

**City of Ramsey**  
**Agenda**  
**Park and Recreation Commission**  
**Thursday July 14, 2011 @ 6:30 p.m.**  
**The Draw, 7401 E Ramsey Parkway**  
**in the event of inclement weather the meeting will move to the Municipal Center**  
**Lake Itasca Room, 7550 Sunwood Drive NW**

- 1. Call to Order**
- 2. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
  1. Approve Park and Recreation Commission meeting minutes dated June, 9 2011
- 5. Commission Business**
  1. Consider Park and Recreation Commission Involvement at Happy Days
  2. Acknowledge Park Dedication and Trail Fees for the Proposed 'Stoney River' Memory Care/Assisted Living Facility
  3. Recommendation to City Council to apply for Federal Transportation Enhancement Funding – Mississippi River Trail
- 6. Commission/Staff Input**
  1. Commission/Staff Input
- 7. Adjournment**

**Park and Recreation Commission**

**4. 1.**

**Meeting Date:** 07/14/2011

**By:** MaryJo Warner, Engineering/Public Works

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**Title:**

Approve Park and Recreation Commission meeting minutes dated June, 9 2011

**Background:**

The Park and Recreation Commission held a joint meeting with City Council on June, 9 2011.

**Notification:**

**Observations:**

**Funding Source:**

n/a

**Staff Recommendation:**

**Commission Action:**

Approve Park and Recreation Commission meeting minutes dated June 9, 2011.

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**Attachments**

Minutes of June 9, 2011

**Form Review**

**Inbox**  
Brian Olson

**Reviewed By**  
Brian Olson

**Date**  
07/07/2011 11:07 AM  
Started On: 07/07/2011 10:42 AM

Form Started By: MaryJo Warner

Final Approval Date: 07/07/2011

**PARK AND RECREATION COMMISSION  
CITY OF RAMSEY  
ANOKA COUNTY  
STATE OF MINNESOTA**

The Ramsey Park and Recreation Commission conducted a regular meeting on June 9, 2011, at Central Park, 7925 161<sup>st</sup> Avenue NW, Ramsey, Minnesota.

Commission Members Present:      Chairperson Melody Shryock  
   Vice Chair Angela Olsen  
   Commissioner Bridget Barr  
   Commissioner Richard Chubb  
   Commissioner Andrew Fyten  
   Commissioner David Minke

Commission Members Absent:      Commissioner Bennett

Council Members Present:          Mayor Bob Ramsey  
   Councilmember Randy Backous  
   Councilmember Colin McGlone  
   Councilmember Jeffrey Wise

Also Present:                              City Administrator Kurtis Ulrich  
   Parks Supervisor Mark Riverblood

**CALL TO ORDER**

Chairperson Shryock called the Park and Recreation Commission meeting to order at 6:30 p.m.

**CITIZEN INPUT**

John and Amy Borg, 14685 Sodium Street were present to state that they appreciate the parks and trail systems along with geocaching and that they know of a lot of people participating in that.

**APPROVE AGENDA**

Motion by Vice Chair Olson, seconded by Commissioner Chubb to approve the Park and Recreation Commission meeting agenda for the meeting dated June 9, 2011 as presented, and to Move Case No. 5.2 to Case No 5.1

Motion carried. Voting Yes: Chairperson Shryock, Commissioners Barr, Chubb, Fyten, Minke, and Olsen. Voting No: None. Absent: Commissioner Bennett.

**APPROVE MINUTES**

Motion by Commissioner Barr, seconded by Vice Chair Olsen, to approve the following Park and Recreation Commission Regular Meeting Minutes:

1) Park and Recreation Commission Regular Meeting Minutes dated May 12, 2011.

Motion carried. Voting Yes: Chairperson Shryock, Commissioners Barr, Chubb, Fyten, Minke, and Olsen. Voting No: None. Absent: Commissioner Bennett.

## **COMMISSION BUSINESS**

### **Case #5.2: Discuss Trott Brook Greenway**

Parks Supervisor Riverblood reviewed the staff report and noted that for many years, as part of park and trail planning, the Trott Brook Greenway was conceived as an ecologically rich wetland and wooded corridor with trails for exploration and recreational opportunities, as well as to connect neighborhoods and the community. This greenway would be the significant west to east segment of a larger circuitous loop in the center of the City, with Trott Brook representing the upper part of the loop. The east portion of the circle would be the TH #47 trail, extending south to the Bunker Lake Boulevard trail, or the Mississippi River Trail once completed. The Lake Itasca Trail then would pick up at the west end of the above-mentioned trail(s) and loop back around to the north, or point of beginning. The project has been coming together foremost as part of subdivision platting in the 1990s and the subsequent decade.

The purpose of this case is twofold: to give everyone a little history on the Trott Brook Greenway. In the future we could be looking at additional grant opportunities and the one big one is the Legacy money. The other element of this is we like to encourage working on Trott Brook Greenway

City Council is looking at any and all City land for proper use and utilization which could include disbursement that is sale of them and also park space. We have a property owner that would like to convey some land to the City and staff would like authorization to negotiate with that landowner.

Mayor Ramsey stated the consensus of the Council is to look at the unutilized parks and the stuff that is never going to be park. That is what they are looking at to see if there is any value to sell. Another goal is to connect the two regional county parks.

Chairperson Shryock stated on behalf of the Park and Recreation Commission they are excited to have land available on the north side of the creek and they have had proposed trails up there for some time now.

Councilmember Wise stated that he would not want a trail in his backyard.

Consensus of the Commission is to move forward and to negotiate with the property owners.

## **Case #5.1: Discuss 2011 Parks' Capital Improvements**

Parks Supervisor Riverblood reviewed the staff report and explained the purpose of this case is for the Commission and City Council to review the 2011 Parks' Capital Improvements (CIP) and develop consensus on which projects should move forward, and under what circumstances.

Park Supervisor Riverblood summarized how the addition of the drinking fountain and shelter at Riverdale Park will tie in with the trail improvements on the west side of Highway 10 and the new overpass.

Community building and playground equipment for Elmcrest Park, look at surplus properties that could be a match for the Elmcrest Park to get this one done.

Chairperson Shryock commented that there was previous discussion of separating the building and the park as two separate projects

Councilmember Backous expressed concern with the timeframe and if we need to wait to sell land.

Councilmember McGlone stated that the City owns some land that would not be encumbered.

Vice Chairperson Olsen would like to see what we can do now.

Commissioner Barr would like to see this happen now.

Councilmember McGlone would suggest that we appropriate donors.

Councilmember Backous is alright with asking donors.

Parks Supervisor Riverblood stated to look at the spectrum of values and costs.

Motion by Vice Chair Olsen, seconded by Commissioner Barr to create a detailed construction and funding plan and bring back to have Council take formal action on that.

Motion carried. Voting Yes: Chairperson Shryock, Commissioners Barr, Chubb, Fyten, Minke, and Olsen. Voting No: None. Absent: Commissioner Bennett.

Commissioner Barr offered to contact the Ramsey Athletic Association about funding the project.

Parks Supervisor Riverblood discussed the redevelopment of Central Park and how significant the parking is there. Through discussions the last few years with Saint Katharine Drexel we now have a several page letter with their concerns, all favorable. He stated the Archdiocese has the control to give to the City. The City needs to commit to the north side within five years.

Chairperson Shryock would like to see the one way start south at the ice rinks.

Park Supervisor Riverblood stated we need to cost this out and try to get this project scheduled for fall construction.

There was discussion that the Council will need to have discussion with the neighborhoods impacted before a roadway can be constructed.

Park Supervisor Riverblood stated landscape improvements for parks in 2011 is \$10,000.

Councilmember McGlone asked about future maintenance and landscaping.

Park Supervisor Riverblood discussed the park security enhancements with security cameras at Elmcrest Park.

**Case #5.3: Discuss 2011-12 Strategic Goal #1; Action Item: “Construct Boat Landing at Rivers’ Bend Park”**

Parks Supervisor Riverblood reviewed the staff report, noting that each year the City Council schedules one or more work sessions to develop priorities for the upcoming two years, and identify specific projects to meet those priorities and vision. One of these specific action items under Strategic Goal #1: Development/Marketing is “Construct boat landing at Rivers’ Bend Park.

The discussion was to look at a boat landing further upstream from Rivers Bend Park and to bring this forward to a future City Council meeting in October.

Motion by Chairperson Olsen, seconded by Commissioner Barr to look at options to construct a boat landing further north from River’s Bend Park.

Motion carried. Voting Yes: Chairperson Shryock, Commissioners Barr, Chubb, Fyten, Minke, and Olsen. Voting No: None. Absent: Commissioner Bennett.

**Case #5.4: Highlight Park Department Collaborations with Youth First Community of Promise**

In May of this year, Youth First's Director, Heidi Geiss contacted the City requesting some assistance in thinking about a volleyball court for the kids. Just prior to this, Park and Recreation Commissioner Bennett had also made an inquiry looking for a day-time volunteer opportunity for his work unit at Target Corporation.

The two needs were matched up and the project came together successfully with Youth First securing the donated poles and fabric from Lowell's, with Bennett receiving the donated concrete for the volleyball poles. Later in the day, Target employees played the Youth First kids in a match-up -

**COMMISSION/STAFF INPUT**

Parks Supervisor Riverblood gave an update on the Mississippi River Trail grant opportunity and Anoka County can provide a 20% match to this.

The 2011 programming schedule for The Draw is available on Facebook, the City Website, and Flyers.

The Commission discussed looking at sponsoring the bike ride event at Happy Days.

**ADJOURNMENT**

Motion by Commissioner Fyten, seconded by Vice Chair Olsen to adjourn the meeting.

Motion carried.

The Park and Recreation Commission meeting adjourned at 8:10 p.m.

Respectfully submitted,

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Mark Riverblood  
Parks Supervisor

**Park and Recreation Commission**

**5. 1.**

**Meeting Date:** 07/14/2011

**By:** Mark Riverblood, Engineering/Public Works

**Title:**

Consider Park and Recreation Commission Involvement at Happy Days

**Background:**

Of the last few months, the Commission has discussed options for participation in the 2011 September Happy Days event, and requested that this be discussed at the July regular meeting. It is anticipated that Happy Days Committee Chair and Park and Recreation Commissioner Rick Chubb will lead the discussion on what these needs and opportunities may be.

**Notification:**

**Observations:**

**Funding Source:**

None required.

**Staff Recommendation:**

**Commission Action:**

Based upon discussion.

**Form Review**

**Inbox**  
Mary Jo Warner  
Brian Olson

**Reviewed By**  
MaryJo Warner  
Brian Olson

**Date**  
07/07/2011 01:18 PM  
07/07/2011 01:44 PM  
Started On: 07/07/2011 12:54 PM

Form Started By: Mark Riverblood

Final Approval Date: 07/07/2011

**Park and Recreation Commission**

**5. 2.**

**Meeting Date:** 07/14/2011

**By:** Mark Riverblood, Engineering/Public Works

**Title:**

Acknowledge Park Dedication and Trail Fees for the Proposed 'Stoney River' Memory Care/Assisted Living Facility

**Background:**

Details regarding this minor subdivision and site plan are contained in the attached Planning Commission Case and packet. As the Park and Recreation Commission had made a Park Dedication and Trail Fee recommendation previously, on this same site, for this same land use, staff routed this matter directly to the Planning Commission with the logical park and trail fee requirements (included in the attachment). Therefore, no action required as this case is informational.

**Notification:**

**Observations:**

**Funding Source:**

No funding is required.

**Staff Recommendation:**

**Commission Action:**

None required/based upon discussion.

**Attachments**

July Planning Commission Case

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Mary Jo Warner	MaryJo Warner	07/07/2011 01:50 PM
Brian Olson	Brian Olson	07/07/2011 02:48 PM
Form Started By: Mark Riverblood		Started On: 07/07/2011 01:16 PM
Final Approval Date: 07/07/2011		

**Regular Planning Commission**

6. 2.

**Meeting Date:** 07/07/2011

**By:** Tim Gladhill, Community Development

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**Title:**

Consider Request for Sketch Plan Review and Site Plan Review of Stoney River at 14501 Nowthen Boulevard

**Background:**

The City has received a request for a Minor Plat as well as Site Plan Review for a 72-unit assisted living complex on a proposed 6.5 acre parcel currently part of the Lord of Life Lutheran Church campus. This case includes two (2) requests for consideration by the Planning Commission: 1) Minor Plat and 2) Site Plan Review.

**Notification:**

All property owners within 700 feet of the Subject Property were notified of the Sketch Plan Review.

**Observations:**

Sketch Plan Review

The proposed minor plat proposes to subdivide a portion of the existing Lord of Life campus to create a new, approximately 6.5 acre parcel at the north west corner of the intersection of Saint Francis Boulevard (TH 47) and Bunker Lake Boulevard (CSAH 5). The proposed lot appears to meet all dimensional standards related to the actual subdivision of the parcel. Other dimensional standards will be reviewed as part of the site plan review.

As current property owner desiring to convey the proposed Lot 1 to First Phoenix Group, Lord of Life Lutheran Church is responsible for Required Improvements as listed in the Subdivision Ordinance. It is anticipated that Lord of Life will defer these obligations to First Phoenix Group, and that First Phoenix Group is agreeable to accept these obligations.

Staff is recommending that the area of the current Lord of Life campus guided for further future development be platted as an outlot to avoid triggering any development fee obligations that may be triggered for these future development areas. In addition, Lord of Life Lutheran Church desires to consolidate several parcels it has acquired over the years that make up the current campus. City Staff recommends that the Applicant exclude the areas containing current improvements and utilize the County's PIN Combination process to achieve the same consolidation.

Site Plan Review

The Applicant has proposed a 53,228 square foot, two-story building (footprint) with 72 assisted living/memory care units. It appears that the proposed site plan meets most dimensional standards as required by the B-1 General Business District, with the exception of setbacks for parking and maneuvering areas when adjacent to residentially zoned districts.

It appears that the exterior materials of the proposed structure are composed of a mixture of shakes, stones, and windows with various accents added. It is unclear the exact materials being used, but it is anticipated that the Applicant will provide a material pallet for review. Based on the B-1 General Business District standards, it is likely that the exterior materials will be acceptable, but require specific City Council approval. Waste storage is proposed to be provided interior to the building.

The Applicant proposes 66 parking stalls with an additional 28 proof of parking stalls for future construction. In this instance, Staff applied parking standards for hospital use, which requires one (1) space for four (4) beds plus one (1) additional staff for each employee. Based on the proposed site plan, 18 stalls would be required for the

residential component. Staff has requested additional information on the number of employees to determine final parking requirements. It appears there should be ample parking on site.

The proposed landscape plan appears to generally meet requirements with amendments and additional notes as required in the Staff Review File. Given the current separation and tree cover between the proposed Lot 1 (B-1 General Business District) and the proposed use, it is Staff's opinion that the buffer yard requirements between B-1 and R-3 are satisfied.

The Civil Engineering plans are generally acceptable with additional detail included on the plans as noted in the Staff Review File.

The Master Park and Trail Plan requires that a trail be constructed on site along Nowthen Boulevard. This trail represents a critical trail link that completes a corridor that has had several segments constructed over the past several years. Staff acknowledges the design constraints near the intersection of Nowthen Boulevard (CSAH 5) and Saint Francis Boulevard (TH 47). Due to existing topography, retaining walls are required. Acknowledging the additional construction costs and the benefit of this connection, Staff has prepared a proposal for a grant opportunity for construction dollars through the Safe Routes to School program due to its proximity to Ramsey Elementary School. There is no guarantee that the City will be successful in securing these dollars, and this trail segment will remain a Stage I Improvement obligation of the Applicant.

Also in relation to trail obligations, the Applicant has proposed to construct the remaining segment between the existing terminus of the Nowthen Boulevard Trail (terminating on the Lord of Life Campus) and the proposed Lot 1. Depending on the outcome of the Minor Subdivision process, these improvements outside of the proposed Lot 1 may be considered off site and eligible for credit against Trail Development Fees as required by the Minor Plat. The Trail Development is a mechanism the City has implemented to ensure connectivity of its trail system by ensuring a funding stream for necessary off site improvements to connect various segments. All trails on private property must be encumbered by a perpetual trail easement plus an additional five (5) feet for maintenance purposes where feasible.

Finally, in relation to trail obligations, the City's policy is that trails shall be constructed, at the cost of the developer, on both sides of all State, County, State Aid, and Collector roadways. This policy is implemented by the Master Park and Trail Plan. This Plan indicates a trail construction obligation along Saint Francis Boulevard (TH 47) on Lot 2. Staff will be prepared to discuss various options for this trail linkage.

The Fire Department has requested additional detail be added to the plans in regards to public safety access to the structure. In addition, minor modifications to the location of certain hydrants has been requested.

The request has been sent to Mn/DOT and Anoka County Highway as required. Mn/DOT has responded that a drainage permit shall be required as outlined in their response letter. Staff is awaiting a response from the Anoka County Highway Department.

**Funding Source:**

All costs associated with reviewing the request are the responsibility of the Applicant.

**Staff Recommendation:**

Staff recommends approval of the Sketch Plan and Site Plan.

**Committee Action:**

The Sketch Plan provides the Planning Commission an opportunity to review the concept of a plat/subdivision request on provide feedback on the request. No formal action is necessary.

Motion to recommend that the City Council approve the Site Plan for Stoney River.

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Attachments

Site Location Map

Site Plan Submittal

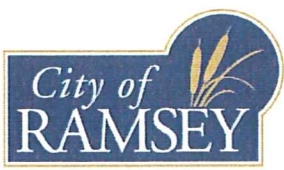
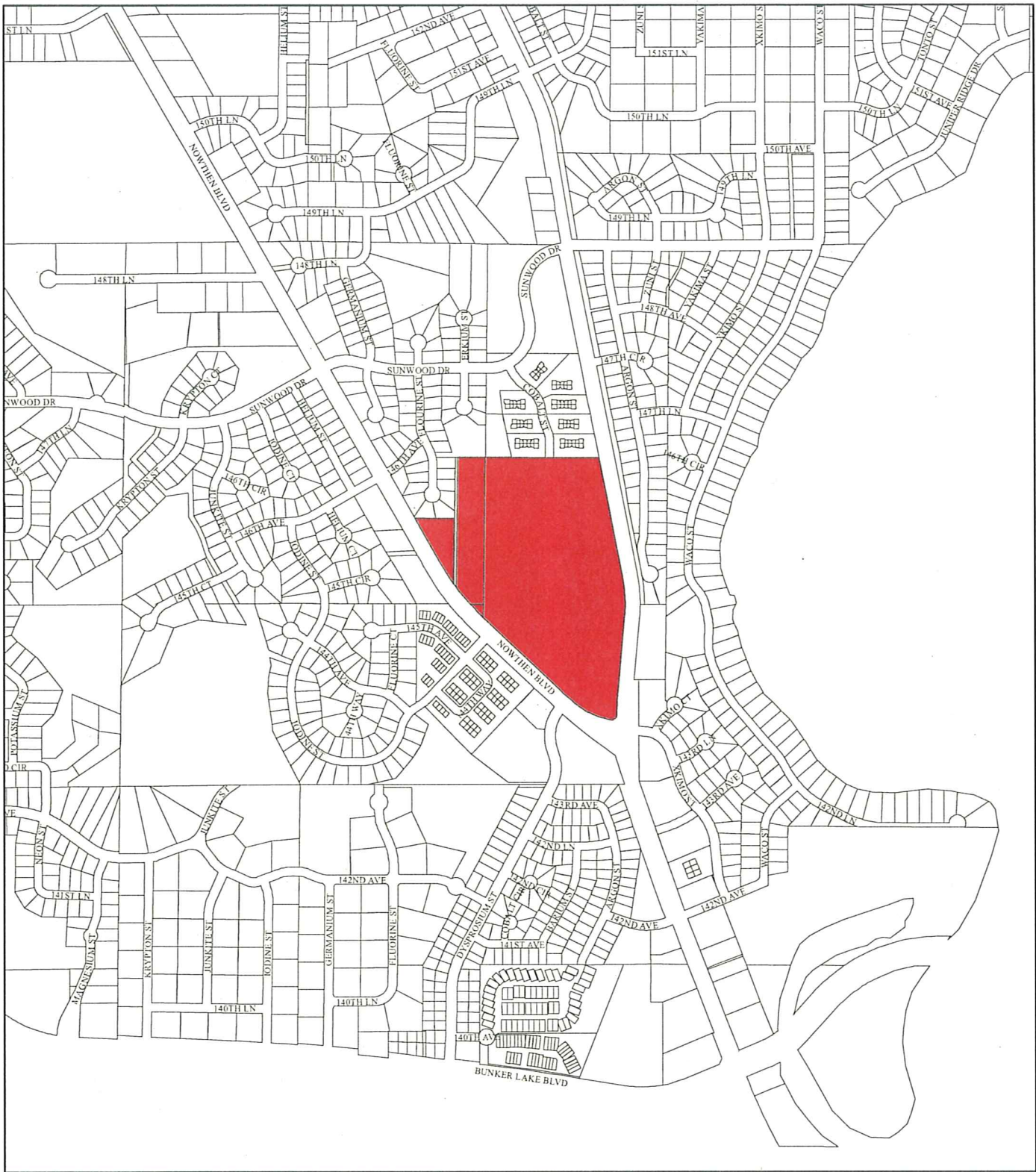
Sketch Plan Page 1

Sketch Plan Page 2

Staff Report - Final

Form Review

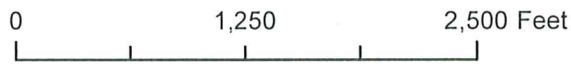
Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	06/30/2011 10:52 AM
Aaron Backman	Aaron Backman	07/01/2011 09:31 AM
Form Started By: Tim Gladhill		Started On: 06/29/2011 11:23 AM
	Final Approval Date: 07/01/2011	



Stoney River

Legend

- Site
- Parcels







**DEVELOPER**  
**FIRST PHOENIX GROUP, LLC**  
 801 CLEVELAND PARKWAY  
 MINNEAPOLIS, MN 55407  
 TEL: 612-337-1100



**PROJECT**  
**STONEY RIVER  
 ADDITION  
 RAMSEY, MN**

**SHEET INDEX**  
 101. STONEY RIVER ADDITION  
 102. STONEY RIVER ADDITION  
 103. STONEY RIVER ADDITION  
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 120. STONEY RIVER ADDITION

**DESIGN HISTORY**  
 DATE: 06/07/2011  
 DRAWN BY: J. HANSEN  
 CHECKED BY: J. HANSEN  
 PROJECT NO: 11-001

**PROJECT MANAGER REVIEW**  
 DATE: 06/07/2011  
 REVIEWED BY: J. HANSEN  
 PROJECT NO: 11-001

**CERTIFICATION**  
**PRELIMINARY**  
**NOT FOR**  
**CONSTRUCTION**

**CITY SUBMITTAL**  
 JUNE 7, 2011

**LANDFORM**  
 From Map of Final

100 South Fifth Avenue  
 Minneapolis, MN 55401  
 Tel: 612-337-0070  
 Fax: 612-337-0071  
 Web: landform.com  
 FILE NAME: C:\PROJECTS\11-001

**DESIGNATION**  
**C1.1**

**DEPOSITION AND CLEARING NOTES**

1. VERIFY PERMITS FOR DEPOSITION, CLEARING, AND DISPOSAL PRIOR TO BEGINNING.
2. VERIFY LOCATION OF DEPOSITION AND CLEARING AREAS.
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**LEGEND**

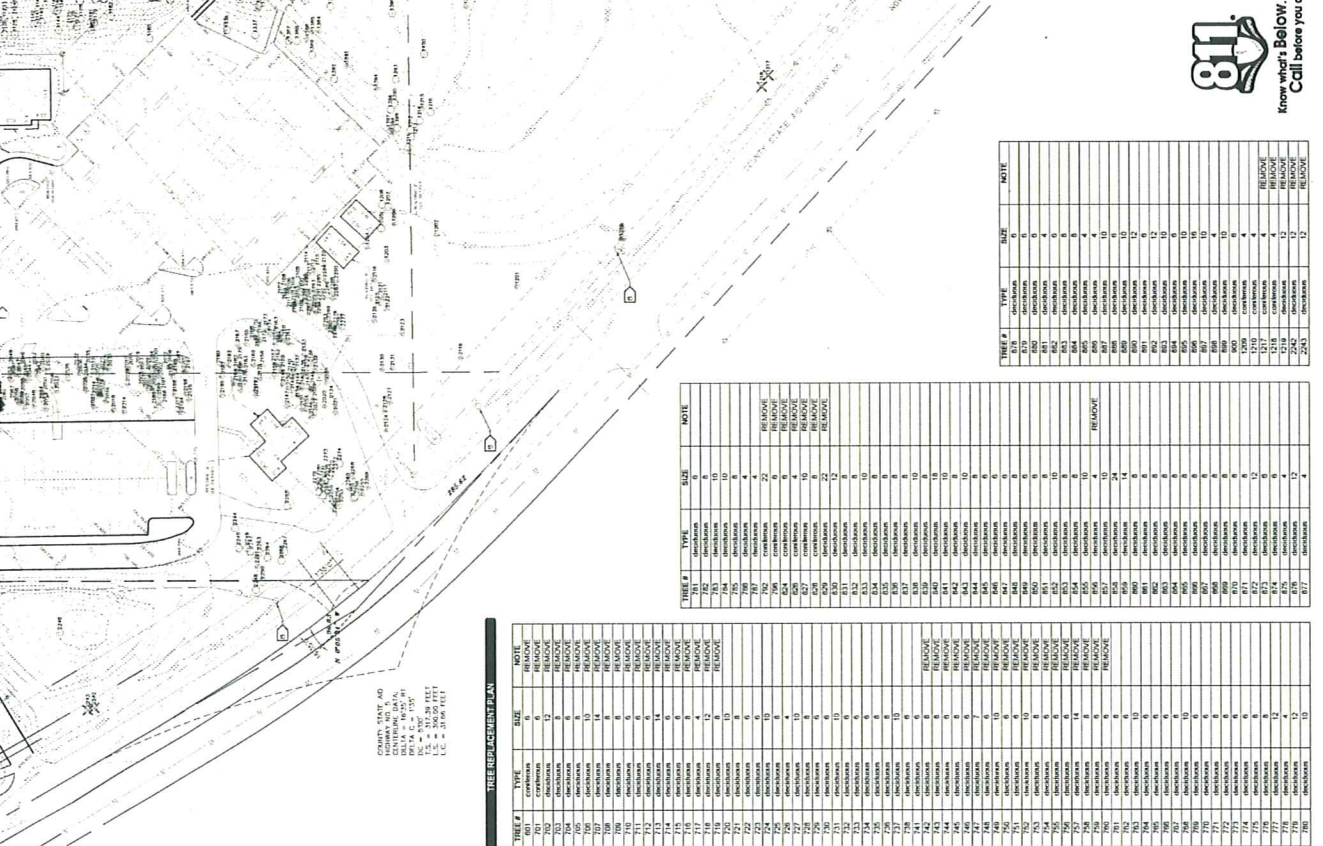
- X 10% SLOPE REVISION

**DEPOSITION AND CLEARING NOTES**

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**LEGEND**

- X 10% SLOPE REVISION

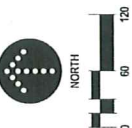


COURTNEY TAYLOR AND ASSOCIATES, INC.  
 11000 UNIVERSITY AVENUE, SUITE 100  
 MINNEAPOLIS, MN 55425  
 TEL: 612-337-1100  
 FAX: 612-337-1101  
 E-MAIL: CTAYLOR@CTA-INC.COM

**TREE REPLACEMENT PLAN**

TREE #	TYPE	SIZE	NOTE
101	DECIDUOUS	6	REPLACE
102	DECIDUOUS	6	REPLACE
103	DECIDUOUS	6	REPLACE
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TREE #	TYPE	SIZE	NOTE
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203	DECIDUOUS	6	REPLACE
204	DECIDUOUS	6	REPLACE
205	DECIDUOUS	6	REPLACE
206	DECIDUOUS	6	REPLACE
207	DECIDUOUS	6	REPLACE
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213	DECIDUOUS	6	REPLACE
214	DECIDUOUS	6	REPLACE
215	DECIDUOUS	6	REPLACE
216	DECIDUOUS	6	REPLACE
217	DECIDUOUS	6	REPLACE
218	DECIDUOUS	6	REPLACE
219	DECIDUOUS	6	REPLACE
220	DECIDUOUS	6	REPLACE



**DRAWN BY:**  
**FIRST PHOENIX GROUP, LLC**  
 100 SOUTH RIVER AVENUE  
 RAMSEY, MN 55051  
 TEL: 612-252-8070  
 FAX: 612-252-8077



**PROJECT:**  
**STONEY RIVER  
 ADDITION  
 RAMSEY, MN**

**SHEET INDEX:**  
 SHEET NO. 1 OF 1  
 SHEET TITLE: SITE PLAN  
 SHEET DATE: 06/07/11  
 SHEET SCALE: AS SHOWN  
 SHEET AREA: 1.00 ACRES  
 SHEET PERCENT: 100%  
 SHEET TOTAL: 1.00 ACRES

**REVISION HISTORY:**  
 NO. DATE DESCRIPTION  
 1 06/07/11 INITIAL DESIGN  
 2 06/07/11 REVISIONS TO SITE PLAN  
 3 06/07/11 REVISIONS TO SITE PLAN  
 4 06/07/11 REVISIONS TO SITE PLAN  
 5 06/07/11 REVISIONS TO SITE PLAN  
 6 06/07/11 REVISIONS TO SITE PLAN  
 7 06/07/11 REVISIONS TO SITE PLAN  
 8 06/07/11 REVISIONS TO SITE PLAN  
 9 06/07/11 REVISIONS TO SITE PLAN  
 10 06/07/11 REVISIONS TO SITE PLAN

**PROJECT MANAGER REVIEW:**  
 DATE: 06/07/11  
 BY: [Signature]

**CERTIFICATION:**  
 I, [Signature], being duly sworn, certify that the above is a true and correct copy of the original as shown to me by the applicant.

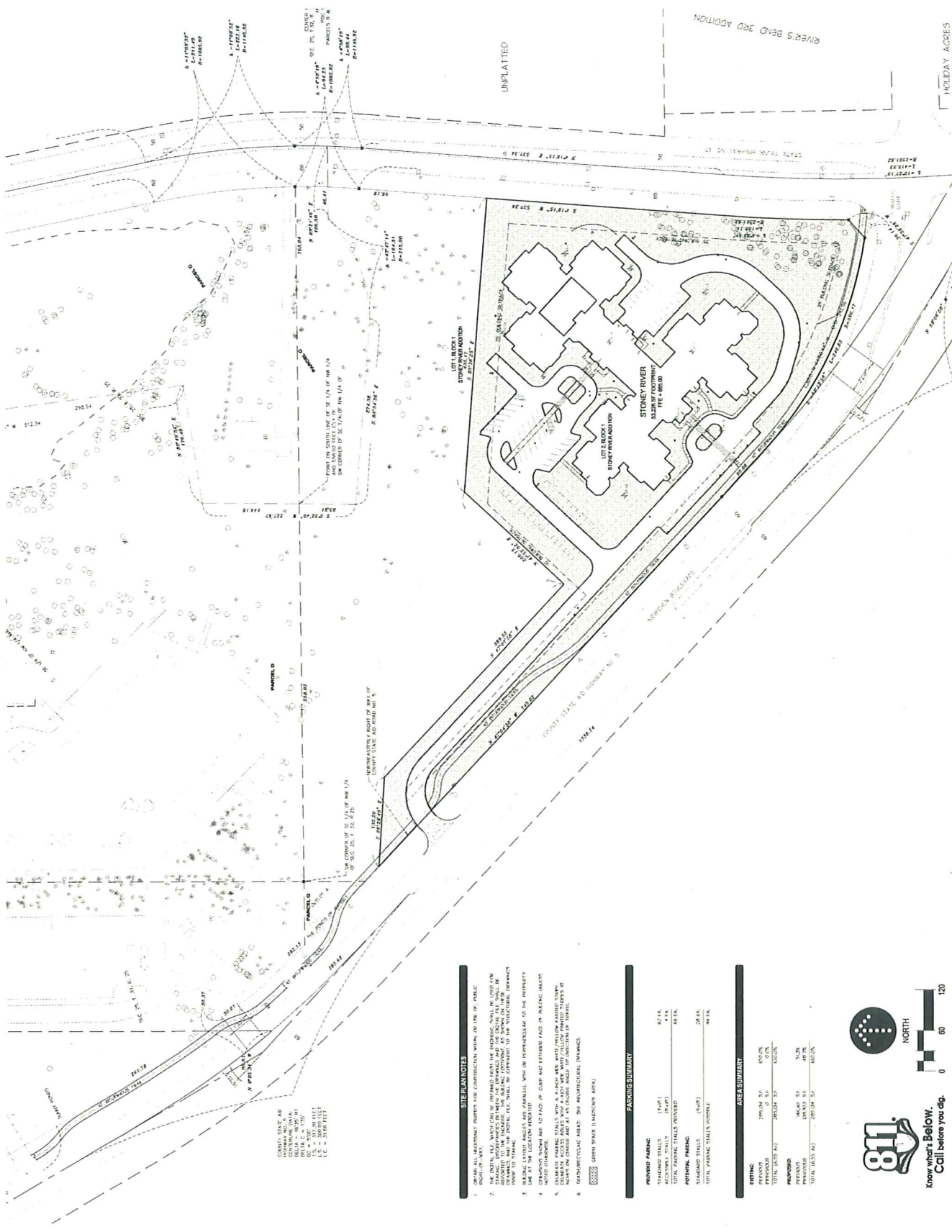
**PRELIMINARY  
 NOT FOR  
 CONSTRUCTION**

**CITY SUBMITTAL  
 JUNE 7, 2011**

**LANDFORM**  
 FROM SITE TO FINISH

100 SOUTH RIVER AVENUE TEL: 612-252-8070  
 RAMSEY, MN 55051 FAX: 612-252-8077  
 PROJECT NO. 11-00101  
 SHEET NO. 1 OF 1  
 SHEET TITLE: SITE PLAN  
 SHEET DATE: 06/07/11  
 SHEET SCALE: AS SHOWN  
 SHEET AREA: 1.00 ACRES  
 SHEET PERCENT: 100%  
 SHEET TOTAL: 1.00 ACRES

**OVERALL  
 SITE PLAN  
 C2.0**



**SITE PLAN NOTES**

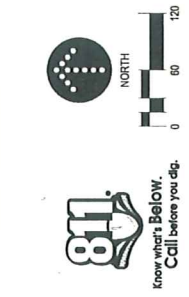
1. VERIFY ALL NECESSARY PERMITS ARE OBTAINED WITHIN 90 DAYS OF PUBLIC.
2. THE DIGITAL FILE, WHICH CAN BE OBTAINED FROM THE ENGINEER, SHALL BE USED FOR ALL CONSTRUCTION. THE DIGITAL FILE SHALL BE COMPARED TO THE INSTRUMENT ENHANCEMENT TO THE DIGITAL FILE. THE DIGITAL FILE SHALL BE COMPARED TO THE INSTRUMENT ENHANCEMENT TO THE DIGITAL FILE.
3. BUILDING LAYOUTS AND ANGLES ARE PARALLEL WITH OR PERPENDICULAR TO THE PROPERTY LINE AT THE LOCATION INDICATED.
4. UNITS OF MEASURE ARE FEET AND INCHES UNLESS OTHERWISE NOTED.
5. CURB AND GUTTER SHALL BE 4 INCHES HIGH WITH 1/2 INCH SLOPE TO THE STREET.
6. THE INSTRUMENT ENHANCEMENT SHALL BE THE ARCHITECTURAL ENHANCEMENT.

**PARKING SUMMARY**

PROVIDED PARKING:	STANDARD STALLS (14'x21')	62 STA.
POTENTIAL PARKING:	STANDARD STALLS (14'x21')	62 STA.
TOTAL PARKING STALLS POTENTIAL:		124 STA.

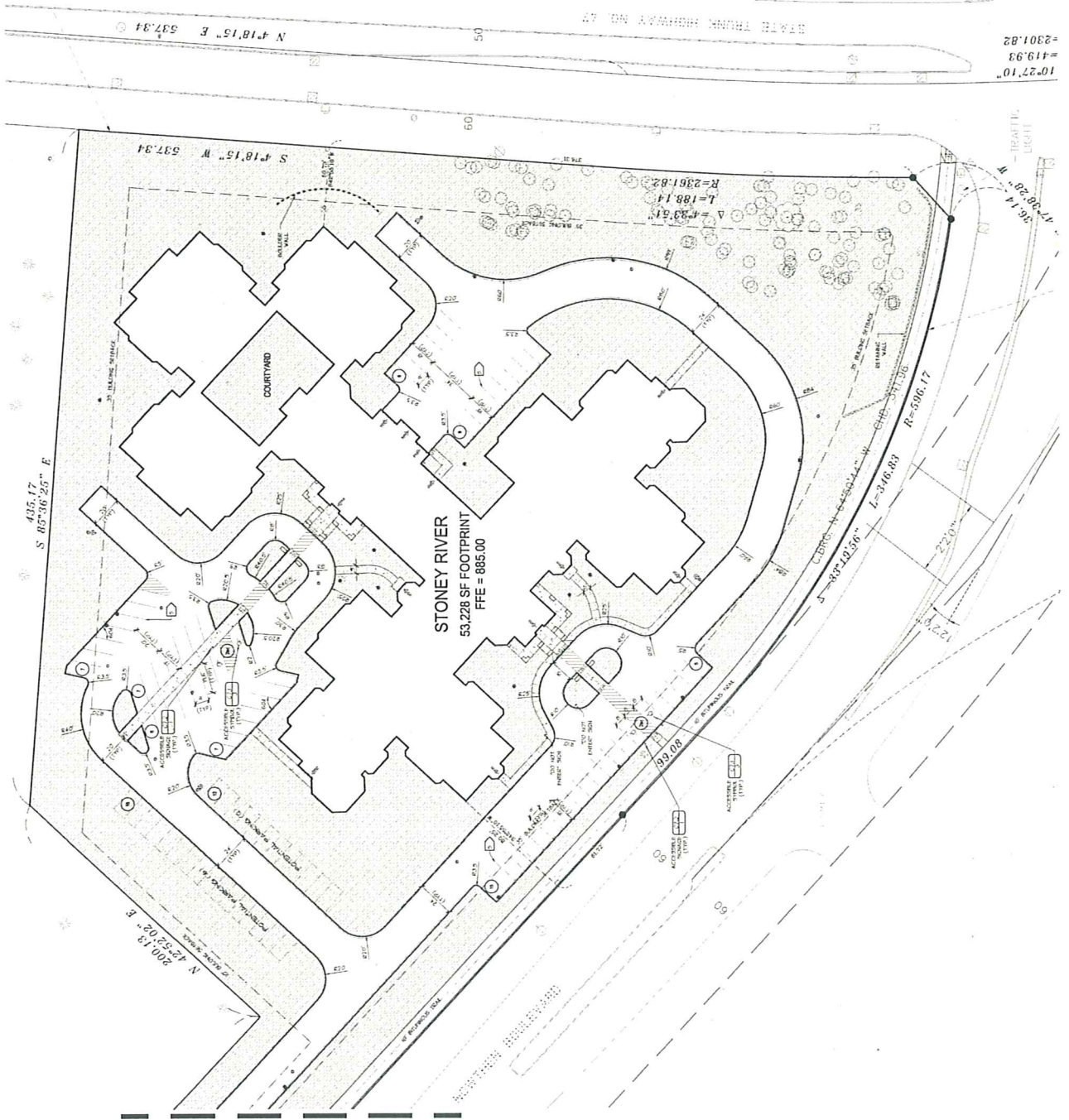
**AREA SUMMARY**

EXISTING:	TOTAL (6,553 SQ. FT.)	6,553 SQ. FT.
PROPOSED:	TOTAL (6,553 SQ. FT.)	6,553 SQ. FT.
TOTAL (6,553 SQ. FT.)		6,553 SQ. FT.

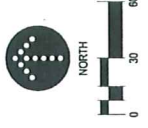


**Know what's Below.  
 Call before you dig.**

REFER TO SHEET C2.2



10°27'10"  
=419.93  
=2301.82



**C2.1**  
SITE PLAN - SE

PROJECT NO: 11001000  
PROJECT NAME: STONEY RIVER ADDITION

FILE NAME: C:\PROJECTS\11001000\11001000.dwg  
DATE: 06/07/2011  
DRAWN BY: J. HARRIS  
CHECKED BY: J. HARRIS

**CITY SUBMITTAL**  
JUNE 7, 2011

**PRELIMINARY**  
**NOT FOR CONSTRUCTION**

PROJECT MANAGER REVIEW  
DATE: 06/07/2011

REVISION HISTORY  
NO. DATE DESCRIPTION

**PROJECT**  
STONEY RIVER  
ADDITION  
RAMSEY, MN

**SHEET INDEX**

1	GENERAL NOTES
2	EXISTING SITE CONDITIONS
3	PROPOSED SITE PLAN
4	LANDSCAPE PLAN
5	UTILITY PLAN
6	TRASH/RECYCLING AREAS
7	TRASH/RECYCLING AREAS
8	TRASH/RECYCLING AREAS
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98	TRASH/RECYCLING AREAS
99	TRASH/RECYCLING AREAS
100	TRASH/RECYCLING AREAS

**PARKING SUMMARY**

PROPOSED PARKING	STANDARD STALLS (14'x21')	67 EA.	1407.00
	ACCESSIBLE STALLS (14'x21')	6 EA.	126.00
	TOTAL PARKING STALLS PROVIDED	73 EA.	1533.00
POTENTIAL PARKING	STANDARD STALLS (14'x21')	27 EA.	547.50
	TOTAL POTENTIAL PARKING	27 EA.	547.50
TOTAL PARKING STALLS PROVIDED		100 EA.	2080.50

**AREA SUMMARY**

PARKING	PROPOSED	2080.50	51
	TOTAL (PROV. + POT.)	2288.00	57
LANDSCAPE	PROPOSED	1407.00	35
	TOTAL (PROV. + POT.)	1407.00	35
TOTAL	PROPOSED	3687.50	86
	TOTAL (PROV. + POT.)	3687.50	86

- SITE PLAN NOTES**
- OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WITHIN 30 DAYS OF PUBLIC NOTICE.
  - VERIFY ALL EXISTING UTILITIES AND CONDITIONS WITHIN 30 DAYS OF PUBLIC NOTICE. PROVIDE A COPY OF ALL EXISTING UTILITIES AND CONDITIONS TO THE ENGINEER AND THE CITY OF RAMSEY. ALL UTILITIES SHALL BE DEEPENED AND RE-LOCATED AS NECESSARY TO ACCOMMODATE THE PROPOSED DRIVEWAYS AND TO MAINTAIN THE EXISTING UTILITIES TO THE PROPOSED DRIVEWAYS.
  - VERIFY ALL EXISTING UTILITIES AND CONDITIONS WITHIN 30 DAYS OF PUBLIC NOTICE. PROVIDE A COPY OF ALL EXISTING UTILITIES AND CONDITIONS TO THE ENGINEER AND THE CITY OF RAMSEY. ALL UTILITIES SHALL BE DEEPENED AND RE-LOCATED AS NECESSARY TO ACCOMMODATE THE PROPOSED DRIVEWAYS AND TO MAINTAIN THE EXISTING UTILITIES TO THE PROPOSED DRIVEWAYS.
  - VERIFY ALL EXISTING UTILITIES AND CONDITIONS WITHIN 30 DAYS OF PUBLIC NOTICE. PROVIDE A COPY OF ALL EXISTING UTILITIES AND CONDITIONS TO THE ENGINEER AND THE CITY OF RAMSEY. ALL UTILITIES SHALL BE DEEPENED AND RE-LOCATED AS NECESSARY TO ACCOMMODATE THE PROPOSED DRIVEWAYS AND TO MAINTAIN THE EXISTING UTILITIES TO THE PROPOSED DRIVEWAYS.

**DEVELOPER**  
FIRST PHOENIX GROUP, LLC  
100 SOUTH 10TH AVENUE  
MINNEAPOLIS, MN 55401  
TEL: 612.232.8070  
FAX: 612.232.8077



**MUNICIPALITY**  
CITY OF RAMSEY

**PROJECT**  
STONEY RIVER  
ADDITION  
RAMSEY, MN

**SHEET INDEX**

**REVISION HISTORY**

**PROJECT MANAGER REVIEW**

**PRELIMINARY**  
**NOT FOR CONSTRUCTION**

**CITY SUBMITTAL**  
JUNE 7, 2011

**LANDFORM**

100 South 10th Avenue  
Minneapolis, MN 55401  
Tel: 612.232.8070  
Fax: 612.232.8077

**C2.1**  
SITE PLAN - SE

Know what's Below.  
Call before you dig.

**DEVELOPER**  
**FIRST PHOENIX GROUP, LLC**  
 601 CENTRAL EXPRESSWAY  
 MINNEAPOLIS, MN 55415  
 TEL: 612.252.8077



**MUNICIPALITY**  
**CITY OF RAMSEY**

**PROJECT**  
**STONEY RIVER**  
**ADDITION**  
**RAMSEY, MN**

**SHEET INDEX**  
 SHEET NO. 1 OF 1  
 TOTAL SHEETS: 1

**REVISION HISTORY**  
 NO. DATE DESCRIPTION  
 1 06/01/2011 ORIGINAL SUBMITTAL

**PROJECT MANAGER REVIEW**  
 CERTIFICATION  
 I HEREBY CERTIFY THAT THE INFORMATION CONTAINED ON THIS PLAN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.  
 PROJECT MANAGER  
 DATE: 06/01/2011

**CITY SUBMITTAL**  
 JUNE 1, 2011

**LANDFORM**  
 FROM SITE BY FIELD

105 South 8th Avenue  
 Suite 513  
 Minneapolis, MN 55401  
 Tel: 612.252.8070  
 Fax: 612.252.8077  
 Web: firstphoenix.com  
 FILE NAME: C22.PDF  
 PROJECT NO: 10111001

**SITE PLAN-NW**  
**C2.2**



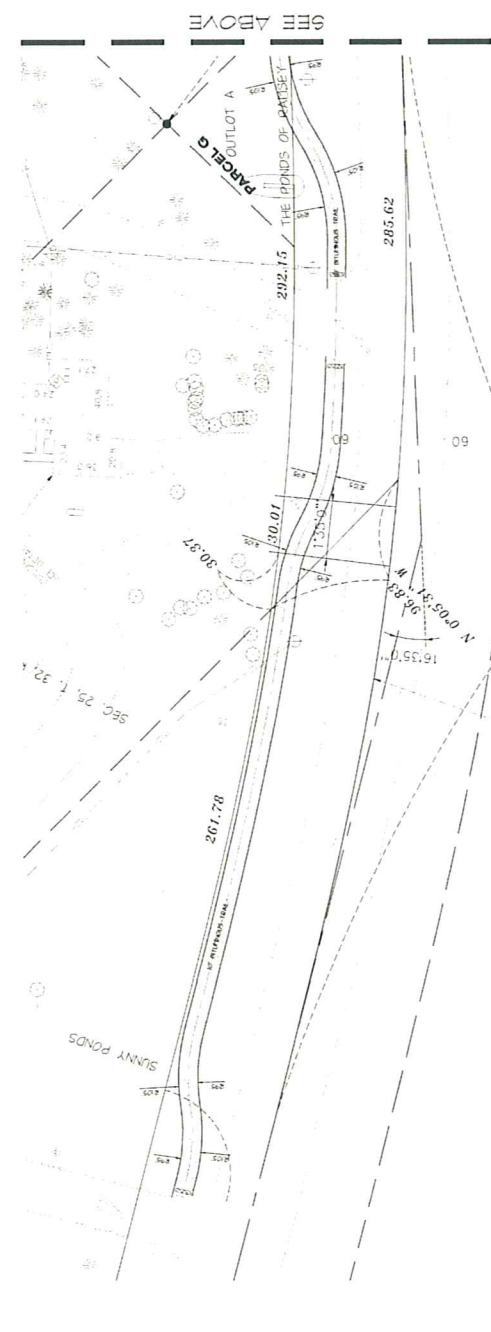
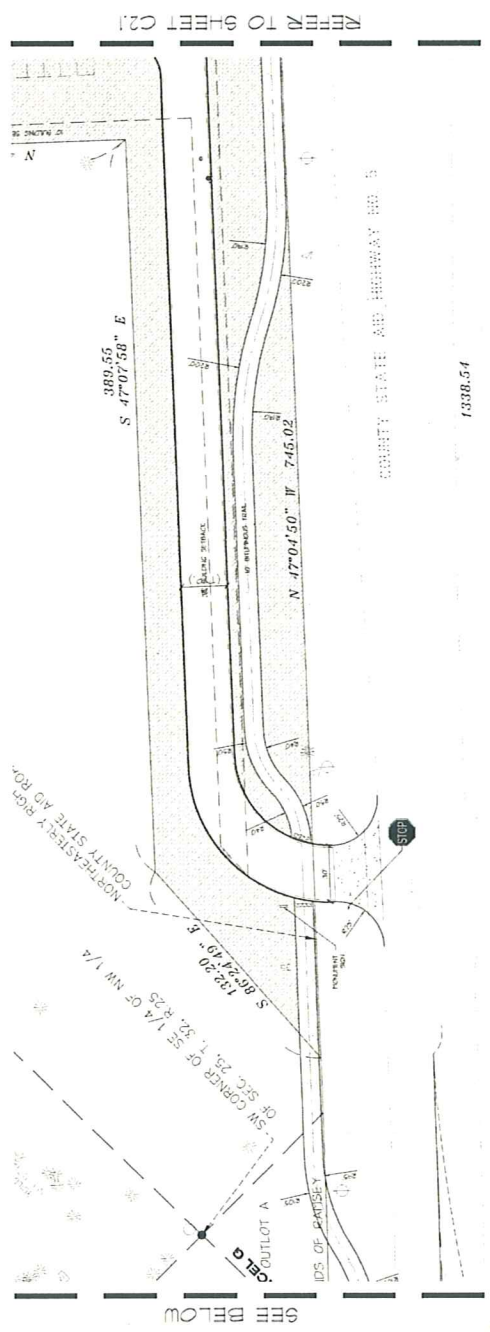
**811**  
 Know what's Below.  
 Call before you dig.

**SITE PLANNING**

1. OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION FROM THE CITY OF PUBLIC WORKS DEPARTMENT.
2. THE APPLICANT SHALL OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF PUBLIC WORKS DEPARTMENT.
3. THE APPLICANT SHALL OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF PUBLIC WORKS DEPARTMENT.
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10. THE APPLICANT SHALL OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF PUBLIC WORKS DEPARTMENT.

**AREA SUMMARY**

ITEM	AREA (SQ. FT.)	PERCENT
TOTAL AREA	1,000,000	100%
IMPROVED AREA	200,000	20%
UNIMPROVED AREA	800,000	80%
TOTAL (SQ. FT.)	1,000,000	100%







**DEVELOPER**  
**FIRST PHOENIX GROUP, LLC**  
 1000 PHOENIX AVENUE  
 SUITE 1000  
 MINNEAPOLIS, MN 55415

**MUNICIPALITY**  
**CITY OF RAMSEY**



**PROJECT**  
**STONEY RIVER  
 ADDITION  
 RAMSEY, MN**

**SHEET INDEX**

101	GENERAL NOTES
102	FOUNDATION
103	MECHANICAL
104	ELECTRICAL
105	PLUMBING
106	MECHANICAL
107	ELECTRICAL
108	PLUMBING
109	MECHANICAL
110	ELECTRICAL
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126	PLUMBING
127	MECHANICAL
128	ELECTRICAL
129	PLUMBING
130	MECHANICAL

**REVISION HISTORY**

NO.	DATE	DESCRIPTION
1	06/07/2011	ISSUE FOR PERMITS
2	06/07/2011	ISSUE FOR PERMITS
3	06/07/2011	ISSUE FOR PERMITS
4	06/07/2011	ISSUE FOR PERMITS
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99	06/07/2011	ISSUE FOR PERMITS
100	06/07/2011	ISSUE FOR PERMITS

**PROJECT MANAGER REVIEW**  
 DATE: 06/07/2011

**CERTIFICATION**  
 I, THE UNDERSIGNED, CERTIFY THAT I AM THE DESIGNER OF THIS PROJECT AND THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MINNESOTA.  
**PRELIMINARY  
 NOT FOR  
 CONSTRUCTION**

**CITY SUBMITTAL**  
 JUNE 7, 2011

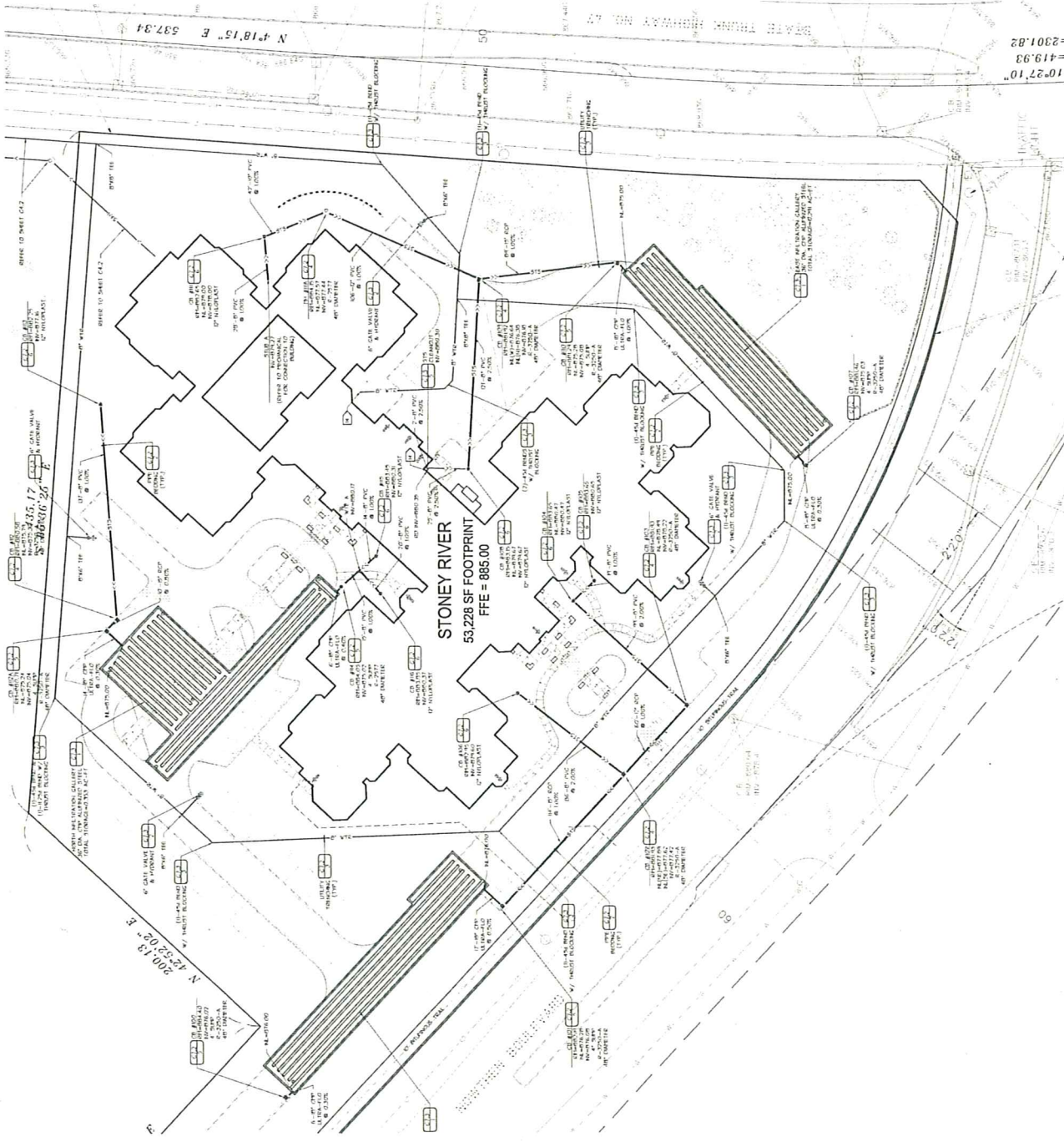
**LANDFORM**  
 FROM SITE BY FIELD  
 100 South Elm Avenue Tel: 612-252-8070  
 Suite 813 Fax: 612-252-8077  
 Minneapolis, MN 55401 Web: landform.com  
 FILE NAME: C41.PDF  
 PROJECT NO: 10011001

**UTILITIES**  
**C4.1**

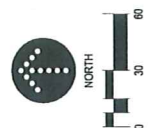
DATE: 06/07/2011

**UTILITIES NOTES**

1. REFER TO SHEET C4.2 FOR THE LOCATION OF SERVICES TO BE INSTALLED.
2. CONTRACT WITH SERVICE PROVIDERS FOR THE LOCATION OF SERVICES TO BE INSTALLED.
3. CONTRACT WITH SERVICE PROVIDERS TO PROVIDE ELECTRIC, NATURAL GAS, AND COMMUNICATIONS SERVICES TO BE INSTALLED.
4. REFER TO SHEET C4.2 FOR THE LOCATION OF SERVICES TO BE INSTALLED.
5. REFER TO SHEET C4.2 FOR THE LOCATION OF SERVICES TO BE INSTALLED.
6. REFER TO SHEET C4.2 FOR THE LOCATION OF SERVICES TO BE INSTALLED.
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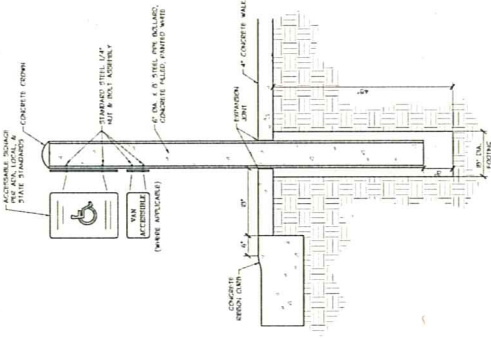
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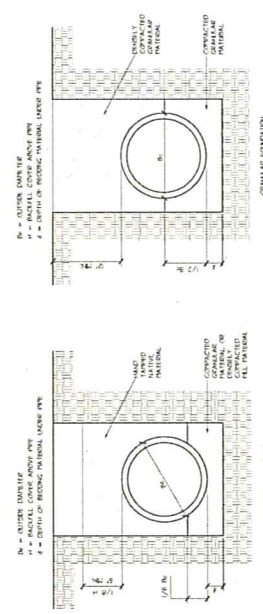
Know what's Below.  
 Call before you dig.



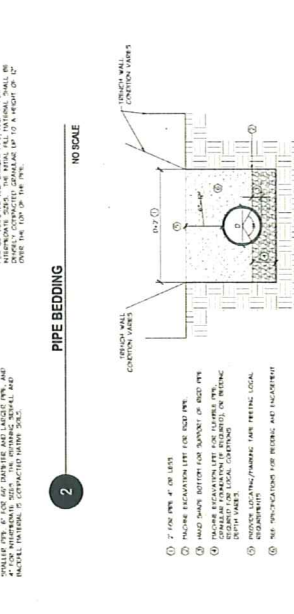




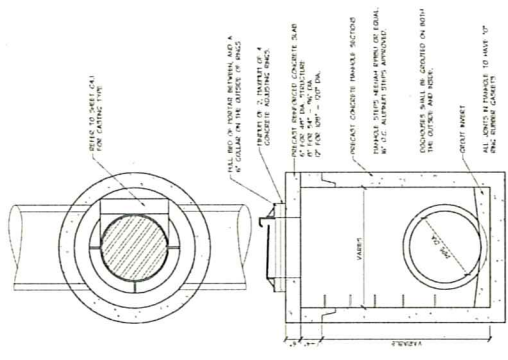
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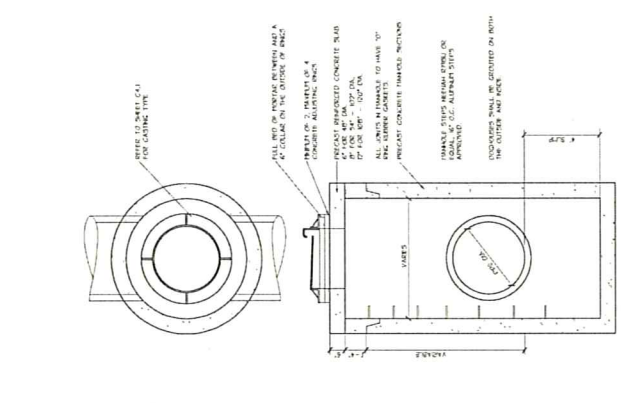
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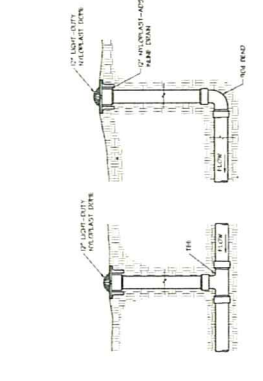
**3** SITE UTILITY TRENCHING  
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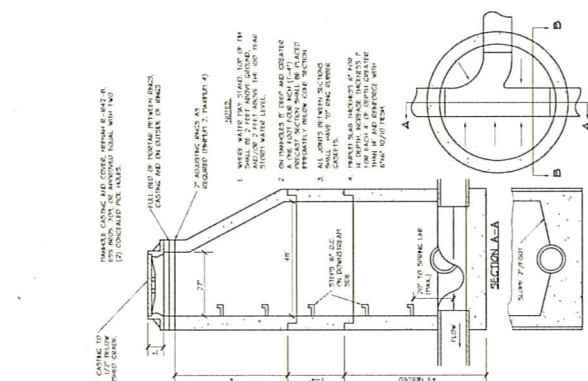
**4** STORM SEWER CATCH BASIN MANHOLE  
 NO SCALE



**5** SUMP STORM SEWER MANHOLE  
 NO SCALE



**6** NYLOPLAST CATCH BASIN  
 NO SCALE



**7** SANITARY SEWER MANHOLE  
 NO SCALE

**PRELIMINARY  
 NOT FOR  
 CONSTRUCTION**

**CITY SUBMITTAL**  
 JUNE 7, 2011

**LANDFORM**  
 FROM DATE OF DATE  
 100 South 5th Avenue Tel: 612.339.8100  
 Suite 413 Fax: 612.339.8077  
 Minneapolis, MN 55401 Web: landform.com  
 FILE NAME: C:\PROJECTS\1001  
 PROJECT NO: 1001

**CIVIL CONSTRUCTION  
 DETAILS**  
**C7.2**

**DEVELOPER**  
**FIRST PHOENIX GROUP, LLC**  
 801 CENTRAL EXPRESSWAY  
 MINNEAPOLIS, MN 55415  
 TEL: (612) 338-1000

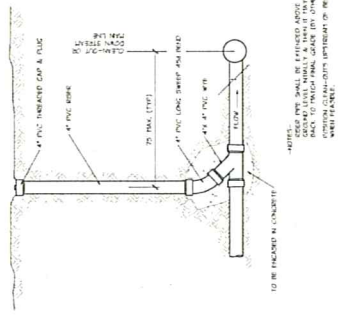
**MUNICIPALITY**



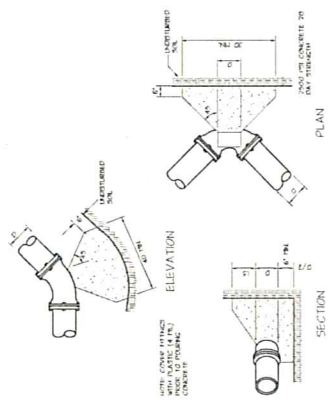
**PROJECT**  
**STONEY RIVER**  
**ADDITION**  
**RAMSEY, MN**

**SHEET INDEX**

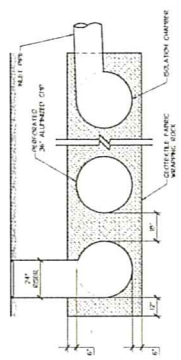
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2	VALVE AND HYDRANT INSTALLATION
3	CLEAN-OUT STRUCTURE
4	CMP INFILTRATION GALLERY
5	CONCRETE THRU BLOCKING
6	CONCRETE THRU BLOCKING
7	CONCRETE THRU BLOCKING
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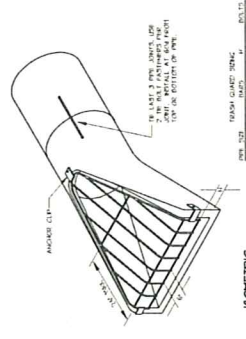
**5** **CLEAN-OUT STRUCTURE** **NO SCALE**



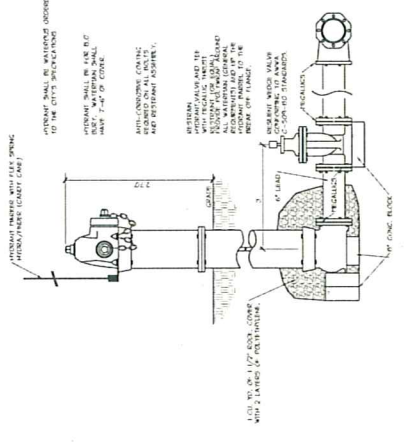
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**1** **CMP INFILTRATION GALLERY** **NO SCALE**



**4** **FLARED END SECTION AND TRASH GUARD** **NO SCALE**



**2** **VALVE AND HYDRANT INSTALLATION** **NO SCALE**

**REVISION HISTORY**

NO. 1	DATE	DESCRIPTION
1	06/17/2011	ISSUE FOR PERMITS

**PROJECT MANAGER REVIEW**  
**CERTIFICATION**  
**PRELIMINARY**  
**NOT FOR CONSTRUCTION**

**CITY SUBMITTAL**  
 JUNE 17, 2011

**LANDFORM**  
 100 South 4th Avenue  
 Suite 313  
 Minneapolis, MN 55401  
 TEL: (612) 232-8070  
 FAX: (612) 232-8077  
 Web: landform.com  
 PROJECT NO: C139P001 (2008)  
 PROJECT: P107181

**CIVIL CONSTRUCTION DETAILS**  
**C7.3**

**DEVELOPER**  
**FIRST PHOENIX GROUP, LLC**  
 801 CAROL PARKWAY  
 MINNEAPOLIS, MN 55425  
 612.292.8077

**MUNICIPALITY**



**PROJECT**  
**STONEY RIVER**  
**ADDITION**  
**RAMSEY, MN**

**SUBMITTER**

PROJECT NO. 15-001  
 SHEET NO. 122  
 DATE: 06/07/2011  
 DRAWN BY: J. H. HARRIS  
 CHECKED BY: J. H. HARRIS  
 APPROVED BY: J. H. HARRIS  
 PROJECT MANAGER: J. H. HARRIS  
 PROJECT ENGINEER: J. H. HARRIS  
 PROJECT ARCHITECT: J. H. HARRIS  
 PROJECT LANDSCAPE ARCHITECT: J. H. HARRIS

**REVISION HISTORY**

**PROJECT MANAGER/ENGINEER**

**CERTIFICATION**  
**PRELIMINARY**  
**NOT FOR CONSTRUCTION**

**CITY SUBMITTAL**  
 JUNE 7, 2011

**LANDFORM**

100 South 4th Avenue  
 Suite 513  
 Minneapolis, MN 55401  
 Tel: 612.292.8077  
 Fax: 612.292.8077  
 Web: firstphoenix.com

**LANDSCAPE - 02**  
**L2.1**

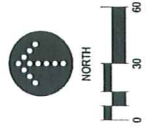
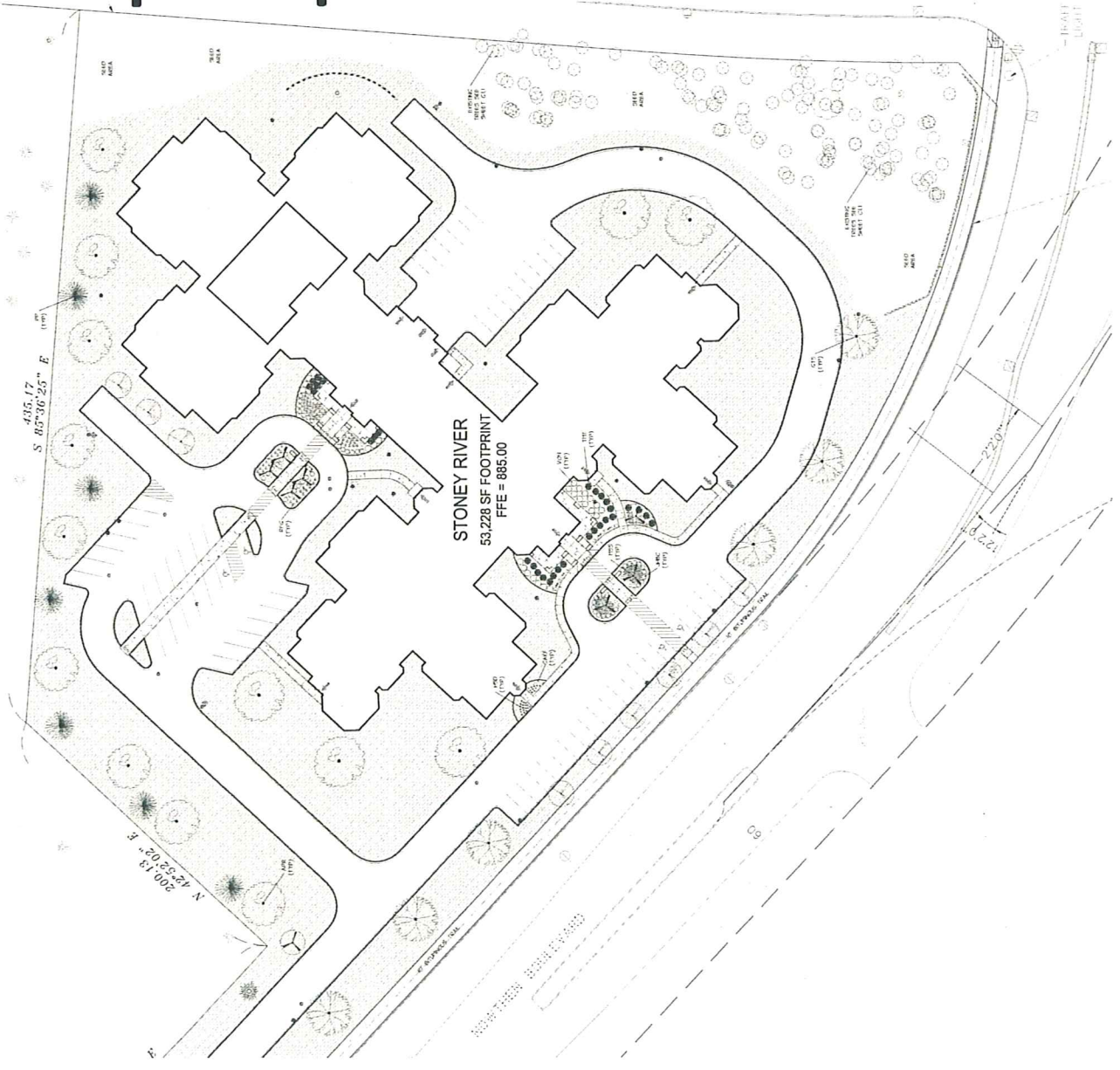
PROJECT NO. 15-001  
 SHEET NO. 122

**LANDSCAPE NOTES**

NO.	DATE	DESCRIPTION	BY	CHKD.
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2	06/07/2011	REVISION: ADD PLANTING NOTES	JHH	JHH
3	06/07/2011	REVISION: ADD PLANTING NOTES	JHH	JHH
4	06/07/2011	REVISION: ADD PLANTING NOTES	JHH	JHH
5	06/07/2011	REVISION: ADD PLANTING NOTES	JHH	JHH
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30	06/07/2011	REVISION: ADD PLANTING NOTES	JHH	JHH

**LANDSCAPE NOTES**

- CONTACT UTILITY PROVIDER FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING.
- CONTRACTOR SHALL VERIFY ALL CONSTRUCTION PERMITTING RELATED WORK.
- EXISTING MATERIAL SHALL BE MAINTAINED TO THE MAXIMUM EXTENT POSSIBLE AND BE RE-USED WHERE APPROPRIATE. ALL EXISTING MATERIAL SHALL BE MAINTAINED TO THE MAXIMUM EXTENT POSSIBLE AND BE RE-USED WHERE APPROPRIATE.
- PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF RAMSEY PLANTING SPECIFICATIONS. PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF RAMSEY PLANTING SPECIFICATIONS. PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF RAMSEY PLANTING SPECIFICATIONS.
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**811**  
 Know what's Below.  
 Call before you dig.

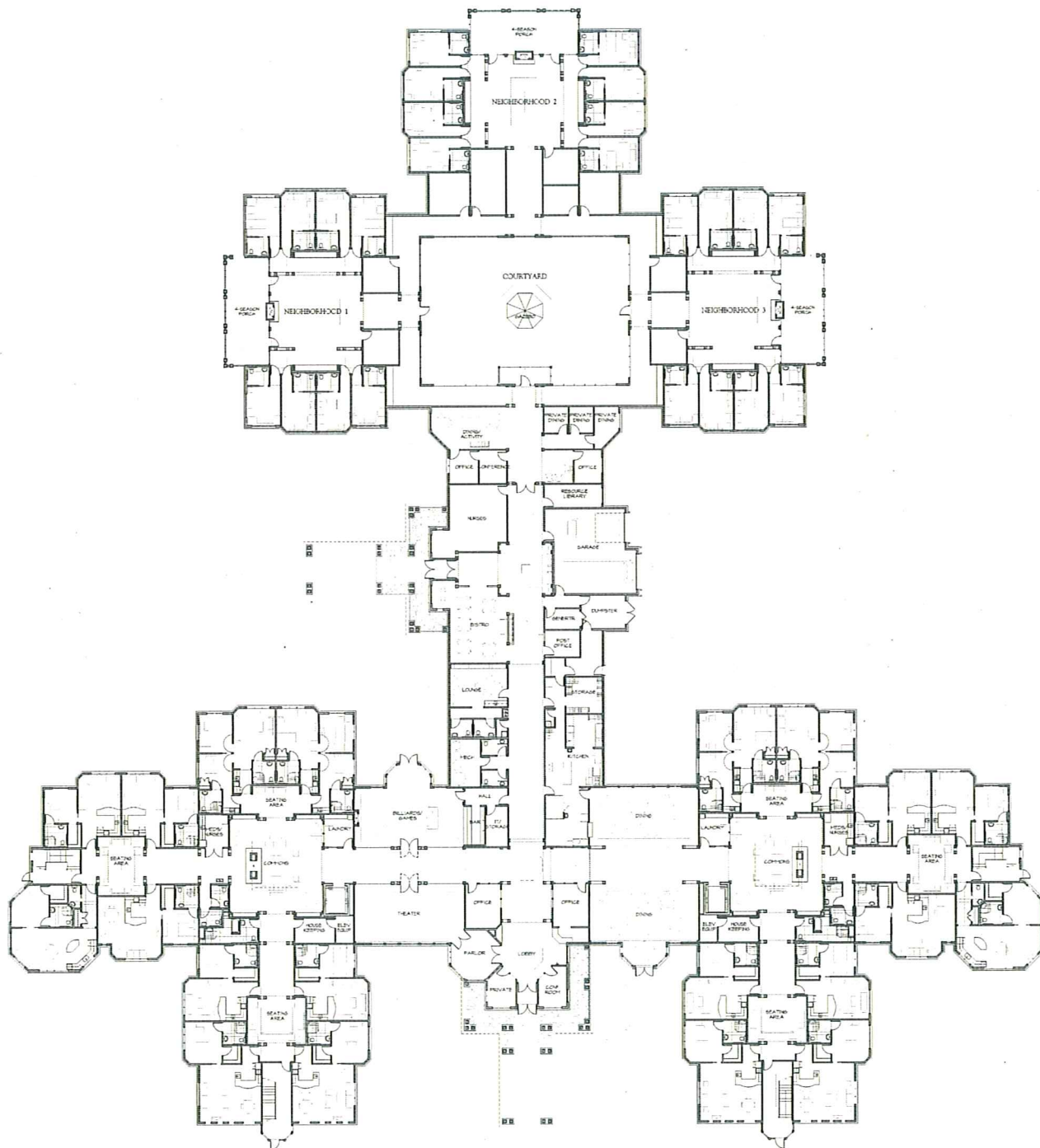




SOUTH ELEVATION

FIRST PHOENIX - MN, LLC





PROPOSED MAIN FLOOR PLAN  
 1/8" = 1'-0"



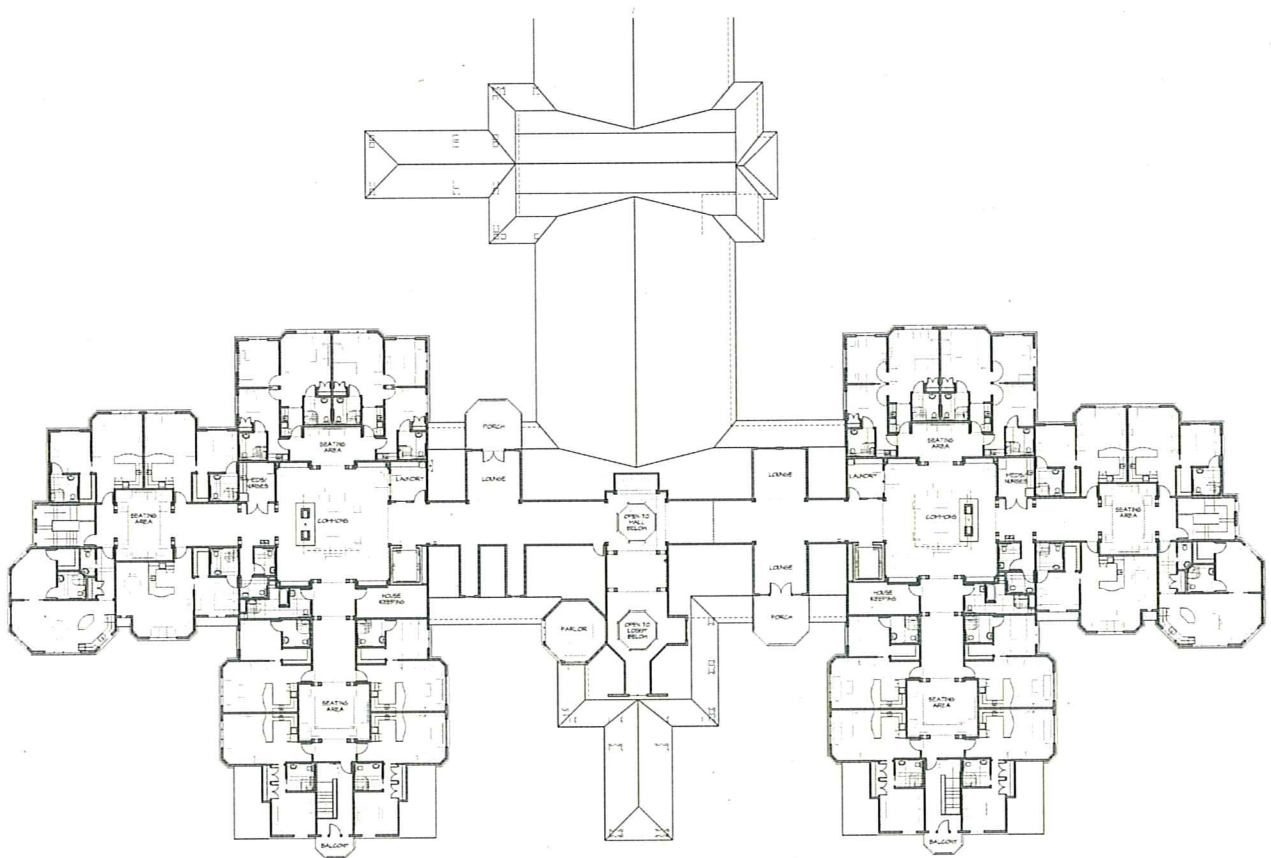
**STONEY RIVER**  
 ASSISTED LIVING

RAMSEY, MN  
 JUNE 7, 2011

FIRST PHOENIX - MN, LLC



**Mudrovich**  
 architects



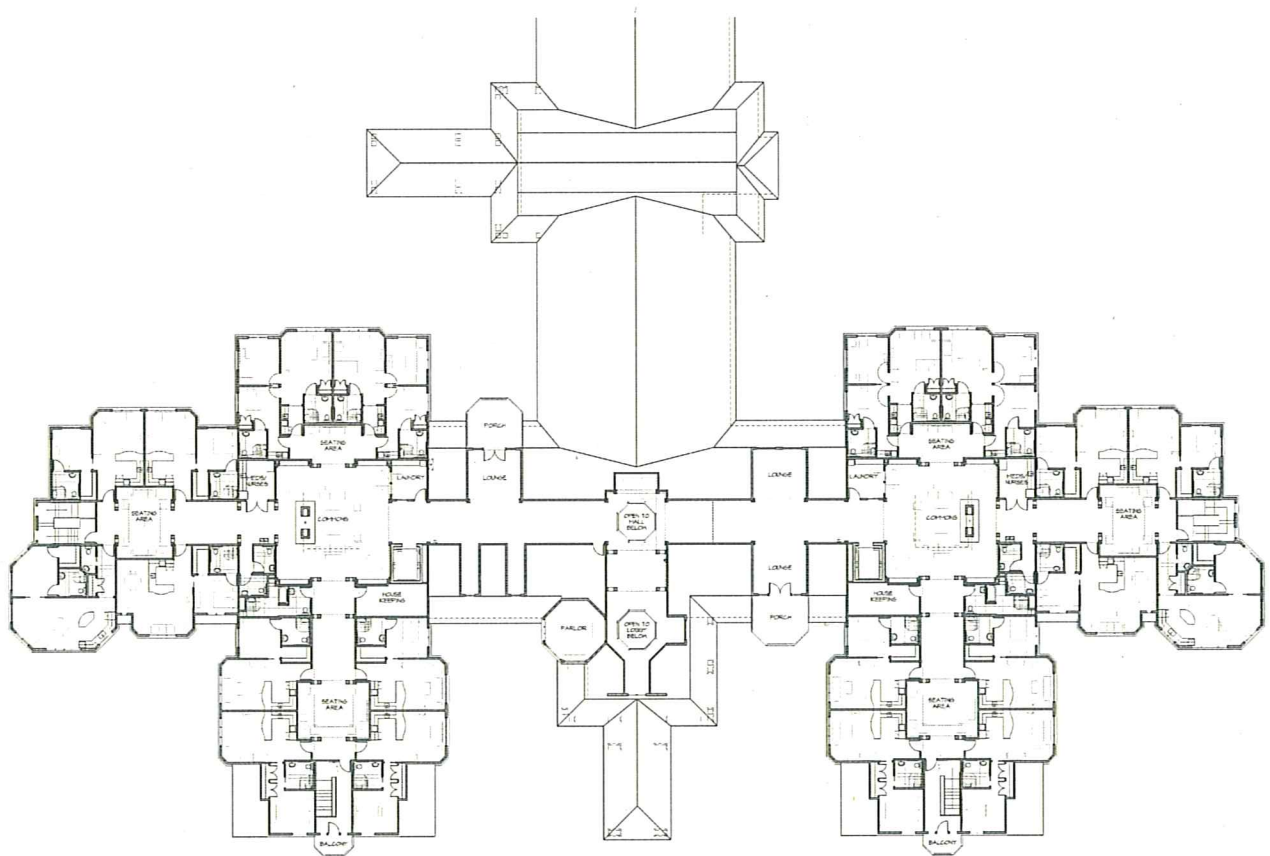
PROPOSED SECOND FLOOR PLAN  
 1/8" = 1'-0"



**STONEY RIVER**  
 ASSISTED LIVING

RAMSEY, MN  
 JUNE 7, 2011





PROPOSED SECOND FLOOR PLAN  
 1/8" = 1'-0"



**STONEY RIVER**  
 ASSISTED LIVING

RAMSEY, MN  
 JUNE 7, 2011



June 30, 2011

First Phoenix Group  
Attn: David Kieffer  
601 Carlson Parkway, Suite 1050  
Minneapolis, MN 55305

**Re: Sketch Plan (Minor Plat) and Site Plan Review  
Stoney River**

Dear Mr. Kieffer:

The City of Ramsey has received your application for a Minor Plat as well as a Site Plan to construct a 72 unit assisted living and memory care facility on approximately 6.5 acres of the existing Lord of Life campus. City Staff is recommending to the Planning Commission approval of the request contingent upon the following:

- Required amendments as outlined in the attached Staff Review File dated June 28, 2011
- Processing necessary zoning amendments as it relates to assisted living and memory care as a permitted use outlined in the attached Staff Report.

*Please note: this is only a recommendation that is subject to review by the Planning Commission and final decision by the City Council.*

A copy of the review file and staff report are attached for your review. The Planning Commission will review the request on **Thursday, July 7<sup>th</sup> at 7:00 p.m.** at the Ramsey Municipal Center in the Council Chambers. You, or a representative of the development, are highly encouraged to attend this meeting. Please contact me at your earliest convenience prior to the meeting to verify if you will be attending. Following the Planning Commission, the request will need to be reviewed for a final decision by the City Council. This hearing is tentatively scheduled for Tuesday, July 26<sup>th</sup> at 7:00 p.m. in the Council Chambers. Please let me know if you have any questions or concerns. I can be reached at 763-576-4308 or by email at [tgladhill@ci.ramsey.mn.us](mailto:tgladhill@ci.ramsey.mn.us).

Sincerely,

CITY OF RAMSEY

Tim Gladhill  
Senior Planner

CC: Eric Kellogg, Landform Professional Services  
Harry S. Johnson Surveyors

Enclosures

*Review File: Stoney River  
Sketch Plan and Site Plan Review  
June 30, 2011  
Page 2 of 10*

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**CITY OF RAMSEY PLANNING DIVISION  
REVIEW FILE**

<b>DATE</b>	6/30/2011	<b>PROJECT ADDRESS</b>	TBD
<b>PROJECT TITLE</b>	STONEY RIVER ASSISTED LIVING AND MEMORY CARE		
<b>REVIEW FILE #</b>			
<b>APPLICANT:</b>	First Phoenix Group		
<b>PRIMARY REVIEWER:</b>	Tim Gladhill– Senior Planner Phone: 763-576-4308 Fax: 763-433-9848 e-mail: <a href="mailto:tgladhill@ci.ramsey.mn.us">tgladhill@ci.ramsey.mn.us</a>		

We are in receipt of the proposed sketch plan for STONEY RIVER as well as the proposed Site Plan for Stoney River. The submittal consists of the following sheets:

- Sketch Plan Sheets 1 and 2 prepared by Harry S. Johnson Co., Inc. dated 6/1/11
- Sheets C0.1, C1.0, C1.1, C2.0, C2.1, C2.2, C3.1, C3.2, C4.1, C4.2, C7.1, C7.2, C7.3, L2.1, and L2.2 prepared by Landform Professional Services dated 6/7/11
- South Elevation prepared by Mudrovich Architects undated
- Proposed Main and Second Floor Plans prepared by Mudrovich Architects dated 6/7/11

(the “Plans”)

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

**MINOR PLAT: STONEY RIVER**

*Planning and Zoning*

*Reviewer: Tim Gladhill, Senior Planner*

[tgladhill@ci.ramsey.mn.us](mailto:tgladhill@ci.ramsey.mn.us)

763-576-4308

**General:** The proposed plat consists of one (1) additional buildable lot (Lot 2) consisting of approximately 6.5 acres to facilitate the development of the proposed assisted living and memory care facility. The proposed plat also consolidates several other parcels that create the campus for the Lord of Life Church.

**Lot Dimensions:** The proposed lot dimensions (and required minimums) in reviewing the newly created lot (Lot 2) are as follows (approximate):

	Proposed	Required
Minimum Lot Size	0.5 acres	6.55 acres
Minimum Lot Width	100 feet	435-600 feet
Minimum Lot Depth	150 feet	200-500 feet

It appears that the proposed sketch plan conforms to all lot dimensional requirements as it relates to the Minor Subdivision request.

**Development Fees.** Development Fee calculations will be provided as part of the Site Plan Review for the Stoney River Assisted Living and Memory Care facility. Based on the proposed plat, additional development fees may technically be triggered for the remainder of the Lord of Life campus. Alternatively, the developer should consider separating the future high density residential area as a separate outlot for future development. Also, the developer could show the remainder of the Lord of Life campus as an exception to the Plat and combine PINs following the recording of the Plat to achieve the same consolidation of multiple parcels as desired.

**Easements.** Additional, separate recordable trail easements will be required to be recorded simultaneously with the Plat as required by the Site Plan Review along Nowthen Boulevard (CSAH 5) and Saint Francis Boulevard (TH 47). Perimeter drainage and utility easements are required; and must be 10' in width adjacent to the right-of-way, and 5' in width on side/internal lot lines. Anoka County and Mn/DOT may also request restricted access dedication as well. Depending on the ultimate proposed stormwater management system, additional easements could be required for 100 year flood elevations on ponding areas. Additional easements may also be required over the watermain loop so that the City can exercise the valves and flush the hydrants to ensure proper functioning for adequate fire protection.

**Development Contract.** The developer shall be required to enter into a Development Contract with the City to ensure timely completion of required improvements and obligations. As part of the Development Contract, the Developer shall be responsible for certain securities and inspection fees related to required improvements. In order to determine these final numbers, the City will need a detailed, itemized listing and projected cost of all exterior improvements exclusive of the building (water, sanitary sewer, trail, parking lot, landscaping, etc.). A draft Development Contract will be available prior to review by the City Council. All associated development fees (trunk and lateral sanitary sewer, storm sewer, watermain, and trail) would also be referenced within and collected with the execution and recording of the development agreement. In order to complete the signature and acknowledgement pages of the Contract, the City will need the proper entity executing the documents. This includes the name and title of the individual authorized to sign on behalf of the entity.

## **SITE PLAN**

*Planning and Zoning  
Reviewer: Tim Gladhill, Senior Planner  
[tgladhill@ci.ramsey.mn.us](mailto:tgladhill@ci.ramsey.mn.us)  
763-576-4308*

**General:** The development proposal consists of a two story, 72-unit assisted living/memory care. The facility will be located on a 6.5 acre portion of the current Lord of Life campus. The site will be located on the north west corner of Saint Francis Boulevard (Trunk Highway [TH] 47) and Nowthen Boulevard (County State Aid Highway [CSAH] 5).

**Zoning:** The site is zoned B-1 General Business District. This area is intended to provide a commercial area for goods and services for the surrounding neighborhoods and community on a smaller scale than the B-2 Highway Business District. Medical Clinics are a permitted use in this district, although City Code does not specifically provide for assisted living or memory care facilities, which include a residential component. The City is considering an amendment to the B-1 General Business District to specifically list this type of use. As backup, City Staff has prepared a Comprehensive Plan and Zoning Amendment

to change from B-2 General Business District to R-3 High Density Residential in the event the proposed amendment is not passed.

**Building Height:** The B-1 District requires a maximum building height of 35 feet (as measured to mean gable height) for all buildings within this district. The proposed building appears to have two stories with a gable/pitched roof. It is unclear of the submitted architectural renderings have a specific scale, so City Staff has not formally calculated building height. It is assumed that the building height is less than 35 feet; however, the developer should provide scaled renderings with the Building Permit to verify actual building height.

**Maximum Structure Area.** The B-1 District requires a maximum structure area of 35% of the lot area. The proposed structure appears to cover approximately 18% of the lot area.

**Setbacks:** The B-1 District requires setbacks as provided below.

	Proposed	Required
Front	75 feet	35 feet
Side	130 feet	10 feet
Rear	35 feet	35 feet
Abutting Residential	35 feet	35 feet
Parking/Maneuvering (ROW)	20 feet	20 feet
<i>Parking/Maneuvering (residential)</i>	<i>35 feet</i>	<i>15 feet</i>

It appears that a majority of the required setbacks are met with the proposed site plan. However, the required setback for parking and maneuvering areas when abutting residential areas is deficient. Given the tight spacing in the rear of the proposed lot, Staff encourages amending the rear property line to increase the size of the proposed lot, thus increasing the amount of green space provided to the proposed assisted living/memory care facility. This could be done for all, or a small portion of the rear property line. The fire access land is exempt from this setback. Alternatively, the Applicant could request that a variance be processed to account for the deficiency.

**Exterior Materials.** All exterior wall finishes on the proposed building shall be face brick, stucco, glass, wood, natural stone, or specifically designed pre-cast concrete units whose surfaces have been integrally treated with an applied decorative material or texture. The City may approve other materials and combinations of materials are encouraged. It appears that there is a mixture of shakes, stone, and glass with various accents proposed. It is unclear based on the Plans the specific materials to be used. Prior to review by the Planning Commission and City Council, please provide City Staff with a list of materials to be used. If the City is asked to approve other materials other than those listed above, specific City Council will need to be granted.

**Waste Storage:** The waste storage area is proposed to be contained within the proposed building.

**Off-Street Parking - Spaces Required:** The B-1 District sets a minimum parking space standard of one (1) space per four (4) hospital beds plus an additional space for each employee. The site plan proposed 66 off-street parking spaces with space for an additional 28 spaces. It appears that there is ample parking for this type of use. Please provide the City with the number of employees for final verification of parking requirements.

**Signs:** Please note that all signs for the proposed building must be approved through a separate sign permit process. Sign regulations can be found in City Code Chapter 117, Article II, Division 8. The developer is encouraged to review these sign regulations early in the process to avoid any unnecessary delays due to potential needs for special permits. Staff has received a photo of a potential, similar sign proposed to be used. Please provide dimensions of the sign for review. Ground signs are reviewed on the following:

- Maximum of 100 square feet per face (200 square feet aggregate)
- Maximum of 25 feet tall
- Dynamic Display is limited to 35% of the sign face
- Off-premise advertising copy must be processed as a Conditional Use Permit
- The City has the flexibility to increase these maximums through the issuance of a Conditional use Permit

***Landscape Review***

***Reviewer: Chris Anderson, Associate Planner/Environmental Coordinator***

***[canderson@ci.ramsey.mn.us](mailto: canderson@ci.ramsey.mn.us)***

***763-433-9905***

**Landscaping & Tree Preservation Plans:** Required landscaping in the B-1 District is based either on lineal feet of site perimeter or square footage of building footprint, whichever results in more plantings, as well as total number of parking spaces provided. Based on the lineal footage of the site (2,822 feet) and the number of parking stalls provided (66), a total of sixty-two (62) trees are required. Based on the square footage of the proposed building footprint (53,228 sq. ft.), a total of 177 shrubs are required. The Plans indicate a total of fifty-four (54) trees and 104 shrubs to be installed, which, in addition to roughly 120 existing trees that will be preserved, satisfy the required number of plantings. The following additional comments are offered regarding the Landscaping and Tree Preservation Plans:

- Tree save fencing must be identified on both the grading plan (sheet C3.1) and the landscaping plan (sheet L2.1) and must be installed prior to any land disturbance activities.
- The following should be added to the notes section on sheets L2.1 and L2.2: Topsoil, whether imported or amending the existing topsoil, must meet or exceed Mn/DOT's Premium Topsoil specification (3877.3). The City has a list of 'pre-certified' suppliers that have submitted test results verifying the material meets this specification. If you opt to use an alternative supplier, or if amending onsite topsoil, documentation must be supplied to the City verifying that the material meets Mn/DOT's Premium Topsoil Borrow specification. A copy of the load tickets will also be required to pass the topsoil inspection.
- The Plans indicate various areas will be seeded rather than improved with sod. All areas not otherwise improved shall be finished with sod. Any deviation from this condition requires City Council approval.
- Any disturbed areas of right-of-way shall be restored to County and Mn/DOT standards, whichever may be applicable.
- Should City Council approve the use of seed rather than sod, details must be added to sheets L2.1 and L2.2 outlining application rate(s) and installation method.
- Please review and resolve any conflicts that may exist between the landscaping and grading/utility plans such that no trees, bushes, etc. are not being placed in emergency overflow areas obstructing flow, or are located on top of permanent infrastructure items (manholes, cleanouts, etc.)

- Please add labels to sheets L2.1 and L2.2 indicating which symbols represent Autumn Blaze Maple and Prairiefire Crabapple.
- Note #10 on sheets L2.1 and L2.2 references a McDonald's site, revise to state Stoney River.
- Add planting details for deciduous and coniferous trees and shrubs. The detail must, at a minimum, indicate the following:
  - Planting depth shall be such that the first set of primary roots is at final grade.
  - Remove twine, wiring, ropes and burlap from top and sides of root ball.
  - At time of planting, only prune out dead or damaged branches. All necessary pruning cuts shall be made just outside of branch collar area.
  - Remove all tags and labels.
  - Wood chip mulch shall not be piled against the trunk of trees.
- A two (2) year maintenance guarantee is required on all landscaping after initial acceptance by the City. Please add this to the notes section of sheets L2.1 and L2.2.

**Bufferyard:** As outlined in City Code, a buffer yard twenty (20) feet wide, containing an additional twenty percent (20%) of plantings, would be required along the northern property line. However, the nearest adjacent structure is approximately 250 feet to the north of the proposed common property line and there are a number of existing trees within this space. It is Staff's opinion that the existing tree cover and considerable space meet the intent of the buffer yard requirement.

*Civil Engineering Review*  
*Reviewer: Tim Himmer, City Engineer*  
[thimmer@ci.ramsey.mn.us](mailto:thimmer@ci.ramsey.mn.us)  
763-433-9893

**Grading and Drainage:** The following comments are offered regarding the June 7, 2011 Grading and Utility Plans prepared by Landform:

- Please make sure that all items shown on the various plan sheets are either clearly noted on the plans or are referenced in the legend.
- The B612 concrete curb detail should be amended to include base material extending to 1' beyond the back of curb. There are other City standard details that should also be included, and we can forward those to you for incorporation into the plans.
- The pedestrian ramp details have recently been modified at the state level, and the plans should be revised to include the most recent Mn/DOT approved detail and design.
- All retaining walls greater than 4' in height must be structural designed and certified by a registered engineer.
- We are continuing to evaluate the submitted stormwater plan and associated calculations so additional comments may be forthcoming, but there are some items that cause some immediate concern and/or clarification.
  - Please clarify the ultimate discharge points for the proposed storm sewer system. Three underground vaults are proposed but there is no conventional system in place to account for final discharge; is all water supposed to be infiltrated and never reach the surface? What would occur under a significant rainfall event or during frozen soil conditions?
  - Please provide the pre and post development rate of runoff calculations for this development.
  - A maintenance agreement will be required for the proposed storm sewer system outlining the expectations and requirements for the underground vault proposal. This document must be approved and recorded against the property at the time of platting.

- There is a considerable amount of runoff directed down the access road to a limited number of catch basins. It may be difficult for these catch basins to capture all the water with the limited inlet capacity, thereby creating ponding scenarios at the low points and triggering the overland overflows out into the right-of-way.
- Please submit the manufacturer's information related to the Ultra-Flo vault system; including but not limited to material, installation details, recommended maintenance, inspection manholes/clean-outs, and life expectancy.

The detail sheet must include the current City Details for any improvements proposed within the right-of-way. The manhole details should be updated to include language for a water tight wrap around the adjusting rings and include carconite markers for any manhole or gate valve that is located in unpaved areas.

The following notes should be added or amended on the plan set:

- Any impacts to City streets (wet tap and curb cut locations) should be brought to grade with class 5 by the end of the work day and paved within 24 hours.
- 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.
- Installation of silt fence and other down gradient sediment protection measures shall be completed and inspected prior to commencement of any site activities.

Please note on the plans if there is any dewatering required for this project. If so, 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.

**Street and Building Access:** One additional access point is being proposed for Lot 2, which is being located to line up with the existing Iodine Street on the southwest side of Nowthen Boulevard (CSAH 5). Staff is acceptable of this access and location, but it must be approved by Anoka County, as that road falls under their jurisdiction. *Please clarify if this access road is proposed to have a crown in the road or will have superelevation and drain north to south.* If it is intended to direct runoff to the south curblin, tipout curb and gutter should be installed along the north curblin and referenced in the plans with appropriate details.

**Noise mitigation:** It shall be the responsibility of the Developer to determine compliance with noise mitigation standards since this is a use that is adjacent to the Trunk Highway system and the County road system. The State, County, and City do not have any plans or moneys allocated to introduce noise mitigation adjacent to this property. Please provide a noise analysis and concurrence letter from the MPCA that the development is using the most reasonable and feasible methods to control the effects of the traffic noise that is already in place.

**Utilities:**

- Please confirm that the proposed 8" watermain is adequately sized for both domestic use and fire flow requirements.
- All ductile iron watermain 6" in diameter and smaller requires class 53 material.
- All hydrants must be hand painted.

**Sidewalk and Trails.** A ten (10) foot wide trail is required along Nowthen Boulevard (CSAH 5), as indicated on the Plans. Any portion of trail on the Subject Property (not within the right-of-way) shall be encumbered by a perpetual trail easement to encumber the trail plus five feet for maintenance purposes, except as agreed upon along the proposed retaining wall. The perpetual trail easement shall be reviewed and approved by the City Attorney.

In those locations which the trail on Nowthen Boulevard (CSAH 5) is located within the Anoka County Right of Way, it is necessary to receive a right of way permit from the Anoka County Highway Department. Concerns that they will have are not limited to but will include the perpetuation of drainage within the ditches and a requirement for cross section drawings at least every 50 feet.

Additionally, it is required to locate a trail on both sides of Trunk Highways, County Roads, State Aid roads and collector roadways through medium density housing land uses. Therefore there will be a trail required along the west side of Saint Francis Boulevard (TH 47).

Finally, Staff recommends that the Applicant consider a pedestrian connection in the Anoka County Right of way to Dysprosium Street. A site distance analysis should be completed and discussions should be held with Anoka County to determine the feasibility of including a crosswalk at that intersection.

**Permits:** The applicant is responsible to secure all required permits for this project; including but not limited to an MPCA NPDES construction permit, a Lower Rum River Watershed Organization permit, and Anoka County and MnDOT right-of-way permits. Additionally, the contractor performing the work will be required to get a City license and right-of-way permit.

**Lighting:** The City has not received a 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 Nowthen Boulevard (CSAH 5) and Saint Francis Boulevard (TH 47). The Applicant is responsible for the installation, and three (3) years of operations and maintenance, of all boulevard lighting. A light should be included at the access point onto Nowthen Boulevard to adequately light this area.

**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 site is proposed as 48.7% impervious. This leads to an REU of  $(2.66 \times 6.55) 17.423$  and a quarterly stormwater fee of \$646.04.

*Fire Department/Public Safety Review  
Reviewer: Matt Kohner, Fire Marshal  
[mkohner@ci.ramsey.mn.us](mailto:mkohner@ci.ramsey.mn.us)  
763-433-9832*

**Site Access:** The required fire department access road shall be a minimum unobstructed 20 ft. in width and 13 ft. 6 in. clear height and shall be designed to support an apparatus with a gross axle weight of 75,000 lbs. The turning radius for emergency apparatus roads is 30 ft inside and 50 ft outside radius or as approved by the code official. The proposed building is required to have an emergency vehicle access road within 150 ft of any exterior portion of the structure. Please add these notes to the applicable sheets.

**Site Water:** The required spacing between fire hydrants is 400 ft. A fire flow test is required to verify fire flow requirement is available. All water mains and hydrants shall be installed and operate as soon as combustible materials arrive on construction site. Please add these notes to the applicable sheets.

### **DEVELOPMENT FEES**

**Park Dedication.** The 2011 Park Dedication Fee for assisted living complexes is \$4,738 per acre. This equates to **\$31,043.00** (6.55 acres x \$4,738). The rate in effect at the time the Plat is recorded will be collected.

**Trail Development Fees:** The 2011 Trail Development Fee is \$600 per unit. This equates to **\$43,200.00** (72 units x \$600). The rate in effect at the time the Plat is recorded will be collected.

**Sanitary Sewer Trunk/Connection.** The 2011 Sanitary Sewer Trunk Fee is \$1,318 per unit. This equates to **\$94,896.00** (72 units x \$1,318). The rate in effect at the time the Plat is recorded will be collected.

**Water Trunk/Connection.** The 2011 Water Trunk Fee is \$2,308 per unit. This equates to **\$166,176.00** (72 units x \$2,308). The rate in effect at the time the Plat is recorded will be collected.

**Sanitary Sewer Lateral Benefit.** The 2011 Sanitary Sewer Lateral Benefit Fee is \$3,989 per connection. This equates to **\$3,989.00** (One [1] connection x \$3,989). The rate in effect at the time the Plat is recorded will be collected.

**Water Lateral Benefit.** The 2011 Water Lateral Benefit Fee is \$9,102 per connection. This equates to **\$9,102.00** (One [1] connection x \$9,102). The rate in effect at the time the Plat is recorded will be collected.

**Stormwater Management.** The 2011 Stormwater Management Fee is \$465 per unit. This equates to **\$33,480.00** (72 units x \$465). The rate in effect at the time the Plat is recorded will be collected.

### **GENERAL INFORMATION**

**Additional Review.** Due to its location, the request has been forwarded to Anoka County Highway Department and Mn/DOT for review and comment. Mn/DOT has commented that a drainage permit shall be required. The Anoka County Highway Department has verbally commented that they desire that Lord of Life and Stoney River to share/consolidate access. City Staff, along with County Staff, will continue to explore the feasibility of a shared access. Additionally, the County is in the process of approving a resurfacing project for Nowthen Boulevard (CSAH 5). Although the construction limits of this project do not extend into the Subject Property, the County would like to explore the opportunity to coordinate these two (2) projects, as turn lanes will likely be required for the site plan. Comments will be forwarded to you for review.

**Next Steps.** The Sketch Plan (Minor Plat), Site Plan, and required zoning amendments are scheduled for review by the Planning Commission on Thursday, July 7, 2011 at 7:00 p.m. in the Council Chambers at the Ramsey Municipal Center. The request is tentatively scheduled for review by the City Council on Tuesday, July 26<sup>th</sup>.

**Park and Recreation Commission**

**5. 3.**

**Meeting Date:** 07/14/2011

**By:** Mark Riverblood, Engineering/Public Works

**Title:**

Recommendation to City Council to apply for Federal Transportation Enhancement Funding – Mississippi River Trail

**Background:**

As the Commission may recall, the City was successful in a recent grant application for Federal funding through the Transportation Enhancements program, administered by Metropolitan Council for the Mississippi River Trail (MRT); from Anoka to Mississippi West Regional Park.

This case recommends that City Council authorize City staff to apply for approximately one million dollars in funding from this same source for the trail to be extended approximately 3 miles, west of the park to City limits, just west of MnDot's Wayside Rest in the highway's R.O.W. A requirement of the application, is a commitment to fund at least 20% of grant by a local match, which is discussed below. (While the grant application is drafted, it is not yet in it's final form - and therefore precise details are not yet available.)

**Notification:**

**Observations:**

As discussed above, this new application for the MRT itself will be approximately one million dollars - which will necessitate that at least 20% of the total construction costs (administration and engineering are excluded from the project cost and the match), must be contributed locally. Staff is working out the details of the matching funds, with the intent that Anoka County Parks would commit that amount through improvements to Mississippi West Regional Park for the proposed 2016 project (both the grant funded trail and the matching investment in the park).

Attached is the draft spreadsheet detailing the anticipated trail costs at about \$977,000.000. Once the aforementioned details are worked out with Anoka County, the project is likely to be identified at approximately one and one quarter million dollars. Also attached is the Project Location Map, and draft Plan Sheet Index for reference, as well as the Resolution anticipated to be approved by City Council on July 12th.

**Funding Source:**

Pending both final details of the agreement with Anoka County, and the award of Federal monies for the grant, funding for the trail would be covered by the grant, and the local match would be made by the improvements in Mississippi West Regional Park discussed above.

However, as administration and engineering are not eligible project costs, these expenses (in-house or contracted services), would need to be discussed by City Council as part of the 2016 General Fund budget process in 2015.

**Staff Recommendation:**

**Commission Action:**

Motion to recommend to City Council that staff be authorized to apply for Federal funding for the Mississippi River Trail.

**Attachments**

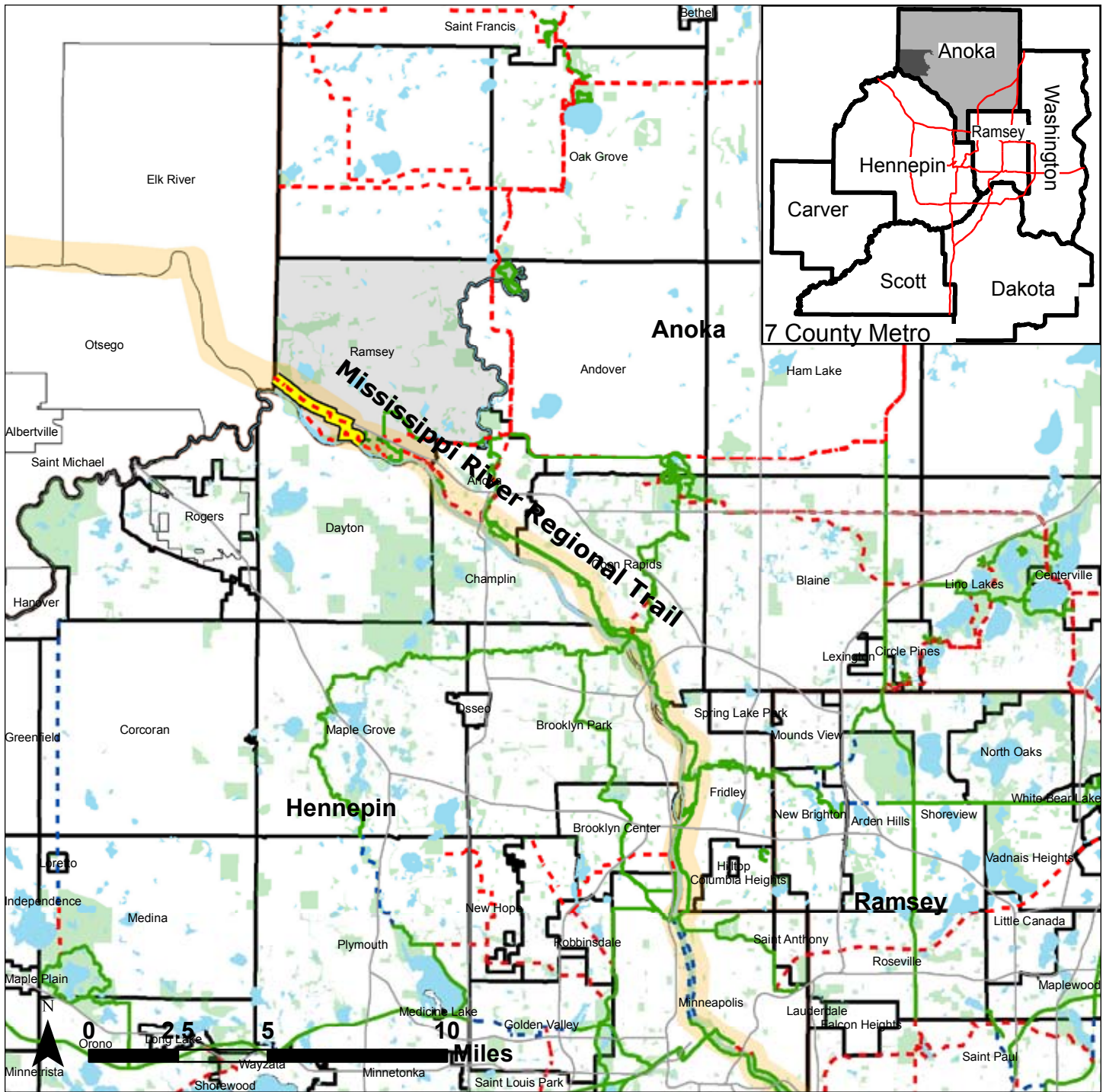
[Project Location Map](#)

[Draft Index Sheet](#)

Resolution authorizing the application for a Federal Grant

Form Review

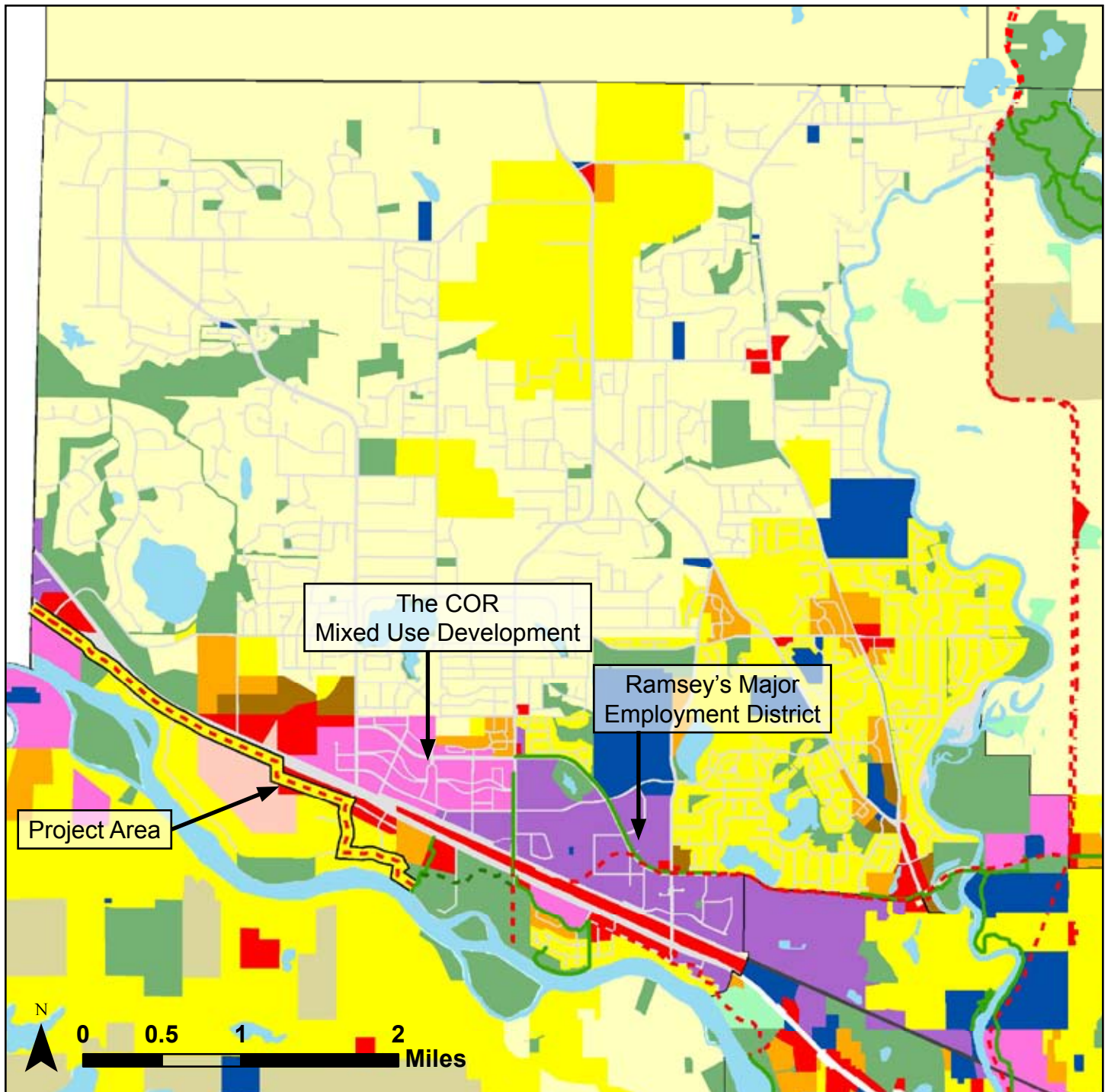
<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Mary Jo Warner	MaryJo Warner	07/07/2011 02:22 PM
Brian Olson	Brian Olson	07/07/2011 02:23 PM
Form Started By: Mark Riverblood		Started On: 07/07/2011 01:45 PM
Final Approval Date: 07/07/2011		



# Mississippi River Regional Trail Ramsey Connection Regional Context

## Legend

- Project Area
- Existing Regional Trails
- - - Planned Regional Trails
- - - Proposed Regional Trails
- Mississippi River Regional Trail
- Parks & Recreation

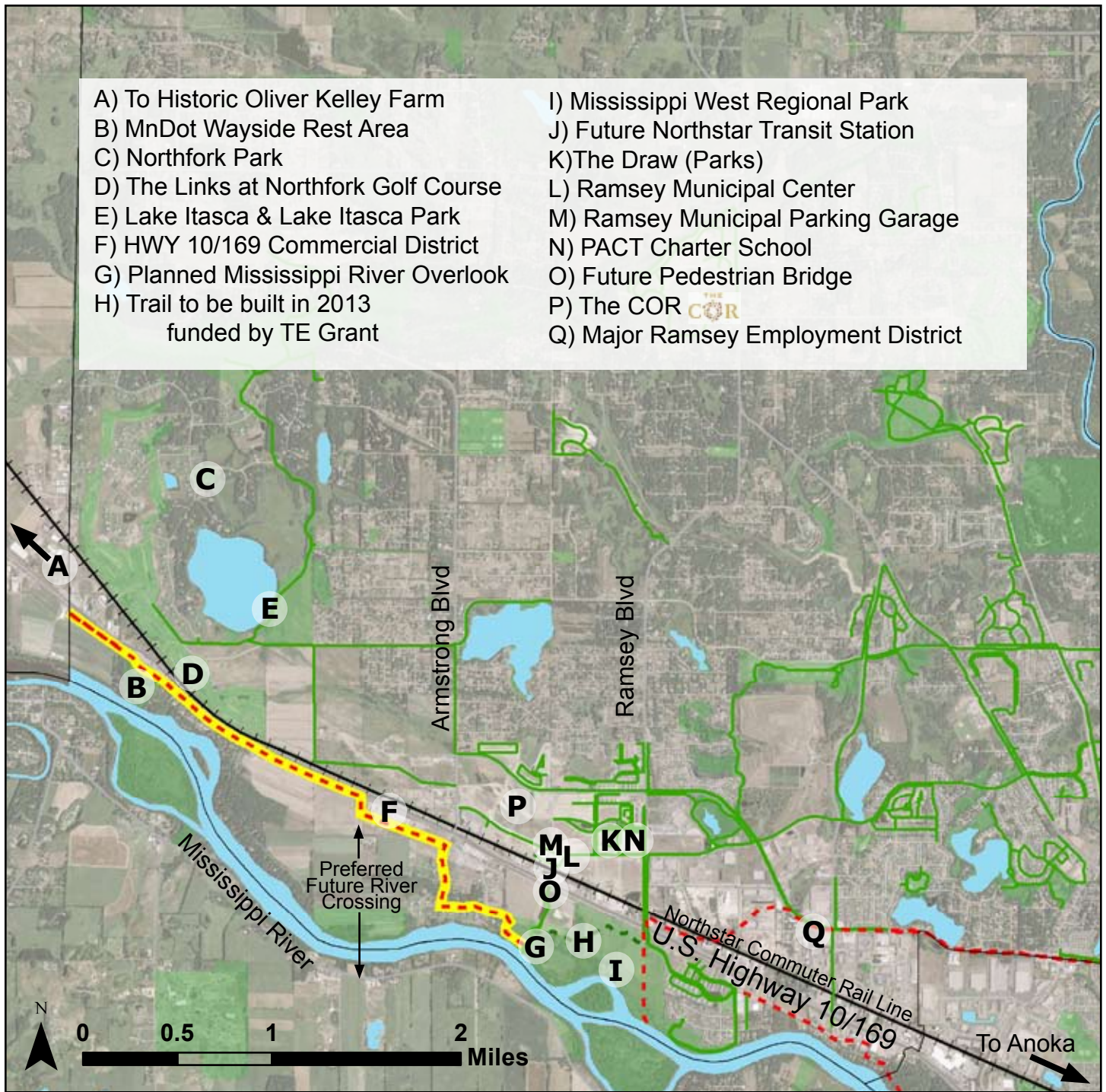


# Mississippi River Regional Trail Ramsey Connection

## Planned Land Use

### Legend

- |  |                          |  |                  |
|--|--------------------------|--|------------------|
|  | Project Area             |  | LDR              |
|  | Existing Regional Trails |  | MDR              |
|  | Planned Regional Trails  |  | HDR              |
|  | Proposed Regional Trails |  | Office Park      |
|  |                          |  | Commercial       |
|  |                          |  | MU               |
|  |                          |  | Business Park    |
|  |                          |  | Public           |
|  |                          |  | Rural Developing |
|  |                          |  | Rural Preserve   |
|  |                          |  | Park             |

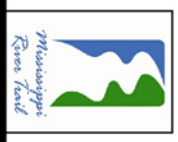
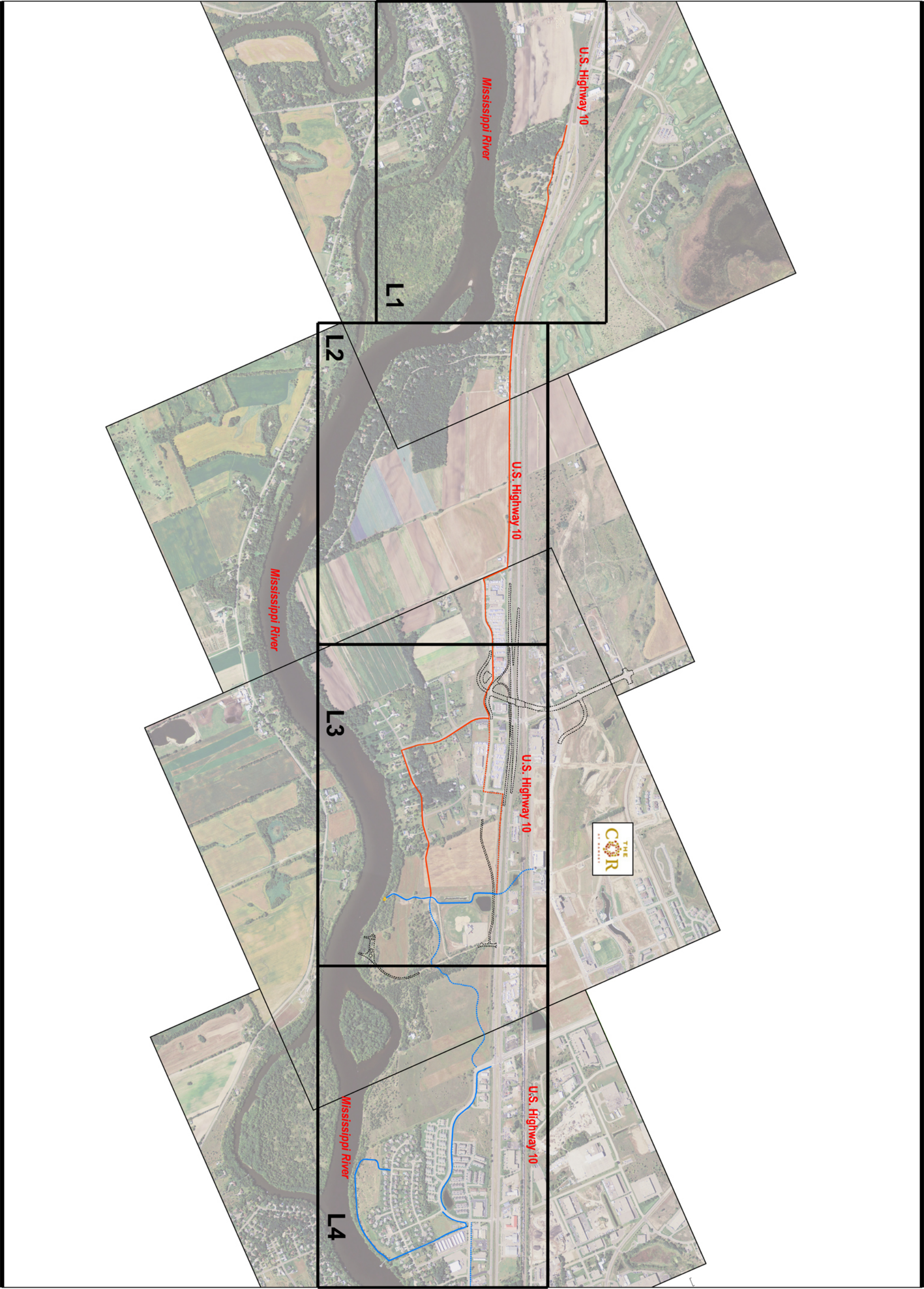


# Mississippi River Regional Trail Ramsey Connection

## Major Destinations

### Legend

- ▬▬▬ Project Area
- ▬▬▬ Existing Trails
- - - Proposed Trails
- Parks & Recreation



LANDSCAPE ARCHITECTURE, INC.

Landscape Architecture  
Master Planning & Sustainable Design  
856 RAYMOND AVENUE, SUITE C  
ST. PAUL, MN 55114  
TEL. 651.646.1020  
Web: www.landscape.com

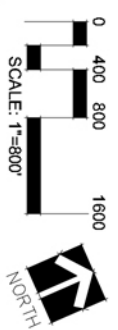
PROJECT NAME:

**MISSISSIPPI RIVER TRAIL**

PROJECT LOCATION:  
Ramsey, Minnesota

DRAWING TITLE:

**SITE PLAN**



DRAWN BY: SPW  
CHECKED BY: SPW

**L0**

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #11-07-XXX**

**RESOLUTION SUPPORTING THE CITY OF RAMSEY'S APPLICATION TO THE FEDERAL TRANSPORTATION ENHANCEMENT FUND, ADMINISTERED BY THE METROPOLITAN COUNCIL'S TRANSPORTATION ADVISORY BOARD TO CONSTRUCT THE MISSISSIPPI RIVER TRAIL BETWEEN MISSISSIPPI WEST REGIONAL PARK AND RAMSEY'S WESTERN BORDER OF ELK RIVER**

**WHEREAS**, the City of Ramsey has passed a resolution supporting regional trail status for planned trails, and existing trails along the Mississippi River within Anoka County and the City of Ramsey; and

**WHEREAS**, the Metropolitan Council did grant the regional trail status for this trail in 2006; and

**WHEREAS**, in the Metropolitan Council adopted a Regional Trails Policy Amendment to its Regional Recreation Open Space Development Guidelines/Policy Plan for the implementation of trails which provide access to high quality natural resources, regional parks, park reserves, and local areas of interest; and

**WHEREAS**, the Mississippi River Trail would further link together the cities of Anoka and Ramsey, Bunker Lake and Rum River Regional Trails, and ultimately the Headwaters to the Gulf of Mexico, as well as being a link in the National trail system; and

**WHEREAS**, this trail may also be extended to connect the Historic Oliver Kelley Farm and the COR, and Ramsey's Transit Station; and

**WHEREAS**, the Mississippi River Trail will further provide immediate pedestrian access to the recreational resources at Riverdale Park, Mississippi West Regional Park, and the Mississippi River, and Anoka's park system; and

**WHEREAS**, the City of Ramsey has identified walkable communities and the Mississippi River Trail as priorities for the community; and

**WHEREAS**, the Metropolitan Council's Transportation Advisory Board has called for Transportation Enhancement proposals that would fund the Mississippi River Trail between the Regional Park in Ramsey and her border with Elk River and Sherburne County; and

**WHEREAS**, the City of Ramsey is uniquely positioned to cause this trail to be constructed as soon as certain funds are secured; and

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:**

1. The City of Ramsey City Council endorses the application to the Metropolitan Council's Transportation Advisory Board for Federal funding of the Mississippi River Trail, and
2. The City of Ramsey City Council authorizes the City Administrator to send a letter, together with a signed copy of this Resolution along with the application to guarantee the 20% local match (from Ramsey or Anoka County Parks, or a combination thereof) for the project, and

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember \_\_\_\_\_ and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 12<sup>th</sup> day of July 2011.

\_\_\_\_\_  
Mayor

**ATTEST:**

\_\_\_\_\_  
City Clerk

**Park and Recreation Commission**

**6. 1.**

**Meeting Date:** 07/14/2011

**By:** MaryJo Warner, Engineering/Public Works

**Title:**

Commission/Staff Input

**Background:**

- Note Safe Routes to School Grant Applications
- Super Soccer Saturday Summary
- Summer Traveling Soccer Tournaments at Elmcrest
- Summer Concert Summary

**Notification:**

**Observations:**

**Funding Source:**

n/a

**Staff Recommendation:**

**Commission Action:**

Commission Action

**Attachments**

Ramsey Elementary

Pact Charter

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Mark Riverblood	MaryJo Warner	07/07/2011 02:15 PM
Mary Jo Warner (Originator)	MaryJo Warner	07/07/2011 02:28 PM
Mark Riverblood	MaryJo Warner	07/07/2011 02:47 PM
Brian Olson	Brian Olson	07/07/2011 02:48 PM
Form Started By: MaryJo Warner		Started On: 07/07/2011 01:52 PM
Final Approval Date: 07/07/2011		



Minnesota Department of Transportation  
**SAFE ROUTES TO SCHOOL**  
**2011 INFRASTRUCTURE GRANT APPLICATION**



1. CONTACT INFORMATION  
Refer to guidance

**1A. Applicant:**

1st Name  Last   
 Organization  Title   
 Address:   
 City  State  Zip   
 Phone Number  Email

**1B. Sponsor**

1st Name  Last   
 Organization  Title   
 Address:   
 City  State  Zip   
 Phone Number  Email

**1C. MPO**

1st Name  Last   
 Organization  Title

2. BACKGROUND  
Refer to guidance

**2A. Location**

City  County  Mn/DOT District

**2B. Brief project description (infrastructure)**

**2C. Project Cost**

SRTS Funding Request  Total Project Cost

**2D. School(s)**

School Name	Student Pop	Grades	Students to Benefit
Ramsey Elementary	1,179	K-5	200

**2E. Roadway Information**

Roadway Name	Road Authority (town, city, county, state)	Contact Person
CSAH 5	Anoka County	Douglas Fischer
CSAH 57	Anoka County	Douglas Fischer



3. PROJECT INFORMATION

**3A. Provide a brief description of the current condition and identify problems, risks and obstacles that impede safe travel to school. Explain how the problems were identified and summarize relevant supporting documents (relevant planning documents, maps, surveys, and/or crash data) that demonstrates need. Attach at least 1 map per location that identifies routes to school and problem areas.**

The City of Ramsey, in partnership with Ramsey Elementary School and Anoka County Highway Department, is seeking to fill three gaps in the trail network serving the Ramsey Elementary School area. All three trail gaps are on high traffic arterial streets within a two-mile radius of the school property and in the area with the city's highest residential densities. This K-5 public school is located at 15000 Nowthen Boulevard/CSAH 5 in the southeastern portion of the community, approximately two miles north of U.S. Highways 10/169. For the 2010/2011 school year, Ramsey Elementary School reported 1,179 total students in grades K-5.

Ramsey Elementary School is located in a residential area with primarily single-family homes and townhomes surrounding the school in all directions. Since Ramsey has a typical suburban street pattern with limited through-streets, travel routes to Ramsey Elementary School are limited to just a few streets. The only street access to/from the school site is from Nowthen Boulevard/CSAH 5. All students walking and bicycling to the school must travel along Nowthen Boulevard/CSAH 5, which currently has two trail gaps to the south between Sunwood Drive NW and Saint Francis Blvd NW/Hwy 47. These two trail gaps are located between ½ mile and one mile from the school property. The highest priority trail gap is on the west side of Nowthen Boulevard/CSAH 5 beginning south of Sunwood Drive NW. The second trail gap is on the east side of Nowthen Boulevard/CSAH 5, north of the intersection with Saint Francis Blvd NW/Hwy 47. Nowthen Boulevard/CSAH 5, in addition to being a County Highway, is designated as an A Minor Arterial roadway. Nowthen Boulevard/CSAH 5's traffic count was 9,200 average annual daily trips (AADT) in 2009 and projected to grow to approximately 12,000 AADT by 2030. This trail segment would also connect to an existing traffic signal with a crosswalk at Saint Francis Blvd NW/Hwy 47 which had 22,600 AADT in 2009.

The third trail gap is located approximately 1.5 miles from the school property along Sunfish Lake Blvd NW/CSAH 57, south of its intersection with Sunwood Drive NW. Sunfish Lake Blvd NW/CSAH 57, in addition to being a County Highway, is designated as an A Minor Arterial roadway. Since this street is the only north-south through-street west of Nowthen Boulevard/CSAH 57, it is an important north-south travel route to the school from the neighborhoods to the southwest. Sunfish Lake Blvd NW/CSAH 57's traffic count was 5,400 AADT in 2009 and projected to grow to approximately 11,000 AADT in 2030.

The City has gathered data regarding traffic accidents and citations occurring on Nowthen Boulevard/CSAH 5 in the vicinity of Ramsey Elementary School. From 2000-2007, the City recorded 72 accidents occurring between Alpine Drive NW/153rd Avenue (north) and Sunwood Drive NW (south). This number includes 16 traffic accidents reported for the street segment directly in front of the school property. From 2003-2007, the City recorded almost 400 traffic citations on Nowthen Boulevard/CSAH 5 between Alpine Drive NW/153rd Avenue (north) and Sunwood Drive NW (south). Essentially half of these citations were reported for the street segment directly in front of the school property.



3. PROJECT INFORMATION

**3B. Describe the proposed infrastructure project and how it addresses the problems in question 3A. Provide information on the constructability of the infrastructure and provide any typical sections or plans if applicable.**

In order to provide a safe travel route for students walking and biking to Ramsey Elementary School, this project seeks to construct new trails, ten feet in width and nearly one mile in length, which will fill three major trail gaps existing along important travel routes to the school. These new trail segments will be located along Nowthen Boulevard NW/CSAH 5 and Sunfish Lake Boulevard NW/CSAH 57. For both streets, there is sufficient existing public right-of-way to construct the new trail entirely within the public right-of-way.

The design of the trail will be in compliance with MNDOT, CSAH and ADA standards. The project will be in compliance with NEPA with minor impacts to the environment. Care will be taken to remove only necessary vegetation, including bending the trail if needed and feasible to avoid existing trees. All construction will be within existing public right-of-way and no water resources will be impacted. The contract will include sediment control during construction and all landscaping will be properly restored.

Since Ramsey has a typical suburban street pattern with limited through-streets, travel routes to Ramsey Elementary School are limited to just a few streets. Both of the north-south streets that are potential walking and biking routes to the school are high traffic arterial streets. Filling in these three proposed trail gaps along the only two north-south through-streets in the vicinity of the school will significantly improve the safety of students walking and biking to school. These three trail projects will complete the trail network for the neighborhoods south of the school and provide safe and convenient walking and biking routes for students living in these neighborhoods. Having complete, visible trail segments will reduce barriers for walking and biking, and encourage families to utilize non-motorized means of travel regularly to and from the school.

In addition to designing and constructing the new trail, the City of Ramsey will assume year-around maintenance of the new trail. Maintenance responsibilities include providing snow removal during winter months. The City's policy is to have snow cleared before children make their way to school within a two-mile walking zone around each school.

This sidewalk project is an example of the City's efforts to address the community's concerns about the safety and convenience of walking and biking in the community. The City of Ramsey completed a community survey in 2002 that found an increasing interest in trail usage. This finding led to changes in the Transportation and Park & Recreation elements of the Comprehensive Plan which established policies to promote on-going sidewalk and trail system planning and implementation as an alternative transportation option. In 2007, the City was awarded a grant from Blue Cross Blue Shield Minnesota to conduct a Health Impact Assessment (HIA) in conjunction with the City's 2008 update of its Comprehensive Plan. The HIA was completed in 2008 and the recommendations were used to develop many of the Goals and Strategies in the updated Comprehensive Plan in various chapters. A Housing Survey of residents was also recently completed and it found substantial support for increasing neighborhood walkability but concerns about traffic speed and pedestrian safety were raised.



Minnesota Department of Transportation  
**SAFE ROUTES TO SCHOOL**  
**2011 INFRASTRUCTURE GRANT APPLICATION**



**4. PARTNERSHIP**

Information about SRTS partnerships. Who and what organizations are participating in the planning, coordinating, and monitoring of the project to ensure its success? Provide a letter of concurrence or agreement from each partner that describes their role and responsibilities.

1. City of Ramsey	5.
2. Anoka County	6.
3. Ramsey Elementary School	7.
4.	8.

**5. PROJECT TIMELINE**

Use the Project Authorization Guide to plan out the project timeline

Date	Milestone
10/21/2011	Submit Before - SRTS parent survey and in-class student tally*
	FHWA authorization to proceed with design (1-3 weeks)
	All NEPA requirements met (1-2 months)
	Prepare construction documents (hire professional assistance if necessary).
01/30/2012	Agreement between Mn/DOT and the Sponsor prepared(1-2 months)
03/31/2012	Obtain necessary permits.
04/15/2012	Submit construction documents to DSAE for approval.
	Plan approval by DSAE and SALT.
	FHWA authorization to proceed with construction. (1-3 weeks)
05/15/2012	Project let by competitive bid DCP process. (min 5 weeks)
	Award Contract
06/30/2012	Project work commences.
08/30/2012	Project work completed.
10/31/2012	Submit After - SRTS parent survey and in-class student tally*
11/30/2012	Project bills submitted to District State Aid Engineer
06/15/2013	Project inspected and closed out. <b>(Completed by 12/31/2013)</b>

\*Parent survey and in-class student tally should be collected and submitted to the National Center for SRTS before any SRTS project activities take place and after the project is completed.

**6. PROJECT COSTS**

Use the form below to breakdown the major costs of the project and attach a document with detailed cost breakdowns. A sample is provided in the application guide.

Estimated Costs				
Item	Quantity	Unit	Unit Cost	Requested SRTS Funds
<b>Pre-Construction</b>				
Preliminary Design	1.00	Lump Sum	27,227.00	27227.00
Planning	NA	NA	NA	0.00
All Other	1.00	Lump Sum	2,000.00	2000.00
<b>Construction</b>				
Construct Engineering	1.00	Lump Sum	24,752.00	24752.00
All Other	1.00	Estimate	247,521.00	247521.00

SRTS is a reimbursable program therefore funds requested must be available upfront for use on the project then reimbursed through invoices during the course of the project.

**Total** 301500.00



Minnesota Department of Transportation  
**SAFE ROUTES TO SCHOOL**  
**2011 INFRASTRUCTURE GRANT APPLICATION**



7. EVALUATION

The school(s) benefiting from the program is(are) required to collect data before and after the SRTS program using the National Center for Safe Routes to School student travel tally and parent survey. Applicants will be disqualified if the school does not participate in the surveys. Please check the box below to indicate your intent.

- Yes, the school(s) understand and agree to conduct the surveys
- No, the school(s) will not agree to conduct the surveys

8. REQUIRED SIGNATURE

**Signature**

Applications must be signed and reviewed by an authorized representative of the applicant. By signing this document, the applicant affirms that the statements contained in the application package are true and complete to the best of the applicant's knowledge and assumes responsibility for securing the necessary permits and following all Federal, Mn/DOT, and State Aid design standards.

**Applicant Signature (required)**

\_\_\_\_\_

Name

\_\_\_\_\_

Date

**Filing Instructions**

The 2011 SRTS Application Form is a Formatta form and is designed to be completed on your local workstation. The procedure is to download the form and instructions from the Mn/DOT Safe Routes To School website <http://www.dot.state.mn.us/saferoutes/index.html> and save it to your local system. You will also need a small, free application called 'Filler' that allows you to open and complete the form. Filler is available here: <http://www.dot.state.mn.us/stateaid/formatta/FillerSetupNR.exe>. As you download Filler, accept the License Agreement. Accept the Default Destination Location. After the software installs a blank Registration form appears. Ignore this form by clicking the X to close. You will only need to download and installed filler once for each workstation.

Please try to be brief and concise when completing the application. Do not include non-relevant information or attachments.

When the electronic application is completed please ensure that you have saved it to your local drive or server. Print the application and sign and date on the signature line above. Send the completed electronic application attached to an e-mail to [SafeRoutes.DOT@state.mn.us](mailto:SafeRoutes.DOT@state.mn.us)

Use the US mail to send 5 copies of the printed application, maps, letters of concurrence, letters of support and other relevant attachments to:

Mao Yang  
Mn/DOT State Aid Division  
395 John Ireland Blvd, Mail Stop 500  
St. Paul, MN 55155

Electronic and paper copies of the applications are due to Mn/DOT State Aid Division by June 15, 2011 at 4:30 PM CDT.

If you have questions about the program or application please submit them to:  
[SafeRoutes.DOT@state.mn.us](mailto:SafeRoutes.DOT@state.mn.us)  
or call 651-366-3827



Minnesota Department of Transportation  
**SAFE ROUTES TO SCHOOL**  
**2011 INFRASTRUCTURE GRANT APPLICATION**



7. EVALUATION

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8. REQUIRED SIGNATURE

**Signature**

Applications must be signed and reviewed by an authorized representative of the applicant. By signing this document, the applicant affirms that the statements contained in the application package are true and complete to the best of the applicant's knowledge and assumes responsibility for securing the necessary permits and following all Federal, Mn/DOT, and State Aid design standards.

**Applicant Signature (required)**

*Mao Yang*

14 June 2011

Name

Date

**Filing Instructions**

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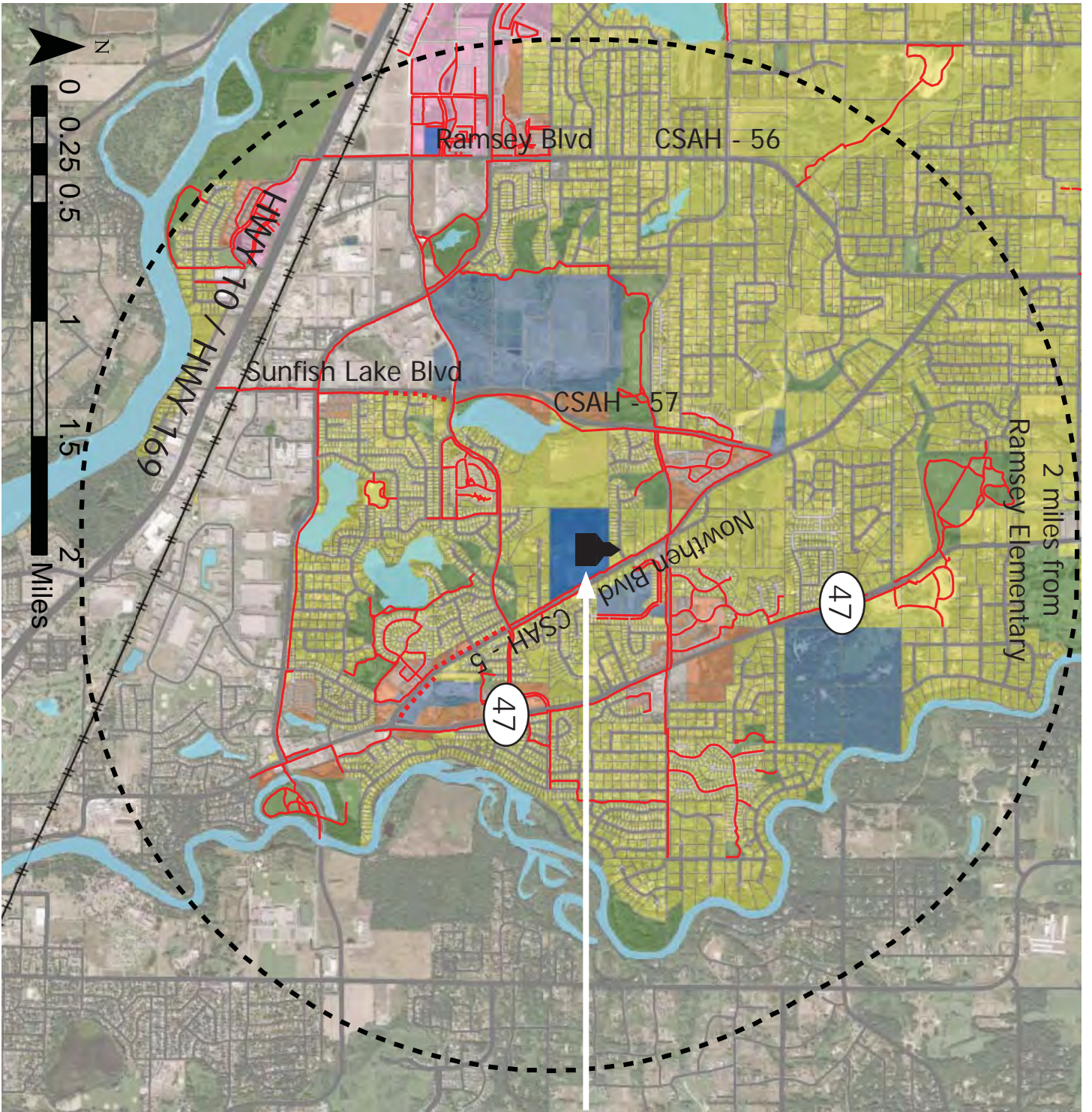
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If you have questions about the program or application please submit them to:  
[SafeRoutes.DOT@state.mn.us](mailto:SafeRoutes.DOT@state.mn.us)  
 or call 651-366-3827

## **Ramsey Elementary School Routes to School Grant Attachments**

- Maps
  - Project Location
  - Site Maps - one for each segment
- Letters of Concurrence
  - City of Ramsey
  - Anoka County
  - Ramsey Elementary School
- Budget
- MPO Notification Letter



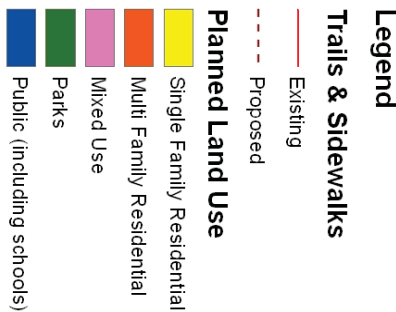


# Ramsey Elementary

## Safe Routes to School Ramsey School District - Ramsey, MN Ramsey Elementary School

- Legend**
- Trails & Sidewalks
    - Existing
    - Proposed
  - Planned Land Use**
    - Single Family Residential
    - Multi Family Residential
    - Mixed Use
    - Parks
    - Public (including schools)





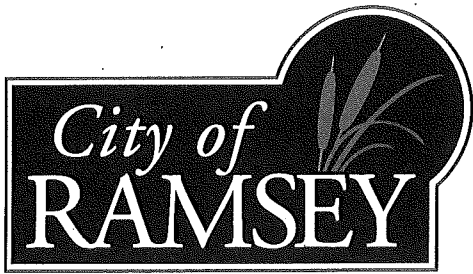
# Safe Routes to School

Ramsey School District - Ramsey, MN  
 Ramsey Elementary School









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7550 Sunwood Drive NW • Ramsey, Minnesota 55303  
City Hall: 763-427-1410 • Fax: 763-427-5543  
[www.ci.ramsey.mn.us](http://www.ci.ramsey.mn.us)

June 7, 2011

Ms. Mao Yang  
State Aid Division  
Transportation Building  
395 John Ireland Boulevard, Mail Stop 500  
St. Paul, MN 55155

Dear Ms. Yang,

Please accept this letter of concurrence as a demonstration of my support of the Safe Routes to School Grant being submitted by the City of Ramsey. As the Public Works Director for the City of Ramsey, those few missing segment of trail connections within the two mile area surrounding Ramsey Elementary School are of particular concern – and we appreciate this opportunity to truly provide Safe Routes to School.

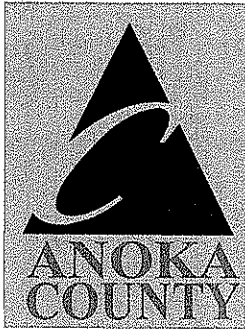
The City of Ramsey has taken the lead in the development of this application. The City has coordinated with Ramsey Elementary School and Anoka County Highway Department in the identification of the projects and preparing the cost estimates for each segment.

If our grant is selected, (or portions thereof), the City of Ramsey will take the lead in implementing the project. Ramsey will oversee the engineering, design and construction of the project. The City is also responsible for meeting all of the grant requirements.

Thank you for your consideration of our grant. We look forward to improving the safety of children walking and biking to school. If you have any questions, please feel free to call me at 763-433-9825 or email at [bolson@ci.ramsey.mn.us](mailto:bolson@ci.ramsey.mn.us)

Sincerely,

Brian Olson,  
Public Works Director/Principal City Engineer



# COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. NW, ANDOVER, MINNESOTA 55304  
(763) 862-4200 FAX (763) 862-4201

June 10, 2011

Mr. Brian Olson  
Public Works Director  
City of Ramsey  
7550 Sunwood Drive NW  
Ramsey, MN 55303

This letter is being submitted by the Anoka County Highway Department in support of the City of Ramsey's application for the Safe Routes to School grant. The Highway Department recognizes the importance of getting children to and from their homes and their schools in a safe manner. The county also recognizes the public health implications of children not getting enough exercise.

The Highway Department will work with the school district and the city to make improvements to CSAH 5 and CSAH 57 in the vicinity of Ramsey Elementary School. The City of Ramsey has asked for input from the county on potential improvements along CSAH 5 and CSAH 57 as part of developing its grant application.

The proposed trail near Ramsey Elementary School in the City of Ramsey will be constructed near a high speed roadway and may cause an unsafe situation for users. Although the County supports this grant application, the city shall ensure that all applicable safety and design standards are used in designing and constructing this project.

We believe that the proposed improvements along CSAH 5 and CSAH 57 in the vicinity of Ramsey Elementary School will provide a better opportunity for students to walk to school. Unfortunately, budgets are tight, and projects are prioritized. A grant from the Safe Routes to School program for Ramsey Elementary would enable the county to address at least one of the locations where these signs may be successfully implemented.

Sincerely,

Douglas W. Fischer, P.E.  
Anoka County Engineer



# RAMSEY ELEMENTARY SCHOOL

BELIEVE! ACHIEVE! SUCCEED!

*Jeff Clusiau, Principal*

15000 Nowthen Boulevard Ramsey, MN 55303 763-506-4000 TTY: 763-506-4019 Fax: 763-506-4003 [www.anoka.k12.mn.us/ramsey](http://www.anoka.k12.mn.us/ramsey)

June 7, 2011  
Ms. Mao Yang  
State Aid Division  
Transportation Bldg  
395 John Ireland Blvd.  
Mail Stop 500  
St. Paul, MN 55155

Dear Ms. Yang,

I am writing to express my support of the Safe Routes to School Grant being submitted by the City of Ramsey. As the principal of Ramsey Elementary School in Anoka-Hennepin School District, I agree that the trail gaps being proposed to be addressed are significant safety concerns for children walking or biking to school.

While the City has taken the lead in the development of the application, both the school district's Director of Transportation and myself have been in multiple conversations with staff to discuss what changes would improve the safety for children walking or biking to school. The city of Ramsey is the appropriate lead agency for this grant application as the projects proposed are located along county or city right-of-way and not on school property.

If the project is selected for implementation, Ramsey Elementary School will conduct the pre- and post- surveys as required in the grant program and in the timeframe outlined in the application.

Thank you for your consideration of our grant. We look forward to improving the safety of children walking and biking to school. If you have any questions, please feel free to call me at 763-506-4001

Sincerely,

Jeffrey Clusiau

Ramsey Elementary Principal



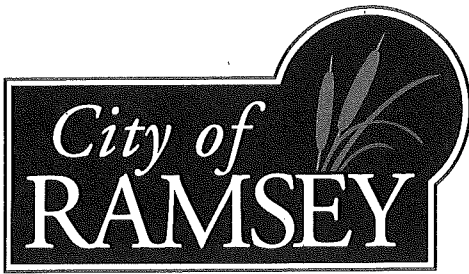
ANOKA-HENNEPIN  
SCHOOLS  
*A future without limit*



**Safe Routes to School Detailed Budget  
Ramsey Elementary School**

ITEM	UNIT	UNIT COST	PRIORITY SEGMENT 1 (CSAH 5 WEST)		PRIORITY SEGMENT 2 (CSAH 5T)		PRIORITY SEGMENT 3 (CSAH 5 EAST)		TOTAL PROJECT COST
			QTY	COST	QTY	COST	QTY	COST	
<b>Pre-Construction</b>									
Preliminary Engineering	LS		1	\$ 8,491.01	1	\$ 8,075.73	1	\$ 10,660.61	\$ 27,227.35
Pre- and Post-Surveys	LS	\$ 2,000.00							\$ 2,000.00
Subtotal				\$ 8,491.01		\$ 8,075.73		\$ 10,660.61	\$ 29,227.35
<b>Construction</b>									
Mobilization (exact amount or approx. 5% of total cost)	LS		1	\$ 4,245.51	1	\$ 4,037.87	1	\$ 5,330.30	\$ 13,613.67
Removals (exact amount or approx. 5% of total cost)	LS		1	\$ 4,245.51	1	\$ 4,037.87	1	\$ 5,330.30	\$ 13,613.67
Traffic Control (for construction purposes)	EA	\$ 2,000.00	1	\$ 2,000.00	3	\$ 6,000.00	1	\$ 2,000.00	\$ 10,000.00
Trail Construction	LF	\$ 24.00	1900	\$ 45,600.00	1530	\$ 36,720.00	1847	\$ 44,328.00	\$ 126,648.00
Retaining Walls	SF	\$ 22.00	0	\$ -	0	\$ -	1479	\$ 32,538.00	\$ 32,538.00
Site Restoration/Landscaping	LF	\$ 4.00	1900	\$ 7,600.00	1530	\$ 6,120.00	1847	\$ 7,388.00	\$ 21,108.00
ADA ped ramps	EA	\$ 1,500.00	4	\$ 6,000.00	6	\$ 9,000.00	0	\$ -	\$ 15,000.00
Striping	EA	\$ 1,500.00	3	\$ 4,500.00	3	\$ 4,500.00	0	\$ -	\$ 9,000.00
Signing	EA	\$ 500.00	6	\$ 3,000.00	6	\$ 3,000.00	0	\$ -	\$ 6,000.00
Subtotal				\$ 77,191.01		\$ 73,415.73		\$ 96,914.61	\$ 247,521.35
Construction Administration				\$ 7,719.10		\$ 7,341.57		\$ 9,691.46	\$ 24,752.13
Construction totals				\$ 84,910.11		\$ 80,757.30		\$ 106,606.07	\$ 272,273.48
<b>TOTAL PROJECT COST</b>				\$ 93,401.12		\$ 88,833.03		\$ 117,266.67	\$ 301,500.83





7550 Sunwood Drive NW • Ramsey, Minnesota 55303  
City Hall: 763-427-1410 • Fax: 763-427-5543  
[www.ci.ramsey.mn.us](http://www.ci.ramsey.mn.us)

June 13, 2011

Connie Kozlak  
System Planning and Programming Manager  
Metropolitan Planning Organization  
390 N. Robert Street  
St. Paul, MN 55101

Dear Ms. Kozlak:

This letter is to notify you that the City of Ramsey is applying for an infrastructure grant from the federally funded Minnesota Safe Route to School Program. The purpose of this program is to:

1. Provide children, including those with disabilities, safer facilities to walk and bike to school
2. Encourage more children to walk and bike to school, promoting a healthy and active lifestyle from an early age
3. Facilitate the implementation of projects and activities that will improve safety and reduce traffic congestion and air pollution in the vicinity of schools.

The City of Ramsey is applying for this grant to implement infrastructure improvements around Ramsey Elementary School. These improvements will primarily involve the construction of additional trails and trail crossings on Sunfish Boulevard (CSAH 56), Nowthen Boulevard (CSAH 5), and Alpine Drive.

If you have any questions or concerns about this application, please do not hesitate to contact me at 763-238-1733.

Yours in Public Service,

Mark Riverblood,  
Parks Supervisor

**Bike rack at Ramsey Elementary School**





Minnesota Department of Transportation  
**SAFE ROUTES TO SCHOOL**  
**2011 INFRASTRUCTURE GRANT APPLICATION**



1. CONTACT INFORMATION  
Refer to guidance

**1A. Applicant:**

1st Name  Last   
 Organization  Title   
 Address:   
 City  State  Zip   
 Phone Number  Email

**1B. Sponsor**

1st Name  Last   
 Organization  Title   
 Address:   
 City  State  Zip   
 Phone Number  Email

**1C. MPO**

1st Name  Last   
 Organization  Title

2. BACKGROUND  
Refer to guidance

**2A. Location**

City  County  Mn/DOT District

**2B. Brief project description (infrastructure)**

Construct six-foot concrete sidewalks on Bunker Lake Boulevard (CSAH 116) and Ramsey Boulevard (CSAH 56) to serve students of PACT Charter Schooo.

**2C. Project Cost**

SRTS Funding Request  Total Project Cost

**2D. School(s)**

School Name	Student Pop	Grades	Students to Benefit
PACT Charter School	446	K-8	75

**2E. Roadway Information**

Roadway Name	Road Authority (town, city, county, state)	Contact Person
CSAH 116	Anoka County	Douglas Fischer
CSAH 56	Anoka County	Douglas Fischer



Minnesota Department of Transportation  
**SAFE ROUTES TO SCHOOL**  
**2011 INFRASTRUCTURE GRANT APPLICATION**



3. PROJECT INFORMATION

**3A. Provide a brief description of the current condition and identify problems, risks and obstacles that impede safe travel to school. Explain how the problems were identified and summarize relevant supporting documents (relevant planning documents, maps, surveys, and/or crash data) that demonstrates need. Attach at least 1 map per location that identifies routes to school and problem areas.**

The City of Ramsey, in partnership with PACT Charter School and Anoka County Highway Department, is seeking to fill a major gap in the sidewalk network serving the PACT Charter School area. This K-12 public school is located at the intersection of East Ramsey Parkway and Ramsey Boulevard NW/CSAH 56, approximately 1/2 mile north of U.S. Highway 10/169. For the 2010/2011 school year, PACT Charter School had 446 of students in grades K-8 with another 200 students in grades 9-12.. The school moved to this site in 2004 when it opened its new building. PACT is currently working with the City's Planning Department on a significant expansion intended to be open for the 2011-2012 school year.

The school is located in The COR ("Center of Ramsey"), a planned mixed-use, multi-modal area that is designed to become Ramsey's urban center. The COR is a 410-acre development that will be the location of additional retail, restaurants, service and office space, outdoor entertainment/parks, community amenities and housing. Because a significant portion of The COR is still undeveloped and the school is located at the edge of the development, the planned sidewalk and trail system has not been completed. Due to present and anticipated market realities, the vacant land at the corner of Bunker Lake Boulevard NW/CSAH 116 and Ramsey Boulevard NW/CSAH 56 may not be developed for years. Typically, the City would delay a this type of sidewalk project until development of the adjacent property occurs. However, as this missing gap is so important to the integrity of the sidewalk and trail system in the vicinity of a school, the City is seeking this SRTS grant so the construction can be expedited and a safe route to school can be provided for PACT students.

Direct street access to/from the school is from East Ramsey Parkway (north) and Peridot Street NW (west). Based upon an earlier mapping analysis by PACT, students walking and bicycling to the school primarily live north of the school. The primary route to the school includes travel along Bunker Lake Boulevard NW/CSAH 116 and Ramsey Boulevard NW/CSAH 56, which is where the critical sidewalk gap exists. The sidewalk gap is located less than 700' feet from the school property, exists along portions of both Bunker Lake Blvd NW and Ramsey Blvd NW (southwest corner of the intersection), and is approximately 1,000 feet in length. The sidewalk gap exists along a large undeveloped property. In addition, without this sidewalk, students do not have a safe route between the school and the traffic controlled intersection at Ramsey Blvd/Bunker Blvd that is the primary and safest street crossing for walkers and bicyclists travelling to the school.

Ramsey Boulevard NW/CSAH 56 and Bunker Lake Boulevard NW/CSAH 116, in addition to being County roads, are both designated as A Minor Arterial roadways. Ramsey Boulevard NW/CSAH 56's traffic count was 7,000 average annual daily trips (AADT) in 2009 and projected to grow to 18,000-23,000 AADT by 2030. Bunker Lake Boulevard NW/CSAH 116's traffic count was 2,800 AADT in 2009 and projected to grow to over 22,000 AADT in 2030. Both of these streets are anticipated to have traffic capacity deficiencies by 2030 and proposed to be widened to four lanes. Additionally, Bunker Lake Boulevard is being extended 3/4 mile west of CSAH 83 (one mile west of PACT) to serve the new private school (K-12 student capacity 1,400-1,500) that is being built there.



**3. PROJECT INFORMATION**

**3B. Describe the proposed infrastructure project and how it addresses the problems in question 3A. Provide information on the constructability of the infrastructure and provide any typical sections or plans if applicable.**

In order to provide a safe travel route for students walking and biking to PACT Charter School, this project seeks to construct a concrete sidewalk, six feet in width and approximately 1,000 feet in length, which will fill this major sidewalk gap located approximately 500 feet from the school's property. This new sidewalk will extend approximately 700 feet along the south side of Bunker Lake Boulevard NW/CSAH 116 and approximately 300 feet along the west side of Ramsey Boulevard NW/CSAH 56. As these are the only arterial roads near the school, there is no alternative trail route that will serve walking and biking needs as safely or efficiently.

On both streets, there is sufficient existing public right-of-way to construct the new sidewalk entirely within the public right-of-way. The design of the sidewalk will be in compliance with MNDOT, CSAH and ADA standards. Project will be in compliance with NEPA with minor impacts to the environment. All construction will be within existing public right-of-way and no water resources will be impacted. The contract will include sediment control during construction and the street boulevard will be restored.

The City of Ramsey and PACT Charter School are seeking a Safe Routes to School Grant for the costs of the sidewalk installation only. The City of Ramsey will be responsible for costs associated with design, preliminary engineering, construction administration, and grading for the project. This contribution is estimated to be \$21,895 above the grant amount requested.

Since most of the residential areas within the two-mile radius of PACT Charter School are located north of the school, this project will fill a sidewalk gap that will be used by a large portion of the students walking or biking to the school. In addition to filling a major gap in the sidewalk system, this project will also provide a safer travel route to the Ramsey Blvd/Bunker Lake Blvd intersection and its traffic signal controlled crossings for walkers and bicyclists.

In addition to designing and constructing the new sidewalk, the City of Ramsey will assume year-round maintenance of the new sidewalk. Maintenance responsibilities include providing snow removal during winter months. The City's policy is to have snow cleared before children make their way to school within a two-mile walking zone around each school.

This sidewalk project is an example of the City's efforts to address the community's concerns about the safety and convenience of walking and biking in the community. The City of Ramsey completed a community survey in 2002 that found an increasing interest in trail usage. This finding led to changes in the Transportation and Park & Recreation elements of the Comprehensive Plan which established policies to promote on-going sidewalk and trail system planning and implementation as an alternative transportation option. In 2007, the City was awarded a grant from Blue Cross Blue Shield Minnesota to conduct a Health Impact Assessment (HIA) in conjunction with the City's 2008 update of its Comprehensive Plan. The HIA was completed in 2008 and the recommendations were used to develop many of the Goals and Strategies in the updated Comprehensive Plan in various chapters. A Housing Survey of residents was also recently completed and it found substantial support for increasing neighborhood walkability but concerns about traffic speed and pedestrian safety were raised.



Minnesota Department of Transportation  
**SAFE ROUTES TO SCHOOL**  
**2011 INFRASTRUCTURE GRANT APPLICATION**



**4. PARTNERSHIP**

Information about SRTS partnerships. Who and what organizations are participating in the planning, coordinating, and monitoring of the project to ensure its success? Provide a letter of concurrence or agreement from each partner that describes their role and responsibilities.

1. City of Ramsey	5.
2. Anoka County	6.
3. PACT Charter School	7.
4.	8.

**5. PROJECT TIMELINE**

Use the Project Authorization Guide to plan out the project timeline

Date	Milestone
10/21/2011	Submit Before - SRTS parent survey and in-class student tally*
	FHWA authorization to proceed with design (1-3 weeks)
	All NEPA requirements met (1-2 months)
	Prepare construction documents (hire professional assistance if necessary).
01/30/2012	Agreement between Mn/DOT and the Sponsor prepared(1-2 months)
03/31/2012	Obtain necessary permits.
04/15/2012	Submit construction documents to DSAE for approval.
	Plan approval by DSAE and SALT.
	FHWA authorization to proceed with construction. (1-3 weeks)
05/15/2012	Project let by competitive bid DCP process. (min 5 weeks)
	Award Contract
06/30/2012	Project work commences.
08/30/2012	Project work completed.
10/31/2012	Submit After - SRTS parent survey and in-class student tally*
11/30/2012	Project bills submitted to District State Aid Engineer
06/15/2013	Project inspected and closed out. <b>(Completed by 12/31/2013)</b>

\*Parent survey and in-class student tally should be collected and submitted to the National Center for SRTS before any SRTS project activities take place and after the project is completed.

**6. PROJECT COSTS**

Use the form below to breakdown the major costs of the project and attach a document with detailed cost breakdowns. A sample is provided in the application guide.

Estimated Costs				
Item	Quantity	Unit	Unit Cost	Requested SRTS Funds
<b>Pre-Construction</b>				
Preliminary Design	NA	NA	NA	0.00
Planning	1,000.00	Each	0.50	500.00
All Other	NA	NA	NA	NA
<b>Construction</b>				
Construct Engineering	NA	NA	NA	0.00
All Other	41,420.00	Estimate	Estimate	41420.00

SRTS is a reimbursable program therefore funds requested must be available upfront for use on the project then reimbursed through invoices during the course of the project.

**Total** 41920.00



Minnesota Department of Transportation  
**SAFE ROUTES TO SCHOOL**  
**2011 INFRASTRUCTURE GRANT APPLICATION**



7. EVALUATION

The school(s) benefiting from the program is(are) required to collect data before and after the SRTS program using the National Center for Safe Routes to School student travel tally and parent survey. Applicants will be disqualified if the school does not participate in the surveys. Please check the box below to indicate your intent.

- Yes, the school(s) understand and agree to conduct the surveys
- No, the school(s) will not agree to conduct the surveys

8. REQUIRED SIGNATURE

**Signature**

Applications must be signed and reviewed by an authorized representative of the applicant. By signing this document, the applicant affirms that the statements contained in the application package are true and complete to the best of the applicant's knowledge and assumes responsibility for securing the necessary permits and following all Federal, Mn/DOT, and State Aid design standards.

**Applicant Signature (required)**

\_\_\_\_\_

Name

\_\_\_\_\_

Date

**Filing Instructions**

The 2011 SRTS Application Form is a Formatta form and is designed to be completed on your local workstation. The procedure is to download the form and instructions from the Mn/DOT Safe Routes To School website <http://www.dot.state.mn.us/saferoutes/index.html> and save it to your local system. You will also need a small, free application called 'Filler' that allows you to open and complete the form. Filler is available here: <http://www.dot.state.mn.us/stateaid/formatta/FillerSetupNR.exe>. As you download Filler, accept the License Agreement. Accept the Default Destination Location. After the software installs a blank Registration form appears. Ignore this form by clicking the X to close. You will only need to download and installed filler once for each workstation.

Please try to be brief and concise when completing the application. Do not include non-relevant information or attachments.

When the electronic application is completed please ensure that you have saved it to your local drive or server. Print the application and sign and date on the signature line above. Send the completed electronic application attached to an e-mail to [SafeRoutes.DOT@state.mn.us](mailto:SafeRoutes.DOT@state.mn.us)

Use the US mail to send 5 copies of the printed application, maps, letters of concurrence, letters of support and other relevant attachments to:

Mao Yang  
Mn/DOT State Aid Division  
395 John Ireland Blvd, Mail Stop 500  
St. Paul, MN 55155

Electronic and paper copies of the applications are due to Mn/DOT State Aid Division by June 15, 2011 at 4:30 PM CDT.


If you have questions about the program or application please submit them to:  
[SafeRoutes.DOT@state.mn.us](mailto:SafeRoutes.DOT@state.mn.us)  
or call 651-366-3827



Minnesota Department of Transportation  
**SAFE ROUTES TO SCHOOL**  
**2011 INFRASTRUCTURE GRANT APPLICATION**



<b>7. EVALUATION</b>	<p>The school(s) benefiting from the program is(are) required to collect data before and after the SRTS program using the National Center for Safe Routes to School student travel tally and parent survey. Applicants will be disqualified if the school does not participate in the surveys. Please check the box below to indicate your intent.</p> <p><input checked="" type="checkbox"/> Yes, the school(s) understand and agree to conduct the surveys</p> <p><input type="checkbox"/> No, the school(s) will not agree to conduct the surveys</p>
----------------------	--

<b>8. REQUIRED SIGNATURE</b>	<p><b>Signature</b>          Applications must be signed and reviewed by an authorized representative of the applicant. By signing this document, the applicant affirms that the statements contained in the application package are true and complete to the best of the applicant's knowledge and assumes responsibility for securing the necessary permits and following all Federal, Mn/DOT, and State Aid design standards.</p> <p><b>Applicant Signature (required)</b></p> <p style="text-align: center;">  <span style="float: right; margin-right: 100px;">14 June 2011</span> </p> <hr/> <p style="display: flex; justify-content: space-between;"> <span>Name</span> <span>Date</span> </p>
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**Filing Instructions**

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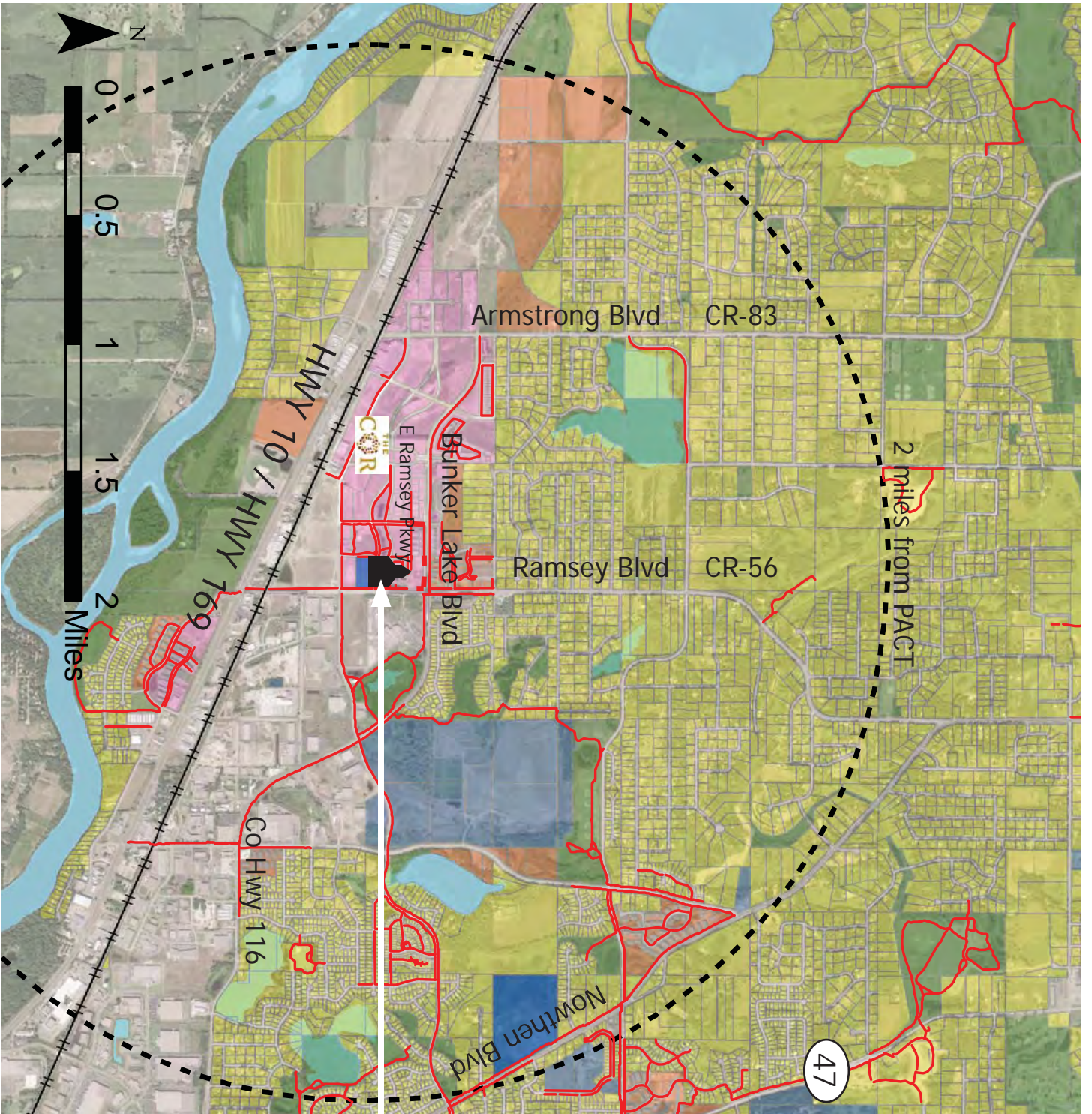
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[SafeRoutes.DOT@state.mn.us](mailto:SafeRoutes.DOT@state.mn.us)  
 or call 651-366-3827

**Ramsey PACT  
Safe Routes to School Grant  
Attachments**

- Maps
  - Project Location
  - Site Map
  - Proposed Grading Exhibit
- Letters of Concurrence
  - City of Ramsey
  - Anoka County
  - PACT Charter School
- Budget
- MPO Notification Letter





# PACT Charter School

## Legend

### Trails & Sidewalks

Existing

Proposed

### Planned Land Use

Single Family Residential

Multi Family Residential

Mixed Use

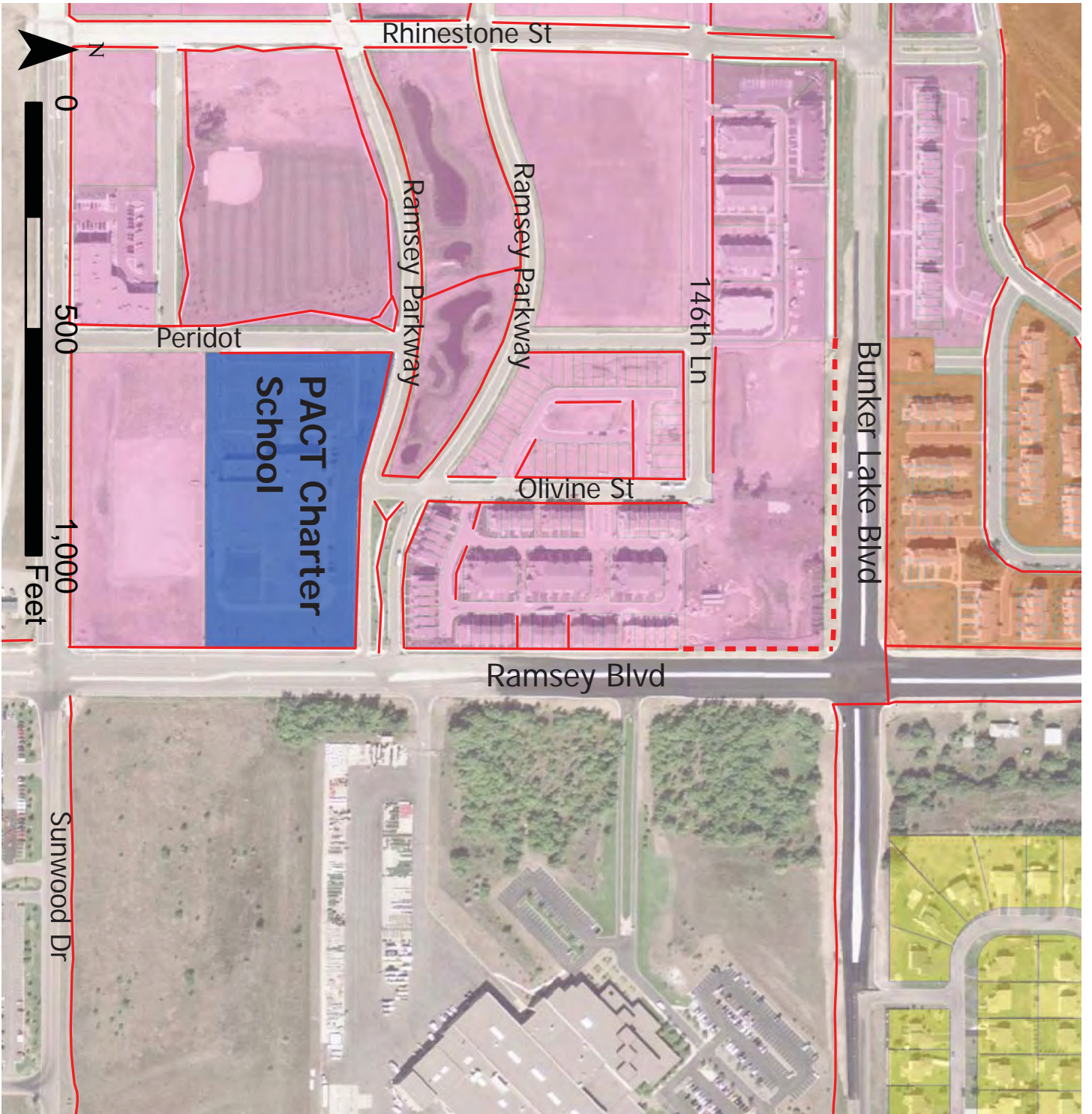
Parks

Public (including schools)

# Safe Routes to School

## PACT Charter School - Ramsey, MN



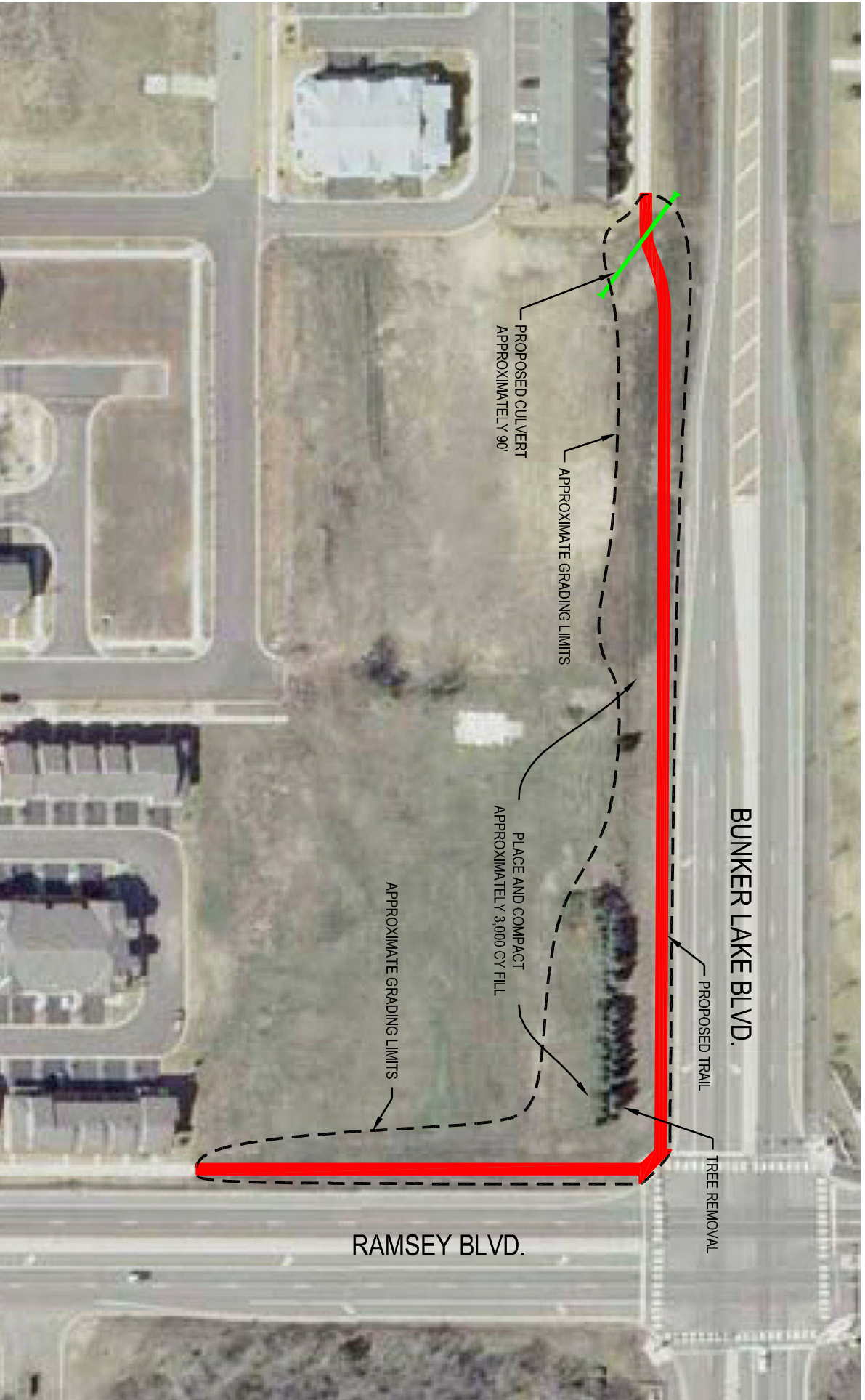


- Legend**
- Trails & Sidewalks**
- Existing
  - - - Proposed
- Planned Land Use**
- Single Family Residential
  - Multi Family Residential
  - Mixed Use
  - Parks
  - Public (including schools)

# Safe Routes to School

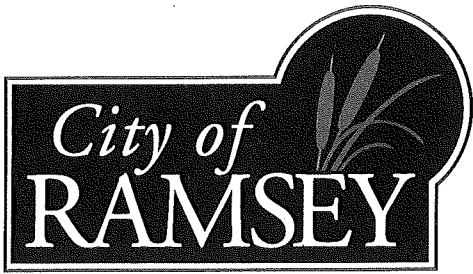
## PACT Charter School - Ramsey, MN





Proposed Importation of Fill and Grading Plan





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7550 Sunwood Drive NW • Ramsey, Minnesota 55303  
City Hall: 763-427-1410 • Fax: 763-427-5543  
[www.ci.ramsey.mn.us](http://www.ci.ramsey.mn.us)

June 7, 2011

Ms. Mao Yang  
State Aid Division  
Transportation Bldg  
395 John Ireland Blvd, Mail Stop 500  
St. Paul, MN 55155

Dear Ms. Yang,

Please accept this letter of concurrence as a demonstration of my support of the Safe Routes to School Grant being submitted by the City of Ramsey. As the Public Works Director for the City of Ramsey, the missing sidewalk connection adjacent to PACT Charter School are of particular concern – and we appreciate this opportunity to complete this Safe Route to School.

The City of Ramsey has taken the lead in the development of this application. The City has coordinated with PACT and Anoka County Highway Department in the identification of the project and preparing the cost estimate.

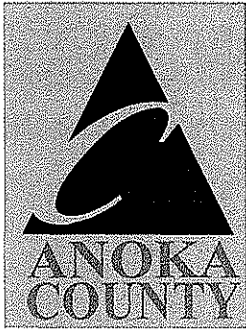
If our grant is selected, the City of Ramsey will take the lead in implementing the project. Ramsey will oversee the engineering, design and construction of the project. The City is also responsible for meeting all of the grant requirements.

Thank you for your consideration of our grant. We look forward to improving the safety of children walking and biking to school. If you have any questions, please feel free to call me

Sincerely,

A handwritten signature in black ink, appearing to read "B. Olson", is written over the signature line.

Brian Olson,  
Public Works Director/Principal City Engineer



# COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. NW, ANDOVER, MINNESOTA 55304

(763) 862-4200 FAX (763) 862-4201

June 10, 2011

Mr. Brian Olson  
Director of Public Works  
City of Ramsey  
7550 Sunwood Drive NW  
Ramsey, MN 55303

This letter is being submitted by the Anoka County Highway Department in support of the City of Ramsey's application for the Safe Routes to School grant. The Highway Department recognizes the importance of getting children to and from their homes and their schools in a safe manner. The county also recognizes the public health implications of children not getting enough exercise.

The Highway Department will work with the school district and the city to make improvements to CSAH 116 and CSAH 56 in the vicinity of PACT School. The City of Ramsey has asked for input from the county on potential improvements along CSAH 116 and CSAH 56 as part of developing its grant application.

The proposed sidewalk near the PACT School in the City of Ramsey will be constructed near a high speed roadway and may cause an unsafe situation for users. Although the County supports this grant application, the city shall ensure that all applicable safety and design standards are used in designing and constructing this project.

We believe that the proposed improvements along CSAH 116 and CSAH 56 in the vicinity of the PACT School will provide a better opportunity for students to walk to school. Unfortunately, budgets are tight, and projects are prioritized. A grant from the Safe Routes to School program for the PACT School would enable the county to address at least one of the locations where these signs may be successfully implemented.

Sincerely,

Douglas W. Fischer, P.E.  
Anoka County Engineer



Parents Allied with Children and Teachers

◆7250 East Ramsey Parkway, Ramsey, MN 55303 ◆Office: (763) 712-4200 ◆Fax: (763) 712-4201

*June 7<sup>th</sup>, 2011*

Ms. Mao Yang  
State Aid Division  
Transportation Bldg  
395 John Ireland Blvd.  
Mail Stop 500  
St. Paul, MN 55155

Dear Ms. Yang,

I am pleased to extend my support to the Safe Routes to School Grant being submitted by the City of Ramsey. As the administrator of PACT Charter School in the City of Ramsey (specifically in the COR), I see first hand the need for additional trail connections around our facility to expand the number of students who walk or bike to school. Additionally, both our faculty and students have expressed concerns about the precise sidewalk that the grant would provide.

We have appreciated the leadership the City has taken in the development of the application, as we have been extremely busy with the end of the school year. If the project is selected we will be responsible for conducting the pre- and post-surveys and tallies as required. We understand that the City will lead the sidewalk trail construction, as it is located on public right-of-way.

Thank you for your consideration of the grant. We look forward to improving the safety of our students and staff walking and biking to school. If you have any questions, please feel free to call me (763) 712-4200 x106.

Sincerely,

A handwritten signature in cursive script, which appears to read "Daniel A. DeBruyn".

Administrator

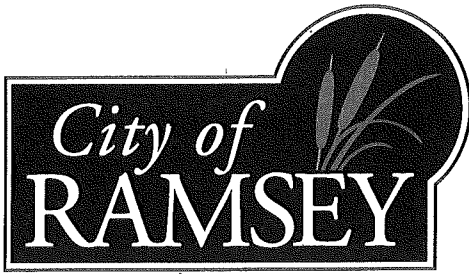
PACT Charter School



Ramsey Safe Routes to School  
PACT Charter School Budget

ITEM	UNIT	UNIT COST	Bunker Lake Boulevard Segment		Ramsey Boulevard Segment		Total Project		Total SRTS Request	Total City Responsibility
			QTY	COST	QTY	COST	QTY	COST		
<b>Pre-Construction</b>										
Design and Preliminary Engineering	LS		1	\$ 1,850.00		\$ 1,350.00		\$ 3,200.00	\$ 500.00	\$ 3,200.00
Pre- and Post-Surveys	EA	0.50					1000	\$ 500.00	\$ 500.00	\$ 500.00
Subtotal				\$ 1,850.00		\$ 1,350.00		\$ 3,700.00	\$ 500.00	\$ 3,200.00
<b>Construction</b>										
Importation of Fill and Grading	CY	3.00	3150	\$ 9,450.00	1350	\$ 4,050.00	1	\$ 13,500.00		\$ 13,500.00
Clearing and Grubbing	LS		1	\$ 1,045.00				\$ 1,045.00		\$ 1,045.00
6' wide Sidewalk Construction (4" thick non-reinforced concrete)	SF	4.50	6000	\$ 27,000.00	2560	\$ 11,520.00	2560	\$ 38,520.00	\$ 38,520.00	\$ 38,520.00
Site Restoration/Landscaping	LS	1,950.00	1	\$ 950.00	1	\$ 1,950.00	1	\$ 2,900.00	\$ 2,900.00	\$ 2,900.00
Subtotal				\$ 38,445.00		\$ 17,520.00		\$ 55,965.00	\$ 41,420.00	\$ 14,545.00
Construction Administration				\$ 2,150.00		\$ 2,000.00		\$ 4,150.00		\$ 4,150.00
				<b>\$ 42,445.00</b>		<b>\$ 20,870.00</b>		<b>\$ 63,815.00</b>	<b>\$ 41,920.00</b>	<b>\$ 21,895.00</b>





7550 Sunwood Drive NW • Ramsey, Minnesota 55303  
City Hall: 763-427-1410 • Fax: 763-427-5543  
[www.ci.ramsey.mn.us](http://www.ci.ramsey.mn.us)

June 13, 2011

Connie Kozlak  
System Planning and Programming Manager  
Metropolitan Planning Organization  
390 N. Robert Street  
St. Paul, MN 55101

Dear Ms. Kozlak:

This letter is to notify you that the City of Ramsey is applying for an infrastructure grant from the federally funded Minnesota Safe Route to School Program. The purpose of this program is to:

1. Provide children, including those with disabilities, safer facilities to walk and bike to school
2. Encourage more children to walk and bike to school, promoting a healthy and active lifestyle from an early age
3. Facilitate the implementation of projects and activities that will improve safety and reduce traffic congestion and air pollution in the vicinity of schools.

The City of Ramsey is applying for this grant to implement infrastructure improvements around PACT Charter School. These improvements will primarily involve the construction of additional sidewalks on Ramsey Boulevard (CSAH 56) and Bunker Lake Boulevard (CSAH 116). These sidewalks will fill important gaps in the sidewalk network around the school.

If you have any questions or concerns about this application, please do not hesitate to contact me at 763-238-1733.

Yours in Public Service,

Mark Riverblood,  
Park Supervisor