



Rush City

Comprehensive Plan



Prepared By:



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City of Rush City 2009 Comprehensive Plan Acknowledgements

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City of Rush City Comprehensive Plan

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INTRODUCTION

I. PURPOSE

The Rush City Comprehensive Plan is a dynamic planning tool intended to guide the future growth and development of the city. The Comprehensive Plan is based on local and regional historical facts, trends, and governmental planning standards. This document presents the Comprehensive Plan for Rush City, Minnesota; reflective of the community planning process conducted in 2004 through 2008.

As a means of analyzing historical information this inventory of data has been compiled. The Comprehensive Plan identifies the type, amount, and pattern of growth that has taken place within the City and utilizes this information for the planning of future growth. Accordingly, the Comprehensive Plan provides a knowledge base for instituting a hierarchy of policies that will assist the community in processing a variety of development issues on a defined policy level. This information and policy base will allow decision-makers to evaluate and guide proposals benefiting the residents of Rush City, and fulfilling the City's goals and objectives.

II. SCOPE OF PLAN

This Comprehensive Plan encompasses eleven (11) general categories of information:

1. A review of the **Characteristics of the Community** which indicates the geographical nature of the community in a regional context along with an evaluation of the physical aspects of the City such as soils information, topographical elements and physical barriers to development.
2. A review of **Demographic Characteristics and Trends** contains historic and projected population information as it relates to growth, age characteristics, education, occupation and income level.
3. **Land Use Section** that includes an inventory of existing land uses, the identification of potential infill or redevelopment areas and an evaluation of future land use. This section also divides the city into various land use districts for more detailed land use planning.
4. A **Housing Section** evaluates the current housing stock, identifies housing opportunities, establishes policies for future housing development and identifies housing financing programs to achieve the goals established.
5. A section on **Transportation**, which includes information on the current transportation system, goals and policies for future transportation planning and a transportation plan.
6. A section pertaining to **Sanitary Sewer Service**, which includes historic wastewater generation rates, the service area of the system, the system design and long-term treatment facility and service strategies.
7. The **Drinking Water Element** that includes system information including water demand and analysis, treatment and storage capacity and the system as it relates to historic and future demand.
8. A section on **Municipal or Administrative Buildings and Public Services**, which includes information relating to government, health care, churches and educational facilities.
9. A **Parks, Trails and Recreation Section** that includes an inventory of existing park and recreational amenities, an analysis of future needs and policies relating to the future parks, trails and other recreational offerings.

10. An **Economic Development Section** which includes economic development policy statements relative to the General Business District, the Highway Business District and the Light Industrial District.
11. An **Implementation Section** describes and summarizes local controls pertaining to land use; the subdivision of land, and the City's Capital Improvement Plan process.

III. METHODOLOGY

This Comprehensive Plan is the product of several entities and systematic, ongoing, forward-looking processes including:

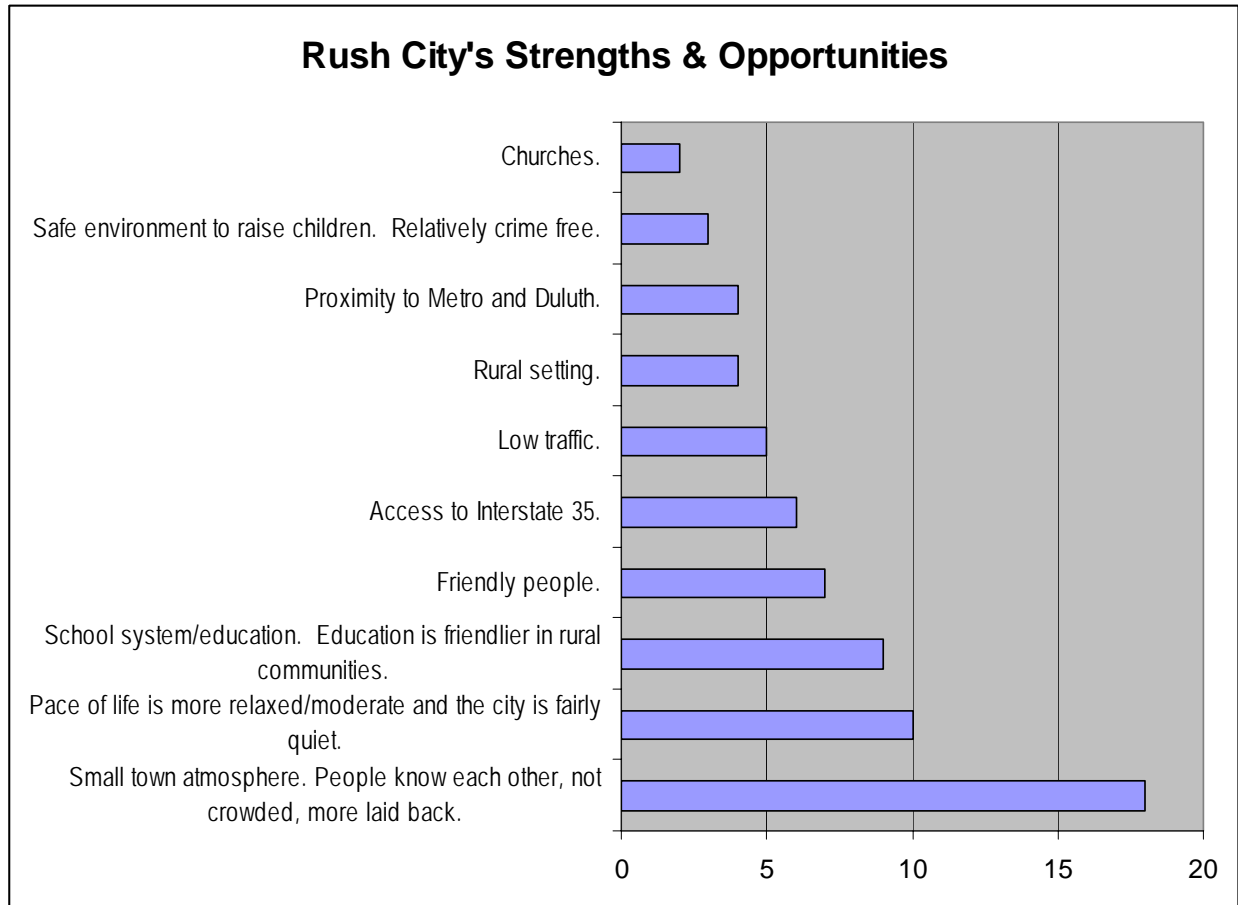
- Distribution of a community survey to over 20 business and civic leaders and one-to-one personal interviews with a majority of these participants, in 2004;
- Gathering of historical data from the city, county, state and U.S. Census;
- Analysis of opportunities and constraints leading to the formation of goals and objectives;
- Review of City Ordinances;
- Public meetings, both neighborhood and business, providing perspectives from residential/business communities;
- Review of the previous Rush City Comprehensive Plan;
- Inventory of pertinent information, statistical data, and existing structures;
- Input from the City Engineer, the City Attorney and the City Building Inspector.
- Input from City agencies/commissions, including the HRA, the Planning Commission and the City Council; and,
- City staff participation.

IV. COMMUNITY'S UNIQUE STRENGTHS AND OPPORTUNITIES

The City of Rush City residents and businesses were asked to identify the best aspects of day-to-day living in Rush City, or the most positive attributes. Following are the most common responses received during the survey process, with the number of responses preceding the comment:

Number of responses	Response
18	Small town atmosphere. People know each other, not crowded, more laid back.
10	Pace of life is more relaxed/moderate and the city is fairly quiet.
9	School system/education. Education is friendlier in rural communities.
7	Friendly people.
6	Access to Interstate 35.
5	Low traffic.
4	Rural setting.
4	Proximity to Metro and Duluth.
3	Safe environment to raise children. Relatively crime free.

- 2 Churches.
- 1 Not too big, yet big enough.
- 1 Summer activities for children.
- 1 Not so commercial.
- 1 Aquatic center.
- 1 Local organizations are willing to work for a better community.
- 1 Airport.
- 1 Strong natural resources.
- 1 Rush City can learn from other cities and develop long range plans for growth.
- 1 Close to raw materials for our business.



Twenty-one (21) people participated in a Community Meeting, in May of 2005, to discuss the comprehensive plan update for the City of Rush City. The individuals were divided into five (5) groups of four (4) and five (5). Small group discussions were conducted on a number of topics with full group review and further discussion.

Community meeting participants were asked to list the top three positive attributes of Rush City. Responses below are followed by the number of groups responding with the attribute:

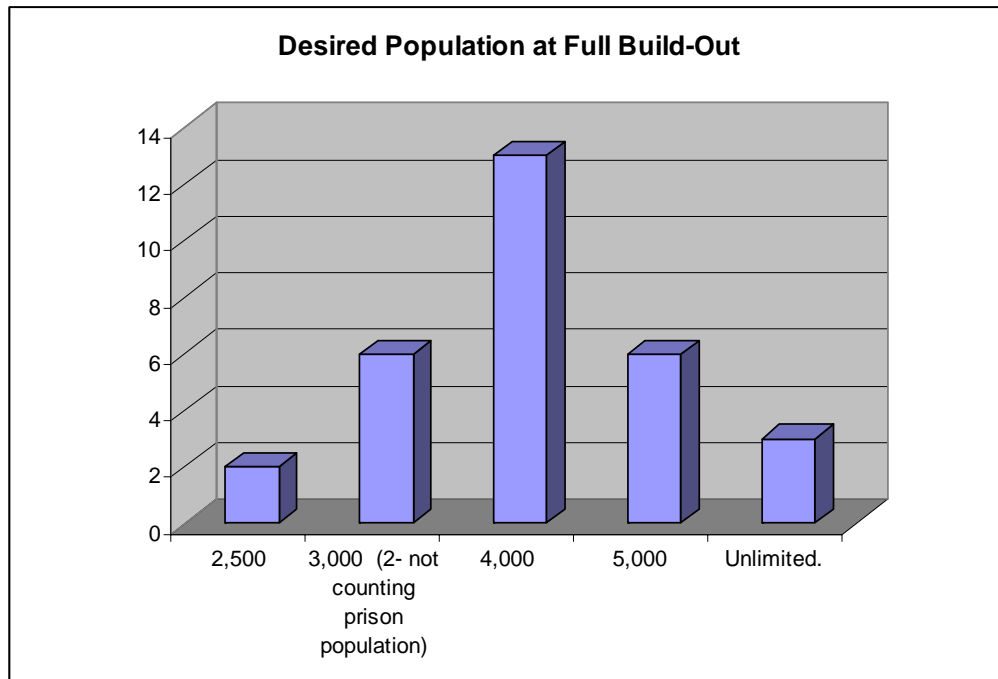
- School – size and quality (5)
- Small town (3)
- Safe environment/low crime (3)
- Quiet (2)
- Access to metro (1)
- Hospitality (1)

- Nice people (1)
- Close to the St. Croix River and Freeway (1)
- User friendly atmosphere (1)

Survey participants were asked, "What do you see or would you like to see for the future of Rush City, over the next ten years?" Following are the responses:

Number of responses	Response
3	Increased Growth at a fast pace (1-already occurring).
18	Slow Growth (1- Planned and organized.)
0	No Major Changes
0	Decrease population/business remain the same
12	Other: Explanation: Moderate, steady, controlled and/or orderly growth.
2	Not like North Branch pace where it is difficult to manage with schools, etc. Additional parks, clean up of the creek, additional businesses etc.

Survey participants were also asked, "In your opinion, what should the ideal upper limit of the population in Rush City in 10 years.? Why?" Below are results:



Number of responses	Response
2	2,500
6	3,000 (2- not counting prison population)
13	4,000
6	5,000
3	Unlimited.
	Reasons/Comments:
3	Slow steady growth so it does not overload schools and city services and so it is planned.
2	Growth will encourage more retail, churches, school, etc.
Other comments:	
	Manage growth with utilities.
	The next spurt of growth will come quickly. North Branch growth will happen in Rush City in 5 years.

Survey participants indicated that over the past five years they have noted the most significant changes in new residential development, population growth with new people, the loss of a car dealership, pizza place and other businesses, construction of the Correctional Facility and related water improvements, annexation and development of farm land, construction of school facilities and the aquatic center, expansion of the industrial park, the addition of the golf course, availability of “fast food”, an increase in school enrollment, paving of Main Street and increases in property taxes.

Opportunities: As the City continues to grow and change, residents and businesses believe the community will be faced with a number of challenges or opportunities. Survey respondents indicated that the number one challenge will be controlled or managed growth. Participants of the community meeting identified the major challenges as roads and their physical condition and the availability of recreational amenities. Following are additional challenges survey participants identified: Attracting new businesses, Downtown Business Development, Infrastructure – streets, water and sewer, Business Retention in Rush City – replace businesses that have left/closed, Not becoming a bedroom community, Limited tax base, Residential expansion, Assessed market values are increasing and are outrageous, Drug problem, No activities for teen age kids year around, Influx of developers with money in mind, Clean up of creamery site, High taxes, Good paying jobs, Competition with area cities for the retail dollar, Development and maintenance of parks, Traffic, Footbridge across creek at Harte Avenue.

When asked what one major improvement would make living in Rush City better for them, survey respondents noted the following items:

Number of responses	Response
9	More commercial/retail
7	Restaurant/dining opportunities.
2	Grocery Store- additional.
2	Downtown Redevelopment.
2	Street repair/maintenance.
1	More industry/tax base.
1	More social activities such as movie theater, bowling.
1	A stoplight by the Grocery Store/Bank corner.
1	Additional railroad crossing(s)
1	Local police department with more presence.
1	Replacement of the dam.
1	Access to metro phone.
1	Update the comprehensive plan.
1	Lower taxes.
1	Relocate the fairgrounds and utilize the space.
1	Local support of businesses.
1	Hotel.

Other comments received through the survey process, neighborhood meetings, from city staff members and consultants and from planning commission meetings are contained within the various chapters of this Plan. This plan is a statement of the direction the City will follow to achieve its goals.

COMMUNITY CHARACTERISTICS AND SETTING

This Chapter provides background information on the City of Rush City's history of development and physical/natural profile including its setting, topography, waters, soils and biological resources which should impact decisions on future (re)development.

I. History

The original settlement of Rush City, known as Rushseba, was located on the Government Road a few miles east of the current City of Rush City. The original town included a flour mill, stagecoach stop and a sawmill. Logging was the main industry of the area. The St. Croix River was utilized for logging more than any other river in the state. Agriculture became one of the primary industries in Rush City and the surrounding area. One of the primary crops included potatoes, which supported eleven potato warehouses.

The first school opened in 1856, followed by the first post office in 1859. Ten years later, or in 1869, the railroad was constructed and the settlement moved to its present day location. Rush City became a municipal corporation in 1873 and a statutory city in 1974.

There are two sites within the City of Rush City that are listed on the National Register of Historical Places. The first is the J.C. Carlson House at Bremer and 6th Streets, listed on July 21, 1980. The second is the Grant House located at 4th and Bremer Streets also listed on July 21, 1980.

The J.C. Carlson House is a Queen Anne residence, designed by Augustus F. Gaugen and constructed in 1899. Improvements to the home, with the use of federal preservation tax incentives, recently included a new roof, removal of a fire escape, repair of the front porch, replacement of the front steps and replacement of siding and storm windows.



J. C. Carlson House before (left) and after rehabilitation as a bed-and-breakfast inn.



The "Grant House"
80 West Fourth Street

The historic Grant House, located at the intersection of Fourth Street and Bremer Streets, was listed on the National Register of Historic Places on July 21, 1980. The 7,500 square foot, three-story brick building was previously used for hotel rooms (eleven rooms on the top two floors) with a restaurant on the main floor. Improvements were made to the interior in 2006 and 2007.

Interstate 35 was extended north to serve the City of Rush City and extend north to Duluth, MN in 1971. The hardware stores, grocery stores and car dealers that were present in the 1960s in Rush City began to close as the interstate provided access to other malls, big box stores and developments in other communities. While developments occurred along the interstate in Pine City and North Branch, landowners in Rush City retained their land. Highway commercial development along Interstate 35 and Highway 361 did not begin to occur until the late 1990s.

II. Physical Setting

Rush City

Area: 5.13 sq. miles
Population: 3,056 (2006 estimate)
Households: 801 (2006 estimate)
Incorporated: 1873
Elevation: 917 feet

A. Location.

The City of Rush City is located on the northern edge of the Chisago County approximately 55 miles north of the Twin Cities metropolitan area. The City is surrounded by Rushseba Township to the north and east and Nessel Township to the west. Important traffic corridors near or within the City include Interstate 35; County Road 1, west of Interstate 25, County State Aid Highway (CSAH) 7, County Road 54 (Fairfield Avenue) and CSAH 30 (Forest Boulevard), County Road 5 and S.T.H 361 (West Fourth Street and Bremer Avenue). Highway 70, which leads to Wisconsin, is only five miles from Rush City. The Rush City Regional Airport and the Burlington Northern Railroad also serve Rush City. Figure 2-1, below, indicates the location of Rush City in a regional context. The airport features one paved 4400 foot runway in good condition and has a green/white beacon (lighted land airport). A total of 45 to 50 aircraft are housed on site in 23 hangers, many of which house two or more aircraft. The airport has an average of 50 operations per day during the week and over 100 per day on weekends, the majority of which are for local,

general aviation purposes. The City has submitted requests for state funding for a taxiway and cross runway. Building construction is restricted within Zones A and B of the runway.

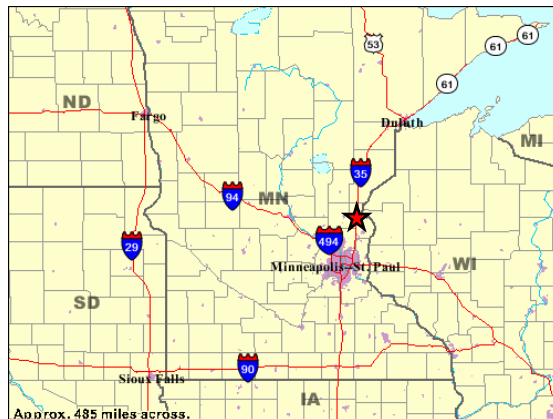


Figure 2-1: Regional Context Map

Mileage from Larger Cities to Rush City:

St. Paul: 54 miles
 Minneapolis: 56 miles
 St. Cloud: 73 miles
 Duluth: 98 miles
 Rochester: 130 miles
 Mankato: 142 miles
 Fargo: 280 miles

B. Area/Density

The 2000 Census reported 3.06 square miles (1,958.4 acres) of area within Rush City, the vast majority of which is comprised of land and not surface waters. Since the year 2005 the City has annexed 1.19 square miles (759.5 acres) of land from the two neighboring townships for a current total of 4.25 square miles (2,717.9 acres). Of the total annexed acreage 459.5 acres were annexed from Rushseba Township and 300 acres from Nessel Township. Of the total surface area only .01 square miles (6.4 acres) of the area is surface water

Rush City has an estimated population of 3,056 persons within its corporate limits (2006 MN State Demographer's estimate), which includes those at the Correctional Facility. This calculates to a population density of 719 persons per square mile. The community is comprised of 843 households (estimated 2000 US Census Data and building permits issued from the year 2000-2007) resulting in a residential density of 198 households per square mile.

B. Topography.

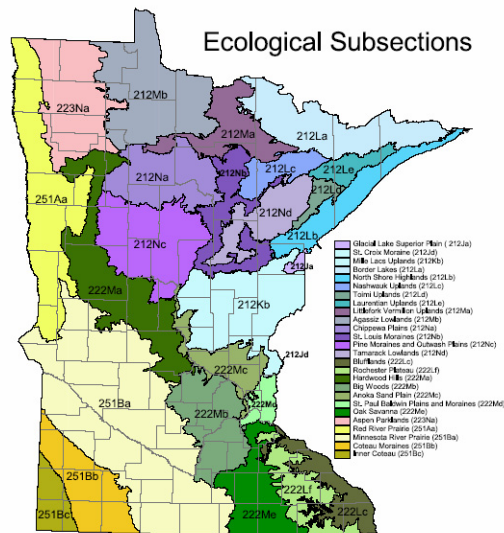
The Rush City area features mild fluctuations in elevation typically between 920 and 930 feet above sea level. Some of the lower elevations are adjacent to Rush Creek. A majority of the City contains gentle slopes with a few scattered wetlands, adjacent to Rush Creek. Topography is generally level to gently sloping with low occurrences of fluctuation in elevation creating terrain conducive to urban development.

C. Climate.

Total annual precipitation in the area ranges from 27 to 30 inches, with growing-season precipitation ranging from 12 to 13 inches. Growing-season length is quite variable, ranging from 97 to 135 days.

D. Ecological Framework.

Minnesota includes four of North America's ecological provinces or biomes which represent major climate zones. These are Prairie Parkland, Tallgrass Prairie Parkland, Laurentian Mixed Forest (coniferous forest) and Eastern Broadleaf Forest (deciduous forest). The Ecological Classification System (ECS) is a nationwide system developed to manage natural resources on a sustainable basis. This system integrates climatic, geologic, hydrologic, topographic, soil and vegetation data. Rush City is included within the Laurentian Mixed Forest province. The province is characterized by broad areas of conifer forest, mixed hardwood and conifer forests, and conifer bogs and swamps. The landscape ranges from rugged lake-dotted terrain with thin glacial deposits over bedrock, to hummocky or undulating plains with deep glacial drift, to large, flat, poorly drained peatlands.



**Figure 2-2
Mille Lacs Uplands
Subsection**

Source: MNDNR

Sections within this province are further defined by the origin of glacial deposits, regional elevation, distribution of plants and regional climate. Minnesota has ten ecological sections which are further divided into subsections. Rush City is located in the Mille Lacs Uplands subsection within the Western Superior Uplands section. The dominant landforms of this subsection are gently rolling till plains and drumlin fields. Presettlement vegetation consisted of a mosaic of forest types. Along the southern boundary, maple-basswood forests were prevalent. The rest of the subsection was a vast mix of conifer, hardwood and mixed conifer-hardwood forests. Peatland areas were inhabited by sedge-fen, black spruce-sphagnum, or white cedar-black ash communities.

E. Soils.

Soils are the basic resource upon which all terrestrial life depends. Many of the environmental decisions about using a resource are based on the kind of soil and the ability of the soil to support that resource use. The characteristics of the soils in the Rush City area should be examined in order to make proper decisions on the use of the land and to protect the natural environment. Existing soils in the City have been principally responsible for the area's overall development pattern and may impose limitations or increased sensitivity to future urban development/redevelopment. The Anoka Sand Plain Regional Hydrogeologic Assessment based on the Minnesota Geological Survey identifies the composition of the City's surficial geologic resources as glacial till of mixed composition.

Nearly all of Chisago County is covered with sediment deposited during the Quaternary Period which began about 1.6 million years ago and extends into the present. The Quaternary Period is divided into two epochs the "Ice Age" and the "Recent Epoch" (from 10,000 years ago to the present). Most of the sediment across the area was deposited by continental glaciations during the Ice Age. The last advance of a continental ice sheet completely covered Chisago County and, as it melted formed prominent hills in southern Chisago County and a large lake that covered most of the county.

Glaciations also left sediments behind forming present day surficial geology. Top soil within Rush City is generally complexly intermixed yellowish-brown to gray and reddish-brown to reddish-gray loam to sandy loam textured with pebbles, cobbles and boulders. Surficial geologic resources within the City are at times up to twenty feet deep. In areas within and directly adjacent to Rush Creek, surficial geologic resources change to resemble those typical of floodplain areas. Soils consist mostly of sand commonly overlain by up to five feet of sandy loam or loamy sand, with layers of organic-rich deposits. Some depressions within the floodplain may be filled with silty to clayey sediment. Although small gravel deposits occasionally occur within floodplains in the area, an Aggregate Endowment Map of Chisago and Isanti Counties indicates an absence of "highly

desirable” aggregate materials suitable for mining within the City such as rich sand/gravel deposits.

Map 2-1 at the close of this chapter includes the soil classifications within Rush City and the surrounding growth areas.

F. Natural Communities and Rare Species

According to the Minnesota County Biological Survey Map Series No. 5 (1993) completed for Chisago County, there are no natural communities or rare species within the city of Rush City or proposed growth boundary, however the Chisago County Soil and Water Conservation District noted that in the year 2000 a Blandings Turtle, which is a threatened species within Minnesota was found dead within the City of Rush City. Swamp areas exist to the southeast of Rush Lake, along with Oak Forest. Shrub swamp, black ash swamp, wet meadow, mixed hardwood swamp and oak forests also exist on the east side of Rushseba Township and within the Chengwatana State Forest and Wild River State Park.

III. Surface/Ground Waters.

A. Surface Waters.

As indicated previously only a small portion of the City, .01 square miles, is comprised of surface waters. The Department of Natural Resources (DNR's) Public Water Inventory has classified an unnamed wetland (Number 13-65) as a protected water. In addition, Rush Creek which flows east through the City (flows out of Rush Lake to the St. Croix River) has been classified as a tributary stream. Classification of waters by the DNR indicates shoreland protection measures are mandatory and any proposed alteration requires a permit from the DNR, Division of Waters. Due to erosion, the dam in Rush Creek was removed in 2003. The City of Rush City should work with developers and regulatory authorities to ensure the intrinsic value of all waters is maintained to the extent possible.

Rush City currently does not have an approved Shoreland Ordinance and because of the small amount of surface water within the City, the DNR classifies adopting a Shoreland Ordinance within Rush City as a low priority. As Rush City continues to grow and add more property to the corporate limits, additional shoreland may be added creating the need to adopt a Shoreland Ordinance.

B. Watershed.

Rush City is part of the Upper St. Croix watershed with surface water draining east-southeast to the St. Croix River.

C. Wetlands.

Wetlands have historically been regarded as obstacles to development rather than areas of intrinsic value. However, it is now generally accepted that wetlands are valuable for storing essential surface waters, stabilizing surface waters to minimize the danger of droughts of floods and supporting wildlife habitat. Wetlands are also the primary method of recharging aquifers ensuring a continued water supply. Wetlands cleanse and purify surface water by removing nutrients and other contaminants from storm water runoff.

Map 2-2 at the close of this chapter illustrates the National Wetlands Inventory in the City of Rush City and surrounding growth areas, as identified by the MN Department of Natural Resources.

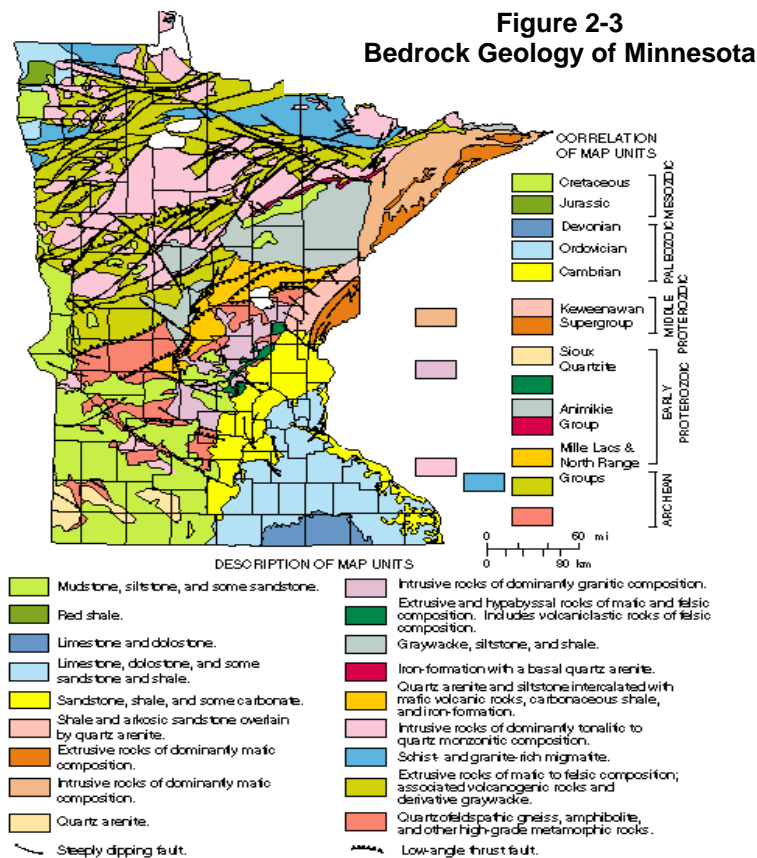
D. Geologic Framework/Ground Water.

Topography and surficial material characteristics can be traced to the movement of glacial ice and water flowing across the land surface. Glacial deposits, collectively known as drift, make up these surficial materials. Ground moraines formed as these glaciers advanced and retreated.

Long intervals between glacial episodes may have allowed for the deep erosion and weathering of drift and bedrock surfaces. Glacial drift ranges from 100 to 300 feet in depth over bedrock. Bedrock consists of Middle to Late Archean and Early Proterozoic gneiss, amphibolite, undifferentiated granite, and metamorphosed mafic. At the southeastern edge of the Mille Lacs Uplands subsection are Cretaceous marine shale, sandstone, and variegated shale (Morey 1976, Morey et al. 1982, Ostrom 1981).

Subsurface geology and groundwater are important considerations for all communities as they are the source of potable (i.e. drinkable) water. Hydrogeology is the study of the interrelation of subsurface geology and water. Because the consequences of human actions and forces at work above ground have a direct impact upon our ground water resources it is important to consider hydro geologic resources.

As shown in Figure 2-3, geologic conditions vary greatly in different parts of Minnesota.



According to the U.S. Geological Survey, groundwater in Rush City generally flows from west to east-southeast with a water table elevation between 850 and 900 feet above sea level. The Minnesota Geologic Survey forms the basis for the Anoka Sand Plain Regional Hydrogeologic Assessment which examines the characteristics of geologic communities in relation to ground water sensitivity to contamination.

The Anoka Sand Plain Regional Hydrogeologic Assessment “Geologic Sensitivity Rating” is classified by the estimated travel time it takes water borne contaminants at land surface to reach the uppermost aquifer. More permeable soils have a higher sensitivity to ground water contamination than less permeable soils. Similarly, the amount of soil material between the land surface and the uppermost aquifer also impacts ground water’s sensitivity to contamination. The

Hydrogeologic Assessment including Chisago County and Rush City indicates most areas within the corporate limits are moderately sensitive to ground water contamination; however some areas, especially the Rush Creek corridor are very highly sensitive to ground water contamination. Groundwater that is very highly sensitive to pollution is subject to contamination from surficial sources in a period of only hours to months. Groundwater that is moderately sensitive is subject to contamination from surficial sources in a period of years to decades.

Groundwater quality is thought to be generally good; however, it is treated for manganese. In September of 2006 the City adopted the Wellhead Protection Plan to plan for future water supplies for Rush City. Groundwater in the area is generally thought to be free from contamination; however the Minnesota Pollution Control Agency reports 17 confirmed instances of leaking underground storage tanks within the City over the past thirty years. All but one of the files on the sites has been closed as of the drafting of this Plan. The sites are identified in the following Table 2-1.

**TABLE 2-1
LEAKING UNDERGROUND STORAGE TANK SITES WITHIN CITY OF RUSH CITY**

ID Number	Source Location	Report Date	Date File Closed
425	Fuel Stop	1/14/1988	11/22/1989
1015	Johnson Auto Repair	4/11/1989	12/16/1994
1174	Rush City Oil Retail Facility	05/24/89	08/17/90
2852	Kutzke Oil Station	6/21/1990	2/9/2001
3037	WB Leske Property	5/1/1989	3/6/1992
4303	Old County Garage	7/26/1991	8/24/1993
4776	Plastech Corporation	10/30/1991	6/10/1992
5467	Rush City Hospital	7/29/1992	12/27/1993
5488	Pine City Cooperative	8/3/1992	12/15/2000
5495	Bulk Plant	8/4/1992	3/20/1996
6754	Rush City High School	9/14/1993	4/21/1994
8628	Schneider Chevrolet Buick	8/2/1995	9/27/2000
9991	East Central Pallet	3/26/1997	12/1/1997
10222	Rush City Airport	6/12/1997	10/11/2007
11261	Rush City Amoco	5/7/1998	7/21/2000
11468	Rush City School Bus Garage	6/26/1998	Open
14768	Rush City Mill	6/6/2002	1/13/2005

Source: Minnesota Pollution Control Website

IV. Recommendations.

Objective: Natural and physical features/attributes of the City of Rush City are simultaneously a bountiful resource and a factor limiting development/redevelopment. To the extent possible establish a balance between promoting, protecting, enhancing and preserving natural and physical features (including, but not limited to, woodlands, wetlands, soils, surface waters, groundwater) while managing requests for development and redevelopment.

Recommendations:

1. Encourage efforts to preserve wildlife species including preservation of natural habitat areas and pre-settlement (native) vegetative communities where feasible.
2. Encourage the use of natural resource data/studies for planning and review of development and redevelopment such as soils, topography, groundwater etc.

3. Continue ensuring compliance with approved subdivision grading/drainage plans are maintained. Compliance checks/certifications upon site grading completion, at the time of building permit issuance and immediately prior to issuance of a certificate of occupancy should be considered.
4. Carefully regulate development in areas adjacent to shorelands, wetlands and floodprone areas to preserve these as attractive amenities.
5. Continue to work with the DNR to develop current floodplain map within the City and growth areas. This could be the first step in participating in the flood insurance program.
6. Encourage development to conform to the natural limitations presented by topography, soils or other natural conditions.
7. Identify and protect significant scenic areas, open spaces, historic or archaeological sites. Emphasize proper management of open space areas in order to preserve trees, wildlife, pre-settlement (native) landscape communities, floodplain, water quality and similar environmentally sensitive features.

Objective: The City of Rush City should work with developers and regulatory authorities to ensure the intrinsic value of all surface waters is maintained to the extent possible through support and coordination with the County SWCD and state and federal agencies.

Recommendations:

1. Encourage and promote land use practices to protect and improve surface water resources.
2. Require appropriate erosion controls during construction and enforce through a developer's agreement and onsite inspections.
3. Establish a priority listing of water areas to monitor surface water quality and quantity.
4. Complete a detailed inventory of stormwater infrastructure along with other information to develop a hydrologic flow model for management purposes.
5. Evaluate the impact of stormwater runoff on surface water in the City and respective growth areas and determine and develop a Citywide Surface Water Management Plan or proactive implementation of watershed management tools developed by the County SWCD, as amended or updated.
6. Enforce existing regulations and develop programs and new regulations where necessary to protect surface water such as a Shoreland Ordinance.

Objective: Protect and preserve groundwater supply and quality through support and coordination with County SWCD and state and federal agencies.

Recommendations:

1. Protect ground resource from contamination through the continued implementation of the Wellhead Protection Plan and other programs.
2. Identify geologically sensitive areas in the City and define the limits and recharge areas of aquifers.

Objective: Preserve the environment as a sustainable resource to insure both present and future generations a good quality of life.

Recommendations:

1. Coordinate plans and work with all agencies responsible for the protection and restoration of our environment.
2. Administer and support the state environmental review program (EAW, EIS).
3. Initiate plans to correct any and all abuses and preserve areas critical to the City's way of life.
4. Develop an enforcement program that properly enforces the City's regulations including stormwater violations.
5. Encourage tree planting on private property within the City and investigate the adoption of a tree preservation and replacement ordinance as a part of the Zoning Ordinance to protect valuable trees in areas which will be developed in the future.
6. Examine specific requirements for environmental protection that may be incorporated into the City's Subdivision regulations such as identification of subdivision landscaping standards and identification of existing trees of a substantial size as part of the preliminary plat required data.

Objective: Educate the community about its natural resource assets and encourage them to think about their use and impact on the natural resources of the community and greater areas.

Recommendations:

1. Maintain a current list of persons to contact at various local, state and federal agencies which are responsible for protecting the environment.
2. Distribute new information relating to environmental regulations to all policy makers and elected officials as it becomes available.
3. Promote environmental stewardship including reducing, recovering and recycling waste materials.
4. Provide data that reflects the economic benefits of clean water to the local economy.
5. Attend annual meetings of the SWCD to share information on surface water issues and to gain better insights on surface water issues.
6. Update and/or develop streamlined City permitting procedures including but not limited to applications, checklists, fees, and inspections.
7. Provide developers and owners with technical assistance in applying Best Management Practices for stormwater management on road and land development projects.
8. Seek opportunities, such as conferences and publications to learn about emerging issues regarding the environment and provide training for elected and appointed officials to assist them in dealing with the complexities of environmental issues.

DEMOGRAPHIC TRENDS & ASSUMPTIONS

In order to analyze future housing, park and recreation, governmental, utility and transportation needs of the city it is important to review historic trends which have occurred and develop assumptions for the future growth of the community. Population projections, land use and housing needs are dependent upon numerous factors, some which are outside of the city's control. Projections, however, are necessary in order to assist the city in its long range planning for appropriate infrastructure and services and funding of those items. The Information contained in this Chapter has been obtained through statistical data released by the United States Census Bureau, the State Demographer's Office, Chisago County and City of Rush City's historical and current trend analysis, including building permit activity.

I. SOCIAL PROFILE SUMMARY

- The U.S. Census Bureau calculated a City of Rush City population of 2,102 in 2000 (705 households) an increase from 1,497 in 1990, representing a 40.4% increase over the ten-year period. The State Demographer's Office estimated a 2006 population of 3,056, a 45.4% increase since the year 2000.
- The estimated average household size in 2006 was 2.52, slightly higher than the 1990 Census calculation of 2.51 persons per household and lower than the 2000 Census calculation of 2.54 persons per household. The estimated average household sizes, reported by the Minnesota State Demographer's Office in 2006 in Rushseba Township and Nessel Township were 2.72 and 2.57 respectively, Chisago County 2.74 and Minnesota 2.47.
- City building permit activity trend analysis illustrates a relatively stable number of new single-family residential units constructed annually from the years 1999 to 2004. Significant decreases in single family residential units have taken place from 2005 to 2007 to levels that haven't been seen since the early 1990's.
- Age distribution statistics indicate the City of Rush City has a comparatively young populace, with a median age of 31.6 years (2000 Census). This compared to a Rushseba Township median age of 37.7, Nessel Township median age of 40.9 and county median age of 34.3 years. The largest age groups in Rush City are the 25-34 years and 35-54 years at 17.4% and 16.5% of the total population respectively. The median age in the U.S. in 2000 was 35.3 years which was very similar to Minnesota's median age at 35.4 years.
- 2000 Census information identifies a gender distribution of 54.7% female to 45.3% male, illustrating a slightly higher female to male ratio than the county (50.9% to 49.1%), state (50.5% to 49.5% and nation (50.9% to 49.1%).
- 2000 Census household profile information reports 243 non-family households (34.5%) and 462 family households (65.5%), or a total of 705 households. 76.7% of the households in Chisago County are family households and 23.3% are non-family households. 81.0% of the housing units in Chisago County are owner-occupied. This is significantly higher than City of Rush City where 62.8% of the housing units are owner-occupied.
- The Minnesota Workforce Center reports and annual average unemployment rate of 6.8% in Chisago County in December, 2007. This is higher than the MN average annual unemployment rate of 4.9% and U.S. average annual unemployment rate of 4.8%.
- The Housing and Urban Development (HUD) Section 8 Income Guidelines places the 2002 Median *Family* Income in Rush City area at \$76,700. The median *household* money income in

1999 was \$34,219 in Rush City, \$47,578 in Nessel Township, \$47,917 in Rushseba Township and \$52,012 in Chisago County.

For population 25 years and over in Rush City:

- High school education or higher: 78.8%
- Bachelor's degree or higher: 9.0%
- Graduate or professional degree: 2.7%
- Unemployed: 4.1%
- Mean travel time to work: 25.4 minutes

For population 15 years and over in Rush City:

- Never married: 29.5%
- Now married: 41.4%
- Separated: 4.3%
- Widowed: 8.3%
- Divorced: 16.5%

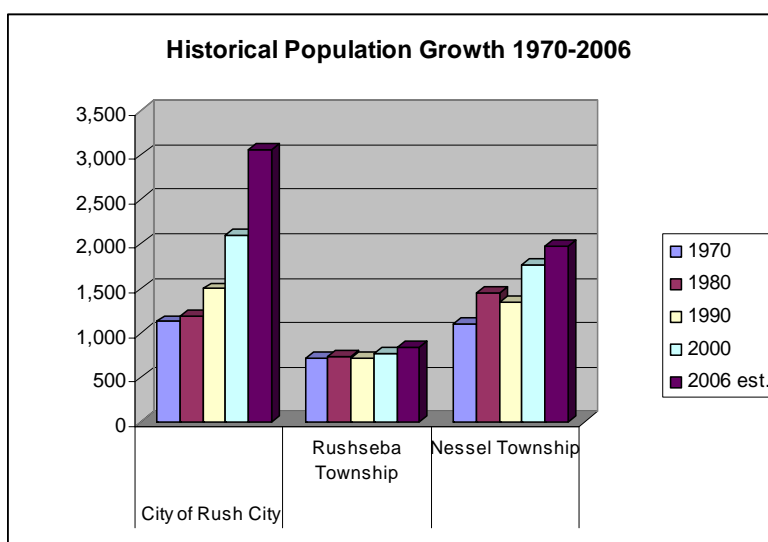
II. POPULATION GROWTH – HISTORICAL & FUTURE PROJECTIONS

Census data demonstrates a continued increase in Rush City's population over the past 40 years. The following Table 3-1, illustrates growth trends in Rush City as compared to Rushseba and Nessel Township and the County as a whole.

**TABLE 3-1
HISTORICAL POPULATION COMPARISON**

Year	City of Rush City	% Change	Rushseba Township	% Change	Nessel Township	% Change	Chisago County	% Change
1970	1,130	-	722	-	1,102	-	17,492	-
1980	1,198	6.02	732	1.39	1,460	32.49	25,717	47.02
1990	1,497	24.96	715	-2.32	1,354	-7.26	30,521	18.68
2000	2,102	40.40	769	7.55	1,765	30.33	41,101	34.70
2006 est.	3,056	45.39	849	10.40	1,970	11.61	50,278	22.33

Source: U.S. Census 1970-2000 and MN State Demographer's Office 2006 Estimate



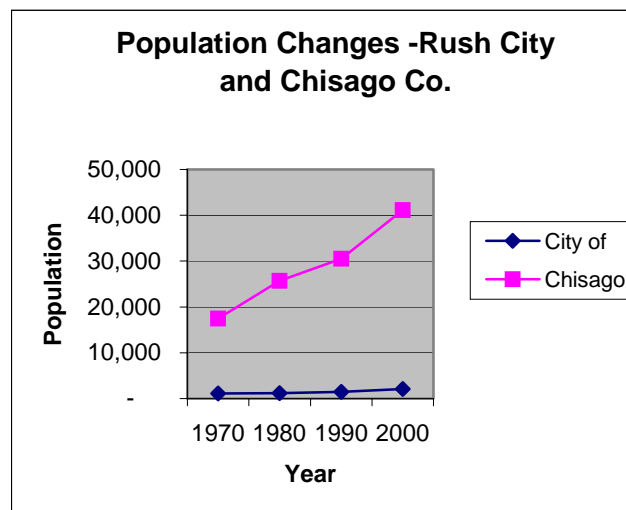
Source: U.S. Census 1970-2000 and MN State Demographer's Office 2006 Estimate

Rush City experienced significant growth between 1990 and 2000 (40.4% increase) and even faster growth between 2000 and 2006 (45.39%). This may be directly related to the construction of a federal prison in the community as inmates are included in the city's population, as well as overall growth within Chisago County. Table 3-2, below, illustrate that while the city and county are both growing in population, the population of Rush City as a percent of the total county population had decreased but started to increase in the 1980's and is still increasing today to almost what it is was in 1970. Rushseba Township and Nessel Township decreased in population from 1980 to 1990 and increased from 1990 to 2000 and from 2000 to 2006.

TABLE 3-2 PERCENT OF COUNTY POPULATION

Year	City of Rush City	Chisago County	City % of County Population
1970	1,130	17,492	6.46%
1980	1,196	25,717	4.65%
1990	1,497	30,521	4.90%
2000	2,102	41,101	5.11%
2006 est.	3,056	50,278	6.08%

Source: U.S. Census & Minnesota State Demographer's Office



As indicated in the following Table 3-3, the State Demographers Office estimated the population of Chisago County to increase 133.8% by the year 2035 or 54,979 people to a 2035 estimated population of 96,080. These projections were completed by the MN State Demographic Center and the actual 2000 census figures were used as the 2000 benchmark for projections. It is important to note the significant increase in population in the 55 to 85+ year-old groups with over 300% increases in some of the senior age categories. All age groups are projected to increase, with the slowest increases in the 0-4 and 5-9 year old age categories, with 64.2% and 64.5% increases. The projected aging of the population will require changes in the types of housing available, public transportation and recreational opportunities.

**TABLE 3-3
CHISAGO COUNTY: POPULATION PROJECTIONS BY AGE GROUP**

Age Group	2000*	2005	2010	2015	2020	2025	2030	2035	2000 - 2035 % Change
0-4	3,118	3,503	3,970	4,360	4,520	4,590	4,770	5,120	64.2
5-9	3,513	3,323	4,450	4,930	5,280	5,420	5,610	5,780	64.5
10-14	3,678	3,572	3,960	4,980	5,410	5,730	5,960	6,140	66.9
15-19	3,047	3,620	3,800	3,940	4,810	5,170	5,570	5,780	89.7
20-24	1,938	3,671	3,190	3,270	3,260	3,820	4,260	4,560	135.3
25-29	2,397	4,259	4,600	4,260	4,260	4,110	4,790	5,230	118.2
30-34	3,320	3,696	5,320	5,780	6,130	5,460	5,370	6,060	82.5
35-39	3,919	4,038	4,860	6,300	6,830	6,620	6,670	6,510	66.1
40-44	3,614	4,448	4,620	5,290	6,520	7,070	7,030	7,060	95.4
45-49	2,964	3,953	4,880	4,950	5,490	6,520	7,240	7,230	143.9
50-54	2,319	2,974	4,190	5,010	4,990	5,430	6,470	7,120	207.0
55-59	1,862	2,351	3,260	4,410	5,150	5,060	5,480	6,440	245.9
60-64	1,365	1,825	2,390	3,220	4,260	4,880	4,820	5,170	278.8
65-69	1,139	1,314	1,860	2,430	3,210	4,190	7,250	4,720	314.4
70-74	975	1,102	1,290	1,800	2,370	3,090	4,030	4,590	370.8
75-79	785	887	1,010	1,190	1,660	2,190	2,890	3,770	380.3
80-84	592	638	760	860	1,010	1,400	1,890	2,490	320.6
85+	556	670	770	910	1,060	1,260	1,680	2,300	313.7
Total	41,101	50,024	59,160	67,880	75,600	82,100	89,320	96,080	133.8

* 2000 population is from the 2000 US Census & County data is from the Minnesota State Demographic Center

III. HOUSEHOLD GROWTH

Various data sources can be reviewed to provide a profile of the households in Rush City. The State Demographer's Office, 1990 and 2000 census data indicates the number of households within the City increased 22% over the past decade from 578 in 1990 to 705 in 2000.

The City's average household size increased from 2.51 persons per household in 1990 to an average of 2.54 persons per household in 2000. Chisago County had an average of 2.79 persons per household in 2000.

Residential new construction had remained relatively stable until 2005 when new construction slowed dramatically. The following Table 3-4 includes residential construction for new single family and multi-family homes from 1999 to 2007. A total of 111 new single family units and 36 multi-family units were constructed between 1999 and 2007. Over the past three years building permits have decreased significantly as well as the overall value.

**TABLE 3-4
BUILDING PERMITS & VALUES 1999-2007**

Year	Single Family		Multi-Family	
	Value	Number of New Units	Value	Number of New Units
1999	\$ 1,588,280	18	NA	0
2000	\$ 1,270,420	15	NA	0
2001	\$ 1,409,446	16	\$ 320,000	4
2002	\$ 1,426,164	15	\$ 299,588	4
2003	\$ 1,179,480	14	\$ 380,876	6
2004	\$ 2,013,095	21	\$ 1,831,548	16
2005	\$ 737,447	8	\$ 390,140	4
2006	\$ 500,688	4	\$ 115,452	2
2007	\$ 80,244	1	\$ 519,240	8

Source: City of Rush City Building Permits

The following Table 3-5 illustrates the construction of single-family housing since 1993 along with their construction values. The average value per home has risen over the years with a few years of fluctuating values. The large differences in construction values in the years 2006 and 2007 are due to the low number of permits that were issued, skewing the average.

**TABLE 3-5
SINGLE-FAMILY UNIT HOUSING CONSTRUCTION SUMMARY**

Year	Number	Total Annual Residential Value	Average Value Per Home
1993	1	75,600	75,600
1994	1	82,900	82,900
1995	6	397,585	66,264
1996	11	964,086	87,644
1997	3	255,000	85,000
1998	6	547,900	91,317
1999	18	1,588,280	88,238
2000	15	1,270,420	84,695
2001	16	1,409,446	88,090
2002	15	1,426,164	95,078
2003	14	1,179,480	84,249
2004	21	2,013,095	95,861
2005	8	737,447	92,180
2006	4	500,688	125,172
2007	1	80,244	80,244
AVERAGE	9.3	836,078	89,488
TOTAL	140	12,528,335	---

Source: City of Rush City Building Permit Records

Continued household growth within the City is expected over the next two decades. As indicated in the following table, the State Demographer's Office anticipates the number of households within Chisago County to increase from 17,899 households in the year 2005 to 38,550 households or 115.4% over the next 30 years with the largest increases in living alone age 65 and older and householders age 65 and older.

**TABLE 3-6
CHISAGO COUNTY HOUSEHOLD PROJECTIONS**

Household Type	2005	2010	2015	2020	2025	2030	2035	Projected % change 2005-2015	Projected % change 2005-2035
Married Couples with Related Children	5,744	6,550	7,220	7,850	8,130	8,500	8,750	25.7	52.3
Married Couples without Related Children	5,559	6,980	8,320	9,850	11,310	12,780	14,280	49.7	156.9
Other Families with Related Children	1,844	2,300	2,700	2,910	3,040	3,220	3,360	46.4	82.2
Other Families without Related Children	512	640	740	850	980	1,110	1,230	44.5	140.2
Living Alone	3,293	4,130	4,980	5,890	6,790	7,890	9,020	51.2	173.9
Living Alone, age 65 and older	1,190	1,430	1,720	2,200	2,850	3,680	4,490	44.5	277.3
Other Non-family Households	947	1,180	1,370	1,500	1,620	1,790	1,910	44.7	101.7
Householders ages 15 to 24	696	670	700	740	820	910	970	0.6	39.4
Householders ages 25 to 44	8,339	9,670	10,860	11,780	11,790	12,020	12,420	30.2	48.9
Householders ages 45 to 64	6,096	8,080	9,650	10,960	12,260	13,440	14,570	58.3	139.0
Householders ages 65 and Older	2,796	3,350	4,120	5,370	7,000	8,920	10,580	47.4	278.4
TOTAL HOUSEHOLDS	17,899	21,770	25,340	28,850	31,870	35,290	38,550	41.6	115.4

Source: MN State Demographer's Office: August, 2007

IV. CITY OF RUSH CITY POPULATION AND HOUSEHOLD PROJECTION ASSUMPTIONS

It is understood the nature of the City's future with respect to housing, retail, commercial, and industrial market potentials depends to a great extent on the population growth that may take place in the coming years. As such, the confidence with which future market situations may be assessed is closely related to the quality of the population projections employed. A second consideration of significance is the development of a viable approach to the provision of municipal services. In administering the construction of these increasingly costly systems, the City must constantly anticipate, if not control, the amount and location of their demand. Failure to maintain a managed approach would be fiscally irresponsible and could put the City in jeopardy of engaging a trade-off between environmental quality and financial solvency.

The role that population projections play in all of these areas is central. As such, the provision of high quality projections has been a basic aim for this report and for support of municipal service policy development.

Projections of population and households in Rush City were obtained from the Minnesota State Demographic Center, which utilizes an average of middle values of four methods of projections, controlled to the county's projection. According to the State Demographer's Office, Rush City is projected to increase to nearly double in population over the next 20 years to over 6,000 people.

**TABLE 3-7
RUSH CITY AND ADJACENT TOWNSHIP POPULATION PROJECTIONS**

City/Township	Estimate 2006	Population Projection 2010	Population Projection 2020	Population Projection 2030	Population Projection 2035	% increase 2006 to 2035
Nessel Township	1,970	2,239	2,712	3,096	3,285	66.8%
Rush City City	3,056	3,629	4,709	5,620	6,069	98.6%
Rushseba Township	849	925	1,044	1,133	1,177	38.6%
County total	50,278	59,160	75,600	89,320	96,080	91.1%

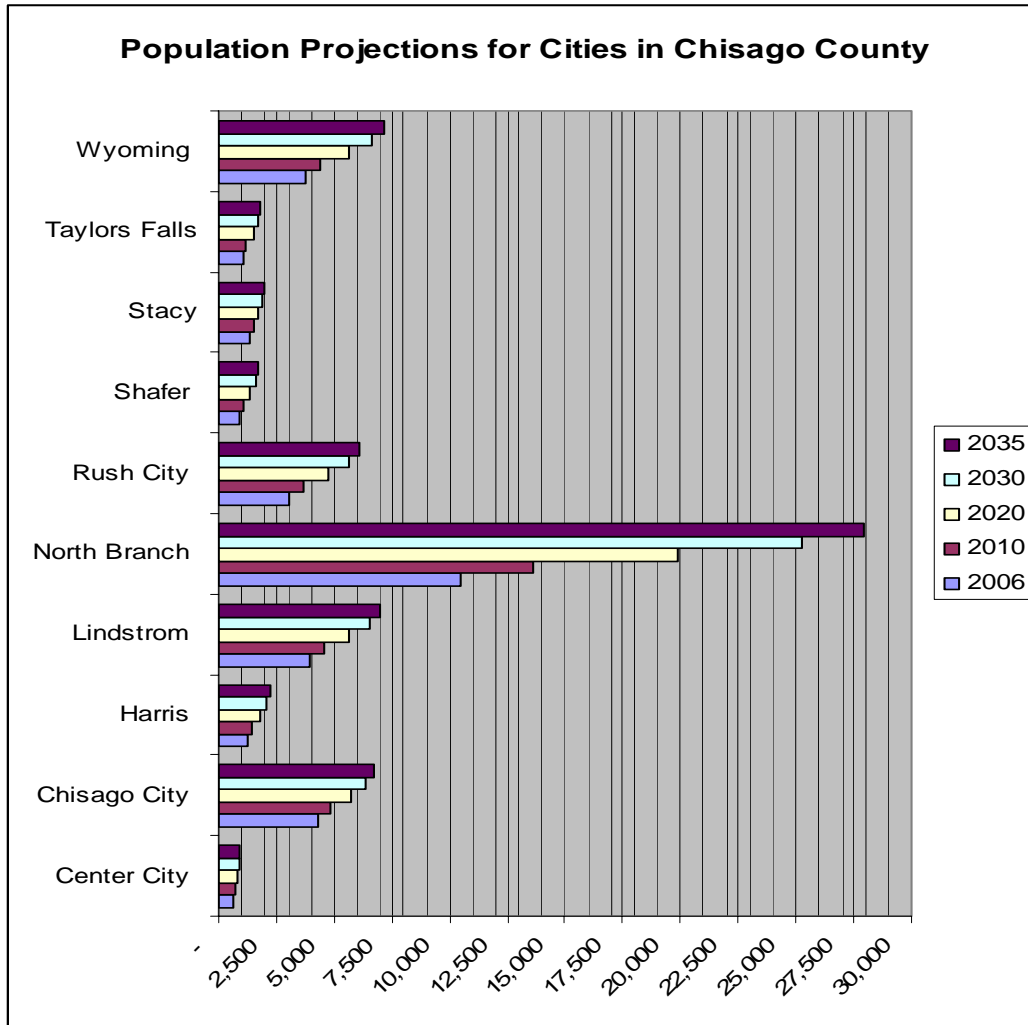
Source: Minnesota State Demographic Center, October 2007

Of the ten cities within Chisago County, Rush City is projected to be the second fastest growing city over the next 20 years, with a projected 98.6% increase in population. North Branch is projected to be the fastest growing community with a projected 166.7% growth rate. The third fastest growing city in the county is projected to be Shafer at 97.6%. The following table illustrates population projections for the various cities in Chisago County. The total County population also includes townships.

**TABLE 3-8
CHISAGO COUNTY CITIES POPULATION PROJECTIONS**

City	2006	2010	2020	2030	2035	% Increase 2006-2035
Center City	618	687	803	894	939	51.9%
Chisago City	4,307	4,821	5,695	6,392	6,735	56.4%
Harris	1,276	1,462	1,792	2,063	2,196	72.1%
Lindstrom	3,966	4,568	5,651	6,541	6,980	76.0%
North Branch	10,468	13,635	19,883	25,267	27,919	166.7%
Rush City	3,056	3,629	4,709	5,620	6,069	98.6%
Shafer	869	1,031	1,335	1,591	1,717	97.6%
Stacy	1,357	1,491	1,707	1,874	1,956	44.1%
Taylor's Falls	1,054	1,208	1,483	1,708	1,819	72.6%
Wyoming	3,760	4,421	5,642	6,660	7,161	90.5%
County total	50,278	59,160	75,600	89,320	96,080	91.1%

Source: Minnesota State Demographic Center, October 2007



Source: Minnesota State Demographic Center, October 2007

V. RUSH CITY POPULATION CHARACTERISTICS

While only 2.8% of Minnesotans did not live in households in 2000, 14.8% of Rush City residents did not live in households. 14.4% of Rush City residents, who did not live in households, were institutionalized (prison).

Of the 1,120 households, the U. S. Census data indicates a higher percent of family households (65.5%) than non-family households (34.5%) within the City of Rush City.

TABLE 3-9
2006 HOUSEHOLD PROJECTIONS – RUSH CITY AND GREATER RUSH CITY AREA

AREA	FAMILY HOUSEHOLDS	NON-FAMILY HOUSEHOLDS	TOTAL
City of Rush City	462 (65.5%)	234 (34.5%)	705 (100%)
Rushseba City Township	227 (82.8%)	47 (17.2%)	274 (100%)
Nessel Township	509 (76.2%)	159 (23.8%)	668 (100%)
Total Rush City/Greater Rush City Area	1,198 (72.7%)	449 (27.3%)	1,647 (100%)

Source: 2000 Census, Minnesota State Demographic Center

According to the 2000 Census, of the 243 non-family households, in Rush City, 95 or 18.5% of these are householders 65+ years of age living alone.

As depicted in the following table, 2000 statistics indicate 317 or 45% of all households and 68.6% of all family households consist of married couple households. Children 18 years and under reside in 39.4% of all family households. In the state of Minnesota, in 2000, 53.7% of all households were married couples, a decrease from 57.2% in 1990.

TABLE 3-10
2000 FAMILIES BY PRESENCE OF CHILDREN & FAMILY TYPE
CITY OF RUSH CITY

Family Type	Number of Families
Total Households	705
Total Family Households	462
Total Family Households with children under 18 years old	278 (39.4% of all Family Households)
Married Couple-Family Household With and without children	317 (45% of all Family Households)
Married Couple-Family Household with children under 18 years old	157 (22.3% of Married Couple-Family Households and 34.0% of all Family Households)
Female householder, no husband present with children under 18 years old	105 (14.9% of all Family Households)

Source: 2000 Census, Minnesota State Demographic Center

Comparative analysis based on the 2000 Census indicates age distributions within the City are younger than Chisago County. The majority of Rush City's population is concentrated between the ages of 25 and 34. Table 3-11 indicates population age group characteristics.

From 1900 to 2000, the percent of residents under 9 years old and under and those 60-84 years of age decreased slightly, while the population of 25-44 year olds increased slightly. The percent of individuals The 2000 median age was 31.6 years.

**TABLE 3-11
RUSH CITY AGE GROUP DISTRIBUTION**

Age Group	1990 Population	Percent 1990	2000 Population	Percent 2000
Under 9	288	19.2%	308	14.7%
10-19	195	13.0%	295	14.0%
20-24	125	8.4%	199	9.5%
25-34	231	15.4%	365	17.4%
35-44	155	10.4%	347	16.5%
45-54	88	5.9%	197	9.4%
55-59	38	2.5%	61	2.9%
60-64	60	4.0%	41	2.0%
65-74	162	10.8%	97	4.6%
75-84	113	7.5%	122	5.8%
85+	42	2.8%	70	3.3%
Total	1497	100.0%	2102	100.0%

Source: U.S. Census- 1990 and 2000

Gender: As defined in the latest Census, in 2000 there were 196 more females (54.7% of the population) than males (45.3% of the population) residing in Rush City. The distribution ratio is similar to that defined in the 1990 Census which reported a 53.4% female to 46.6% male ratio.

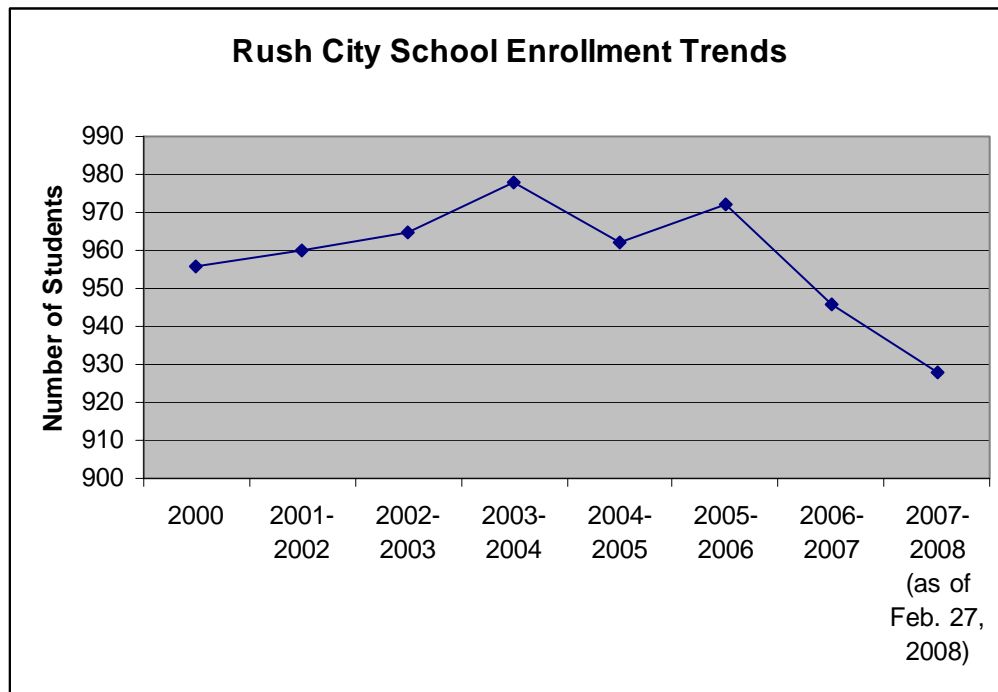
Education: Rush City is a part of School District 139, which now includes the city of Rush City, and the surrounding area. Educational facilities include: one elementary school- C.E. Jacobson Elementary and one high school. The Elementary School has a 2007 enrollment of 467 students.. The high school has a 2007 enrollment of 486 students, for a total enrollment of 953.

Enrollment in the public school (K-12) district has slowly increased over the years. The following Table 3-12 contains enrollment and education statistics from the Rush City School District.

**TABLE 3-12
RUSH CITY SCHOOL STATISTICS**

Year	Enrollment	Reading Test % 8th Graders Passed	Math Standard Test % 8th Graders Passed
2000	956	83%	80%
2001- 2002	960	84%	71%
2002- 2003	965	78%	62%
2003- 2004	978	84%	76%
2004- 2005	962	87%	72%
2005- 2006	972	8 th Grade testing discontinued.	
2006- 2007	946		
2007- 2008 (as of Feb. 27, 2008)	928		

* Source: Rush City School District



According to the 2000 Census, there were 1165 people in Rush City 25 years and older. Of these, 78.8% graduated from high school. 6.3% or 83 individuals aged 25 or older obtained bachelors degrees and 2.7% or 36 individuals obtained graduate or professional degrees. Of those not graduating from high school, 7.2% (95) completed less than 9 years of education and 14% (184) completed between 9 and 12 years of education but did not obtain a diploma.

VI. EMPLOYMENT CHARACTERISTICS

Employment statistics from the 2000 census indicates a workforce in Rush City of 1,585. 901 of the workforce (over the age of sixteen) were employed, with a majority in sales and office positions (25.3%) followed by production, transportation and material moving occupations (25.2%), management, professional and related occupations ((21.4%), service occupations (14.2%), construction occupations (13.4%) and farming, fishing and forestry occupations (0.3%). As illustrated in Table 3-13, major employers within Rush City include manufacturing, the Correctional Facility and School District. In addition the community has a variety of manufacturing and retail facilities.

The City has a 70-acre industrial park, with a capacity for 11 enterprises. There are currently nine firms occupying the park, the larger of which are Plastech with approximately 272 employees and Dennis Kirk, Inc. with 200 employees. The industrial park adjoins the Burlington Northern Santa Fe Railroad line and there is additional vacant public land available for expansion.

**TABLE 3-13
MAJOR EMPLOYERS - RUSH CITY**

Company	Product/Service	Number of Employees
Minnesota Correctional Facility	Prison	365
Plastech Research, Inc.	Injection Molding	272
Dennis Kirk, Inc.	Catalog Sales	200
ISD No. 139, Rush City	Public Education	107
McDonald Distributing, Inc.	Beer Distributor	42
Hillcrest Health Care Center	Nursing Home	39
La Calhene	Metal Products	37
Cargill/Horizon Milling	Flour Mill	29
Fairview Clinic	Health Care	17
Lofgren Trucking	Transportation	8

Source: Official Statement of the City of Rush City, December 2007

Income: The 2000 Census reports a 1999 median family income in Rush City of \$ 40,380, with male full-time year-round workers earning an average of \$31,750 per year while female full-time year-round workers earn an average \$21,813 per year. The per capita income in Rush City (\$14,668) is significantly lower than the county, state and federal averages of \$21,013, \$30,742 and \$28,546, respectively. (See Table 3-14), due in part to the inclusion of inmates at the Minnesota Correctional Facility, in this statistic.

The 2000 Census reports 11.6% of the population in Rush City (204 individuals) is below the poverty level, with 47 families in this category. 32 of the families living below poverty had children under 5 years old. Neighboring townships had a lower portion of families living in poverty with 1.8% of families in Nessel Township, 3.4% of the families in Rushseba Township and 3.2% of the families in Chisago County.

TABLE 3-14
INCOME PROFILES: CHISAGO COUNTY,
CITY OF RUSH CITY AND NEIGHBORING TOWNSHIPS

	Per Capita Income	Median Family Income	Median Household Income	Male full-time year-round income	Female full- time year- round income
Chisago Co.	21,013	57,335	52,012	40,743	27,653
Rush City	14,668	40,380	34,219	31,750	21,813
Nessel Township	20,953	52,443	47,578	39,712	27,100
Rushseba Township	19,727	50,938	47,917	38,542	24,063

Source: 2000 Census

Race: 2000 Census statistics indicate 90.1% of Rush City residents classify themselves as white or Caucasian. The remaining 9.9% of the population reported African-American (4.7%), American Indian and Alaska native (1.3%), Asian (1.2%), Native Hawaiian and other Pacific Islander (0.6%) origins, Vietnamese (0.4%), Chinese (0.2%), other race (1.2%) or two or more races (1.4%). The diversity of the community has increased with the construction of the Correctional Facility.

LAND USE

I. PURPOSE

The Land Use Section of the Rush City Comprehensive Plan includes:

- Analysis of existing land uses by type and volume;
- Examination of parcels within existing developed areas which provide an opportunity for land use redevelopment and/or infill;
- Calculation/identification of forecast land use volumes and types to support future growth;
- Future land use policies;
- Staging of future land use and annexation;
- Planning District Evaluation; and
- Storm Water Management

The goals of this chapter are to maintain and promote cost effective and orderly development and redevelopment patterns throughout the City, to maintain and enhance the quality of life within the City, and to prevent and eliminate blight and resist deterioration of the developed areas of the City.

II. LAND USE INVENTORY

Land use analysis will identify historical and existing land use volumes along with vacant and redevelopable parcels within the current corporate limits. This analysis will also project land use demands and guide the type of use, staging, intensity of future growth and zoning. Map 4-1 illustrates the current zoning within the City of Rush City. The following table illustrates land uses in the City in 1997 and in 2008 as depicted on Map 4-1, Zoning. Please note, the 1997 land use volumes included calculations only by land use type and did not include a detailed breakdown of the types of residential or commercial uses.

**TABLE 4-1
1997 AND 2008 LAND USE VOLUMES**

LAND USE	1997 Acres	1997 Percent	2008 Acres	2008 Percent
R1 – Single Family Residential (excludes golf course, fairgrounds and clinic)			470.00	17.2%
R2 – Two Family Residential (excludes airport, city hall, public works buildings & outdoor pool)			144.61	5.3%
R3 – Multiple Family Residential			53.92	1.9%
M1 – Manufactured Home Park			28.15	1.1%
Total Residential	186.56	10.3%	696.68	25.5%
B1 – Highway Commercial Business District			84.49	3.1%
B2 – General Business District Commercial (excludes public/semi-public buildings)			11.11	0.4%
Total Commercial	17.9	1.0%	95.60	3.5%
I1 – Light Industrial			197.39	7.2%
Total Industrial	70.71	3.9%	197.39	7.2%
C1 – Conservation District (excludes schools, airport, correctional facility & wastewater treatment ponds)			74.08	2.7%
Total Conservation/Public/Institutional	750.26	41.4%	74.08	2.7%

**TABLE 4-1
1997 AND 2008 LAND USE VOLUMES**

LAND USE	1997 Acres	1997 Percent	2008 Acres	2008 Percent
A-1 – Agricultural (excludes correctional facility)			360.00	13.3%
Total Agricultural/Right-of-Way	787.75	43.4%	360.00	13.3%
Right of Way for roads, alleys & railroad	122.20	6.7%	206.73	7.6%
Total Right-of-Way	122.20	6.7%	206.73	7.6%
Institutional/ Public Semi-Public (schools, city hall, fairgrounds, etc – C-1, R-1, R-2 & B-2)			119.45	4.4%
Airport & Wastewater Treatment Ponds (C-1 & R-2)			433.32	15.8%
Correctional Facility (A-1 & C-1)			334.59	12.2%
Golf Course (R-1)			212.81	7.8%
Total Other Uses			1,100.17	40.2%
TOTAL ALL LAND USES	1,935.38	100.0%	2,730.65	100.0%

At the time of this comprehensive plan update, the City had a large number of remaining single-family and townhouse lots final platted and available for construction, as well as numerous concept plans or preliminary plats for lots not yet at the Final Plat phase. These platted lots and concept plans were included in Table 4-1 Land Use Volumes but are identified below in Table 4-2 Vacant Lot Inventory. These lots will satisfy a portion of the projected land use needs into the foreseeable future.

The table below includes a list of the existing commercial and industrial land available for sale within the City of Rush City. At this time approximately 70 acres of industrial land and 43.05 acres of commercial land is available for development within the City.

**TABLE 4-2
VACANT LOT AND LAND INVENTORY – AUGUST, 2008**

Approved Plat / Development Area Zoned Residential	Remaining Approved Lots	Comments
Brookside Single Family Lots	12	Based on final plat
Brookside Townhomes	86	Based on final plat
Irving Addition	10	Based on final plat
Rush Creek Bluff	33	Based on final plat
Rush Creek Estates	72	Based on final plat
Rush Landing	4	Based on final plat
Sub-Total Platted Lots	217	
Proposed Plat / Development Area Zoned or Guided Residential	Proposed Lots	Comments
Lindstrom (South of Rush Creek and west of CR 54)	53	35 acres (Based on concept plan)
Rush Prairie (now Ag, but guided for residential)	125	50 acres (based on 2.5 lots per acre)
Anderson Estates (CR 7 and Jay Ave)	53	(Based on concept plan)
Ron Nelson – north of Rush Prairie	100	40 acres (based on 2.5 lots per acre)
West of the airport- Truls Larson Estate now Ag, but guided for residential	100	40 acres (based on 2.5 lots per acre)
Rush Creek Estates	75	40 acres (based on concept plan)
Brookside Estates	80	SW side of Golf Course based on submitted preliminary plat
Sub-Total – Undeveloped Land	586	Based on concept plan or estimates

Total Potential Additional Residential Units on Land already in city limits	803	Based final or preliminary platted lots and concept plans or estimates
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Plat / Development Area Already Zoned or Guided Commercial/Industrial	Available Acreage	Comments
Commercial	10 acres	South of Holiday Station
Commercial	5.22 acres	North of Holiday – B-1
Commercial	3.83 acres	Schellbach Addition
Commercial	12 acres	Rush Creek Bluff Outlot A
Commercial	12 acres	Brookside First Outlot A & B
Industrial	70 acres	South of and east of current I-1 Park
Total Commercial/Industrial Acres	113.05 acres	

Source: City of Rush City Planning Department, August, 2008

* 2.5 units per acre was calculated for low density residentially zoned property

A. Existing Land Use.

Various land uses within the City appear to follow the City's transportation network with the Central Business District located in the heart or center of the City, highway commercial uses located along Interstate 35 on the west side of the city and industrial uses on the south central side of the community. Residential and public uses surround and support the higher intensity land uses. Following is a description of each of the land uses within Rush City.

B. Residential Land Uses.

Comprising 25.5% percent of the City; residential development (single family to multiple-family) is the largest land use in the City. Of the residential acreage approximately 470.00 of the 696.68 acres or 67.5% of the residential acres are zoned R-1 or single-family homes (this excludes the 212.81 acres for the golf course and the 35.99 acres for the fairgrounds and other public buildings). The 2000 Census estimated 699 households and building permits indicate an additional 216 housing units through 2008 (see Table 4-3) for a total of 915 housing units. Using 2008 residential land calculations of 696.68 acres, after factoring in an additional 217 available undeveloped residential lots, an overall residential density of 1.50 residential units per residential acre results. This does not factor in street right-of-way, which has been classified separately.

More aged housing stock is primarily centered on smaller lots in areas of the City's original plat, one to three blocks off Highway 361 and East Fourth Street to the north and south, surrounding the downtown or central business district. More recently constructed residential developments are located on the south and northeast side of the community as well as west of Interstate 35 near Bulrush Golf Course.

House styles are mixed reflecting the era when they were built. Much of the housing is in good shape, however, there are some homes that are in need of maintenance or rehabilitation. The City's Zoning Ordinance addresses architectural styles of homes and accessory structures, minimum building sizes and widths.

Multi-family units make up about 1.9 percent of the volume of land used for residential purposes. These units are primarily located south of Highway 361 and east of County Road 54, east of Jay Avenue and adjacent to West 13th Street (near the Industrial Park) and on the north side of the city, west of Highway 361 adjacent to the Burlington Northern Railroad.

A large number of townhouse units are currently under construction or planned including 102 units south of County Road 1, north of the golf course. Additional townhouse units are planned on the southwest side of the city. Townhouse units range from duplex or two-unit homes to six-plex units.

C. Commercial Land Uses.

Approximately 95.6 acres or 3.5 percent of the City's land inventory is commercial in nature. This is a significant increase (77.7 additional acres) in commercial land acreage from 1997, however only a 2.5% increase in the percent of the total land use which is dedicated toward commercial uses. Of the commercial acreage, approximately 43 acres zoned B-1, remains undeveloped.

The City's zoning ordinance has established two (2) commercial zones defined as follows:

Commercial District	Purpose	Location
B-1: Highway Business District.	The B-1 District is designed and intended to promote the development of uses which require large concentration of automobile traffic. The district is also designed to accommodate those commercial activities which may be incompatible with the uses permitted in the GBD District and whose service is not confined to any one (1) neighborhood or community.	The City currently has a number of scattered highway commercial sites with the largest located at the intersection of I-35 and Highway 361/CR 1. B-1 sites also exist north of East Fourth Street on the east side of Highway 361 (Alger Avenue) as well as near the intersection of CR 7 and CR 30, with a site located south of the M-1 District along CR 30.
B-2: General Business District	This district is designed and intended as a specialized district directed to serve the pedestrians in a compact central area of the City. The B-2 District will provide for a high-density shopping and business environment, especially stressing the pedestrian function and interaction of people and businesses, rather than being heavily oriented toward the use of automobiles.	The General Business District is located in the heart of Rush City and extends one-half block north of East Fourth Street and approximately two blocks south of East Fourth Street.

D. B-1 District.

The highway business district includes 84.49 acres. The highway business district has developed over the past fifteen years and contains a variety of businesses including a gas station, fast food restaurants, grocery store, school offices, bank, real estate office, clinic, and churches. As commercial development continues on the west side of the community adjacent to the interstate, the community will be faced with the challenge of retaining or recreating a strong, vibrant downtown.

The architecture of the buildings in the highway commercial district varies. The majority of the buildings are one story with parking lots in the front of the facility, adjacent to State Highway 361. The types of businesses locating in the B-1 District have been those requiring more off-street parking and direct vehicular access.

A theme to tie the highway business district to the general (central) business district does not exist. Sidewalks are not available along State Highway 361 to lead residents to the commercial districts from residential neighborhoods or reduce pedestrian and vehicular traffic conflicts.

E. B-2 District.

The General Business District includes 11.11 acres. The general business district is the original commercial destination, which served the city. Prior to the construction of Interstate 35, the County Road 30 served as a major transportation corridor through the City. Following the construction of Interstate 35 many businesses in the General Business District closed including automobile dealerships, grocery stores and other retail. With a large commuting population, residents found it easier to shop in other area communities, thus negatively impacting Rush City's local economy.

The City's downtown does not carry a theme with ornamental streetlights, brick pavers in the sidewalks, bump outs at corners to assist pedestrian traffic or murals. These aesthetic improvements may make the general business district more user friendly and appealing to

pedestrian traffic. Patrons of the downtown business district are provided with on-street parking or municipal parking lots south of East Fourth Street and south of City Park.

F. Industrial Land Uses.

Industrial land uses comprise 197.39 acres or 7.2 percent of total land uses within the City today. The industrial land use acreage has increased 179% in the past eleven years from 70.71 acres in 1997; however, due to the overall increase in land size of the city, industrial uses have only increased from 3.9% to 7.2% of the total land use since 1997. There are approximately 70 vacant industrial acres resulting in actual industrial land use acres for 2008 as 127.39 or 4.67% of the total acres in the city limits. Industrial land uses are located primarily in the south central portion of the city along Field Avenue. A second industrial park exists between State Highway 361 (Forest Boulevard) and the Burlington Northern Railroad. New industrial development, including the addition of approximately three new industries, has occurred in the industrial park on the south side of the community over the past fifteen years. A 70 acre industrial area has not yet been developed on the south side of the City.

Industrial locations were originally established due to access to the railroad and highways. Access to the south industrial park is provided through a single access – Field Avenue. Plans for a secondary collector road, which would connect the industrial park to County Road 7, have been discussed with the Chisago County without a final plan in place. The realignment of County Road 7 has also been discussed. Chisago County has not included this realignment in their Transportation Plan.

The City has acquired land to the south of the existing industrial park for an industrial park expansion. Due to soil concerns 14th Street has not been constructed to extend to the west to provide access to this proposed section of the industrial park, as well as provide a second access to the existing park. Additional industrial land is suggested at the northwest corner of the Interstate 35/County Road 1 interchange, behind highway commercial zoning.

G. Park and Recreation Land Uses.

Park and recreational land uses include local parks and the school district's recreational areas, including the Aquatic Center, ball fields and tennis courts. The City has a limited number of parks, serving residential neighborhoods, located throughout the City. The largest municipal park, City Park, is located north of East Fourth Street and adjacent to Dana Avenue. Parks and recreation are discussed in further detail in the Park and Recreation Chapter of this Plan.

H. Right-of-Way.

Street and railway right-of-way occupy approximately 206.73 acres or 7.6 percent of the total City. The grid-like pattern of residential streets that exists throughout the City's core occupies less area than the contemporary street system found in many of the City's 'suburban' developments. Major traffic corridors in the City include Interstate 35, State Highway 361, CSAH No. 7, CR 1, CR 54 (Fairfield Avenue), CR 30 (Forest Boulevard), CR 55 (East Fourth Street), and CR 5. Transportation elements are discussed in depth in the Transportation Chapter of this Plan.

I. Other Uses.

Public and semi-public land uses include the school district property, fairgrounds and properties owned by the city including city hall, library, fire hall, water tower sites, lift station sites, community center, and miscellaneous parcels. City property does not include parks or storm water retention ponds. Combined public and semi-public uses occupy 119.45 acres or 4.4 percent of the total land use in the City.

Other major land uses include the golf course which consumes 212.81 acres, the airport and wastewater treatment ponds which is 433.32 acres, the correctional facility which is 334.59 acres and agricultural land which consumes 360.0 acres a significant reduction from 1997 when 787.75 acres were agricultural.

J. Overall.

Over the past eleven years (1997 to 2008), the city limits increased by 916.85 acres or a 50.5% increase, from 1,813.8 acres to 2,730.65 acres within the city limits. 547.4 acres of this includes the correctional facility and the golf course.

III. REDEVELOPMENT/INFILL POTENTIAL

While the amount of vacant land within the area serviced by municipal utilities is modest, the City should emphasize the use of currently available sites within the service area prior to the development of alternative sites. The development of sites within the serviced area will ensure prudent land management, assist in the prevention of 'leap-frog' type development and ensure maximum cost effectiveness for community residents. Additionally, efforts shall be made to ensure proper placement and phasing of urban expansion and the maintenance of existing and future land use compatibility.

Potential redevelopment areas are primarily centered in or near the City's core. The City should focus redevelopment efforts on commercial and residential areas/parcels in the more established areas of the City. To achieve this, the City should:

1. Encourage the removal of existing buildings that have exceeded their useful life or;
2. Encourage or participate in the removal of those which are deemed to have a "blighting effect" upon adjacent properties and/or present nuisance conditions that pose a threat to health and safety of citizens, and
3. Promote appropriate re-uses for under-utilized properties.

The following sites have been identified as future infill or redevelopment sites and are also illustrated in Chapter 11 as Map 11-1:

1. Fairgrounds. Discussion regarding the future of the Fairgrounds site occurred at Planning Commission meetings, during the survey process and at the community input meeting. A prioritization survey conducted at the close of the community meeting included 14 members in attendance recommending the City work with the Fair Board to identify a new location and plan for the re-use of the Fairgrounds, while five members in attendance recommended leaving the Fairgrounds in its current location. The Fairgrounds, located east of Fairfield Avenue and north of Highway 361 (West Fourth Street) encompasses approximately 2 ½ City blocks east-west and 1 ½ blocks north south. The area is currently zoned R-1 or Single-Family Residential. Land to the west is zoned B-1 Highway Commercial, with R-1 to the north and south and R-2 to the east.
2. Land O' Lakes building/site. This vacant building is located in the B-2 or General Business District. The site is adjacent to Rush Creek which offers some aesthetic appeal for a reuse of the site. Potential reuses include commercial buildings or senior housing.
3. General Business District or "Downtown". The general business district includes a number of retail and service businesses along with governmental and recreational uses. A large municipal parking lot serves employees and patrons. A theme or redevelopment plan is suggested for the downtown including incorporation of the creek, awnings, and ornamental streetlights, which could be carried out along West Fourth Street to the Highway Commercial District to tie the two areas together. A number of residential units are located to the east of the General Business District, with backyards adjacent to Rush Creek. These sites may provide for a future expansion of the General Business District.

4. Industrial Uses along North Highway 361 (Forest Boulevard). As a part of the community input meeting it was suggested that as the City develops future industrial parks, the City and County EDA work with industrial uses, such as trucking companies, which may need additional space for operations and traffic flow and relocate them to new expanded areas.
5. Scattered manufactured homes located in single-family districts throughout the city. The City has a few legal non-conforming manufactured homes in single-family districts. The Planning Commission and City Council adopted new M-1 or Manufactured Home Park standards as a part of their 2004 Zoning Ordinance update. The City does have a manufactured home park on the southeast side of the city which is 34.39 acres in size.
6. The area on the south central side of the community located between the Burlington Northern Railroad and County Road 30. This area is currently located in Rushseba Township. It is surrounded by the city limits on the west, north and east. As development occurs in this section of the city, utilities are extended to the south, the City should work with the Township and landowners to consider annexation, servicing with municipal utilities and redevelopment of the area. The City should work with the County to include any sidewalks or trails along County Road 30 leading north to the General Business District and City Park.

IV. FORECAST LAND USE DEMAND

The municipal service area identified in the 1997 Comprehensive Plan provides a finite amount of vacant and redevelopable acreage. The City of Rush City will need additional land with urban services to accommodate forecast household and employment growth through the year 2035. Projections of population and households in Rush City identified in Chapter 3 of this Plan were developed on the basis of an analysis of local and regional trends and policies, and through the application of economic and demographic principals, with emphasis on the detailed profile of the City developed in this planning inventory. Specific data applied to the projections were the rate of U.S. Census data, residential building permits issued, historical population/household patterns and trends, trends in average household size, and sub-regional migration patterns.

Market conditions will have a major impact on housing types as the City progresses toward the year 2035. Interest rates, land/material prices and inflation, gas prices, among other factors will significantly impact buyer preferences. Since housing types are difficult to forecast, the land use plan focuses on density rather than housing types. Residential use computation is based on current City indices relative to life-cycle housing and density. Please note net densities of two and a half and six units per acre are used respectively for forecasting single family and multiple family residential development calculations.

Table 4-3 illustrates the number of housing units in each of the classifications utilized by the US Census in 2000. Due to the additional growth in housing over the past eight years, permits issued in the past eight years have been added to allow projections to be based on the most recent housing mix statistics.

**TABLE 4-3
COMMUNITY HOUSING MIX**

TYPE	2000 Census		Bldg Permits 2000-2008 Owned and Rented	Total	% of Total
	Owned	Rental			
SF detached	397	43	94	534	58.3%
SF attached	1	31	8	40	4.4%
Two-Family unit	5	29	22	56	6.1%
Triplex/Quad	0	11	16	27	3.0%

5 or more units in structure	4	131	20	155	16.9%
Manufactured Home	41	6	56	103	11.3%
TOTAL	448	251	216	915	100.0%

Future land use needs may be calculated based on densities allowed in Zoning Ordinance or on historic trends. While the Zoning Ordinance allows single-family homes to be constructed on a 10,000 to 12,000 square foot lot, depending if it is a R-1 or R-2 zoning district. Historically lots were smaller in the original plat of the City. The future land use needs projected in Table 4-4 are based on an average of 12,000 square feet for single-family and 10,000 square feet for two-family lots, with 70% of each acre developed and the balance reserved for parks, wetlands, storm water ponds, etc.

As indicated in Table 4-4, it is estimated 358 acres will be needed to accommodate future detached residential development through the year 2035. It is further estimated 56 acres will be needed to accommodate future medium and high-density residential developments through the year 2035.

**TABLE 4-4
PROJECTED RESIDENTIAL DENSITY ASSUMPTIONS**

LAND USE	2008 Number of Units	2008 Percent of Units	2008 Acres	Percent of Residential Acres	Average Density	2010 Est. Units	2010 Additional Acres	2015 Est. Units	2015 Additional Acres	2020 Est. Units	2020 Additional Acres	2025 Est. Units	2025 Additional Acres	2030 Est. Units	2030 Additional Acres	2035 Est. Units	2035 Additional Acres	Total Additional Units	Total Additional Acres
R1 - Single Family Residential	534	58%	470.0	67.46%	2.5	627	37.2	778	60.4	912	53.6	1026	45.6	1152	50.4	1270	47.2	736	294.4
R2 – Single and Two Family Res.	96	10%	144.61	20.76%	3.0	112	5.3	138	8.7	161	7.7	181	6.7	204	7.7	224	6.7	128	42.8
R3 - Multiple Family Residential	182	20%	53.92	7.74%	12.0	215	2.8	267	4.3	313	3.8	352	3.3	395	3.6	436	3.4	254	21.2
M-1 Manufactured Home	103	12%	28.15	4.04%	2.5	103	0	103	0	103	0	103	0	103	0	103	0	0	0
Total Residential	915	100%	696.68	100%	2.5 to 12.0	1057	45.3	1286	73.4	1489	65.1	1662	55.6	1854	61.7	2033	57.3	1,118	358.4

- Total units include units identified in the 2000 census (enumerated in 1999) plus building permits issued by the City from 2000 to 2008 as shown in Table 4-3.
- Household unit projections are based on the State Demographer's population projections from 2010 to 2035 in five year increments, excluding the correctional facility population, divided by 2.5 persons per household.
- Additional acreage calculations are based on MDG GIS calculation of residential acres households. Assumes the same ratios of R-1, R-2, R-3 in the future five year phases with an equal proportion of M-1 units being added to R-1, R-2 and R-3.

The current ratio of residential to commercial/industrial acreage in the City of Rush City is 70% to 30% percent. If this land use ratio continues, an estimated 153 additional net acres will be needed to support future commercial and industrial growth. The current ratio of commercial to industrial acreage is 33% commercial to 67% industrial. Based on that ratio, 103 gross acres of commercial and 50 gross acres of industrial space will be required to accommodate future growth, at this same ratio, assuming a 20% area is needed for right-of-way expansion. The City, however; is planning for an increased ratio of commercial to residential land uses, therefore additional highway commercial land has been guided along Interstate 35 and County Road 30. The following Table 4-5 represents projected net acreage, which is projected to be used for residential, commercial and industrial land uses through the year 2035. The table suggests the geographic size of the City may not increase substantially due to the inventory of 217 vacant residential lots and over 300 acres of agricultural land guided for residential development in the current city acreage and approximately 113 acres of vacant commercial/industrial land reduces the future acreage to be annexed.

**TABLE 4-5
NET ACREAGE FORECASTS: RESIDENTIAL, COMMERCIAL AND
INDUSTRIAL LAND USES**

Land Use	Additional Required Acres	Current Acres- 2008	Total Acres 2035
Residential Ac. Forecast	358	696.68	1,054.68
Commercial Ac. Forecast	50	95.60	145.6
Industrial Ac. Forecast	100	197.39	297.39
Park land/Conservation (10% of residential areas)	35.8	74.08	109.88
Total Net Forecast	543.8	989.67	1607.55

It is important to note that the projections above are applicable additional persons/households projected to enter the community. It is important to note that future growth boundaries should be larger than the 543.8 acres projected, as portions of land in the growth boundaries are already developed with rural residential subdivisions and/or businesses located in the township or contain wetlands or creeks. In addition land will be required for public and institutional uses.

**TABLE 4-6
LAND IN PROPOSED FUTURE LAND USE BOUNDARY**

Land Use	City Limits Gross Acres	City Limits Net Non- Constrained Acres	Future Growth Area Gross Acres	Future Growth Area Net Non- Constrained Acres
Low Density Residential	1,093.53	985.07	589.07	557.72
Medium & High Density Residential	131.70	127.77	79.87	76.21
Manufactured Housing	28.16	24.90	0.0	0.0
Highway Commercial	151.89	148.17	343.77	335.81
Downtown Business	14.50	13.56	0.0	0.0
Industrial	199.99	195.51	121.00	113.46
Public & Semi-Public	818.96	706.35	4.99	4.99
Conservation/Open Space	73.01	46.64	1.33	0.96
Total Acres	2,517.74	2,247.97	1,140.03	1,089.15

According to Table 4-5, an additional 543.8 acres are needed to accommodate projected growth. The City is currently 2,517.74 acres, excluding existing right-of-way, and the future land use area is 1,140.03 acres, not counting existing right-of-way, suggesting a total future land use boundary of

3,657.77 acres. As noted in Table 4-6 above, 1,089.15 net non-constrained acres are proposed in the future growth area, providing a 100.3% land overage.

V. FUTURE LAND USE POLICIES

Map 4-2 illustrates the proposed future land use map for the City and growth boundary while Map 4-3 includes the overlays. Maps 4-4 through 4-9 offer a visual representation of each of the planning districts. It is noted projected land uses depicted on Map 4-2 may be adjusted in location, if the location of collector streets that are planned are slightly adjusted. This plan and subsequent documentation takes into consideration the land uses that have previously been approved by the City, and the land uses encourage compact, contiguous development. The plan suggests the efficient use of existing and proposed infrastructure and capital investment.

The future land use growth boundaries also coincide with sanitary sewer service areas and projected capital infrastructure such as lift stations and force mains, topography and the transportation system.

A. Overall Land Use Concept.

Participants in the comprehensive planning process have expressed a desire to retain the “small town”, quiet and safe atmosphere while expanding the current mix of commercial offerings, addressing limited parks and recreation amenities and addressing future transportation needs. The following guiding principals have also been considered:

- *Retain the spirit of a small town.* The goal of retaining the small town atmosphere is included through a logical pattern of future land use in an organized fashion, along with a transportation system to support the various land uses and parks and recreation to offer quality of life amenities.
- *A place for people to gather* – Downtown Rush City historically served as the center or focus of the community. Public participants in the process have expressed a desire to enact stronger aesthetic or building requirements and preserve the downtown for pedestrian traffic oriented businesses versus vehicular traffic oriented businesses. Identifying locations for future highway commercial nodes and adoption of policies relating to the downtown will assist in accomplishing this goal.
- *A well-balanced tax base* – In order to assist with the fiscal health of the city and discourage the future development of a bedroom community for other suburbs with employment offerings, a range of land uses including commercial and industrial have been planned for.
- *A proactive position on future growth* – The future land use plan includes projections and growth boundaries intended to serve the City to the year 2035. As market demands change the plan may need periodic review and updates. The future land use plan has included recommendations to complete comprehensive water, sanitary sewer and storm water management plans and identify future transportation or collector street locations to encourage proactive planning of land uses with infrastructure and the funding of the infrastructure.

B. Residential Land Uses.

The City currently has four residential zoning districts including three low density residential districts, with varying lot size requirements for single-family homes (R-1 and R-2 Districts), two-family homes (R-2 District), multiple-family homes (R-3) and Manufactured Home Parks (M-1 District). Other land uses located in these zoning districts include the golf course (212.81 acres) which is zoned R-1 Single Family Residential and City owned airport property (39.38 acres) southwest of the existing runway adjacent to the airport which is zoned R-2 Single and Two Family residential.

As noted within this chapter, it is anticipated an additional 294.4 acres are anticipated to be required to serve single-family residential growth, 42.8 acres for medium density residential growth and 21.2 acres for multiple family growth. Policies and objectives for existing, as well as future residential areas, have been developed to protect the integrity of residential neighborhoods and the character of Rush City.

Existing Residential Neighborhood Objectives

1. Encourage the continued maintenance and quality of existing neighborhoods.
2. Minimize the development of incompatible land uses adjacent to and traffic through residential neighborhoods.

Existing Residential Neighborhood Policies

1. Monitor the quality of housing stock and enforce codes and ordinances relating to outdoor storage, etc. as well as research the desirability of applying for Small Cities Development funds for housing rehabilitation as a means of encouraging on-going maintenance of older housing stock.
2. Discourage through traffic on local residential streets, while preserving emergency access by following a transportation plan which includes a recommended collector street system. Work with Chisago County to identify a future County Road 7 extension to provide a second access to the industrial park.
3. Prohibit non-residential land use intrusions into residential neighborhoods and require appropriate buffering and/or screening between non-compatible land uses.
4. Require infill residential units to be compatible in use and scale with the surrounding neighborhood.
5. Continue to upgrade infrastructure such as streets, water and sewer in existing neighborhoods as needed.
6. Restrict home occupations to businesses customarily found in homes which employ only household residents and that do not sell products or services to customers at the premises.

New Residential Neighborhood Goals

1. Plan residential areas to encourage neighborhood unity and cohesiveness while protecting the integrity of the natural environment and providing access to other community amenities.
2. Provide a variety of life-cycle housing for the diverse needs of the community.

New Residential Neighborhood Policies

1. Incorporate natural features into new residential neighborhoods while protecting the features through ordinances.
2. Limit access points directly onto arterial streets or collector streets by requiring driveway accesses and lots to front streets within the subdivision.

3. Require the development of parks, trails and/or sidewalks along collector streets to service neighborhoods and provide access to other community amenities such as places of commerce, educational facilities and larger community parks.
4. Plan residential subdivisions while following the comprehensive transportation plan which includes a recommended collector street system, to encourage connection of neighborhoods to commercial areas and arterial streets.
5. Consider the changing housing needs of the growing community and review residential housing land areas to accommodate the changing needs and demands.
6. Specific sites for high density residential uses have not been specified on the future land use map. The Planning Commission and Council should consider high density residential land uses in areas designated for medium density residential if they are adjacent to major collector streets, arterials or major arterials, are near community services and/or provide tiered land uses (higher intensity to lower intensity). The City should avoid locating all multiple-family housing in one concentrated area.

C. Commercial Land Uses.

Currently the City has 95.6 acres or 3.5 percent of the City's land inventory is commercial in nature, within its commercial zoning districts. The City's Zoning Ordinance currently includes two commercial zoning districts, the Highway Business District (B-1) and the General Commercial District (B-2). It is projected an additional 50 acres would be needed for commercial expansion, to continue the current ratio of residential to commercial land uses in the future. The City has identified a need to expand the commercial tax base and increase the commercial to residential land use ratio; therefore the future land use map illustrates over 400 additional commercial acres. Commercial land use is planned along Interstate 35, which could accommodate larger lot developments, as well as along County Road 30 and at a potential intersection at CSAH 7 and Interstate 35.

Rush City's downtown or General Business District has historically served as the heart of the community. Public input relating to the desire to protect and maintain this central focus occurred during the planning process. Redevelopment of the downtown and planning new commercial areas that provide links and continuity to the downtown were discussed. Due to limited sites available in the downtown for larger uses and those requiring off-street parking, highway commercial areas along Interstate 35 and Highway 361 also exist and have in recent years expanded. The expansion of commercial areas outside of the downtown is expected to continue as the city grows. The following objectives and policies have been prepared for each unique commercial area.

Downtown or General Commercial Objectives

1. Continue downtown Rush City as an important retail center.
2. Promote the expansion of the downtown on sites identified for potential redevelopment.
3. Continue to promote downtown as the center of the community, as a focal point for government, community social activities and commerce.
4. Develop a downtown redevelopment plan and coordinate potential funding sources to encourage participation such as a Small Cities Development Grant, low interest loan program and tax incentives.
5. Provide and enhance convenient and aesthetically pleasing parking areas for customers and employees.

6. Promote land uses that will reinforce business synergy.

Downtown or General Commercial Policies

1. Continue to encourage private sector rehabilitation and renovation of existing buildings in the downtown.
2. Encourage the use of upper levels of commercial buildings for office and residential uses.
3. Continue, through the Chamber of Commerce and business organizations, to promote unified commercial and service promotional events to attract customers to the downtown.
4. Monitor traffic and provide safe and convenient access to businesses for vehicular and pedestrian traffic.
5. Continue, through the Zoning Ordinance, to require design standards for new and remodeled buildings to ensure the building mass, scale and facades are compatible with existing buildings.
6. Continue to offer on-street parking for business patrons, as well as municipal parking lots to accommodate overflow and employee parking. Develop a landscape plan to make the parking lot in the general business district more aesthetically pleasing while allowing it to remain user friendly and provide an efficient flow of traffic.

Highway Commercial Objectives

1. Provide commercial areas for businesses which are more vehicle oriented, versus pedestrian traffic oriented, and which require larger sites.
2. Minimize traffic conflicts within commercial areas.
3. Provide linkages between highway commercial areas and the downtown or general business district.

Highway Commercial Policies

1. Minimize direct access from commercial areas onto Highway 361 (Fourth Street).
2. Link the existing downtown or general business district and highway commercial district with unique design features including ornamental streetlights, pavers, signage and similar design patterns.
3. Plan future commercial areas with frontage or backage roads that allow access to future areas.
4. Encourage pedestrian connections between commercial areas to allow customers to walk between business areas.

D. Industrial Land Uses.

Industrial land uses comprise 197.39 acres or 7.2 percent of total land uses within the City today. It is projected that an additional 100 gross acres will be required for industrial expansion, to maintain the current ratio of residential to industrial land use mix. The future land use map illustrates an additional 121.33 acres of additional industrial land. The actual amount of industrial land required will depend upon the size of the industrial user, whether or not land is available at a competitive cost when compared to neighboring communities and other economic factors. At the time of this Comprehensive Update, the City and EDA's focus has been on providing technical

assistance to new and expanding industries as well as providing financial incentives. The City has a future industrial park area included in a state JOBZone, which allows tax incentives to businesses that locate in the park.

Industrial Development Objectives

1. Continue, through the City, Chisago County EDA and Rush City Chamber of Commerce, to take a proactive approach to business retention and expansion.
2. Promote quality industrial development that is compatible with the environment and which do not negatively impact the city's infrastructure system such as wastewater treatment ponds.
3. Promote industrial development that pays employees a livable wage.

Industrial Development Policies

1. Consider economic incentives for industries that will contribute substantially to the City's tax and employment bases without substantial negative impacts on the city's infrastructure system.
2. Design new industrial park areas to minimize impact on environmental features such as wetlands and creeks.
3. Design new industrial park areas to discourage industrial traffic from traversing through residential neighborhoods.
4. Minimize the impact of industrial properties on adjacent land uses by continuing to require additional setbacks, screening and/or fencing and landscaping.
5. Consider requiring landscaping within industrial parks, as a part of the Zoning Ordinance, to improve the aesthetic appeal of the district.

E. Public Land Uses.

As of 2008, 119.45 acres of land were used for public uses including the school district property, fairgrounds, church property and properties owned by the city including city hall, water tower sites, lift station sites, community center, and miscellaneous parcels. This constitutes 4.4% of the total land uses. The school district recently completed building projects and future immediate expansion is not anticipated.

Other uses within the City that serve a public purpose are the correctional facility (334.59 acres) which is zoned both A-1 Agricultural and C-1 Conservation, golf course (212.81 acres) which is zoned R-1 Single Family Residential and the airport and wastewater treatment ponds (433.32 acres) which is zoned both C-1 Conservation and R-2 Single and Two Family Residential.

The Rush City Regional Airport Joint Airport Zoning Board in March of 2004, created the Rush City Regional Airport Zoning Ordinance. This ordinance regulates and restricts the height of structures and objects of natural growth, and otherwise regulates the use of property in the vicinity of the airport by creating the appropriate zones and establishing the boundaries thereof. The ordinance also provides for changes in the restrictions and boundaries of such zones, defines certain terms used herein, refers to the Rush City Regional Airport Map, provides for enforcement, establishes a board of adjustment and imposes penalties.

Public Land Use Objectives

1. Provide needed public facilities to support current and future growth.

2. Create a Zoning District to include public facilities, such as the airport, wastewater treatment ponds, correctional facility, schools and other public/semi/public properties.

Public Land Use Policies

1. Begin planning and budgeting for future public facilities including future wastewater treatment ponds.
2. Work in cooperation with other public agencies such as the school district to coordinate rather than duplicate public space such as auditoriums, meeting rooms, etc.
3. Provide sufficient land for future public facilities including utility sites and buildings.
4. Retain governmental administrative offices in the general business district to support the downtown as a focal point for services.

F. Park and Recreation Uses.

Park and recreational land uses include local parks. The Subdivision Ordinance, at the time of the Comprehensive Plan update, requires 10% of residential land to be dedicated for park use. As an alternative the City may collect a fee equal to 10% of the value of the plat. It is projected that approximately 35.8 additional acres of park and open space are anticipated to be needed to support the additional 358 acres of land guided for residential development. It is recommended the City plan for a higher ratio of park space to other land uses as parks have been identified as an area to expand to meet the current residential populace as well as future growth.

Park and Recreation Objectives.

1. Expand the quality of life offered by parks and recreational amenities in the City of Rush City as it continues to grow.
2. Retain the small town feel of the City of Rush City.
3. Improve the quality of Rush City's parks.
4. Provide park and recreation opportunities for all ages of the population.

Park and Recreation Policies.

1. Continue to require park land dedication and fees to add parks and recreational amenities in new growth areas.
2. Plan for trail and/or sidewalk connections from neighborhoods to parks and linkages between parks.
3. Develop a capital improvement plan and work with local organizations to upgrade existing parks.
4. Offer park and recreational amenities for all age groups such as playground equipment for children, athletic fields for adults, and passive recreation for seniors.
5. Continue to work with the school district to provide for joint use of school/park facilities.

VI. FUTURE LAND USE AND ANNEXATION

A. Future Land Use.

The City of Rush City has experienced significant growth early in the decade with a dramatic slow down over the past couple of years. There are currently 2,730.65 acres of land within the city limits. This includes all land uses. As of August, 2008 it was estimated that 217 platted lots remained available. In addition, a number of undeveloped parcels remain within the city limits with land to support an additional 586 lots. Within the growth boundary identified in this 2008 Comprehensive Plan, an additional 1,089.15 acres of non-constrained land are proposed to support future growth to 2035.

The future land use map has been developed based on:

1. Ability to serve areas with municipal sanitary sewer.
2. Projected land uses for each category to retain a similar ratio of residential to industrial land as exists in 2008, with an increase in the ratio of commercial to residential land.
3. Tiered land uses with more intense land uses adjacent to arterials and collector streets and more compatible land uses adjacent to each other, as identified as a preferred method versus mixed land uses, in the prioritization survey.
4. Land topography and natural resources and
5. Community input in the process through surveys, community input meeting and monthly Planning Commission meetings.

The future growth area on future land use map identifies 557.72 net additional acres (without wetlands) for low density residential growth, 76.21 net acres for medium and high density residential growth, approximately 335.81 net acres for highway commercial growth and 113.46 net acres for industrial growth. Land to support this growth will need to be annexed from Rushseba and Nessel Townships. The 2008 ratios of residential to commercial to industrial land were used as a basis for future land use needs. The Planning Commission has determined additional commercial land should be planned to accommodate larger retail type businesses resulting in an increased commercial to residential land use ratio. Additional residential acres are included in the future land use map, as some property owners have indicated they do not plan to sell or develop their properties in the foreseeable future.

B. Annexation.

The City of Rush City currently does not have joint annexation agreements in place with either adjacent township. Annexations have occurred following a petition by a land owner as well as through Joint Annexation Ordinances with Rushseba Township.

State Statutes 462.358, Subd. 1 states, "A municipality may by resolution extend the application of its subdivision regulations to unincorporated territory located within two miles of its limits in any direction but not in a town which has adopted subdivision regulations; provided that where two or more noncontiguous municipalities have boundaries less than four miles apart, each is authorized to control the subdivision of land equal distance from its boundaries within this area. " This would require subdivisions within two miles of the city to require compliance with the City's subdivision ordinance including design standards for streets, storm water drainage, etc. This may cause some rural developments to be financially not feasible or minimize development within the two-mile radius. The City of Rush City would like to comment on projects proposed within the township in order to protect roadway corridors and ensure the proposed use is consistent with the proposed future land use map. They do not wish to impose all city subdivision ordinance requirements on developments in the townships.

At the time of this comprehensive plan update, Chisago County has adopted their updated comprehensive plan in 2007 and as a county government developed intergovernmental coordination

goals and policies. One goal was: *“Coordinate efforts between the county, municipalities, townships, state and federal agencies to assure wise land use, effective and efficient infrastructure, appropriate economic development and the protection of natural resources.”* Two policies of this goal were:

1. Chisago County will work with townships and municipalities to encourage them to work together to construct urban growth areas and orderly annexation agreements
2. Chisago County will coordinate joint meetings with City and township officials on land use and other planning issues.

C. Municipal Boundary Expansion Policies.

1. Land immediately adjacent to the City limits shall be annexed into the corporate limits prior to development. Annex land as the area is about to become urban or suburban in nature or if surrounded by city limits.
2. The City will allow residential, commercial and industrial growth consistent with the land use designations and transportation plan identified in the future land use and transportation plans.
3. Residential growth, consistent with practices that preserve natural resources, will be allowed.
4. Work in cooperation with Rushseba and Nessel Townships to develop joint annexation agreements.

VII. PLANNING DISTRICTS

To more fully examine all areas of the community, the City of Rush City has been divided into six (6) individual ‘planning’ districts. The planning district boundaries were established using the location of major roadways and DO NOT represent zoning district boundaries. The locations of the planning districts are illustrated on Map 4-4. This section of the land use plan will detail existing and recommended development for each individual planning district. Goals outlined for each planning district will vary, however the goals and policies for each land use have been identified in Section V, of this Chapter.

A. DISTRICT 1.

Location

District 1 occupies the northwest portion of the City with Everton Avenue as a western boundary, County Road 1 as a southern Boundary, Interstate 35 as an eastern boundary and the southerly quarter of Section 17. See Map 4-5.

Prominent Features

The district features Alstad loam soils and Zimmerman loamy fine sand. Shallow marsh and wet meadow exists within District 1 and may present barriers to development in those areas.

Existing Land Use

This district is currently in Nessel Township and is used for agricultural purposes along with a few residential homes.

Recommendations

1. Recommended land uses within District 1 in the future include:
 - Highway Commercial land uses at the intersection of Interstate 35 and CR 1.

- Industrial land uses to the north and west of the proposed highway commercial land uses

2. Sufficient buffers and landscaping should be required to protect the integrity of the various land uses within the district which may not be seen as compatible.

B. DISTRICT 2.

Location

District 2 occupies the north central portion of the City with Interstate 35 as a western boundary, Highway 361 as a southern Boundary, Highway 361 north as an eastern boundary and 515th Street as a northern boundary. See Map 4-6.

Prominent Features

The district features include Zimmerman loamy fine sand and Alstad Loam soils. The National Wetlands Inventory identifies a few wet meadow wetlands in areas immediately north of the current city limits and east of Interstate 35 and north of the city limits near Highway 361. These wetlands may present barriers for development.

Existing Land Use

This district currently includes land in the city limits as well as Rushseba Township. Uses include:

- Highway commercial businesses.
- The fairgrounds
- R-2, One and two family residential district including the city's original housing stock.
- City hall
- The aquatic center
- The school district facilities including buildings and recreational facilities.
- Multiple-family housing
- Industrial uses which rely on the railroad and Highway 361
- Agricultural land

Recommendations

1. Recommended land uses within District 2 in the future include:

- Highway Commercial land uses at the northeast intersection of Interstate 35 and Highway 361.
- Tiered residential land uses, with more intense (R-3) land use districts adjacent to commercial uses and less dense (R-1) to the north and extending to the east.
- Residential land uses north of the schools, if development driven.
- If the Fairgrounds relocates in the future, the proposed reuse includes highway commercial along the southern half of the block with medium to high density residential on the north side of the block.

2. Sufficient buffers and landscaping should be required to protect the integrity of the various land uses within the district which may not be seen as compatible.

3. Encourage the development of trail/pathways connecting single-family neighborhoods in Planning District 2 to existing/future parks, commercial areas and residential uses in other portions of the City. Include a trail or sidewalk along County Road 39/CSAH 54 leading to the schools, as well as future collector streets within District 2.

4. Consider incentives or technical assistance to encourage relocation of incompatible land uses.
5. Address, through a transportation plan, methods of continuing dead-end streets and obtaining appropriate access easements or dedicated roadways.

C. DISTRICT 3.

Location

District 3 occupies the north east portion of the City with Highway 361 and CR 30 as a western boundary, the old railroad right-of-way as a southern Boundary, the Correctional Facility as a boundary on the north and eastern edge of Township Section 10 and 15 as eastern boundaries, partially in Section 22 (See District 3 map). See Map 4-7.

Prominent Features

The district features include Zimmerman loamy fine sand and Alstad Loam soils. The National Wetlands Inventory identifies a few wet meadow wetlands and wooded swamps in areas near the Correctional Facility and Municipal Airport. These wetlands may present barriers for development. In addition the City's wastewater treatment ponds are within District 3.

Existing Land Use

This district currently includes land in the city limits as well as some agricultural land in Rushseba Township. Uses include:

- The Correctional Facility
- The Municipal Airport and Hangers
- Agricultural land
- Rush Creek
- Single family housing on the far southwest corner of District 3

An airport overlay district exists in District 3, limiting the location and height of buildings.

Recommendations

1. Recommended land uses within District 3 in the future include:
 - Expansion of the Municipal Airport Hanger Area
 - Expansion of the wastewater treatment ponds, or conversion to a mechanical plant.
 - Low and medium density residential provided sufficient buffering is provided along the airport and developers disclose to potential buyers the potential noise and conflict with the adjacent land uses.
2. Consideration of land uses which are compatible to the Correctional Facility and Airport should be made with sufficient buffers and landscaping should be required to protect the integrity of the various land uses within the district, which may not be seen as compatible.

D. DISTRICT 4.

Location

District 4 occupies the southwest portion of the City with Everton Avenue as a western boundary, County Road 1 as a northern Boundary, Interstate 35 and the north quarter of Section 29 as a southern boundary. See Map 4-8.

Prominent Features

The district features Alstad loam soils, Cushing loam and Zimmerman loamy fine sand. The National Wetlands Inventory identifies Shallow marsh within District 4 which has impacted development in this district.

Existing Land Use

This district contains the following land uses:

- Brookside 18-hole golf course and driving range
- A highway commercial business at the intersection of Interstate 35 and County Road 1.
- Approximately 102 townhomes were platted and planned for the area on the north side of the golf course adjacent to County Road 1, at the time of the Comprehensive Plan update.
- A concept plan for 79 single-family homes on the west side of the golf course was under consideration at the time of this Comprehensive Plan update.
- Agricultural and vacant land

Recommendations

1. Recommended land uses within District 4 in the future include:
2. Single-family residential.
3. Sufficient buffers and landscaping should be required to protect the integrity of residential land uses from County Road 7.
4. Encourage the development of trail/pathways connecting single-family neighborhoods in Planning District 4 to existing/future parks, commercial areas and residential uses in other portions of the City. Include a trail or sidewalk along County Road 7 as well as future collector streets within District 4.
5. Develop a larger community park in District 4 to serve future residents as CR 1 and Interstate 35 will act as barriers to accessing parks in other areas of the community.
6. Rezone the existing townhome area north of the Bulrush Golf Course from R-1 Residential to R-3 Multi family residential which better fits the use of the property.

E. DISTRICT 5.

Location

District 5 occupies the south central portion of the City with Interstate 35 as a western boundary, Highway 361 (West Fourth Street) as a northern Boundary, County Road 30 as an eastern boundary and the north quarter of Section 28 as a southern boundary. See Map 4-9.

Prominent Features

The district features a variety of soil types including but not limited to Alstad loam soils, Cushing loam and Zimmerman loamy fine sand. The National Wetlands Inventory identifies open water (Rush Creek), shallow marsh, wooded swamp and shrub swamp within District 5. The City currently has a conservation district along Rush Creek to protect these natural features.

Existing Land Use

This district contains the following land uses:

- Highway commercial uses adjacent to Highway 361

- Multiple family residential uses south of highway commerce and adjacent to County Road 54
- Single-family residential subdivisions
- The City's industrial park
- The general business district or downtown
- Undeveloped parcels in the south and west portions of District 5
- Developed parcels of commercial or mixed uses adjacent to County Road 30, which are currently in Rushseba Township

Recommendations

1. Recommended land uses within District 5 are dependent upon the future realignment of County Road 7. If County Road 7 is reconstructed, more intense land uses are proposed adjacent to this corridor. Suggested land uses in District 5 in the future include:
 - Highway commercial uses east of Interstate 35 and north of County Road 7.
 - Tiered residential land uses, with more intense (R-3) land use districts adjacent to commercial and industrial uses and less dense (R-1) to the south.
 - Industrial land uses to the south.
2. Sufficient buffers and landscaping should be required to protect the integrity of residential land uses from County Road 7 and County Road 54.
3. Work with Chisago County staff and County Commissioners to include County Road 7 and County Road 54 in the county capital improvement plan for upgrade to urban standards. Work with the County on the potential realignment of County Road 7 to provide a secondary access to the industrial park. Work with the County to realign the intersection of County Road 7 and County Road 54 to a 90-degree angle.
4. Encourage the development of trail/pathways connecting single-family neighborhoods in Planning District 5 to existing/future parks, commercial areas and residential uses in other portions of the City. Include a trail or sidewalk along County Road 7, along Rush Creek as well as future collector streets within District 5.
5. Develop a larger community park in District 5 to serve future residents as CR 7 and Highway 361 serve as barriers to pedestrians attempting to access parks in the northern portion of the city.
6. Develop a redevelopment plan for the general business district which takes into consideration pedestrian oriented themes and establishes the "downtown" as a vital center of the community offering a diverse yet coordinated mix of activities (retail shops, services, public buildings, and parks), takes advantage of Rush Creek as a natural amenity in the district.
7. Work with property owners and Rushseba Township for the future annexation and redevelopment of the commercial area adjacent to County Road 30, which is one of the "entrances" into the community.
8. Continue to work with state legislators and the DNR to seek funding for the water quality and aesthetic improvements to Rush Creek, to expand the recreational opportunities to include trails, fishing, etc.

F. DISTRICT 6.

Location

District 6 occupies the southeast portion of the City with County Road 30 as a western boundary, the railroad right-of-way from the previous Blue Berry Special as a northern Boundary, County Road 30 as a western boundary and the north quarter of Section 27 (See District 6 map). See Map 4-10.

Prominent Features

The district features a variety of soil types including but not limited to Alstad loam soils, Cushing loam and Zimmerman loamy fine sand. The National Wetlands Inventory identifies shallow open water (Rush Creek), wet meadow, and wooded swamps within District 6. The City currently has a conservation district along Rush Creek to protect these natural features.

Existing Land Use

This district is primarily undeveloped; however contains the following land uses:

- Single family residential in the northwest section of District 6
- The manufactured home park
- A small general business district parcel; and
- Agricultural land

Recommendations

1. Recommended land uses within District 6 in the future include:
 - Highway business district expansion along County Road 30
 - Tiered residential land uses, with more intense (R-3) land use districts adjacent to commercial and less dense (R-1) to the south and east.
2. Sufficient buffers and landscaping should be required to protect the integrity of residential land uses from County Road 30.
3. Work with Chisago County staff and County Commissioners to include County Road 30 in the county capital improvement plan for upgrade to urban standards. Work with the County on the potential realignment of County Road 7 to County Road 30 and inclusion of a sidewalk or trail along the County Road.
4. Encourage the development of trail/pathways connecting single-family neighborhoods in Planning District 6 to existing/future parks, commercial areas and residential uses in other portions of the City. Include a trail or sidewalk along County Road 30, as well as future collector streets within District 6.
5. Develop a larger community park in District 6 to serve future residents as CR 30 may serve as a barrier to pedestrians attempting to access parks in the northern portion of the city.

VIII. SURFACE WATER MANAGEMENT

The City of Rush City features plentiful natural resources including several wetlands of diverse types, several old growth tree massings, Rush Creek, and prime soils for agricultural use and open space. The City of Rush City has not adopted a surface water management plan. The City, however, did update its zoning and subdivision ordinances in 2003 and 2004 to include standards pertaining to on-site storm water management and erosion control plan approval processes for all commercial/industrial land disturbing activities and new residential subdivisions.

To protect and perpetuate the City's natural resources it is recommended the City adopt a comprehensive surface water management plan. Identifying funding sources, including but not limited to consideration of a storm water utility and authorization of the development of a plan, rests with the City Council.

A surface water management plan will be used to guide the development and expansion of the City's drainage system in a cost-effective manner that preserves existing water resources. Possible goals of the surface water management plan include, but are not limited to: assessment of the current system; the identification of an ultimate storm drainage system for the entire City; reduction of public expenditures necessary to control excessive volumes and rates of runoff; flood prevention especially those urban in nature; identification of current and future drainage patterns; protection and enhancement of the areas natural habitat; promotion of ground water recharge; definition of all drainage outlets; and reduction in erosion from surface flows.

The development of a surface water management plan would be initiated by the City Administrator and City Council with assistance as requested by the Planning Commission. It is expected the surface water management plan would be developed by a certified engineer and approved by the Department of Natural Resources. Implementation of the surface water management plan would be achieved with assistance from the Planning Staff, City Engineer, City Administrator, Planning Commission and City Council.

HOUSING

I. INTRODUCTION

The purpose of this chapter is to summarize housing issues within the City of Rush City and establish goals and work items promoting a healthy residential infrastructure and furthering a variety of life-cycle housing options. The issues have been identified through:

- An analysis of City demographics;
- An evaluation of historical building trends gathered from building permit information on file at the City offices;
- An evaluation of existing housing conditions gathered through a windshield survey of the City;
- A review of land use options for housing growth;
- A Housing Study, completed in September of 2000 by Admark Resources for the Chisago County Housing Redevelopment Authority (HRA); and
- The comprehensive plan survey and community meeting.

II. HOUSING ISSUES

Life Cycle Housing Variety

The housing stock within a community must be responsive to the needs of its residents. Housing needs are not static but change over time as people move through different stages of their lives. Housing needs tend to evolve from: (1) affordable basic units for young people just beginning to enter the workforce to (2) affordable single family units for first time home buyers and young families to (3) move up housing for people with growing families and/or incomes to (4) empty-nester dwellings for persons whose children have grown and left home (5) to low maintenance housing options for aging persons as their ability to maintain their property decreases; and finally to (6) assisted living environments to provide health and medical care to the elderly.

To address the life-cycle needs of residents, it is critical that a community provides a wide range of housing:

- **Types** (i.e. apartment/townhome/condominium rental, townhome/condo/single-family owner occupied, assisted living);
- **Sizes** (i.e. one, two, three bedroom rentals; starter homes; move-up homes; and,
- **Values:** (i.e. efficiency – luxury rental units; starter homes – executive homes).

The development of life-cycle housing works to sustain the community by preventing a polarization of residents in one age or income group. As one generation of residents moves through its life cycle it can move into the housing provided by the previous generation, just as the next generation will move into the housing being vacated.

Population Characteristics/Growth

Rush City's existing population as described in the Social Profile (Chapter 3) depicts a relatively young populace, with a median age of 31.6 years. The median age in Rushseba Township is 37.7 years of age, Nettle Township is 40.9 years, in Chisago County 34.3 years of age and the State median age is 35.4 years.

The largest age groups within the city are those aged 25-34 and 35-44 years. Combined the two age classes comprise 36.9% of the Rush City population. The fastest growing age group is the 35-44 years category, expanding from 10.4% of the population in 1990 to 16.5% of the population in 2000.

Younger age groups and persons in transition who are not able to afford to purchase a home typically choose to occupy rental units within multi-unit structures. As a result, higher than average turnover in

housing unit occupants may be expected. Table 5-1 illustrates Census data that reflects just over one quarter of those occupying housing units within the community moved in between 1999 and March 2000.

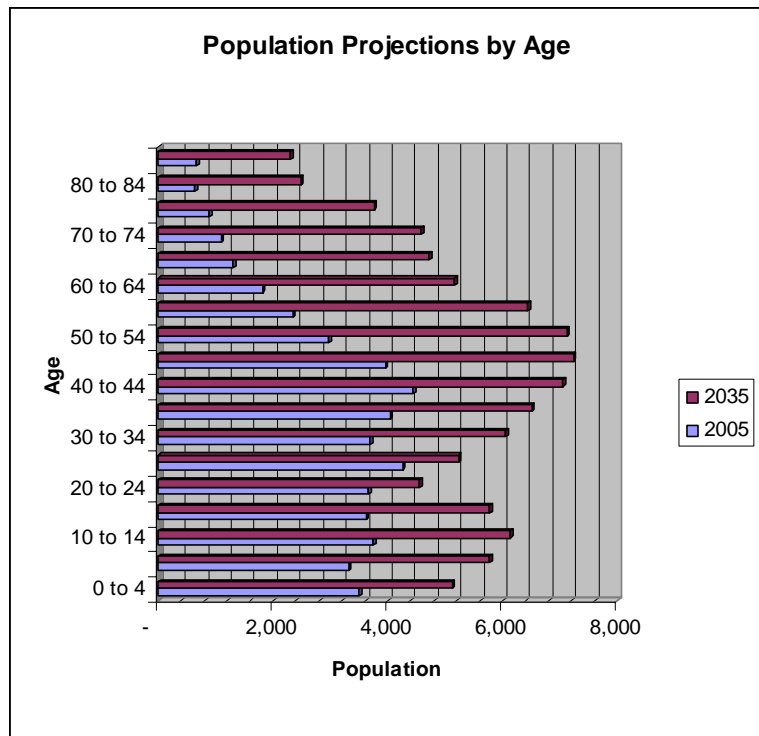
**TABLE 5-1
RUSH CITY HOUSING UNITS
BY YEAR HOUSEHOLDER MOVED IN**

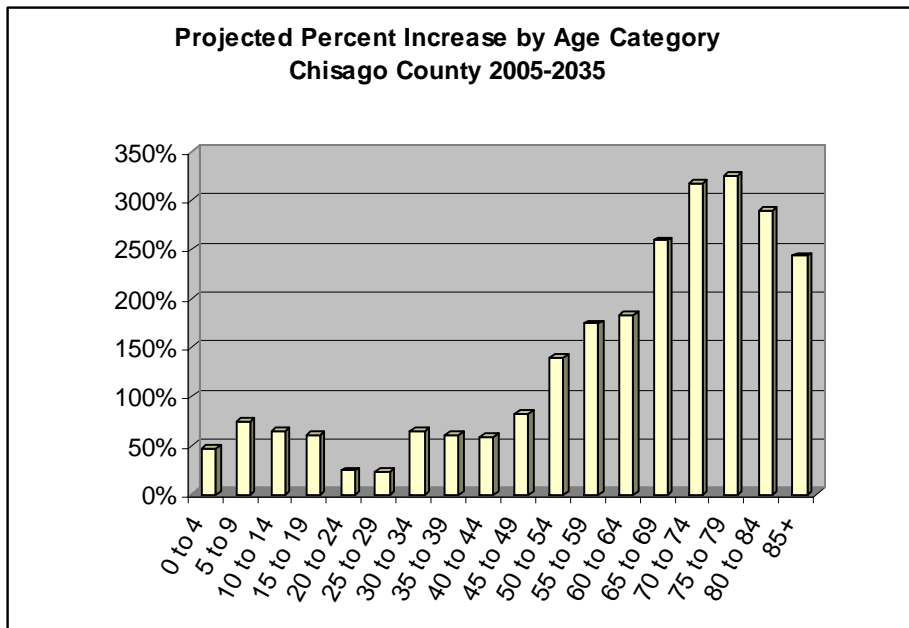
Year Household Moved In	Number of Owner-Occupied Units	Percent of Owner-Occupied Units	Number of Renter-Occupied Units	Percent of Renter-Occupied Units	Total Number of Occupied Units	Total Percent of Occupied Units
1999-March 2000	78	17.4	102	40.5	180	25.8
1995-1998	113	25.2	94	37.5	207	29.6
1990-1994	87	19.4	23	9.2	110	15.7
1980-1989	72	16.1	25	10.0	97	13.9
1970-1979	39	8.7	7	2.8	46	6.6
1969 or Before	59	13.2	0	0.0	59	8.4
Total	448	100.0	251	100.0	699	100.0

Source: U.S. Census 2000

The State Demographer's Office projects future population by age group at a county level. The population is anticipated to age with the largest increases in the number of individuals aged 50 to 59 and the highest percent increase in those aged 70 to 79 years. This will have an impact on the type of housing required in the future (e.g. senior housing, one-level style housing versus a multi-level single-family home).

In 2007, the City of Rush City, in cooperation with the Chisago County HRA-EDA approved a plat and planned unit development for an 18-unit senior townhouse project. This is anticipated to meet the short term senior housing needs in the community. The City also constructed a senior/community center in 2007 with senior dining and congregation facilities, adjacent to the senior housing project.





Source: Minnesota State Demographers Office, 2007

Housing Affordability - Defined

“Affordable Housing” is defined differently by various organizations. The United States Department of Housing and Urban Development generally defines housing as affordable if it costs less than thirty (30) percent of a household’s income. However, HUD’s Section 8 Income Guidelines are the basis for most affordable housing programs. Section 8 guidelines define low and moderate incomes on a sliding scale, depending on the number of persons in the family. For example, a four person household is considered ‘moderate income’ if their family income is 80 percent of the area’s median family income.

The U.S. Census Bureau classifies household and family income differently. Household income is defined as total money received in a calendar year by all household members 15 years old and over. Family income is the total income received in a calendar year by family members related by birth, marriage or adoption. Many households are not families, for example single people living alone or with non-related roommates are considered a non-family household. Median household income is often lower than median family income, however, most housing data references family income rather than household income.

‘Median’ income differs from ‘average’ income. ‘Median’ is created by dividing income distribution data into two groups, one having incomes greater than the median and the other having incomes below the median. ‘Average’ income is calculated by adding all incomes together and dividing the total by the number of responses. The following Tables will compare Rush City, Rushseba Township, Nessel Township and Chisago County housing affordability data in terms of median household income (Table 5-2) and Rush City and Chisago County in terms of median family income (Table 5-3).

**TABLE 5-2
AFFORDABLE HOUSING – GENERAL DEFINITION
30 PERCENT OF MEDIAN HOUSEHOLD INCOME**

Area	Median Household Income	"Affordable" Monthly Mortgage Payment*	"Affordable" Home Value at 6% interest/30 year term	"Affordable" Monthly Rent Payment
City of Rush City	\$34,219	\$ 855	\$142,500	\$ 855
Rushseba Township	\$47,917	\$1,198	\$199,500	\$1,198
Nessel Township	\$47,578	\$1,189	\$198,000	\$1,189
Chisago County	\$52,012	\$1,300	\$216,500	\$1,300
State of Minnesota	\$47,111	\$1,178	\$160,542	\$1,178

Source: U.S. Census – 2000

* Note: Does not include down payment or taxes and insurance which may be reflected in monthly mortgage payment

**TABLE 5-3
AFFORDABLE HOUSING – SECTION 8 DEFINITION**

Area	City of Rush City			Chisago County		
	Income	"Affordable" Home Value at 6% interest/30 year term	Approximate "Affordable" Monthly Rent Payment	Annual Income	"Affordable" Home Value at 6% interest/30 year term	Approximate "Affordable" Monthly Rent Payment
Median Family Income	\$40,380	\$168,250	\$1,010	\$57,335	\$238,750	\$1,433
Low income - one person household	\$22,613	\$ 94,000	\$ 565	\$32,108	\$133,750	\$ 803
Low income - two person household	\$25,843	\$107,500	\$ 646	\$36,694	\$152,750	\$ 917
Low income - four person household	\$32,304	\$134,500	\$ 808	\$45,868	\$191,000	\$1,147
Very low income - one person household	\$14,133	\$ 58,750	\$ 353	\$20,067	\$ 83,500	\$ 502
Very low income - two person household	\$16,152	\$ 67,250	\$ 404	\$22,934	\$ 92,250	\$ 573
Very low income - four person household	\$20,190	\$ 84,000	\$ 505	\$28,668	\$119,250	\$ 717

Source: U.S. Census & Department of Housing and Urban Development for Income. MDG, Inc. calculations of affordable mortgage and rent rates, Based on Section 8 definition of affordable. Affordable mortgage based on 6% interest and a 30-year term, with no money down.

* Note: Does not include down payment or taxes and insurance, which may be reflected in monthly mortgage payment.

** "Moderate" income defined here as 80% of median family income for Chisago County.

*** "Low" income defined here as 50% of median family income for Chisago County.

By condensing data above, it is possible to develop a range of affordability for owner-occupied and rental units in the City of Rush City. Table 5-4 depicts the range of affordability for housing Rush City residents can afford.

**TABLE 5-4
RUSH CITY
RANGE OF HOUSING AFFORDABILITY – FAMILY OF FOUR PERSONS**

	Owner – Occupied Home Value	Monthly Rental Cost
Affordable for Median Incomes	\$168,250	\$1,010
Affordable for Moderate Incomes (80% of Median)	\$134,500	\$ 808
Affordable for Low Incomes (50% of Median)	\$ 84,000	\$ 505

*Affordable mortgage based on 6% interest and a 30-year term, with no money down.

It is noted most housing affordability programs and data place emphasis on creating owner-occupied units at 80% of the median family income (moderate income) and, rental units at 50% of the median family income (low income). Since low-income persons are typically renters, the definition of 'low income' is tied to the number of persons in each unit. Therefore, the Comprehensive Plan as of the summer of 2004 will identify "affordable owner-occupied units" as those affordable for moderate-income families (80% of median income). Existing and new homes that are 'affordable' will be those between \$134,500 and \$142,500 (average of \$138,500). Affordable rental units are based on 50% of the median income and will be in the range of \$505 per month.

It is important to note the definition of 'affordable' in terms of a dollar amount will change as the cost of living increases and interest rates change. Therefore, the City should periodically review income/housing statistics and update the definition as warranted. Factors such as interest rates will impact housing affordability.

Demand for Affordable Housing in Rush City

The U.S. Census Bureau reports the actual income distribution in the City in terms of both median household and median family incomes. Income distributions can be compared to affordability standards to determine how many households and families in the City of Rush City may require affordable housing. In Table 5-5, households that may require affordable housing (based on family income) are depicted in the shaded areas.

**TABLE 5-5
RUSH CITY
FAMILY INCOME AFFORDABILITY**

Annual Family Income	Number of Families in Category	% of Total	Maximum Sustainable Monthly Rent - Efficiency Apt.	Maximum Sustainable Monthly Rent - One Bedroom	Maximum Sustainable Monthly Rent - Two Bedroom	Maximum Sustainable Home Value
Less than \$10,000	14	3.0	\$175	\$225	\$250	\$42,000
10,000 – 14,999	37	8.0	\$263	\$338	\$375	\$52,250
15,000 – 24,999	81	17.6	\$438	\$563	\$625	\$83,500
25,000 – 34,999	67	14.6	\$613	\$788	\$875	\$125,000
35,000 – 39,000	27	5.9	\$744	\$956	\$1060	\$155,000
40,000 – 49,999	71	15.5	\$875	\$1,125	\$1,250	\$177,000
50,000 – 74,999	111	24.3	\$1,313	\$1,688	\$1,875	\$260,250
75,000 – 99,999	35	7.6	\$1,750	\$2,250	\$2,500	\$364,250
100,000 - 149,999	11	2.4	\$2,625	\$3,375	\$3,750	\$520,500
150,000 - 199,999	5	1.1	\$3,500	\$4,500	\$5,000	\$728,508
200,000 or more	0	0.0	\$3,500+	\$4,500+	\$5,000+	\$832,500
Median = 40,380	459	100				

Source: United States Census, 2000 and MDG Calculations of Approximate Maximum Sustainable Home Value based on 6% interest and 30 year term, at 30% of average family income range.

The U.S. Census data provides poverty statistics. Compared to neighboring townships and cities, Rush City has a higher than average rate of individuals and families living in poverty, as illustrated below:

**TABLE 5-6
POVERTY LEVELS**

Income in 1999 below poverty level	City of Rush City	Rushseba Township	Nessel Township	City of North Branch
All Ages	11.6%	5.6%	5.3%	5.0%
Percent of families	10.2%	3.4%	1.8%	3.1%

Affordable Housing Supply – City of Rush City

The 2000 Census indicates the median monthly mortgage payment in the City of Rush City is \$851; the median gross rent per month is \$450. As indicated in Table 5-7, the median value of a home within the City was \$83,800. Medians within the City are significantly lower than those in Chisago County, the adjacent township and significantly lower than those in the state.

**TABLE 5-7
ESTIMATED ACTUAL HOUSING COSTS**

Area	Owner Occupied Hsg. Units*	Median Value	With Mortgage	Without Mortgage	Median Gross Rent
City of Rush City	378	\$ 83,800	268 (70.9%)	110 (29.1%)	\$450
Rushseba Township	103	\$107,200	91 (88.3%)	12 (11.7%)	\$488
Nessel Township	367	\$128,700	265 (72.2%)	102 (27.8%)	\$495
Chisago County	8,880	\$135,000	7,335 (82.6%)	1,545 (17.4%)	\$506
State of Minnesota	1,117,489	\$122,400	--	--	\$566

Source: 2000 Census.

U.S. Census indicates household units of 724 with 19 vacant units at the time of enumeration.

Owner-Occupied Housing Supply

The 2000 Census indicates that of the 705 occupied housing units, 448 were owner occupied units. The majority of these units (397 or 88.65%) were single-family detached units with the remaining 0.2% or one unit an attached unit, such as a townhouse. 41 units were classified as manufactured homes. The owner-occupied segment of Rush City's housing unit supply can be further described in terms of the value of the home (Table 5-8) and the monthly mortgage payment for those with mortgages (Table 5-9), which include statistics on 378 specified owner-occupied housing units.

**TABLE 5-8
RUSH CITY
OWNER OCCUPIED HOUSING VALUES**

<u>Value</u>	<u>Number of Units</u>	<u>Percent of Units</u>
Less than \$25,000	7	1.9%
\$25,000 -\$49,999	29	7.7%
\$50,000-\$99,999	237	62.7%
\$100,000-\$149,999	88	23.2%
\$150,000-\$199,999	13	3.4%
\$200,000-\$299,999	2	0.5%
\$300,000-\$499,999	0	0.0%
\$500,000-\$999,999	0	0.0%
\$1,000,000 or more	0	0.0%
Median Value	\$83,800	n/a

Source: U.S. Census

**TABLE 5-9
RUSH CITY HOUSEHOLDS BY MONTHLY MORTGAGE (IF UNIT MORTGAGED)**

Monthly Mortgage	Number of Units	Percent of Units
Less than \$300	2	0.75%
\$300-\$499	19	7.10%
\$500-\$699	59	22.00%
\$700-\$999	112	41.79%
\$1,000-\$1,499	63	23.51%
\$1,500-\$1,999	11	4.10%
\$2,000 or more	2	0.75%
Total	268	100.0%

Source: U.S. Census, 2000

Rental Unit Supply

Of the total amount of occupied housing units noted in the 2000 Census, 251 or 35.5% were occupied by renters. The type of housing unit for rental purposes varied as shown below:

**TABLE 5-10
RUSH CITY RENTAL UNITS**

Type of Housing Structure	Number	Percent
1 unit, detached	43	17.1
1 unit, attached	31	12.4
2 unit building	29	11.6
3 or 4 unit building	11	4.4
5 to 9 unit building	43	17.1
10 to 19 unit building	28	11.2
20 to 49 unit building	58	23.1
50 or more unit building	2	.8
Mobile home	6	2.4

Source: U.S. Census, 2000

A summary of the apartment units in buildings, which contain over four units, is included in the Table 5-11. The data was obtained from a telephone survey of apartment unit owners/managers.

**TABLE 5-11
RUSH CITY APARTMENT UNITS**

PROJECT	TYPE OF HOUSING General Occupancy/ Elderly	# of UNITS	BEDROOM MIX				CONTRACT RENT				NUMBER OF VACANCIES	YEAR BUILT
			STUDIO	1 BEDROOM	2 BEDROOM	3 BEDROOM or 2+ Den	EFFICIENCY	1 BEDRM	2 BEDROOM	3 BEDROOM or 2 BR+ DEN		
Bridgeford Apartments 735 W. 10 th Street	General Occupancy Subsidized	18	0	6	12	0	NA	\$660	\$700	NA	2	?
Rush Riverview Apt 450 S. County Rd 54	Family-Subsidized	24	0	0	16	8	NA	NA	\$838	\$902	0	1981
Rush Estates I 220-270 W. Division Rd	Senior	10										
Rush Estates II 100 N. Eliot Avenue	Senior	10										
Rush Oaks 20 N. Eliot Avenue	Senior-Subsidized	36	0	36	0	0	NA	\$390	NA	NA	4	1973
Rush City County Apt. 105, 145, 160 & 195 N. Eliot Avenue	General Occupancy	32	0	0	26	6	NA	NA	\$700	\$800	1	1994
Southfield Estates 500-635 Estate Drive	General Occupancy	24	0	6	14	4	NA	\$540	\$645	\$705	0	1998
Aagaard Apartments 15 S. Eliot Avenue		4										
Bremer Apartments 115 S. Bremer Avenue	General Occupancy	6	1	3	2	0	NA	\$600	\$450	\$575	0	?
Nelson Apartments 150 S. Irving Avenue	General Occupancy	9	0	3	6	0	NA	\$350	\$475	NA	1970s	No
Total	----	173										--

Source: Telephone survey of rental property managers, July 2004 by MDG, Inc.

The US Census 2000 notes that the median gross rent was \$450. The median contract rent was \$403. 52.8% of the renter-occupied housing units, in 2000, were occupied by householders 15 to 64 years, while 47.2% were occupied by householders 65 and older. 47.2% of rental units were occupied by non-family households. Of the rental units in the city, 43% were two-bedroom units, 33.5% were one-bedroom units, 18.3% were three-bedroom units, 3.6 had no bedrooms and 1.6 had four or more bedrooms.

III. EXISTING HOUSING STOCK

Type of Housing

The existing housing supply in Rush City includes single-family, duplex, townhome, multiple-family and mobile home units. According to the 2000 Census the existing housing stock is as follows:

**TABLE 5-12
TYPES OF HOUSING RUSH CITY**

	Total No.	Owner		Renter	
		No.	%	No.	%
Single-family detached	440	397	88.6%	43	17.1%
Single-family attached	32	1	0.2%	31	12.4%
Two-family units	34	5	1.1%	29	11.6%
Three or Four Units	11	0	0.0%	11	4.4%
5 or more units	135	4	0.9%	131	52.1%
Mobile Home	47	41	9.2%	6	2.4%
Total	699	448	100.0	251	100.0

SOURCE: 2000 Census. * = Occupied housing units.

Density

The 1990 Census reports a housing density of 689.6 persons per square mile in the city and 237.5 housing units per square mile of land. The City's zoning ordinance allows approximately three to four single-family units per acre in the R-1 Zoning District; four units per acre in the R-2, one and two family district and approximately fifteen units per acre in the R-3 or multiple family zoning district.

Building Activity

Historical building permits from 1993 – 2003 were analyzed for:

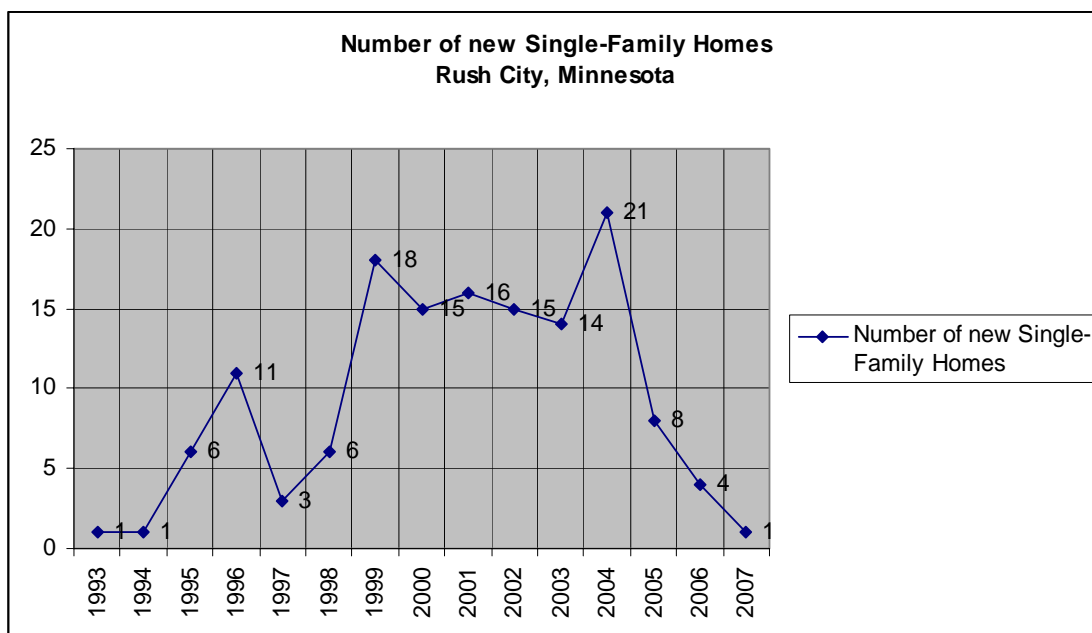
1. New single-family construction permits,
2. New apartment unit construction permits,
3. Single-family residential remodeling/re-roofing/residing permits,
4. Multiple-family residential remodeling permits, and
5. Single-family basement finishing and deck permits.

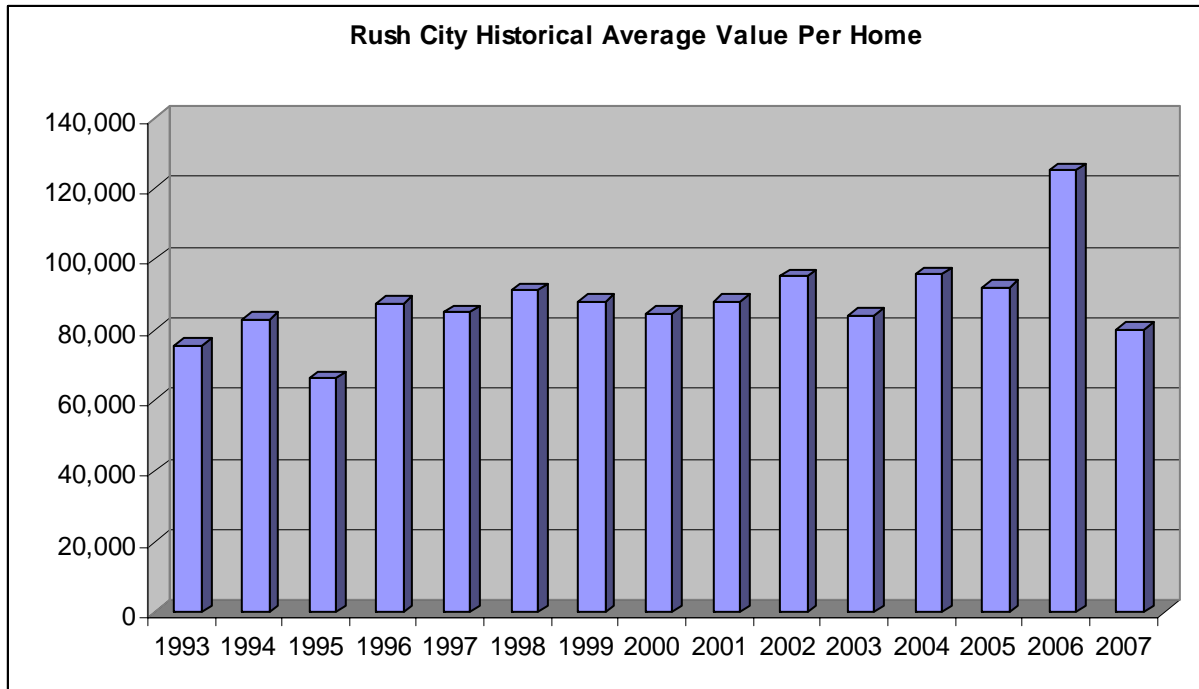
The graphs that follow summarize building permit information for the previous 15 years. The following charts illustrate new single-family home construction trends. Although a small amount of new single-family homes were constructed in the early 1990's, a significant spike in housing construction occurred between 1999 and 2004 and dropped off the past few years, similar to new housing starts state-wide.

**TABLE 5-13
NEW SINGLE-FAMILY UNIT HOUSING CONSTRUCTION SUMMARY**

Year	Number	Total Annual Residential Value	Average Value Per Home
1993	1	75,600	75,600
1994	1	82,900	82,900
1995	6	397,585	66,264
1996	11	964,086	87,644
1997	3	255,000	85,000
1998	6	547,900	91,317
1999	18	1,588,280	88,238
2000	15	1,270,420	84,695
2001	16	1,409,446	88,090
2002	15	1,426,164	95,078
2003	14	1,179,480	84,249
2004	21	2,013,095	95,861
2005	8	737,447	92,180
2006	4	500,688	125,172
2007	1	80,244	80,244
AVERAGE	9.3	836,078	89,488
TOTAL	140	12,528,335	---

Source: City of Rush City Building Permit Records





The average value of new single-family building permits was relatively stable between 1996 and 2006, with a significant increase in 2006 followed by a decrease in 2007. Due to the limited number of homes constructed in 2006 and 2007, these “average” values are skewed.

Tables 5-14 and the subsequent graph illustrate new multiple-family residential construction from 1999 to 2007. The City has added 44 multiple-family units to its housing inventory in the past nine years, with per unit values of construction ranging from \$57,726 to \$114,472.

**TABLE 5-14
NEW APARTMENT UNIT CONSTRUCTION
1999 – 2007**

Year	Multiple Family Construction in Dollars	# New Units	Average Value Per Unit
1999	0	0	NA
2000	0	0	NA
2001	\$ 320,000	4	\$ 80,000
2002	\$ 299,588	4	\$ 74,897
2003	\$ 380,876	6	\$ 63,479
2004	\$1,831,548	16	\$ 114,472
2005	\$ 390,140	4	\$ 97,535
2006	\$ 115,452	2	\$ 57,726
2007	\$ 519,240	8	\$ 64,905

Source: City of Rush City Building Permits.

Between 2000 and 2007, 138 new housing units were constructed in Rush City, with 94 of the units or 68% being single-family units and 44 multiple-family units (32%).

Condition of Existing Housing Stock

The condition of the existing housing stock in Rush City has been documented to be in generally good condition. A windshield survey of various residential areas conducted in June, 2004 reveals that most single-family structures are generally well maintained. However, some evidence of deterioration was cited, particularly in home sites in the original portion of the city.

While not necessarily a determining factor of condition, structure age is a good indicator as to the need to aggressively promote maintenance, rehabilitation and even redevelopment; for as a structure ages, maintenance needs increase. Neglected maintenance, especially for older structures, can lead to deterioration that will have a blighting influence to adjacent properties and the entire neighborhood.

The 2000 Census gathered data regarding the structural and facility characteristics of housing within the City of Rush City. According to the Census:

- Four housing units, two owner-occupied and two renter-occupied, lack complete plumbing facilities. The U.S. Census data on plumbing facilities were obtained from both occupied and vacant housing units. Complete plumbing facilities include: (1) hot and cold piped water; (2) a flush toilet; and (3) a bathtub or shower. All three facilities must be located in the housing unit for plumbing facilities to be considered complete.
- Two owner-occupied housing units lack complete kitchen facilities.
- 28 housing units, 17 owner-occupied and 11 renter-occupied, lack telephone service.
- 162 housing units, 129 owner-occupied and 33 renter occupied units, were built prior to 1939.
- 11 units have 1.51 or more occupants per room (4 owner-occupied and 7 rental), with the median occupants per room for owner-occupied at 0.46 and for rental at 0.49.

Housing Needs

A Housing Study, completed in September of 2000 by Admark Resources for the Chisago County Housing Redevelopment Authority (HRA). The study utilized 1990 Census and housing data, since the 2000 Census information was not yet available at that time. The Study, which is the most current local study available, recommended the following additional housing units for Rush City:

**TABLE 5-15
RUSH CITY HOUSING NEEDS**

Type	Units	Layout	Sq. Ft.	Rent/Price
Rental Units				
Affordable	4	1-Bedroom	900	\$525
General Occupancy	12	2-Bedroom	1,000	\$625
Townhome	8	3-Bedroom	1,100	\$725
Rental Units				
Market Rate	6	1-Bedroom	700	\$600
General occupancy	14	2-Bedroom	950	\$700
Apartment	4	3-Bedroom	1,250	\$850
Single-family affordable	40			Under \$150,000
Single-family-market rate	80			Over \$150,000

*Source: Admark Resources 2000 Housing Study for Chisago County.

The 2000 Census indicates 19 vacant housing units within the City at that time. Of those vacant, four units were for rent, three were for sale only, one was rented or sold, but not occupied, and 11 were classified as "other vacant". 93.3% of the vacant units were in structures built between 1970 to 1989. Eight of the vacant units had 1 bedroom, six of the vacant units had 3 bedrooms and the remaining four units had 2 bedrooms.

Upon reviewing building permits for multiple-family units, it is noted 44 multiple-family units were constructed since 2000. Some of these include “for sale” versus rental units. The study suggested a need for 24 affordable rental units and 24 general occupancy rental units, suggesting a need still exists.

According to the February 27, 2008 Multiple Listing Service, on-line, there were 52 single-family homes listed for sale in the Rush City area (address) ranging in asking price from \$69,900 to \$947,790. In addition there were eight (8) townhomes ranging in price from \$115,000 to \$184,000, no multiple-family units listed for sale and 50 lots for sale in the area, ranging in asking price from \$38,900 for a lot in the city to \$1.75 million for acreage outside the city.

The Minnesota State Demographer’s Office has projected Rush City’s population will increase from its 2006 estimate population of 3,056 to 6,069 by 2035. The City has historically averaged 2.52 people per household. The State Demographer’s Office projects declining household sizes, due to the aging population. For projection purposes, if Rush City’s household size is 2.5 people per household, this would suggest the number of households will nearly double between 2006 and 2035 from 1,213 households to 2,408.

**TABLE 5-16
RUSH CITY HOUSING PROJECTIONS**

Year	Population Projection	Households Projection
2006	3,056	1,213
2010	3,629	1,440
2020	4,709	1,869
2030	5,620	2,230
2035	6,069	2,408

Source: Population Projections- Minnesota State Demographer’s Office
Housing Projections: MDG, Inc. based on 2.5 people per household

Future housing needs will depend on changes in the economy, gas prices, housing styles, interest rates, availability of lots and land prices in North Branch to the south, expansion of the industrial and commercial bases and aging demographics. An updated Housing Study may provide greater insight with 2000 Census Data, updated State Demographer Estimates and the recent changes in the housing market state-wide.

IV. COMMUNITY INPUT

A community survey performed in conjunction with the updating of this Plan asked what type of housing respondents felt was most needed in Rush City. Results from 33 survey respondents follow:

Number of responses	Type of Housing
18	Senior Assisted Living.
14	Senior Apartments.
10	Condominium/Townhome.
10	Single-Family Residential.
7	Multiple Family Rental.

Comments:

Senior housing should be closer to downtown so they are within walking distance to the bakery and shops.

In addition to the type of units needed, respondents to the survey indicated they felt the overall condition of the existing housing stock within Rush City is in “good” condition (54.8%), 25.8% felt it is in “fair” condition, 12.9% rated the housing stock in “very good” condition and 6.5% felt it is in “excellent” condition.

The City does not have a rental code in place. A community survey conducted in conjunction with the updating of the Comprehensive Plan indicates 70% of respondents (23 of 33) thought a rental code and housing maintenance codes should be adopted.

Of those responding to the survey, 88% thought ample sites for new housing were available within the community. Most indicated areas to be targeted for future residential development included the area north of the schools, west of Interstate 35 by the golf course, the southeast section of the city and east of the City. It was also noted that the area south of the current manufactured home park would be suitable for housing, but would need a lift station to serve the area with municipal sanitary sewer.

Area Housing Organizations

Central Minnesota Housing Partnership

The Central Minnesota Housing Partnership (CMHP), located in St. Cloud, is a private non-profit Community Housing Development Organization (CHDO) with a 501(c)(3) designation. CMHP provides information, offers technical assistance, develops and implements affordable housing programs and rehabs/develops housing projects. The CMHP currently serves the counties of Aitkin, Benton, Carlton, Cass, Chisago, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Pine, Chisago, Sherburne, Todd, Wadena and Wright.

Chisago County Housing Redevelopment Authority

The Chisago County Housing Redevelopment Authority (HRA) has established office space in the City of North Branch. The HRA is involved in various housing endeavors within the county including the construction and leasing of the 18-unit Senior Townhomes in Irving First Addition, which commenced in 2007.

V. RECOMMENDATIONS

1. Actively review and promote potential areas of residential redevelopment and infill within the corporate limits as a means of promoting energized urban neighborhoods.
 - Implementation: City Administrator, Planning Commission, Chisago County HRA-EDA and City Council.
2. Awareness of aging population. The City should continue to prepare for increased aging of its population by working with the Chisago County HRA-EDA, identifying sites for future senior housing projects and applying for available funding to assist senior housing projects.
 - Implementation: City Council, Planning Commission, City Administrator and staff through the guiding of areas for senior housing.
3. The City should seek to assist low/moderate income homeowners in rehabilitating their dwellings, especially in the original townsite; e.g. Small Cities Block Grant administration.
 - Implementation: City Administrator, Chisago County HRA-EDA and City Council.

4. The City should encourage a range of property values and rent rates within the housing stock as a means of diversifying the population and sustaining the community. An over supply of one type of housing or level of housing cost should be avoided.
 - Implementation: Planning Commission and City Council.
5. The City, through its Subdivision Ordinance, Floodplain Ordinance and/or Shoreland Ordinance, should restrict or prohibit residential development affecting public waters/watercourses, wetlands, and other natural features as they perform important protection functions in their natural state.
 - Implementation: Planning Commission and City Council.
6. The City should address maintenance problems and code violations as a means of improving and strengthening the character of individual neighborhoods and avoiding blighting conditions. Violations of property maintenance, which infringe upon residential neighborhood quality, pose public health and safety problems and threaten neighboring property values should be addressed.
 - Implementation: Building Inspector and City Staff.
7. The City should protect low-density residential neighborhoods from encroachment or intrusion of incompatible higher intensity residential land uses, as well as non-residential use categories through adequate buffering and separation. Residential developments should be protected from and located away from sources of adverse environmental impacts including noise, air, and visual pollution through landscaping and screening adjacent to county roads, state highways and more intensive land uses.
 - Implementation: Planning Commission and City Council.
8. The City should monitor vacant housing units and the maintenance of those properties, with enforcement letters to property owners, to ensure the protection of market values of surrounding properties.
 - Implementation: City Administrator and Staff.
9. The City should support the update of a County-wide Housing Study to more accurately identify the housing needs in the community in the future.
 - Implementation: City Administrator and City Council.

TRANSPORTATION

I. INTRODUCTION

This Chapter of the Comprehensive Plan includes an overview of various transportation system components within the City of Rush City. The principal components of this section include:

- Functional Classification System of Roadways
- Analysis of Existing Transportation System
- Land Use Impact on Future Volumes
- Local, Regional and State Transportation Plans
- Transportation Recommendations

This element of the Comprehensive Plan is intended to provide guidance for the development of a transportation system that serves the access and mobility needs of the City in a safe, efficient and cost-effective manner. It is important the local transportation system is coordinated with respect to county, regional and state plans and that the system enhances quality economic and residential development within the City.

II. FUNCTIONAL CLASSIFICATION SYSTEM OF ROADWAYS.

Roadways are classified based on the type of function they are performing or intended to perform, within and through the City. The purpose of classifying roadways is to ensure they provide access in a safe and efficient manner. The classification assists in designing the appropriate roadway widths, speed limits, intersection control, design features, accessibility and maintenance priorities. Land use and development should be taken into account when planning functional classifications and roadway design. The ideal system is not always possible due to existing conditions, topography or other natural features. The classification system is intended to be used as a guideline and may need to be adapted as actual roadways are developed.

Access and mobility are the two of six key elements in transportation planning. Mobility is more important on arterials, which requires limited access points onto the arterial roadway. Access is more important on local roadways, which results in more limited mobility. As noted in the Chisago County Transportation Plan, completed by Bonestroo, Rosene, Anderlik & Associates in February, 2005, functional design stages include:

- Main movement
- Transition
- Distribution
- Collection
- Access; and
- Termination

As a part of the transportation plan analysis, an inventory of the roadway system is necessary in order to view certain characteristics. A key transportation goal for road authorities is to attempt to balance mobility (through traffic need) and access (abutting property owner need) functions of roadways. The concept of functionally classifying a road system provides some guidance and suggests that a complete system should consist of a mix of various types of roads to best address the needs of a variety of users. Therefore, an ideal system includes major arterials (strictly emphasize mobility), minor arterials (emphasize mobility), collectors (address mobility and limited access) and local (focus on access) streets. Functional classes of the same roadways may vary in different areas and access management guidelines and roadway characteristics differ depending on the nature of the surrounding land use (i.e. urban, urbanizing or about to become urban and/or rural). All street classifications within Rush City are defined

as being within an urban boundary (as opposed to urbanizing and/or rural areas). The functional classifications of roadways within the City of Rush City are illustrated on Map 6-1. They are classified according to Chisago County guidelines as follows: Federal Interstate, Major Arterial, Minor Arterial, Major Collector, Minor Collector, Local Roadway and Rivers and Lakes.

A. Federal Interstate:

Interstate 35 (I-35) is classified by Chisago County as a federal interstate. Traffic counts along I-35, as of 2003, were 27,300 average daily trips (ADT) south of the County Road 1 intersection and 26,450 ADT north of the County Road 1 exchange.

B. Principal Arterials:

Other than I-35, there are no roadways classified as Principal Arterials within Rush City. Principal arterials connect communities with other areas in the state and other states. Emphasis is placed on mobility rather than land access. Intersections with principal arterials are usually limited and controlled. Direct access to principal arterials from local or residential streets is generally not allowed and should be discouraged. The nature of land uses adjacent to principal arterials is typically of a higher intensity. Principal arterials as described by the Chisago County Transportation Plan are typically spaced every 2 to 3 miles for a fully developed area and 4-6 miles for developing areas and allow 40 miles per hour average speeds during peak traffic periods. Also, little or no direct land access should be allowed with an urban area.

C. Minor Arterials:

There are no minor arterials located within Rush City. Like principal arterials, minor arterials emphasize mobility as opposed to land access. Minor arterials generally connect urban service areas in developed communities to areas outside. They typically provide access for medium to short trips. Minor Arterials are generally spaced every $\frac{1}{4}$ to $\frac{3}{4}$ miles apart in metropolitan areas and 1 to 2 miles apart in developing areas. Minor Arterials are designed to allow traffic to flow at an average speed of 20 miles per hour in fully developed areas and 30 miles per hour in developing areas during peak traffic times.

D. Major Collector Streets:

The major collector street system facilitates movement from minor arterials and serves shorter trips within the County. Per the Chisago County Transportation Plan definition, collector streets have equal emphasis on both access and mobility. Major collector roads are typically spaced every $\frac{1}{4}$ to $\frac{3}{4}$ mile in a fully developed areas and $\frac{1}{2}$ to 1 mile in developing areas. Major collector streets within the City of Rush City include Highway 361, County State Aid Highway (CSAH) 7, CSAH 30 and CSAH 1.

E. Minor Collector Streets:

Minor collector streets within Rush City include CSAH 55 and CSAH 5. Minor collectors provide connections between neighborhoods and commercial/industrial areas and the major collector/minor arterial system. Access is slightly emphasized over mobility in minor collectors and they are typically spaced every $\frac{1}{4}$ to $\frac{3}{4}$ mile in fully developed areas and $\frac{1}{2}$ to 1 mile in developing areas.

F. Local Streets:

Local streets connect blocks and land parcels. The primary emphasis is on land access. In most cases, local streets will connect to other local streets and collector streets. In some cases, they will connect to minor arterials. Local streets serve short trips at low speeds. Local streets generally occur at every block. Due to the number of local streets, a listing of street names is not included.

III. ANALYSIS OF EXISTING TRANSPORTATION SYSTEM

The existing conditions of the transportation systems are an important consideration in the determination of future needs. Discussion of certain existing elements of the roadway, air and transit systems in Rush City follows.

A. Existing Traffic Counts.

The Minnesota Department of Transportation has documented traffic volume information for major roadways within Chisago County, including those within the City of Rush City. Daily volumes, as of selected years, as well as the 2030 projections from MnDOT and Chisago County are illustrated in Table 6-1.

**TABLE 6-1
HISTORIC AVERAGE DAILY TRAFFIC COUNTS**

Roadway	Location	ADT 1993	ADT 1997	ADT 2003	ADT 2005	Percent Change 1993 to 2005
I-35	South of CSAH 1	17,300	20,459	27,300	25,300	46.2%
I-35	North of CSAH 1/Highway 361	18,000	19,799	26,450	24,100	33.9%
CSAH 1	West of Interstate 35	NA	NA	2,400	2,600	NA
Highway 361	East of Interstate 35 to Field Avenue	3,700	5,079	5,450	7,100	NA
Highway 361	West of CSAH 30 to Field Ave.	1,550	NA	3,700	5,200	292.0%
County Road 7	From Fairfield Ave. to CSAH 9	1,250	1,583	1,950	2,000	60.0%
Highway 361	From CSAH 30 north to W. Colfax St.	NA	NA	3,800	3,650	NA
County Road 30	South of CSAH 5	NA	NA	2,450	2,550	NA
County Road 55	East of Highway 361	NA	NA	580	750	NA

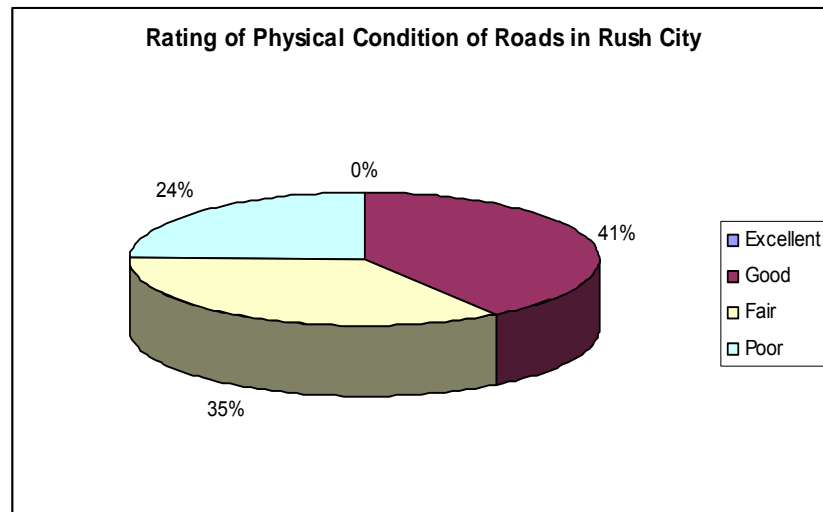
Source: February, 2005 Chisago County Transportation Plan, 2004 and 1997 Rush City Comprehensive Plan/MnDOT

B. Physical Condition of Roadways

Community survey participants were asked (original survey with 32 participants in 2004, with five new Planning Commissioners and Council members participating in 2008), to rank the overall physical condition of roadways within the community, results follow:

<u>Condition</u>	<u>Percent</u>
Excellent	0%
Good	41%
Fair	35%
Poor	24%

It is noted most of the “poor” rating occurred in 2008 survey responses, suggesting either a decrease in the condition of roadways, or individuals who feel the roadways need more improvements.



Survey participants were also asked to identify specific priorities for the improvement of roadways within the community. Participants identified a need to improve the following:

- 10 Stoplight needed by the Bank/Mall
- 5 Field Avenue and Fourth – semis on Fourth stop and wait. Reroute traffic of Fourth out of residential areas. Could go Fairfield to Co. Road 7.
- 4 County Road 7 – needs to be reconstructed and widened.
- 2 County Road 54
- 2 Wider bridge with double lanes needed at the interchange of I-35
- 2 More Railroad crossings. In the afternoon railroad box cars switch.
- 2 40 mph speed limit from freeway to city on Co. Rd 7 needs to be reduced.
- 1 County Road 61 – need to pave the shoulders.
- 1 Need a better sidewalk system to the schools.
- 1 A walking path/trail to County Road 54.
- 1 Footbridge and trail along Rush Creek and Harte Avenue.
- 1 Need a road on the south end of the industrial park to 30 or west to Jay Addition.
- 1 Pave outer roads.
- 1 Additional freeway interchange as growth occurs.
- 1 Trees block the view at intersections.
- 1 Corner by the Living Waters Church and Rush Point Rd by the Roller Rink.
- 1 Semis trying to turn left by Holiday stop to let cars move out of their way resulting in traffic backing up.
- 1 Elliot and Fourth – limited sight/visibility.
- 1 Corner of Dana Street and 5th Street.
- 1 Field and Fifth.
- 1 Streets and sidewalks are lacking in attention, much work needed.
- 1 School corridors and travel times.

C. Railroad System

At one point the Blueberry Special Railroad traveled from the City of Rush City east to Grantsburg. Today the St. Croix Valley Railroad Company utilizes the Burlington Northern Railway within the community. The railroad extends approximately 37 miles from North Branch to Hinckley. According to the Chisago County Transportation Plan and MnDOT, approximately two trains per week travel this route, at average speeds of 25 miles per hour. According to MnDOT there were no vehicular/train crashes from 2001 to 2003.

At grade roadway/railway intersections are located at the following locations within Rush City:

1. At the intersection of Fourth Street
2. At the intersection of Fifth Street; and
3. At the intersection of Eighth Street

As growth continues to occur, a future roadway/railway crossing may be needed to the north at West Colfax Street and the south at a future east/west minor collector street.

D. Transit Service

The Chisago-Isanti County Heartland Express currently provides transit bus service within the City of Rush City. It was noted as a part of the community survey, that there is a misconception that this service is only available for senior citizens. Curb to curb service is provided from 6:00 a.m. to 6:00 p.m. Monday through Friday, for anyone in the county who requests the service. Vehicles are ADA accessible.

Rush Line Corridor is a 80 mile segment that begins at Minnesota's Union Depot in downtown St. Paul and heads north through Ramsey, Anoka, Washington, Chisago and Pine Counties and ends in Hinckley. The corridor includes many railroad and roadway right-of-ways and was established to develop both long and short term transit improvements to help meet the mobility needs of corridor residents, businesses and users. The Joint Powers Organization Task Force was created in 1999 to oversee the operations of the Rush Line. The intent of the corridor was to produce various options such as better bus connections, commuter trains or a busway in the railroad right-of-way, and development of park and ride or park and pool locations. Figure 6.1 illustrates the Rush Line Corridor

**FIGURE 6-1
RUSH LINE CORRIDOR**

At this time a study is underway to determine long term transit options in the corridor, including the potential for commuter rail. The study is expected to be completed some time in 2009. Previously a study was completed in September, 2001, which recommended improving mobility in the corridor in the short term and longer term improvements including commuter rail and a bus way. In October of 2007 the task force voted to request operating funds from the state legislature in 2008 to implement a commuter bus service scenario that will operate a coach bus service from the North Branch area to downtown St. Paul.

Funding has been received for various projects within the Rush Line Corridor such as the Maplewood Mall Transit Center, two van-pool vans, a park and ride lot at the new I-35 CSAH 17 interchange and for a transit center in Forest Lake.

The community survey indicated most respondents (41%) were uncertain whether or not public transportation access and services are being adequately met for all age groups. The remaining responses were split between persons who believe public transportation is being adequately met for all age groups



(35%) and those who believe public transportation does not adequately serve all age groups within the community (24%).

E. Air Service

The Rush City Regional Airport was originally developed in 1961 and consisted of a 2,600 foot landing strip. In 1978 the landing strip was expanded to include a 3,200 foot by 75 foot paved runway. Today the airport features one paved 4,400 foot by 75 foot paved runway with a green/white non-directional beacon (lighted land airport) and a full-length parallel taxiway. A total of 45 to 50 aircraft are housed on site in 23 hangers, many of which house two or more aircraft. The airport has an average of 10 operations per day during the week and between 60 and 70 per day on weekends, the majority of which are for local, general aviation purposes. The airport is manned from 8:00 a.m. to 4:30 p.m., Mondays through Fridays and 8:00 a.m. to 1:00 p.m. on Saturdays and Sundays.

The Airport Board has prepared a capital improvement plan for future airport improvements. Future plans for the airport call for a paved crosswind runway and additional hangar space in the process of planning for additional hanger space as well modifying zoning restrictions near the airport. The City had also submitted requests for state funding for a taxiway and cross runway and plans have been submitted to the FAA.

As a part of the community survey, participants were asked how important they felt the airport was to the community. One quarter (32%) noted they felt it is very important, just over a quarter (27%) responded that it is important, 35% said it is somewhat important and 5% noted it is not important.

Survey respondents suggested the following improvements:

- 10 Taxi lane (now completed)
- 5 Cross-runway.
- 2 Additional parking.
- 1 Small interstate airline.
- 1 Building layout plans with matching colors and styles.
- 1 Improving the entrance; possible industrial park near airport

F. Sidewalks and Trails

As a part of the community survey, respondents were asked for input on where sidewalks and/or trails should be required. 65% indicated sidewalks leading to educational facilities should be required, 49% indicated sidewalks should be installed leading to Main Street businesses, 46% indicated sidewalks should be required in locations leading to or connecting parks, 32% indicated sidewalks or trails should be located within all subdivisions, 24% indicated sidewalks or trails should be installed within all recreation areas or parks and 3% indicated sidewalks should not be required anywhere.

There are a number of sidewalks within the older sections of Rush City, with limited trails. As a part of the 2004 Subdivision Ordinance update, the City began requiring the installation of sidewalks and/or trails within new subdivisions, along collector streets and arterials as well as leading to parks. A local trail plan is included as Map 6-2.

On a regional basis, the Sunrise Prairie Trail, an off-road, bituminous paved trail serves as a regional trail from North Branch to the Washington County border. There is also an unpaved trail which runs parallel and is used for horse back riding and snowmobiling. There are twenty DNR trails throughout Chisago County, which are generally less than ½ mile in length. Chisago County adopted a Parks and Trail Comprehensive Plan in 2002. Proposed trails which impact Rush City include a connection from Dennis Frandsen Park along County Road 1 connecting to a trail which parallels Interstate 35, which in turn connects to an east-west trail along County Road 5 and runs east to connect to the Sunrise Prairie Trail along the river. The proposed trail from

Rush City to Dennis Frandsen Park would also loop south connecting Rush Point, Stark, east to Fish Lake Park and again north to connect to Rush City via a trail along Interstate 35.

G. Other Transportation Services

During the community survey process respondents identified a need for a park-and-ride location for commuters that ride share. The possibility of future light rail was also mentioned. Taxi service is not currently within the City of Rush City and is not anticipated to have the demographics to support this service for some time.

IV. LAND USE IMPACT ON FUTURE TRAFFIC VOLUMES

The analysis of the transportation system of Rush City is primarily concerned with the roadway system since that is the principal element through which people and goods are transported. The preparation of a thoroughfare plan considers many factors including, but not limited to; existing roadways, regional transportation plans (state and county) and future volume projections.

A. Projected Traffic Volumes

The projection of traffic volumes to a future year is highly dependent upon expected development within the City of Rush City and the growth area. Another factor, particularly as it relates to arterial roadways, is the expected increase in through traffic volumes on those facilities. Those volumes, which may or may not have destination within the city, are dependent upon regional and state growth. Table 6-2 illustrates projected traffic (average trips/day) based upon land use calculations (acreages needed to support growth versus actual acreages included in the growth boundaries) established in Chapter 4 of the Comprehensive Plan.

**TABLE 6-2
VEHICULAR TRIPS GENERATED BY NEW DEVELOPMENT**

Land Use	Assumed Density for Volume Projections	Total Units/Acres Assumed	Daily Trip Rate per Unit/Acre	Estimated Daily Trips
Residential—Low Density (1 and 2 family)	3.0 units per acre	864	9.57/DU	8,268
Residential – High Density	6.0 units per acre	254	7.0/DU	1,778
Commercial/Industrial	250 acres	150 acres	55/ac	8,250
Sub Total Additional Trips				18,296
Assume 50 percent of the Highway Commercial Trips are Pass-By or Dual Purpose Trip Types				-1,375
Total Net Additional Trips				16,921

- The assumed land use traffic generation is develop by application of trip generation rates in the Institute of Transportation Engineers (ITE) report title Trip Generation, 7th Edition, 2003.

The calculations for the new development assumptions indicate nearly 17,000 additional daily vehicle trips could be generated by projected land uses within the City by the year 2035. Although these trips will be spread out across the entire roadway system, roadways primarily being impacted are expected to include TH 361 (Fourth Street), County Road 1, County Road 7, County Road 54, County Road 30 and Interstate 35.

Table 6-3 and Maps 6-3 and 6-3b illustrate traffic counts for specified roadways within Rush City in 2005 compared with those projected for 2030.

**TABLE 6-3
2030 PROJECTED TRAFFIC VOLUMES**

Roadway	Location	ADT 2005	Projected ADT 2030	Percent Change 2005 to 2030
I-35	South of CSAH 1	25,300	46,100	82.2%
I-35	North of CSAH 1/Highway 361	24,100	42,800	77.6%
CSAH 1	West of Interstate 35	2,600	5,800	123.1%
Highway 361	East of Interstate 35 to Field Avenue	7,100	13,800	94.4%
Highway 361	West of CSAH 30 to Field Ave.	5,200	9,400	80.8%
Highway 361	From CSAH 30 north to W. Colfax St.	3,650	5,900	61.6%
CSAH 30	South of CSAH 5	2,550	3,650	1,100%
CSAH 55	East of Highway 361	750	950	26.7%

Source: Chisago County Transportation Plan, February, 2005 and MnDOT 2005 traffic count. Projections were based on existing traffic volumes, existing land uses, census information and the Technical Advisory Committee (TAC) input. Volumes may be higher based on proposed new land uses in this Comprehensive Plan.

B. Access Management

Managing access points along roadways is important in order to maximize the capacity of the roadway and provide safe routes. Access management is increasingly important along collector streets and arterials. Access management is controlled by the city (local collector streets) the County (county roads) and MnDOT (adjacent to state highways). Land use decisions have an impact on the efficiency of the transportation system. MnDOT has recommended the following access spacing for I-35.

**TABLE 6-4
MNDOT RECOMMENDED ACCESS SPACING**

Area or Facility Type	Typical Functional Classification	Intersection Spacing		Signal Spacing	Private Access
		Primary Full Movement Intersection	Conditional Secondary Movement		
Freeway	Principal Arterial (Interstate 35 in Rush City)	Interchange Access Only		Not allowed	Not allowed
Full Grade Separation		Interchange Access Only		Not allowed	Not allowed
Rural, Ex-Urban & Bypass		1 mile	1/2 mile	Interim Only By Deviation Only	By Deviation Only

Source: Chisago County Transportation Plan, February, 2005

Chisago County has prepared access spacing guidelines for roadways throughout the county and has approved Ordinance No. 05-2, an Access Management Ordinance. The purpose of the Access Management Ordinance is the need for regulation of entrances from adjoining lands to

the traveled way of the County State Aid Highways and the County Road Systems under County supervision in order to promote the public safety, the esthetic values and engineering integrity of the County road systems. Access permits will be required for any new access onto a county road, revised use of or improvement to an existing access onto a County Road or County State Aid Highway or a development proposal or plat adjacent to an existing or proposed County Road or County State Aid Highway. Rush City should verify all new access points or work within county right-of-way meets County requirements prior to local approval. Following are recommended spacing guidelines and typical posted speeds:

**TABLE 6-5
ACCESS SPACING GUIDELINES**

Functional Class/ Roadways in Rush City	Median Treatment	Existing and Proposed Land Use	Typical Posted Speed (MPH)	Full Median Opening Spacing (Miles)	Minimum Signal Spacing (Miles)	Spacing Between Connections (Feet)**
Minor Arterial (None in Rush City as of 2008)	Divided	Rural	55	1/2	1/2	820
		Urban	≥40	1/2	1/2	490
		Urban Core	<40	1/4	1/4	275
	Undivided	Rural	55	NA	1/2	820
Collectors (Highway 361, CSAH 7, CSAH 1, CSAH 30, CSAH 55, CSAH 5, CSAH 9)	Divided	Urban	≥40	1/4	1/4	435
		Urban Core	<40	1/8	1/8	275
	Undivided	Rural	55	NA	1/2	585
		Urban	≥40	NA	1/4	435
Other County Roads	Undivided	Urban Core	<40	NA	1/8	310
		Urban	≥40	NA	1/2	550
					1/4	400

*Source: Chisago County Transportation Plan, February, 2005

**Distances are based upon spacing between connections (major roads, local public streets and private driveways. Distances are minimum and greater spacing is beneficial.

C. Traffic Calming

During the past few years, traffic calming in residential areas has been a hot topic. In the very near future, it is expected that calming may be a technique that could spread to collectors and arterials and in some areas of the country, traffic calming of collectors is being pursued.

Traffic calming is a popular way of addressing various traffic aspects on residential streets. It allows interested citizens to voice their opinions on what they don't like, and to suggest improvements. Traffic calming can be a viable approach to decreasing volume and speed problems on residential streets. Residential traffic calming and traditional neighborhood designs are tools that can be used to help address the complex demands for more livable communities. The goal of moving traffic efficiently and safely and, at the same time, providing more "comfort" in our communities is bringing together the many various elements used when analyzing roadways. This concept of bringing together various transportation planning and design features is called harmonization.

There are many residential street traffic-calming techniques being used throughout the United States. Some are successful and some are not. A wide range of traffic calming techniques has

been used over the years. They range from physical changes to the roadway system to traffic control techniques that use signing and/or pavement markings. It may be beneficial for the City to research the integration of traffic calming techniques into the residential areas as a means of promoting safe and efficient traffic movement. The street arrangement adjacent to the Business Park may be an area where traffic calming techniques could alleviate commercial traffic from entering residential areas.

V. TRANSPORTATION PLANS

The thoroughfare plan for the City in conjunction with the land use plan and other infrastructure plans, provides a guideline for which growth can be accommodated in a reasonable fashion and existing issues regarding transportation can be addressed. Local, regional and state transportation plans follow:

A. City Transportation Plans

The City of Rush City is in the process of developing a Capital Improvement Program, which identifies proposed street project within a 5-year plan. Local street improvement projects which have been identified as a part of the community survey, Planning Commission meetings and community meetings include:

1. The potential addition of an interchange at the CSAH 7/Interstate 35 crossing,
2. Improvements including urban design and widening of CSAH 7, as well as the possible re-routing of CSAH 7 to provide a secondary access to the industrial park,
3. Improvements to County Road 54,
4. Addressing traffic congestion due to limited railroad crossings, with the possible addition of a crossing north of Fourth Street,
5. The realignment of the CSAH 7 and CR 54 to form a 90 degree intersection, and
6. The addition of trails and/or sidewalks to provide safer pedestrian access from the south side of the City (south of Highway 361/Fourth Street) to the school and park/community center.

Future collector streets have been identified on Map 6-4. The location of these collector streets has been based on recommended spacing of collector streets, land uses, topography and existing roadways. It is important to note the attached map is for illustrative purposes only and not intended to constitute an official transportation map.

B. County Transportation Plans

The Chisago County Transportation Plan identifies transportation issues on a county wide basis to be addressed. Included are 29 "Hot Spot Crash Locations". Within Rush City is the I-35 at TH 361/CSAH 1 Freeway ramp. The crash rate (number of crashes per million vehicles) on the ramp is 1.23, while the cross streets are 7.18.

The County's Transportation Plan calls for the reclassification of roadways as well as addition of roadways throughout the county including within Rush City and the proposed growth boundary. A summary of these proposed changes are as follows, and are depicted on the attached Map 6-5.

- Reclassification of CSAH 30 from Wyoming north to Highway 361 to the County border, from a major collector to a minor arterial.
- Identification of County Road 54 from the intersection with CSAH 7 to the intersection of Highway 361 as a potential major collector.
- Identification of County Road 54 from the intersection of CSAH 3 to the northern County border as a potential minor collector.
- Identification of CSAH 39 from Highway 361 to the intersection of CSAH 3 as a minor collector.
- Identification of CR 53 from the intersection of CSAH 1 to the intersection of CSAH 3 as a minor collector.

- Identification of Evergreen Avenue, from CSAH 7 intersection to CSAH 1 intersection as a minor collector. This segment of roadway has been identified as a possible turnback from Nessel Township to Chisago County.

C. State Transportation Plans

The City of Rush City has expressed possible interest in approaching MnDOT in the future regarding a full intersection at CSAH 7 and Interstate 35, however, no action has been taken or is anticipated at this time. An interchange at CSAH 7 and I-35 would greatly impact the south portion of Rush City. The project is not in the county or state's capital improvement plan at this time.

The state has identified a 4.5 mile segment of TH 361 from Interstate 35, east to CSAH 30 and north to Pine County as a possible turnback to the County. The jurisdiction of the roadway, along with maintenance would transfer from MnDOT to Chisago County. Improvements are typically made to roadways at the time of turnbacks. The City should coordinate utility improvements with any county or state planned roadway improvements prior to finalization of plans. This may be an opportunity to investigate decorative lighting, walkways and other improvements to connect the highway commercial district with the downtown. Map 6-6 illustrates the potential turnbacks located within Rush City and surrounding area.

D. Transportation Funding

There are a number of various funding mechanisms available to support transportation projects these include the following:

1. **Federal Funding.** Rush City may apply for federal funds for highways through the Surface Transportation Program of the Federal Highway Trust Fund, through MnDOT's District 3 Areas Transportation Partnership (ATP). Solicitation occurs approximately every two years, with federal funding covering 80% of a project cost. The next solicitation is anticipated in July 2005 for projects to be completed in 2009 and 2010. Types of projects funded include highway reconstruction, safety projects, trails which are part of a projects, transit and park-and-ride projects.
2. **MSAS System.** The State of Minnesota, through the gas tax and license fees, collects funds to be used to construct and maintain the State's transportation system. Most of the funds collected are distributed for use on the State's Trunk Highway (TH) system, the County State Aid Highway (CSAH) system and the Municipal State Aid Street (MSAS) system. Of the funds available they are distributed 62% TH, 29% CSAH and 9% MSAS. When a city's population goes above 5,000 they become eligible to receive a portion of the MSAS funding. According to population projections found in Chapter 3, Demographics, Rush City is anticipated to reach a population of 5,000 sometime between 2015 and 2020.
3. **MnDOT Cooperative Funds.** The State of Minnesota has funds available to assist with cooperative projects which increase safety and mobility. Improvements to TH 361 may be eligible for this type of funding.
4. **Minnesota Railroad-Highway Grade Crossing Safety Improvement Program.** This program is available to increase the safety at at-grade railroad crossings. Funds may be used for the installation of warning devices, signal installation and upgrades, signs and pavement markings, crossing closures, roadway relocations, lighting, crossing alignments and grade improvements and grade separations.
5. **MN Department of Natural Resources Grants.** Various federal and state grants are available for the development or reconstruction of trails. Typically grants require a 50% match and illustration that the trail is not only of local importance but also of regional significance. Grant programs through the DNR for trail projects include the Federal

Recreational Trail Grant Program, Regional Trail Grant Program, Outdoor Recreation Grant Program, and Local Trail Connections Program.

6. **Collector and Local Streets.** Developers may be required to fund the entire cost of minor and major collector streets, as well as local streets as a part of their development fees.

VI. Transportation Recommendations.

A number of recommendations for transportation planning are noted throughout this Chapter. Following is a summary of key items:

A. Interstate 35

- At the time of this Comprehensive Plan update, MnDOT does not have any plans for the installation of an interchange at the I-35/CSAH 7 intersection. The Planning Commission has guided land in this vicinity for highway commercial development and expressed a strong desire to pursue a second interchange. The City should continue to monitor traffic levels at the I-35/CSAH1/Highway 361 interchange and remain in contact with MnDOT regarding future plans and local needs.

B. State Highway 361

- To protect the integrity of the T.H. 361 corridor and the safety of the public, the City should consider implementing a frontage road system in areas adjacent to T.H. 361 in areas guided toward commercial development.
- The City should coordinate utility improvements with any county or state planned roadway improvements, especially prior to a turnback of T.H. 361 from the state to the county. This may be an opportunity to investigate decorative lighting, walkways and other improvements to connect the highway commercial district with the downtown.
- The City should promote T.H. 361, CSAH 1 and CSAH 30 entrances to Rush City as a high-quality, aesthetically pleasing corridor which creates a distinctive impression of the City. Quality building materials, limited outdoor storage, preservation of existing environmental features, working with utility service providers to place utilities underground and landscaping should be emphasized.
- The City should promote safe pedestrian crossings of T.H. 361.

C. County State Aid Highway 7 and County Road 54 Corridors

- The City should continue to work with the County elected and appointed officials to include CSAH 7 and County Road 54 on the County's Capital Improvement Plan to address needed reconstruction to an urban design and potential trails along the roadways when improved.
- The City should continue to work with the County to identify a possible alternative route for CSAH 7 to provide a secondary access to the industrial park.

D. Collector Streets

The location of collector streets promotes orderly development. As development plans are presented to the City, future collector streets should be designed to provide continuity and prudent access to other collector streets and arterials and adhere to the recommended access management guidelines.

In the context of regional transportation planning and to most efficiently provide for the development of future roadways, the City should develop an official future transportation plan and map examining:

- The capacity of existing streets and the timing of improvements/reconstruction based on threshold increases in vehicle trips;
- The projected costs of said improvements/reconstruction;
- Depicting future collector street corridors which reflect spacing guidelines consistent with urbanizing and rural development factors;
- Projected municipal costs associated with the identification of collector street corridors, right of way acquisition, etc.

E. Local Streets

- Local streets primarily function to serve residential neighborhoods and other areas of lesser daily traffic volumes. The extension and/or spacing of future local streets should promote excellent access to lower intensity land uses and discourage excessive vehicle speeds. Local streets should not be used for on-site traffic circulation which should be accommodated off the right-of-way.
- Local streets should be laid out to permit efficient plat layout while being compatible with the area's topography, adjacent roadways, municipal utility plans and environmental constraints.
- As the street system continues to expand, street maintenance such as snowplowing, grading rural roadways, dust coating, routine maintenance, etc. will become increasingly important issues. Additional street construction will either increase contracted labor expenses or necessitate an expansion of the City's services provided by the municipal public works department. Prior to approving proposed subdivisions, consideration should be given to the City's ability to provide municipal services, facilities and equipment for snowplowing, street grading, minor street repair, dust-coating, etc. on either a contracted or staff basis.
- Additional vehicle trips generated by proposed development and dispersed over the existing roadway system shall be examined relative to the capacity of existing roadways to accommodate increased traffic.
- The city should develop a Capital Improvement Plan which contains budgets for new construction, reconstruction and scheduled upgrading of the street system, with scheduled maintenance seal coating and storm sewer cleaning. The City should implement a schedule for roadway maintenance and reconstruction (e.g. seal coating every 4-5 years; complete reconstruction or mill/overlay every 15-20 years; re-grading/conversion of gravel roads; etc.).
- To avoid duplicate costs the City should correlate future road construction/reconstruction with municipal utility construction and reconstruction. In addition, the City should advise private utility service providers of proposed urban subdivisions and/or construction/reconstruction project to ensure efficient construction/repair/replacement of services including natural gas, electrical and telephone facilities.

F. Transit/Alternate Modes of Transportation

- To diminish/prevent congestion, the City should encourage alternate and/or integrated transportation methods which are less dependent on motor vehicles. The City could promote and encourage walking and biking as alternate transportation methods. The City should strive to provide park and ride facilities near Interstate 35 as a means of encouraging car-pooling and ride sharing. As the population ages and diversifies, bus service will become an important amenity in the community and should be promoted. Special attention should be

given to improving pedestrian access, movement and crossings to provide both convenience and safety.

- The City should be involved with the Rush Line Corridor Task Force to promote the regional transit needs of not just Rush City but Chisago County and beyond. The City could promote commuter rail service or the bus transit way to be extended to Rush City.

PUBLIC UTILITIES: SEWER

I. INTRODUCTION

This portion of the Comprehensive Plan will:

- Review existing wastewater facilities.
- Review proposed wastewater facilities.
- Provide recommendations for future use of the wastewater (sanitary sewer) system

II. SUMMARY OF EXISTING FACILITIES

The City of Rush City's wastewater treatment ponds were placed into operation in 1999. A comprehensive sewer plan is not in effect at the City. If completed, a Rush City Comprehensive Sewer Plan could assist the City in proactively determining sanitary sewer collection and treatment system issues and needs as the city grows.

Capacity. The wastewater treatment ponds have a capacity of 399,500 gallons per day (average annual flow). Average demand for the system is currently 270,000 gallons per day. According to the City Engineer each person contributes an average of 75 to 100 gallons per day (GPCD) or based on the average 2.52 persons per household, 189 to 252 gallons per household to the system. Using those assumptions, the additional treatment capacity (128,500 gallons) is expected to serve approximately 510 to 680 additional households, not including business development. The City currently has a number of residential subdivisions already platted, with approximately 217 vacant platted lots which, if developed with the average of 2.52 persons per household would add 547 residents as illustrated in Table 7-1.

**TABLE 7-1
VACANT PLATTED LOT INVENTORY 2008**

Plat	Potential New Homes	Potential New Residents
Brookside Single Family Lots	12	30
Brookside Townhomes	86	217
Irving Addition	10	25
Rush Creek Bluff	33	83
Rush Creek Estates	72	181
Rush Landing	4	10
Total	217	547

With a capacity to serve 510 to 680 additional households, Table 7-2 suggests the city will have capacity in its wastewater treatment ponds to serve projected household growth between the years 2015 and 2020, or seven (7) to twelve (12) years of growth. Again these projections do not include capacity required to service new industrial users or commercial (retail/service) businesses. As additional plats are submitted, the City should continue to monitor capacity in its ponds. It should be noted, the City, in 2007 adopted an ordinance to require all properties to have their lateral sewer lines, sump pumps, foundation drains and roof drains inspected. This should assist in addressing infiltration/inflow of storm water into the sanitary sewer pipes and wastewater treatment ponds. As infiltration/inflow is reduced, the capacity of the ponds may increase.

**TABLE 7-2
RUSH CITY HOUSING PROJECTIONS**

Year	Population Projection	Households Projection	Five (5) Year Increase in Households	Total Increase in Households
2006	3,056	1,213		
2010	3,629	1,440	227	227
2020	4,709	1,869	429	656
2030	5,620	2,230	361	1,017
2035	6,069	2,408	178	1,195

Source: Population Projections- Minnesota State Demographer's Office
Housing Projections: MDG, Inc. based on 2.5 people per household

As of August 2008, the City of Rush City provided service to 784 accounts (multiple housing units may be on one account), of which approximately 40% are residential 45% are institutional and 15% are commercial/industrial. The MN Correctional Facility accounts for a major portion of the "institutional" category.

Existing system. The existing sanitary sewer facilities can be divided into two distinct components: the sewage collection system and the wastewater treatment ponds. The Rush City sanitary sewer collection system is illustrated on Map 7-1. The three wastewater treatment ponds, each 20 to 30 acres in size, are located on the west side of the community. They remove solids, organic compounds, nutrients and pathogens that have a degrading effect on natural water systems. The wastewater, after treatment, is discharged into Rush Creek. Phosphorus levels in wastewater which is discharged is a current concern.

Planning for lateral sewer (i.e. collection system) is the responsibility of the City. The sanitary sewer collection system within the City of Rush City was placed into service at various times. As a part of new financial reporting requirements, the City may wish to create an itemized inventory of the value of each individual collection main and when each main was placed into service for the purposes of itemizing asset depreciation in conjunction with Government Accounting Standards Board (GASB) 34 directive. The collection system extends to a majority of the homes and businesses in Rush City and in the past has met demand. The Fourth Street interceptor was recently replaced and sized larger due to its condition and in order to serve the area west of Interstate 35. An eight inch (8") sewer line is in need of replacement along Alger Avenue.

The area located along C.S.A.H. 30 is currently outside of the City limits. These commercial and residential units are currently serviced by individual sewage treatment systems (ISTS) Minnesota Rules Chapter 7080 governs construction and abandonment of ISTS's. The Chisago County Environmental Services office is responsible for implementing Mn. Rules 7080 locally. The City has no immediate plans to extend municipal sewer mains to these areas. The City currently does not have an Ordinance in place which requires connection to municipal sewer within a specified number of days of when it becomes available.

Collection System. The sanitary sewer collection system includes a network of collection pipes with nine (9) lift stations scattered throughout the City (See Map 7-1). Improvements have been done as required to maintain the system. Design standards for new collection system placement are included in the City's subdivision ordinance. Design standards for new collection system lines adhere to the "Ten States Standards" published by the Great Lakes Upper Mississippi River Board of State Public Health and Environmental Managers. These standards are subject to special conditions and local requirements approved by the City. The manufactured home park within Rush City is currently is served by the City, but has private sewer lines servicing the park.

Age of system. Approximately 40% of Rush City's wastewater treatment collection system consists of clay pipes, while the remaining 60% is 30 years old or newer. Much of the new pipe is the result of new residential, commercial and industrial growth and expansion of the system.

Infiltration/Inflow. The City does experience problems with infiltration and inflow into the sanitary sewer system. It is estimated that the wastewater treatment ponds would have an additional 10% to 15% capacity if infiltration and inflow problems were resolved. The infiltration and inflow is believed to be the result of a combination of old clay pipes with cracks as well as footing and floor drains improperly draining into the sanitary sewer system rather than day lighting or draining to area ponds. In 2007, the City studied their infiltration/inflow. As a result an ordinance was adopted requiring all properties to have their sewer lateral, sump pumps, foundation drains and roof drains inspected. Inspections commenced in August 2008.

Maintenance. The City of Rush City Public Works staff currently has a maintenance schedule. At this time lift stations are inspected weekly with repair and replacement as needed. Lines are jetted on an annual basis. Sewer mains and manholes are repaired or replaced, as needed based on annual inspections. Routine maintenance and repair expenses are funded through the Sewer Enterprise fund.

Rates and Fees. Sewer rates effective in 2008 are \$4.40 plus \$3.75 per 1,000 gallons. The sewer access charge (SAC) effective in 2008 is \$2,500 per unit, with the sewer hook-up fee included in the SAC. Rush City utilizes the Metropolitan Council's guidelines for SAC calculations.

III. SUMMARY OF PROPOSED FACILITIES

The treatment facility in Rush City was designed to accommodate the Correctional Facility and City of Rush City with some additional growth. There is land adjacent to the ponds, which could be purchased for expansion on the ponds when needed in the future. According to previous calculations, the City's capacity will likely service an additional 510 to 680 residential units. It is noted that these estimates may change depending upon the type/volume of commercial/industrial users that locate within the community. An industry that uses high levels of water could consume a large portion of the city's contracted treatment capacity. For planning purposes, commercial/industrial properties may contribute 2,000 gallons per acre per day. Industrial growth, as well as actual population growth, should be monitored and sewer capacity allotted to new proposed developments accordingly. The City does have a "Premature Subdivision" section in its Subdivision Ordinance, which allows for the denial of plats if the City is unable to service the area with municipal sewer. Land acquisition, sewer pond design approval and funding through MN Pollution Control Agency may take up to three years. The City should monitor capacity and if needed exercise the premature subdivision clause.

Capital expenses should be included in a capital improvement fund and paid for through an Enterprise Operating Fund or through the issuance of bonds and repayment from trunk area charges and/or sewer connection fees (SAC). Following are major expenses relating to the sanitary sewer system which are planned:

- Expansion of the wastewater treatment ponds.
- Additional lift stations, which will be development driven and primarily development funded.
- Replacement of the sewer line in Alger Avenue
- Future extension of sanitary sewer and treatment for the areas around Rush Lake and East Rush Lake.
- Infiltration/Inflow program and implementation.

IV. RECOMMENDATIONS

1. The City shall review and calculate the impact of all proposed development and land subdivision on the capacity of the existing sanitary sewer system to determine whether the City can provide services requested within a timely manner (i.e. two years).
 - Implementation: City Engineer, Planning Commission and City Council.
2. The City should emphasize redevelopment/infill in existing urban areas to maximize existing municipal utilities.
 - Implementation: City Administrator and City Council.
3. The City should consider the adoption of an Ordinance which requires property owners, where feasible, to connect to the public wastewater system when it becomes available (e.g. within two years.) or when their system fails.
 - Implementation: City Administrator, Planning Commission and City Council.
4. The City shall coordinate extension of municipal sanitary sewer service to areas about to become urban in nature with the extension of municipal sewer service. In addition, the City should plan for the future servicing of parcels currently surrounded by City limits which are currently in the township and served with Individual Sewer Treatment Systems.
 - Implementation: City Administrator, City Engineer, and City Council.
5. "Wet industries" or manufacturers which use high levels of water should be encouraged to recycle water, as the capacity of the City's treatment ponds may not be able to service the community or the user may consume a large portion of the city's remaining capacity.
 - Implementation: City Administrator, City Engineer and City Council.
6. The City should continually review the appropriateness of: utility rates, sewer access charges and trunk area charges to determine whether or not said fees are sufficient to provide for future reconstruction and expansion of the system.
 - Implementation: City Administrator, City Engineer and City Council.
7. To avoid duplicate costs the City should coordinate future road construction/reconstruction with needed municipal utility construction and reconstruction.
 - Implementation: City Administrator, City Engineer and City Council.
8. The City may wish to consider a policy to reserve a portion of sewer system capacity specifically for the purpose of commercial/industrial development (e.g. 20% of capacity reserved for future commercial/industrial development, based on estimated usage of 2,000 gallons/acre/day).
 - Implementation: City Administrator and City Council.

9. The City may wish to produce a detailed inventory of City-owned sanitary sewer collection facilities including the value of said assets, the location of said assets, the time each asset was placed into service, the expected life of each asset and the projected timeline for replacement, reconstruction and/or upgrading. The inventory may prove beneficial for capital improvement planning purposes as well as depreciating assets.
 - Implementation: City Administrator, City Engineer and City Council.
10. The City should review assessment policies relative to development review and financing, including but not limited to cost-sharing in conjunction with extension of wastewater collection mains/lift stations in newly developing areas (i.e. City responsible only for over-sizing of mains).
 - Implementation: City Administrator, City Engineer and City Council.
11. The City should budget for a Complete Comprehensive Sanitary Sewer Plan to address future growth as well as reviews the feasibility of the potential servicing of Rush Lake and East Rush Lake and identify future sewer expenditures to include in the City's capital improvement plan.
 - Implementation: City Administrator and City Council.
12. The City should continue to monitor and address infiltration/inflow to free capacity in the wastewater treatment ponds.
 - Implementation: Public Works Department, City Engineer, City Administrator and City Council.

PUBLIC UTILITIES: WATER

I. INTRODUCTION

The City of Rush City provides municipal water services to the 5.13 square mile community while areas adjacent in the townships rely on private wells for drinking water. This portion of the Comprehensive Plan will:

- Review existing facilities.
- Review proposed facilities.
- Provide recommendations for future use of the water system.

A Comprehensive Water Study with a water emergency and conservation plan has been completed for the City. The Water Study evaluates the existing municipal drinking water system and areas proposed to be serviced by municipal drinking water. It recommends improvements to the existing water system and identifies proposed routes of water utility extension to future areas, to accommodate current development and anticipated growth.

The City of Rush City adopted a Wellhead Protection Plan in September of 2006. The purpose of the Wellhead Protection Plan is to ensure the current and future safety of the city's drinking water supply. It includes the following elements as required by the Minnesota Department of Health:

1. The delineation of the wellhead protection area and the drinking water supply management area.
2. An assessment of the vulnerability of the drinking water supply management area.
3. A review of expected changes to the physical environment, land use and surface and ground water sources.
4. A plan for the management of the wellhead protection area; and
5. A plan to monitor the adequacy of wellhead protection measures and a plan to implement the wellhead protection plan.

The Wellhead Protection Plan indicates that the aquifer used by the city is considered to be "moderately vulnerable" to contamination. The lateral extent of fine-grained geologic materials between the land surface and the aquifer do not appear to be persistent throughout the drinking water protection area. The vulnerability assessment for the aquifer within the Drinking Water Supply Management Area (DWSMA) was performed using available information to determine these results. Consequently, the principle potential sources of contamination to the aquifer are other wells that reach or penetrate it, injection type wells, above ground or underground storage tanks and land uses that either store liquids or inject liquids below the land surface. The moderately vulnerable status of the aquifer and the good quality of water currently produced by the system's wells leaves three major concerns: 1) other wells located within the DWSMA that could become pathways for contamination to enter the aquifer; 2) the pumping effects of high-capacity wells that may alter the boundaries of the delineated wellhead protection area (WHPA), reduce the hydraulic head in the aquifer, or cause the movement of contamination toward public water supply well(s); and 3) leaking underground or above ground storage tanks that may release contaminants into ground water.

The Wellhead Protection Plan also addressed the possible impacts that changes in the physical environment, land use, and water resources have on the public water supply. No significant changes were anticipated within the next ten-year period other than conversion of some land use classifications from agricultural to residential as the City's population continues to grow. The vulnerability assessment for the public water supply system's wells indicates that the wells are not vulnerable to contamination

based on the information that documents the construction of each well. The drinking water protection goals that the public water supplier (PWS) would like to achieve in the Wellhead Protection Plan are to 1) maintain or improve on the current drinking water quality, 2) increase public awareness of groundwater protection issues, 3) protect the aquifer, and 4) continue to collect data to supplement the existing geologic and hydrogeologic knowledge of the area confirming where all wells and contamination sources are located within the DWSMA, and support future efforts in wellhead protection planning.

The objectives and action plans for managing the potential sources of contamination (wells that penetrate the aquifer utilized by the water system for their drinking water source, injection type wells and buried or above ground storage tanks) are aimed toward educating the general public about groundwater issues, gathering information about other wells, and collecting data relevant to wellhead protection planning are the general focus. A guide to evaluate the implementation of the identified management strategies was developed and the wellhead protection program for Rush City should be evaluated on an annual basis prior to the City's budgeting process.

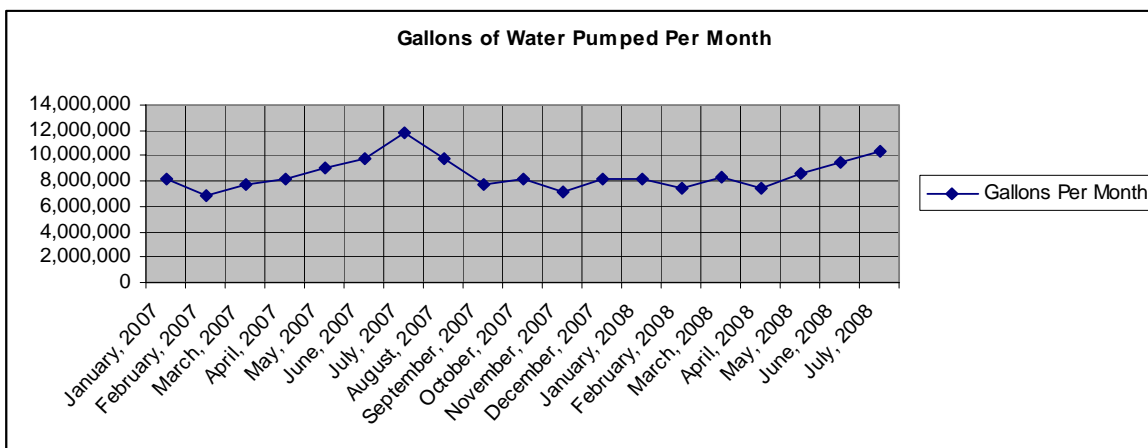
An emergency/contingency plan was included to address the possibility that the water supply system is interrupted due to either emergency situations or drought. The Wellhead Protection Plan references the City's Water Conservation Plan approved by the Minnesota Department of Natural Resources, which contains details about the water supply distribution system, emergency contact numbers, equipment listings as well as other information to assist the City in responding quickly and effectively in emergency situations.

II. SUMMARY OF EXISTING FACILITIES

The existing water supply and distribution system was placed into service in the 1920s. Historically the distribution system has met Rush City's water demands. Improvements have been performed as required to maintain the system, including a water treatment plant in 1999. Map 8-1 illustrates the current distribution system.

The present average daily usage for the existing system, as estimated by the City is 272,018 gallons per day. This is an average of about 347gallons per hook-up, based on 2008 hook-ups in Rush City. The current (as of 6/15/07) peak demand is 453,000 GPD. There are a total of 784 accounts throughout Rush City, of those accounts 40% of the water usage is residential customers, 15% of the water usage is commercial and industrial customers and 45% of the water usage is institutional customers (mainly the MN Correctional Facility).

The following chart and Table 8-1 illustrate the gallons of water pumped per month and average gallons per day in 2007 and 2008 in Rush City.



**TABLE 8-1
WATER PUMPING RECORDS**

Month, Year	Gallons Per Month	Average Gallons Per Day
January, 2007	8,194,000	264,322
February, 2007	6,914,000	246,928
March, 2007	7,774,000	250,774
April, 2007	8,175,000	272,500
May, 2007	9,106,000	293,741
June, 2007	9,804,000	326,800
July, 2007	11,746,000	378,903
August, 2007	9,733,000	313,968
September, 2007	7,688,000	256,266
October, 2007	8,105,000	261,451
November, 2007	7,144,000	238,133
December, 2007	8,135,000	262,419
January, 2008	8,151,000	262,935
February, 2008	7,505,000	258,793
March, 2008	8,278,000	267,032
April, 2008	7,496,000	249,866
May, 2008	8,617,000	277,967
June, 2008	9,525,000	317,500
July, 2008	10,347,000	333,774

As illustrated above, summer months, when lawn irrigation is common, pumping volumes increase.

Population projections estimate a residential population of approximately 6,069 by the year 2035 or a 189% increase from 2000. While pumping capacity exceeds current city needs, the city should continue to monitor its capacity as growth occurs.

Wells

Rush City presently obtains its raw water supply from three wells located in Rush City. Well #4 is located at 620 South Harte Avenue and is 220 feet deep. Well #5 is located at 675 West 7th Street Circle and is 219 feet deep. Well #6 is located at 695 South Field Avenue and is 153 feet deep. The wells are identified in ascending numerical order in the order they were constructed. Well numbers 1 through 3 have since been abandoned. Wells four through six are currently operational. Under normal current operating circumstances chlorine, fluoride and polyphosphates are added at each well location. Combined the wells have a pumping capacity of 1,000 gallons per minute (GPM).

There are a number of properties just outside of Rush City which rely on private wells for individual water supply. Until areas surrounded or partially surrounded by City limits are annexed and municipal utilities are extended to these properties private wells will continue to exist. At this time the City does not issue permits for the installation of private wells and/or provide inspection services in conjunction with the installation of private wells.

The City's Municipal Code currently does not require connection to the municipal water system if/when it becomes available. If a property owner does connect to municipal water, the City requires the abandonment of the private well. If the resident or business wishes to retain the private well for irrigation purposes, the line to the house is required to be abandoned. The state plumbing code requires a connection to the municipal water system if accessible, unless otherwise permitted by the local authority. The MN Department of Health standards allow residents and businesses to retain a private well system after they connect to the municipal system, provided the private well is in working order and the plumbing to the private well and municipal water system are kept separate.

Water rates in effect in 2008 are \$5.75 plus \$2.35 per 1,000 gallons. The City's water area charge (WAC) is \$2,000. Water projects are currently funded through water rates and WAC charges.. The City currently does not assess residents for water main replacement or water service lines. The City may wish to consider an assessment policy to assist in defraying the costs as the community continues to grow and the system continues to age. Also, the City currently does not offer irrigation meters to regulate the water which is used to sprinkle lawns versus water which is discharged into the sewer system. The City should consider this in the future.

Water Treatment

City water is currently treated at the water treatment plant, which was constructed in 1999. The water treatment plant removes volatile organic chemical compounds in an air stripping tower and removes the iron and manganese by feeding potassium permanganate to the aerate water. Following a detention period the water is passed through anthracite and sand media filters with the finished water disinfected with chlorine and fluoride added.

Water Storage

The City has two elevated storage facilities, a 300,000 gallon tower and a 500,000 gallon tower, both constructed in 1998. One storage facility is located at the MN Correctional Facility at 7900 535th Street while the other is located at 120 North Harte. See Map 8-1.

The total elevated water storage available for domestic use and fire demand currently is 800,000 gallons. The Ten States Standard recommends a minimum storage capacity equal to the average daily consumption (300,000 gallons at peak currently) and adequate capacity to meet all fire demands as determined by the State Insurance Services Offices. Wells can also be considered as contributors to the available storage capacity if both have reliable standby emergency power systems to treat and discharge water to the system during a power outage. Emergency power generation equipment is presently available at the water treatment plant and at City wells. Existing elevated storage appears to be sufficient for current demand and forecasted growth. The MN Correctional Facility, as a part of its construction plans required the City to have higher than average water storage capacity.

Distribution System

A majority of Rush City's existing water distribution system consists of water mains ranging from four (4) to twelve (12) inches in diameter. Water main materials vary from PVC to ductile iron and cast iron. Smaller mains (six inches or less) are primarily found within the original townsite in Rush City. The City typically requires six (6) inch mains in residential areas, eight (8) inch mains in commercial and industrial areas and twelve (12) inch lines for trunk lines intended to serve a larger area.

III. SUMMARY OF PROPOSED FACILITIES

Major capital project relative to water supply as identified in the Comprehensive Water Study are summarized below:

ITEM	LOCATION
Replacement of 4" water mains	In original part of Rush City
Replacement of water main	West 3 rd Street

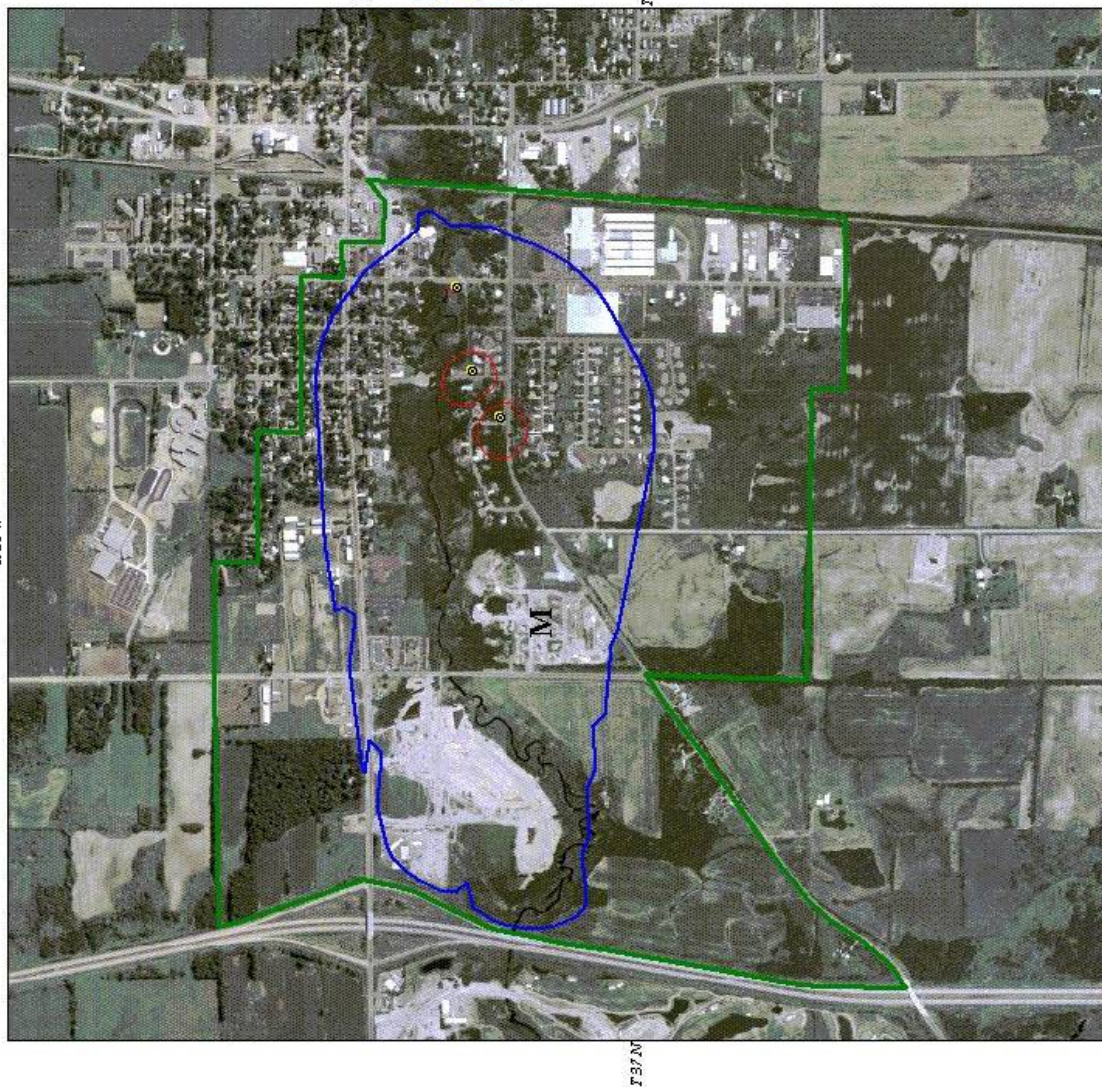
IV. RECOMMENDATIONS

1. During preliminary plat review and/or sketch plan review and prior to approval of a preliminary plat, the City shall review and calculate the impact of all proposed development and land subdivision on the capacity of the existing water supply system.

➤ Implementation: City Administrator, City Engineer, Planning Commission and City Council.

2. The City shall examine the need to repair/replace water mains in Highway 361 and the feasibility of upgrading these in conjunction with any street upgrades and the turn back of Highway 361 to the County.
 - Implementation: City Administrator, City Engineer and City Council.
3. The City should emphasize redevelopment/infill in existing urban areas to maximize existing municipal utilities.
 - Implementation: Planning Commission, City Staff and City Council.
4. The City may wish to update the City Code to require property owners to connect to public water when it becomes available (e.g. within one to two years, continue allowing private wells in urban areas for irrigation purposes only, etc.).
 - Implementation: City Administrator and City Council.
5. “Wet industries” or manufacturers which use high levels of water should be evaluated, as the capacity of the City’s water supply and treatment facilities may not be able to service the community or the user may consume a large portion of the city’s remaining capacity.
 - Implementation: City Administrator, Chisago County HRA and City Council.
6. The City should continually review the appropriateness of: utility rates, consider water access charges and trunk area charges and assessment policies to determine whether or not said fees are sufficient to provide for future reconstruction and expansion of the system.
 - Implementation: City Administrator, City Engineer and City Council.
7. The City should include reconstruction/replacement of existing water utility systems and future water system improvements in a capital improvement program.
 - Implementation: City Administrator and City Council.
8. To avoid duplicate costs the City should coordinate future road construction/reconstruction with municipal utility construction and reconstruction.
 - Implementation: Utility providers, City Engineer, City Administrator and City Council.
9. The City should consider requiring irrigation meters to monitor and charge for the water which is being pumped for irrigation purposes.
 - Implementation: Public Works, City Administrator and City Council.

R 21 W



Rush City

*Drinking Water Supply
Management Area
(DWSMA) MN-00249
10 year Time of Travel*

Public Water Supply Well

• Primary

Emergency Management Zone

Wellhead Protection Area (WHPA)

DWSMA

T 37 N

M = Moderate Vulnerability

0.2 0 0.2 Miles



Approved November 13, 2003

Rush City

*Drinking Water Supply
Management Area
(DWSMA) MN-00249
10 year Time of Travel*

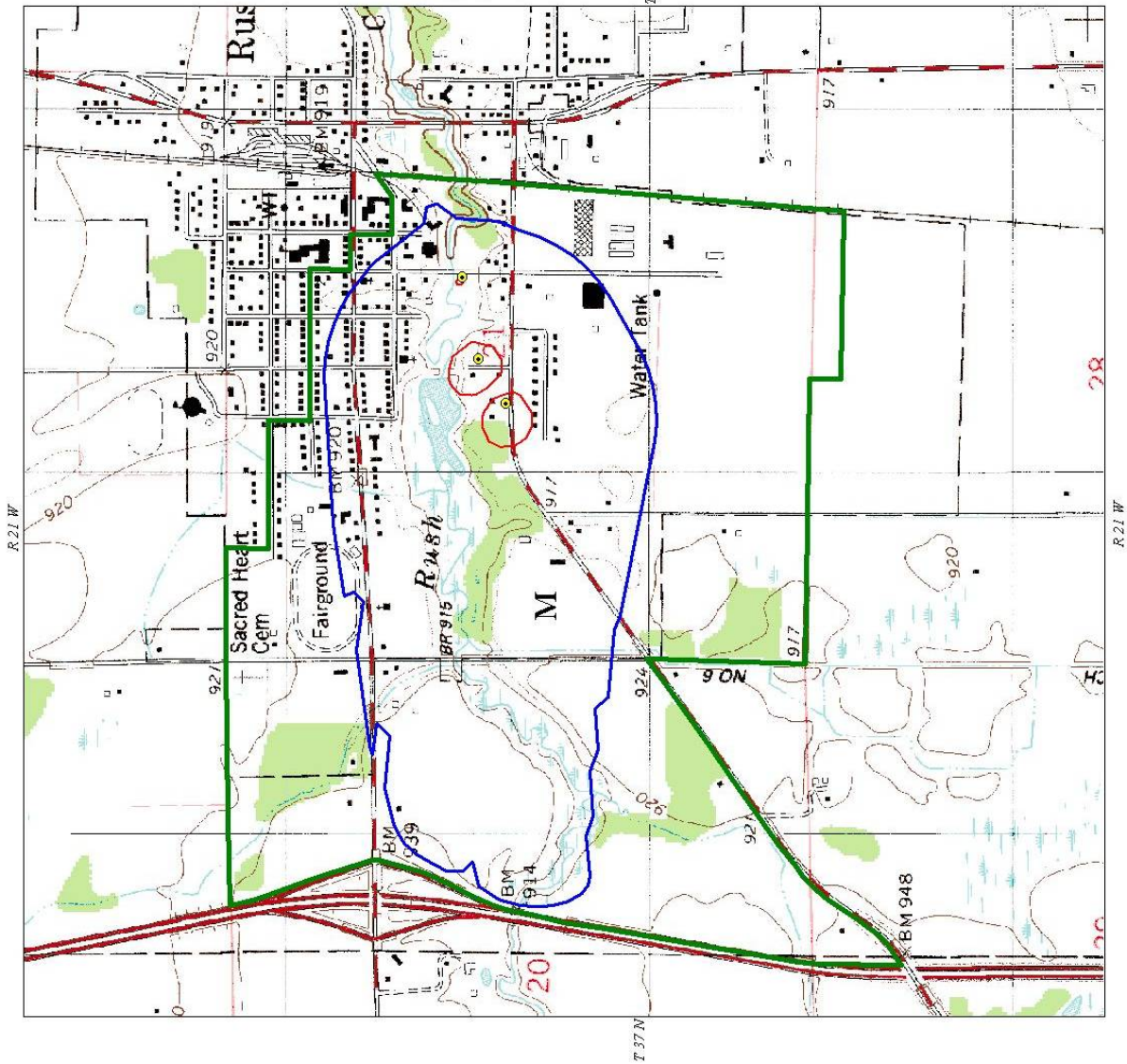
- Public Water Supply Well
- Emergency Management Zone
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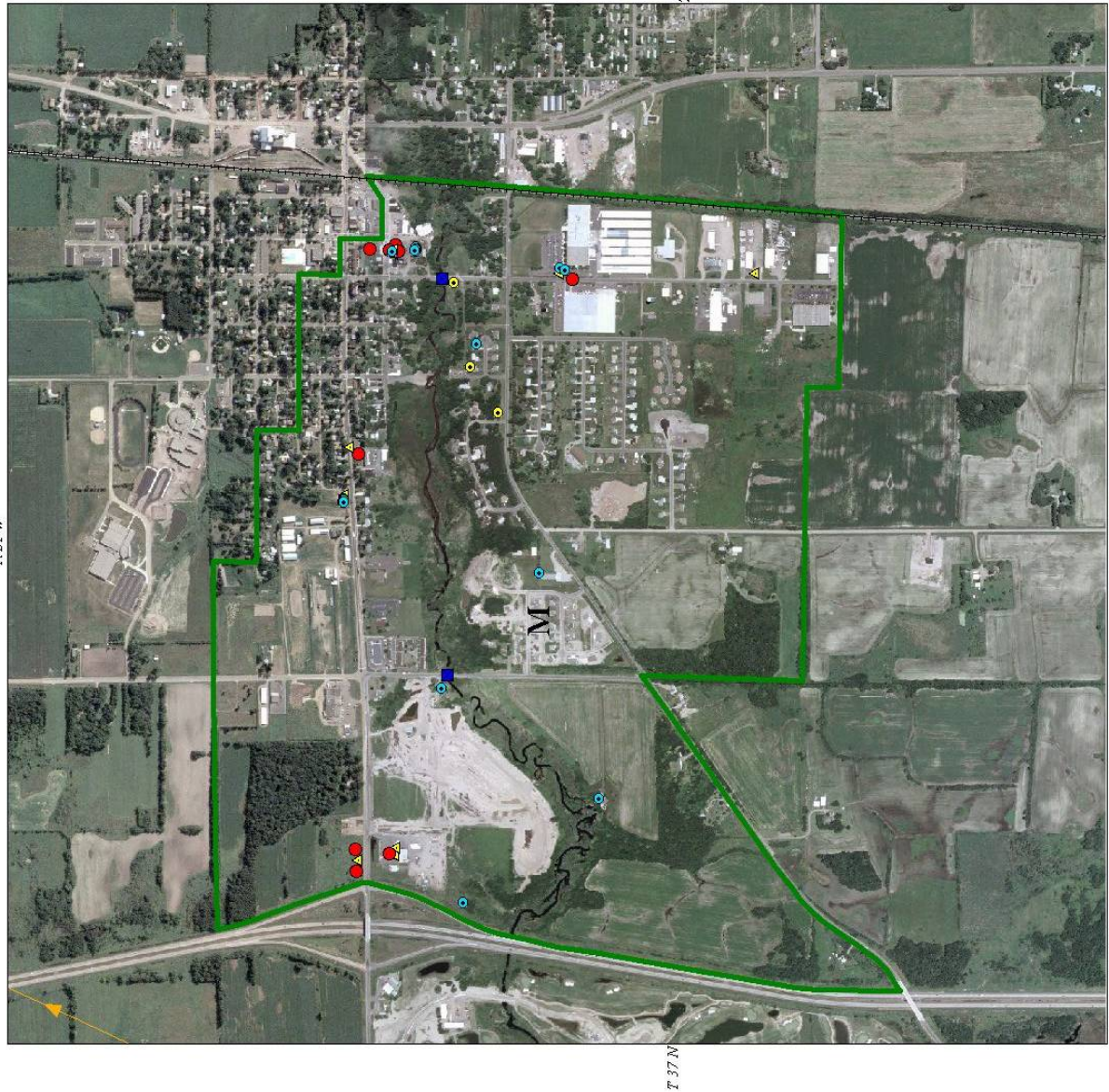


Approved November 13, 2003



Rush City

Drinking Water Supply Management Area (DWSMA) MN-00249 10 year Time of Travel



COMMUNITY FACILITIES AND PUBLIC SERVICES

I. INTRODUCTION

Rush City became a municipal corporation in 1873 and a statutory city in 1974. The City of Rush City operates with a "Council-Administrator Plan". The City Administrator is responsible for administration of the city and its various departments. The City of Rush City is committed to serving the public in an efficient, effective and professional manner. The purpose of this chapter of the Comprehensive Plan is to review existing services and facilities and reflect on the impact of forecast growth upon said facilities and services. Contents include:

- An overview of existing municipal facilities
- An overview of other community facilities
- A description of municipal boards and commissions
- A summary of public input relating to municipal facilities and services; and
- Objectives and Policies for Community Facilities and Public Services

II. EXISTING COMMUNITY FACILITIES

A. Existing Structures

Locations of current municipal and community facilities are noted on Map 9-1.

1. City Hall: 325 South Eliot Avenue

Administrative Offices are located in a one-story building, which was constructed in the 1960s and renovated in 1997. The facility is owned by the school district and leased by the city. The current facility is in good condition. The offices of the City Administrator, administrative staff, Chisago County Sheriff's Department contract office and council chambers are located in the building. In addition, community recreational facilities, including a gymnasium which is used for gymnastics and locker rooms for the water park facilities are located within the same building.

Staff members for administrative functions include a City Administrator, Deputy Clerk and Clerk Typist. The City currently contracts building inspection services with Chisago County.

The building is currently owned by the school district with space leased to city. A twenty year lease was executed between the two public entities. Currently space needs are adequate; however, as the city continues to grow additional office space is anticipated to be needed.

2. Sheriff's Department: 325 South Eliot Avenue

The City of Rush City contracts police service with Chisago County. One Corporal and two Deputy serve the city with approximately 120 hours of service per week. Sheriff's Department offices are located across the hall from the City administrative offices at 325 South Eliot Avenue.

The emergency 911 service is coordinated through the sheriff's department with the primary dispatch through Chisago County. In 2003, the Chisago County Sheriff's Department responded to 1,750 calls in Rush City. This number increased slightly to 1,821 calls in 2006. Calls were classified in 30 different categories.

Staff from the Sheriff's Department noted that while the City of Rush City does not have a multiple family crime free housing program in place, their department works with property owners and managers.

3. Fire Hall: 325 West 5th Street.

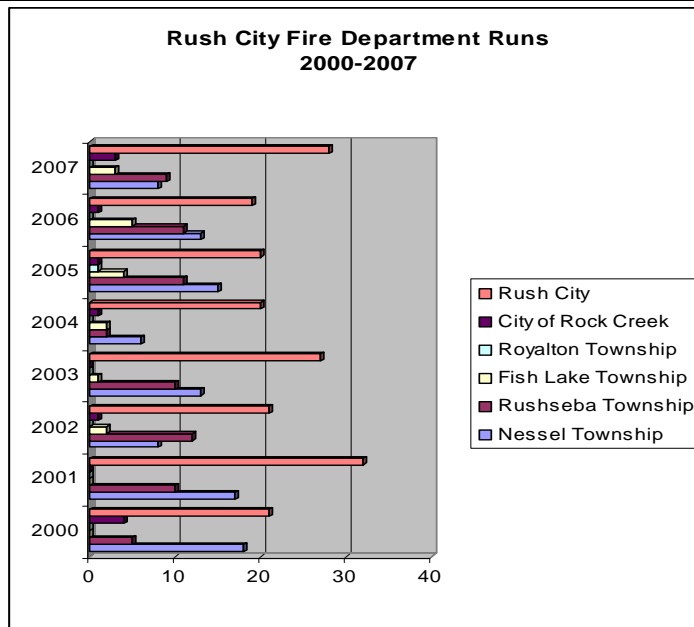
The fire hall facility includes five double deep bays, and open lockers. The size of the fire hall is approximately 6,000 square feet. Fire fighters use portable showers or have access to other public facilities with showers when needed.

The Rush City Fire Department (RCFD) serves the entire City of Rush City, its residents and commercial/industrial facilities as well as rural areas in Chisago County including part of Royalton Township, part of Rock Creek Township, 36 square miles of Rushseba Township, nine square miles of Fish Lake Township and 18 square miles of Nessel Township, for a total service area of over 100 square miles. The RCFD is comprised of approximately 30 volunteer professionals, with interest in serving on the department increasing in the recent years.

The Rush City Fire Department has responded to an average of 48 calls per year over the past eight years, as noted in Table 9-1 below. Nearly one half of the runs are within the city limits, with 51% in the adjacent townships and City of Rock Creek.

**TABLE 9-1
RUSH CITY FIRE DEPARTMENT RUNS**

Number of Fire Department Runs	2000	2001	2002	2003	2004	2005	2006	2007	Average Per Year	Average % of Runs	Total Runs 2000-2007
Nessel Township	18	17	8	13	6	15	13	8	12	25%	98
Rushseba Township	5	10	12	10	2	11	11	9	9	18%	70
Fish Lake Township	0	0	2	1	2	4	5	3	2	4%	17
Royalton Township	0	0	0	0	0	1	0	0	0	0%	1
City of Rock Creek	4	0	1	0	1	1	1	3	1	3%	11
Rush City	21	32	21	27	20	20	19	28	24	49%	188
Total	48	59	44	51	31	52	49	51	48	100%	385



Fire fighters are required to complete a minimum 112 hours of training initially, with a minimum of four and up to 12 hours per month thereafter.

The Rush City Fire Department equipment includes three class A pumpers including a 1963 three-person pumper with 750 GPM capacity and 500 gallons on-board capacity, a 1993 five-person pumper with 1250 GPM capacity and 750 gallons on board and a 2003 ladder truck with a 75 foot ladder, 1250 GPM capacity, 750 gallons on board and 6 person cab. All pumpers have foam capabilities. In addition the Department has two water tankers, two all-terrain vehicles for grass fires (1970 and 1971 models with 143 and 106 GPM capacity respectively), one four-wheel drive truck with a hurst tool and generator and equipment van which seats up to seven.

The Fire Department received an "Operations and Firefighter Safety grant of \$159,507 in June of 2004 for equipment (\$25,370) and personal protective equipment (\$151,860) which will be purchased in 2005.

Future Fire Department needs include a new pumper in the near future. The Fire Department has been applying for FEMA grants for this. A second fire department facility, possibly west of Interstate 35, has been identified by the department as another long term need.

4. Rush City Ambulance: 485 Irving Avenue.

Rush City is served by the Lakes Region Emergency Medical Service (EMS). Lakes Region EMS serves most of Chisago County with ambulance facilities in North Branch, Rush City and Chisago City. There are 40 employees of Lakes Region EMS with two full time EMS professionals providing service to Rush City. The Ambulance Service is staffed 24 hours each day, 7 days per week via radio communication, which is coordinated through Chisago County's 9-1-1 Dispatch and Sheriff's Department. The Ambulance Service assisted 285 patients from Rush City in 2007 with an additional 45 from Nessel Township and 40 from Rushseba Township. The ambulance facility in Rush City is located at 485 Irving Avenue. The building includes two ambulance stalls, with one ambulance housed at the facility. The building also includes two crew sleeping rooms with restrooms, a kitchen area and living area. There is not a meeting room; however, meetings are typically held at the North Branch facility and therefore this is not seen as a need. Lakes Region EMS currently budgets for the replacement of ambulance vehicles every two to three years. Lakes Region EMS does not foresee any other capital or building needs within Rush City in the near future, other than correction of storm water drainage issues.

5. Public Works/Streets/Park Maintenance: 51569 Forest Boulevard

The Rush City Public Works Building is located at 51569 Forest Boulevard. The building, which contains four bays, is used for the public works office/administration and storage of street maintenance vehicles and equipment. The Public Works Department has indicated the building is currently full and there will be a need for a future addition or future building as the city grows. The City purchased a plow truck and loader in 2004 and a pick-up truck in 2006. Sewer equipment may need to be updated in the near future.

The City public works department includes a Public Works Superintendent, two full-time and one part-time employee. As the City grows and additional streets are added, an additional employee may be needed to assist with street maintenance.

- 6. Water Treatment Facility: 600 South Harte Avenue.** The water treatment plant was constructed in 1998. It is designed to filter 1,000 gallons per minute. Currently the plant is treating approximately 750 gallons per minute, which is anticipated to serve future growth. The plant treats and filters water and adds fluoride and chlorine.

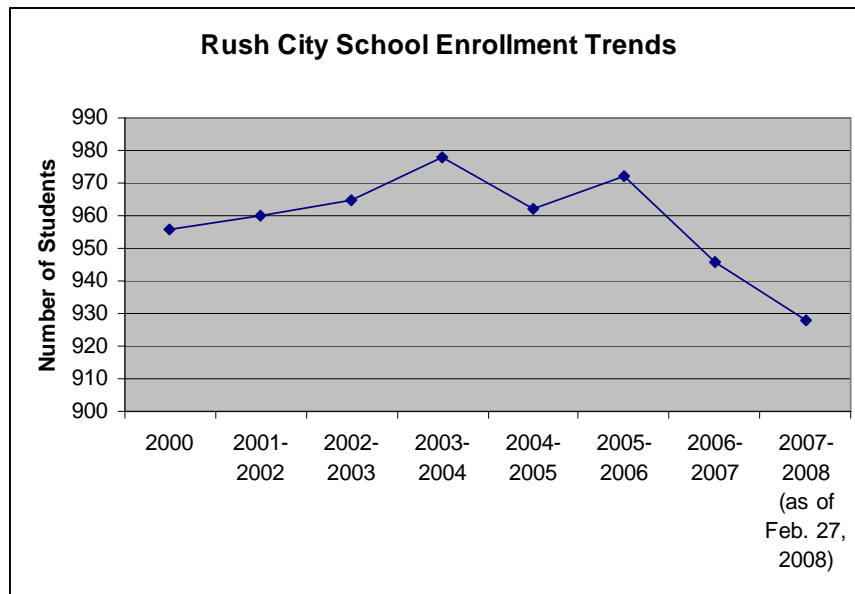
B. Other Community Facilities

1. **Education:** School District #139 serves the communities of Rush City as well as residents in adjacent Nessel and Rushseba townships in Chisago County.

All educational facilities are currently located within the City of Rush City. The Rush City High School, located at 51001 Fairfield Avenue was constructed in 1993. The building has capacity for between 600 and 700 students. 2007 enrollment was 486.



C.E. Jacobson Elementary School was built new in 1966 with an addition in 1988 and an addition and renovations in 2004. The school serves students from kindergarten through grade six. Enrollment was 467 in 2007. Rush City school enrollment has fluctuated over the past eight years as illustrated in the graph below.



Other educational programs offered in Rush City include programs offered through the Rush City Family Center, noted below and Community Education programs. The Rush City Aquatic/Recreation Center is coordinated through Community Ed. The center includes a full size gym with locker space, an outdoor aquatic facility with a 165 foot slide, diving pool, lap pool, zero entry play area and a 26 foot drop slide.

2. **Rush City Family Center** is, at the time of this Comprehensive Plan update, located in Kinger's Mall on Highway 361 just east of I-35. This service will be relocating to the Elementary School in the fall of 2008. The Family Center was developed through financial contributions from businesses, parents, civic organizations and the community as well as funding from ISD #139. The Family Center offers a variety of programs including Pre-school, parenting classes, Early Childhood Family Education (ECFE), WIC, Head Start, family support, Lakes Area Human Services, Special Education, Adult Education/GED and Health Screening/CTC.
3. **St. Croix River Education District (SCRED).** Located at 405 South Dana Avenue and 425 South Dana Avenue, the Education District serves: Chisago Lakes, East Central, Hinckley-Finlayson, Pine City and Rush City districts. According to their website: www.scred.k12.mn.us, "SCRED is an organizational structure which manages shared services between its member districts and other governmental service units in Chisago and Pine Counties. Its primary purpose is to increase students' and staff's educational opportunities through cooperation. It acts primarily

as a service agency and only provides services to schools as identified and requested by its member school districts. Through cooperation, its member school districts are better able to provide educational opportunities for students, in an efficient and effective manner. Administrative and service costs are reduced and member districts are assured of fiscal equity because of the organization's formal, uniform and consistent policies, procedures and service agreements relating to shared staff and programs. Most SCRED programs are funded using money made available by the school districts to pay for shared programs.” SCRED staff noted they are currently utilizing all of their office space. They have not specified the additional space needs in the foreseeable future. On-site in Rush City, SCRED employs approximately 30 individuals.

4. **Rush City Library.** The Rush City Library, located at 240 West Fourth Street, is part of the East Central Regional Library System. The East Central Regional Library serves six counties with 13 branch libraries and a bookmobile. The Rush City library is open at various times during the week from Tuesday through Saturday, with an average of 32 hours per week. As of 2007, the Rush City Library offered approximately 23,000 resource items including books, audio materials, video materials, and magazine subscriptions. The library offers “story time” for pre-school age children as well as “book discussion” groups for adults. The Rush City Library employs one full time equivalent librarian (two part time employees).

Six computers, which were donated by the Bill and Melinda Gates Foundation, are available to the public for use. High speed internet service, via a T-1 line, is provided for the general public's use. In addition there is 24 hour, seven day per week wireless access to the internet available in the library.

The library is currently located in a building which was donated to the City by Dennis Frandsen. In 2008, a library expansion project was finalized, expanding the library size from 3,000 square feet to 7,000 square feet. Parking immediately adjacent to the library is limited.

5. **Rush City Community Center.** This facility is located at 730 West 14th Street in facility constructed in 2006, adjacent to senior apartments and senior townhomes near Irving Avenue and 13th Street. The Community Center includes the Senior Dining Site, for seniors 60 years or over. “Meals on Wheels” is also offered in the community.
6. **Post Office:** 265 West 5th Street. The Rush City Post Office serves the city of Rush City and adjacent townships. The post office is currently 1,194 square feet. The Rush City Post Office is on a list of post offices to be expanded in the future, but is not near the top of the list. The Rush City Post Office employs nine individuals. Post office boxes are available on site for those within the community or delivery service is provided.
7. **Rush City Medical Clinic.** Fairview Lakes Rush City Area Clinic is located at 760 Fourth Street West. Fairview Pharmacy is adjacent to the clinic. Five family medicine physicians and one internal medicine physician service the Rush City Clinic. General medical services are provided Monday through Friday for infants through seniors. Consulting specialists offer on-site medical services including: obstetrics/gynecology, urology, cardiology, rheumatology, ophthalmology and neurology. Rehabilitation services, lab work, x-rays, mammography and eye care are also provided. Fairview Pharmacy is also a part of the medical services available to residents.
8. **Rush City Airport.** The Rush City Regional Airport was originally developed in 1961 and consisted of a 2,600 foot landing strip. In 1978 the landing strip was expanded to include a 3,200 foot by 75 foot paved runway. Today the airport features one paved 4,400 foot by 75 foot paved runway with a green/white non-directional beacon (lighted land airport). In 2006 a taxiway was added. A total of 45 to 50 aircraft are housed on site in 23 hangers, many of which house two or more aircraft. The airport has an average of 40 to 50 operations per day during the week and 60 to 70 per day on weekends, the majority of which are for local, general aviation purposes. The

airport is manned from 8:00 a.m. to 4:30 p.m., Mondays through Fridays and 8:00 a.m. to 1:00 p.m. on Saturdays and Sundays.

The Airport Zoning Board is currently seeking state funding for a cross runway.

9. **Fairgrounds:** The fairgrounds are located at 905 West 4th Street. This 30 acre site is the home of the annual county fair in July of each year. During other times of the year the site is used for snowmobiling, open space, horse shows, auctions, rental storage and will be the site of the 2005 music festival. There are currently no plans to expand the site, as 10 acres of the 30 acre site were purchased in 2003. Although there are no plans for the relocation of the fairgrounds at this time, the Planning Commission has discussed the long-term future re-use of the fairgrounds property should this occur, with planned highway commercial adjacent to 4th Street and medium density residential to the north.

III. MUNICIPAL BOARDS, COMMISSIONS AND COMMITTEES

The City of Rush City has several boards, commissions and committees that shape the policies and decisions of City government. The City encourages citizens to volunteer to serve on these entities and provide their input. A brief description of each entity and its duties follows:

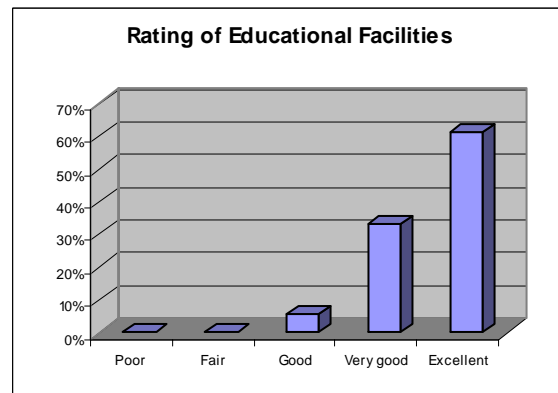
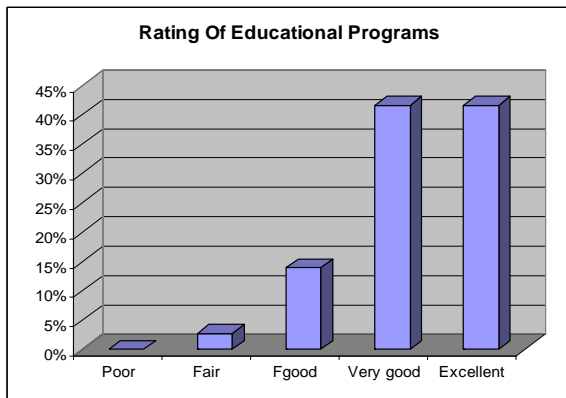
1. **City Council.** The Rush City City Council consists of a mayor, who serves a two-year term, and four council members who serve four-year terms. The City Council meets regularly twice per month.
2. **Airport Advisory Board.** The Airport Advisory Board is a seven member committee which meets on a monthly basis to advise the City on the needs of the airport, such as the addition of a taxi way and hanger area.
3. **Economic Development Authority.** The City of Rush City established an EDA in the summer of 2007. The seven member board includes two City Council members. The Rush City EDA, at the time of this Strategic Plan was in the process of establishing a local strategic plan. The Rush City EDA's mission statement is: "To broaden Rush City's economic base by creating an environment that will promote sustainable growth and economic diversification that will result in business retention, expansion and community revitalization. To create and maintain jobs and provide businesses and nonprofits with the necessary financial and technical support to grow and succeed."
4. **Fair Board.** The Fair Board consists of 21 volunteers who meet on a monthly basis to coordinate the annual county fair as well as manage the use of the fairgrounds property throughout the year.
5. **Park Board.** The City appointed a five member Park Board in 2007. The purpose of the Park Board is to recommend to the City Council the development of parks, open space and trails within the city.
6. **Planning Commission.** The Planning Commission consists of seven members appointed by the City Council. The Commission serves four-year terms and acts as an advisory body to the City Council in matters of directing the future physical development of the City. The Commission, upon request of the Council, makes studies, investigations, and recommendations to the Council regarding matters affecting zoning, platting and public improvements.
7. **Chisago County Housing Redevelopment Authority/Economic Development Authority** was established in 1988. The County Board expanded powers to include EDA authority in the year 2000. The HRA/EDA coordinates economic development, community development, business development and housing projects for the communities within Chisago County. The seven

member commission board on a monthly basis and at the time of this comprehensive plan update included representation from Rush City on the Board.

IV. PUBLIC INPUT

A community survey completed in conjunction with the updating of the Comprehensive Plan requested input from residents and business leaders regarding municipal facilities and services. Thirty-seven (37) participants were asked a number of questions. A summary of results relating to community facilities and services follows.

1. **Medical Services:** Participants of the community survey were asked, “Are there any health care services that are lacking in the community?” 47% of respondents cited a need for an optometrist. Other responses included a local hospital, more dentists, assisted living for seniors, urgent care emergency care and specialists at the clinic, a larger clinic or more hours at the clinic, local chemotherapy treatments, and counselors located outside of the Family Center.
2. **Educational Services.** The 37 participants were asked to rank educational programs and the school facilities on a scale of one to five, with one being poor and five being excellent. Below are the responses. Both educational programming and facilities were rated very high by the participants.



3. **Communication and Public Input.** Survey participants were asked, “Do you feel you are informed about City Council decisions?” Approximately 71% of the respondents reported they did, 14% noted they did not, 9% were undecided and 6% said “somewhat”.

Participants were also asked, “How can the City provide better opportunities for input and participation (public access TV, open houses, web site, etc.)?” The number one response or suggestion was public access TV (6 responses), followed by open house meetings (6 responses), publication of meeting minutes in the paper following the meeting (3 responses), additional “hot topics” in the newsletter, publication of a monthly schedule of meetings in the newspaper (1 response) and development of a city web site (1 response). One participant noted, “The city does a good job already, people just need to get involved. The world belongs to those who show up.”

3. **Community Organization Cohesiveness.** Survey participants were asked, “Do you feel community organizations work together?” 56% responded, “Yes”, 14% responded “sometimes”, 14% responded “No”, 11% were undecided, and 6% said “they could do better”.

V. PROJECTED GROWTH

The population is forecasted to increase from 3,056 people in 2006 (State Demographer Estimate) to 6,069 people by the year 2035, a 189% increase. The projected growth will reasonably require the expansion of existing administrative and protection services. Such services will not only result in a demand for increased public employees, but also increased facility space and increased capital equipment costs. The expansion of administrative facilities and capital equipment purchases should be considered in future capital improvement/equipment program. The City has been active with planning for and implementing capital purchases to meet their city's needs, as the City grew from 2,102 people in 2000 to 3,056 in 2006 (45%).

Recent purchases or improvements made included:

- Library expansion in 2007-2008
- Airport taxiway in 2006
- Community/Senior Center in 2006

Capital expenditures which have been identified that should be planned and budgeted for short to mid-term include:

- City Hall office space
- Fire Department pumper
- Public works building addition or second building
- Public works street maintenance person
- Post office (work with USPS to retain in downtown when they do expand)
- Airport cross runway

In order to meet the projected growth and accomplish identified objectives a number of policies have been outlined below.

VI. MUNICIPAL FACILITIES AND SERVICES OBJECTIVES AND POLICIES

A. OBJECTIVES

1. To provide for adequate facilities and staff to operate and maintain the essential services for current and future residents and businesses in the community.
2. To continue to serve the citizens of Rush City in an efficient, friendly, and cost effective manner.
3. To continue to update and maintain facilities and operations.
4. To continue to evaluate technology and the need to incorporate technology in carrying out the functions of the city (e.g. public access television, web page development, internet/email).
5. To provide citizens the opportunity to participate in local government as well as inform citizens of municipal activities.

B. POLICIES

1. Upon receiving concept plans, the City shall review its provision of services including, but not limited to, public administration and public protection services such as police and fire service to ensure said services which are reasonably necessitated by proposed subdivisions and must be provided at public expense, can be reasonably provided within two (2) fiscal years of approval of the proposed subdivision. If said services cannot be reasonably provided, the subdivision may be deemed premature.

2. The City should monitor and assess the condition and adequacy of existing municipal structures. Routine maintenance and repair costs should be allotted for in the annual budget. Reconstruction, remodeling and/or construction of facilities should be addressed in a Capital Improvement Plan.
3. The City should continue to work in cooperation with the school district and other taxing entities to coordinate public facilities, if feasible, to minimize the impact on taxpayers.
4. The City should continue working with Chisago County, Rushseba Township and Nessel Township to ensure coordinated growth of land uses, transportation systems and regional recreational areas and trails.
5. The City should evaluate technology needs and consider the televising of council meetings, and continue working toward the preparation of a web site with current information as a means of informing and updating community members.

PARKS, TRAILS AND RECREATION

I. INTRODUCTION

The City's residents and businesses identify parks, trails and recreational facilities as valuable community resources that contribute positively to the quality of life offered in Rush City. Recreation is viewed as an integral part of life, providing a necessary and satisfying change from the things we usually do and the places where we spend most of our time.

A community survey, comments from City staff and comments at public meetings underscore the importance of creating and sustaining parks, trails and recreational facilities. These comments are included within this chapter.

Providing quality recreational opportunities begins with proper planning. To assure adequacy and maximum usability, recreation areas and facilities shall be developed with regard for the needs of the people and the area they serve. Proper planning must take into consideration a number of factors, including but not limited to, location of existing recreational areas (i.e. proximity to the area served, separation from incompatible land uses), adequacy of existing facilities, site planning for the location of future facilities, access to current and future facilities, provisions for recreation programs, and financing, maintenance and management of existing and proposed parks, trails and recreational facilities.

This section shall:

1. Provide Park Classification;
2. Inventory Existing Park Facilities;
3. Discuss Trails and Pedestrian Ways;
4. Discuss Recreational Opportunities in the City;
5. Examine Existing and Future Park Facility Needs;
6. Review Community Input; and
7. Establish tangible recommended goals and policies for future parks, trails, recreation facilities and programs.

II. PARK INVENTORY

A. Park Classifications.

The City of Rush City features few existing park and recreational facilities, most of which are located on the north side of the community. Recreational facilities within the City can typically be described according to their type, the population they serve and their location.

The following terms and descriptions shall be used to classify existing and future recreational facilities:

'Neighborhood Parks' provide open space for passive recreation for all ages within a neighborhood, particularly for the elderly and families with young children. An ideal neighborhood park site is scenic or wooded and located a maximum of one-quarter mile, which is normal walking distance, from primary users. Suggested minimum size for this type of park is one acre. Site development should include sidewalk, benches, landscaping, and play features for preschoolers. Neighborhood parks should connect with trails which connect to other parks and neighborhoods.

'Neighborhood Playgrounds' are usually provided in conjunction with education and institutional facilities and primarily serve the recreation needs of children ages 5 to 12. Individual neighborhood playground size is dependent on the types of activities it supports and the facilities

it provides. Play features, ball fields, basketball and tennis courts, and open play fields are common components. The service area is highly variable, but it usually has a radius of one-quarter mile.

'Community Parks' typically serve several neighborhoods and are under municipal administration. Although size may vary, community parks are usually more spacious than neighborhood parks or playgrounds. In addition to the kinds of facilities provided at neighborhood parks, these parks may provide swimming pools, picnic areas, more elaborate play fields, restroom facilities and tennis courts. Community parks serve people of all ages and have an effective service area radius of one-half mile.

'City-wide Parks' may serve some or all types of a community's recreation needs. They can provide a wide range of activities for all age groups or may be very specific. In addition to some of the facilities provided by other types of parks, citywide parks may contain an area for nature study, hiking and riding trails, pond fishing, spectator sports and numerous other activities. However, in many small communities, a city-wide park is sometimes designated as such not because of its size and/or variety of recreation facilities, but because it is the only park available to the community.

'Specialized Recreation Areas' may include but are not limited to; golf courses, historic sites, conservancy area, linear trail, and floodplains. Most specialized recreation areas have limited active recreation value, are not developed as multi-purpose recreation areas, or are not always available for use by the public. Specialized areas are an important adjunct to a community and its park and open space program.

'Regional Parks' may include but are not limited to conservancy areas, trails, floodplains, hiking and riding trails, recreational fields, spectator sports, and fishing. Regional parks serve people of all ages and serve a regional population.

B. Existing Park Inventory.

There are seven parks located within the City of Rush City and two recreational facilities owned by the school district; the water park and baseball and softball facilities at the school site. The Bulrush Golf Course, located on the west side of Interstate 35, is another privately-owned recreational facility within the City. Following is a listing of the park and recreational facilities existing in the City of Rush City. Map 10-1 illustrates the location of said facilities:

1. **City Park.** This ½ block long park is located at the northeast corner of West Fourth Street (TH 361) and Dana Avenue South and is approximately 0.79 acres in size. This park is located within the City's downtown area and would be considered a neighborhood park. It features planter boxes along the east side of Dana Avenue South. The south side of the park includes two benches, toddler swings, tire swings, a dual slide unit, swings for younger children, climbing equipment, and a small slide. Five large evergreens provide shade and aesthetic appeal in addition to ten large deciduous trees. The north side of the park includes swings for older children.

The park is fenced on the north and east sides as well as two thirds of the south side and open to the street on the west and a third of the south side. Electric poles with overhead electrical wire run through the center of the park. Parking to service the park is on-street. No off-street parking is provided. One handicap curb cut is located on the corner of Dana and 4th Street.

City Park is home to an annual community music festival, which is attended by local residents.

City Park Input: As a part of the survey and interview process many participants noted the need to update equipment in City Park which has been completed.

City Park Recommendations: The City may wish to relocate picnic tables closer to the grills or relocate or replace the grills to be closer to the shelter and picnic table area. A plan for upgrades and replacement of playground equipment should be developed. It is recommended the sandbox be relocated farther away from the street. The fence on the north side of the park only extends 2/3 of the length of the park. The fence is in need of repair or replacement. Restrooms within the park are not handicap accessible. As a part of a redevelopment plan it is recommended this be addressed. Also, as renovations are made to the park, the City should include a handicap accessible curb cut and trail to the shelter and equipment.

2. **Rush Creek Park.** This park, a specialized recreational area, is located east of South Harte Avenue and west of South Field Avenue behind the city's water treatment plant. The trail extends through a 7.62 acre parcel that Rush Creek flows through. The park features a crushed rock and grass trail that is 1,231 feet long and follows along the Rush Creek corridor. No other amenities are featured. Parking for access to the park/trail is undesignated; however three unmarked spaces are available adjacent to the water treatment plant. This park previously included a dam, which was recently removed by the Department of Natural Resources. Plans to pave the trail are in the process and if the funding is available the trail could be paved in 2009. Rush Creek is known for fishing with sunfish, bass and carp in the habitat.

Rush Creek Park Input. As a part of the survey and interview process it was suggested that the trail along Rush Creek be improved as well as benches added.

Rush Creek Park Recommendations: The City should consider improvements to the trail system along Rush Creek as well as extensions of the trail into new subdivisions to the south. The inclusion of benches and other passive recreational amenities should be considered. The City owns an additional 12.2 acre parcel to the west and a 2.71 acre parcel to the east (shown as "Number 7, Future Park" on Map 10-1) of Rush Creek Park along Rush Creek which should be incorporated into one greenway park corridor along Rush Creek that could contain a trail along the entire length of Rush Creek.

3. **Rush City Aquatic and Recreation Center.** This school owned recreational facility is located at 305 South Eliot and is classified as a community park. City Hall and Police/Sheriff's Department share a facility with the Recreation Center. The pool with waterslides, is located on the north ½ of the block. The aquatic center is fenced on three sides with the building located on the south side.

The aquatic center, which was constructed in 1977 was funded through fundraising efforts of the "Unity Center Committee". The school district owns the facility but the city shares in the annual operating expenses. Open swimming and swimming lessons are offered at the facility. The pool area was constructed with footings to allow for future enclosure of the facility, if desired and if funding is available.

A parking lot is located on the north side of the block, along West Second Street. The lot includes approximately 60 paved and striped parking spaces, including two handicap accessible spaces. New trees have been planted on the north perimeter of the lot to provide a buffer from the parking lot to residential units to the north. Patrons of the aquatic center and recreation center typically park on the street, closer to the entrances and do not utilize the parking lot unless on-street parking is full.

The recreation center features a gymnasium, which is used for both high school and community education gymnastics. Comments received during the comprehensive plan process include using the building facility/recreation center for a variety of uses rather than exclusively gymnastics.

Rush City Aquatic Center and Recreation Center Input: Those participating in interviews and the survey process indicated they felt the aquatic center offered recreational opportunities for children, teens and families. Respondents indicated this was a valuable part of Rush City's recreation. One participant suggested enclosing the aquatic center for year around use. It was also suggested that sidewalks and/or trails should be developed from new subdivisions and surrounding areas leading to the center to allow safe transportation alternatives for youth walking or bicycling to the facility.

Rush City Aquatic Center and Recreation Center Recommendations: This is a community wide recreational facility. Sidewalk and trail access to the center should be planned as new developments occur. The school district and City should continue to work together to provide this recreational amenity.

The green space located north of the pools and south of the parking lot should be considered for the development of passive recreational amenities that compliment the pool. Examples include a shelter and/or gazebo, grills and picnic tables as well as playground equipment.

4. **Future Park.** This park, which is 50 feet by 120 feet or 0.11 acres, is located in the Rush Creek Bluff development off of West. 6th Street. The park is actually platted right-of-way and designated for future park development as a neighborhood park.
5. **Future Park.** This park, which is undeveloped, is 0.25 acres in size and located on South Keller Avenue. This neighborhood park is part of the Rush Landing development and designated for future development.
6. **Future Park.** This park is to be located near Jay Addition, west of the industrial park. It has been discussed that the park could be located on common space owned by the Chisago county HRA/EDA. The park type and use of the park has not been determined at this time.
7. **Future Park.** This 2.71 acre park is located just to the east of South Field Avenue, east of Rush Creek Park. The City has approved the installation of outdoor ice skating rinks at this park which would create a community park. The name of this park has not been determined but it could become part of a Rush Creek Park and the corridor along Rush Creek.
8. **School Recreational Facilities.** The Elementary School and High School are located on the northwest side of the community, off Tiger Trail and County Road 39. The schools offer a variety of active recreational amenities including a football field, softball and baseball fields, tennis courts and at the Elementary School, playground equipment. Although these are not "municipal parks", the amenities are available to serve the public at times in which school or extra curricular activities are not underway.

The high school offers boys hockey as a sport with Rush City and Pine City as a consolidated team. Rush City does not offer any ice-skating or hockey rinks.

School Recreational Facilities Input: Participants in the survey and interview process provided input on the school's recreational facilities. Those commenting noted the quality of fields and play equipment. Some noted the City should not rely on the school to provide all recreational equipment and fields. Others noted the elementary school equipment is used more than the City Park play equipment due to the age of the equipment. It was noted that occasionally there are conflicts between high school games or practice and adult softball games or practice.

School Facilities Recommendations: The City and school district should continue to work together to provide recreational amenities without duplication.

9. **Bulrush Golf Club.** This 18-hole course measures from 6,929 from the championship tees to 5,234 yards from the forward tees. A clubhouse and driving range are available to use and the course design will captivate golfers of all skill levels.
10. **Regional Parks.** Dennis Frandsen Park, a County Park, is located on the west side of Rush Lake, which is located a few miles west of Rush City along County Road 1. The park offers lake access and picnic opportunities. To the east of Rush City is St. Croix River Park. South of Rush City in Center City is Wild River State Park. This area, owned by the Department of Natural Resources, is within four miles of Rush City, with the entrance to the park located 15 to 20 miles to the south. Other parks within the area include Interstate State Park along Highway 95 in Taylors Falls. This park includes glacial rock formations, camping, hiking, picnic areas, canoe rental, a nature store and interactive programs.

III. PATHWAYS

A. Trails and Pedestrian Ways.

The City's Subdivision Ordinance, adopted in 2004, states, "Sidewalks will typically be required within the street right-of-way; however, in some cases in addition to other open space, dedication of easement to provide connections to public trails will be required where shown on the Comprehensive Plan. Where deemed essential to provide circulation, or access to schools, playgrounds, shopping centers, transportation and other community facilities, pedestrian easements with rights-of-way widths of not less than ten (10) feet shall be required. In those cases where the City Council deems it appropriate and as designated by the Comprehensive Plan, sidewalks of not less than five (5) feet in width shall be provided (i.e. along highways, collectors, arterials, etc.). Where a proposed plat abuts or includes an arterial street, sidewalks of not less than five (5) feet in width shall be provided on both sides of the paved surface, unless the City Council identifies a trail as an alternative. Where the proposed plat abuts or includes a collector street, sidewalks of not less than five feet (5') in width may be required on one side of the street. In all cases where sidewalks are provided provisions shall be made for handicapped access.

There are few designated walkways or bikeways within the City. A 1,231 foot gravel and grass trail is located in Rush Creek Park along Rush Creek running from South Harte Avenue east to South Field Avenue with an extension to West 8th Street. A second segment of paved trail with a bridge over Rush Creek connects the two dead ends of Alger Avenue at Rush Creek.

Chisago County offers the Sunrise Prairie Trail. The trail features a 10 foot wide paved surface facilitating hikers, bicyclists and inline skaters during the spring, summer, and fall. Bridges cross the south and west branches of the Sunrise River. Parking areas and info kiosks are located at North Branch, Stacy, and Wyoming. The feasibility of connecting trails with Rush City to Sunrise Prairie Trail should be reviewed.

A local "Saddle Club" exists and while there are no equestrian trails within the city, area parks provide these trails.

B. Classifications.

Pathways within communities and connecting to larger regional pathways are often classified by their purpose, type of improvement and location. The following table includes a description of six types of pathways and identification of the pathways within Rush City which are included in each category.

Classification	General Description	Description of each type	Existing Facilities
Park Trail	Multi-purpose trails located within greenways, parks and natural resource areas. Focus in on recreational value and harmony with the natural environment.	Type I: Separate/single purpose hard –surfaced trails for pedestrians or bicyclists/in-line skaters. Type II: Multi-purpose hard-surfaced trails for pedestrians and bicyclists/in-line skaters. Type III: Nature trails for pedestrians. May be hard or soft surfaced.	Along Rush Creek-crushed rock base and grass (Type III). Connecting Alger Ave. over Rush Creek with a bridge (Type II).
Connector Trails	Multi-purpose trails that emphasize safe travel for pedestrians to and from parks and around the community. Focus is as much on transportation as it is on recreation.	Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters located in independent R.O.W (e.g. old railroad R.O.W). Type II: Separate/single-purpose hard-surfaced trails for pedestrian or bicyclists/in-line skaters. Typically located within road R.O.W.	Fourth Street sidewalks and sidewalks along other city streets (Type II).
On-Street Bikeways	Paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic.	Bike Route: Designated portions of the roadway for the preferential or exclusive use of bicyclists. Bike Lane: Shared portions of the roadway that provide separation between motor vehicles and bicyclists, such as paved shoulders.	None
All-Terrain Bike Trail	Off-road trail for all-terrain (mountain) bikes	Single-purpose loop trails usually locate in larger parks and natural resource areas.	None
Cross Country Ski Trail	Trails developed for traditional and skate-style cross-country skiing.	Loop trails usually located in larger parks and natural resource areas.	None
Equestrian Trail	Trails developed for horseback riding.	Loop trails usually located in larger parks and natural resource areas. Sometimes developed as multi-purpose with hiking and all-terrain biking, where conflict can be controlled.	None

C. Pathway Design.

Trails or pathways should be designed with the following goals in mind (1) Safety – protect non-motorized and motorized users (depending on the type of trail) from adjacent or crossing vehicular traffic, (2) Linkages - provide links between local parks and recreational areas and regional trail systems, (3) Natural Environment – protect the natural environment and design the

trail system while protecting natural features, and (4) Continuity – provide continuous trail systems with as few interruptions in user movement as possible.

Following are design guidelines suggested by the National Recreation and Park Association for the various types of pathways:

1. Park Trails

Type 1: These separate or single purpose trails are typically ten feet wide and hard surfaced for pedestrians, bicyclists and/or in-line skaters.

Type II: These multi-purpose trails typically include a natural buffer from adjacent uses on either side of the trail. A 50 foot right-of-way to accommodate the buffers is common with a ten foot paved surface.

Type III: Nature trails are generally six to eight feet wide and are soft surfaced. Trail grades vary depending on the topography of the area in which they are located. Interpretive signage is common along nature trails.

2. Connector Trails

Type 1 and 11: These separate or single/purpose hard surfaced trails are designed for pedestrians or bicyclists/in line skaters. If designed for pedestrians only, a six to eight foot width is common. If designed for bicyclists/in-line skaters, a ten foot paved surface is recommended. The trails may be developed on one or both sides of the roadway and may include one or two-way traffic. The trail is typically separated from the roadway with a boulevard, grass and/or plantings.

3. On-Street Bikeways

On Street Bike Lane: Bike Lanes are typically designed as a five-foot lane adjacent to the driving lane. On-street parking may occur between the on-street bike lane and the curb or edge of the road. In essence each side of the roadway is divided into three sections (1) driving lane, (2) on-street bikeway and (3) on-street parking.

On Street Bike Route: This bicycle route is typically designated so with signage. On Street Bike Routes are typically paved shoulders along roadways.

4. All Terrain Bike Trails: Design and length vary depending on the topography in the area. These trails are generally a part of a larger regional park or natural resource area.

5. Cross Country Ski Trails: The design of the cross-country ski trail is dependent upon its intended use. The traditional diagonal skiing typically includes a packed groomed trail with set tracks. Skate-skiing designs include a wider packed and groomed surface. The length of the trails may vary. Cross-country ski trails may be designed to be used as equestrian trails during summer months.

6. Equestrian Trails: These trails, designed for horseback riding, typically are designed with woodchips or grass as a surface. They are located in larger parks and natural resource areas where conflict with other trail users may be avoided. The length of an equestrian trail varies but is generally looped.

D. Public Input.

The following comments were received as a part of the community survey, relating to the need for additional sidewalks and trails. Based on 38 surveys:

23 (62%) felt the City should require sidewalks in areas leading to educational facilities.

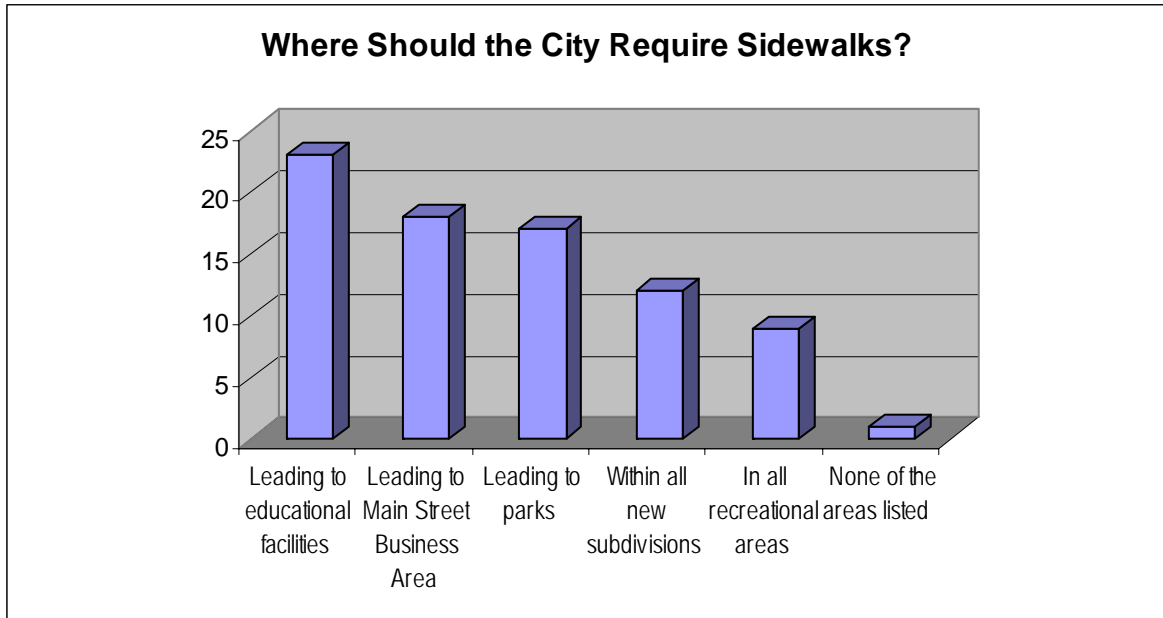
18 (49%) felt the City should require sidewalks/trails leading to the Main Street business area.

17 (46%) felt the City should require sidewalks leading to parks.

- 12 (32%) felt the City should require sidewalks in all new subdivisions, however some noted sidewalks would not be necessary on cul-de-sacs or in low traffic areas of subdivisions.
- 9 (24%) felt trails or pathways should be developed within all parks or recreational areas.
- 1 (3%) felt sidewalks were not necessary in any of the above areas.

Other comments received included:

- Sidewalks should be on at least one side of the street leading to educational facilities.
- Trails should be developed along Rush Creek.
- Trails are needed along 61 and Fairfield, especially as the City grows to the south.
- Trails and sidewalks should be installed at the developer's expense.



IV. RECREATION.

There are a number of coordinated and uncoordinated recreational opportunities in and around Rush City.

Recreation programs are coordinated by Rush City School District's Community Education Program. Classes range from academics and athletics to health, safety, and personal enrichment. They are offered at nominal fees throughout the year. Community Education also sponsors several outings to events such as plays, performances, the circus, the zoo, and museums throughout the year.

The Recreation Center is used for gymnastics. The aquatic center is open from June to September.

Adult and family recreational opportunities include adult women's and men's softball and golfing at the Bulrush Golf Club, which offers an 18-hole course and driving range. Rush Lake and Dennis Frandsen and the St. Croix regional parks are both located a few miles west of the city. Tubing occurs during the summer months on the St. Croix River. The county fairgrounds, which are located in the city, are available as open space during non-fair months.

V. EXAMINATION OF EXISTING AND FUTURE PARK FACILITIES

The City's combination of recreational activities, golf course, Rush Lake to the west of the City and existing parkland and open space and the fairgrounds provide residents and visitors with a variety of recreational opportunities. Map 10-2 indicates areas served by existing recreational facilities. As indicated, parks are located so as to serve the needs of most residential areas of the City; however additional facilities would benefit residents in the southeast, west and northeast portions of the City. The existing undeveloped parks in the south of the City should be developed to serve the needs of this portion of the City.

Map 10-3 indicates future park search areas. As noted in the park classifications, depending on the type of park, the service area will vary. The attached map illustrates a need for parks in the following areas: west of Interstate 94 near residential developments, to the southeast and south-central near residential developments and to the northeast of County Road 55 and State Highway 361. Map 10-4 shows both the park service areas and the future park search areas.

A. Accessibility.

¹The American with Disability Act (ADA) was signed into law on July 26, 1990. The law requires local and state governments, places of public accommodation and commercial facilities to be readily accessible to persons with disabilities. ADA statutes affect the City of Rush City and other local and state park and recreation facilities in the following ways:

- Newly constructed buildings (after January 26, 1993) must be constructed to be readily accessible.
- Renovations or alterations occurring after January 26, 1992 to existing facilities must be readily accessible.
- Barriers to accessibility in existing buildings and facilities must be removed when it is "readily accessible". This includes the location and accessibility to restrooms, drinking fountains and telephones.

Other requirements include but are not limited to:

- One accessible route from site access point, such as a parking lot to the primary accessible entrance must be provided. A ramp with a slope of no greater than 1:6 for a length of no greater than two feet may be used as a part of the route. Otherwise a slope of maximum 1:12 is allowed.
- One accessible public entrance must be provided.
- If restrooms are provided, then one accessible unisex toilet facility must be provided along an accessible route.
- Only the publicly used spaces on the level of the accessible entrance must be made accessible.
- Any display and written information should be located where it can be seen by a seated individual and should provide information accessible to the blind.

Parks which are developed with items such as parking lots, swimming pools, tennis courts and basketball courts should have routes which are accessible. Nature parks or areas with limited development should have the minimum of accessible routes to the site. The National Park Service provides design guidelines for accessible outdoor recreation.¹

¹ Source: Park, Recreation, Open Space and Greenway Guidelines, James D. Meres, Ph.D., CLP and James R. Hall, CLP. © 1996, National Recreation and Park Association

Rush City Park Inventory	Park Classification	Trail Areas	Baseball/Softball	Nature Areas	Horseshoe Pits	Tennis Courts	Soccer Fields	Basketball Courts	Football Field(s)	Volleyball Courts	Playground	Swimming	Pleasure Skating Rink	Hockey Rink	Warming House	Archery Range	Skateboarding	Restroom facilities	Handicap Access	Picnic Area	Parking
City Park	CP	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes	No
Rush Creek Park	LP	Yes	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Aquatic Center	CP	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	No	Yes
Elementary School	NPL	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	Ind	Yes	No	Yes
High School	CP	NO	Yes	No	No	Yes	No	No	Yes	No	No	No	No	No	No	No	No	Ind	Yes	No	Yes

CP= City Park, LP=Linear Park, NPL=Neighborhood Playground, IND= Indoor

Note: Does not include undeveloped parks.

Park Assessment

Park Name	Turf	Irrigation	Plantings Trees	Drainage System	Accessible	Parking	Parking Availability	Basketball Courts	Tennis Courts	Playground Equipment
City Park	1	NA	1	0	4	NA	0	NA	NA	1
Rush Creek Park	0	0	0	0			2	NA	NA	NA
Aquatic Center	0	NA	0	0	0	0	2	NA	NA	NA
Elementary School Recreation Area	0	NA	0	0	0	0	0	NA	NA	0
High School Recreation Area	0	1	0	Previous problems addressed	0	0	0	NA	0	NA

Note: Does not include undeveloped parks.

Ranking Key

1. Turf Condition

- NA Not Applicable
- 0 No Problems.

- 1 Turf is in good conditions with some bare areas.
- 2 Turf has a few problems that need some work (aeration and over-seeding).
- 3 Turf is in poor condition and needs renovation.
- 4 Turf is in very poor condition and should be completely redone.

2. Irrigation System

- NA Not Applicable.
- 0 No Problems.

- 1 System is in good condition with minor adjustment problems.
- 2 System is in fair condition, needs frequent work.
- 3 System doesn't do the job and needs to be expanded (poor coverage).
- 4 System is in very poor condition or no system at all.

3. Plantings/Trees

- 0 No Problems.
- 1 Plantings/trees are in good condition with few minor problems.
- 2 Some bare areas that need additional plant materials.
- 3 Several areas have problems that need work.
- 4 Plantings/trees in very poor condition & should be completely removed.
- 5 Condition of trees present dangerous safety situation.

Ranking Key

4. Drainage System

- 0 No Problems.
- 2 Some saturation/standing water-minor improvements needed.
- 4 Very poor drainage-system needs renovation.
- 5 Dangerous system/conditions exist.

7. Parking Availability

- NA Not Applicable.
- 0 No Problems.
- 2 Not enough parking mainly during peak-use periods or only occasionally.
- 4 Not enough parking most of the time.

5. Accessibility

- 0 Entire park is accessible to handicapped.
- 2 Portions of the park are accessible to handicapped individuals.
- 4 None of the park is accessible to handicapped individuals.

8. Basketball or Tennis Courts

- NA Not Applicable.
- 0 No Problems.
- 1 Good condition, need minor routine maintenance, patching or striping.
- 2 Fair condition, needs minor repairs.
- 3 Poor condition – needs major repairs but can still be used.
- 4 Very poor condition. Potholes, cracks; need extensive repair/resurfacing.
- 5 Dangerous surface conditions exist-holes, large cracks, etc.

6. Parking

- NA Not applicable.
- 0 No problems.
- 1 Good condition – needs regular routine maintenance.
- 2 Surface in fair condition- spot repairs are necessary.
- 3 Surface in poor condition, several areas need major repairs.
- 4 Very poor condition, parking area needs complete renovation.
- 5 Dangerous conditions exist.

9. Playground Equipment

- NA Not Applicable.
- 0 No Problems.
- 1 Equipment is old but can still be used.
- 2 Equipment requires regular routine maintenance.
- 3 Equipment is in poor condition and requires major repair or renovation.
- 4 Equipment is in very poor condition and should be replaced.
- 5 Dangerous conditions exist.

VI. RECREATIONAL FACILITY STANDARDS

As parkland is acquired either through dedications or purchase, it is important to plan space according to the desired recreational contents. In existing parks, it is important for the Planning Commission and City Council to be aware of space requirements and orientation recommendations to determine if it is feasible to include the item(s) within the park. Following are facility standards for a number of recreational activities:

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population	Service Area	Existing Facilities	Surplus/ Deficit per Standard
Baseball Diamond	3 to 3.85 acres	1. Official: Baselines-90' Pitching dist-60.5' Foul lines-min 320' Center field-400'+ 2. Little League: Baselines-60' Pitching Dist.-46' Foul lines-200' Center field-200'-250'	Locate home plate so the pitcher is not throwing across the sun, and batter is not facing sun. Line from home plate through pitchers mount to run east-northeast.	1/6,000	Appr. ¼ to ½ mile radius Part of neighborhood complex. Lighted fields part of a community complex	1 at the high school	Following construction meets needs. Potential conflict when school activities are in session.
Softball/ Youth Diamond	1.5 to 2 acres	Baselines 60' Pitching dist- 45' men, women-40', Fast pitch field radius from plate – 225' Slow pitch 275' men, 250' women	Locate home plate so the pitcher is not throwing across the sun, and the batter is not facing sun. Line from home plate through pitchers mount to run E/NE	1/ 1,500	Approximately ¼ to ½ mile radius	5 softball 1 youth T-ball all at school facilities	Future need for your field in south side of the city and east of the industrial park.
Tennis Court	7,200 sq. ft. / court. 2 acres/ complex	36' x 78' with 12' clearance on both ends	Long axis north-south	1/2000	¼ to ½ mile radius. Best in batteries of 2 to 4. Located in neighborhood/community parks or near a school	Two on school facilities	Meets current needs
Basketball	0.25 to 0.59 acre Youth: 2400 to 3036 sq. ft High School: 5040 to 7280 sq. ft	Youth: 46' to 50' x 84' High School 50' x 84'	Long axis north-south	1/2000	¼ to ½ mile radius Outdoor courts in neighborhood/ community parks. Indoor as part of schools	6 3 half courts at the elementary school, 2 full indoor at the high school, 1 full indoor at the elementary school	Plan for one on south side of City.

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population	Service Area	Existing Facilities	Surplus/ Deficit per Standard
Volleyball	4,000 sq. ft	30' x 60' with a minimum clearance of 6' on all sides	Long axis north-south (outdoor)	1/2000	½ to 1 mile	3 2 courts at high school, 1 court at elementary school	Based on public input no need for a public vb court however a private court with a business may be supported.
Football Field	1.5 acres	160' x 300' with a minimum of 10' clearance on all sides.	Long axis northwest or southeast	1/3000	Approx. 2 mile radius	1 regulation 1 practice at the school	Meets current needs.
Soccer Field	1.7 to 2.1 acres	195 to 225' x 330' to 360' with 10' clearance on all sides	Long axis northwest or southeast	1/3000	Approx. 1 to 2 mile radius	1 open soccer field at elementary school	Recommend an open field area which could be used for soccer and/or football
Ice Arena	2 acres	Rink 85' x 200' (min. 85' 185') Addt. 5000. 22,000 sq. ft to include support area	Long axis is north-south (outdoors)	1/20,000	15 to 30 minute travel	None in Rush City. One in Pine City – 15 minutes away.	Meets current needs with proximity to Pine City.
Warming House	Variable	Variable	Variable	1/rink area	1 hocking rink/skating area	None	Possible future need for outdoor ice rink and warming house.
Picnic Area	Variable	Variable	Variable	1/5000	2 mile radius	1 at City Park	Need at Aquatic Center and as the City grows by the Golf Course residential lots, off CR 1
Play Equipment	0.5 acre	Variable	Variable	1 acre/park	2 to 3 mile radius	New equipment at City Park and 2 playgrounds at elementary school	Add equipment by Aquatic Center, add at 100x 150 area by Jay Addt., add in Kelly Addt. Plan for additional in each new park.
Sliding Hill	2-4 acres	Variable	Variable	1/7,500	1 mile radius	None	No local deficit identified.

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population	Service Area	Existing Facilities	Surplus/ Deficit per Standard
Archery Range	0.65 acre	300' length x min. 10' between targets. Roped, clear area on side of range min. 30' . Clear space behind targets min. 90' x 45' with bunker	Archer facing north + or – 45 degrees	1/7,500	30 minute travel time. Part of a regional complex	None. Grantsburg is 20 miles away or in Harris, people have their own practice areas.	No deficit as opportunities in close proximity (20 miles) exist.
Community Center	15-25 acres	Varies	Varies	1/20,000	--	One with gym with Aquatics Center currently used for gymnastics. One by senior housing	May need to expand or reuse space for multipurpose (gym, seniors, etc).
Horseshoe courts	0.1 acre			1/2000	--	None	Deficit. Based on local input two are needed.
Swimming Pool	1 to 2 acres	Teaching- min. 25 yards x 45' even depth of 3-4 ft. Competitive- min. 25 m x 16m. Min. of 25 sq. ft water surface per swimmer. Ratio of 2 to 1 deck to water	No recommended pool orientation but care must be taken in locating life stations in relation to afternoon sun	1/10,000	150 person capacity 15 minute travel	One – Aquatic Center	Meets city's current and anticipated future needs
Off-Street Parking	300 S.F Per Car	Typically 9' x 20 with a 20' driving lane	Variable	NP: 8-12 cars CWR: 25-100 cars SR: 25-100 cars	NA	Off-street parking is available at schools and Aquatic Center. City owned parking lot south of City Park.	Need for addt. at Aquatic Center during peak use times. Plan off-street parking at future community parks.
Toilet Facilities	Varies	Per building code	Variable	1 double unit per park	1 park	1 at City Park (porta-potty) 1 at Aquatic Center	Plan restrooms in future community parks.

* Derived from the National Recreation and Park Association and the American Academy for Park and Recreation Administration Standards with local standards applied.

VIII. COMMUNITY INPUT IN PARKS AND RECREATION

A. Park Land Dedication Ordinance.

The City adopted parkland dedication requirements within the Subdivision Ordinance in 2004. It is required that each new subdivision must either set aside ten percent (10%) of residential plats or two percent (2%) of commercial/industrial plats to be deeded to the City for park purposes or if park land is not deemed needed in the area, the City may require a fee-in-lieu-of parkland dedication equal to the average value of ten percent (10%) of residential acreage or two percent (2%) of the Commercial/industrial acreage to be subdivided, prior to utilities being placed. The Park Board and Planning Commission recommend to the City Council whether land or fees are desired. The Council has the authority to approve/disapprove of the land proposed for dedication.

B. Public Input.

In conjunction with the updating of this Plan, a survey was distributed to community leaders. The survey was available to others as requested. Additionally, consultants conducted approximately twenty face-to-face follow-up interviews. Following the interviews the community was invited to a community meeting to discuss the components of the comprehensive plan including parks and recreation. Results indicate residents consider park, trail and recreational facilities a priority:

1. **Areas Served.** Nine (9) of the 38 of respondents completing surveys (24%) indicated all areas in the community were served well by existing parks, while 29 or 76% of the respondents noted there are areas not served by parks. Comments received on the survey relating to this questions included a need to add parks on the south and west side of the city, especially as the city continues to grow in this direction; a recommendation that the city require parks as new developments plat, park areas are needed in Rush Landing, Anderson Addition and by the golf course on the west side of I-35. It was also noted that the downtown City Park is too small and equipment is outdated and bike trails should be added in a variety of locations such as along County Road 7 and 61 to keep the vehicle and pedestrian traffic separate and to connect City trails with sidewalks.
2. **Recreational Items to Add.** When asked what park facilities would add to the quality of life in Rush City, survey respondents responded as follows: trails including the connection of parks with trails (25), playground equipment (21), picnic shelters (15), athletic fields (5), install trails, signage and maps along Rush Creek (2), basketball courts (2). Other suggestions with one comment were to create a connection to the St. Croix river via a regional trail, to install a bridge in Anderson Addition to walk and bike, to add a soccer fields and a hockey rink, and the parks need more tender loving care especially in City Park.
3. **Ranking of existing park facilities.** Survey respondents were asked to rank the existing park facilities on a scale of one to five with one being poor and five being excellent. The average response was 2.5, with the following comments received, "There is not much in the downtown park and no other city park", "The number and quality of parks is low" and, "The aquatic center is good".
4. **Recreational Opportunities.** Survey participants were asked if various age groups and family types have sufficient recreational opportunities in Rush City. Twenty (20) of the 37 respondents noted children have sufficient recreational opportunities. Only 27% felt teenagers were offered sufficient recreational opportunities. It was noted that the proposed bowling alley would assist in offering recreational opportunities for teen and families. Of the respondents, 51% felt adults have sufficient opportunities while only 35% felt adequate opportunities are available for seniors. 33% of respondents felt there were adequate recreational opportunities for families and 31% felt there were adequate opportunities for tourists. Survey respondents define recreational opportunities in different ways with some noting golf, tubing on the river and fishing on Rush Lake as

recreational opportunities in the city. Others focused on community education programs in the summer or park equipment for children.

5. **Major Recreation Improvement.** Survey participants were asked, "What one major recreation improvement would you like to see made in Rush City during the next 3 years?" The most common responses included; adding trails along Rush Creek and through the City, adding a grandstand at the fairgrounds, adding more small parks for little kids, adding a teen center with an indoor pool for teens, adding a Health Club, redeveloping the City Park downtown, adding a trail where the Blue Berry Express rail road line ran, more parks and green spaces, improve the existing parks and adding a family dining area.

A community meeting was held on May 12, 2004. Following are comments received from the group of twenty-one who attended:

Parks and Recreation Positive Attributes

Community meeting participants were asked to list the top three positive attributes of park and recreation opportunities in and near Rush City. The number of groups responding follows the responses below.

- Aquatic Center (5)
- City Park (3)
- Community Education Recreation Programs – good participation (3)
- Ball fields/Athletic Fields (2)
- County Park (1)
- St. Croix River (1)
- School Playground Equipment (1)
- Fairgrounds (1)

Parks and Recreation Opportunities

Community meeting participants were asked to list the top three opportunities or areas for improvement in parks and recreation in and near Rush City. The number of groups responding follows the responses below.

- Create more neighborhood parks (3)
- Improve the restrooms at City Park (2)
- Create/expand the trail by Rush Creek (2)
- Greater utilization of gym space at the community center (1)
- Add horseshoe pits (1)
- Develop a youth center (1)
- Provide better access to waterways (lake and river) (1)
- Provide for fishing where the dam was removed (1)
- Develop a park by the golf course (1)
- Add outdoor basketball courts (1)

Future park search areas were identified as in the residential area surrounding the golf course and in the residential area south of West 4th Street near Co. Rd. 7.

IX. MAINTENANCE AND OPERATIONS

The proper care and management of park and trail facilities will encourage park/pathway use, improve the quality of life in Rush City and enhance the visual quality of neighborhoods and the City as a whole. Maintenance of the park system is currently coordinated through the City's Public Works Department. The department also assists with park duties and street functions.

Park maintenance tasks may occur on a daily, weekly, monthly, seasonal and/or weather related basis. These jobs include but are not limited to:

Litter and Garbage Clean-up
Preventative Equipment Maintenance
Equipment Repair
Facility Repair and Maintenance

Mowing and Trimming
Moving Tables and Benches
Leaf Clean-Up

In 2007, a Park Board was appointed by the City. The Park Board is a five member committee, with one council representative and one staff member. The five member board is a recommending body to the City Council. The mission statement of the Park Board is, "Rush City residents and businesses identify parks, trails and recreational facilities as valuable community resources that contribute positively to the quality of life offered in Rush City." The Park Board meets on a monthly basis every third Monday.

X. FINANCIAL RESOURCES

Several resources are available to assist the City of Rush City in providing adequate parks, trails and facilities for residents. Following is a list of typical sources.

1. Property Taxes
2. Park Dedication/Fee In-Lieu of Parkland Dedication Requirements
3. User Fees
4. Volunteer hours/labor
5. Donations by private individuals, civic organizations, organized groups, etc.
6. Grants (listed in the following table are examples of grants available through the Minnesota Department of Natural Resources)

The City budgets for operational expenses through its annual budget process. The City currently utilizes user fees, sale of equipment, donations from organizations and individuals, sentence-to-serve labor, grant programs, park dedication land and fees and the general tax levy to cover expenses relating to parks. The City should consider the establishment of a capital improvement plan for long-range capital improvements to the park system. Examples of expenditures within the capital improvement plan include purchase of playground equipment, purchase/planting of trees, paving of the parking lot, etc.

XI. RECOMMENDED GOALS AND POLICIES FOR PARKS, TRAILS AND RECREATION

Following the inventory and evaluation of existing park, trail and recreation facilities and in accordance with park, trail and recreational plans the following goals and recommendations have been prepared. The City Administrator, Planning Commission and City Council would be responsible for implementation of the recommendations and goals.

1. The Park Board shall review development proposals and prepare recommendations to the City Council to ensure proposed parkland dedication or fee-in-lieu of dedications meet the needs of the city including type and location of land, park configuration, access and parking and compatibility with the neighborhood and other recreational offerings. The City shall strive to provide active and passive parks and recreational facilities to meet the needs of diverse groups within the community including various ages groups and varying socio-economic status.
2. Within the downtown area and areas surrounding the school, the City shall focus on enhancing existing parks rather than acquiring additional park land. As additional residential lots are developed to the southeast, southwest, northeast and west of I-35, the City should

review sites to service this area with a park which could include an open multi-purpose field, playground equipment, picnic shelters, etc.

3. The City Council shall maximize recreational opportunities available to residents and tourists through cooperative ventures which are mutually beneficial for the city, school district, Chisago County, Department of Natural Resources and civic organizations. Examples include coordinating trail design and construction with reconstruction of county roads and joint grant applications with the school and or county to the DNR.
4. In order to reduce the tax impact of park and recreational (re) development projects, the City shall research and utilize a variety of funding sources for the acquisition, development and renovation of park and recreation facilities; including but not limited to grant applications, providing information to civic organizations regarding desired capital improvements to parks and trails, use of volunteer labor, and use of user fees. The capital improvement plan shall be reviewed annually to address items identified within the Comprehensive Plan.
5. The City should develop a trail plan to link existing parks and neighborhoods and coordinate the trail development with the school district; Chisago County (County Road turn backs and reconstruction projects) and DNR grant programs. The City shall carefully review proposals from developers relative to proposed trail and sidewalk facilities within new subdivisions. The City should develop a sidewalk/trail policy indicating when/where sidewalks or trails should be placed. Trails connecting the areas west of I-35 to the heart of the city as well as areas south of Rush Creek to the north should be considered. The Planning Commission and City Council should require developers to install identified portions of trails/pedestrian ways with subdivision construction, even if the trail/pedestrian way temporarily dead-ends.
6. When developing parks, the Park Board, Planning Commission and City Council shall review its intended use, recreational voids or needs within the area and funds available.
7. The City shall design new facilities to be barrier free and provide other accommodations for people with disabilities, in accordance with ADA requirements.
8. As the City grows and additional parks are developed, the Park Board, Planning Commission and City Council shall develop a theme for park signs and budget for the installation in the city's parks, as well as a system to name parks.
9. The City should implement an overall maintenance plan, including: Capital equipment costs (i.e. new equipment, new play features, park upgrades) included in the five-year Capital Improvement Program (CIP), and other capital expenses (e.g. pedestrian/bicycle trail construction, etc.).
10. The City should inventory all park areas and trail easements in order to better plan for future park locations and facilities.
11. The City should work to create a Rush Creek Park corridor that stretches along Rush Creek. The purpose of this corridor would be to preserve the natural amenities of the creek as well as construct a trail that extends along the creek for pedestrian traffic. The corridor should be composed of City owned property if possible either through purchase or acquired through dedication with new development. In the case of private property owners who do not wish to sell or have not possibility of further development, conservation or trail easements across private property to allow trail connections would be appropriate.

ECONOMIC DEVELOPMENT

I. ECONOMIC DEVELOPMENT OVERVIEW

**Map Identifying Location
of Chisago County**



The City of Rush City is situated along Interstate 35 between the Twin Cities and Duluth. The city is served not only by the interstate but also Trunk Highway 361, and County Roads 1, 7, 39, 30, 5 and 54. Located in Chisago County, Rush City's economy has changed significantly over the past thirty years. The construction of Interstate 35 assisted in making the public more mobile, allowing Rush City to become a home to those working in other communities. This however also made it easier for residents and nearby patrons to travel to larger shopping centers rather than shop locally. The make-up of Rush City's business district changed as a result and is anticipated to change again in the next twenty years. The City once featured multiple hardware stores, car dealerships, a hospital and miscellaneous retail and service businesses. Today, the central business district still features some retail but includes a larger number of service businesses including the St. Croix Education District, library, laundromat, insurance, etc. The future of commerce in Rush City is expected to increase as the population grows to support additional business. Additional commercial growth along Interstate 35 is anticipated.

The principal components of this section include:

- An overview of economic trends in Rush City;
- An overview of economic development agencies;
- Public input on economic development;
- An overview of commercial development and goals for future (re) development; and
- An overview of industrial development and policies and goals for future (re) development

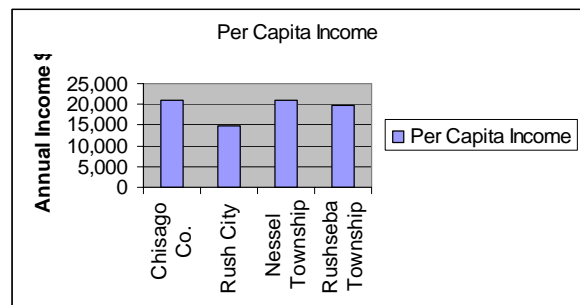
II. ECONOMIC TRENDS

Economic trends can be important indicators as to the economic health of the community. Following is a summary of several economic indicators including income/wages, labor force and commercial and industrial construction.

Income:

The 2000 Census reports a median family income in Rush City of \$ 40,743, with male full-time year-round workers earning an average of \$31,750 per year while female full-time year-round workers earn an average \$21,813 per year. The per capita income in Rush City, \$14,668, is significantly lower than Nessel Township, Rushseba Township, Chisago County, Minnesota and federal averages of \$20,953, \$19,727, \$21,013, \$23,198 and \$21,857, respectively. It is important to note that the per capita income includes income from detained individuals at the Correctional Facility; resulting in a lower income.

Figure 11-1



The 2000 Census reports 11.6% of the population in Rush City (204 individuals) is below the poverty level, with 47 families (10.2% of all families) in this category. Thirty-two of the families living below

poverty had children under 5 years old. Neighboring townships had a lower portion of families living in poverty with Nessel Township at 1.8%, 3.4% of the families in Rushseba Township and 3.2% of the families in Chisago County living in poverty. According to the 2000 Census, 5.1% of families within Minnesota and 7.9% of individuals were considered to be at poverty level in the year 1999.

**TABLE 11-1
INCOME PROFILES: CHISAGO COUNTY,
RUSH CITY AND NEIGHBORING CITIES**

Area	Per Capita Income	Median Household Income	Median Family Income
Center City	\$17,774	\$48,594	\$51,875
Chisago City	\$22,321	\$38,352	\$51,964
Harris	\$18,258	\$49,545	\$51,719
Lindstrom	\$21,195	\$44,980	\$50,519
North Branch	\$20,875	\$50,294	\$56,512
Rush City	\$14,668	\$34,219	\$40,380
Shafer	\$17,561	\$41,667	\$43,000
Stacy	\$16,893	\$42,026	\$45,288
Taylors Falls	\$17,615	\$32,250	\$39,886
Wyoming	\$20,290	\$35,250	\$62,118
Chisago County	\$21,013	\$52,012	\$57,335

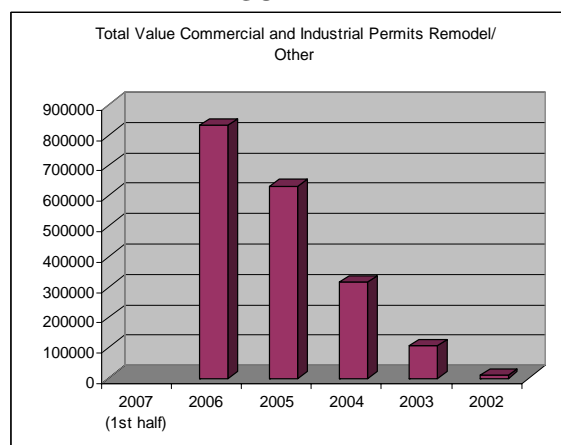
Source: 2000 Census- 1999 statistics.

Household income is defined as total money received in a calendar year by all household members 15 years old and over. Family income is the total income received in a calendar year by family members related by birth, marriage or adoption. Many households are not families, for example single people living alone or with non-related roommates are considered a non-family household. Median household income is often lower than median family income.

Commercial/Industrial Construction

New commercial and industrial construction has fluctuated over the years; however, as illustrated in the graph below, the value of commercial industrial remodeling has increased steadily over the past few years.

FIGURE 11-2



**TABLE 11-2
COMMERCIAL/INDUSTRIAL HISTORICAL CONSTRUCTION AND LAND CONSUMPTION**

	Number of Permits for New Commercial and Industrial Buildings	Value of New Commercial and Industrial Construction	Number of Permits for Commercial and Industrial Remodel/ Other	Total Value Commercial and Industrial Permits Remodel/ Other	Total Value Commercial Industrial Permits	Total Number of Commercial Industrial Permits
2007 (1st half)					\$ -	0
2006	0	\$ -	7	\$ 831,112	\$ 831,112	7
2005	0	\$ -	7	\$ 632,000	\$ 632,000	7
2004	2	\$ 564,437	9	\$ 314,918	\$ 879,355	11
2003	0	\$ -	5	\$ 105,200	\$ 105,200	5
2002	3	\$ 294,218	2	\$ 8,300	\$ 302,518	5

Source: City Building Permit Statistics as compiled by MDG, Inc.

Employment

The Minnesota Work Force Center estimates 27,816 people in the labor force in Chisago County in November 2007, with 26,458 employed, resulting in a 4.9% unemployment rate. During this same time period Minnesota had an unemployment rate of 4.0% and the United States unemployment rate was 4.5%. The average unemployment rate for Chisago County in the year 2007 was 5.3%, with the state average at 4.5% and U.S. unemployment rate was 4.7%.

Unemployment Rates

Unemployment rates within Chisago County have historically been slightly higher than the Minnesota unemployment rate. Until 2006, the County's unemployment rate had been lower than the US unemployment rate.

**TABLE 11-3
UNEMPLOYMENT RATES**

Year	Labor Force	Employment	Number Unemployed	Chisago County Unemployment Rate	MN Rate	US Rate
2007	27,854	26,371	1,483	5.3%	4.5%	4.7%
2006	27,595	26,265	1,330	4.8%	4.0%	4.6%
2005	27,387	26,071	1,316	4.8%	4.1%	5.1%
2004	26,890	25,473	1,417	5.3%	4.6%	5.6%
2003	26,187	24,673	1,514	5.8%	4.8%	6.0%
2002	25,069	23,716	1,353	5.4%	4.5%	5.8%
2001	24,275	23,163	1,112	4.6%	3.8%	4.7%
2000	23,204	22,364	840	3.6%	3.1%	4.0%

FIGURE 11-3

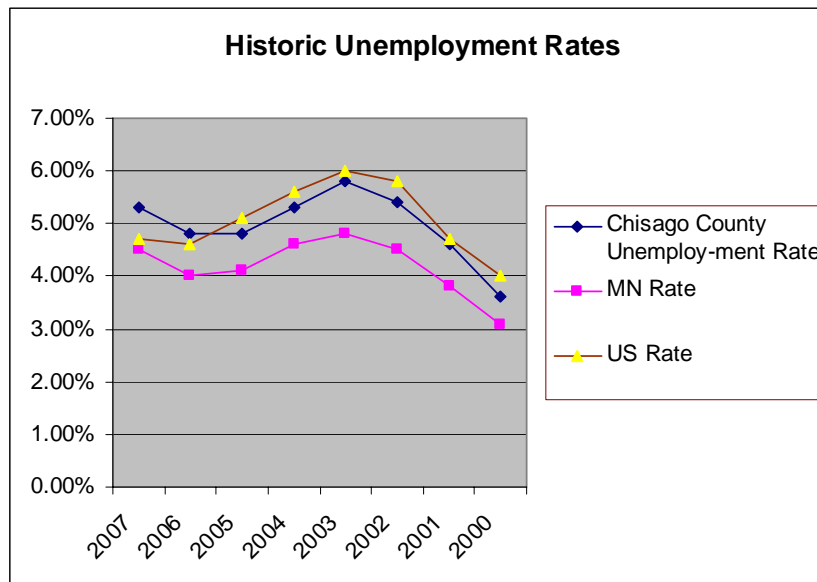


Table 11-4 summarizes data from the 2005 Economic Census, completed by the U.S. Census Bureau, for several employment sectors. The Table includes comparative economic data for the cities of within Chisago County. It is noted 2005 Economic Census data is the latest full year of statistics available at this time.

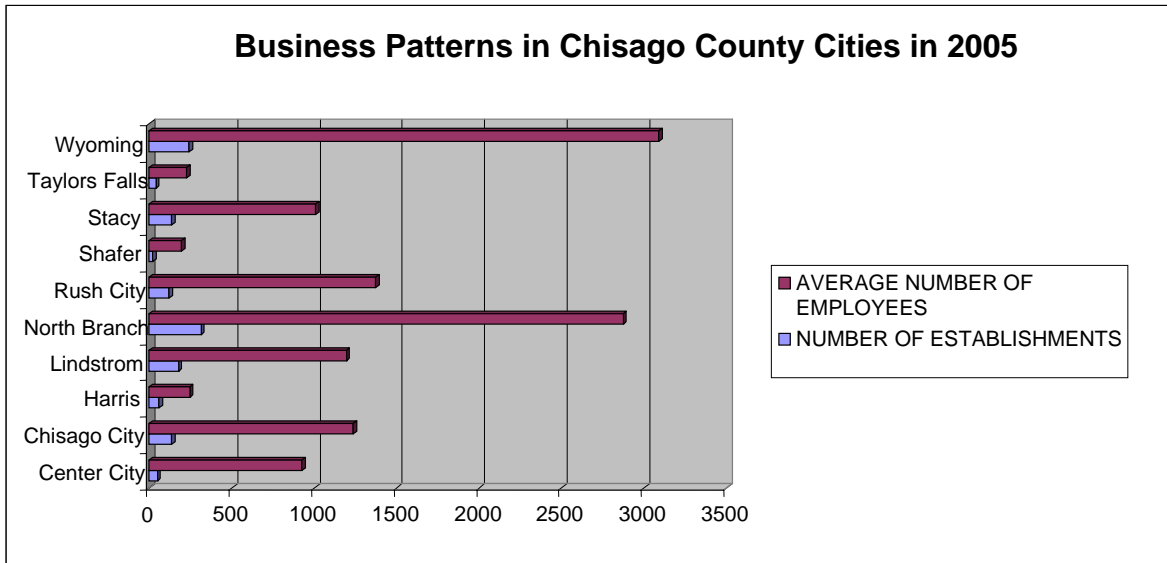
**TABLE 11-4
COMPARATIVE EMPLOYMENT DATA – YEAR 2005**

AREA	NUMBER OF ESTABLISHMENTS	AVERAGE NUMBER OF EMPLOYEES	AVERAGE NUMBER OF EMPLOYEES PER ESTABLISHMENT	TOTAL ANNUAL PAYROLL IN \$1,000
Center City	49	926	19	\$34,125
Chisago City	140	1,236	9	\$25,595
Harris	63	247	4	\$9,357
Lindstrom	179	1,195	7	\$29,534
North Branch	316	2,873	9	\$65,887
Rush City	121	1,375	11	\$34,895
Shafer	21	199	9	\$21,365
Stacy	136	1,011	7	\$22,190
Taylors Falls	43	226	5	\$4,593
Wyoming	245	3,092	13	\$113,615
Chisago County Cities Total	1,313	12,380	9	\$ 361,156
Minneapolis-St Paul-Statistical Area	92,888	1,637,948	17	\$1,637,948
Minnesota	150,231	2,430,853	16	\$96,992,711

Source: MN Department of Employment and Economic Development, 2005 Economic Census (U.S. Census Bureau)

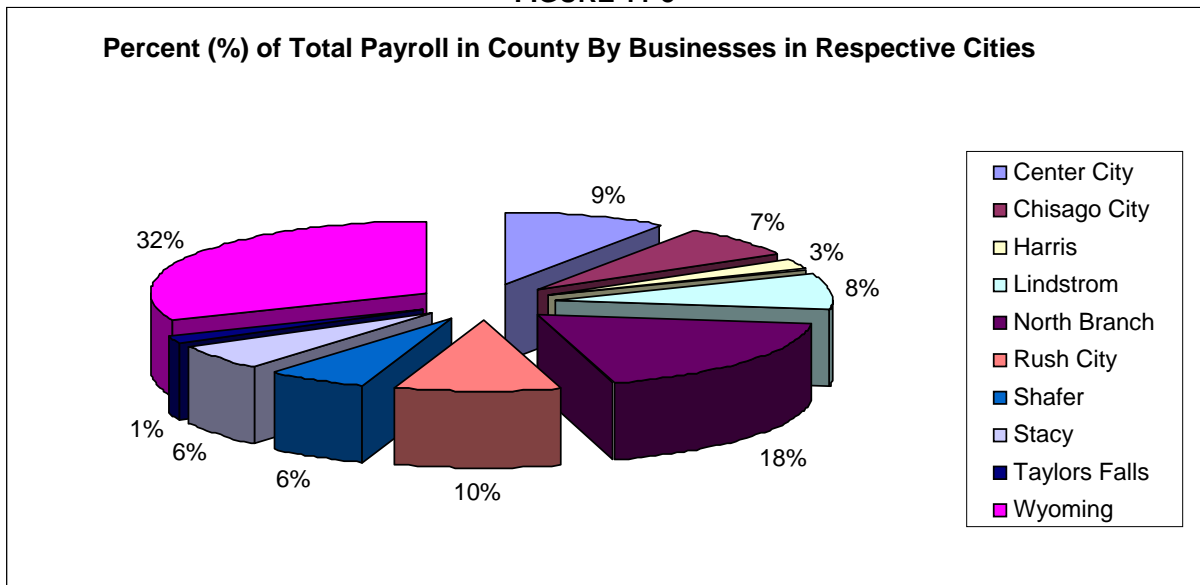
As illustrated in Table 11-4 above, within Chisago County, there is an average of nine employees per business establishment, well below the average state and Minneapolis –St. Paul statistical area averages of 16 and 17, respectively. Rush City has an average of 11 employees per business establishment, slightly above the County average.

FIGURE 11-4



Rush City employers provided 10% of the County wages in 2005.

FIGURE 11-5



As of 2005, a total of 1,313 business/industrial establishments were located within the county. Rush City accounted for 121 of these businesses or 9.2%.

Major Employers within the City:

The major employers in the City of Rush City are identified in Table 11-5 which follows.

**TABLE 11-5
MAJOR EMPLOYERS - RUSH CITY, 2004**

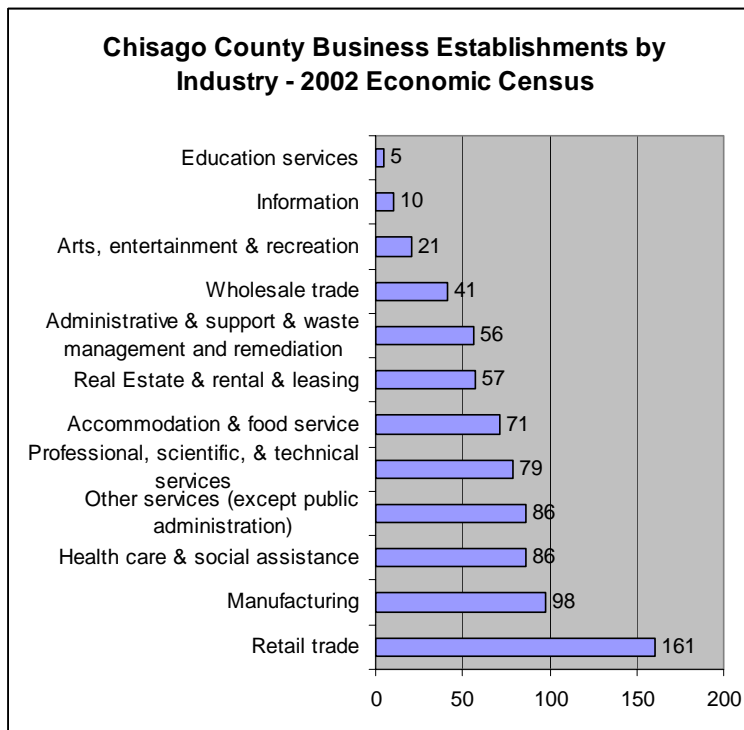
<u>Employer</u>	<u>Product/Service</u>	<u># of Employees</u>
Plastech Research, Inc.	Injection Molding	300
Rush City Correctional Facility	Prison	216
Dennis Kirk, Inc.	Catalog Sales	200
ISD No. 139, Rush City	Public Education	107
La Calhene	Metal Products	60
Hillcrest Health Care Center	Nursing Home	55
St. Croix River Education District	Educational	
Amber Milling	Flour Mill	30
Fairview Clinic	Health Care	25
Lofgren Trucking	Transportation	25
McDonald Distributing, Inc.	Beer Distributor	25

Source: Official Statement of the City of Rush City, October 2002

Labor Force:

Table 11-6 includes a breakdown of the number of establishments for each type of industry or business in Chisago County, the number of employees in each business or industry category and the average weekly wage. A breakdown of total wages in the county for each industry is also provided. While retail establishments are the greatest number of "type of business", the largest numbers of employees work in the health care and social service industry. Manufacturers pay the highest annual payroll with the largest sales, shipment, receipts or revenues generated by the retail trade.

FIGURE 11-6



**TABLE 11-6
CHISAGO COUNTY EMPLOYMENT BY INDUSTRY – 2002 STATISTICS**

NAICS Code	Industry Description	Number of Establishments	Sales, shipment, receipts or revenue (\$1000)	Annual payroll (\$1000)	Number of Employees
44-45	Retail trade	161	346,454	32,669	1,908
31-33	Manufacturing	98	260,419	61,900	1,889
62	Health care & social assistance	86	116,972	41,812	2,726
81	Other services (except public administration)	86	27,803	7,103	367
54	Professional, scientific, & technical services	79	17,334	6,849	247
72	Accommodation & food service	71	33,972	10,210	1,103
53	Real Estate & rental & leasing	57	D	D	C
56	Administrative & support & waste management and remediation services	56	19,796	6,382	287
42	Wholesale trade	41	107,801	12,000	321
71	Arts, entertainment & recreation	21	8,960	2,550	293
51	Information	10	N	2,548	69
61	Education services	5	D	D	A

Source: U.S. Census Bureau, 2002 Economic Census. D: Withheld to avoid disclosing data for individual companies; data are included in higher level totals. N: Not available or not comparable.

Employment Projections

Chisago County is located within Central Minnesota, where it is estimated there will be 122,195 new job openings between 2004 and 2014. A majority of these jobs are projected to be “sales and related occupations”, followed by “food preparation and servicing” and “office and administrative support” occupations.

The table below illustrates the top ten occupations in Central Minnesota which are projected to have openings by 2014, along with their median salary as of 2007.

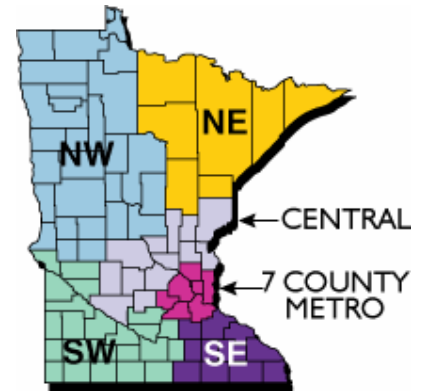
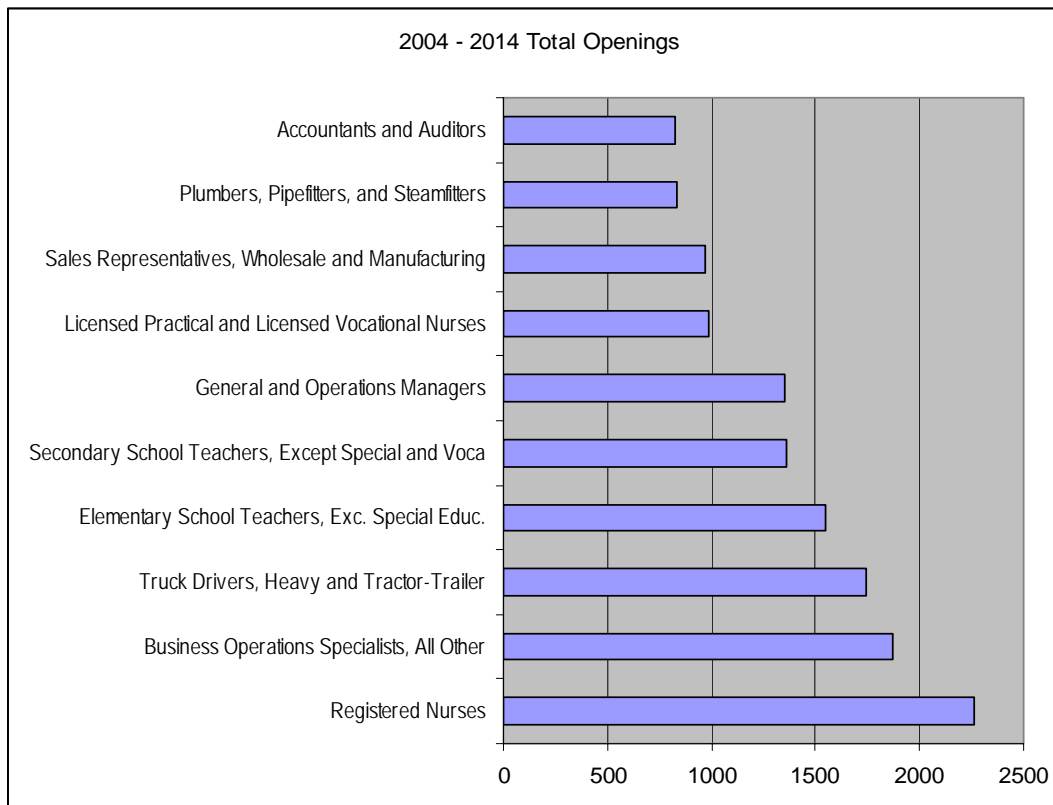


TABLE 11-7 TOP TEN OCCUPATIONS WITH JOB OPENINGS IN CENTRAL MN

Occupation	Estimated Employment 2004	Percent Change 2004-2014	2004-2014 Total Openings	Median Annual 2007 Salary
Total, All Occupations	287,435	18.60%	122,195	\$30,207
Registered Nurses	4,201	32.80%	2,259	\$64,542
Business Operations Specialists, All Other	3,546	35.90%	1,873	\$41,803
Truck Drivers, Heavy and Tractor-Trailer	4,940	18.90%	1,744	\$35,654
Elementary School Teachers, Exc. Special Education	3,688	19.90%	1,545	\$49,426
Secondary School Teachers, Except Special and Vocational	2,870	19.20%	1,360	\$47,026
General and Operations Managers	3,152	24.20%	1,354	\$68,885
Licensed Practical and Licensed Vocational Nurses	2,263	22.10%	990	\$36,147
Sales Representatives, Wholesale and Manufacturing	2,118	19.20%	966	\$49,123
Plumbers, Pipefitters, and Steamfitters	1,723	25.10%	832	\$42,274
Accountants and Auditors	1,662	30.70%	821	\$52,534



Market Value

The following table compares the assessed values for residential and commercial/industrial properties within the cities in the county. Chisago County's estimated market value as of January 2, 2007's spring mini-abstract (prior to Board of Adjustments) was \$5,920,428,100. The tax base mix in 2007 was approximately 5% commercial, 1% industrial, 71% residential and recreational/seasonal, 22% farm. According to the MN Department of Revenue, 2002, the Statewide Average of commercial/industrial assessed value in 2000 was 15.31% of the tax base.

**TABLE 11-8
MARKET VALUE COMPARISON FOR PROPERTY TAXES PAYABLE 2007**

Cities	Commercial Market Value \$	% Comm.	Industrial Market Value \$	% Ind.	Residential Market Value \$	% Res.	Other Market Value \$	% Other	Total Market Value \$
Center City	4,095,600	5.6%	-	0.0%	64,008,200	87.2%	5,312,900	7.2%	73,416,700
Chisago City	26,955,600	5.2%	393,700	0.1%	418,038,700	81.1%	70,189,900	13.6%	515,184,200
Harris	10,904,500	7.9%	-	0.0%	82,335,850	59.4%	45,390,150	32.7%	138,630,500
Lindstrom	23,447,800	5.5%	3,437,300	0.8%	374,771,300	88.7%	24,274,500	5.7%	422,493,600
North Branch	105,766,200	11.7%	15,783,300	1.7%	632,015,700	70.0%	165,464,600	18.3%	903,246,500
Rush City	21,814,100	15.8%	6,097,800	4.4%	97,759,800	70.8%	18,559,700	13.4%	138,133,600
Shafer	4,806,500	7.7%	748,900	1.2%	53,711,500	86.4%	3,629,700	5.8%	62,147,700
Stacy	12,706,900	14.6%	6,770,300	7.8%	62,458,400	71.9%	11,653,500	13.4%	86,818,800
Taylors Falls	5,935,000	7.3%	260,500	7.8%	60,582,900	74.0%	15,298,200	18.7%	81,816,100
Wyoming	51,600,500	14.2%	29,244,400	8.1%	267,375,700	73.7%	44,011,700	12.1%	362,987,900

* Source: Chisago County Assessor's Office, August 2007

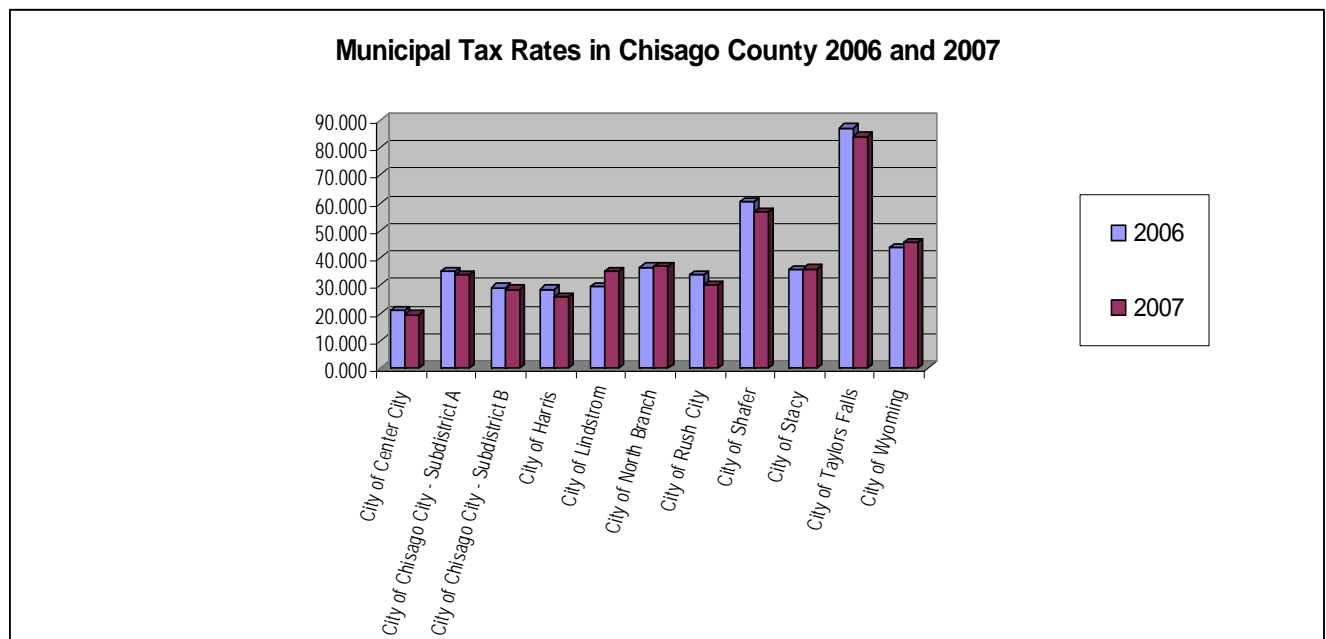
Local Tax Rates

Many of the local tax rates within Chisago County decreased from 2006 to 2007, most likely due to increases in the market values within the communities.

**TABLE 11-9
MUNICIPAL TAX RATES 2006-2007**

Local Taxing District	2006	2007
City of Center City	20.860	19.489
City of Chisago City - Subdistrict A	35.276	33.937
City of Chisago City - Subdistrict B	29.373	28.758
City of Harris	28.779	25.786
City of Lindstrom	29.527	35.137
City of North Branch	36.655	36.912
City of Rush City	33.946	30.408
City of Shafer	60.288	56.535
City of Stacy	35.824	36.145
City of Taylors Falls	87.095	84.029
City of Wyoming	43.731	45.483

FIGURE 11-7



Commuting:

According to the 2000 Census, the mean time traveled to work for residents in Rush City was 25.4 minutes compared to Chisago County at 32 minutes and the state mean travel time of 21.9 minutes. Of the 855 workers in Rush City who commuted to work in 2000, 78.1% drove alone, 12.9% carpooled, 5.3% walked to work, .5% traveled to work by other means and 3.3% worked from home. Over one-third of Rush City residents reported working within the community.

**TABLE 11-10
PLACE OF WORK FOR CHISAGO COUNTY CITY RESIDENTS, 2000**

	Center City	Chisago City	Harris	Lindstrom	North Branch	Rush City	Shafer	Stacy	Taylors Falls	Wyoming
Total:	296	1,148	580	1,597	4,105	855	190	594	432	1,585
Worked in state of residence:	280	1,135	575	1,552	4,053	847	173	588	355	1,560
% Working out of state	5%	1%	1%	3%	1%	1%	9%	1%	18%	2%
Worked in county of residence	121	465	279	563	1,593	461	84	122	203	318
% Working outside Chisago County	59%	59%	52%	65%	61%	46%	56%	79%	53%	80%
Worked in place of residence	33	167	60	226	1,021	300	25	51	76	185
% Working in City of residence	11%	15%	10%	14%	25%	35%	13%	9%	18%	12%

U.S. Census Bureau 2000 Census

Other Employment:

76.9% of families in Rush City with children under 6 years of age have all parents in the family in the labor force. This compares to 68.8% on a state level.

III. ECONOMIC DEVELOPMENT AGENCIES

Rush City- The City of Rush City established an EDA in the summer of 2007. The seven member board includes two City Council members. The Rush City EDA, at the time of this Strategic Plan was in the process of establishing a local strategic plan. The Rush City EDA's mission statement is:

"To broaden Rush City's economic base by creating an environment that will promote sustainable growth and economic diversification that will result in business retention, expansion and community revitalization. To create and maintain jobs and provide businesses and nonprofits with the necessary financial and technical support to grow and succeed."

The Rush City EDA offers a variety of financing incentives including JOBZ, tax increment financing, tax abatement and the business enterprise program.

The Chisago County Housing Redevelopment Authority was established in 1988. The County Board expanded powers to include EDA authority in the year 2000. The HRA/EDA coordinates economic development, community development, business development and housing projects for the communities within Chisago County. The seven member commission board on a monthly basis. The mission of the Chisago County HRA/EDA is,

"To improve the commercial and industrial tax base within the county with an emphasis on assisting existing businesses; and vigorously market the County to attract new business development.

To promote and maintain a high quality of life in the county by advancing affordable housing developments and private investment through collaborative efforts with local units of government, and other interested organizations in Chisago County.”

The Chisago County HRA-EDA actively markets economic development opportunities within the County, pursues and follows-up with business inquiries, provides informational resources to its members, conducts business retention and expansion visits and offers a variety of financial incentives to new and expanding industries. The HRA-EDA has utilized a number of financial programs to encourage economic development including; tax Increment Financing, tax abatement, Business Enterprise Fund, land acquisition and business park development, issuance of revenue bonds for various municipal and library projects and housing projects, application submittal and administration of Small Cities Development Grant projects and JOBZ.

The City of Rush City coordinates economic development activities with the Chisago County HRA-EDA. The Chisago County EDA/HRA has adopted a strategic plan for economic development. The goal of the Chisago County EDA/HRA is to “Promote and maintain a high quality of life in Chisago County by encouraging business development and private investment using as few county and city dollars as possible.” The HRA-EDA has identified the following objectives, with detailed work plans to accomplish each objective:

1. Expand Local Commercial/Industrial Tax Base;
2. Create new jobs; retain existing jobs and increase wages for residents in the County;
3. Promote affordable high-speed internet access for business retention & recruitment; and
4. Promote and maintain a high quality of life in Chisago County by: 1) assisting our communities redevelop and rehabilitate substandard and deteriorating homes and commercial properties, 2) assisting our seniors to find affordable rental housing, and 3) assisting homebuyers to purchase their first home in the County.

The City of Rush City has successfully worked with the Chisago County EDA/HRA to apply for grants for housing and community center/senior dining projects and market the Rush City industrial park.

IV. PUBLIC INPUT ON ECONOMIC DEVELOPMENT

In order to obtain community input on economic development within the city, several questions relating to commercial and industrial development were included in the community survey. In addition, the topic was discussed at the neighborhood meeting as well as at a business meeting. Following are comments that were received:

Economic Development Challenges:

As a part of the survey/interview process, participants were asked to identify the major challenges facing Rush City. Responses relating to economic development included; Growth – controlled, managed, orderly and planned in a way beneficial to taxpayers (13 responses), attracting new business (9 responses) and downtown business development (3 responses).

Additional economic opportunities:

Respondents to the community survey/interview process and community meeting identified the following businesses or services as needed or desired in the community:

<u>Number of survey responses</u>	<u>Type of business or service</u>
18	Restaurants
6	Clothing
5	Any retail
5	Grocery store/supermarket
5	Hotel/Motel- Holiday Inn Express
3	Law Office
2	Manufacturing – Technology
2	Entertainment/recreation - parks

As a part of the community meeting, four groups were formed. Following are the responses to the type of business needed followed by the number of groups reporting this as a need:

- Hotel (with pool, Holiday Inn) (4)
- Upscale restaurant (3)
- Sports bar/restaurant (1)
- Gas station (1)
- Bowling alley (1)
- Movie theater (1)
- General merchandise (1)
- Professional office lease space (1)
- Law office (1)

Public assistance to promote economic development:

The state of Minnesota requires public entities to establish wage and job goals for businesses which are receiving public financial assistance or a “business subsidy”. Survey participants were asked, “Should the City promote and/or financially assist development that pays employees minimum wage?” 22% (7) of participants responded “Yes”, 44% (14) responded “No” and 34% (11) were undecided. Additional comments relating to the question follow:

Comments:

- Depends on the size of the business. Must offer something to bring business to Rush City.
- Businesses won’t be able to find proper help/employees if they only pay minimum wage.
- Do not assist businesses that compete with existing businesses. Facilitate but do not financially participate.
- Minimum wage does not provide income to become a permanent member of the community.
- More competition the better.
- Decide on a case by case basis.
- Add tax value. 15% of the tax base is currently commercial/industrial. Reduce the residential tax burden.

As a part of the community survey, respondents were asked what wage would warrant public assistance for businesses planning to expand or relocate to Rush City. Responses were as follows: federal minimum wage (10%), minimum of \$8.00-\$10.00 per hour (29%), minimum of \$10.01-\$11.99 per hour (39%) a minimum of \$12.00 per hour (13%) and 9% were undecided.

Locations for future commercial development:

As a part of the community survey, participants were asked where they felt future commercial development should be guided. 29 individuals felt commercial development should be located at the intersection of Interstate 35, 21 recommended commercial land uses in the downtown as well as the expansion of the downtown and five (5) suggested the northeast portion of the city along North Alger Avenue.

Locations for future industrial development were also discussed. 27 individuals suggested future industrial areas be located south of the current industrial park along Industrial Avenue and Hammargren Avenue. Including industrial land uses at the Interstate 35 intersections was suggested by four (4) participants. Three (3) participants felt industrial land uses should be guided by the airport. Two (2) suggested industrial land on CR 61 and two recommended industrial parks in the future be north of the prison on the west side of CR 3 as the lights from the prison would be incompatible with residential land uses.

Available Commercial and Industrial Land.

Rush City, as of 2007, had 74.45 Acres in a City owned industrial park. Within this Comprehensive Plan, land adjacent to I-35 is guided for highway commercial and industrial.

V. TECHNOLOGY

Rush City's telecommunication profile includes high-speed internet access services within commercial and industrial areas and computer resources at the Rush City Public Library.

Recommendation relating to technology:

1. The City may wish to research state and regional financial resources as a means of supporting commercial/industrial technology upgrades.
2. The City should distribute copies of preliminary plats to local telephone providers as a means of encouraging the placement of high-speed data lines and/or conduit when improvements are made.

VI. GENERAL BUSINESS DISTRICT (DOWNTOWN)

It is essential that a community understands the importance of all commercial and industrial areas and the overall impact each has on the community as a whole. The city's zoning ordinance classifies commercial areas as B-1, Highway Business and B-2, General Business. The B-2 or General Business District is designed and intended as a specialized district directed to serve the pedestrians in a compact central area of the City. The B-2 District will provide for a high-density shopping and business environment, especially stressing the pedestrian function and interaction of people and businesses, rather than being heavily oriented toward the use of automobiles.

Rush City's Central Business District, which centers around 4th Street, South Eliot Avenue and west 5th Street currently includes a mix of retail and service businesses including a video store, gas stations, telephone company, laundromat, insurance company, hardware store, fitness center, gift store, coffee shop, post office, computer store, fabric store, print shop and office supply store, restaurant, the St. Croix Education District offices, library, city hall, police and aquatic center, a hotel which is under renovation, and miscellaneous businesses. Two parks are included in the general business district. A privately owned corner park, along South Eliot and City Park along Fourth Street. These green spaces add to the aesthetics of the business area and could be further utilized for community events such as arts in the park, retail promotions, etc.

Parking. A large downtown parking lot is accessible off of 4th Street on the north, West 5th street on the south and South Dana, which is a one way street connecting the two. The parking lot appears to be underutilized. Enhancements to the parking area are suggested including medians with trees and green space. On-street parking in front of business is also available and appears to be sufficient, with the exception of the area in front of city hall/police and aquatic center. Following are examples of parking lots with a variety of landscaping. The larger the parking lot, the larger scale landscape material is suggested. Some communities require landscaping for private as well as public parking lots. Rush City's Zoning Ordinance currently does not require the landscaping of private lots.

In the photo on the bottom left, no landscaping is included. In the center, shrubs and small trees are included to soften the pavement and make the parking lot more aesthetically pleasing. On the bottom right, a large scale parking lot is illustrated with medians which contain larger shade trees.



Desired Features of Traditional Downtown Buildings

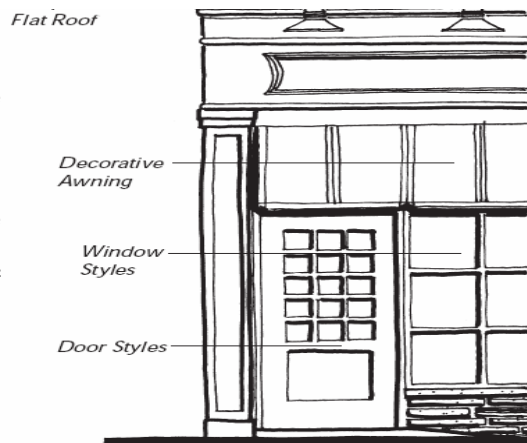
Most buildings in Rush City's general business district or downtown are one story buildings with brick façades and flat roofs, providing the feel of a "downtown". Future buildings in the downtown should be designed to blend in with the existing character. The Zoning Ordinance requires the submittal of site and building plans with administrative review to ensure consistency in design.

Downtown has been developed over a period of many years and its buildings reflect a variety of architectural styles. While architectural style should not be dictated, they should promote construction that complements a traditional building fabric.

- New buildings need not be historic replicas, but should offer high quality and compatible interpretations of the traditional styles present within historic and traditional Downtowns.

- Regardless of style, new buildings should use traditional masonry materials and should reflect the predominant scale, height, massing, and proportions of traditional downtown buildings.

- Improvements and additions to existing buildings with architectural or historical interest should reinforce and enhance the original characteristics of the building rather than apply new or different stylistic treatments.



Landscape Design

As the community expands, there is a tendency for commercial development to locate near the interstate or highways rather than in the traditional downtown setting. In order to make the downtown or general business district more inviting, the City may wish to develop a landscape plan to encourage pedestrian traffic and unique businesses to locate in the area.



Goals and Objectives for General (Downtown) Business Development.

Following are goals and objectives for the future development and redevelopment of the general business district (downtown):

1. **Retain Government buildings in the Downtown.** Governmental, semi-governmental and institutional services and buildings including City offices, post offices and libraries impact the vitality of a "Downtown" business district and should be encouraged/retained/expanded.
2. **Landscape Design.** The pedestrian circulation system should be enhanced by improving sidewalks, street furniture, trees, etc. With the possible turn back of Highway 361 to the County, the City should coordinate any improvements to the highway, utilities and adjacent potential streetscape elements. The city may wish to develop a design committee or request the Chamber of Commerce provide input on design elements.

3. Landscaping Treatments

Landscaping treatments can be used to enhance the pedestrian experience, complement architectural features and/or screen utility areas. The use of flower boxes, planters and hanging flower baskets by individual businesses should be encouraged. The City may wish to work with Chisago County EDA/HRA and/or local financial institutions to develop a low interest loan program to encourage building façade and landscaping treatments.



4. Setbacks

In order to reinforce the existing building line and to facilitate pedestrian access and circulation, principal buildings within the downtown should be built to the front property line and shall be oriented so that the front of the building faces the public street. New construction and infill buildings should maintain the alignment of facades along the sidewalk edge. Exceptions may be granted if the setback is pedestrian-oriented and contributes to the quality and character of the streetscape. An example would be for outdoor dining.

5. Redevelopment areas

There are a few vacant lots within the General Business District, including a lot adjacent to the print shop/office supply store and a lot across the street from City Hall. If infill on these lots is not imminent, landscaping to enhance is suggested.

The Land O' Lakes building, adjacent to Rush Creek within the downtown, is currently vacant. The site could be aesthetically pleasing and has potential for redevelopment. Potential reuses include commercial buildings or mixed use commercial on the first floor with residential on above stories.

The corner lot on 5th Street in the downtown is also a potential development site. Other redevelopment areas for commercial and industrial development are featured on Map 11-1.

6. Future expansion of the Downtown

The city may wish to identify properties adjacent to the existing downtown which may be acquired in the future for expansion of the downtown. Again, infill and redevelopment should be encouraged prior to expanding the district. The city may wish to further capitalize on the natural amenity of Rush Creek by constructing pedestrian walkways adjacent to it and commercial areas.

VII. HIGHWAY COMMERCIAL

With projected growth in the City, and increased traffic forecast for Interstate 35, Highway 361 and County Road 1, the City may reasonably anticipate continued general commercial/business development within the next several years. Therefore, Rush City should plan to utilize the properties abutting major transportation corridors to establish attractive commercial areas. Since the highway corridors serve as commercial districts for the City, the development should be complimentary to the services in the Downtown or General Business District. These developments should be of a specialized nature exhibiting needs of highway access and visibility.

The B-1 or Highway Commercial District is designed and intended to promote the development of uses which require large concentration of automobile traffic. The district is also designed to accommodate those commercial activities which may be incompatible with the uses permitted in the GBD District and

whose service is not confined to any one (1) neighborhood or community. The uses in this district generally require larger parcels and more emphasis on automobile access and parking. This area shall reflect a harmonious extension of the image and character of the downtown through the enforcement of design standards. This district is intended to strengthen and expand the downtown commercial district core area by providing for uses not normally found in the downtown district.

Rush City's Highway Commercial areas currently include a variety of retail and service businesses including but not limited to gas station/convenience stores, fast food restaurants, a bank, real estate offices, clinic and pharmacy, churches, grocery store, the Rush City Family Center, storage facilities, a planned bowling alley, car wash, etc. The Highway Commercial area connects Interstate 35 to the Downtown or General Business District. A sidewalk, for pedestrian traffic, is not provided to connect the two areas. Lighting along the highway corridor is provided on large poles.

Goals and Objectives for Highway Business Development.

Following are goals and objectives for the future development and redevelopment of the highway business district:

1. **Types of commercial development.** Commercial developments along I-35, Highway 361 and County Road 1, and in the future I-35 and County Road 7 should be of a specialized nature exhibiting the unique needs associated with major highway access and visibility.
2. **Improvements with turn back of Highway 361.** MnDOT is currently reviewing a possible turn back of Highway 361 (4th Street) to Chisago County. Coordination of improvements to 4th Street prior to the turn back is recommended. This may include the installation of decorative streetlights to tie the highway district to the downtown and a pedestrian way along one or both sides of the road.
3. **Access to commercial developments.** In newly developing areas, direct property access to arterials should be discouraged and may be accommodated via a frontage road system. MnDOT and the Chisago County should be contacted regarding access to their respective roadways.
4. **Financial Assistance.** City financial assistance to highway commercial growth should be limited to non-competing commercial activity which is deemed in the best interest of the community and which would not occur without assistance. The City should promote commercial development in designated centers and commercial "nodes" that not only offer higher efficiency in land use and development, but also offer a higher level of aesthetics.
5. **Zoning Regulations.** The City's Zoning Ordinance was adopted in 2004. The ordinance requires the submittal of a site and building plan for administrative review and approval. At the time of the ordinance development, the City did not wish to include requirements relating to screening of mechanical devices or refuse containers, landscaping requirements or parking lot screening/landscaping requirements. As the city continues to grow and commercial activity increases, the City may wish to revisit these zoning regulations to ensure a visually pleasing commercial area.
6. **Nodal Commercial Development.** Future highway commercial development should be focused around major intersections such as Interstate 35, Highway 361 and County Road 1 and Interstate 35 and County Road 7. Focusing commercial activities around transportation systems is encouraged versus long highway strip developments.

VIII. INDUSTRIAL DEVELOPMENT

The City of Rush City is fortunate to have a significant industrial base. The City has one industrial zoning district, the I-1, Light Industrial District. The Light Industrial District provides space for light manufacturing activities which involve a minimum degree of refuse byproducts and air or noise pollution, and require a

relatively low level of on-premise processing. These activities may include secondary commercial functions which are conducted on site. Heavy manufacturing activities as are prohibited in the I-1 District.

The City currently has two areas with industrial development. Industrial land uses are located primarily in the south central portion of the city along Field Avenue. A second industrial park exists between State Highway 361 (Forest Boulevard) and the Burlington Northern Railroad. New industrial development, including the addition of approximately three new industries, has occurred in the industrial park on the south side of the community over the past fifteen years. A 75.43 acre industrial area has not yet been developed, with an additional 12 acres on the southwest side of the industrial park remaining.

Industrial locations were originally established due to access to the railroad and highways. Access to the south industrial park is provided through a single access – Field Avenue. Plans for a secondary collector road which would connect the industrial park to County Road 7 have been discussed with Chisago County, without a final plan in place. The realignment of County Road 7 has also been discussed. Chisago County has not included this realignment in their 2004 Transportation Plan.

The City has acquired land to the south of the existing industrial park for an industrial park expansion. Due to soil concerns 13th Street has not been constructed to extend to the west to provide access to this proposed section of the industrial park, as well as provide a second access to the existing park. Additional industrial land is suggested at the northwest corner of the Interstate 35/County Road 1 interchange, behind highway commercial zoning.

Goals and Objectives for Industrial Development.

Following are goals and objectives for the future development and redevelopment of the industrial district(s):

1. **Traffic and Access.** Traffic generated by industrial activity should be prohibited from penetrating residential neighborhoods. The City should continue to work with Chisago County to identify a route for the realignment of County Road 7 and a secondary access to the industrial park. Future industrial parks should be developed with more than one access point and designed to discourage industrial traffic from traversing through residential neighborhoods.
2. **Coordination.** The City should continue to work with the Chisago County EDA/HRA and Rush City Chamber of Commerce, to take a proactive approach to business retention and expansion.
3. **Promotion and Financial Assistance.** The City and the Chisago County Economic Development Authority should actively promote industrial developments that maximize the return on city investments in public facilities and services, provide quality employment opportunities and compliment existing services. The City should consider economic incentives for industries that will contribute substantially to the City's tax and employment bases without substantial negative impacts on the city's infrastructure system.
4. **Impact on Environment.** Existing industrial uses and new industrial development should not cause pollutants or contaminants to be emitted into the surrounding environment (including air, soils, noise, ground water, drainage ways, sanitary sewer and storm sewer) in excess of State and Federal regulations. New industrial parks should be designed to minimize the impact on environmental features such as wetlands and creeks.
5. **Impact on Utilities.** Consideration should be given to facility demands (i.e., traffic generation, sewer and water demands, etc) of any proposed industrial development, to ensure the City has the capacity to serve the proposed project(s). Extension of utilities and annexation of areas about to become industrial in nature should occur prior to the issuance of building permits for the industrial construction.
6. **Screening and Landscaping.** At the time of the Zoning Ordinance update, 2004, limited requirements were included for industrial areas with regards to building appearance and materials;

screening of outside storage areas; screening of off-street parking facilities; and use of landscaping. As the City continues to grow and expands industrial areas near higher visible roadways (County Road 1), the city may wish to include additional screening and landscaping requirements or create a second industrial zoning district with more requirements. The City should work with developers of new industrial parks (e.g. north of County Road 1) to develop covenants which provide for aesthetically pleasing and quality developments. The City should minimize the impact of industrial properties on adjacent land uses by continuing to require additional setbacks, screening and/or fencing and landscaping.

IMPLEMENTATION

I. Introduction

During the community meeting, participants in the Comprehensive Planning process identified Rush City's strengths or most positive attributes. Among the top items noted were:

- School – size and quality
- Small town
- Safe environment/low crime
- Quiet
- Access to metro
- Hospitality
- Nice people
- Close to the St. Croix River and Freeway
- User friendly atmosphere

Throughout the comprehensive planning process, Planning Commissioners and participants in the Community Survey and Community Meeting were asked what the major challenges facing the community are. Following are the most common responses:

- Roads and their physical condition
- Availability of recreational amenities
- Need for more eating establishments
- Rapid influx of developers
- Sewer capacity, both current and future
- Light rail – lack of this transportation option at this time
- Planned housing growth
- Need for more industry and retail to support the tax base
- Water and sewer on Main Street
- Traffic to the industrial park and need for an improved and alternative route
- Mobility versus in town support (freeway allows people to shop elsewhere)
- Downtown Redevelopment
- Locating better paying jobs/head of household jobs within the city

This section will identify methods in which the City may implement the Comprehensive Plan and accomplish the goals and assist in addressing challenges identified by the community. The tools available include:

- Zoning Ordinance
- Subdivision Ordinance
- Capital Improvement Plan
- Orderly Annexation Agreements
- Comprehensive Plan Review and Revision
- Implementation Strategies

A description, implementation information and recommendations for each of the City's local controls follows.

II. Zoning Ordinance

The current City Zoning Ordinance was updated and adopted by the City Council in 2004. The Zoning Ordinance includes specific regulations governing land use and an official zoning map. The City Council

recognizes the Comprehensive Plan as the policy which regulates land use and development in accordance with the policies and purpose set forth within the Zoning Ordinance. The City administers the Zoning Ordinance on an on-going basis.

Purpose: The purpose and intent of the Rush City Zoning Ordinance is to protect the public health, safety, and general welfare by regulating the use of land, the location and use of buildings and the arrangement of buildings on lots, and the density of the population in the City.

Contents: Local controls provided by the Zoning Ordinance include, but are not limited to, the following:

1. Intent and Purpose
2. Rules and Definitions
3. General Provisions
4. Administration of the Ordinance
5. Zoning Districts and District Provisions
6. Performance Standards; and
7. Violations

Implementation: The Zoning Ordinance is reviewed and subsequently administered by City staff, the Planning Commission and the City Council.

The Zoning Ordinance is subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals/objectives as defined by the City. The City Council may amend the Ordinance provided the Council adheres to constitutional, statutory, and other lawful procedures. In order to ensure the Zoning Ordinance is consistent with the goals and objectives of the 2008 Comprehensive Plan the Planning Commission and Council may wish to amend the ordinance to address the following:

Recommendations:

1. The Planning Commission and Council may wish to include a new section in the Zoning Ordinance relating to "Tree Preservation and Reforestation" to ensure significant trees are not removed, therefore protecting the natural resources of the city. This may be more applicable as the City annexes land where larger stands of trees exist.
2. The Planning Commission and Council may wish to expand building design requirements for the B-1 and B-2 Commercial Districts to include a list of prohibited exterior building materials to protect the character and integrity of the commercial districts, especially as corridors adjacent to I-35 develop.
3. The Planning Commission and Council may wish to consider more extensive landscaping requirements in new industrial areas which are visible from County Roads (e.g. County Road 1).
4. The Zoning Ordinance contains screening requirements for commercial businesses adjacent to residential districts. The Planning Commission and Council may wish to expand landscaping requirements, especially along Interstate 35, Highway 361 and County Road 30 to provide attractive entrances to the community.
5. The Planning Commission and Council may want to establish a Public/Semi Public Zoning District to include areas within the City such as the schools, airport, wastewater treatment ponds, correctional facility and city hall. These areas serve a distinct public function and should be zoned that way.
6. The Planning Commission and Council may want to rezone specific properties within Rush City to conform to the future land use recommendations of the 2008 Comprehensive Plan.

7. Rush City has adopted the Rush City Regional Airport Zoning Ordinance and the Planning Commission and City Council may wish to incorporate these requirements into the official Zoning Ordinance as an overlay district.

III. Subdivision Ordinance

The City of Rush City Subdivision Ordinance was amended in 2004. This Ordinance regulates the division or platting of land within the City's corporate limits for the purpose of sale into two or more lots, parcels, or tracts, with minor exceptions.

Purpose: A Subdivision Ordinance has been adopted to safeguard the best interests of the City and to assist the subdivider in harmonizing the subdivider's interests with those of the City at large. The Ordinance is intended to prevent the piecemeal planning of subdivisions which could result in an undesirable, disconnected patchwork or pattern of development or fiscal inefficiency. The Subdivision Ordinance is interconnected to the City's Comprehensive Plan and is consistent with a goal of promoting unified community interests.

Contents: The Subdivision Ordinance includes provisions that:

1. Dictate procedures for filing, submittal and review: including the required contents of and conditions for the sketch plan, preliminary plat and final plat.
2. Establish and ensure design standards including: blocks, lots, streets and alleys, planned unit developments and other standards which promote the public health, safety, and general welfare.
3. Define parks and open space requirements.
4. Require improvements according to City standards for general improvements, streets, sanitary sewer and water distribution and storm water management.
5. Allow for variances from this Ordinance provided unique circumstances exist; and
6. Provide for enforcement of and penalties for violation.

Implementation: The Subdivision Ordinance is subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals/objectives as defined by the City. The City Council may amend the Ordinance provided the Council adheres to constitutional, statutory, and other lawful procedures.

In order to ensure the Subdivision Ordinance is consistent with the goals and objectives of the 2008 Comprehensive Plan the Planning Commission and Council may wish to amend the ordinance to address the following:

Recommendations:

1. Relating to the preservation of natural features in the community, the City may wish to consider the adoption of additional tree preservation and reforestation requirements.
2. The City should review its current park dedication fees to ensure sufficient dedication requirements are in place to support the Park, Trail and Recreation plan which is a part of this Comprehensive Plan.

IV. Capital Improvement Plan

The City of Rush City is in the process of adopting a Capital Improvement Program (CIP) that lists projects, prioritizes expenditures and identifies sources of funding for the scheduled financing of capital expenditures relative to the implementation and maintenance of public facilities and services necessary

for the City's growth. An informal CIP is in place with review of capital projects as a part of the annual budget process. The City is aware of future wastewater facility needs.

The overall objective of a Capital Improvement Plan (CIP) is to provide for the efficient use of fiscal resources in funding future capital expenses. The CIP should be a flexible, evolving tool the City uses as a guide for the future. The CIP should be updated annually to allow for capital necessity and prioritization changes. Along with anticipated expenditures, the CIP should include proposed sources of funding such as special assessments, enterprise funds (water and sewer), state aid, annual levy, etc. Expenditures such as municipal vehicles (public works), street and utility projects, park improvements and the like should be included. The phasing in of projects which require the same sources of funds can assist in retaining a level annual tax levy.

Recommendations for Implementation:

1. The City should finalize a formal Capital Improvement Plan identifying capital projects, estimated costs, year to be completed, sources of funds and priority ranking.
2. The City should include in its Capital Improvement Plan large projects which have been identified as important to the community as a part of this Comprehensive Plan including but not limited to the upgrade or construction of a new wastewater treatment plant, improvements to City Park and new community parks, future trail extensions, etc.

V. Growth Areas and Annexation

The City of Rush City, through its comprehensive planning process, has identified land use needs to accommodate additional residential, commercial and industrial development both within the existing corporate limits as well as in potential annexation areas. The future land use boundary is anticipated to meet the needs of the city to the year 2035, unless market conditions change dramatically. The placement of appropriate land uses, extension of infrastructure; including water, sewer and streets, should be planned for within this area before the growth occurs.

The City of Rush City does not have Orderly Annexation Agreement with Nessel or Rushseba Townships. Chisago County completed the update their Comprehensive Plan in 2007 and is encouraging communities and townships to work together to identify future land uses within city growth boundaries.

The City has not adopted a resolution granting authority to the City to review plats within two miles of the city limits; however if the Planning Commission feels a resolution is needed for review of new development or with applicability only for new industrial and commercial facilities steps should be taken to initiate discussion between all applicable jurisdictions. Joint planning boards have not been established between the City of Rush City and adjacent townships.

Recommendations for Implementation:

1. The City and Townships should continue to work together and strive to develop and adopt Orderly Annexation Agreements.
2. The City of Rush City should look to incorporate any growth strategies in the Chisago County Comprehensive Plan as it relates to transportation systems, land uses, and regional trail and park plans, which may impact the City of Rush City.

VI. Comprehensive Plan Review and Revision

The Comprehensive Plan is intended to guide the growth of the community. As events and circumstances within the community change, the Comprehensive Plan should be reviewed and updated, as appropriate. Amendments to the Comprehensive Plan should not occur without public notice, a public hearing conducted by the Planning Commission and City Council final review and approval. Amendments to the Comprehensive Plan should be considered if there have been changes within the community or issues which were not anticipated by the Plan.

Recommendations:

1. It is recommended the Planning Commission and City Council review and update the Comprehensive Plan at five to ten year intervals to ensure it is a current reflection of the city's growth patterns, community goals and land use needs.
2. The Comprehensive Plan may be amended upon petition from the public, initiation by the Planning Commission or direction from the City Council. No amendment shall be adopted until a public hearing has been conducted by the Planning Commission with recommendation to the City Council. A two thirds affirmative vote of the City Council is required to amend the Plan.
3. It is recommended that on an annual basis the City Administrator or designee report to the Planning Commission and City Council (re) development issues which have occurred as they relate to the Comprehensive Plan, proposed projects which have an impact on the accuracy on the Plan projections, and a list of implementation goals identified within the Plan and the status of implementation.

VII. Comprehensive Plan Implementation Strategies

To summarize, the Comprehensive Plan:

- Includes a summary of the city's demographic profile,
- Projects future housing and population trends,
- Identifies natural resources and goals for preserving natural amenities,
- Inventories current land uses and projects future land use needs with the identification of where appropriate land uses should be located,
- Analyzes the past, current and future housing stock,
- Reviews the current transportation system and includes a future transportation plan and policies
- Inventories current park land and recreational amenities and includes recommendation for future park and recreational facilities,
- Summarizes the community facilities and public services with identification of future needs, and
- Addresses municipal utilities as they relate to current and future land use needs.

In order to implement the goals and policies identified in each of these chapters and attempt to retain the positive aspects of the community while addressing the challenges noted, the following implementation strategies have been prepared:

1. **Education.** Continue to support education in the community, meeting periodically with school administration to discuss joint programming of recreational programs and facilities, and timing on municipal and educational capital projects.
2. **Sense of Community.** Continue to focus on the heritage of the community through design elements and celebrations. Continue community events to assist in retaining the small town feel and sense of community as the population continues to grow. Provide opportunities for involvement by new residents and long-term residents to come together.

3. **Park and Recreation.** Obtain land, as a part of the subdivision process, in areas in which community and neighborhood parks have been identified as required to support future growth. Continue to seek donations, grants, and other funding to upgrade existing parks.
4. **Housing.** Consider adopting code provisions for the on-going and long-term maintenance of the City's housing stock. Inform builders or housing programs to support the various types of life-cycle housing.
5. **Zoning and Subdivision Ordinances:** As the City continues to grow, update the City's Zoning and Subdivision Ordinances to ensure consistency with the Comprehensive plan, as noted within this chapter.
6. **Capital Improvement Plan.** Adopt a capital improvement plan, including major capital expenditures identified in this Plan.
7. **Joint Annexation Agreements.** Work with Nessel Township and Rushseba Township to develop orderly annexation agreements.
8. **Transportation.** Continue to work with Chisago County as well as adjacent township to develop a regional transportation plan. Require the platting of collector streets identified on the transportation plan.
9. **Utilities.** Address wastewater treatment pond capacity issues as soon as possible and adjust SAC fees and rates to support required expenditures. Continue to monitor capacity of utilities as plats are submitted.