

December 8, 2010

F & C Development, Inc.
8900 Keystone Crossing, #1200
Indianapolis, IN 46240

**Re: Final Site Plan
Residence at The COR**

To Whom It May Concern:

We are in receipt of the proposed Final Site Plan submittal consisting the following sheets:

- a) *Sheet C001 prepared by Landform dated October 5, 2010, revised December 3, 2010*
- b) *Sheet C101 prepared by Landform dated October 5, 2010, revised December 3, 2010*
- c) *Sheet C102 prepared by Landform dated October 5, 2010, revised December 3, 2010*
- d) *Sheet C201 prepared by Landform dated October 5, 2010, revised December 3, 2010*
- e) *Sheet C301 prepared by Landform dated October 5, 2010, revised December 3, 2010*
- f) *Sheet C401 prepared by Landform dated October 5, 2010, revised December 3, 2010*
- g) *Sheet C701 prepared by Landform dated October 5, 2010, revised December 3, 2010*
- h) *Sheet C702 prepared by Landform dated October 5, 2010, revised December 3, 2010*
- i) *Sheet E1 prepared by Emanuelson-Podas Consulting Engineers dated October 5, 2010, revised December 3, 2010*
- j) *Sheet E2 prepared by Emanuelson-Podas Consulting Engineers dated October 5, 2010, revised December 3, 2010*
- k) *Sheet L201 prepared by Landform dated October 5, 2010, revised December 3, 2010*
- l) *Sheet L701 prepared by Landform dated October 5, 2010, revised December 3, 2010*
- m) *Sheet A300 prepared by UrbanWorks Architecture, LLC dated October 5, 2010, revised December 3, 2010*
- n) *Sheet A301 prepared by UrbanWorks Architecture, LLC dated December 3, 2010*
- o) *Parking Ramp Allocation Exhibit*
- p) *Parking Ramp Height Exhibit*
- q) *Pedestrian and Vehicle Access Exhibit*

We offer the following comments regarding your site plan and plat submittal:

Planning and Zoning

Reviewer: Tim Gladhill, Associate Planner

tgladhill@ci.ramsey.mn.us

763-576-4308

General: The development proposal consists of a four (4) story apartment building. The facility will be located on portions of Lot 2, Block 1 and Outlot A, Ramsey Town Center 5th Addition to be platted as Lot 3, COR One. The site will be located west of the existing Municipal Parking Ramp between Sunwood

Drive and Civic Center Drive. The plans currently indicate the proposed lot as Lot 2. ***Please revise the plans to ensure lot numbers are consistent with the proposed plat of COR One.***

Final Plat: The City has received proposed final plat for COR One consisting of one (1) sheet. Specifics of this proposal will be reviewed separately. City Staff does note, however, that obligations from that application must be met before the City will issue any Building Permits for the proposed site plan. Drainage and utility easements must be dedicated along the right-of-way and side lots consistent with the proposed setbacks of the structure; please incorporate these easements into the COR ONE plat as appropriate for the proposed improvements on this lot. Drainage and utility easements are also required over the proposed storm sewer line in the alleyway between the proposed building and existing parking ramp as the City would like to connect the storm sewer system from the parking ramp into this line. Separate easements are also required for the proposed sidewalk that will be installed outside the right-of-way on private property, and the applicant is responsible for the drafting and recording of such documents. Cross access/public roadway easements must also be dedicated over the drive aisle and pedestrian ways that serve the municipal parking ramp that cuts through this proposed parcel. Existing easements from the underlying subdivision(s) must be maintained on the proposed COR ONE plat, or alternative accommodations made (vacations and/or infrastructure relocations and new easements dedications that may be necessary). *All easements must be executed and recorded prior to the City issuing a Building Permit for the project.*

Zoning: The site is zoned TC-1, a mixed-use core sub-district of The COR. This area is intended to provide a mix of residential, retail, service, professional, community service, recreational and similar uses on every block near, and within easy walking distance of the rail station. The proposed facility is a permitted use in this District. Zoning regulations for the TC-1 zoning district are found in City Code Section 117-118.

Density: The proposed site plan indicates 229 units, which equates to a net density of 75.58 units/acre. Density must be greater than 15 units/acre in the TC-1 Sub-District. The proposed density is acceptable.

Lot Coverage/Floor Area Ratio (FAR): The preliminary plat indicates that the proposed lot will be 132,107 square feet in size (3.03 acres). The proposed building footprint is 67,375 square feet and an overall square footage of final build-out (four [4] stories) of 254,534 square feet of gross floor area. The TC-1 District requires a minimum FAR of 0.75 and encourages the highest densities in the City and shared parking. The proposed site plan represents a gross FAR of 1.92.

Setbacks: The TC-1 District requires a minimum front yard setback of 0 feet and a maximum front yard setback of 5 feet measured from the right of way line. At least 60% of the building should comply with the front yard setback requirement. The Design Guidelines encourage recessed space for outdoor dining and other street level activities, including recessed entries. The proposed building provides for recessed spaces along the street that help assist with street level presence and vision clearance triangles. However, it appears the setbacks are being measured from the 'build-to line' (edge of sidewalk). Part of this reason is due to the fact the City requires additional sidewalk to be placed on private property (encumbered by a sidewalk easement). *The City Council has introduced an ordinance to measure from the edge of the sidewalk easements, as defined by the City. This ordinance is scheduled for consideration for adoption at the December 14, 2010 City Council meeting.* Any approval of this site plan will be contingent upon approval of this ordinance amendment.

Sidewalks must be constructed to a total width of ten (10) feet along Sunwood Drive, measured from the inside edge of the existing planter beds. In addition, a sidewalk with a minimum six foot (6') boulevard

width must be constructed along Civic Center Drive. Any portion of the sidewalk on private property must be encumbered by a sidewalk easement.

Any zero lot-line setback between structures is subject to Minnesota State Building Code, most notably areas of penetration between structures.

Architectural Standards: The design standards for this site are subject to the provisions laid out in the Development Guidelines manual referenced in City Code for The COR. The Design Guidelines place a high emphasis on high-quality architecture, materials, and site design, particularly with regard to building placement, parking areas, and the pedestrian environment. The Design Guidelines are adopted by reference into City Code Section 117-118.

Overall, the submittal meets or exceeds these requirements. Staff would like to call out the following specific items from the Guidelines:

- *Provide parking spaces to support the use through a mix of on-street and surface lots internal to the block. Encourage shared parking solutions. No more than 25% of the street frontage should be used for surface parking.* The proposed parking plan utilizes on-street parking, surface lot parking, and the Municipal Parking Ramp.
- *Generally, buildings should be located at the street right-of-way; with no more than 60% of the building beyond the maximum setback. Encourage recessed entries and windows to create street level interest.* The generally meets setbacks, subject to the comments above.
- *Promote multiple stories in this sub-district but occasional single story buildings are acceptable; continuous rooflines and single story buildings should not dominate any street frontage and should be a minimum of 18 feet to the roofline.* The proposed building is a four story building. The architectural elevations indicate a design consistent with the goals of the design guidelines and do not contain continuous rooflines.
- *A diverse mix of materials is encouraged, applied in a variety of proportions, exposures, and detailing, especially along all street frontages.* The proposed building will include a mix of materials acceptable to the Design Guidelines.

The City has received revised architectural renderings. The revised renderings appear consistent with the approval of the preliminary site plan, as the architectural materials and character have been continued to the remaining facades. The rear façade of the portion of the building facing the parking ramp is of a more basic architectural character with less building articulation. This may seem reasonable given the proximity to the parking ramp and reduced visibility of this façade. Approval of this façade is subject to approval of the City Council.

Building Height: The TC-1 District requires a minimum of two (2) stories and a maximum of five (5) stories for all buildings within this district. The proposed building is four (4) stories. The City would like to complete a floor to floor comparison between the two structures and match the existing ramp as feasible. *Please provide the City detail regarding the height of the proposed building in comparison to the height of the existing parking ramp. It is the City's understanding a 3D model may already exist that could serve as a baseline analysis.*

Waste Storage: *The proposed waste storage areas planned for internally to the building is acceptable. For the townhouse style units, please indicate the waste removal plans. Please revise Sheet 2.1 to indicate that waste storage shall be accommodated internally to the structure*

Off-Street Parking - Spaces Required: The COR zoning district sets a maximum parking space standard of two (2) per residential unit, which equates to (229 units x two [2] spaces = 458 maximum) spaces in this case. The preliminary site plan proposes sixteen (16) off-street parking spaces with additional space for on-street parking. A majority of parking will be accommodated off-site in the Municipal Parking Ramp. The City is negotiating a parking agreement for approximately 300 spaces. Details regarding ADA parking standards still need to be addressed. It appears that there will remain sufficient parking for other uses that utilize the ramp as evident in the following calculation (assumes construction of the ramp expansion:

*801 total spaces
-350 for transit
-275 dedicated for Residence at The COR
-25 allocated for Residence at The COR
-106 for Municipal Center*

45 Remaining Spaces

It is also important to note that both Sunwood and Civic Center Drive accommodate some on-street parking for peak periods.

Signs: The proposed site plan does not indicate any signage. Please note that all signs for the proposed building must be approved through a separate sign permit process. This process is separate from the Building Permit review, but may be submitted at the same time. City Staff will need calculations of the front building façade for wall signage calculations. All signage must be in accordance with City Code Section 117-118. *Additional way-finding and warning signage must be developed and submitted for the shared access to the public parking ramp and the alleyway behind the townhomes to ensure adequate clarity and safety for the users in that space; including but not limited to restricted access, no parking, parabolic mirrors, one-way demarcations, ramp access, etc.*

Easements: *Perimeter drainage and utility easements as described above must be dedicated on the COR ONE plat. Please note that all required easements not dedicated on the COR ONE plat (public sidewalk, cross access, cross drainage, stormwater maintenance agreements, etc.) must be recorded prior to the City issuing a Building Permit. You must provide proof of recording of all documents as required by the City. A title search should be completed to ensure all underlying easements are vacated as necessary. Vacating easements is a separate land use application with the City.*

Alleyway Access: The Applicant should provide additional detail regarding the functionality and safety of the proposed alleyway between the existing ramp and the proposed building. It appears that the drive lane is approximately 24 feet. Private garages will also be accessed from this alleyway. This alleyway functions closely to a private street, but does not contain every characteristic of a private street necessitating full compliance with each standard for a private street. As a baseline for review, City Code sets minimum standards for private streets as follows:

- Minimum private street width with no parking permitted: 24 feet
- Minimum private street width with parking permitted on one side of street: 28 feet
- Minimum private street width with parking permitted without parking restrictions: 32 feet

- Maximum private street length without a turnaround provided: 200 feet
- Maximum private street length with a turning provision provided: 300 feet
- Maximum private street length with a cul-de-sac provided: 600 feet, except that when exceeding 300 feet, the entire length of the private street must be 32 feet wide
- Minimum access road width at street frontage: 24 feet
- Minimum parking aisle width: 24 feet
- Maximum driveway width at road frontage: 20 feet
- Edge of curb opening shall not be closer to nearest portion of a street right-of-way intersection that 27 feet or two-thirds of the lot width, whichever is smaller (where a “T” intersection exists, a drive may be located opposite the end of the intercepted street).
- Minimum access drive angle to the street: 75 degrees
- Building setback from private street, measured from back of curb: 25 feet
- Minimum radius at intersection: 20 feet

Given the unique nature of this alleyway, the City has flexibility in review and is open to alternative design measures, provided this alley accommodates adequate safety and traffic circulation safety measures. Given that adequate parking is provided in the existing ramp, standards such as driveway length (setbacks from private roads) are less of a concern. Items to consider when evaluating this area include:

- Parking restrictions – *no parking will be allowed within the area*
- Signage for private roadway designation *and way-finding differentiating traffic circulation for the residents and public utilizing the parking ramp*
- Maintenance (snow removal, sweeping, etc.) – *an agreement will be required for maintenance of the roadway and utilities proposed in this area*
- Trash collection – *single location for all and/or individual pick up for townhomes*
- Deliveries and/or loading areas for the retail component *and residents*
- Mirrors, flashers, crosswalks, etc. for pedestrian safety

Based on recent discussions regarding the alleyway, the current proposal is for no additional connection into the existing parking ramp for additional circulation, and an ingress/egress on Sunwood Drive. This represents a modification to the existing access to the ramp. The main exit for the parking ramp would remain egress to Civic Center Drive only (one-way traffic). The ingress from Sunwood Drive must be clearly marked with signage stating “Caution: Vehicles Backing Into Loading Dock” or similar. As stated above, City Staff encourages additional safety measures to protect the conflict with vehicles backing into the loading dock area and vehicles entering the parking ramp access road. This could include the use of such safety measures as parabolic mirrors. In addition, the alleyway itself shall be clearly marked as “Access to Residence at The COR Only; No Access to Municipal Parking Ramp”. Finally, railings shall be added to the north side of the parking ramp consistent with City design criteria on the first level of the ramp for separation between the alleyway and the parking ramp, and to resolve any grade conflicts along that common lot line.

Sidewalks. *You will be required to construct a sidewalk along Sunwood Drive consistent with existing streetscape along this corridor. During construction, arrangements must be made to preserve and maintain a corridor for pedestrian travel as well.*

Development Permit: *Per City Code Section 117-54 entitled Site Plans, prior to the City issuing a Building Permit, you must enter into a Development Permit to ensure successful completion of the*

proposed site plan and associated obligations and required improvements as approved by the City Council. A copy of the draft Development Permit is included in your packet. The Development Permit must be signed and executed within one (1) year of approval of the final site plan. Thereafter, the City Council may extend the time to execute the Development Permit and complete said required improvements. The City Council reserves the right to require a new site plan submittal if said timeline lapses.

Recording of COR ONE: Approval of the Final Site plan shall be contingent upon approval of COR ONE, a Major Plan proposed by the City of Ramsey Housing and Redevelopment Authority (HRA). All obligations of approval of said plat must be satisfied prior to the City issuing a Building Permit. Development fees related to this plat shall be paid in accordance with the Development Agreement and Purchase Agreement for the Subject Property. The rate in effect at such time the plat is executed shall be collected. Please be advised the City has adopted a revised schedule of rates and fees for 2011.

Association of Existing Development Agreement and Purchase Agreement. As you are aware, the City Council approved a Development Agreement as well as a Purchase Agreement on November 23, 2010. Please refer to these agreements as it relates to obligations contained herein to this letter.

Additional Agreements/Easements. This review letter contains requirements for several separate easements that the applicant will be responsible to draft and record. These easements are subject to review of City Staff and the City Attorney and must be executed and recorded prior to the City releasing any Building Permit.

Landscape Review

Reviewer: Chris Anderson

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763-433-9905

Landscaping Plan: The revised landscaping plan, dated December 3, 2010, is generally acceptable with the following comments:

- The Landscape Plan indicates an area of a shared parking island with certain landscape improvements. This area should be incorporated into the required shared access agreement that outlines maintenance responsibilities of this shared area.
- The plan should note that (6) foot wide boulevard area along Civic Center Dr. is to be improved with sod (and the sod should be a variety that is tolerant of deicing salts).

Please submit a revised landscaping plan that addresses these matters.

Tree Preservation: This site is devoid of any significant tree cover and therefore, no tree preservation plan is necessary.

Engineering Review

Reviewer: Tim Himmer, City Engineer

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763-433-9893

The following comments are offered regarding the October 15, 2010, revised December 3, 2010 plans by Emanuelson-Podas Consulting Engineers:

Grading and Drainage: The building floor elevation should be set to be above the adjacent grade of the public streets while meeting ADA accessibility guidelines. The grade from the building to the property lines and extending to the limits of the shared accesses must be set to match the plans for the future buildings and parking ramp expansion.

The COR Development utilizes regional stormwater ponds for rate control and water quality treatment. Each individual site needs to provide additional water quality treatment through the use of rain gardens, water quality treatment structures, or other BMP's. The plan is proposing to install a conventional system sewer system (inlet structures and pipes) that lead to discharge points into the existing storm sewer system adjacent to the site. *Drainage calculations were received but additional information is required for the appropriate sizing of the proposed treatment structures/manholes at the discharge points (Aqua-swirl and Ecostorm structures). The model was developed showing these structures as a reach, and therefore no outlet pipe sizing was provided at the tie-in to the public system; this info must be incorporated into the model to justify treatment structure sizing and removal efficiencies, and resubmitted for review prior to issuance of a building permit. The model must also be revised to account for the entire contributing area (including the courtyard), as the flooding elevations for the ponding areas around catch basins exceeds the first floor elevation of the building (broad crested weir input for overflow points).* Additional BMP's should also be considered and investigated to provide for some rate control and lessen the need for downstream piping/structure sizing, and reduce the volume of water leaving the site.

Please identify overflow routes for all the "ponding areas" around catch basins, especially in the courtyard area and alleyway between the parking ramp and proposed liner building. While the revised plans provide spot elevations and call out overflow points to explain drainage patterns, the model does not provide the same level of detail and must be revised accordingly, including the 100 year event with a partially blocked pipe. The City currently experiences freezing problems with the floor drains in the northeast corner of the parking ramp and we do not want to take additional drainage into our stormwater system; rather we would like to connect that existing system into the proposed storm sewer line in the alleyway for an additional overflow point from the existing system. The proposed grades of the alleyway are not tied into the grades of the existing parking ramp, and it appears as if up to 2' of grade differential will be experienced; how do you intend to treat this grade differential relative to appearance, safety, and drainage? A maintenance plan should be considered for this area, and will be required for the overall system to ensure timely maintenance and performance to the intended design.

Please provide additional information on the proposed courtyard area; *is the proposed storm sewer in this location intended as a separate line from the roof drainage?. A combined line is not recommended.* Integration with the parking ramp (existing and proposed expansion) is key to the successful design of both facilities and coordination must be understood on utilities/drainage, dedicated parking, access locations, grades/elevations and transitions. There appears to be a coordinated storm sewer effort between this project and the Suite Living project to the west; private cross drainage easements will be required to outline responsibilities of each entity as it relates to ownership, maintenance, etc.

All proposed site storm sewer connections into the existing public system in the right-of-way must be constructed with RCP pipe; no PVC or HDPE is allowed. The model must also be submitted to City staff to verify that the receiving structures are adequate in size and downstream capacity to accept the runoff from this project. All impacts to existing infrastructure for curb cuts and utility connections (streetlights, hydrants, catch basins, streetscape, roadways, etc.) must be coordinated with City personnel prior to impacts. These impacts should also include irrigation, bedding material, structural soils, etc., not just

plant material. Are there any proposed impacts (raising/lowering) to the existing CB in Sunwood at the entrance to this facility?

All proposed contours must be tied into existing contours of the surrounding area, and extend 100' beyond the property limits. Since the development of lots 2, 3, and 4 are interrelated with regards to constructability and drainage, future revisions to the plans should include an overlap of the grading plans. How is the retail space proposed to function with the alleyway, as the grading plan shows 3' of grade difference between the FFE and the accesses to the rear?

Is there any dewatering required for this project? If so, the appropriate permit must be secured from the DNR, and the City will want to review the dewatering plan prior to implementation. No dewatering activities can occur until the required permit is secured and submitted for review.

Additional permits that will be required include, but are not limited to, an NPDES construction permit from the MPCA (which includes a SWPPP plan), LRRWMO, right-of-way, and City contractor's license. A SWPPP plan will be required for this project, which may be able to be accomplished by a subdivision transfer of the existing master TOWN CENTER project or development of a stand-alone site specific plan. Additional inlet protection should be added to the existing downstream structures located within the public streets that may be impacted by site runoff, silt fence locations should be expanded on the plans to prevent erosion onto public streets, and construction access should be relocated to Civic Center Drive (traffic flow to the existing parking ramp must be maintained at all times during construction). The following erosion control notes should be added or amended on the plan set, or included in the SWPPP:

- The contractor should have a sweeper on site or available within 3 hours. All material tracked onto City streets must be removed immediately upon discovery, or as directed by the City Engineer. **Please remove the note related to street scraping.**
- Notification to public safety personnel for the potential coordinated lane closures must be a minimum of 24 hours in advance.

The detail sheets must be revised to incorporate standard City details for pedestrian ramps (compliant with the most current requirements of MnDOT and ADA) and manholes (2 to 7 adjusting rings, and water tight wrap around those rings). Any proposed impacts (cuts) into the existing City streets must include a removal detail showing a 2' wide full depth saw cut, and 18" milling transition.

There are locations on the plans that will require tip-up curb and gutter to facilitate proper drainage on the lot. The plans include details for this tip-up curb and gutter, however do not indicate the locations of these improvements. Please indicate on the final plans locations of tip-up curb and gutter.

Street and Building Access: The site will have shared access along Sunwood and Civic Center Drive. Both accesses shall be encumbered by a shared access easement/agreement, which will be the applicant's responsibility to draft and record.

Traffic Generation: As part of the Town Center AUAR, a detailed traffic analysis was completed that anticipated the type and size of development shown on the plat. The proposed development is consistent with the traffic modeling system used as part of the AUAR analysis.

Regional road improvements to facilitate the whole Ramsey Town Center development have been agreed upon and have already begun construction. This proposed development does not generate more traffic than was anticipated.

Utilities: Utility stubs for water, sanitary sewer and storm sewer have been extended to the property line from the adjacent streets. The project proposes to connect to the municipal sanitary sewer and water in two separate locations; basically splitting the internal building plumbing into two distinct areas. Are these connections adequate for the anticipated capacity of the development project, and include appropriate coverage for both fire suppression and domestic use? *An additional sanitary sewer connection has been added for the retail space, including a location for a grease interceptor; any disturbance to the adjacent City Hall property for this connection must be secured with a right-of entry and all impacts mitigated.* Fire protection and hydrant coverage will be reviewed and commented on by the Fire Marshall.

All watermain 6" in diameter and smaller should be class 53 DIP, *all watermain greater than 6" in diameter should be class 52 DIP.* All new or proposed public storm sewer and/or connections into the existing system must be constructed with RCP.

Permits: The applicant is responsible to secure all required permits for this project; including but not limited to an MPCA NPDES construction permit and a Lower Rum River Watershed Organization permit. Additionally, the contractor performing the work will be required to get a City license and right-of-way permit. *These permits shall be submitted with any application for a City Building Permit. These permits are required prior to the City issuing a Building Permit.*

Park & Trail Fees: The 2010 rate for Park Dedication and Trail Fees are \$2,475/unit and \$600/unit respectively for residential properties. The City has been reviewing credit to the Park Dedication requirement based on density. The site plan will be forwarded to the Parks and Recreation Commission for a recommendation of Park Dedication requirements. The rate at the time of execution of the Development Permit will be collected. Standard Park Dedication obligations for this project would be $(\$2,475 \times 195 \text{ units [15\% density credit]}) = \mathbf{\$481,759}$. Standard Trail Development obligations for this project would be $(\$600 \times 229 \text{ units}) = \mathbf{\$137,400}$.

The 2010 rate for Park Dedication and Trail Fees for the retail portion of the proposed project are \$4,738/acre and \$1090/acre respectively. Standard Park Dedication obligations for this project would be $(\$4,738 \times 0.07 \text{ acres}) = \mathbf{\$332}$. Standard Trail Development obligations for this project would be $(\$1090 \times 0.07 \text{ acres}) = \mathbf{\$76}$.

Sanitary Sewer and Water, Fees. The 2010 rate for Sanitary Sewer and Water are \$1,271/unit and \$2,209/unit for trunk/connection fees respectively and \$3,847/connection and \$8,777/connection for lateral fees respectively for residential properties. The rate at the time of execution of the Development Permit will be collected. Standard connection obligations for this project would be $(\$1271 \times 229 \text{ units}) = \mathbf{\$291,059}$ for sanitary sewer and $(\$2209 \times 229 \text{ units}) = \mathbf{\$505,861}$ for water. Standard lateral benefit obligations for this project would be $(\$3,847 \times \text{two [2] connections}) = \mathbf{\$7,694}$ for sanitary sewer and $(\$8,777 \times \text{two [2] connections}) = \mathbf{\$17,554}$ for water. These calculations do not include the Sewer Accessibility Charge (SAC) from the Metropolitan Council or the Water Accessibility Charge (WAC) from the City. These charges are collected as part of the Building Permit. The units are determined by the Metropolitan Council.

The 2010 rate for Sanitary Sewer and Water Connection Fees for the retail portion of the proposed project are \$3,824/acre and \$8337/acre respectively. Standard obligations for this project would be $(\$3,824 \times 0.07 \text{ acres}) = \mathbf{\$268}$ for sanitary sewer and $(\$8337 \times 0.07 \text{ acres}) = \mathbf{\$584}$.

Stormwater Management Fees. The 2010 rate for Stormwater Management is \$448/unit. Standard stormwater management obligations for this project would be ($\$449 \times 229$ units = **\$102,592**). The rate at the time of execution of the Development Permit will be collected.

The 2010 rate for Stormwater Fees for the retail portion of the proposed project is \$4,465/acre. Standard obligations for this project would be ($\$4,465 \times 0.07$ acres = **\$313**).

Sewer Accessibility Charge and Water Accessibility Charge. SAC and WAC fees are traditionally collected with the Building Permit. A SAC Determination Form will need to be submitted in order to determine the final SAC Determination, which is also used for the City's WAC Determination.

Lighting: The City has received a site lighting plan for review. City standards require that the luminaire (light source) must not be visible from beyond the property line. Any lighting used to illuminate an off-street parking area, sign, or structure shall be arranged to deflect away from public streets. The applicant is responsible for the installation and 3 years of operations and maintenance of all boulevard lighting adjacent to their project consistent with the COR master lighting plan. I believe all lighting along Sunwood Drive is complete, with the exception of the proposed impacts associated with this project, but Civic Center Drive is not. Please contact Leo Offerman at Connexus Energy to coordinate the installation of the required lighting.

REU Number: This property will be subject to a storm water utility charge based upon the amount of impervious surface on the site. The quarterly charge is dependent upon the number of Residential Equivalent Units (REU) calculated for this property. The plans indicate an overall area 132,107 square feet and an impervious surface calculation of 114,757 square feet (86.9%). The calculated REU for this project is 12.71, which equates to a quarterly charge of \$457.46.

The City Council will be meeting at 7:00 pm on Tuesday, December 14th at the Ramsey Municipal Center, 7550 Sunwood Drive, to review your final site plan. You, or your representative, should be present at the meeting to answer any questions that may arise.

If you have any questions, please call our office at (763) 427-1410 or at the numbers listed above.

Sincerely,

CITY OF RAMSEY

Tim Gladhill
Associate Planner

Tim Himmer
City Engineer

Chris Anderson
Environmental Coordinator

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Flaherty & Collins

Darren Lazan

Final Site Plan Review-Residence at The COR

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