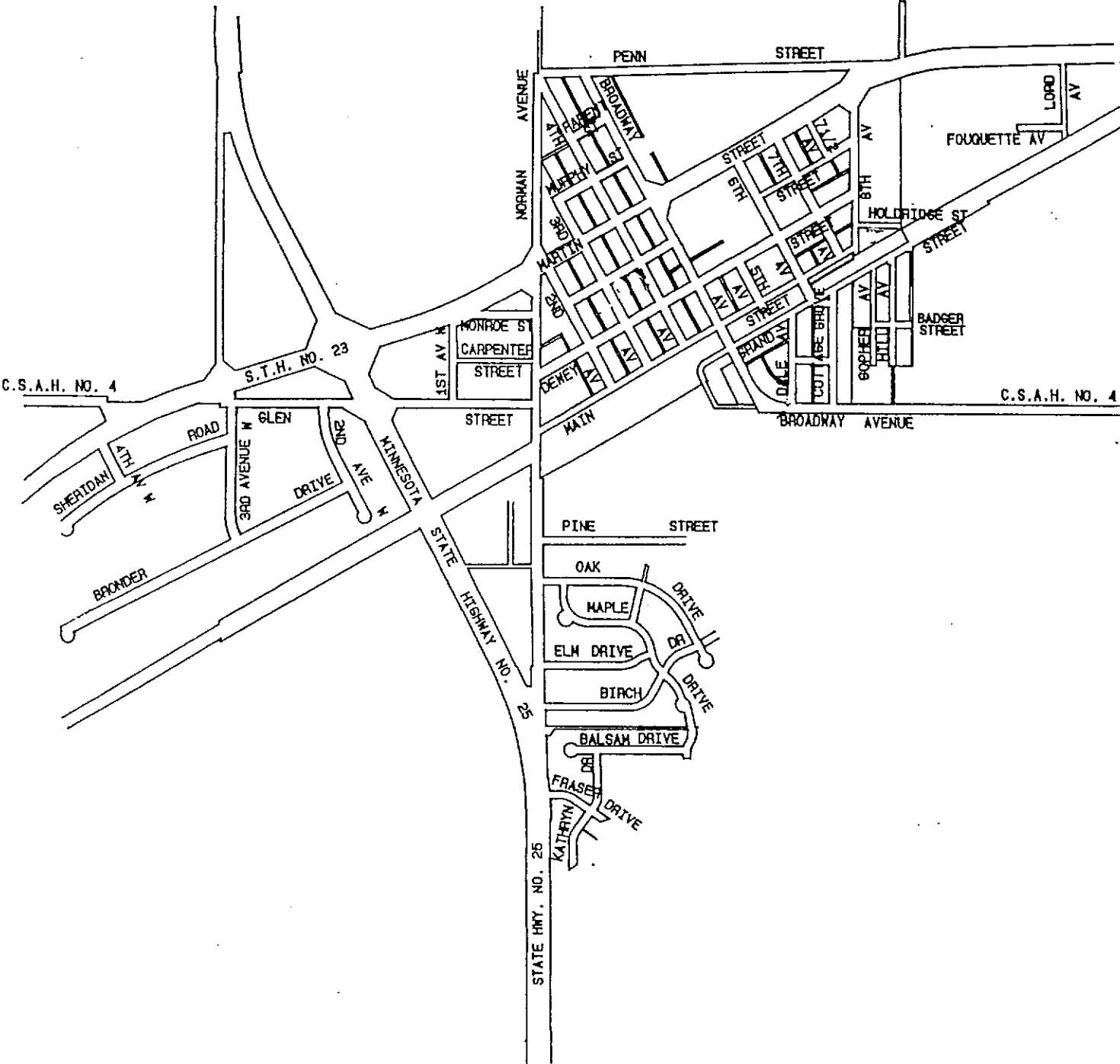


COMPREHENSIVE PLAN

CITY of FOLEY

1993



6270 Ridge Road
Chanhassen, MN 55317

August 16, 1993

To: Mayor, City Council, and Planning and Zoning Commission

Re: Comprehensive Plan

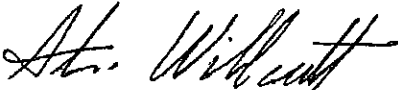
It is my pleasure to submit for the Community of Foley, your Comprehensive Plan. This plan has been prepared with the involvement of City staff, the Planning and Zoning Commission, and interested citizens. Most of all, credit is given to the Planning and Zoning Commission members who guided the direction of the planning process, reviewed every chapter of the plan, and made all final decisions on content. Truly, this represents a comprehensive plan developed by the City of Foley for the Community of Foley's needs now and in the future.

It is hoped that this plan will provide a day-to-day guide for all those involved in formulating policy-making decisions. As circumstances and opportunities change, the plan will need to be revised, and the loose-leaf format is intended to facilitate continual updates. Please do not allow this document to become dusty for lack of use. It should be presented to the general public via the media as well as provided for documentation purposes before any potential grant funding sources.

The next planning step would be a review of your local zoning ordinance. This process should begin after the official approval of this document. All land use policies described herein must be accompanied by appropriate land use controls to ensure that the community's desires are carried out.

Please contact me if I can be of further assistance. It has been a pleasure working with all of you and the Community of Foley.

Sincerely,



G. Alan Willcutt

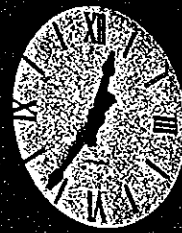
GAW:sjw

AUGUST 1993

CITY OF FOLEY
COMPREHENSIVE PLAN

Prepared for:
The City of Foley

Prepared by:
G. Alan Willcutt, Community Planner



CITY OF
FOLEY

CITY OF
FOLEY



1993 MN CLASS A 4 X 400 CHAMPS

1989
1991 MN CLASS "A" WRESTLING CHAMPIONS

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I. HOW TO USE THIS PLAN

The purpose of this comprehensive plan is to provide direction for future growth and redevelopment within the defined boundaries of the City of Foley over the next twenty years. The plan is based upon a cross between a policy planning approach and a physical planning approach where certain key issues have been raised and defined by community members. Policies have been developed to provide future direction to coincide with a physical planning approach whereby actual plan drawings and documents are used to indicate various proposed physical changes within the community. Without such a plan a community loses its focus and cannot achieve its full potential. A general narrative is provided to define, review, and attempt to provide related solutions to each issue area raised.

This plan will provide a guideline to the decision-makers of the City of Foley (specifically the planning commission and city council) relative to new development and redevelopment consistent with current as well as other ordinance considerations relevant to the community. The plan also contains concise chapters which discuss land use issues in detail and makes recommendations for future residential, commercial, industrial, open space, transportation and recreational facility development.

The ideal way to utilize this plan is to identify the specific issue involved and cross-reference this information with the accompanying subject map or drawing to arrive at an understanding regarding any proposed recommendation(s). The plan is general in its considerations and proposals and serves only as a framework for subsequent planning to guide public and private investments. Elements within the plan take into consideration the existing characteristics of the City as well as the issues confronting the region surrounding Foley.

Many comprehensive plans contain an excessive amount of background data and rhetorical remarks which tend to intimidate by volume and cloud the real issues set forth in the actual plan. This document has been designed to focus upon the more important development issues, as stated by various community leaders and gleaned from community residents in a community-wide survey which was conducted during the initial fact-finding stage. These issues will impact the long-range future development of the city.

II. PLANNING DETERMINANTS

It is important in the beginning to understand how and why certain elements within the community have come together over time to produce what is now the physical make-up of the City of Foley. The following is an attempt to provide a

general background of the community and to address the major demographic elements which relate to the city regarding its development.

1. Location and Historical Development

The City of Foley is located in the east central part of Benton County at the intersection of Minnesota Highways 23 and 25. It is approximately 14 miles northeast of St. Cloud, 65 miles northwest of the Minneapolis-St. Paul metro area, and 130 miles southwest of Duluth.

Serving as the Benton County seat of government since 1901, Foley was founded as a center for lumber operations and gradually became dependent on the diversified farming opportunities in the area.

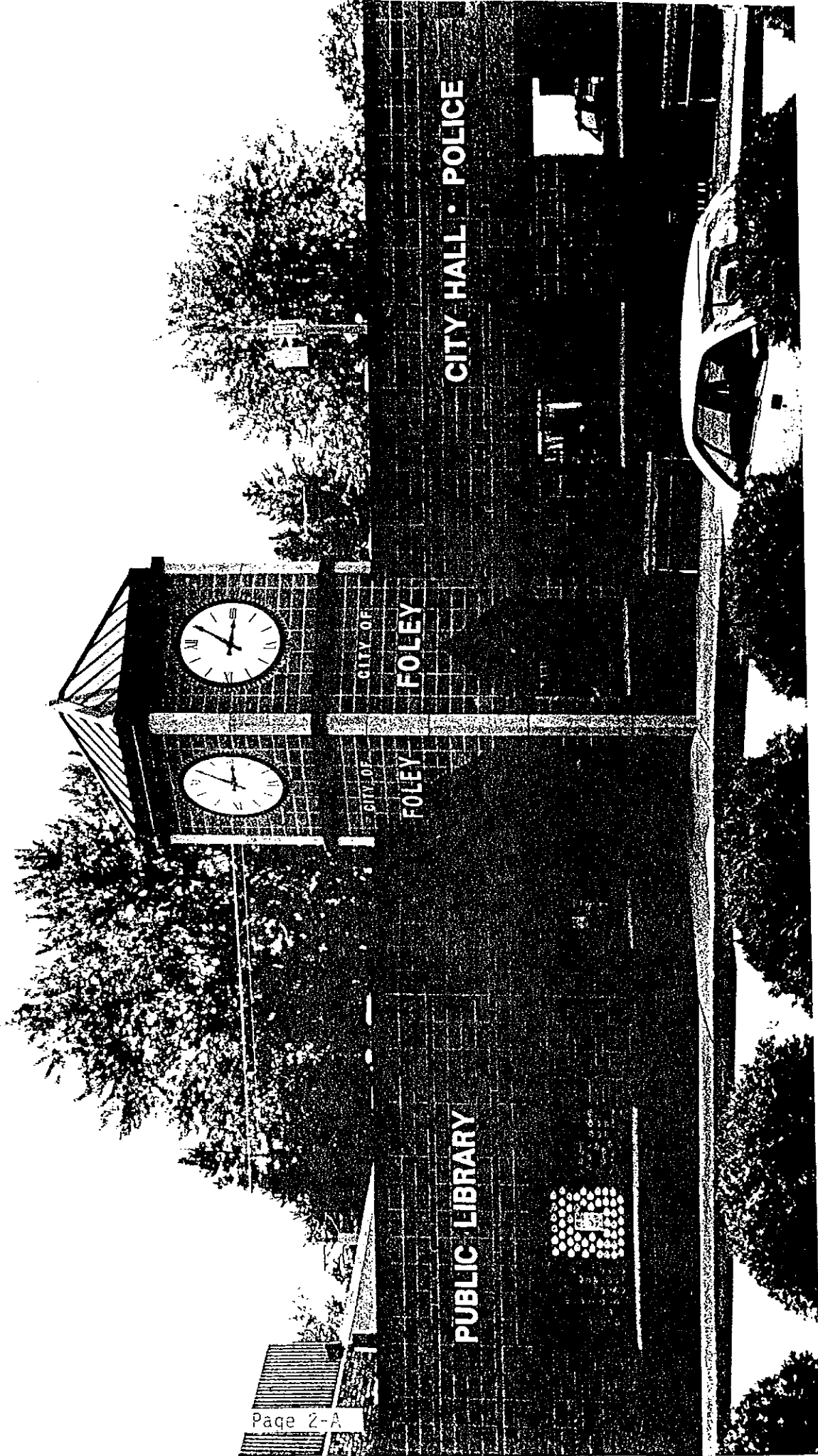
Foley, the county seat of Benton County, was named for one of several brothers who came from Canada in the early 1880's. At the site of the present village, the brothers set up a logging camp and built a steam sawmill. The place was at that time covered with a fine stand of white oak trees, which the Foley brothers had a contract to cut for the Great Northern Railroad. They sawed the best grade of wood for bridge timbers and for the frames of railway cars. Second-grade oak they made into railroad ties. Wood from the Foley mill thus helped to build the railroad, which extended through the logging camp eastward from St. Cloud in 1882.

To supply the needs of the lumberjacks, mill hands, and others, businessmen moved to the camp and set up shops. A hotel was built and stores were opened. By 1900, when the population was 172, the community was incorporated as a village. It was named for John Foley, whose many generous contributions had helped to build the town. In 1902, after a bitter struggle with Sauk Rapids, Foley succeeded in becoming the seat of Benton County.

By that time lumbering had become less important in the area because the best trees had been cut. But Foley did not become a ghost town as so many lumbering communities did, for the cutover land in the vicinity was cleared and made into farms. Where the forest once stood, cows grazed and farmers plowed their fields. The region which the pioneers referred to as oak country became known as dairy country, and business places of Foley, which formerly served the lumber industry, now served the agricultural community.

The topography of Foley can best be described as flat through the entire area of the City. There are certain areas along the southern and eastern boundaries of the City which are low-lying and wet. There are also various low-lying, wet areas to the west of the City. Stoney Brook flows through the City in a south-southeasterly direction

Photo #1. Foley City Hall/Police Department/Library Building



and drains the adjacent marshland to the southeastern corner of the City.

Beginning in the 1970's, a trend away from an agriculture-based economy developed. Since that time, farms in the area have decreased in number and fewer farm residents list farming as their primary occupation.

The City remains a center for trade in Benton County. However, with the development of St. Cloud as a regional area of retail trade and the trend toward a more mobile society, Foley's Central Business District has been under economic pressure. While the service businesses in the CBD have done well, the number of retail stores in the CBD have decreased in the past several years. The City has a part-time Mayor; four council members represent the citizens.

It is often helpful to be able to visualize the entire community from an aerial perspective when describing any existing physical land use interactions. Four aerial photographs are included here to provide relative relationships regarding adjacent land uses. These photographs shall become important in the scope of the upcoming discussions.

It is also important to provide basic planning information as background information and data defining how the community of Foley has matured since its founding. The following represents that effort.

2. Population

The City of Foley's 1990 population, based on Census Bureau data, was 1,854. This represents a growth of 15.4 percent when compared to the 1980 figure of 1,606. The population of Foley and Benton County continues to grow at a faster rate than that of the State of Minnesota. The availability of land for residential development, high quality of life, and the proximity to metropolitan areas have been cited as key reasons for the past population increases in Foley, as well as for the projections for increased future development. An additional 583 new residents over the past twenty years has led to an impressive 46 percent population increase during this time period. During the same period of time the state's population grew by 15 percent. The U.S. Census Bureau expects Foley's population to reach 2,570 by the year 2010.

Population Change 1960 - 1990

<u>Year</u>	<u>Population</u>	<u>% Change</u>
1960	1,112	2.1
1970	1,271	14.3
1980	1,606	26.4
1990	1,854	15.4

Source: U.S. Bureau of Census, 1990

Photo #2. Benton County ASCS Aerial Photograph #25

T = TRACT NUMBER HT = MULTIPLE TRACT NUMBERS HEL = HIGHLY ERODIBLE LAND MW = MINIMAL EFFECT WETLAND (EXEMPT)
 W = WETLAND ICW = CONVERTED WETLAND INHEL = NON-HIGHLY ERODIBLE MWC, MWH, MWR = SPECIAL CONDITION WETLAND
 FW = FARMED WETLAND NA = NON-AGRICULTURAL PC = PRIOR CONVERTED WETLAND NC = NON-CROPLAND PHOTO NO.
 NW = NON-WETLAND IAW = ARTIFICIAL WETLAND ECW = EXEMPT (COMMENCED) CONVERTED WETLAND
 COUNTY NOT TO BE REPRODUCED SCALE MAY 1993 1 YR. K-6

Benton

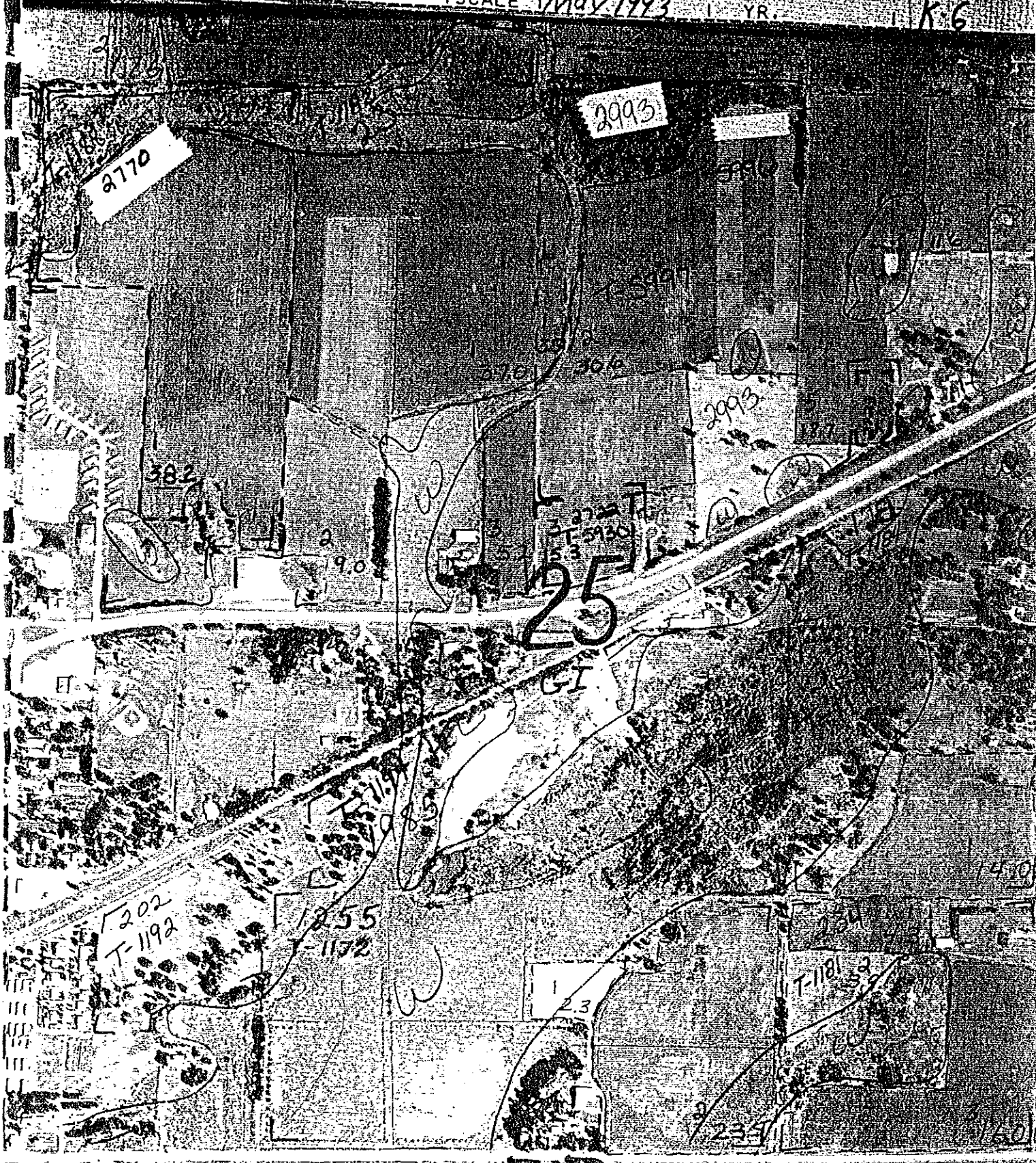


Photo #3. Benton County ASCS Aerial Photograph #26

TRACT NUMRER INT = MULTIPLE TRACT NUMBER
 = WETLAND ICW = CONVERTED WETLAND
 = FARMED WETLAND INA = NON-AGRICULTURAL
 = NON-WETLAND IAW = ARTIFICIAL WETLAND
 COUNTY

HEL = HIGHLY ERODIBLE LAND
 NHEL = NON-HIGHLY ERODIBLE
 PC = PRIOR CONVERTED WETLAND
 ECW = EXEMPT (COMMENCED) CONVERTED WETLAND
 NOT TO BE REPRODUCED
 SCALE May 1993

MW = MINIMAL EFFECT WETLAND (EXEMPT)
 MWC, MWM, MWR = SPECIAL CONDITION
 NC = NON-CROPLAND
 PHOTO NO.
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Benton

K-6



Photo #4. Benton County ASCS Aerial Photograph #35

T = TRACT NUMBER IHT = MULTIPLE TRACT NUMBER HEL = HIGHLY ERODIBLE LAND IHW = MINIMAL EFFECT WETLAND (EXEMPT)
 W = WETLAND ICW = CONVERTED WETLAND INHEL = NON-HIGHLY ERODIBLE IHW = MINIMAL EFFECT WETLAND (EXEMPT)
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Benton

May 1993

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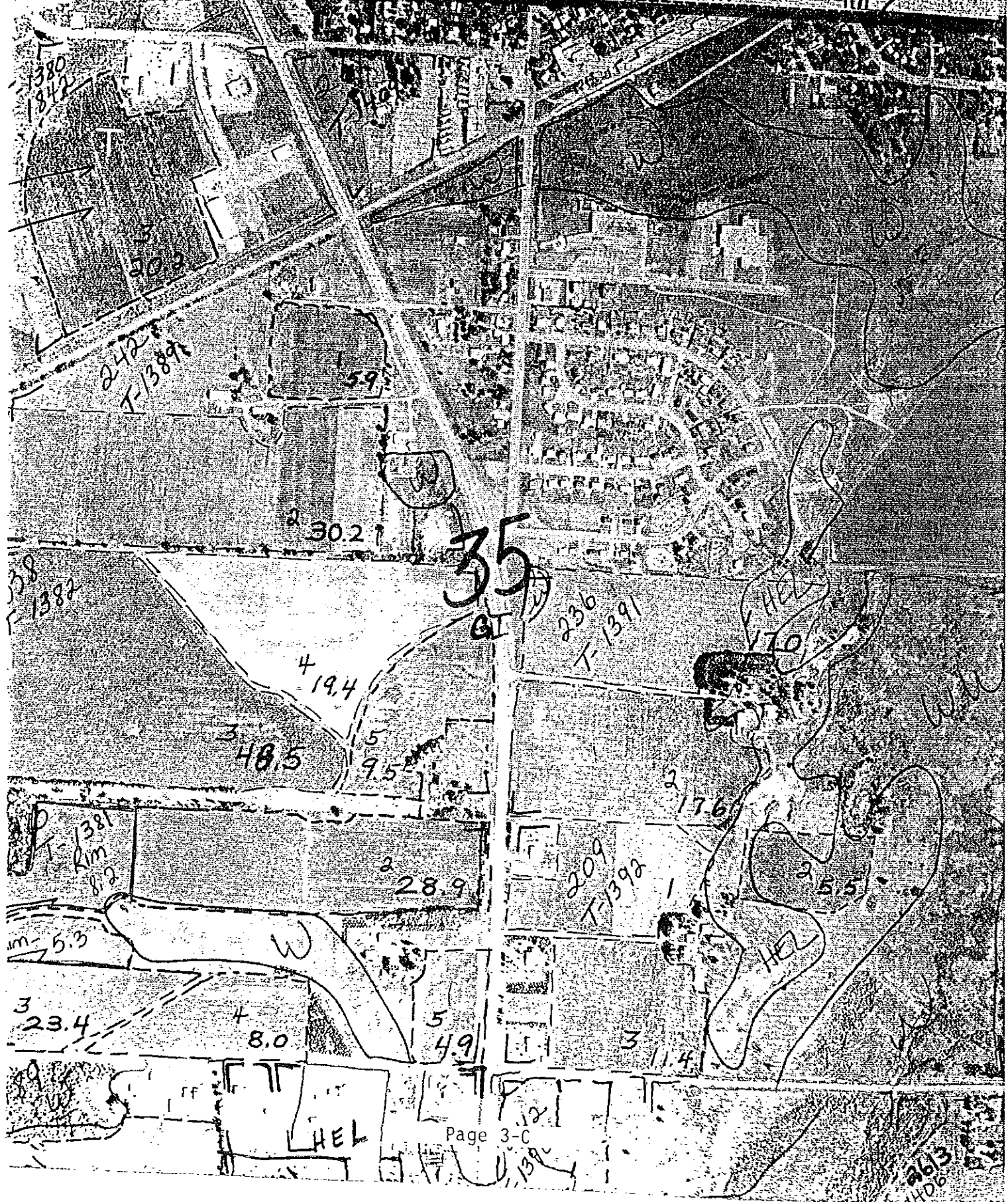
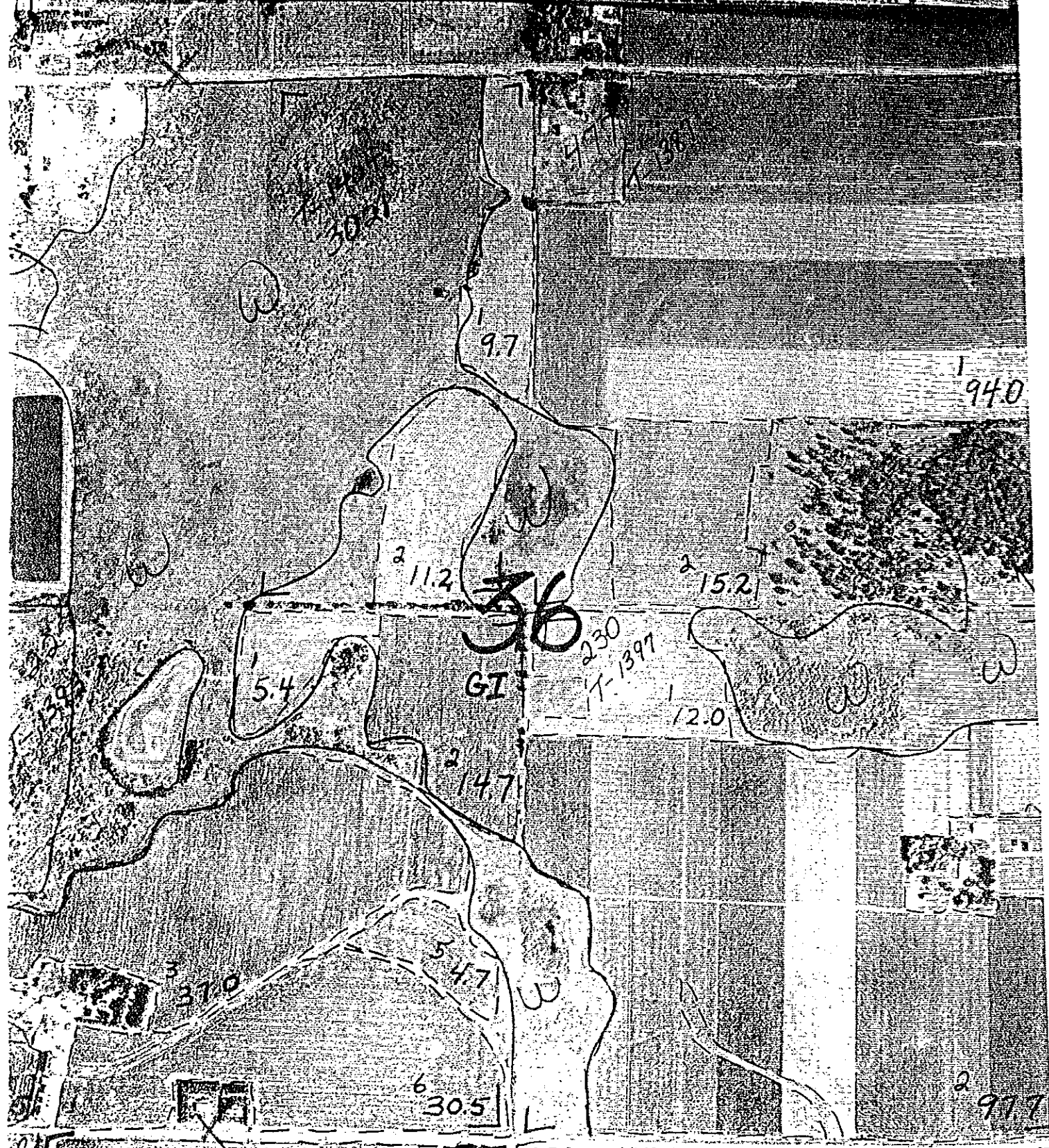


Photo #5. Benton County ASCS Aerial Photograph #36

TRACT NUMBER INT = MULTIPLE TRACT NUMBER HEL = HIGHLY ERODIBLE LAND HW = MINIMAL EFFECT
 WETLAND ICW = CONVERTED WETLAND INHEL = NON-HIGHLY ERODIBLE MWC, MWN, MWR = SPECIAL
 FARMED WETLAND INA = NON-AGRICULTURAL PC = PRIOR CONVERTED WETLAND NC = NON-CROPLAND
 NON-WETLAND IAW = ARTIFICIAL WETLAND ECW = EXEMPT (COMMENCED) CONVERTED WETLAND
 COUNTY **Benton** NOT TO BE REPRODUCED OR CROP SCALE 1 May 1993 1 YR.



18
 10
 2597
 1405

3. Demographics

Foley's largest age category is 25 - 44, similar to the State's total population for this group. These data also show a relatively high number of seniors (65+) in the community (many are retired farmers from the surrounding rural areas and/or residents of the 117-bed nursing home). The City's median age is 31.1.

Population Distribution By Age

<u>Age</u>	<u>Pop.</u>	<u>% of Total</u>	<u>% State</u>
00-24	145	11.6	9.2
25-44	486	38.9	41.6
45-54	124	9.9	13.9
55-64	101	8.1	7.2
65+	393	31.5	28.1
Total	1249	100.0	100.0

Source: U. S. Bureau of Census

Should the trend line for seniors continue to increase in the future as anticipated, additional consideration will need to be given to senior care facilities and proportionate recreational opportunities as well as consideration for additional local health care providers.

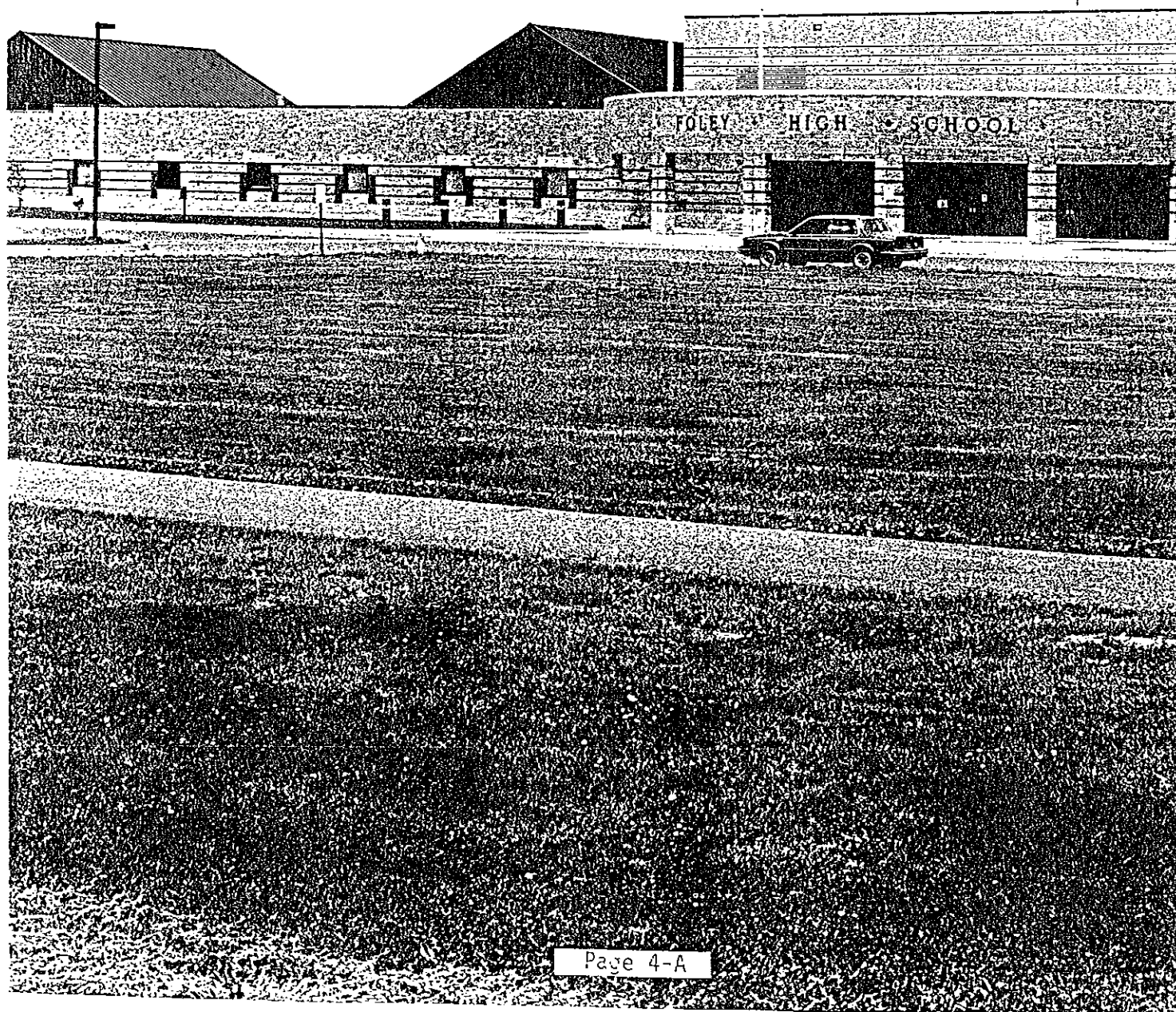
4. Income & Poverty

The City of Foley's 1989 (1990 Census) median household income totaled \$21,992 -- about 29.8 percent below the State's average. Likewise, the 1990 census indicated that Foley's poverty levels are higher than Minnesota's. The respective percentages of population falling below the poverty line are: Foley -- 12 percent; Minnesota -- 7.3 percent. Foley's higher percentage may be partially explained by the number of senior residents on fixed incomes. There are also a considerable number of young families and single parents impacting upon these figures. The need exists to continue the attempt to develop a sound social/economic infrastructure.

5. Education

Education levels attained for Benton County are noticeably lower than the rest of Minnesota. Historically, a lack of higher-income positions as well as minimum-scale paying jobs has brought about an exodus of younger individuals from the area. Many of those who earned advanced degrees did not return and left the area to pursue higher-paying employment opportunities elsewhere, while those with less education remained in the area. The

Photo #6. Foley High School



following tables reveal data concerning education levels in Benton County.

Education Levels Attained in Benton County

<u>Years Completed</u>	<u>Number of Students</u>	
	<u>1980</u>	<u>1990</u>
Elementary 0-8	3,263	2,293
High School 9-12	6,593	8,220
College 2 yr. and 4 yr.	1,841	4,495
Graduate	1,696	2,598
Total	13,393	17,612

Source: U.S. Census Bureau, 1990.

Percent High School Graduates

<u>Unit of Government</u>	<u>Percent</u>
Benton County	77.3
Sherburne County	84.2
Stearns County	78.3
State of Minnesota	82.4

Source: U.S. Census Bureau, 1990.

6. Housing

The City of Foley consists of primarily low density residential uses with some concentration of commercial and industrial uses. A vast majority of Foley's housing (equivalent to 71 percent of the total housing stock) consists of single-family units. Multi-family units constitute 15 percent of the total, while the balance is classified as mobile homes or senior housing. A current inventory of housing units, by type, is shown in the following table.

Inventory of Housing Units by Type in Foley, MN

<u>Type of Housing</u>	<u>Number</u>	<u>% of Total</u>
Single-Family Units	500	71%
Multi-Family Units	105	25%
Elderly Housing	*45	*6%
Mobile Homes	54	8%
TOTAL	704	100%

* Nursing home units/rooms were not inventoried.

Source: Foley City Clerk, May 18, 1992.

Home valuations falling below the State average are an indicator of Foley's economic needs. In 1990, Foley's average home price of \$47,400 was in sharp contrast to a state average valuation of \$68,000 for all of Minnesota, and

in the metro area an average of \$97,000 and an outstate average of \$58,700.

For additional detail regarding Foley's housing stock, see Appendix I.

7. Unemployment

While employment opportunities in Benton County are diverse, unemployment remains somewhat high. Generally, Benton County's average unemployment rate runs higher than the State's. 1992 and 1993 quarterly unemployment figures are provided in the following table.

Unemployment Rates

<u>Period</u>	<u>Benton County</u>	<u>Minnesota</u>
1st Qtr. 1992	7.4%	5.9%
2nd Qtr. 1992	5.5%	5.3%
3rd Qtr. 1992	4.4%	4.4%
4th Qtr. 1992	5.4%	4.5%
Annual Avg. 1992	5.7%	5.0%
1st Qtr. 1993	7.9%	6.1%

Source: MN Dept. of Jobs & Training

Many of Foley's residents are employed in St. Cloud or the northern suburbs of the Twin Cities. Commuting trips to the Twin Cities range from 45 minutes to an hour and 15 minutes, while St. Cloud is located about 20 minutes to the west. In view of this, a positive statement could be made regarding the lifestyle attributed the City of Foley considering the distance these individuals are willing or must travel. The community's employment level now stands at about 1,100.

8. Community Quality of Life

Contained in Appendix II is a "Community Quality of Life" profile which outlines a number of characteristics that are typically used to evaluate and rank communities. This has been included in the comprehensive plan document because it clearly outlines availability of various features and services of general interest to all.

III. PLANNING ISSUES

Overall community planning issues are important to be familiar with before attempting to solve other more specific community difficulties. The following gives a general overview of some of the physical development patterns and trends which have impacted the growth, or lack of it, in Foley in recent years.

1. Existing Land Use

Agriculture and lumbering were the predominant influences during the early development of the City of Foley. It was from this established base that the community evolved. The dominance of the railroad played another important factor in the organization and physical layout of the community. The older city street configuration was a direct result of the railroad's presence. Stony Creek has had an impact from a water drainage and engineering standpoint, especially in times of major storm run-off and collection requirements.

In a standard city planning configuration, the residential neighborhoods surround the central business district with the intent being for ease of access to the central business district's goods and services. Expansion of the central business district in Foley has been allowed to occur in several directions, resulting, in some cases, in the establishment of nonconforming uses. Likewise, this has occurred with industrial uses, most specifically agriculture-related activities, i.e.; the development of feed and chemical storage facilities within the southeast portion of the downtown area.

Attention has been given to the preservation of parks and open space within the community. The recent development of a pedestrian/bikeway and trail system linking various open space elements and institutional uses together should be seen as a positive response to community-wide interests for now and, in the future.

Sufficient land exists in and around the City with utilities available to meet future growth needs. Annexations had, in the past, occurred in an unorganized manner. Areas which are designated for future growth will require systematic annexation guidelines to insure orderly growth and development.

Through a series of annexations over the last several years, the City of Foley is making the attempt to expand in a reasonably planned manner for the good of all interests and concerns. Specifically, with the ongoing development of the industrial park west of the city and with residential subdivisions on the south as well as those proposed on the north and east, the framework for future development is in place.

2. Image-Creating Elements

The visual form of the city is defined by certain image-creating elements, including parks, historic landmarks, major commercial and industrial areas as well as specific details such as signage. Image-creating elements

Photo #7. City of Foley Water Tower



are significant because of their physical appearance, location, and function.

The central business district is a major image-creating element because it is the focus of economic, social and governmental activity. The need exists to improve upon the appearance of the downtown. The character and continuity of all the buildings should be planned for through a unified design approach, targeting each individual facade with regard to its particular needs. A downtown development group made up of local business concerns should initiate this process. Also, a design firm should be enlisted to develop a series of sketches depicting a character study of what "could be" while incorporating an agreed-upon overall design theme. The selected group should take a proactive role in the development of this entire process. It must be stressed that the business community should become involved in this effort.

Industrial areas within the inner urban area are also image-creating elements and become very dominant, especially when viewed by an "outsider", new to the community. From that same point of view, the new industrial park depicts an image of prosperity and a desire for continued planned growth.

All parks and well-maintained public open spaces immediately send a positive signal to visitors and citizens alike in the form of community pride. With the placement of attractive "Welcome to Foley" and park/trail-related signage as well as similar seasonal ornamentation and other details, a positive image can be relayed to all.

3. Areas in Transition

A number of areas in Foley could be seen as being in a state of transition. Vacant land is being developed and in some instances existing structures are being replaced or not replaced depending upon the current desired land use change. The existing zoning ordinance must be consulted concerning any major proposed changes of structure or land use. The following areas fit this description for Foley:

- * The northeast section of the community just east of the high school is being proposed for single-family and multi-family development.
- * Likewise, the new housing subdivision now being developed on the south edge of the community along highway #25 has been platted for potential expansion.
- * The industrial park with adjacent highway business district with additional area to expand.

* Changes are anticipated at the foot of 4th Avenue, ie; Main Street relative to the existing city-owned parking lot and possibly Coborn's grocery store.

* Future highway business-related expansion is anticipated north and east of the intersection of highways #23 and #25.

* A recreation park and golf course is planned for the open space area south and east of the community.

* Moving the fertilizer buildings (Centra Sota) to the industrial park as well as all other nonconforming industrial uses.

* Construction of a new Benton County Jail, improvements to the Courthouse, and moving the Public Works Highway Department are seen as priority items.

* A city-wide housing improvement strategy is needed for rehabilitation of existing housing stock.

* On a city-wide basis, the infill of existing vacant lots is suggested. Top priority should be given concerning infill relative to the downtown central business district.

* The general overall appearance of the community needs to be addressed and a task force committed to this effort should be established. Various incentives need to be fostered to assist all concerned.

4. Public Works & Sewer Collection System

In recognition of recent public works considerations the June 1993 "Preliminary Engineering Report for Northwest Sector Sewer Study; Foley, Minnesota" is made a part of this document and can be read in its entirety in Appendix III, page 30. Also, certain guidelines are outlined for future proposed detailed improvements throughout the community which can be found in Appendix IV, page 32. Both of these documents have been included as a reference to past planning efforts and should still be considered, relative to their individual merit, in conjunction with a needed community-wide Capital Improvements Plan (CIP).

5. Controversial Areas and Issues

In recent years there have been various issues regarding the appropriate future use of certain areas within Foley. Planning and policy development can generate debate by both pro-development and anti-development forces. In the normal process of development, it is not unusual for changes in land use and planning policy to be accompanied by disagreement. Many controversies involving small or

isolated parcels of land and minor changes in land use are resolved quickly through negotiation and strong enforceable zoning controls and policies. Unresolved issues evolve with inconsistent and sporadic changes in urban development. Specifically, several short-range and other potentially long-range controversial issues include the following:

- * Consideration of all downtown parking issues
- * Businesses being located in residential areas
- * Assisting existing businesses to expand
- * Providing funds or tax relief to promote building improvements
- * Promoting a uniform policy for sidewalk, curb and gutter, and trailway improvements
- * Condemnation/demolition of downtown buildings in substantially poor condition
- * Handicapped accessibility regarding curb and gutter improvements
- * Increase proposed land use area for the Highway Business District (B-2)
- * Develop incentives, ideas and strategies to assist property owners who are unwilling to cooperate with future city plans
- * Develop a sign ordinance

6. Proposed Land Use Plan

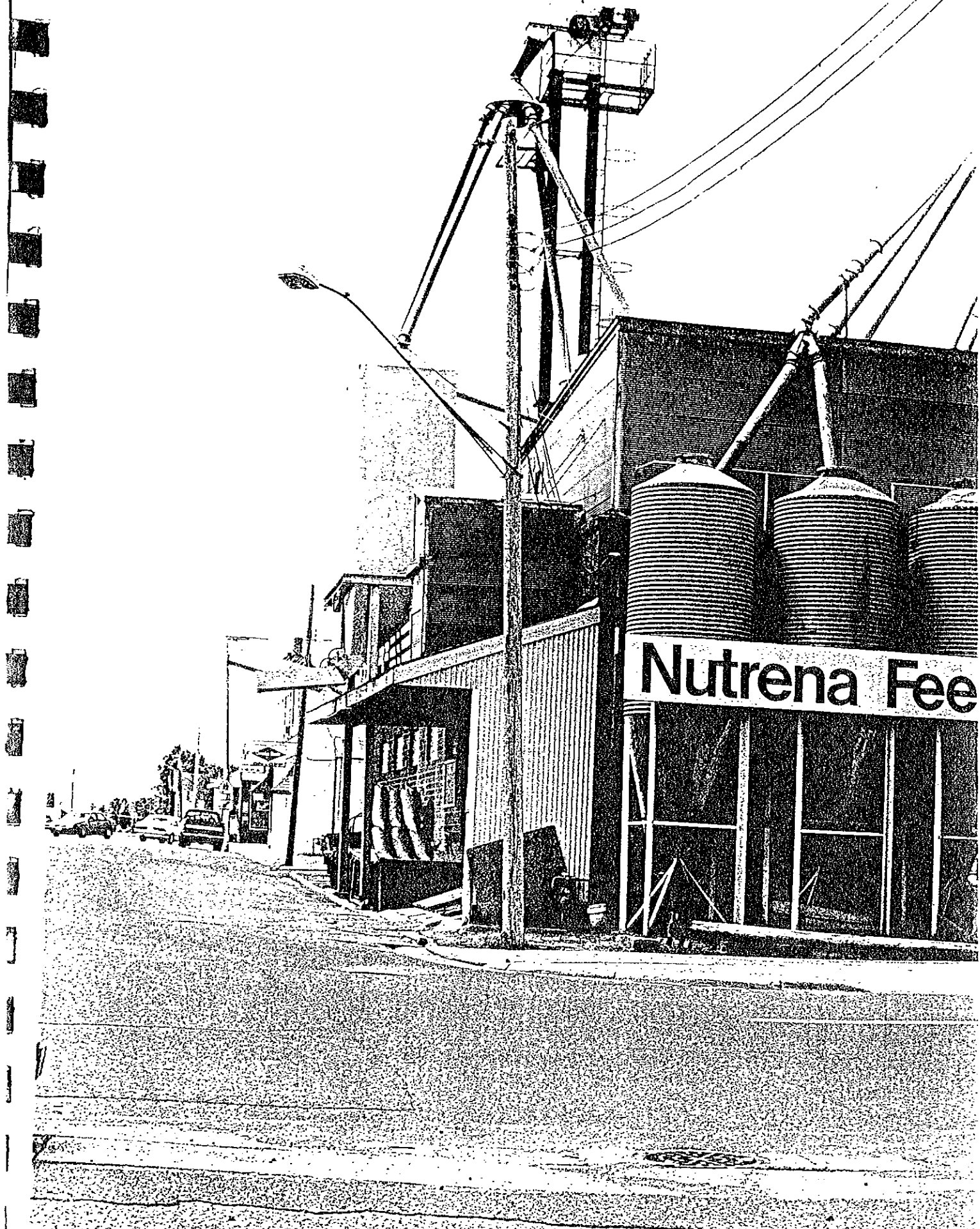
The Proposed Land Use Plan is a generalized approach to looking at the entire city in the context of future development patterns. The plan takes into account all proposed land use types and classifications, then attempts, in an orderly fashion, to locate each with consideration for the other. The attached map graphically displays these proposed relationships.

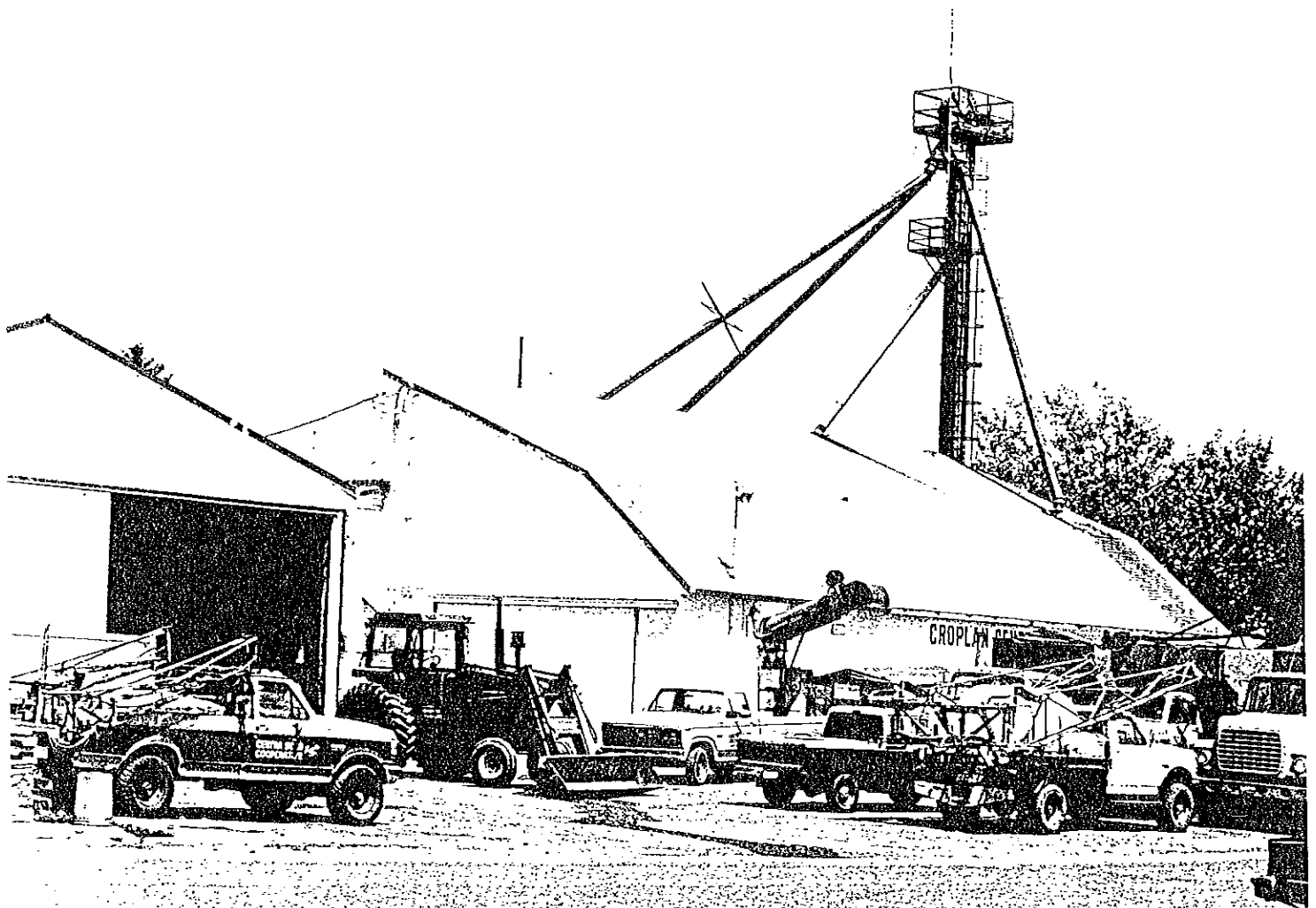
7. Industrial Development

Foley should broaden its industrial base by encouraging development of the remaining area within the industrial park. Certain industrial/agriculture uses in the center of the city should be redeveloped with more appropriate residential, commercial, or open space uses. Industrial expansion in the center of the city should not be permitted where existing commercial or residential structures have deteriorated or have been removed. There should be a gradual phasing out of the more intense uses in the downtown

Photo #8. Downtown Agricultural Land Use: Corner of
Broadway & Main Streets, looking southwest

Photo #9. Downtown Agricultural Land Use: Corner of
Norman & Main Streets, looking northeast



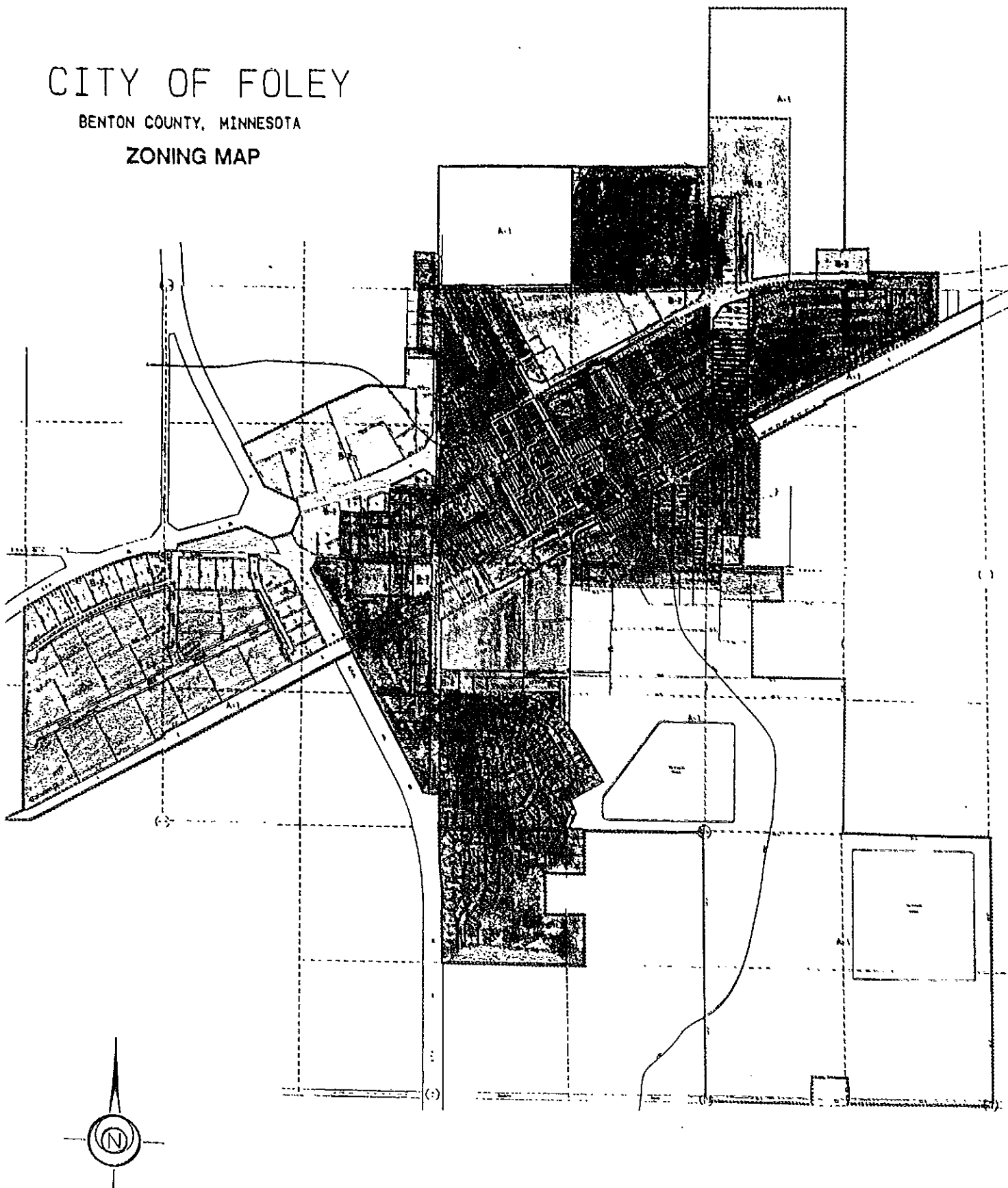


where existing commercial or residential structures have deteriorated or have been removed. There should be a gradual phasing out of the more intense uses in the downtown commercial district. All new industrial development should be encouraged to locate within the Industrial Park. Currently the Park has an ample supply of vacant space to accommodate new development. Deed restrictions are present to assure a sound and well-planned development. Future layout is also regulated by the City's zoning ordinance.

CITY OF FOLEY

BENTON COUNTY, MINNESOTA

ZONING MAP



A-1 AGRICULTURAL DISTRICT
B-1 SINGLE-FAMILY RESIDENTIAL
B-2 MULTIFAMILY RESIDENTIAL
B-3 CENTRAL BUSINESS DISTRICT

B-4 HIGHWAY BUSINESS DISTRICT
B-5 LIGHT INDUSTRIAL DISTRICT
B-6 PLANNED INDUSTRIAL DISTRICT
B-7 FLOODPLAIN OVERLAY DISTRICT

8. New Housing Development

The City should encourage new single and multiple-family housing development on vacant land where zoning is appropriate. New housing development is a vital component in the long-term economic interest of the community. As the local economy strengthens and new employment opportunities are created, new residential development will be needed to accommodate rural retirees and first-time home buyers seeking housing close to employment, general shopping areas, and recreation opportunities. Flexible housing options should always be considered. This plan identifies several areas where new residential development is appropriate. Housing for the following should also be considered:

- * Child care
- * Senior care
- * Multi-plex rental units
- * Large lot plats
- * Townhomes
- * Transitional care facility units

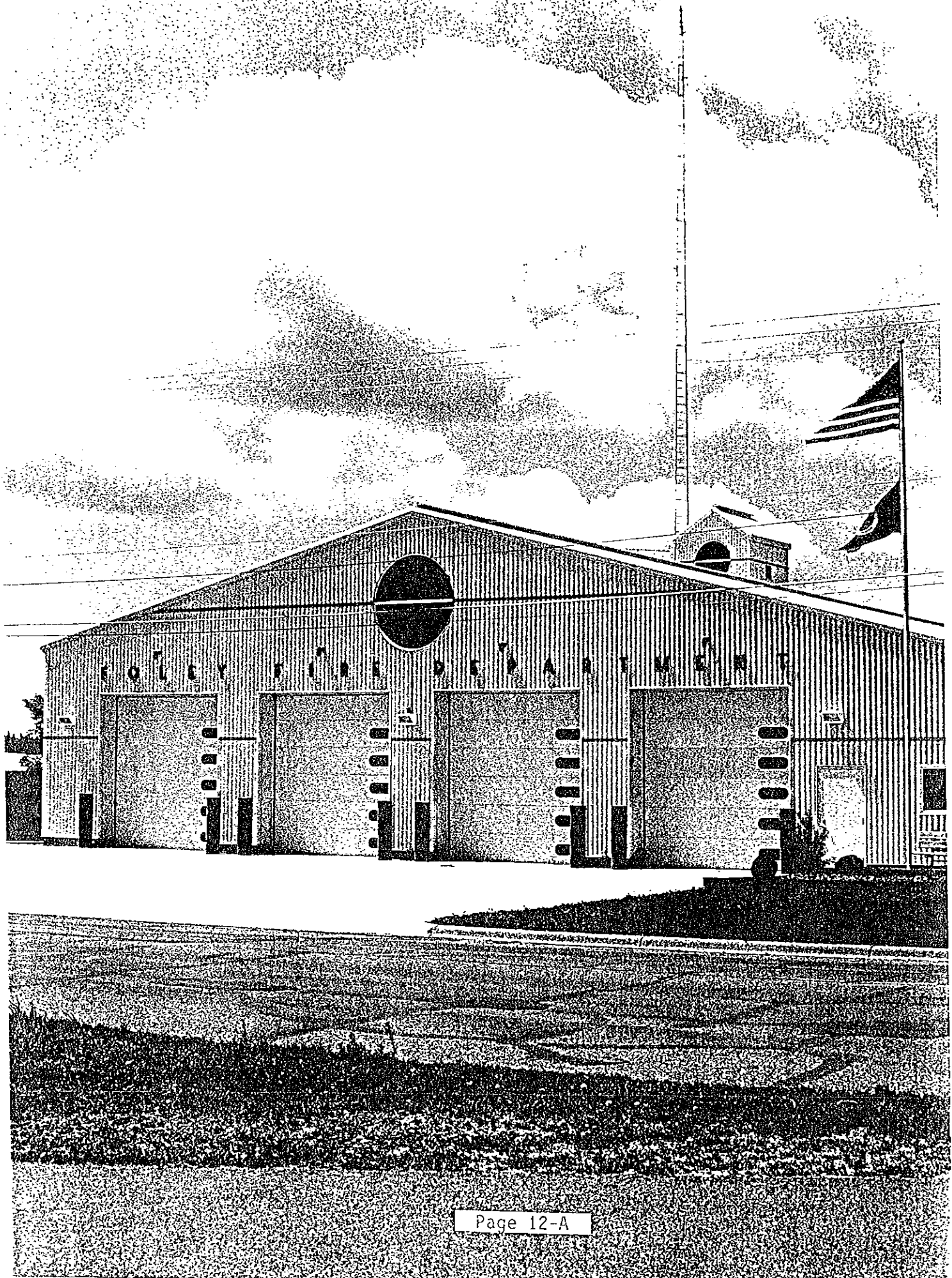
9. Institutional Uses

Governmental offices, care facilities, schools, and all denominations of religious beliefs have sustained a significant role in the overall well being of this community. The City should assess the existing and future land use needs for these uses, and allocate adequate space so they can operate efficiently without harming the quality of life in the surrounding neighborhoods. Institutional uses should generally be located on the fringes of residential neighborhoods or in the center of the community with immediate access to major traffic arteries. Institutional uses that generate heavy traffic volumes should be carefully located where parking is adequate to avoid "cut-through" traffic and parking on residential streets. Parking should be carefully reviewed when all proposed site plans are being considered. In addition to these future modifications and concerns it should be recognized that from a civic point of view, both the police and fire departments should be maintained at a state of readiness at all times! Please see Appendices V and VI, pages 42 and 43 for current budgetary information.

10. Elimination of Incompatible Land Uses

Foley should eliminate as many incompatible land uses as possible from its residential neighborhoods.

Photo #10. Foley Fire Department



Historically, many commercial and industrial uses have become intermixed with the residential fabric of the city. Over the short run, it will not be possible or desirable to eliminate these incompatible land uses from the community all at once. Incompatible industrial uses should be eliminated from all residential areas. Down-zoning should be used to prevent more intensive industrial operations from being established on existing industrial sites in residential and commercial areas. Green belts, buffer strips, improved off-street parking, and other methods should be encouraged in order to make incompatible industrial uses less disturbing to the residential environment. Establishment of a fund to assist in the purchase of nonconforming uses and secure agreements with current property owners for future ownership through attrition are two workable options. At some point the community may wish to consider funding for the following types of uses:

- * Skating rink
- * Youth center
- * YMCA/Community Center with meeting rooms
- * Sports facilities otherwise not offered
- * Future park space

IV. TRANSPORTATION

1. Local and Regional Transportation Patterns

Automobile transportation in Foley is made somewhat more difficult given the location of both State Trunk Highways #23 and #25. These higher-speed corridors also pose an obstacle to pedestrian, two-wheel and other lighter modes of travel. This single dominant planning element will need to be taken into consideration regardless of which type of future physical development may occur near or adjacent to these highways. In particular, "high-speed" traffic on Highway #23 moving through the center of town should be slowed down by introducing at least one four-way stoplight at either the corner of Broadway and/or Eighth Avenue.

Sidewalks and bikeways should be separated as much as is physically reasonable from vehicular traffic. Future potential problem areas to be cognizant of are:

- * Highway #23 and #25
- * Highway #25 and Norman Avenue

- * The intersection of Dewey and Fourth Avenue (may need two additional stop signs)
- * Highway #23 and Norman Avenue
- * Highway #23 and Eighth Avenue
- * Highway #25 and Glen Street

Origin and destination studies will confirm that the greatest majority of traffic volume along these two corridors is transient and not local in nature. Working with the state to promote a well-developed highway signage system, as has been done in other communities, is to the City's advantage. This system should be coordinated with the City's welcome and service club signage.

There are no major traffic congestion nodes of intersection causing any foreseeable problems relative to ingress and egress of the city.

2. Central Business District (CBD) Circulation

The location of the central business district perpendicular to the railroad is of historical significance in that commodities and goods were transferred back and forth at that intersection, assisting in the early growth of the community. The railroad had a dominant influence on the development of Foley, trading mainly in agriculture and lumber products, however this means of community support has long since given way to the trucking and hauling industry.

Traffic circulation in the CBD is interrupted because of the faster flow patterns established by the collector and arterials, however, this is a relatively minor influence given the size of the community. One point of concern to the "outsider" traveling through Foley's downtown is the intersection at the corner of Dewey and 4th Avenue. Stop sign placement at that intersection is at first confusing. A four-way stop configuration is anticipated as opposed to the two-way stop on 4th Avenue. Also, a transition to upgrade the existing traffic signage (both local and state) throughout the community would be desirable. The angle parking in the downtown is effective and allows for increased vehicle parking.

3. Residential Circulation Patterns

Not surprisingly, the "older" community was laid out in a formal geometric grid pattern in a northwest/southeast configuration. The "newer" residential layout pattern, which is typical of today's subdivision layouts, is displayed in the southern portion of the community just east of Highway #25. There is also a similar proposal, "Pheasant Grove II" and "Eastview Meadows," located in the northeast

Photo #11. Central Business District: Corner of
4th Avenue & Dewey Street, looking southeast

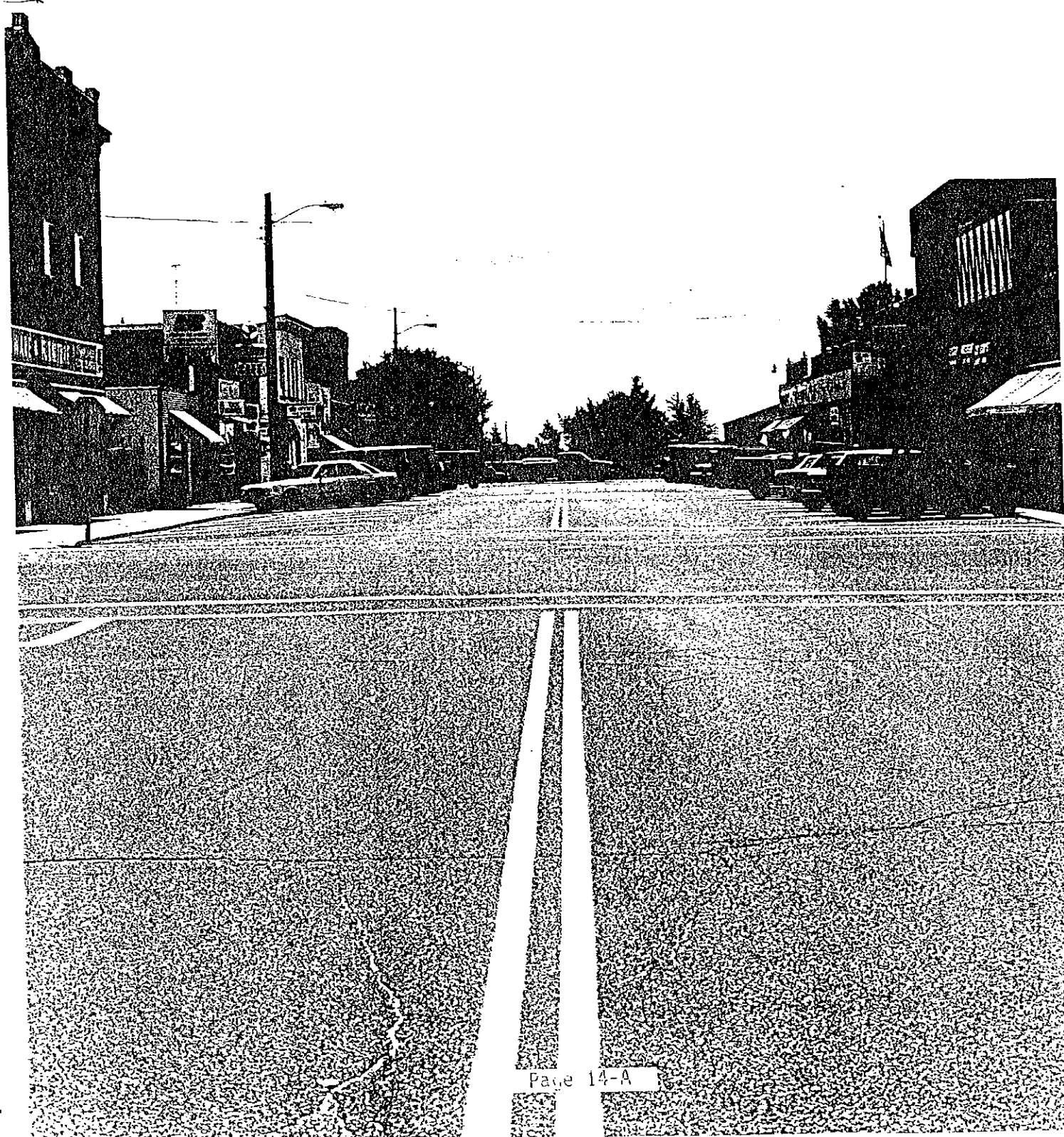


Photo #12. Central Business District: Corner of 4th Avenue & Dewey Street, looking northwest

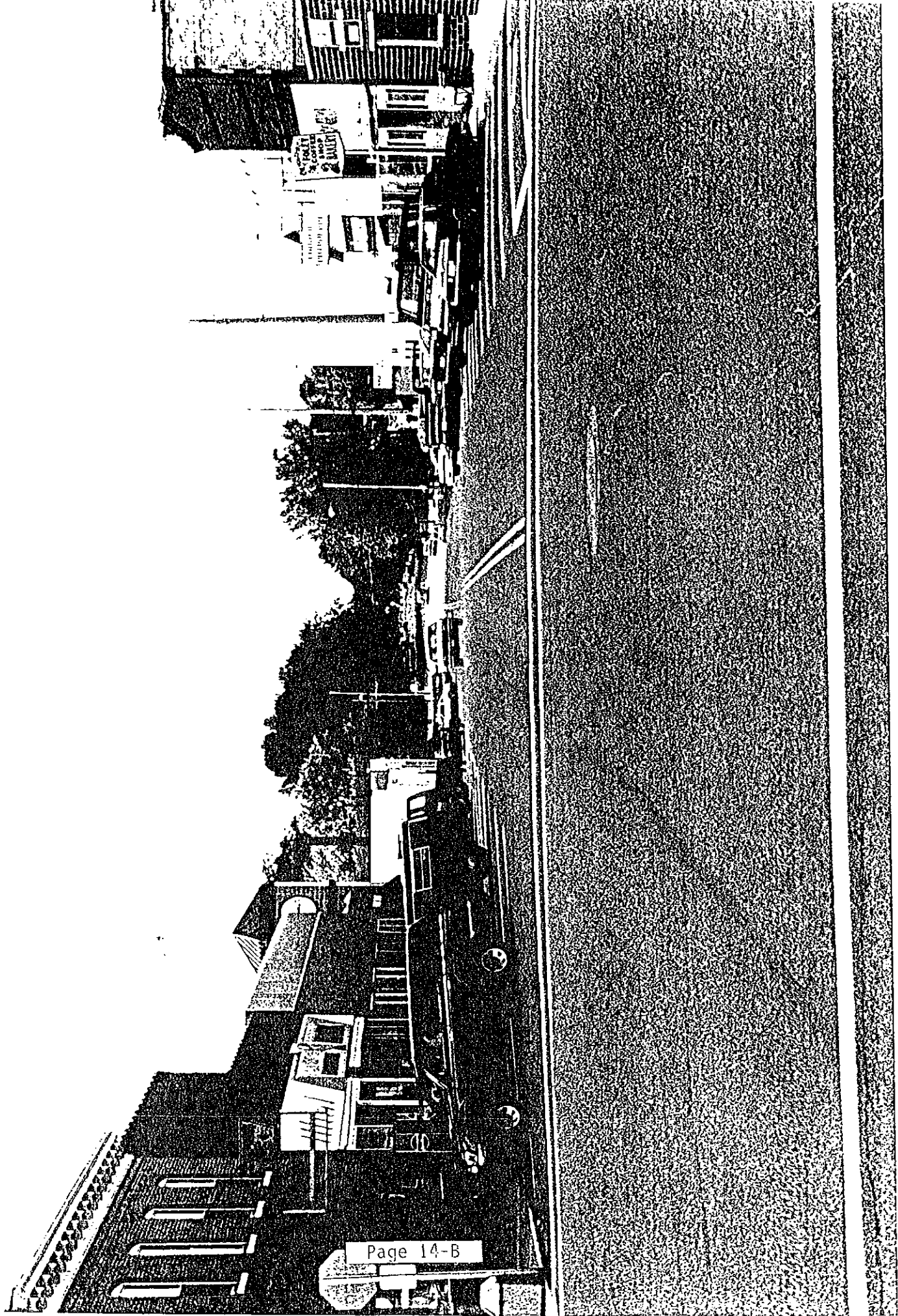
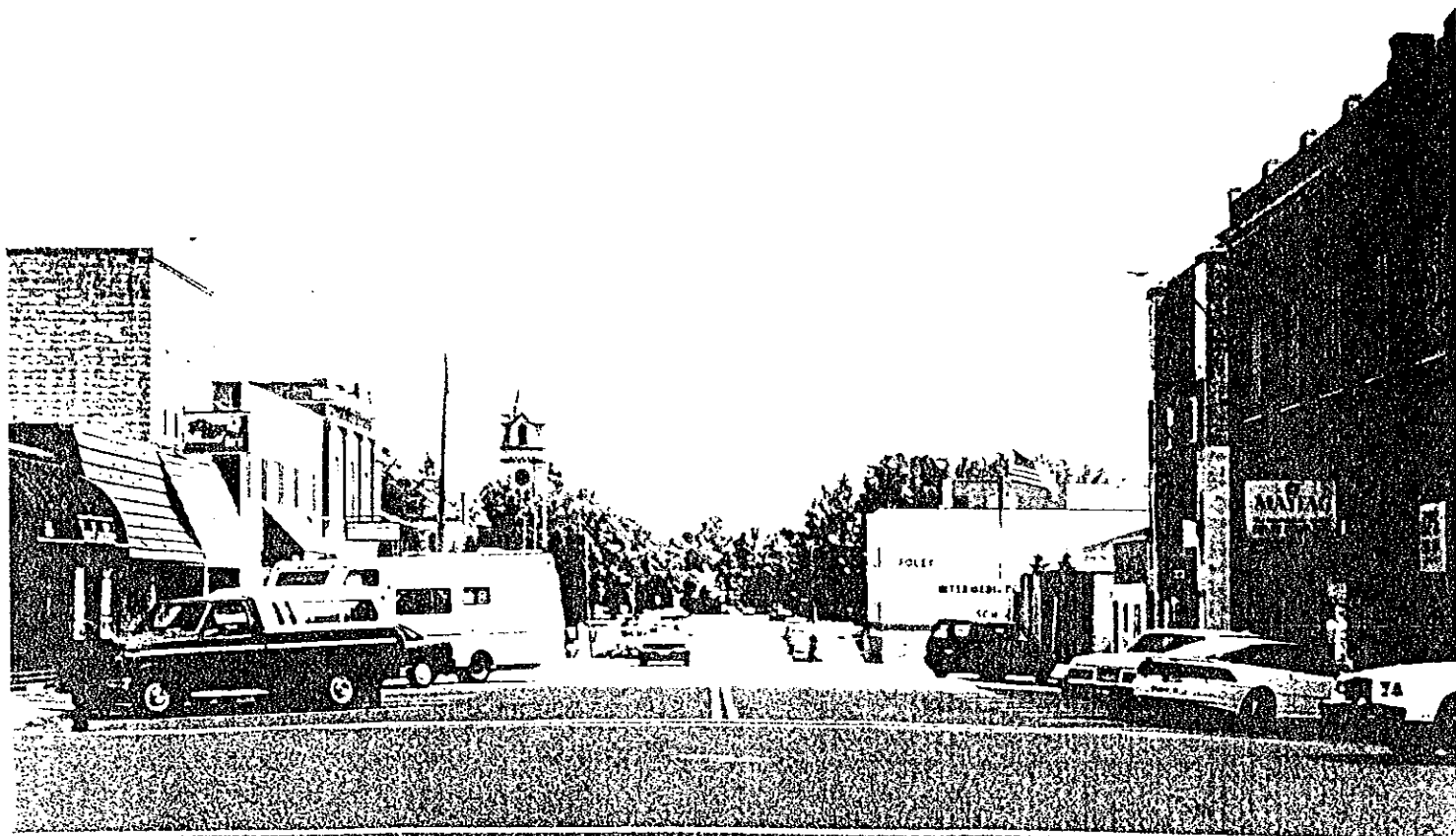


Photo #13. Central Business District: Corner of
4th Avenue & Dewey Street, looking southwest



Photo #14. Central Business District: Corner of
4th Avenue & Dewey Street, looking northeast



portion of the city with construction slated to begin in 1994.

Due to the way the community was originally laid out and with subsequent design changes since that time, difficulties are posed regarding turning movements at a number of intersections resulting from the "slanted grid system" meeting the "regular," ie; north/south grid system. The acute angle formed at these intersections can, in some cases, become dangerous when physical obstructions come in the way of the normal sight/viewing planes. This fact should be considered in the review of any future formal city zoning, set-back, and landscaping regulations.

Foley is fortunate to have its street system in a state of decent repair with only few exceptions; this is better than many cities of similar size. This positive situation is a direct result of an ongoing maintenance plan in place which is coordinated with the sewer and water plan.

If possible, the City should attempt to stay away from the "service road syndrome" in that it has the potential to add unwanted confusion with added turning movements and additional road surface/space utilization and maintenance. Internal road configurations within the Industrial Park should remain as they are with no added frontage roads.

Turning lanes along Highways #23 and #25 should be considered where appropriate, especially if either or both highways are widened.

V. PARKS AND OPEN SPACE

1. Existing Parks and Open Space

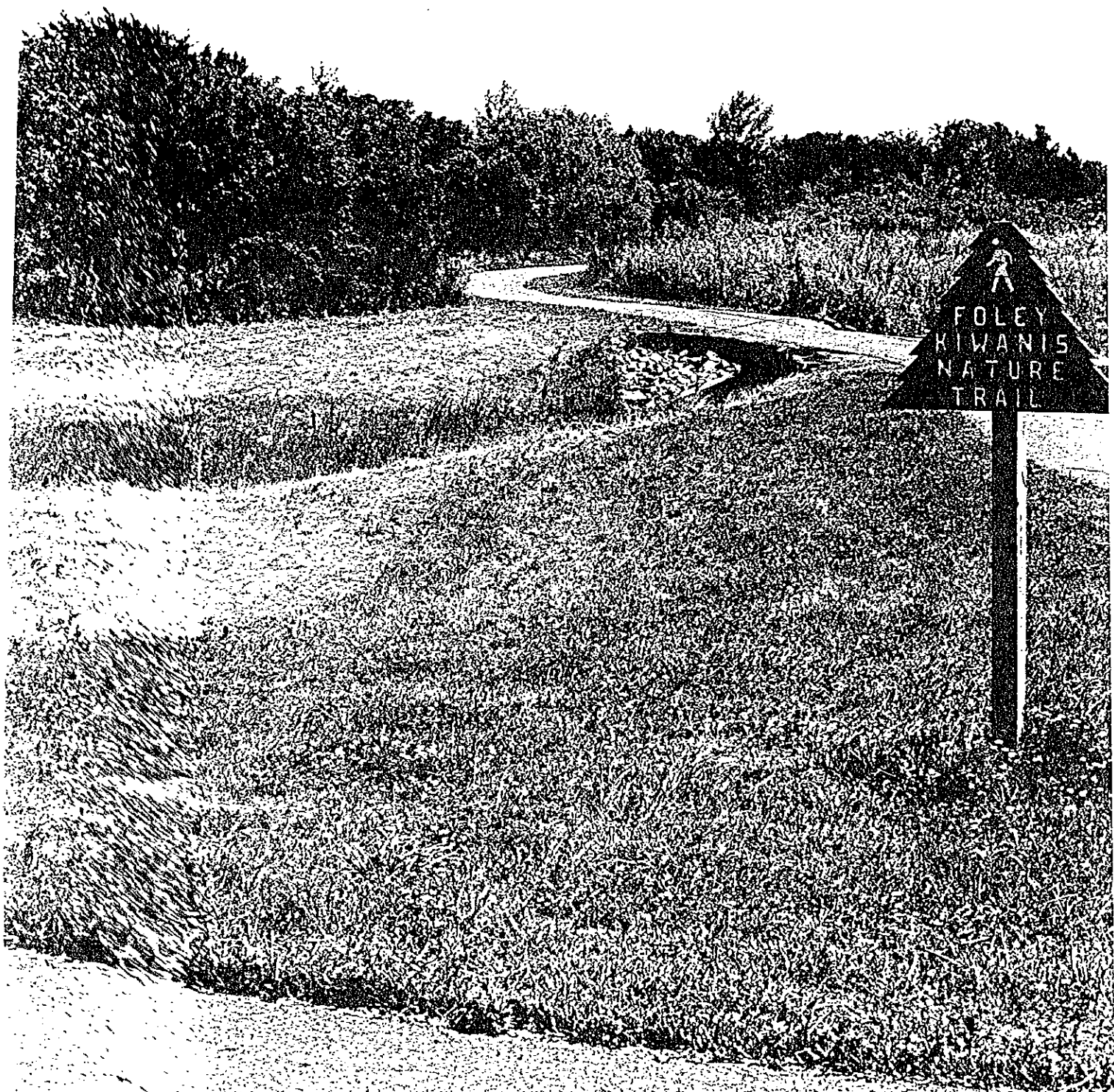
The City of Foley is fortunate to be able to enjoy the surrounding rural open space and clean environment it now has. Expansion will happen for the city given its location and governmental influence in the county. With the age and retirement projections which have been described, logic dictates that a certain emphasis be placed upon both indoor and outdoor facility planning. Retirement incomes will not be what they were, necessarily, in the future, hence, the opportunities for seniors to travel to other chosen areas may not exist. It is important for the community to recognize and plan for each others' needs, and with the political voice of the retirement community this can happen. It is not unreasonable to plan now for a park within accessible walking distance of all residents.

At present, Foley has two parks which are centrally located within the community. The City should encourage the establishment of smaller residential/neighborhood parks in the future to serve children in association with the school

Photo #15. Holdridge Park



Photo #16. Foley Kiwanis Nature Trail



system. Multi-family subdivisions should be required to set aside a percentage of property suitable for development for that defined use category (5-10% minimum). These dedication requirements should be adhered to in order to acquire these new "public areas" at no cost to the City. The City is on the right track with the ongoing development of the city-wide trail/path system and the grant funding for it. Picnic areas and trail amenities should also be planned for. The City should work in tandem with the school system regarding the need for additional active recreational uses such as ball fields, skating rinks, etc.

2. Proposed Parks and Open Space Plan

Positive attempts have been made recently to secure additional funding for the continuation of the "Nature Trail Extension." This attempt is indicative of the efforts being made to gain improvements in this area.

Concern has been raised relative to the City's ability to construct a physical buffer/barrier to shield the treatment pond/lagoon area from public view. Consideration should be given to this as well as any potential odor problems.

As currently set forth in the City's ordinance it is important that conformance continue in regard to the set aside amount of five percent (5%) of open space for leisure and recreational opportunities for any new residential development. This element should be reviewed immediately upon any future site plan review basis.

VI. PLANNING POLICIES

Policy statements are action-oriented statements of principles, standards, and directives which serve as a means of describing the City's method of achieving its goals. The following element shall attempt to logically describe the source which the City of Foley should follow.

City-Wide General Policies:

* It is the policy of the City that the development and implementation of plans regarding land use be created to cause orderly development and growth in the City of Foley.

* It is the policy of the City to prepare, adopt and enforce any necessary ordinance in order to cause and maintain an orderly and harmonious use of the land within the corporate limits of Foley.

* It is the policy of the City of Foley to identify areas in adjoining townships which are of prime agricultural importance and encourage this practice to continue.

* It is the policy of the City of Foley that there shall not be any extension of service to properties outside the corporate limits without an agreement as to the annexation of that property.

* It is the policy of the City of Foley to provide adequate land for residential, commercial, industrial, and public uses within the corporate limits and to provide the required level of services to the citizens of Foley.

* It is the policy of the City that all development be in accord with an orderly expansion of City services, i.e. sewer and water, streets, and other municipal services when necessary.

1. The Central Business District

There have been a number of ongoing concerns with respect to the central business district. This is not surprising or uncommon. It is helpful in the beginning to cite and define the various issues and concerns involved, then to establish policies to address these issues. It is desirable during this process to set realistic, achievable goals and objectives to effectively produce positive outcomes, taking into consideration all concerned viewpoints.

Business District Policies:

* It is a policy of the City that site size for all future commercial development be large enough to accommodate parking and storage areas, and to provide consideration for future expansion.

* It is a policy of the City that commercial development shall be compatible with surrounding land uses, thus not causing a decrease in residential property values.

* It is a policy of the City that landscaping shall be required to minimize conflicts with adjacent residential or commercial land uses.

* It is a policy of the City that strip commercial development be restricted.

* It is a policy to seek the orderly expansion of commercial land uses such that a sound tax base exists and such that there is a wide variety of goods and services available to the citizens of Foley.

Issue #1:

Need for a downtown anchor hub which is inclusive of a grocery store.

Policy:

The City of Foley shall make the necessary effort by what means it has available to assist in the development of a downtown anchor store.

Actions:

* City council appoints task force from recommendations made by planning commission (also inclusive of various planning commission members) and authorizes them to proceed with the anchor store search process.

* Develop a reasonable proposal, inclusive of previously agreed-upon tax incentives, etc.

* Contact regional desired store headquarters and top management. Follow-up with a meeting and tour of community. Provide basic demographic and statistical package along with county economic development plan and comprehensive plan.

* Set as tight a time frame as possible for continued discussions.

Issue #2:

Find owners/tenants for vacant buildings and restore, remove or relocate existing businesses in the CBD as required.

Policy:

Develop a format by which the city can provide reasonable assistance to local store owners for the renewed occupancy of their buildings and assist with the upgrading of handicapped and safety standards when possible.

Actions:

* Contact affected property owners and meet on an individual basis. Find out any specific difficulties involved, if any.

* Tailor assistance based upon reasonable need. Work with local real estate interests to gain insight into availability of potential owners/renters.

Issue #3:

Relocation of downtown agricultural uses as well as other nonconforming uses to outlying areas.

Policy:

Adhere to the proposed land use plan guidelines contained in the comprehensive plan document concerning all future physical development.

Actions:

* Discuss with the owner the potentials concerning various relocation incentives. Provide industrial park property when appropriate.

Issue #4:

Attempt to increase downtown retail diversity.

Policy:

Provide a wide and attractive variety of goods and services locally with ease of access for all residents.

Actions:

* Competitive market pricing, advertising, location, etc., all play a role in business decisions directly and indirectly affecting the entire community over which the City has little control. Competition is a keen factor in considering such decisions. The establishment of a Downtown Development Authority (DDA) or Housing and Redevelopment Authority (HRA) to work with and coordinate downtown business promotions as well as social activities, can have a positive outcome. The city council should become involved directly in appointing merchant, planning and other interested members of the community who would carry out these important tasks.

At some given point it may be necessary to seek professional outside assistance to assure satisfactory performance and follow through. Enlist support and assistance from the Benton County Economic Development office.

2. Residential Development

Along with local industrial development and the continued expansion of adjacent regional centers, pressures will mount gradually for expansion of the city's housing stock. It is vitally important to develop policies now which shall direct development events in the future.

Residential Policies:

* It is the policy of the City to designate appropriate areas for residential expansion.

* It is the policy of the City to encourage a high quality of site design and subdivision layout in all future developments.

* It is the policy of the City to develop appropriate regulations to control land subdivision and development.

* It is the policy of the City to preserve areas suitable for residential development from encroachment by commercial and industrial developments.

* It is the policy of the City that all mobile homes shall be located in designated mobile home parks.

* It is the policy of the City that sufficient open space shall be provided in each new development for the recreational benefit and enjoyment of the residents.

* It is the policy of the City that appropriate areas be designated for residential growth based on utility extension plans and land suitability for development.

Issue #1:

Continue community-wide expansion of single-family, multiple-family, and senior citizen retirement dwelling units while providing a variety of housing mix and style.

Policy:

Continue an open door policy of city officials working with local builders and developers in the site selection process.

Actions:

* The same actions are required as those for working with the downtown merchants and other profit-motive factions both inside and outside the community.

* Promote the betterment of the community through further development of parks, infrastructure improvements, etc., coupled with new residential expansion.

Issue #2:

Proximity and relationship with St. Cloud regarding future housing development and market overlap.

Policy:

Maintain an open policy towards the development of all new housing starts.

Actions:

* The City of Foley should take the necessary steps to maintain its own unique identity while providing for a portion of St. Cloud's housing needs.

Issue #3:

Develop a sidewalk, biking trail and park plan.

Policy:

Continue to expand upon the items stated in the issue above.

Actions:

* Continue to allocate the staff and personnel necessary to develop the plans required and field work needed to carry out the plans.

* Work with local service clubs, groups, and organizations for in-kind assistance regarding labor, funding benefits, general support, etc.

* Adopt a system-wide plan and then implement its contents in annual phased-in cycles.

3. Industrial Development

By far the most out-reaching industrial event in recent years has been the development of the Foley Industrial Park (FIP). Not only does the FIP add area and socio-economic advantages to the community, it also lends a certain segregation of land use intensities, which is justifiable for many zoning-related reasons. A major priority for the City should be the continued development and expansion of the industrial park.

Industrial Policies:

* It is the goal of the City to provide for the orderly expansion of industrial uses, thus increasing employment and establishing a sound tax base.

* It is the goal of the City to regulate the use of land in order to ensure the orderly expansion of industry.

* It is the goal of the City that industrial development result in a minimum of conflict with surrounding land uses.

Utilities:

Electric: Northern States Power
Gas: Northern States Power
Water: 8" Main
Sewer: 8" Main

Lots Available:

Thirty-one (31) lots available

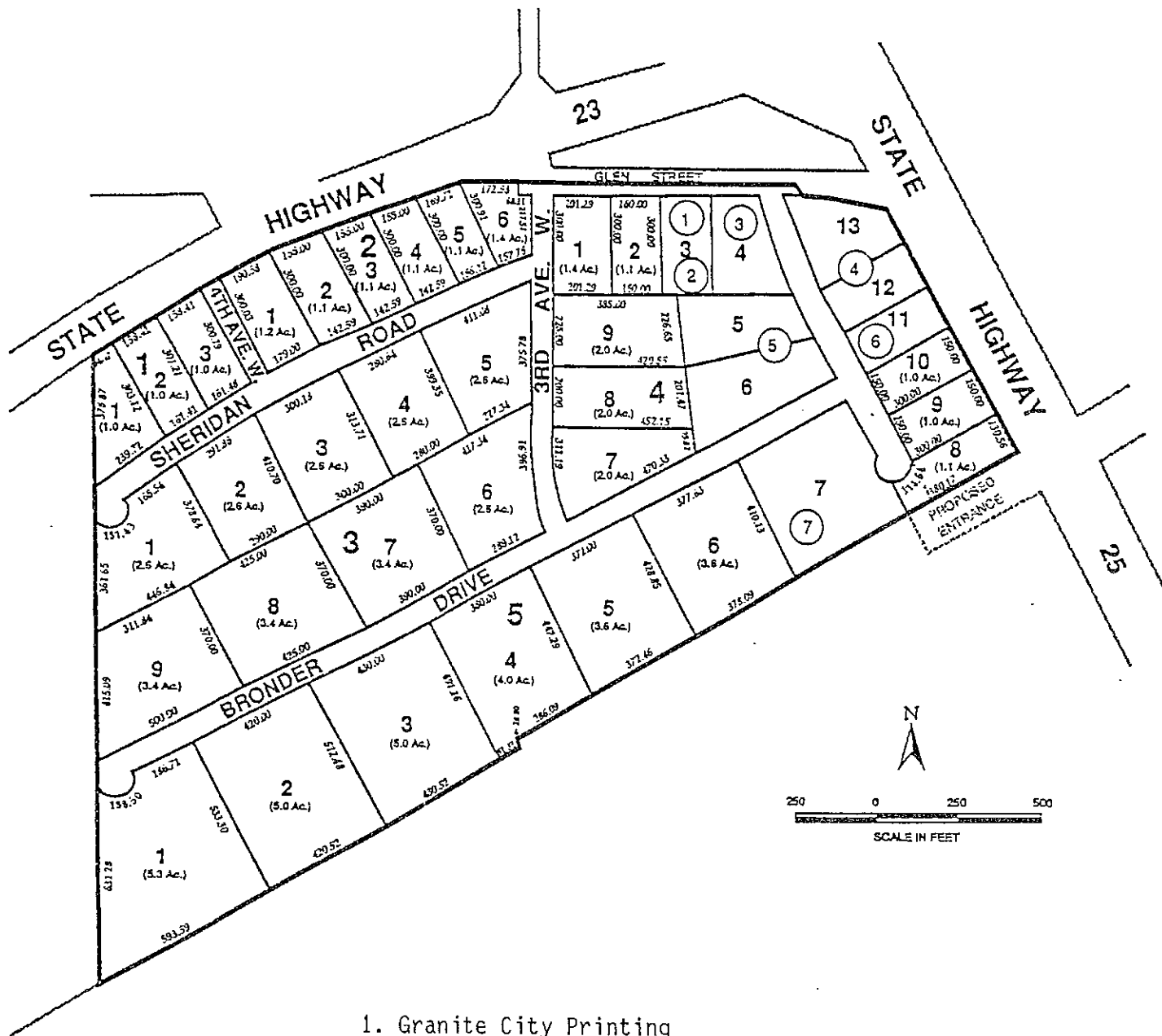
Real Estate Taxes:

Lot 8, Block 5: Special Assessments \$609.82
Lot 9, Block 5: Special Assessments \$645.78
All other empty lots in Park belong to the City of Foley; no taxes have as yet been levied.

Listing of Available Lots:

Block 1: Lots 1, 2 & 3
Block 2: Lots 1 - 6
Block 3: Lots 1 - 9
Block 4: Lots 1, 2, 7, 8 & 9
Block 5: Lots 1 - 6, 8 & 9

FOLEY INDUSTRIAL PARK



1. Granite City Printing
2. Blow Molded Plastics
3. Foley Collision Center
4. Blue Oak Restaurant
5. Gorfal Mfg., Inc.
6. Mid State Cabinets
7. Continental Data, Inc.

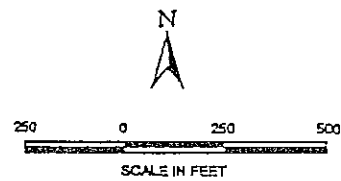
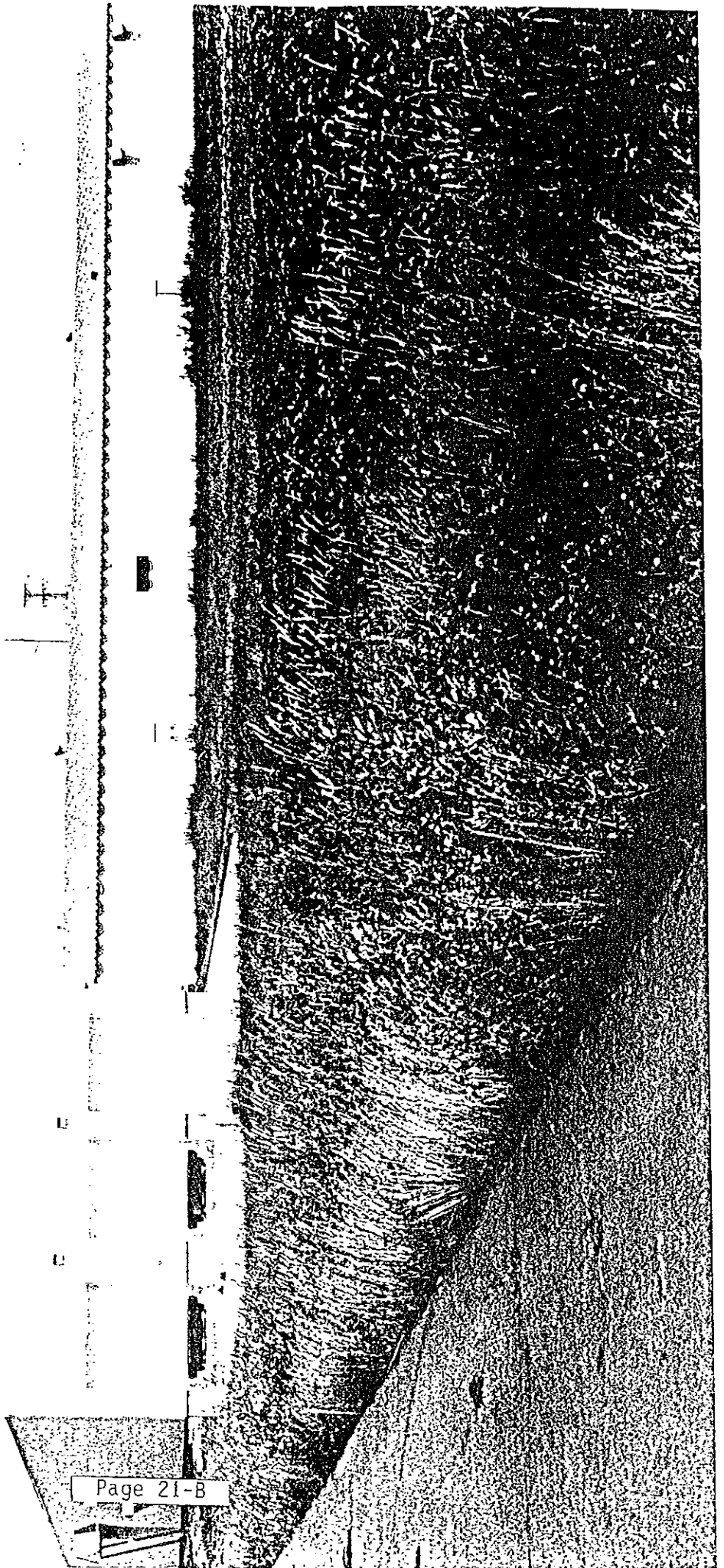


Photo #17. Foley Industrial Park



Downtown Foley is not unique in its historical orientation towards the development of industrial uses in the CBD area. Past trends may be allowed to continue as long as the general health and welfare of the surrounding retail and residential neighbors can be kept in harmony with one another. The overall prosperity of the downtown should take precedence concerning any industrial decision related to the downtown area.

A number of action statements need to be given full consideration relative to the future development of all local industry.

Issue #1:

Maintaining a competitive and comprehensive industrial development program into the year 2000 and beyond.

Policy:

Work with federal, state and county officials to foster programs to advance industrial development.

Actions:

- * Implementation of a strong local economic development program (Benton County EDP).

- * Any plan or program devised should focus on education and training, job referrals, entrepreneurship, diversification of economic base, technical and financial assistance for new and existing businesses as well as promotion and marketing of all efforts.

In general for all of the above "Actions" inquire into all potential funding sources when available and assist with matching funds as much as possible for actual development costs.

4. Agriculture Concerns

Various issues today center around agriculture and environmental concerns and the ability of the two to co-exist. There is a significant amount of agriculture dollars expended within the community on a day-to-day basis. In return the city does provide its in-kind contribution of goods and services at a level that only local market forces can control. Adjacent land owners abutting the corporate limits of the City should be given an active role in the land use development process. The county should be a full partner in any development concerns regarding the community and surrounding area. Inform and enjoin the county and extension services regarding any future annexations or major open space development proposals.

Agricultural Policies:

- * It is a policy of the City to establish a sound planning cooperation program, recognizing that cooperation is necessary to achieve a sound land use program.

VII. TIME FRAME TO IMPLEMENT PLAN

It is suggested that a city-wide Capital Improvements Program (CIP) be reviewed and developed in tandem with this document. That plan, linked closely with this document and the city's zoning ordinance will be a powerful package for any future development opportunity including grantsmanship possibilities as well as marketing the entire community in general. The City should also set aside time in no more than five year increments to fulfill and assess the twenty year planning effort.

VIII. CONCLUDING REMARKS

The comprehensive plan has been written but it is by no means finished. The real effort is only beginning with the implementation process at hand. This developmental phase should extend the full length of the planned twenty-year time frame allowing for major updating reviews at five-year increments as stressed above. These reviews are of critical importance to an overall positive development of the community of Foley.

The city council and planning commission should continue this process immediately by appointing the leadership necessary to establish the committees cited in this document. The following existing committees should be reexamined and given renewed responsibilities:

- * Star City Committee
- * City-wide Development Committee
- * Economic Development Authority
- * Beautification Committee
- * Sidewalk Committee

* City Council, planning Commission and others which shall be defined.

It is incumbent upon the city's political leaders and administration to support and play a responsible role in assuring that the tasks, actions and policies outlined herein are carried out in an expedient and satisfactory manner. Each individual is a key player in the development of a better living environment for the community of Foley.

APPENDIX I

APPENDIX I -- HOUSING NEEDS

The following table is a record of the growth in the Foley housing supply from 1980 - 1991. Demand for new housing is attributed to population growth and new household formations. A steady decrease in the average household size to 2.71 persons per household in 1990 in Benton County and 2.57 in Foley, along with population growth, led to an increase in the number of households in Foley and the County between 1980 and 1990. For example, the number of households in Benton County in 1980 was 8,275, and by 1990 the number of households had increased to 10,935.

New Housing Starts* Foley, Minnesota

<u>Year</u>	<u>Single Family</u>	<u>Multi-Family</u>	<u>Total</u>
1980	4	36 (units)	40
1981	2		2
1982	10	21	31
1983	3		3
1984	2		2
1985	1	9	10
1986	4		4
1987	7	24	31
1988	4		4
1989	7	12	19
1990	11		11
1991	<u>12</u>	<u>8</u>	<u>20</u>
Totals.....67.....110 (units).....177			

*Source: Summary of Building Permits
City of Foley, Clerk.

From 1980 to 1990, Foley experienced a 15.4% rate of population growth and Benton County grew at a rate of 19.8%. As can be seen during the early and mid-1980's, the number of single-family units built was fairly low. This was a period of slow investment and development nation-wide. The exception, 1982, was a year of widespread economic growth.

Housing Market

In Benton County, with an average cost of \$50 per square foot for new home construction, a two- or three-bedroom home with 1,100 square feet would cost \$55,000. A two-car attached garage (approximately \$7,000) and building lot (approximately \$12,000), would bring the cost of a new home to \$74,000.

The following table lists the average selling price, the average listing price, and the average time on the real estate market for homes in the St. Cloud area, including properties in Benton, Stearns, and Sherburne counties.

Average Selling Price, Average Listing Price,
and Time on Market, St. Cloud 1980-1989

Year	Average Selling Price	Average Listing Price	Average Time on Market
1989	\$64,356	\$73,194	93 days
1988	61,843	69,178	101
1987	59,205	62,790	106
1986	56,544	63,756	117
1985	56,444	66,072	116
1984	56,614	65,809	126
1983	55,393	65,287	108
1982	54,393	65,661	96
1981	52,487	65,101	80
1980	49,758	59,384	87

Source: St. Cloud Area Multiple Listing Service (MLS),
"Sold Book, " 1980-1989.

In other words, at a time when median family income is \$26,000 per year, the average family cannot afford to buy the average home. In 1970, the median income was 145 percent of the income necessary to purchase a median home. First-time home buyers under age 30 with income between \$20-30,000 are most adversely affected. In 1986, a \$24,000 median income represented 88 percent of the income needed for this price home. In short, when costs increase faster than income, affordability declines.

A major concern is Benton County's below average per capita income levels for the past three decades. From the Sales and Marketing Management Effective Buying Income results for Benton County, it can be observed that the largest group falls in the category making under \$20,000 (39.2%). The next largest grouping/category is the 30.0% making between \$20,000 and \$35,000 annually. There is another 18.4% earning between \$35,000-50,000 per year and only 12.4% of the entire county earning over \$50,000 annually.

The rising cost of new construction, high interest rates, and large down payment requirements may effectively stifle residential population growth unless alternative housing forms and/or innovative financing techniques are continued. The single family mortgage program used in the past by other neighboring cities (such as St. Cloud and Sauk Rapids, MN) is one such method to relieve the upward pressure of housing costs for low- and moderate-income

residents of the community. These cities, through their housing plans and mortgage programs, have increased housing opportunities as well as reducing the risk of population loss and upgrading existing housing units within the communities.

The City of Foley is proposing to issue Single-Family Housing Development Bonds, pursuant to Minnesota Statute 462c which will be used to help first-time home buyers purchase new or existing homes.

Based on the preceding information and data, it is possible to identify and summarize the following needs and housing opportunities of the City of Foley:

1. As Benton County and Foley continue to grow, additional housing units will need to be constructed. All of the projected 100 units will be constructed inside the Foley city limits.
2. Relatively high interest rates, in conjunction with building costs, price many young families out of the single-family home market. There is a need to continue to develop and administer programs and policies which can assist young, moderate-income families in the purchase of affordable housing.
3. There is a need to provide incentives and programs which encourage the maintenance and rehabilitation of the existing housing units within the City.
4. There is a need to assist some very low-income families by developing programs which provide subsidies, so that they can afford decent, safe and sanitary housing without spending excessive amounts of their income for shelter.

Rehabilitation Programs

The City of Foley will rely upon five sources to finance home improvements and the rehabilitation of the housing stock.

1. Private home improvement loans provided by local lending institutions.
2. FHA Title I mortgage guarantees.
3. Home improvement loans provided by private mortgage insurance companies.
4. MHFA home improvement loans provided through the local Mortgage Bond Program and administered by local lenders.

5. Local home improvement loans provided through the local Mortgage Bond Program and administered by local lenders.

Home Ownership Programs

There is a need to continue to assist families who have purchased homes by providing programs which make affordable mortgage loans available. The City will consider additional local issues as well as investigate the possibility of encouraging greater utilization of programs sponsored through the Minnesota Housing Finance Agency.

The Foley Economic Development Authority (City Council members) will be responsible for monitoring the implementation of City-sponsored programs to be sure they will be consistent with the Housing Plan and its objectives.

The City Council of the City of Foley, acting as the Economic Development Authority, will implement and monitor the housing goals, objectives, policies and programs outlined in the Housing Plan. For example, the responsibility to administer, monitor and supervise the Single-Family Mortgage Bond Program will rest with the Foley EDA.

The City of Foley operates under a Mayor - Council form of government. The Mayor also sits on the council and with the other four members makes up the Economic Development Authority.

APPENDIX II

APPENDIX II - COMMUNITY QUALITY OF LIFE

1. What is the quality, price, variety and quantity of available housing?

<u>Type of Housing</u>	<u>Quality</u>	<u>Price**</u>	<u>Quantity</u>
Single-family	Good-Exc	\$25-100,000	487
Multi-family (all duplexes)			17*
Mobile Homes			<u>54</u>
			558

The above figures come from the City water/sewer billings. The 1990 census lists Foley as having 701 dwelling units (p. 379) of which 492 are owner-occupied, 185 renter-occupied with 23 vacant or unaccounted for (p. 548). According to the 1990 census, 21.5% of the existing dwelling units were built 1980-90, and 26.1% were built prior to 1939.

2. Are starter homes available? If so, what kinds?

There are homes that come on the market starting at \$20,000 and ranging to \$80,000. The more expensive homes in town are owner-occupied, were built by the owners and have not come on the market. As of 3/3/93, there were only 3 homes on the general market for sale in Foley. 75% of the homes sold in Foley are purchased by people who have previous ties to the community. A large percentage of the homes sold are done through private sales, not through a realtor. There are about 10 spec homes built in Foley every year. It is predicted that this number will increase (source: Duane Kroll, tax assessor for Foley (584-5453) and Joe Scapanski, realtor (255-5225 or 255-5266)).

3. What are the available medical and dental services?

- 2 - Dental clinics with a total of 3 dentists
- 1 - Optometry clinic with a total of 2 doctors
- 1 - Medical clinic with a total of 4 doctors
- 1 - Chiropractic clinic with 1 doctor
- 2 - Veterinary clinics with a total of 4 veterinarians
- 1 - Full-service pharmacy
- 1 - Nursing center (117-bed long-term care facility)

4. What are the available fire, police and emergency services?

911 is in place within the City of Foley and surrounding communities. The fire department consists of 24 volunteers. A new fire hall was constructed in 1991. The

police department includes a Chief of Police, one full-time officer and three part-time officers. Emergency services such as ambulance and first call rescue vehicles would be provided by St. Cloud operations approximately 15 miles away. Foley has a state-of-the-art civil defense drill system.

5. Describe the available child care facilities and costs.

There are 20 licensed daycare facilities with Foley addresses. For full time, prices start at : Infants, \$65 per week; Toddlers, \$60 per week; Preschool age, \$60 per week; and School age, \$58 per week (source: Child Care Resources and Referral (251-5081)).

6. What indoor and outdoor recreational facilities are available?

- 1 - indoor pool
- 1 - outdoor pool
- 11 - tennis courts
- 4 - school gymnasiums
- 1 - outdoor sand volleyball court
- 6 - softball/baseball diamonds
- 4 - playgrounds
- 6 - open playing fields
- 2 - City parks (Holdridge and Lions)
- 1 - walking path
- 2 - picnic shelters
- 1 - outdoor hockey rink

7. What organized sports are available for youth? For adults?

For youth: Recreation programs are sponsored by District #51 Community Education, the City of Foley, and YMCA, some of which are included in the after-school programming. Public school programs include wrestling, baseball, football, golf, track and field, basketball, volleyball, tennis and softball.

For adults: Organized sports include the Lumberjacks amateur baseball league, Legion-sponsored baseball leagues, bowling leagues, volleyball leagues, and church-sponsored softball leagues.

8. What kinds of personal development/hobby classes and/or clubs are available for the residents of the community?

4-H

Girl Scouts, including Daisy Scouts

Boy Scouts, Tiger Scouts and Cub Scouts

Foley Garden Club

Kiwanis Club

Lions Club

Foley Booster Club

Women's American Legion Club Auxiliary

American Legion Club

Knights of Columbus Chapter #3603

Senior Citizens

RSVP

Wide variety of classes offered quarterly by Foley
Community Education

9. What theater, arts, folk and community events are available?

Annual Foley Fun Days Celebration and Parade in June

Ecumenical Choir

Annual fall and spring craft sale

Annual Foley Garden Club Show and Competition in August

Community Arts Program

Annual Prairie Fire Childrens' Theater Residency in
June

Firestars Marching Band

APPENDIX III

APPENDIX III
PRELIMINARY ENGINEERING REPORT
for
NORTHWEST SECTOR SEWER STUDY
FOLEY, MINNESOTA*

I. Introduction

On May 5, 1993 the Foley City Council directed our firm, Williamson-Kotsmith, Inc., to conduct a survey and prepare a report addressing the feasibility of sewerage at this location.

II. Scope

The survey was conducted on an area approximately one mile square. This area is as shown on the included plan sheet and extends approximately one mile west of Norman Avenue and approximately one mile north of Highway 23.

III. Design Considerations

The flow from this entire area will flow into a manhole at the intersection of Norman Avenue and Highway 23. This manhole will be installed as part of the Stony Brook Collector Sewer project and will be installed in 1994.

In order to determine if this proposed manhole elevation was at the proper elevation to serve this property, it was necessary to consider the grades that the pipe will be laid at and the contours of the existing ground.

The following table lists these grades.

<u>PIPE SIZE</u>	<u>MINIMUM GRADE</u>
8'	0.40%
10"	0.28%

These pipe grades will be used to determine the service area of this system.

For the purpose of this report it has been assumed that the collector sewer lines will be located on the quarter section lines. When these lines are actually installed they may be placed in much different locations.

Different locations should make little, if any, difference in the actual service area.

In addition, lateral sewer lines have not been included in this study. Lateral sewer line location is highly

variable at this point in time and would ultimately have no effect on the actual service area.

Through the evaluation of the feasibility of this project it has been discovered that the pipe between manholes 20 and 21 on the 1994 Collector Sewer Project, should be resized from an 8 inch to a 10 inch pipe.

IV. Conclusion

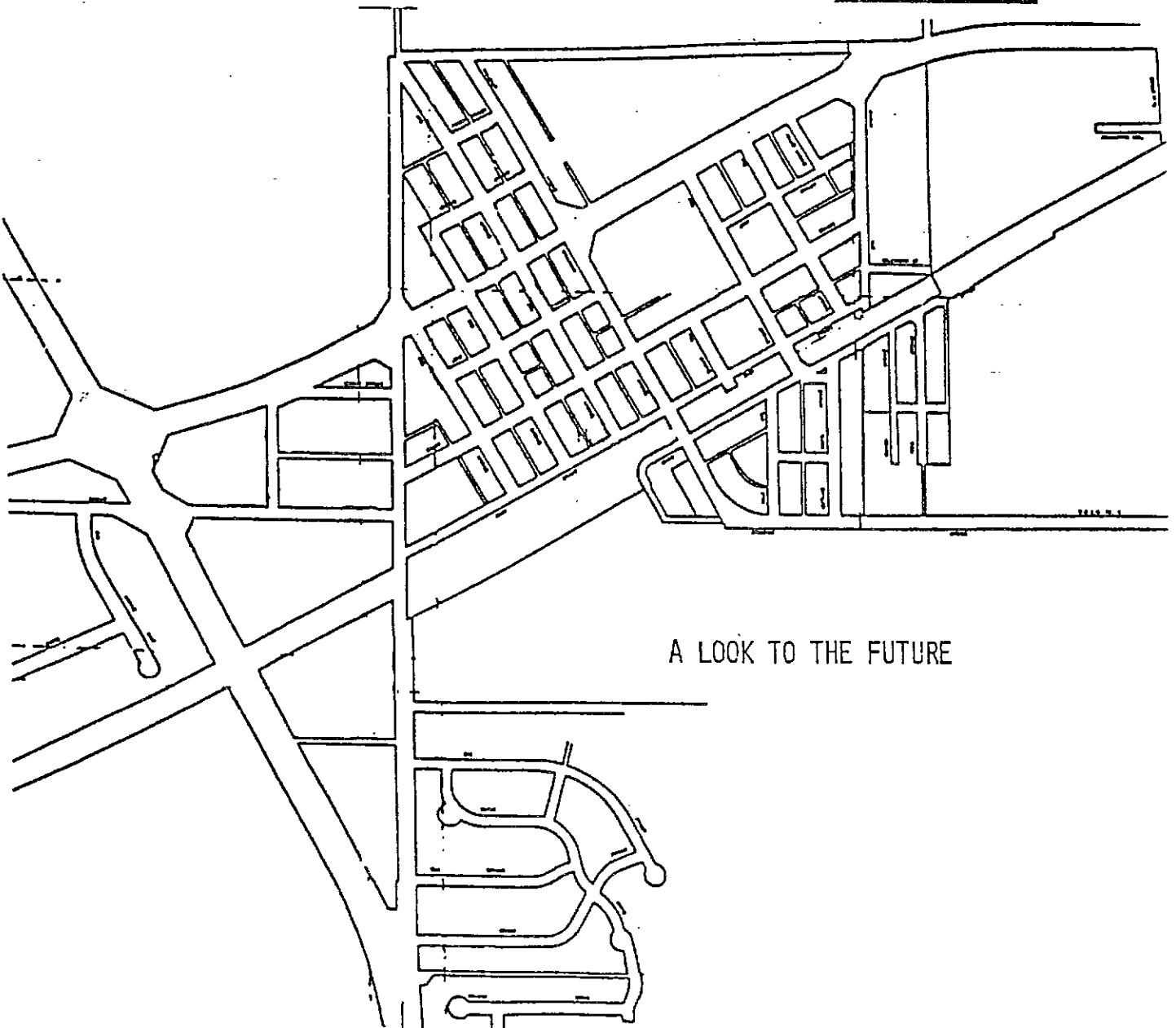
This report and plan indicates that a plan to serve this Northwest Sector of Foley is feasible. The enclosed plan sheet shows the existing roadways and contours for the area. The plan also shows the proposed sanitary sewer lines, manholes and manhole elevations.

This report does not attempt to show how this land will be developed. This report shows only that this property can be developed in such a manner as to provide sanitary sewer service.

* Retyped from the original document dated June, 1993.

APPENDIX IV

CITY OF FOLEY



A LOOK TO THE FUTURE

Sewer collection system and related water improvements and street rehabilitation along the route (Figure 1).

Murphy Street, Parnet Street, and Lord Avenue: regrade and widen. With this project we will also replace the water services on Broadway Avenue from Martin to Parent Streets and overlay this portion (Figure 2, letter A).

Sewer and water main upgrade and street rehabilitation on 6th Avenue from Dewey Street to Martin Street, if the County builds a jail where the present county sheds are now located. Also, possible relocation of the county shops to the Industrial Park (Figure 2, letter B).

Alleys that are not yet blacktopped:

Norman Avenue to Funeral Home
East side of Broadway Avenue N. from Penn to Parent
Dale Street to Broadway Avenue S.
Grand Street to Badger Street
Wren Street to Firehall (Figure 3, letter C)

Abandon water and sewer mains that go under the homes between Gopher Avenue and Cottage Grove Avenue; reroute the sewer to go north on Gopher Avenue (Figure 3, letter D).

Loop deadend water mains for better quality and for fire protection:

Murphy Street and Third Avenue
Monroe Street and Martin Street
Norman Avenue (Dennis Brenny)
Sixth Avenue and John Street
Seventh Avenue and Martin Street
Seven and 1/2 Avenue and Martin Street
Ninth Avenue and Foley Mobile Home Park
Holdridge Street and Holdridge Park
Dale Avenue and Flynn Street
Second Avenue and John Street
(Figure 4, letter E)

Water main and/or services to homes on the west side of Norman Avenue from Wren Street to the Firehall; there are five homes without city water (Figure 5, letter F).

Norman Avenue: blacktop overlay from Martin Street to Highway 25.

Norman Avenue N. from Martin St. to Penn Street: complete rehabilitation -- water, sewer, storm sewer, curb and gutter.

Penn Street from Norman Avenue N. to Martin Street: complete rehabilitation -- water, sewer, storm sewer, curb and gutter.

Eighth Avenue: street rehabilitation -- remove blacktop, relay the base and then repave from Dewey Street to Martin Street.

Wren Street: regrade and repave for better drainage and to be able to handle more traffic.

Industrial Park: realignment and platting, change drainage to go to the south along old railroad bed; also a highway access from Second Avenue West to Highway 25.

Proposed Norway Drive access to Highway 25 before 1994 reconstruction of the highway since turn lanes and bypasses would be added at state expense and not 100% of the City's cost.

Abandon the fire hydrant behind court house by tennis courts for Abstract expansion

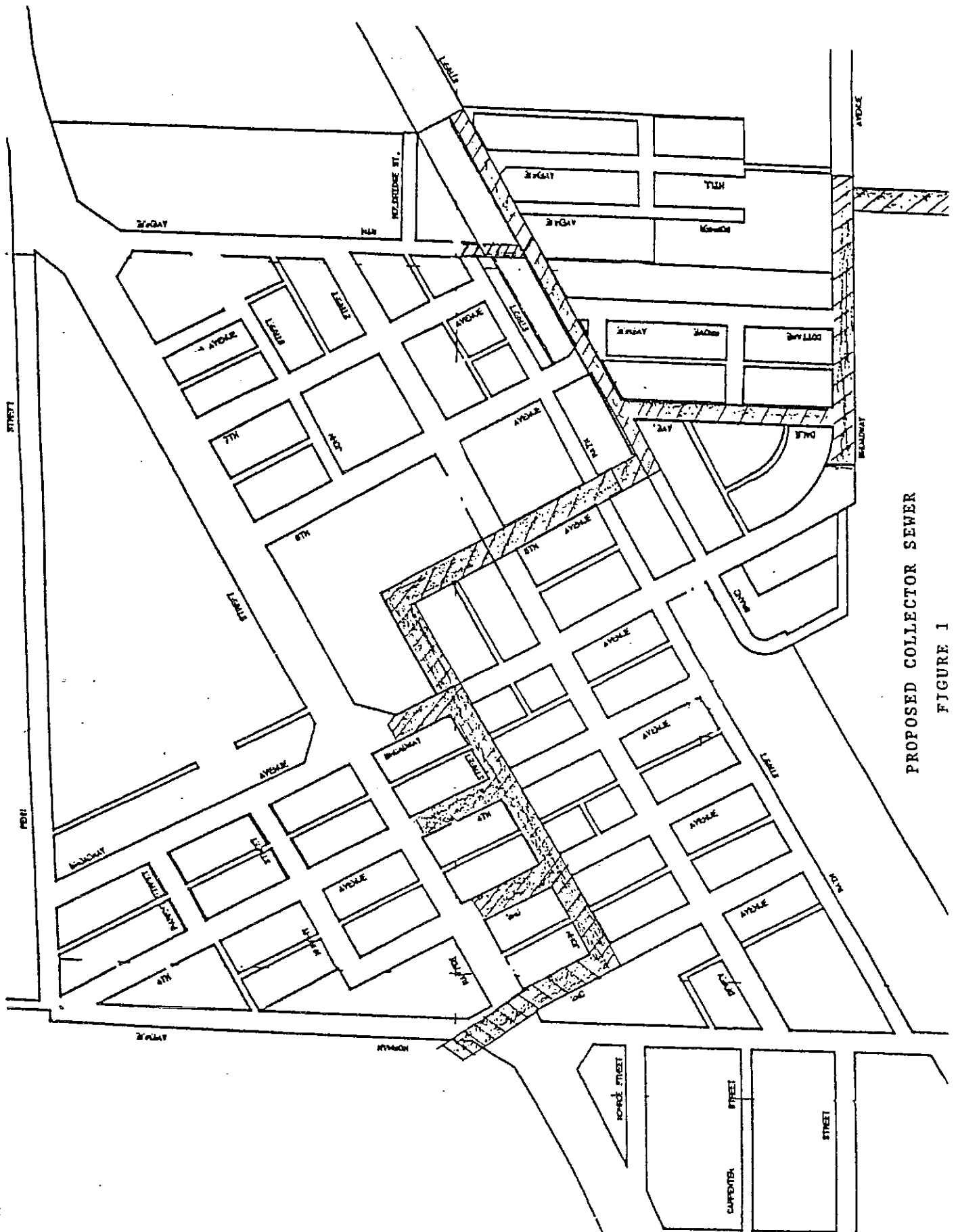
Blacktop trails to the park shelters from the existing trails for handicap accessibility.

DEVELOPMENT AREAS (Figure 5):

- G Lots in Industrial Park
- H Lateral property
- I Bronder property
- J Lots between lumber yard and Falconshire Apts.
- K Lot between Bentonwood II and Pine St. Apts.
- L Pheasant Grove II
- M Lots south of Foley Farm Supply
- N Holdridge Triangle
- O Lot between Bassit Apts. and Falconry Game Room
- P Halverstadt North Trailer Park
- Q John Kaproth land west of bowling alley
- R Dombrovski Eastview Estates
- S Lot east of Mr. Jim's and north of baseball field
- T Joan Parent property
- U Keating property
- V Fleege property
- W Bob Lange; Bob Carriere
- X Murphy Triangle
- Y Dr. Towne property and Allen Kampa farm

REDEVELOPMENT AND EXPANDING BUSINESSES:

Pizza Barn	Foley Ford
Wilgten Trucking	Gus's Gas Station
Harvestor Building	Amax Plastics
Coborn's	Dombrovski Meats
Midstate Cabinets	Blow Mold Specialists
Gor-Fol Manufacturing	Continental Data
Downtown business rehabilitation and store front theme	



PROPOSED COLLECTOR SEWER
FIGURE 1

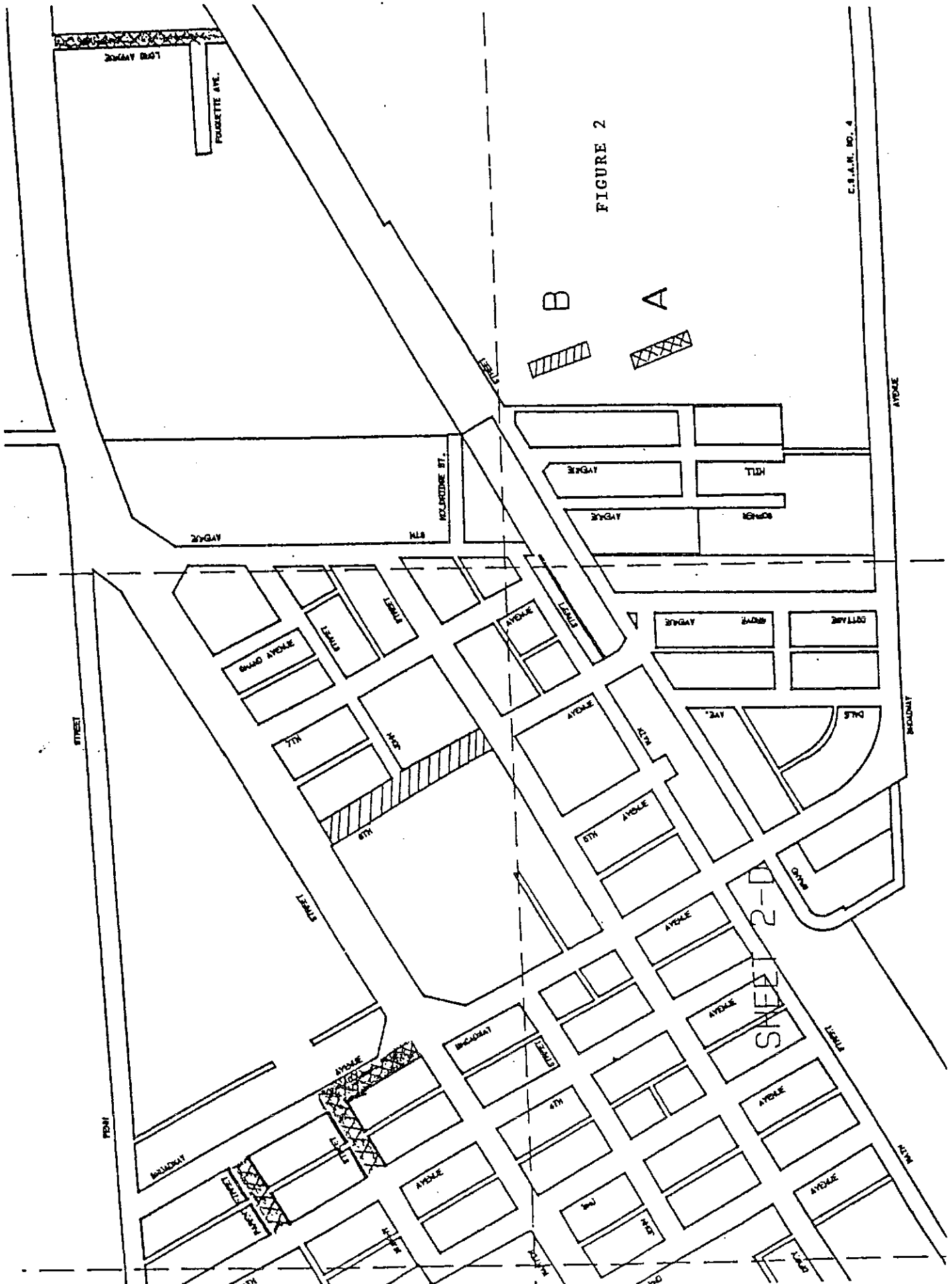


FIGURE 2

C.S.A.M. NO. 4

SHEET 2-1

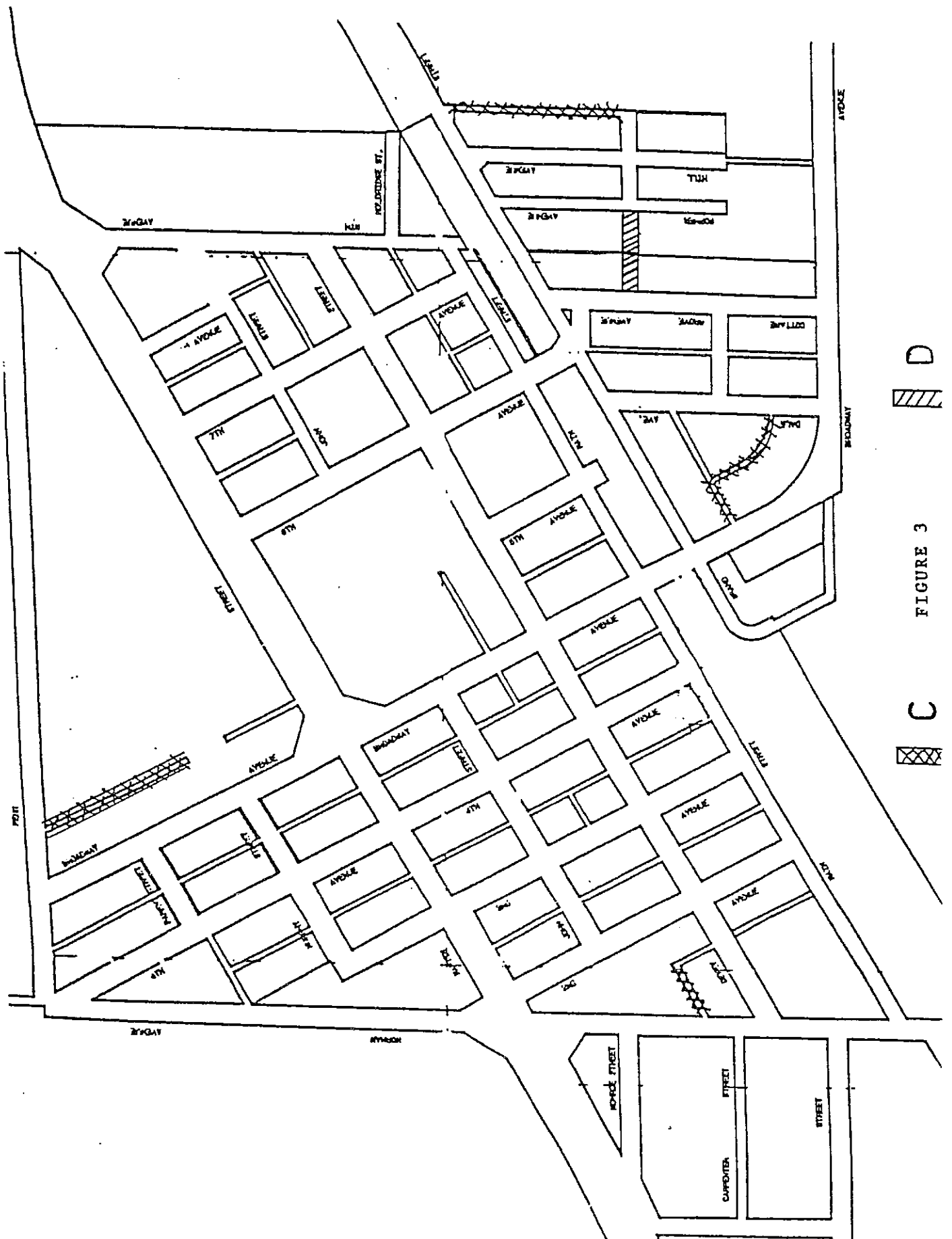


FIGURE 3

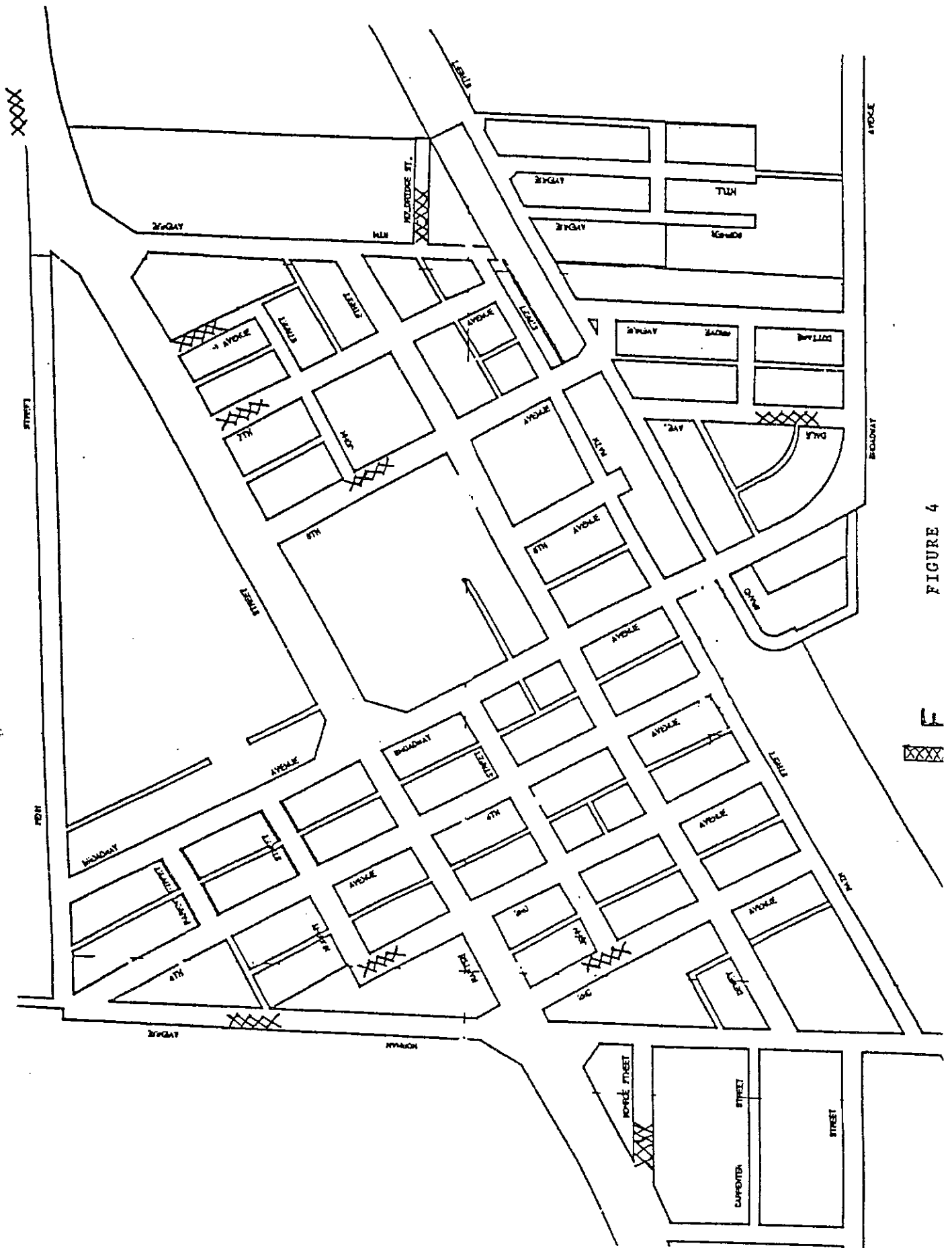


FIGURE 4

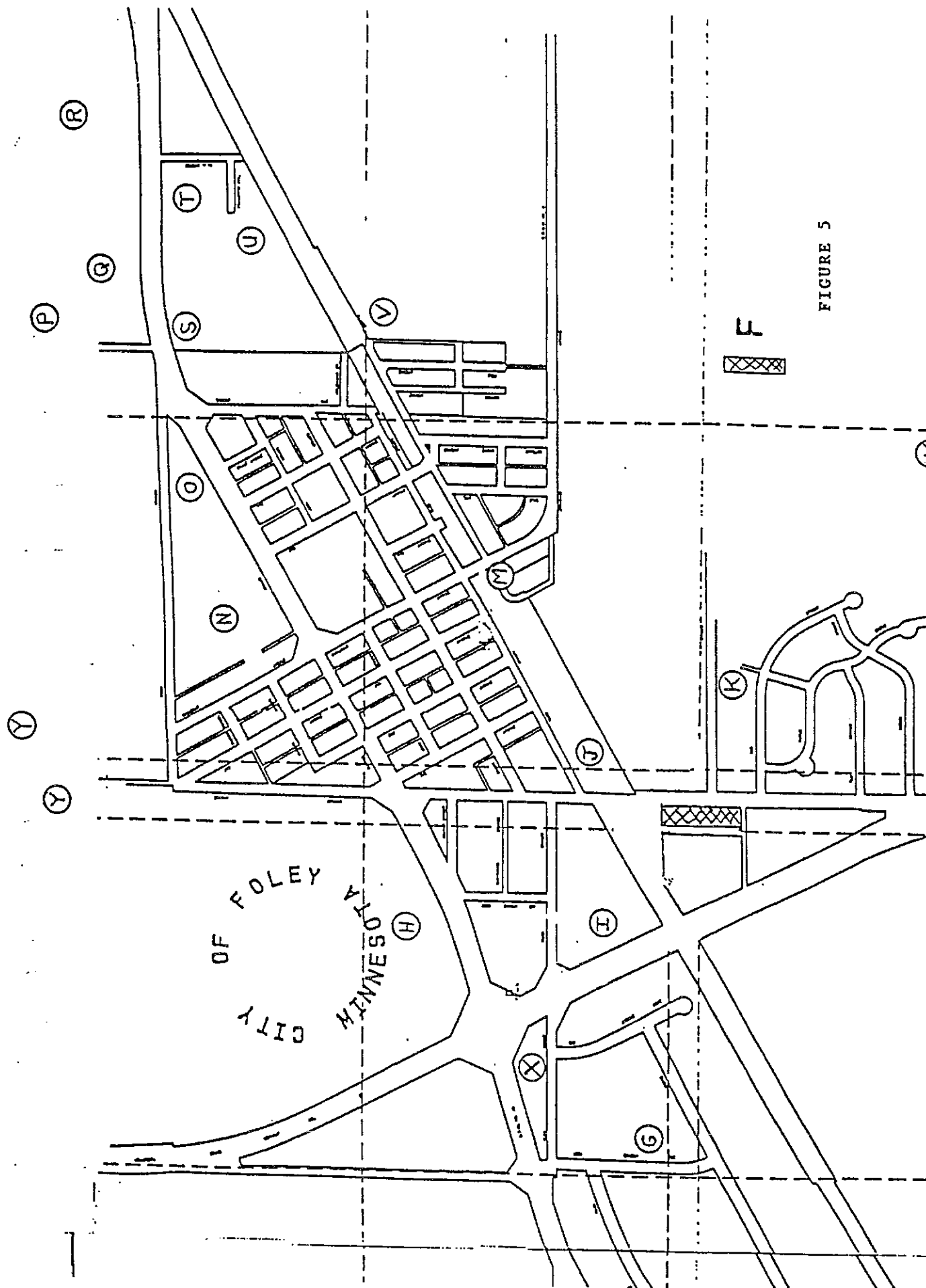


FIGURE 5

Birch Lift Station: pumping control rehabilitation for ease of maintenance and for energy savings.

Swimming pool bath house: remodel, and the coping blocks around the pool need to be replaced.

New Public Works storage building and shop on Broadway Avenue South by storage area.

New shelter at Lions Park and expand the park to the east to tie in with the trail expansion across the swamp to the new ponds.

New restrooms with running water and flushable toilets at both city parks.

New warming house at the Broadway Avenue skating rink.

Establish a sidewalk and trail system around the city that will be partially funded by the City and plan for future expansion of such a system.

Annual city street blacktop overlays as needed due to age or deterioration.

Retain the Tree City USA program through continued tree planting and tree maintenance.

Golf course, either public or private, on City land or something close to Foley.

Signage into the city on our highways about Foley.

Recycling: what the City wants its role to be, and also the cleanup days that have been part of it.

Foley Fun Days promotion: does the City budget money for the promotion of it or for other sales pitches?

Christmas lighting: more decorations or banners; light those that are not lit on the highway now, or buy some new to change things.

Civil defense: will we need more sirens to cover our newly expanded areas?

Future new water wells and water tower as we grow.

Future treatment of our water when laws make it mandatory; lead and copper rules already require more testing that has caused a cost increase on our system. This is only going to get tougher.

Equipment needs to maintain the level of services that are expected by the public:

Auger
Bucket truck
Computer
Dump trucks -- still have a 64 and a 68
Loader
Mobile radios -- need two (2) more
Snowplow for 81 truck
Skidloader
Sweeper
Snowblower/mower
Tree spade
Wirefeed welder
Cutoff saw
Radial arm saw
Drill press
Torch set
Replacement of existing equipment as age or operation of it dictates

Continuing education of employees:

AWARE
ADA laws
Insurance regulations
OSHA
Uniform traffic control devices
Truck DOT certification
Weed Inspector certification
Tree Inspector certification
Waterworks Operator certification
Wastewater Operator certification
Swimming Pool Operator certification

That future employees of the Public Works Department have the essential abilities, knowledge and skills to perform many of the following duties that are required of the position:

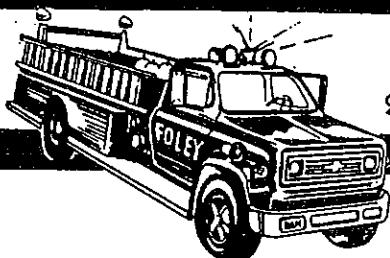
Administrator	Blacksmith
Buyer	Carpenter
Concrete Construction	Chemist
Draftsman	Engineer
Electrician	Foreman
Inspector	Heavy Equipment Operator
Janitor	Interviewer
Logger	Landscaper
Manager	Mechanic
Painter	Pipe Layer
Plumber	Planner
Record Keeper	Roofer
Supervisor	Surveyor
Truck Driver	

APPENDIX V

FOLEY POLICE DEPARTMENT
10 Year Projected Budget

<u>Year</u>	<u>Cost Estimate</u>	<u>Item</u>
1993	\$600-1,000	Firearms training -- This training is mandated by the State to have 2 or more times per year.
	\$4,000	Computers for Police Department
1994	\$2,400	Two(2) portable radios
1995	\$15,000	New squad -- \$5,000 is put in Capital Outlay every year for 3 years for new squad.
	\$1,500	One (1) new mobile radio
1996	\$2,400	Video recorder for squads -- would make convictions easier and save on prosecution costs.
	\$600	Video player and TV for Police Office
1997	\$8,000	Computer for squads -- Sometime between 1997 and 1999 the Benton County Sheriff plans to have a new radio system capable of computer dispatch
1998	\$15,000	New squad
	\$1,500	One (1) new mobile radio
1999	\$1,200	One (1) portable radio
2000		
2001	\$15,000	New squad
	\$1,500	One (1) new mobile radio
2002		

APPENDIX VI



FOLEY FIRE DEPARTMENT

251 4TH AVENUE / FOLEY, MINNESOTA 56329 / PHONE 968-7123

PROPOSED IMPROVEMENTS	PROJECTED SCHEDULE	COST
Rework Tanker Truck Filling system	Varies as water mains and city maintenance garage are completed	\$ 2,000
Pager Replacement	As required--24 over the next ten years	7,800
Turnout Gear Replacement	24 sets over the next ten years	16,800
Two Portable Radios	1993	1,800
Add two firefighters to roster	1994	2,500
Bumper Replacement	1995 (specs written in 1993, bids let in 1994)	110,000
First Responder Upgrade	Early 1993--rework box, revise warning lights	2,500
Four-wheel Grass Truck replacement	1993	24,000
First Responder Replacement	1996	24,000
New Tank on Tanker #3	1994	19,000
Volume and Soft Suction Hose	1994 and 1995	4,000