2030 Comprehensive Plan

Revised March 2020

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Introduction and Purpose

The City of Stacy wants to be prepared to deal with the issues related to growth and development. Among the most important issues are contiguous growth, accommodation of population growth, and addressing environmental issues within the city and surrounding community. The City will face a continued increase in population both within the City proper and in surrounding municipalities. The existing Comprehensive Plan had last been updated in 2007. In order to address these issues and to engage in proactive planning, Stacy began a Comprehensive Plan update process.

In the spring of 2010, Stacy secured the services of Stantec, a local planning and engineering firm who also had been serving as the City's engineering consultant, to assist the City with the update process. The update was done by the City's Planning Commission.

The Planning Commission and City Council met on October 27, 2011, to review drafts of the plan. On November 21, 2011, the Planning Commission held a public hearing on the revisions to the plan. On January 10, 2012, the City Council adopted the final plan.

The Planning Commission held a public hearing on (INSERT NEW DATE) March 17, 2020, on revisions to the plan. On(INSERT NEW DATE) April 14, 2020, the City Council adopted the final plan.

Legal Framework for Planning and Comprehensive Planning

For nearly five decades, the Minnesota Legislature has passed laws that enable communities to develop plans and exercise growth management authorities. However, even earlier than that, the Minnesota Supreme Court sanctioned the use of Comprehensive Planning and zoning as legitimate tools for promoting the general welfare of the public the 1925 *Berry v. Houghton* case. Listed below are other laws that have formed the foundation for comprehensive planning and growth management in this state.

1939 Township Planning and Zoning. (Minnesota Statutes Section 336.10) Authorized townships to plan and regulate land use to, among other things, prevent excessive concentration or wasteful scattering of population.

1965 Municipal Planning Enabling Act. (Minnesota Statutes Section 462.351-.365) Authorized cities to adopt planning tools and land use controls.

1969 Regional Development Act. (Minnesota Statutes Section 462.381-.397) Authorized the creation of regional development commissions in 12 areas of the state outside of the Twin Cities Metropolitan Area.

1996 Sustainable Development for Local Governments (Minnesota Statute Section 4A.07) required Minnesota Planning to develop and periodically update a sustainable development planning guide, as well as a model ordinance for use by local governments.

Purpose of this Plan

Legal Justification. The plan provides legal justification for Stacy's land use decisions and ordinances.

Resident's Contribution. The planning process has created an opportunity for Stacy's residents to guide the community's future.

Guidance. The plan helps Stacy identify issues, stay ahead of trends and accommodate change. This plan provides an opportunity to consider future impacts of today's decisions.

Cooperation. The plan offers a process for joint problem-solving and leveraging scarce resources among neighboring jurisdictions.

Protection. The plan protects and makes the most of public investments. It also helps protect property rights and property values.

Strategy. The plan helps Stacy maintain its resource base and other "natural capital" and ensures growth that makes the community better, not just bigger.

Planning. The plan helps prepare the community for what lies ahead.

Goals and Policies

General goals and more specific, attainable policies are important elements of a comprehensive growth management plan because they express community values and preferences. Like specific projects, goals and policies can be expected to change over the years as do those conditions which create needs and opportunities.

GOALS are very general statements about the community's aspirations, the ultimate objective toward which efforts are directed.

POLICIES are expressions of specific courses of action implying immediacy and commitment in realizing goals.

Community goals and policies for the City of Stacy include the following sections:

- Land Use
- Housing
- Economic Development
- Transportation
- Public Services
- Community Design
- Open Space and Recreation
- Energy

Land Use

Goals:

1. Plan logically for a variety of land uses to meet the needs of Stacy residents
2. Use land in an efficient manner by ensuring that any new development is as contiguous as possible and served by public utilities.
3. Plan for the eventual development of the Rush Line Corridor.

Policies:

1. Plan land uses and provide city services to the developing areas.
2. Provide reasonable transitions between more intense and less intense land uses.
3. Guide any new development near the proposed Rush Line Corridor station to be higher density, walkable and transit-oriented.
4. Create additional pedestrian connections within the city.

Housing

Goals:

1. Ensure that a variety and number of safe, sanitary and well-maintained dwellings are available to residents..

Policies:

1. Encourage the construction of a variety of efficient and attractively designed housing types such as: single family dwellings, two-family dwellings, apartments, and multi-family dwellings.
2. Support public and private rehabilitation efforts which improve the value of property and prevent the decline of neighborhoods, especially those with large numbers of older homes. Keep people informed on programs available to rehabilitate older homes.
3. Support the construction of higher-density dwellings and mixed-use development near the future Rushline commuter rail station.
4. Promote the efficient and attractive design of all dwellings, garages, and outbuildings.

Economic Development

Goals:

1. Favorable economic conditions will be maintained or developed which encourage additional investment in the community, increase family incomes and reduce unemployment.

Policies:

1. Assure that essential public services are available to support economic expansion.
2. Support programs to increase tourist visitation and spending in Stacy.
3. Encourage businesses to locate in appropriately zoned commercial or industrial areas to centralize services and to minimize potential adverse effects on residents and other land uses.
4. Encourage commercial building rehabilitation and the demolition of deteriorated structures to make way for new buildings, off-street parking and public space.
5. Utilize programs that encourage development.

Transportation

Goals:

1. Move vehicles, people and goods safely and efficiently within and through the city.
2. Support the development of the Rush Line Corridor.

Policies:

1. Provide a street system that allows convenient movement to and from developed areas.
2. Maximize safety by minimizing the penetration of arterial roadways into neighborhoods or directly through the downtown area.
3. Assure that signs are properly designed, sized and located.
4. Provide accessibility for the handicapped.
5. Maintain and improve services provided by all modes of transportation including car pooling, van pooling, bus and in the future, rail transit.
6. For improved bicycle safety, bikeway paths should link used summer attractions within and outside the city limits.

7. Plan for the expansion and reconstruction of the bridge over Interstate 35.

8. Support the efforts of The Rushline Corridor Task Force to plan the Rush Line Corridor Bus and Rail transit service by attending meetings and coordinating planning efforts with all members and surrounding jurisdictions.

9. Plan higher density land uses where appropriate to support the expansion of transit service.

10. Plan for sidewalks to facilitate safe pedestrian use of the city.

Public Services

Goals:

1. Municipal utilities shall be maintained in developed areas and extended to new developments which are consistent with the long-range land use plan of the city.

2. Municipal solid waste management (rubbish) shall include both the provision of low cost, environmentally acceptable sanitary services, and, whenever feasible, resource recovery efforts.

Policies:

1. Maintain and improve wastewater treatment capabilities as well as existing water and sewer lines. This should include looping the water line to the west side of the city.

2. Minimize costs for the extension of public utilities by planning new development to be contiguous with existing development.

3. Retain and improve the quality of ground water recharge areas by avoiding excessive or undesirable storm water runoff, pollutants, and erosion through the effective use of storm sewers, culverts, water channels and monitoring.

4. Incorporate features in new development to retain, treat and infiltrate stormwater runoff on-site to the greatest extent possible; for example, rain gardens, rain barrels, and dry wells

5. Explore cooperative agreements with other units of government which will promote the disposal of solid wastes (rubbish and hazardous) at acceptable costs.

6. Monitor existing methods of disposing of industrial, commercial and residential wastes including possible hazardous wastes.

7. Extend municipal sewer and water to all developed areas of the city.

8. Continue Collaboration with CLJSTC for compost.

Community Design

Goals:

1. Encourage activities which will improve the appearance of the community.

Policies:

1. Develop commercial areas in the city in an attractive and well-designed manner.

2. Develop design standards in the zoning ordinance to ensure high quality design and appearance in the city's commercial and highly visible industrial areas.

Open Space and Recreation

Goals:

1. Open space shall be maintained, developed and acquired for recreation purposes, for the conservation of natural resources, and/or for shaping the pattern of urban development.

2. Wetlands and areas of significant natural resource value will be protected from new development.

3. Additional recreation facilities will be developed to meet the needs of City residents.

Policies:

2. Improve recreation areas serving the entire city by adding new buildings, equipment, lighting, parking space or other facilities as needed.

3. Provide neighborhood park and recreation facilities that are convenient and safe for children as well as adults.

4. Develop a trail or bikeway system along a portion of Sunrise River.

5. Support area youth community activities.

6. Maintain and improve facilities for residents and visitors to our community.

7. Protect designated open space from land development to enhance recreation opportunities and protect wildlife habitat.

8.Utilize cluster or conservation development techniques to protect natural areas while providing development opportunities.

Energy

Goals:

1. Increase public awareness of the need to conserve energy. Identify conservation opportunities and incentives for private and public building, transportation and site design.
2. Public facilities, including buildings and utility infrastructure, will be designed to optimize energy efficiency and reduce long-term monetary and environmental costs.

3. Explore opportunities for renewable, carbon-neutral energy sources to reduce costs and protect the environment.

Policies:

1. Minimize the cost of heating and cooling municipal buildings and structures.

2. Encourage use of energy audits.

3. Explore opportunities for incorporating renewable energy sources (solar, wind, geothermal) into city buildings.

4. Use life-cycle cost assessments for new energy projects and other improvements to understand the full impact of decisions about materials and technology choices.

5. Encourage the use of LEED or Minnesota B3 Sustainable Building guidelines for new private development.

6. Encourage savings by city residents by improving public transportation including car pooling, van pooling, and busing.

7. Reduce street lighting costs with more efficient lighting systems.

8. Speed traffic flow as a method of saving energy by locating traffic control signs in a manner which reduces consumption.

9. Stimulate private interest in new energy saving methods such as solar energy conservation techniques by protecting solar rights.

10. Expand energy conservation interest by reviewing building permits and subdivision proposals for potential energy savings. Building orientation and site design can affect consumption.

Background

History of Stacy, Minnesota

With the completion of the railroad between St. Paul and Duluth in 1875, a town, then known as Middle Branch, was established as a railroad community for the St. Paul/Duluth Railroad. Even before the railroad was complete in this area, a prominent orthopedic surgeon from New York, Doctor Stacy Budd Collins, purchased most of the land in what is now known as the City of Stacy. He was born in New York in 1848 to Stacy and Hannah Collins. Dr. Collins would walk to Taylors Falls, which was the county seat at the time, to pay his taxes. He must have returned to New York to practice his medicine, as he is registered in the 1870, 1880, and 1910 U.S. Census records as living there. In 1880, the town was organized and named Stacy, in honor of Dr. Collins.

One of the first buildings in Stacy was a log home built by William Robinson located just north of the Stacy Cemetery. This was a well-known relay station for stagecoaches and for travelers to stop and rest for the night. The mail was delivered via stagecoach. There was also an Indian trading post on the Robinson Farm. In the early days, fur trading was the main economy. The major fur trading was stored in the Robinson Farm for the Hudson Bay Fur Company. After the railroad came, potato farming became the business for the farmers. Potatoes were a good cash crop for the farmers, and potato warehouses were built near the railroad tracks. The last potato buyer in town was the Christenson Potato Company, which had three warehouses.

The turn of the century saw growth in Stacy. By 1910, Stacy had several cafes, a meat market, a mercantile store, a bank, a school, a hotel, a creamery and ice house, several churches, a barber shop and pool hall, a lumber company, a train depot, and several potato warehouses.

On April 13, 1923, the village of Stacy was incorporated. The first election was held and the first mayor elected was Frank C. Keacher. The population at the time was 140.

The 1930's, 40's, 50's, and 60's showed very little growth. When highway 61 was built, most of the main street of Stacy moved to that area. In the 1970's, with the completion of I-35, the economy shifted to other cities. Most of the population of Stacy worked in the Twin Cities. Stacy saw a dramatic change in population between 1976 and 1978 after a mobile home park was created on the southwest section of the City.

An industrial park was established in the 1970's and 80's with the most prominent industry at the time being the Royal Concrete and Pipe Company.

Demographics

Stacy population in 2018 was 1,524, according to the State Demographers Office. Population estimates are shown in Table 1.

Table 1 – Stacy & Surrounding Areas Population Estimates

	US Census					Projected Population**					
	2000	**2005**	**2010**	**2015***	**2018******	**2020**	**2025**	**2030**	**2035**	**2040**	**2045**
Stacy	1,278	1,305	1,456	1,501	1,524	1,734	1,796	1,854	1,899	1,923	1,932
increase		*2.1%*	*11.6%*	*3.1%*		*13.8%*	*3.6%*	*3.2%*	*2.4%*	*1.3%*	*0.5%*
Lent Township	1,992	2,399	3,091	3,072	3,108	3,233	3,349	3,457	3,541	3,586	3,603
increase		*20.4%*	*28.8%*	*-0.6%*		*13.8%*	*3.6%*	*3.2%*	*2.4%*	*1.3%*	*0.5%*
Wyoming Township	4,379	3,550	***	***	***	***	***	***	***	***	***
increase		*-18.90%*									
Wyoming City	3,048	3,756	7,791	7,854	8,037	8,267	8,562	8,838	9,052	9,168	9,211
increase		*23.2%*	*107.4%*	*0.8%*		*5.3%*	*3.6%*	*3.2%*	*2.4%*	*1.3%*	*0.5%*
Chisago County	41,101	49,417	53,887	60,491	55,955	63,671	65,941	68,071	69,718	70,610	70,939
increase		*20.2%*	*9.0%*	*22.4%*		*13.8%*	*3.6%*	*3.2%*	*2.4%*	*1.3%*	*0.5%*

* Estimate from State Demographer
** Assumes same growth rate as the County
*** Wyoming Township was annexed by surrounding communities before the 2010 Census
****2018 Estimate from State Demographer

Stacy has not experienced an amount of growth equivalent to surrounding Lent Township or Chisago County as a whole. The State Demographer also makes projections for future population of cities and counties.

Areas Population Projections: 2015-2035

While Stacy is expected to keep pace with surrounding community growth through the next 30 years, Chisago County as a whole is expected to see a much greater increase as a percentage of its existing population. This is likely due to other growth centers absorbing more population growth than Lent Township and Stacy. Also, the growth projections assume no change in the municipal boundary of Stacy over the projection period. Therefore, if the municipal boundary were to change, Stacy could be expected to absorb a portion of the growth currently assigned to Lent Township. Chisago City and Wyoming are examples of other cities in the county that may see significant growth in the next several decades.

Employment

While many Stacy residents seek employment outside the city, particularly in the Twin Cities Metropolitan area, Stacy does support a number of major employers.

Land Use

The City of Stacy is 3.2 square miles in area. The City is located in Chisago County bisected by Interstate 35, approximately 32 miles north of the Minneapolis-Saint Paul metropolitan area. East and west of the City is the Carlos Avery Wildlife Management Area (WMA), a 23,000-acre wildlife reserve that is a popular destination for hunters, fishermen and area wildlife. The WMA presents natural boundaries for the growth of Stacy. To the north, west and east is Lent Township. Stacy's southern boundary abuts up against the City of Wyoming.

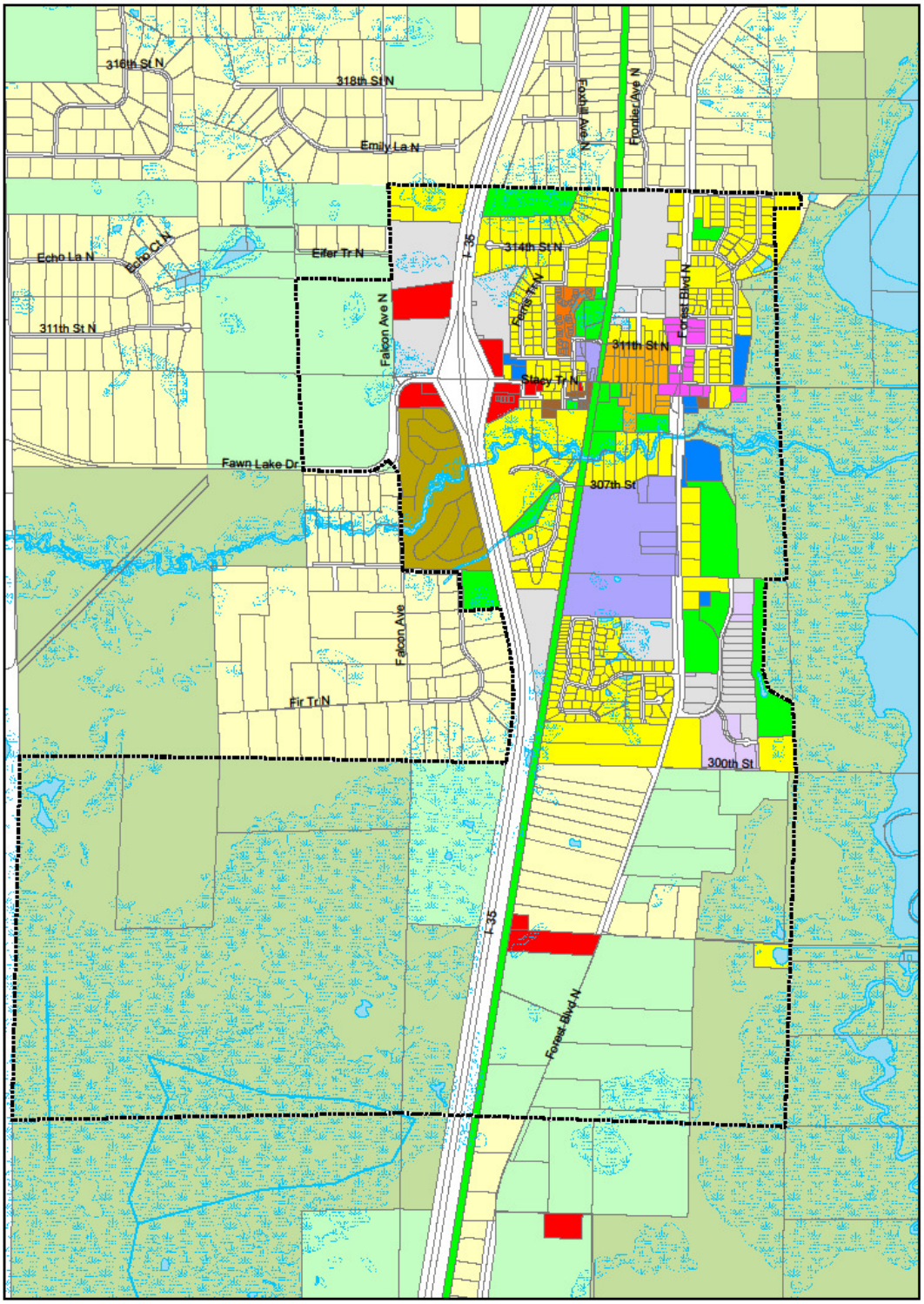
Stacy contains a variety of land uses. Commercial land is concentrated near the interchange with I-35. Commercial uses, multi-family and single-family residential border Stacy Trail along both sides. Larger lot single-family residential is concentrated further north and south of Stacy Trail. Industrial uses are found mainly in the southeast corner of the city. Agricultural uses are mainly found in the south end of the city. Figure 1 shows the existing land use in Stacy. Table 4 shows acres of existing land use within the city limits of Stacy.

Table 2 - Existing Land Use Acres in Stacy

Existing Land Use	Gross Acres	Net Acres
Agricultural	340.59	269.48
Apartments	3.29	3.29
Central Business	10.12	9.79
General Business	30.12	28.76
Industrial	62.86	61.33
Light Industrial	13.65	13.65
Manufactured Home Park	48.49	45.14
Multi-Family Residential	6.81	6.11
One and Two Family Residential	18.44	17.39
Park/Open Space	106.75	81.71
Public/Semi-Public	12.85	12.85
Rural Residential	88.71	86.49
Single Family Residential	267.75	223.95
Vacant	111.97	94.47
WMA	830.89	299.30
Right-of-Way	180.29	171.86
Open Water	18.17	18.17
Wetland		708.01
Total	**2151.75**	**2151.75**

There is roughly 100 acres of vacant land left in the city. Much of the vacant, developable land is near the freeway interchange, in the Stacy Ponds Business Park or in the agricultural land in the south end of the city. Some large parcels that may be appropriate for residential development exist on the north side of the city, just west of Forest Boulevard. The projected population increase in Stacy is relatively small and the land remaining in Stacy appropriate for residential development is likely enough to accommodate this increase.

Figure 2 shows Stacy's existing zoning. The zoning ordinance is the regulatory tool used to control the type and form of the built environment in the city. By Minnesota law, zoning must be consistent with Comprehensive Plan guidance. The zoning ordinance will be regularly updated to ensure consistency with land use designations in the plan.



Existing Land Use

City of Stacy 2030 Comprehensive Plan

City Boundary
Open Water
NWI Wetland
Agricultural
Rural Residential
Single Family Residential
One and Two Family Residential
Multi-Family Residential
Appartments
Manufactured Home Park
Central Business
General Business
Industrial
Light Industrial
Park/Open Space
Carlos Avery WMA
Public/Semi-Public
Vacant

N 1,200 0 1,200 Feet

Figure 1

December 04, 2019

Stantec

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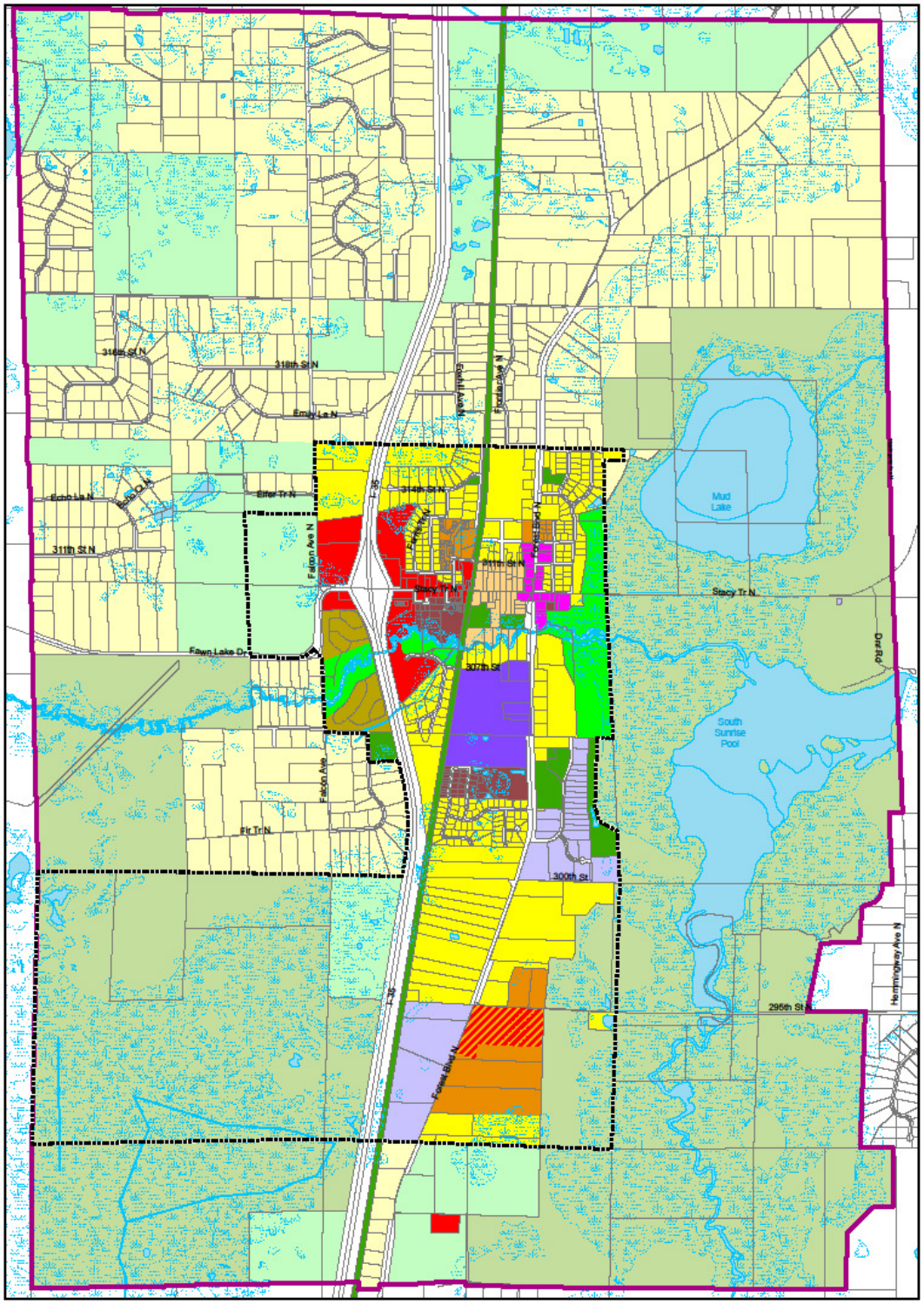

Zoning Map

City of Stacy 2030 Comprehensive Plan

City Boundary
Planning Area Boundary
Open Water
NWI Wetland
Park District
Agricultural
RR - Rural Residential
R1 - Single Family Residential
R2 - One and Two Family Residential
R3-A - Multi-Family Residential (Townhomes)
R3-B - Multi-Family Residential (Apartments)
RM - Manufactured Home Park
CB - Central Business
GB - General Business
MIX - Mixed Use
I - Industrial
LI - Light Industrial
SL - Shoreland
WMA - Carlos Avery WMA

N 800 0 800 1,600 Feet

Figure 2

December 03, 2019

Stantec

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Remote-Sensed Natural Resource Inventory

The Minnesota Land Cover Classification Mapping System (MLCCS) was used to identify natural and semi-natural areas within the city based on a review of recent aerial photographs. The information gathered may be used to make a preliminary assessment of which sites are best suited for conventional development, those where alternative or low-impact development strategies may be appropriate, and sensitive areas whose best use may be conservation. An on-the-ground survey by an experienced plant ecologist knowledgeable about Minnesota's ecosystems and native vegetation communities is recommended before development occurs in these areas, to verify the land cover mapping and provide guidance on the most appropriate use of a specific site.

Land Cover Classification and Mapping

MLCCS Background
The Minnesota Land Cover Classification System Version 5.4 was used to classify land cover within the city. A brief explanation of the method and its application to this project is provided below. The complete 273 page MLCCS Manual can be viewed/downloaded on the MN DNR web site at the following address: http://www.dnr.state.mn.us/mlccs/index.html .

MLCCS is a five-level hierarchical system of codes that separates land cover into nine broad categories, and then distinguishes further based on natural, semi-natural, and cultural land cover types. The nine broad categories and the separation into natural/semi-natural /cultural classes is illustrated in Table 3.

Table 3 – MLCCS Land Cover Categories

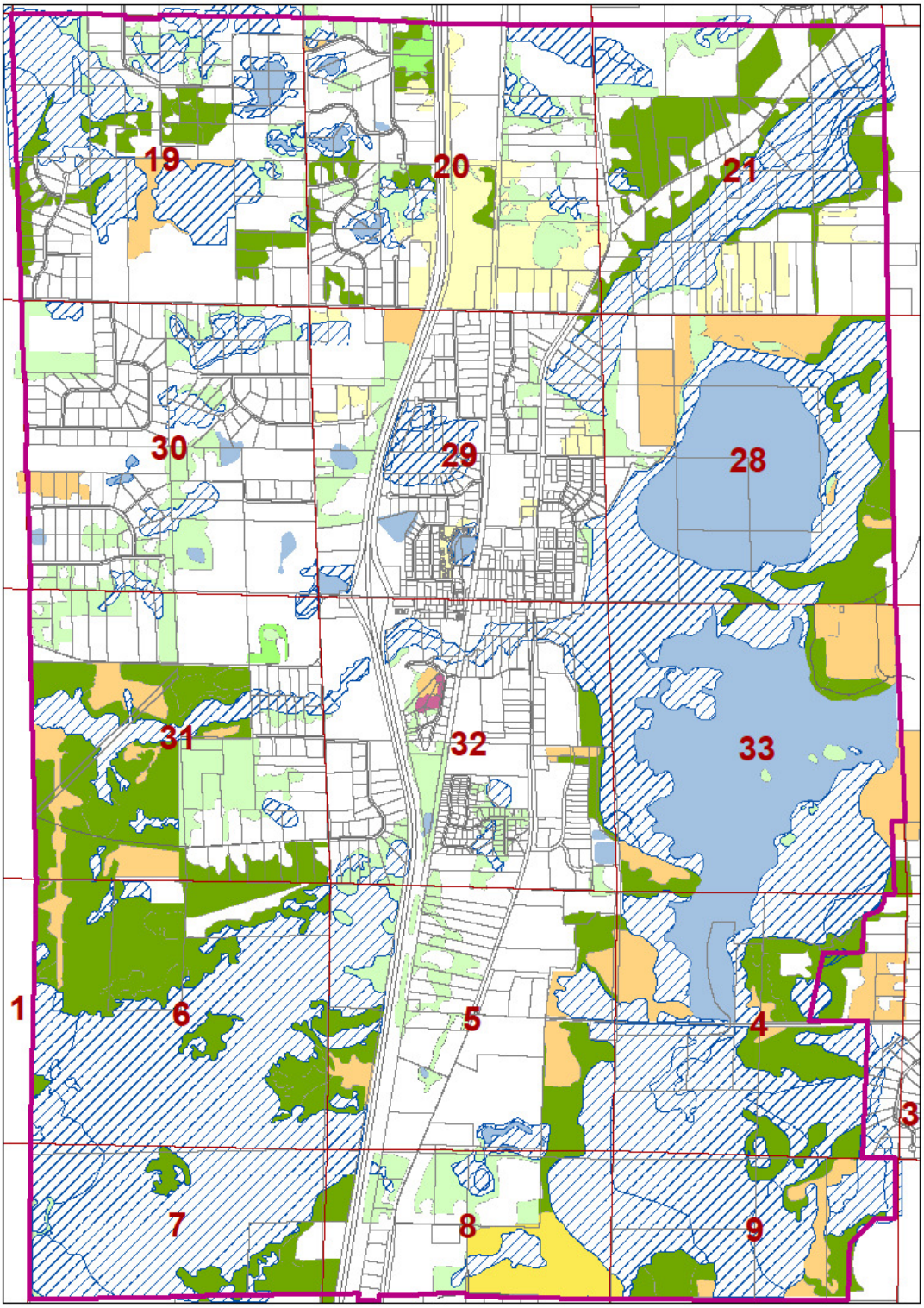
Category	Cultural		Natural / Semi-natural						
Level One Cover type	Artificial surfaces with <96% Vegetation	Cultural Vegetation	Forests	Woodland	Shrubland	Herbaceous	Nonvascular	Sparse Vegetation	Open Water

Natural land cover types include areas dominated by plant species native to Minnesota, in assemblage's characteristic of what occurred here at the time of European settlement. Semi-natural areas are those dominated by nonnative plant species, but which are not actively planted/maintained by humans. Examples of semi-natural areas include fields of brome or other non-native grasses, highly disturbed forests dominated by species such as green ash or boxelder, or wetlands dominated by non-native species such as narrow-leaved cattail or reed canary grass. Cultural land cover types are areas that are developed or actively used by humans. These typically include artificial surfaces, and areas such as agricultural fields, pastures and others. The Stacy inventory focused on natural and semi-natural areas and larger areas of cultural vegetation.

Progression through each of the five levels of the system represents an increased level of detail in land cover classification. In this framework, Level 1 is the least detailed and Level 5 is the most detailed. For example, the code "30000" is mapped to Level 1, and refers to "forest." The code "32100" is mapped to Level 3, and indicates an "upland deciduous forest." The code "32110" is Level 4, and refers to an oak forest—a type of native upland deciduous forest.

For the purposes of this project, all natural and semi-natural areas within the city were classified to the greatest level of detail practical using remote assessment (typically, Level 2 to 4). Level 4 is the minimum necessary to distinguish between a natural and semi-natural area, and cannot always be determined from aerial photos.

Figure 4 shows the natural and semi-natural areas within the city mapped according to cover type. Areas which could not be mapped to Level 4 are shown as "undetermined." A number of these areas, especially the forested ones, have a good likelihood of being oak forest; the grassland areas may be remnant prairie or other areas of dry grass. To adequately plan for use in these sites, a field visit by an ecologist experience in assessing Minnesota plant communities is recommended prior to platting and development.



Natural Areas and Open Space Derived From MLCCS

City of Stacy 2030 Comprehensive Plan

Planning Area Boundary
WMA Boundary
NWI Wetland
Wetland–derived from Land Cover Mapping
Open Water
Wooded Native Community
Wooded, Non-Native Community
Wooded Undetermined
Shrubland, Undetermined
Herbaceous, Native Community
Herbaceous, Non-Native Community
Herbaceous Undetermined

N 800 0 800 1,600 Feet

Figure 4

January 04, 2012

Stantec

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Land Use Plan

The Land Use Plan designates future land use categories in Stacy. The land use categories are the framework on which official controls, such as the zoning ordinance and subdivision regulations, are based and provide implementation for growth management strategies. The plan elements contain the regulatory concepts for residential growth, commercial and industrial development, and environmental protection.

Planning Area

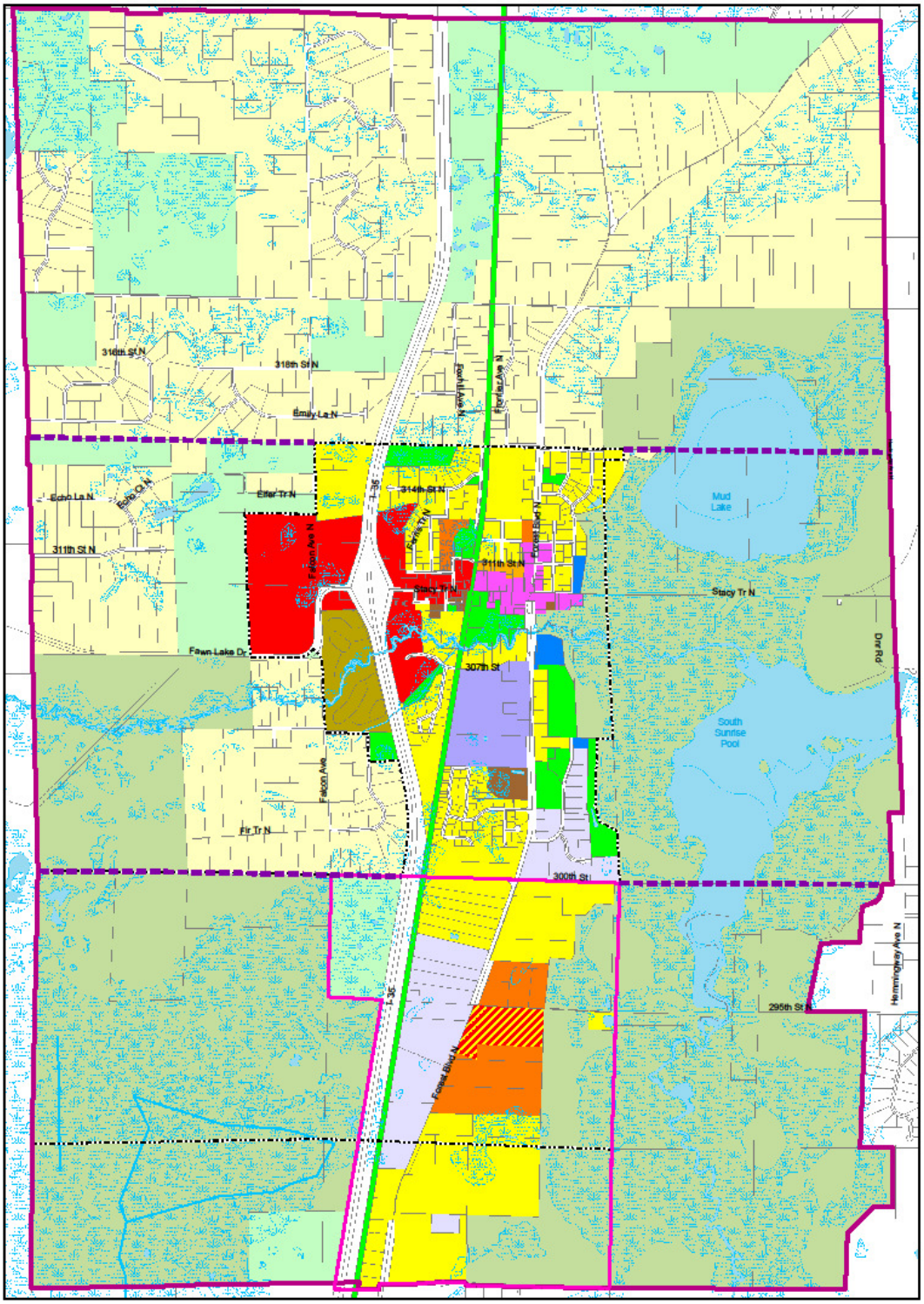
As Stacy plans for the future, it is important to look beyond the existing city boundaries. Development in the neighboring township has an effect on the city, just as developments in the city have an effect on the residents of the township.

Because of these considerations, the Comprehensive Plan will consider an area larger than just the city itself for future planning purposes. The intention is to be proactive about planning for areas outside the city that may at some point be annexed.

Although there is limited developable land left within Stacy's current boundary, some change will occur by 2030. This change includes the development of currently vacant land to residential uses and expansion of the commercial area along Stacy Trail. Table 7 shows the acres of future land use within Stacy's current boundary based on the 2030 Land Use Plan (Figure 3).

Table 4 - Future Land Use Acres in Stacy

Existing Land Use	Gross Acres	Net Acres
Agricultural	58.85	11.40
Apartments	12.23	8.41
Central Business	26.20	25.78
General Business	151.37	127.42
Industrial	59.85	58.31
Light Industrial	135.45	131.62
Manufactured Home Park	48.49	45.14
Multi-Family Residential	70.55	67.36
One and Two Family Residential	4.10	4.10
Park/Open Space	112.22	83.12
Public/Semi-Public	10.78	10.78
Mixed Use	25.16	25.16
Single Family Residential	407.16	355.83
WMA	830.89	299.30
Right-of-Way	180.29	171.86
Open Water	18.17	18.17
Wetland		708.01
Total	**2151.76**	**2151.76**



2030 Land Use Plan

City of Stacy 2030 Comprehensive Plan

Annexation Boundary
Planning Area Boundary
Growth Staging Boundary
City Boundary
Open Water
NWI Wetland
Agricultural
Rural Residential
Single Family Residential
One and Two Family Residential
Multi-Family Residential
Appartments
Manufactured Home Park
Central Business
General Business
Mixed Use
Industrial
Light Industrial
Park/Open Space
WMA
Public/Semi-Public

N 800 0 800 1,600 Feet

Figure 4

February 20, 2020

Stantec

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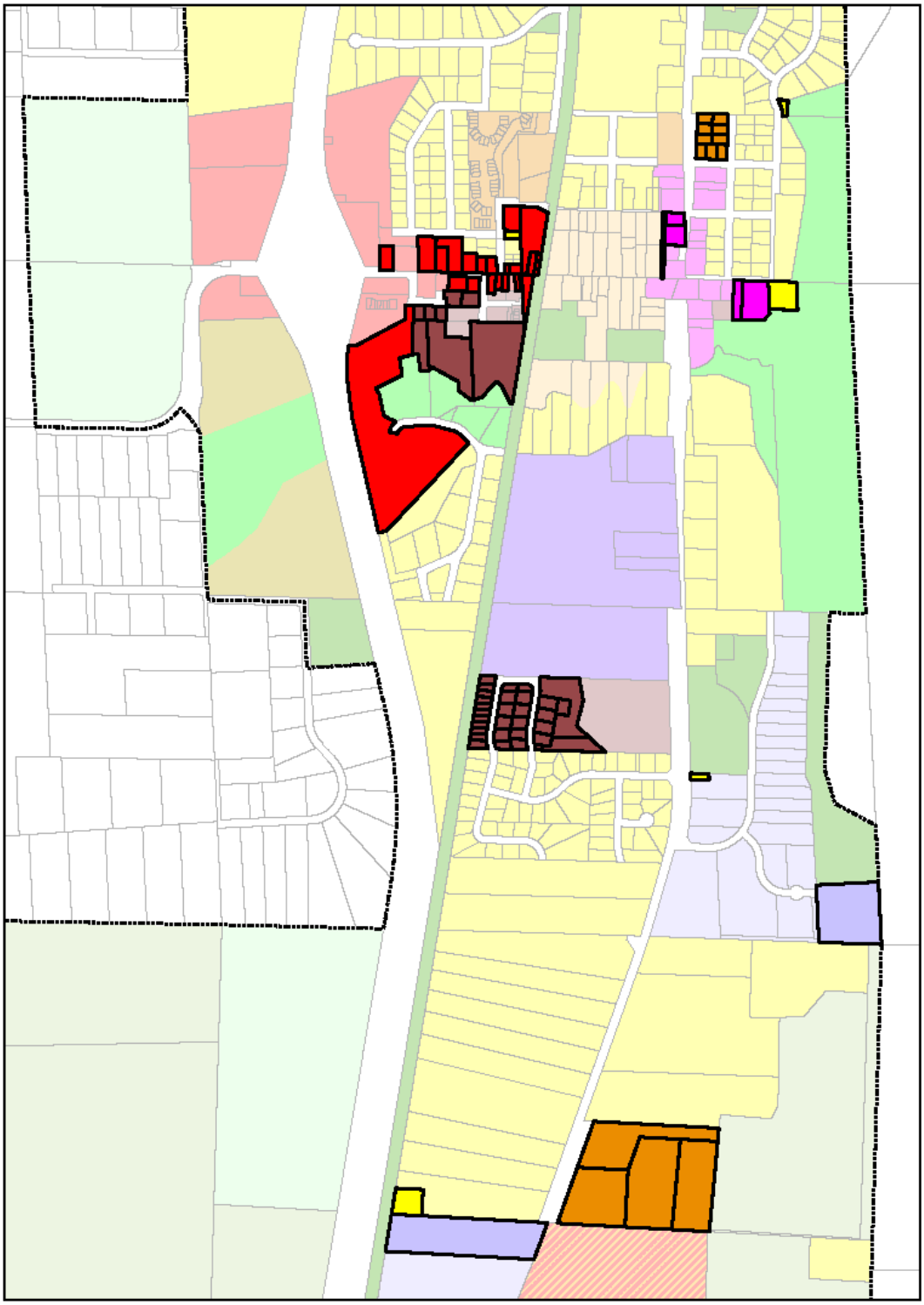

Zoning for Parcels with Existing Land Use Discrepancy

City Boundary
Park District
Agricultural
RR - Rural Residential
R1 - Single Family Residential
R2 - One and Two Family Residential
R3-A - Multi-Family Residential (Townhomes)
R3-B - Multi-Family Residential (Apartments)
RM - Manufactured Home Park
CB - Central Business
GB - General Business
MIX - Mixed Use
I - Industrial
LI - Light Industrial
SL - Shoreland
WMA - Carlos Avery WMA

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February 20, 2020

Stantec

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Growth Staging

The City of Stacy has an agreement with Lent Township that only mutually agreeable annexation will occur until 2020. Future growth lies north and west of the city, which is closest to present city utilities.

Presently much of the land surrounding the city is large-lot rural residential and agriculture. This land may be developed as a mixture of high, medium, and low-density residential uses with supporting commercial uses. This change will happen as a result of decisions by private property owners, but the city is interested in carefully planning for this area to extend urban service efficiently, protect valuable natural resources and to ensure high quality development consistent with community goals.

Land Use Categories

Land use categories define the type, density and characteristics of development planned in the city and the growth areas. These categories include subtypes of residential, commercial, industrial, public and park or open space. The Future Land Use Plan informs updates to the zoning ordinance, the regulatory tool used to implement the plan

Residential Land Use Categories:

Agriculture. This land use designation includes large lots intended for some level of farming and/or raise live stock. State, county, and city regulation for well and SSTS will have to be followed to ensure the protection of natural resources and public safety. Land is on the south side of the city and the township land to the north and west.

These areas will be primarily single-family homes on large lots varying in size. They are not served by public utilities (sewer and water). As mentioned above, if private property owner requests annexation, these areas may be served by public utilities to facilitate the development of smaller urban lots where further subdivision is possible. Many of these areas will remain Rural Residential for the foreseeable future subdivision is unlikely because of lot size and configuration or due to a lack of private development interest.

Low Density Residential. This is the land use designation for single family residential development that is served by public utilities. The predominant unit types will be detached homes and attached duplexes at an average density of three to six units per acre. To ensure an efficient transportation system and walk ability, cul de sacs should be discouraged in favor of an interconnected street network. Sidewalks should be provided on at least one side of every street.

Medium Density Residential. This land use designation includes multi-family attached and detached residential units. The predominant unit types will be townhomes and row homes at an average density of six to ten units per acre. Streets should be designed in a grid pattern with sidewalks on both sides of the street. Block lengths should be no greater than 520 feet.

High Density Residential. This land use designation includes attached, multi-story residential units. The predominant unit types will be apartments and row homes with an average density above ten units per acre. Streets should be designed in a grid pattern with sidewalks on both sides of the street. Block lengths should be no greater than 520 feet and block perimeters no greater than 1,400 feet measured at the right of way line. Street width should not exceed 35 feet. Off-street parking should be located underground or behind structures where possible.

Manufactured Home Park. This land use designation includes single family homes, generally in a privately managed manufactured home park. The city will continue to support the existing manufactured home park west of the interchange of I-35 as a valuable resource for affordable housing.

Commercial Land Use Categories:

General Business. This land use designation includes commercial and office uses that are oriented towards motorists and require high volumes of traffic. These areas may also accommodate commercial uses that are more regional rather than local in nature. Banks, restaurants, health clubs and large retail and service uses ("big box") are appropriate uses. The area immediately adjacent to the interchange with I-35 is guided as General Business.

Figure 5 – Conventional Suburban Development Walkable Mixed-Use Development

Neighborhood Business District. This distinct is designed and intended as a specialized district to serve pedestrians and local traffic in a compact area of the city. The neighborhood business district will provide for a high-density shopping and business environment, especially stressing pedestrian function and interaction of people and businesses, rather than being heavily oriented toward the use of automobiles. These uses will be located primarily near the intersection of Forest Boulevard and Stacy Trail in traditional "downtown" Stacy.

Development in these areas should be oriented towards the street, with off-street parking located behind or to the side of buildings. Buildings should open to the street, with minimal setbacks. Two- and three-story structures are encouraged, including residential or office uses above retail. Streets should be designed in a grid pattern with sidewalks on both sides of the street. "Strip"-type commercial development, drive-through uses and automobile service uses should be avoided.

Mixed Use. This district is intended for areas where a mix of residential and commercial or office uses is appropriate, but the exact design and location of each use is to remain flexible. Uses should be mixed vertically or horizontally, with residential uses located above office or commercial uses. Mixed use areas will provide a high-density environment designed to serve the pedestrian. Commercial uses in particular should be oriented to pedestrians, not just automobile traffic. Residential uses will vary in design and density in mixed use areas, from townhomes to multi-story apartments averaging above 8 units per acre.

Parking lots should be located to minimize the interaction between pedestrians and cars, generally behind or to the side of structures. Short blocks, sidewalks on both sides of the street and a grid-like street pattern will improve walkability and reduce dependence on the automobile.

Master plans and other integrated design concepts are preferred for the development of mixed-use areas. Preferred designs will focus on providing a functional neighborhood that provides for all the daily needs of residents within walking distance. Figure 5 shows a concept of a walkable, high density neighborhood that demonstrates the appropriate form for Stacy's mixed-use areas.

Light Industrial. This category is intended to provide high quality, light industrial park uses primarily for manufacturing and assembly, warehousing and limited retail uses. These development types will provide a harmonious transition to residential development and neighborhoods. Uses should not produce excessive noise, odor, dust, glare, or otherwise have an adverse effect on surrounding properties. Stacy views industrial districts as important for providing jobs to city residents.

Industrial. This category is intended to provide more intense industrial uses than are allowed in the light industrial category. Light and heavy manufacturing, printing, staging yards and warehouses are examples of the types of uses appropriate in this category. Special consideration should be given to screen industrial uses from residential properties when they are adjacent including substantial landscaping, berming and other methods.

Public and Semi-Public Land Use Categories:

Public/Semi-Public. This category is intended to provide public uses such as City Hall, city maintenance buildings, fire stations, schools, libraries, churches, and similar uses.

Park/Open Space. This category is intended to identify City parks as well as open space areas. These may vary in use from active, developed parks (such as athletic fields and playgrounds) to passive, undeveloped land more suitable for wildlife habitat and scenic value. Currently, Stacy has 10 parks within the city limits. As development occurs outside the existing city boundary, additional park space adequate to serve new residents should be planned. All new residential units should be located between ¼ and ½ mile walking distance from a park or permanently preserved and publicly accessible open space. Stacy currently requires a dedication of land or an in-lieu dedication of cash for the construction of public parks. This requirement will help ensure these facilities are provided as part of new subdivisions.

At least one new public park will be developed in an annexation area to serve new residents. Ideally this park will be incorporated into the design of a single family or mixed-use development and presented as part of a concept plan. Stacy is also currently planning for the construction of a new hockey arena south of City Hall and fire station. This arena will serve residents of both Stacy and surrounding townships and counties.

WMA (Wildlife Management Area). The Carlos Avery Wildlife Management Area forms the eastern border of Stacy, and borders the annexation area on both the east and west. This area will remain a protected wildlife refuge, and will not be subject to urban development.

Transportation

There are approximately 9.5 miles of existing highways, streets, and roads in the City of Stacy (See Figure 6). General road maintenance, including snow removal, is handled by city maintenance personnel. Because of the existence of the Carlos Avery Wildlife Management Area (WMA) on the east and west sides of Stacy, traffic flows primarily northerly or southerly. Federal Interstate 35 extends through the western half of the city. Paralleling I-35 to the east is CSAH 30 (Forest Boulevard). According to the February 2005 Chisago County Transportation Plan (CCTP), I-35 is classified as a Principal Arterial and CSAH 30 as a Major Collector. Functional classification of roadways provides guidelines for safe and efficient movement of people and goods. Roads are categorized based upon level of access and/or mobility provided. In general, as functional classification increases so does mobility. Conversely the number of access points becomes more limited with increasing classification. CSAH 30's classification is expected to be upgraded to a Minor Arterial within the next 20 years. There is one freeway interchange within City Limits at CSAH 19 (Stacy Trail). Similar to CSAH 30, CSAH 19 has a Major Collector functional classification. The other roads within the community primarily handle local traffic and feed into the two major collector roads.

Other modes of transportation exist within the City of Stacy. The Sunrise Prairie Trail is an 8-foot-wide paved bike path that is located between the freeway and CSAH 30 and old rail road bed. It extends from Hugo to North Branch.

The State completed the Rushline Transit Corridor Study in September 2001. The purpose of the study is to develop a plan with proposed transit improvements to help meet the mobility needs of the area. The Rushline Corridor begins in downtown St. Paul and extends to Hinckley. In the future, a commuter rail line may run through Stacy. It is expected this rail line would be located along the Sunrise Prairie Trail through Stacy.

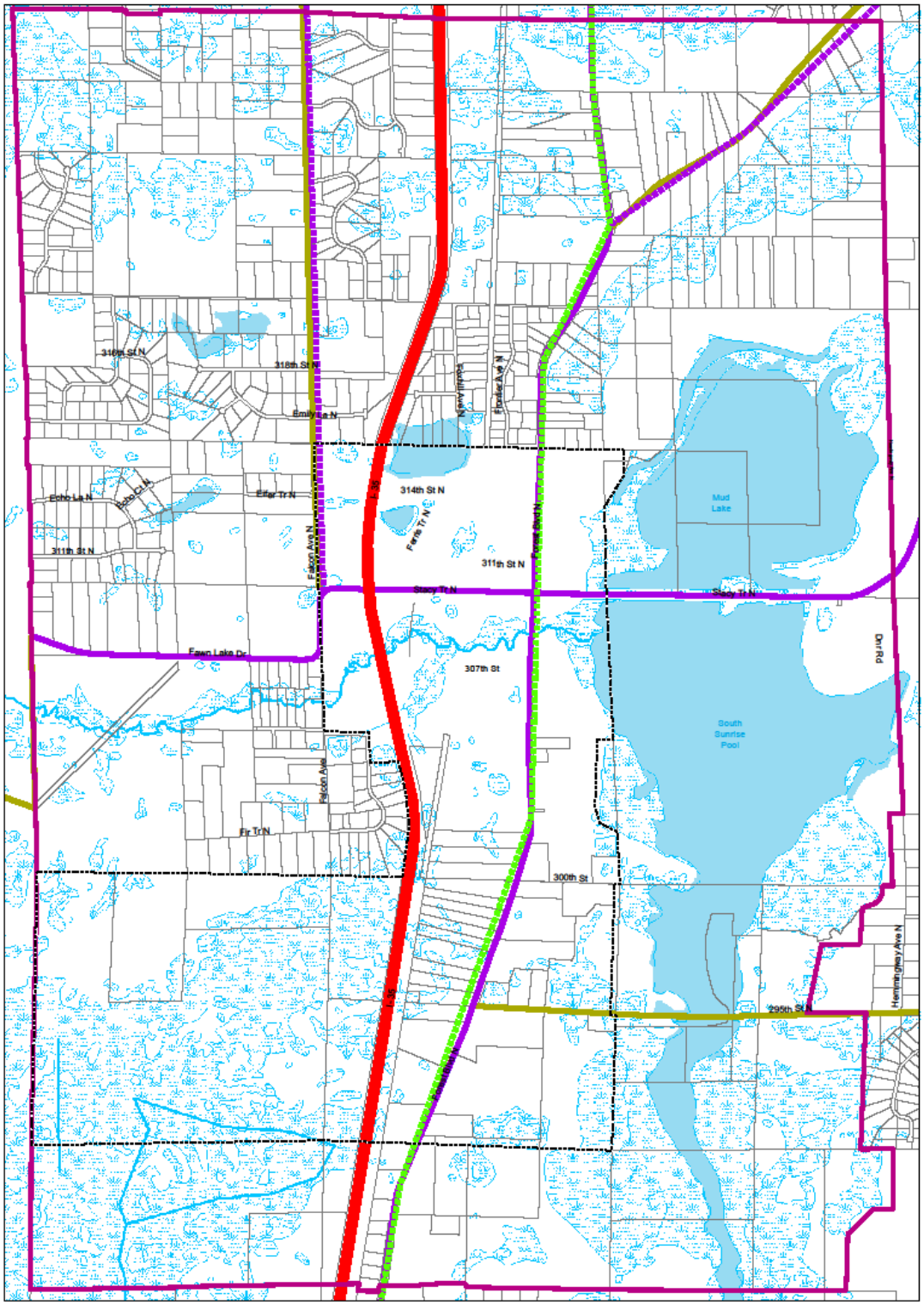
City Streets

All new local streets must meet city adopted engineering design standards. City standards require the road be paved and include curb and gutter. The first lift of bituminous must go through a freeze/thaw cycle before the final (wear) course is paved. The city maintenance policy for local streets includes patching, crack sealing, seal coating, milling and overlaying, with eventual reconstruction. After the road has been constructed and accepted to by the city a typical maintenance plan for a new road would follow the schedule below:

City Maintenance Policy

Maintenance Task	Year
Patch / Crack Seal / Seal Coat	5
Patch / Crack Seal / Seal Coat	10
Mill and Overlay	15
Reconstruct	as necessary

Other community roads have been identified for widening, paving or construction by city maintenance and engineering consultant. Street Improvements will be considered by the Council as part of the annual budgeting process.



Transportation Plan

City of Stacy 2030 Comprehensive Plan

City Boundary
Planning Area Boundary
Open Water
NWI Wetland
Interstate
Existing Major Collector
Existing Minor Collector
Potential Minor Arterial
Potential Major Collector
Local Road

N 800 0 800 1,600 Feet

Figure 6

January 06, 2012

Stantec

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Public Utilities

Public utilities include the provision of wastewater and drinking water services to the residents of Stacy. This chapter describes existing facilities and planned expansion and how these expansions relate to levels of service.

Wastewater Treatment

The City of Stacy joined the CLJSTC (Chisago Lakes Joint Sewage Treatment Commission) along with the City of Wyoming in 2005. That same year the city began construction of a new Stacy lift station and forcemain to divert municipal wastewater flows to the CLJSTC. Other CLJSTC members include Chisago City, Lindstrom, Center City, and Chisago County. Peak Hourly Wet Weather flows are currently 190 gpm. The system was designed to handle 800 gpm.

In 2005 the CLJSTC upgraded their facility. The improvements to the facility were based upon ten-year design flow projections for each of the CLJSTC communities. Once flows to the facility start to approach the capacity of the plant, the Commission will begin planning additional treatment facility improvements. Population projections will then be revisited and new projections will be made. It is assumed that the facility will always have sufficient capacity to serve any new development in the proposed annexation area or other growth areas of Stacy as well as growth for all CLJSTC communities. Since both Wyoming and Stacy are members, the limiting factor is assumed to be each city existing and planned infrastructure.

Municipal Wastewater Conveyance System

The conveyance system consists primarily of 8 inch and 10-inch sanitary sewer (see Figure 7). In general, the sanitary sewer is located along the centerline of public right-of-ways and easements. The original sewer system was constructed in the late 1960's. There are four lift stations operating in Stacy.

<u>Main Lift Station</u>
The CLJSTC's main lift station located near the CSAH 30 / CSAH 19 intersection. It currently pumps all the municipal wastewater to the facility.

<u>Richland Meadows Lift Station</u>
This lift station was constructed as part of the Richland Meadow's subdivision. It was installed in the mid-1990s and serves the northeast portion of Stacy.

<u>Sunrise Estates MHP (Mobile Home Park) Lift Station</u>
The Sunrise MHP lift station is located south and west of the I-35 / CSAH 19 interchange and serves the MHP.

<u>Forest Boulevard Lift Station (30126 Stacy Ponds Drive)</u>
The Forest Boulevard lift station was constructed in 2005 to serve existing and future Stacy residents and the Stacy Ponds Business Park.

MAP LEFT OUT INTENTIONALLY
SANITARY SEWER MAP IS NOT PUBLIC
SEE CITY CLERK WITH QUESTIONS.

Raw Water Supply

Stacy's water system was originally constructed in 1968. The City of Stacy obtains its raw water from two deep wells located in the Mt. Simon aquifer. Water is pumped directly into the distribution system following chlorination, fluoridation and polyphosphate additions at the well houses.

The City of Stacy's well No. 1 provides a total capacity of approximately 400 gpm (0.58 million gallons per day). Well No. 2 provides a total capacity of approximately 450 gpm.

The City of Stacy has a water tower that hold a total of 200,000 gallons when full.

The City received notice from the MDH (Minnesota Department of Health) on March 8, 2011, that the water supply exceeded the annual average combined radium level. The water treatment plant construction is planned for 2017.

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WATER MAP IS NOT PUBLIC
SEE CITY CLERK WITH QUESTIONS.

Public Services

The City of Stacy provides a variety of services to residents of the City for the purposes of assuring public safety and promoting general welfare. The City operates a volunteer fire department in coordination with Lent Township. A municipal Sports Grill and Stacy Wine & Spirits are operated by the city. Police services in Stacy are provided by the Chisago County Sheriff's department.

Fire Department

The City of Stacy has a Fire Insurance (ISO) Rating of 5. The Fire Department's station is located on CSAH 30 just south of City Hall.

The Stacy/Lent Fire Department is properly staffed and equipped for its coverage area.

The Stacy/Lent Fire Department has a center for advanced skills training for its staff as well as nearby fire and rescue departments.

Law Enforcement

Law Enforcement services to Stacy are provided by the Chisago County Sheriff's Office. The Chisago County Sheriff's Office which consist of patrol deputies, correction officers, dispatchers, bailiffs, and clerical staff. The Sheriff's Office provides a full range of law enforcement service for the citizens of Stacy as well as Chisago County.

Municipal On- and Off-sale Liquor Store

The City of Stacy operates the Stacy Sports Grill located on the southwest corner of Forest Boulevard and Stacy Trail. The Stacy Wine and Spirits is located in a shopping center southeast of the interchange with I-35.