog with Stearns County regarding this roadway, its classification, and any future plans.
3. County Road 141/215th Street. As shown on the Transportation Plan, an easterly extension of County Road 141 has been proposed to ultimately align with a 215th Street stub that abuts the City's eastern border. This street extension would prompt a realignment of the County Road 141 and 142 intersections with CSAH 7. Currently this intersection exists with acute and obtuse alignments. Ninety degree intersections, are desirable as they promote optimal visibility in all directions from the intersection and are thus considered safer. The City should consider these improvements a top transportation system priority.
4. 43rd Avenue. The Transportation Plan suggests that 43rd Avenue be upgraded to collector street standards to serve as the principal north/south collector for the central region of the City. In addition, the junction of 43rd avenue and County Road 136 is to be realigned to a 90 degree angle.
5. County Road 141 West of Highway 15. County Road 141, west of Trunk Highway 15, is proposed to be reconstructed south of its present location to align with County Road 141 east of Highway 15. This will create a safer intersection and facilitate smooth east/west traffic flows.

6. 13th Avenue. 13th Avenue, which forms a portion of the north-south boundary between St. Augusta and Lynden Township is to be upgraded and classified as a collector street. This classification will help facilitate traffic flows from the southeast corner of the community to the northeastern growth areas.

7. Future Minor Collectors. The Transportation Plan also designates future minor collector street corridors. These corridors are preliminary in nature and illustrated for planning purposes only. The primary north-south corridors are 53rd Avenue and in the area between 43rd Avenue and CSAH 7. East-west corridors include an upgrade of 230th Street and construction of a new corridor between 43rd Avenue and CSAH 7.

The construction and/or upgrade of collector or arterial roads should be preceded by the City's acquisition of a sufficient right-of-way width for future streets and include the provision for potential pedestrian and/or bicycle trails. The functional classification system for street and highways in the Concept Plan should be used for standards and criteria in establishing such streets.

Outside of the above recommendations, regular maintenance is a vital component in the City's street improvement and should be given due attention. It is further suggested that all designated collector streets that are within the City's urban service areas ultimately be surfaced in a bituminous material. It should be noted that the timing of such upgrades are largely independent upon the level of growth intensification. Timing and budgeting for such improvements should be considered as part of a comprehensive capital improvements program.

Cul-De-Sacs

While Cul-de-sacs are highly marketable from a developer/realtor standpoint, they typically present an undesirable condition in regard to public safety and increased maintenance expense. In addressing this issue, it must be recognized that cul-de-sacs can, in certain situations, be used to an advantage and do hold a place in development proposals. Specifically, they may be used to pick up groups of lots in odd corners of a subdivision, provide access to otherwise excessively deep lots, or where topography and other natural features limit the ability to develop the property. As a means of retaining the advantages of a cul-de-sac design and minimizing emergency vehicle access and maintenance concerns, cul-de-sacs should only be provided where definite barriers exist. Specifically, the City's subdivision regulations should provide a minimum cul-de-sac turnaround diameter of 90 feet from outer-curb to outer-curb. This provision would allow both fire, school bus, and maintenance equipment proper maneuvering space.

Assessments

As the City continues to develop, the demand for upgraded and paved streets will increase. This demand will place a burden on the community to find ways to finance construction costs. Because the City does not have adequate funds to finance all possible local street construction projects, an assessment policy and priority system for upgrading and maintaining streets should be established.

MASS TRANSIT

Currently, the City is not provided with community wide passenger service. A private transportation service does provide limited public transportation to persons living in the in the community. The nearest public bus service operates within the municipal limits of St. Cloud, Sauk Rapids and Waite Park. The St. Cloud Metropolitan Transit Commission (MTC), which provides service to these areas, has recently completed a comprehensive transportation plan that does not anticipate service to St. Augusta over its 10-year planning period. However, MTC staff has indicated a willingness to contract with the City to provide public transit service at such time as ridership demands make such service practical.

In recognition of the relatively small and spatially divided population base within the City, public bus service is not anticipated in the immediate future. Therefore, the City should pursue and encourage other mass transit systems, such as car pool programs and park and ride facilities. In addition, the City should pursue some form of elderly transportation program to assist elderly residents. The community should coordinate this effort with the Stearns County Human Services Department.

It should also be noted that planning is ongoing for a commuter rail line extending from St. Cloud to the Twin Cities along the Trunk Highway 10 corridor. While not connected to St. Augusta, the planned Northstar Corridor does offer another transportation option for community residents.

AIRPORT FACILITIES

St. Augusta lies in close proximity to a number of airport facilities. St. Cloud Municipal Airport is the region's primary airport, serving primarily corporate, small aircraft and recreational needs of area residents. There are no plans for additional airports within the City or the immediate surrounding area.

TRAIL SYSTEM

Currently, few recreational trails exist within St. Augusta. As a result, pedestrians or bicyclists must ride along streets and highways. The City adopted a trail plan in June 2000 prepared in coordination with the St. Cloud APO that designates a system of on-street trails along desired routes within the City. The trail plan emphasizes development of a trail system along minor arterial and collector corridors. Development of the trail system should take into consideration accessory trail corridors to major commercial areas and area parks that may develop off of the designated trail corridors, as well as regional connections. The routes that have been defined are typically best suited for a trail corridor system for the following reasons:

- They provide the most direct routes to various trail destinations.
- Street rights-of-way provide necessary area for trail development and there is a general acceptance of trails in residential areas along thoroughfares opposed to along rear yards or other isolated locations.
- Trail construction in conjunction with street improvements results in lower overall construction costs and funds are typically available with construction of vehicular thoroughfares for the development of trails.
- Street routes typically are located in areas having the fewest physical limitations that would inhibit street construction. Trail routes following the street rights-of-way typically also benefit from fewer limitations as well.
- Crossings of thoroughfares can be better accommodated with traffic controls that exist or are planned with the development of street corridors.

COMMUNITY FACILITIES PLAN

Community facilities include those lands, buildings, services and systems that are provided on a public or quasi-public basis in the interest of the residents of the community. Their importance should not be underestimated in that they are offered as a necessity of life within the community and are a significant factor in the quality, welfare, and safety of the City's environment. In order to enhance the quality of life within the City, it is fundamental that adequate community facilities are provided for its residents. Commonly provided facilities include parks, open space, administrative offices, and public sanitary sewer and water service.

Planning for municipal sewer and water utilities is possibly the most significant factor in influencing development patterns within the City. Should these services be developed as anticipated, it will prompt a change in both land use intensity and location.

Government buildings and park facilities will also play a major role in both providing community amenities and projecting a positive image of the City of St. Augusta. These facilities reflect the City's concern and dedication in providing its residents with a quality living environment where recreational opportunities are abundant and project a high standard of living.

PUBLIC UTILITIES

Sanitary Sewer and Water Service

The City of St. Augusta is currently without public sanitary sewer and water service. On-site septic systems and water wells are currently utilized to meet the service needs of existing development. The Pineview subdivision utilizes a shared water well system, although sewer service is dependent upon individual septic systems. However, with incorporation, sanitary sewer service is likely to be made available within at least one, if not both, of the existing hamlets. The probable extension of sanitary sewer into the communities is one of the principal reasons the City is updating its Comprehensive Plan.

The City is in the process of evaluating options for providing sanitary sewer service to portions of the City, based upon studies prepared by the City Engineer in 1997 and 2000. The need for sanitary sewer and water service is two fold. First, these services are intended to provide a means to strengthen the City's commercial and industrial tax base. Secondly, these services are necessary protection against possible ground water pollution issues associated with the private on-site sewage systems currently employed within the concentrated development areas.

Due to the potential availability of future sanitary sewer service, the City needs to take measures to avoid unanticipated, premature improvements and to provide for minimal financial impacts that would adversely affect homeowners, as well as the City's ability to develop a municipal sewer collection system. As a means of addressing this issue, the Concept Plan has subdivided the City into an Urban Service Areas, a Long Range Urban Service Area, a Primary and Secondary Urban Service Reserve Area, and an Agriculture-Rural Service Area. Specific district boundary designations reflect anticipated future sanitary sewer and water service availability.

Critical decisions must still be made regarding extension of sanitary sewer service into the City. The timeliness of decisions on these issues will affect the City's ability to implement this Comprehensive Plan and move forward with new development. The City must also define the costs of developing a sanitary sewer and water systems, develop plans for financing these capital improvements and establish connection and assessment policies.

In terms of anti-pollution measures and to address existing septic system concerns, the City, through its Zoning and Subdivision Ordinances, should develop programs and regulations which assure that all private sewer and water utility systems are constantly monitored and well maintained. This will help the City avoid a premature need for sanitary sewer and ensure public safety within existing developed areas of the community.

Storm Water Drainage

Currently, storm water drainage in the City is handled by naturally occurring drainage swales and ponding areas, as well as by ditches constructed along City streets and County roads. Although this system is adequate for current development levels, anticipated future growth at urban densities may have negative impacts on the system unless some forethought is given to this issue.

To address this issue, the City should analyze the effect of each new development on the current storm water system. New developments within the growth centers should be required to avoid storm water piping and utilize natural drainage ways whenever possible. The City should also develop a Storm Water Management plan to ensure the system is designed and maintained to effectively handle normal storm water flows, especially in consideration of anticipated urban density development. A storm water management plan would ensure that storm water is properly managed, provide protection of existing wetlands, waterways, and drainageways. A stormwater management plan would allow for imposition of storm water impact fees to fund any necessary improvements.

GOVERNMENT BUILDINGS

A source of pride and focus within the community has been the City Hall facility, which was constructed in 1990 and remodeled in 2000. The facility includes administrative office space, public meeting rooms, and an adjoining maintenance garage. While the building is expected to serve the spatial and facility needs of the City administration well into the future, an on-going concern has been that the City Hall is not centrally located within the community, and thus not as easily accessible to all areas.

One possible option that has been suggested previously is the construction of a new centrally located government center. If this were to occur, the existing building could then be converted to serve as a fire hall or other use. In anticipation such a project, the City has acquired property at 43rd Avenue and 230th Street on which the new facility could be constructed in the future in conjunction with a community park. As shown on the Land Use Plan, this site is more easily accessible to the entire community.

PARK AND RECREATION

The City has expressed a strong desire to develop and promote its community identity. The community's park and recreational facilities may serve as a major tool in realizing this goal. As detailed in the Comprehensive Plan Inventory, the City has one community park. The number and location of parks has become an issue for the City over time.

The community park (Kiffmeyer Park) is not centrally located, nor easily accessible to all residents. Compounding this issue is a lack of small neighborhood or area parks evenly distributed throughout the City. The significance of this issue is reduced to some extent by the low density of existing residential development and large unsewered lot sizes. However, changes in the development pattern in terms of more intense and infill development would be anticipated with the planned availability of sanitary sewer and water service.

As the City continues to develop, the demand for recreational opportunities within the community will undoubtedly increase. In determining the recreational interests of local residents, it is recommended that a survey be conducted to identify specific needs and wants of the community. From such an assessment, the City should be able to determine what residents would like to see offered as recreational services.

From this base of information, a detailed park system plan may be developed to determine the most equitable and efficient means of developing the system. The park system plan should be prepared in collaboration with County and State governments and should include analysis based upon need, suggested individual park development, improvement programming, and identification of funding sources. As part of a park plan, consideration

should be given to the development of land for a centrally located community park facility that would serve to unify the community between the St. Augusta and the Luxemburg growth centers and expand the community's recreational opportunities.

The development of park land will be phased based upon availability of City funds and the rate of development. Park land development can be facilitated through park land dedication requirements in the subdivision process. This is an approach that will yield an economical method of acquiring park land for the City. Additional funding sources that should be pursued include cash contributions in lieu of park land dedication, and cash and labor contributions from residents and local civic organizations. The City must evaluate the financial feasibility of developing a park system based upon the following considerations:

1. **Acquisition.** The cost of acquiring desirable land or receiving land through park dedication for the establishment of parks and trails.
2. **Development and Maintenance.** The development of parks is a significant investment and the maintenance of parks is an ongoing expense for materials and personnel.
3. **Administration.** The costs associated with organized activities include continuing costs for materials and staffing.

As a part of a park and recreation system plan, the City will also need to consider the implementation of the planned trail system. The trail system, described in the Transportation chapter, would serve two purposes: (1) the trail system would serve as a recreational opportunity by providing residents who enjoy walking, jogging, bicycling, etc. a scenic and safe area to utilize, and (2) the trail system would function as part of the overall transportation system by providing pedestrian or bicycle traffic safe access to areas of the community.

PUBLIC SAFETY

Fire Protection

St. Augusta currently receives its fire protection from the communities of St. Cloud, Rockville, and Kimball. As identified in the Comprehensive Plan Inventory, St. Cloud provides service to approximately 60 percent of the community, mostly east of 43rd Avenue. Rockville protects the area mostly west of 43rd Avenue and north of County Road 141. Kimball provides protection in the area mostly west of 43rd Avenue and south of County Road 141. The adequacy of these current fire protection arrangements will need to be monitored if the rate or intensity of development increases substantially in the future.

It has been suggested that St. Augusta might provide its own fire protection at a future date when the City administration offices are moved to a more central location. The existing City Hall facility would then be converted to serve as a fire hall. While the non-central location of the City Hall facility is a definite issue for the location of a fire hall at a site deemed unaccessible and inadequate to service all areas of the City. Emergency response time to western areas of the City would be a major issue due to limited access to the existing street system.

Should the City pursue conversion of the present City Hall facility to a fire hall, it is doubtful that the location of the site would offer adequate fire protection to the western areas of the City. Based on these location factors, the City would likely only be capable of assuming the protection area currently serviced by St. Cloud and would need to maintain the service and mutual aid arrangements with Kimball and Rockville to ensure adequate fire protection for the entire City.

Police Protection

St. Augusta currently contracts with Stearns County for police protection. Due to the spatial distance between the existing growth areas and scattered rural subdivisions, providing police response time within the City is problematic. The City will need to monitor the current service levels to maintain sufficient police presence and response times. With anticipated increases in the rate and intensity of development, the City may need to increase the number of hours contracted from Stearns County, or in the long term, pursue establishment of a local police department.

ADMINISTRATION PLAN

Administration and implementation of the Comprehensive Plan, as well as the ordinances and regulations developed in support of the plan, is equally as important as the development of the plan itself. Unless the plan and related development tools are constantly referenced and utilized as a part of long range community decision-making, or in reviewing specific development proposals, the resources invested in preparation of the Comprehensive Plan has been futile. The issues listed below are seen as the most critical elements of the overall planning program and should receive priority in implementation.

MUNICIPAL GOVERNMENT

The City of St. Augusta was incorporated in 2000 to respond to issues of local control and local development issues. The change from township to municipal government increases the responsibilities of the local government in terms of its oversight and service responsibilities. Further, expectations of new development and/or residents for services and amenities increases with the status change.

However, financial and service limitations of a township form of government will likely continue to be evident in St. Augusta for sometime based upon existing facilities and resources. The City must begin to anticipate increasing service and facility demands now in light of expected development. It will be critical for the City of St. Augusta to communicate with residents and property owners regarding the City's capabilities and plans for new or expanded services. The City should make a concentrated effort to monitor community interests and needs in order to direct resources to where there is the most need. To address these issues and communicate the City's plans, a capital improvement program should be developed.

Capital improvement planning is the process of identifying capital needs, evaluating them, assigning priorities and scheduling the provisions over a period of time. The Capital Improvement Plan is essentially a long range spending plan to guide the community's expenditures according to need and the City's ability to fund these expenditures. The program requires that the City anticipate future community needs before they present themselves. In order to fund such items as the updating of its regulations, the preparation of various plans, as well as physical improvements to the City (i.e., streets, utilities, buildings, parks, etc.), a capital improvement program should be pursued.

DEVELOPMENT REGULATIONS

The City's Zoning and Subdivision Ordinances must be reviewed to ensure that they adequately regulate anticipated land use and land development procedures. The present Zoning Ordinance lacks the range of zoning districts reflective of anticipated urban development. Another area requiring attention within the Zoning Ordinance is the change from township to municipal status and the need to adopt local environmental protection districts.

The City recently reviewed and updated its Subdivision Ordinance. As part of this review, provisions dealing with minor subdivision and premature subdivision were removed. Consideration should be given to restoring these items due to anticipated growth pressure. The Subdivision Ordinance should also be reviewed for adequate provisions dealing with tree preservation, design standards for sanitary sewer, water and storm water systems and financial guarantees.

To address these needs, the City should anticipate undertaking an update of its Zoning and Subdivision Ordinances, utilizing the most current regulatory standards and practices, following completion of the Comprehensive Plan process.

ZONING ADMINISTRATION

An ongoing concern expressed by City Officials has been the City's ability to carry out zoning inspection and code enforcement. This function is critical to ensure not only the plans and development proposals are completed as approved in conformance with City ordinances, but also that existing development is functioning within code provisions. As documented by the Comprehensive Plan Inventory, a significant issue is the improvement and maintenance of property and the enforcement of codes. This day-to-day, hands on administrative function ensures a realization of the plans and quality community character that is desired. The City will need to develop a strategy to focus more direct attention to such matters either by adding additional staff or contracting service

ECONOMIC DEVELOPMENT

Promotion of commercial and industrial development within the community is seen as a primary method for increasing the City's financial resources by expanding the tax base. Because a high percentage of the City's tax base is comprised of residential property, a high proportion of the tax burden falls on single family householders. The existing residential uses have low densities, creating the need for more miles of streets, larger fire and police protection areas, and more personnel. More concentrated urban density that is possible with availability of sanitary sewer and water service would address these service delivery issues. Based upon the current property tax system, low and moderately

valued single family residential uses typically generate less property tax revenue for the local government than the cost of service expenditures. However, under the property tax system, commercial and industrial uses typically provide a higher return in property tax revenues, while demanding significantly less service from the City. Thus, the City generates a net gain in revenue from property taxes for commercial and industrial uses.

To expand the commercial and industrial tax base, and reduce the tax burden on the single family householder, an aggressive promotional program for attracting commercial and industrial development to the community should be implemented. Incentives for attracting businesses and industry in the form of tax rebates, tax increment financing and deferrals are options that may possibly be implemented to encourage new business development. The Comprehensive Plan can further facilitate economic development by establishing policies to provide for necessary services and designating appropriate locations for such development, which are attractive and within service capability and capacity.

**CITY OF
ST. AUGUSTA**

**COMPREHENSIVE PLAN
UPDATE - 2005**

FUNCTIONAL CLASSIFICATION OF STREETS

Functional classification refers to the function each roadway should perform before determining street widths, speed limits, intersection control, or other design features. Functional classifications are used in St. Augusta's street network as a comprehensive planning tool to determine the number of access points which should be permitted on major streets and the design and relationship of local streets to other County and State highway systems.

The design standards needed for a specific roadway should be dependent upon projected traffic volumes, street configuration, and right-of-way acquisition. Direct lot access to collector and arterial streets should be prohibited to avoid the problems created by vehicles waiting to turn into private driveways. Further, numerous access points along collector and arterial streets disrupts the flow of vehicles traveling at posted speeds.

An additional concept that should also be considered within the City's developing transportation system is the establishment of a series of minor collector streets. These streets typically lie within the interior of developing areas and are designed to assist in the overall traffic movements within projected development areas.

FUNCTIONAL CLASSIFICATION OF STREETS		
Class	Function	Provided Access To
Principal Arterial	Service to major centers of activity, provides continuity to rural arterial system	Principal arterials Minor arterials
Minor Arterial	Service of an intra-community nature, urban concentrations to rural collector roads	Principal arterials Collector streets Land
Collector Street	Local collection and distribution between collector streets and arterials, land access to minor generators	Land Minor arterials Local streets
Local Streets	Service to abutting land	Land Higher systems elements

developable acres. A minimum of 20 acres shall be required to split off five developable acres. One lot, not to exceed 2.5 acres in size, may be split from an existing parcel of less than 20 acres if it is demonstrated that the minimum developable area satisfies the requirements of the Zoning Ordinance and that there is sufficient area identified for the establishment of future City services. Below is a table that represents the requirements per acre.

Total Acres	Maximum Allowed For a Lot Split
40 acres	10 developable acres
30 acres	7.5 developable acres
20 acres	5 developable acres
Less than 20 acres	2.5 developable acres

As an exception to the standard density, the City will accommodate an urban subdivision provided that utilities would be extended from the urban service area at 100 percent of the cost being borne by the developer. Utility costs would include trunk and lateral sanitary sewer, water, and any street improvements that are necessary. This type of development would be evaluated against the following criteria:

1. A Comprehensive Plan amendment would be required for development outside of the urban service area. This will allow the Planning Commission and City Council to review each proposed residential, commercial or industrial plat against the long term goals of the City.
2. The City shall make a determination if they have adequate sewer and water capacity to accommodate the proposed development.
3. The proposed development shall be responsible for 100 percent of the cost of extending utilities to and through the proposed subdivision area.
4. The development shall be served by adequate streets and highways.
5. The proposed density shall be determined to be acceptable as a long range land use for the City as evaluated against the land use policies of the Comprehensive Plan.
6. The proposed development shall not adversely impact environmentally sensitive areas or result in the disruption of wetlands, drainageways, or other environmental features.
7. It will be the responsibility of any landowner or developer within the rural service area to demonstrate that their subdivision is not premature on the basis of the aforementioned criteria and that the proposed land use and density is