City of Ramsey
Agenda
Regular City Council
Revised
Tuesday July 9, 2013
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Presentation
1. Swearing in of New Patrol Officer James Bagne
2. Recognition of Promotion of Officer Frankfurth to Captain and Officer Bluml to Sergeant by Police Chief Jim Way
3. Presentation of Check by the Ramsey Lions to the City to purchase new Defibrillators - Accepting the check will be Fire Chief Dean Kapler

3. Citizen Input

4. Consent Agenda

1. Receive Public Hearing Notification from City of Anoka for Housing Development Along Rum River and Consider Response

2. Receive 2013 Building Division Month End Report: June

3. Accept Donation from Lions group for the Purchase of Defibrilators and equipment

4. Approve the Following Meeting Minutes:
1. City Council Work Session - June 25, 2013
2. City Council Regular Session - June 25, 2013

5. Approval for Exemption For a Gambling License for Property Economic Resource Management (PERM)

6. Approval for Exemption for a Gambling License for Ruffed Grouse Society -Twin Cities Chapter

7. Approve License Applications

8. Approve Contract for Prosecution Legal Services with the Law Firm of Randall, Goodrich and Haag, P.L.C.

9. Authorizing the Issuance of $635,000 General Obligation Equipment Certificates of Indebtedness, Series 2013A

10. Consider Request for use of two (2), 200 Square Foot Temporary Signs on City-Owned Parcels to Promote Game Fair; Case of Charles Delaney

11. Adopt Resolution #13-07-118 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of June 20, 2013 through July 3, 2013

12. Adopt Resolution #13-07-116 Approving Final Payment to County Line Excavating for IP 12-25; North Commons

13. Report from Public Works Committe meeting dated June 18, 2013.
1. Consider Stop Sign Request for 3-Way Stop at Tiger Street and 171st Avenue: *Ratify the recommendation of the Public Works Committee to not install the requested three-way stop sign at Tiger Street and 171st Avenue due to low traffic volumes and above average sight distances at the intersection and direct the Police Department to increase enforcement for three months followed by three months of monitoring, such as the speed trailer.*
2. Consider Improvements to Crosswalk at Armstrong Boulevard and 161st Avenue: *Ratify the recommendation of the Public Works Committee to direct staff to work with Anoka County to extend the pavement and culvert on the west side of Armstrong Boulevard to provide a paved surface for pedestrians to use and pay for flashing lights, and to place an educational article in the Ramsey Resident reminding drivers of the need to yield for pedestrians.*
3. Consider Request to Construct Retaining Wall in Drainage & Utility Easement: *Consensus of the Committee was to have staff review options for vacating 5-feet of easement and schedule this case for consideration at a future Public Works Committee meeting.*
4. Review Condition of Dysprosium Street Boulevard and Future Maintenance Requirements: *Ratify the recommendation of the Public Works Committe to approve replacement of sod between the original project line and curb, to have the City water the sod for the first 30 days, to send a letter to residents asking for their help to maintain the sod and advising residents that new sod is exempt from the watering ban, and to use funding from the Street Maintenance Fund.*
6. Consider Request for Use of Veterans Drive Right-of-Way Adjacent to 7700 Sunwood Drive for Outdoor Dog Area: Case of Residence at The COR*: This case was considered prior to Case 5.05. This was presented as a separate case at the June 25, 2013 City Council meeting.*
5. Review of Updated Costs for Reconstructing Andrie Street: *Ratify the recommendation of the Public Works Committee to direct staff to update the 2008 feasibility report to reflect the inclusion of on-road bicycle lanes in place of sidewalks.*

5. Approve Agenda

6. Public Hearing

7. Council Business

1. Highway 10 Outside Storage: Policy Discussion and Permission to Submit an Interim Use Permit (IUP) Application

2. 15153 Nowthen Blvd Property Development: Consider Further Public Input Process Alternatives

3. Receive Building Permit Levels for 2013 Year to Date and Discuss Long Term Building Inspection and Plan Review Staff Needs

4. Consider Approval of Final Draft of Alternative Urbanwide Area Review (AUAR) Update for The COR (formerly Ramsey Town Center)

5. Discussion Regarding the Economic Development Manager Position

8. Mayor/Council/Staff Input

1. The Library on the Go is officially open for business. It is located in the former Mississippi River Conference Room here at the Municipal Center

2. Stimulus Package will perform in the Amphitheater at The Draw - 6:30 to 8:00 Thursday, July 11 - sponsored by Village Bank

3. The Farmer's Market opens adjacen to the Amphitheater at The Draw - Thursday, July 18 - 3:00 to 7:00

4. The Bill and Tom Show will perform in the Amphitheater at The Draw - 6:30 p 8:00 Thursday, July 18 - sponsored by Field Law, P.A.

9. Adjournment

CC Regular Session **4. 1.**

Meeting Date: 07/09/2013

By: Tim Gladhill, Community Development

Information

Title

Receive Public Hearing Notification from City of Anoka for Housing Development Along Rum River and Consider Response

Background:

Attached is a Public Hearing Notification from the City of Anoka for a housing development proposal along the Rum River north of Bunker Lake Boulevard. The Notices are for a Zoning District Text Amendment, Comprehensive Plan Amendment, Preliminary Plat, and Conditional Use Permit for construction of a dock along the Rum River. This is a reschedule of a previously scheduled Public Hearing. At that time, one (1) Ramsey resident that received the notification expressed concern about the proposed dock if there was to be one (1) slip for each of the approximately forty (40) units. In actuality, there are only six (6) proposed slips not to exceed eight (8) feet in length. Based on these standards, Staff would have no further comment.

Staff recommends that no further comment is necessary other than the City's standard comment of a desire to continue to work collaborative with Anoka to solve regional transportation issues as a result of future development.

Recommendation:

Staff recommends that no further comment is necessary other than the City's standard comment of a desire to continue to work collaborative with Anoka to solve regional transportation issues as a result of future development.

Funding Source:

'

Action:

Acknowledge receipt of public hearing notice and direct staff to respond with no further comment other than the City's standard comment of a desire to continue to work collaborative with Anoka to solve regional transportation issues as a result of future development.g

Attachments

Notice of Public Hearing

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	07/03/2013 02:27 PM
Form Started By: Tim Gladhill		Started On: 07/03/2013 02:01 PM
Final Approval Date: 07/03/2013		

CITY OF ANOKA
REAL. CLASSIC.

REC'D JUN 27 2013

NOTICE OF PUBLIC HEARING
ZONING DISTRICT TEXT AMENDMENT

At 7:00 p.m., or soon thereafter on Tuesday, July 9, 2013, in the Council Chambers, 2015 1st Avenue N, Anoka, the Anoka Planning Commission will review and hold a public hearing to consider text amendments to Chapter 74 Zoning, Section 74-270 Sensitive Development District.

All persons are invited and encouraged to attend the public hearing and be heard on this matter. If you do not respond either verbally or in writing, it will be assumed that you are not opposed to the above referenced matter.

Additional information can be obtained by contacting the Planning Department at Anoka City Hall or by phone at 763-576-2728.

Auxiliary aids for handicapped persons are available upon request at least 96 hours in advance. Please call the City Manager's office at (763) 576-2710 to make arrangements.

Crystal Paumen
City of Anoka Planning Department
(763) 576-2728

DATED: June 24, 2013

(PUBLISHED IN THE ANOKA COUNTY UNION ON JUNE 28, 2013)

CITY OF ANOKA
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CITY OF ANOKA
PUBLIC HEARING NOTICE

COMPREHENSIVE PLAN LAND USE MAP AMENDMENT FROM MEDIUM DENSITY RESIDENTIAL TO LOW DENSITY RESIDENTIAL

At 7:00 p.m., or soon thereafter on Tuesday, July 9, 2013, in the Council Chambers, 2015 1st Avenue N, Anoka, the Anoka Planning Commission will review and hold a public hearing for a comprehensive plan amendment submitted by Landmark Development of Anoka to consider a change to the Land Use Map from Medium Density Residential to Low Density Residential to construct single family homes. The area shown on Exhibit A as Medium Density Residential, west of 7th Avenue and north of County Road 116 is proposed to be changed to Low Density Residential. A full legal description is available upon request at City Hall.

All persons are invited and encouraged to attend the public hearing and be heard on this matter. If you do not respond either verbally or in writing, it will be assumed that you are not opposed to the above referenced matter.

Additional information can be obtained by contacting the Planning Department at Anoka City Hall or by phone at 763-576-2728.

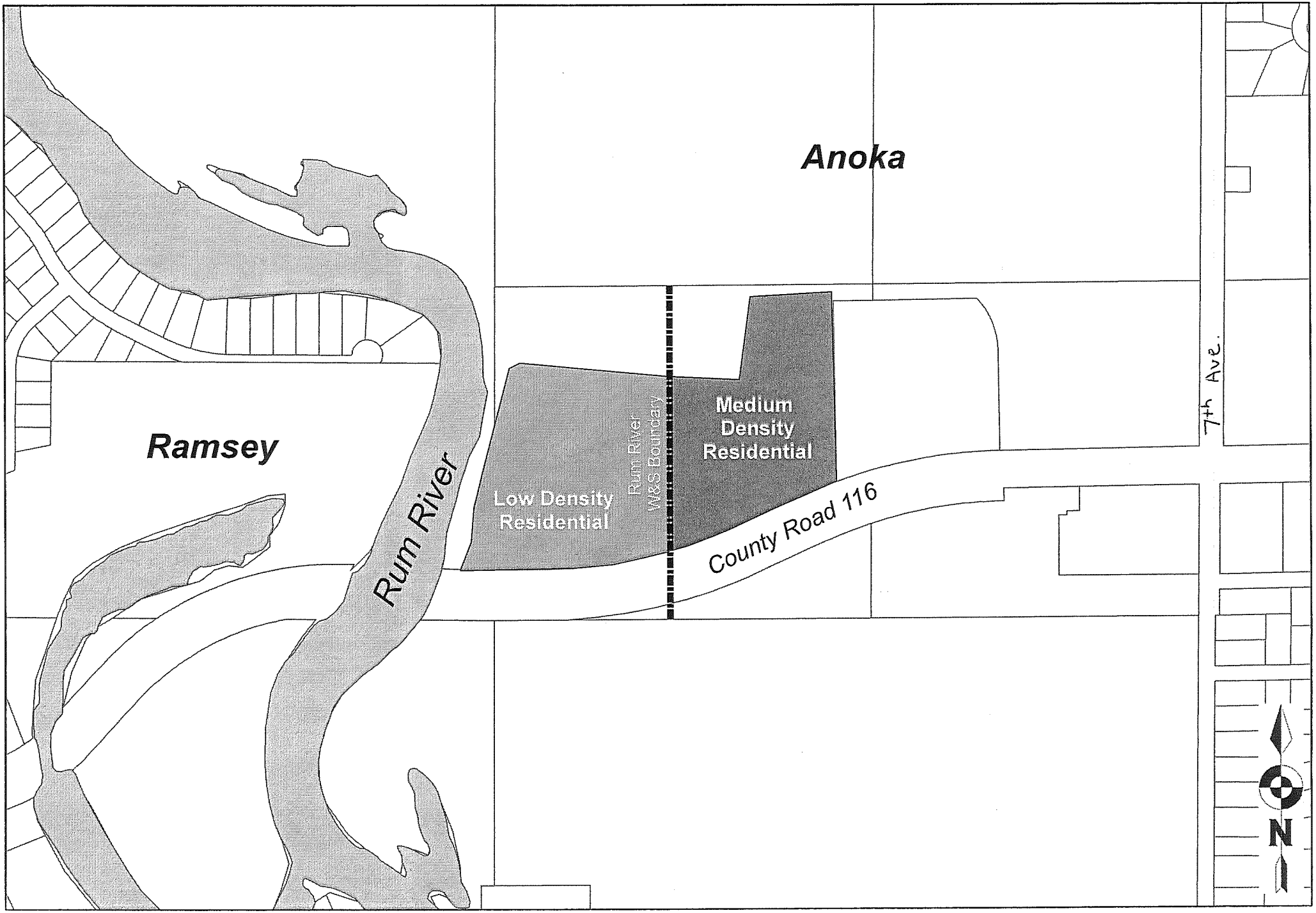
Auxiliary aids for handicapped persons are available upon request at least 96 hours in advance. Please call the City Manager's office at (763) 576-2710 to make arrangements.

Crystal Paumen
City of Anoka Planning Department
(763) 576-2728

DATED: June 24, 2013

(PUBLISHED IN THE ANOKA COUNTY UNION ON JUNE 28, 2013)

Exhibit A


Anoka
Ramsey
Rum River
Low Density Residential
Rum River W&S Boundary
Medium Density Residential
County Road 116
7th Ave.
N

CITY OF ANOKA
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PUBLIC HEARING NOTICE
PRELIMINARY PLAT
RUM RIVER SHORES

At 7:00 p.m., or soon thereafter on Tuesday, July 9, 2013, in the Council Chambers, 2015 1st Avenue N, Anoka, the Anoka Planning Commission will review and hold a public hearing on a application requesting a preliminary plat to accommodate a single family residential subdivision. The site is generally west of 7th Avenue, north of County Road 116 and east of the Rum River. A full legal description is available upon request at City Hall.

All persons are invited and encouraged to attend the public hearing and be heard on this matter. If you do not respond either verbally or in writing, it will be assumed that you are not opposed to the above referenced matter.

Additional information can be obtained by contacting the Planning Department at Anoka City Hall or by phone at 763-576-2728.

Auxiliary aids for handicapped persons are available upon request at least 96 hours in advance. Please call the City Manager's office at (763) 576-2710 to make arrangements.

Crystal Paumen
City of Anoka Planning Department
(763) 576-2728

DATED: June 24, 2013

(PUBLISHED IN THE ANOKA COUNTY UNION ON JUNE 28, 2013)

RUM RIVER SHORES
Location Map

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NOTICE OF PUBLIC HEARING
CONDITIONAL USE PERMIT

At 7:00 p.m., or soon thereafter on Tuesday, July 9, 2013, in the Council Chambers, 2015 1st Avenue N, Anoka, the Anoka Planning Commission will review and hold a public hearing to consider an application by the City of Anoka for a conditional use permit to allow a docking facility on the Rum River.

All persons are invited and encouraged to attend the public hearing and be heard on this matter. If you do not respond either verbally or in writing, it will be assumed that you are not opposed to the above referenced matter.

Additional information can be obtained by contacting the Planning Department at Anoka City Hall or by phone at 763-576-2728.

Auxiliary aids for handicapped persons are available upon request at least 96 hours in advance. Please call the City Manager's office at (763) 576-2710 to make arrangements.

Crystal Paumen
City of Anoka Planning Department
(763) 576-2728

DATED: June 24, 2013

(PUBLISHED IN THE ANOKA COUNTY UNION ON JUNE 28, 2013)

CC Regular Session **4. 2.**

Meeting Date: 07/09/2013

Submitted For: Katy Okerstrom, **By:** MaryJo Warner, Engineering/Public Works

Information

Title

Receive 2013 Building Division Month End Report: June

Background:

Attached is the Monthly Building Report for June 2013.

Action:

Motion to receive the Building Permit Report for June 2013.

Attachments

June 2013 Detail

June 2013 Summary

Form Review

Inbox	Reviewed By	Date
Katy Okerstrom	Katy Okerstrom	07/02/2013 03:02 PM
Tim Gladhill	Tim Gladhill	07/02/2013 04:19 PM
Kurt Ulrich	Kurt Ulrich	07/03/2013 10:14 AM
Form Started By: MaryJo Warner		Started On: 06/28/2013 01:43 PM
Final Approval Date: 07/03/2013		

Report Name:
Permits Issued with Description
Issued Dates:
6/1/2013 to 6/30/2013

City of Ramsey
Permits Issued with Description

Permit Description	Permit Count	Base Fee	Plan Review	Valuation
Building				
Commercial				
Antenna(s)	1	221.25	143.81	12,000
Build-Out	3	1,593.75	1,035.94	107,120
Sub Total:	**4**	**1,815.00**	**1,179.75**	**119,120**
Residential				
Accessory Structure	3	486.75	316.38	23,045
Basement Finish	1	141.00	0.00	0
Deck	18	1,692.00	0.00	0
Deck & Window Replacement	1	188.00	0.00	0
Demo, Siding & Window Replacement	1	282.00	0.00	0
Dwelling	3	958.75	239.69	55,200
Fence	1	121.50	39.49	1,500
Fireplace	1	206.50	0.00	10,500
Multi-Family Unit	8	14,434.00	0.00	1,125,138
New Dwelling	9	20,436.75	9,294.21	1,992,400
Roofing	7	658.00	0.00	0
Siding	5	1,306.00	0.00	81,145
Siding & Window Replacement	1	188.00	0.00	0
Window Replacement	13	1,222.00	0.00	0
Sub Total:	**72**	**42,321.25**	**9,889.77**	**3,288,928**
TOTAL:	**76**	**44,136.25**	**11,069.52**	**3,408,048**
Electrical				
Commercial				
Build-Out	1	96.00	0.00	0
Miscellaneous	5	875.00	0.00	0
Order For Payment	1	225.00	0.00	0
Sub Total:	**7**	**1,196.00**	**0.00**	**0**
Residential				
Accessory Structure	1	70.00	0.00	0
Air Conditioner	5	175.00	0.00	0
Basement Finish	2	140.00	0.00	0
Dwelling	22	2,980.00	0.00	0
Furnace & Air Conditioner	3	105.00	0.00	0
Furnace & Septic Pump	1	35.00	0.00	0
Hot Tub	1	45.00	0.00	0
Miscellaneous	3	168.00	0.00	0
Order For Payment	7	215.00	0.00	0
Panel	1	90.00	0.00	0
Porch	1	70.00	0.00	0
Septic Pump	4	140.00	0.00	0
Service Upgrade	1	90.00	0.00	0
Siding	1	35.00	0.00	0
Sub Total:	**53**	**4,358.00**	**0.00**	**0**

City of Ramsey
Permits Issued with Description

Permit Description	Permit Count	Base Fee	Plan Review	Valuation
TOTAL:	**60**	**5,554.00**	**0.00**	**0**
Fire				
Burning				
Residential	9	225.00	0.00	0
Sub Total:	**9**	**225.00**	**0.00**	**0**
Fire Sprinkler				
Commercial	2	542.05	352.33	37,200
Sub Total:	**2**	**542.05**	**352.33**	**37,200**
TOTAL:	**11**	**767.05**	**352.33**	**37,200**
Mechanical				
Commercial				
Alteration	1	108.00	0.00	10,800
Interior Remodel	1	7,300.00	4,745.00	730,000
New Building	1	200.00	0.00	2,500
Sub Total:	**3**	**7,608.00**	**4,745.00**	**743,300**
Residential				
Air Conditioner	7	329.00	0.00	0
Furnace	3	141.00	0.00	0
Furnace & Air Conditioner	8	376.00	0.00	0
Sub Total:	**18**	**846.00**	**0.00**	**0**
TOTAL:	**21**	**8,454.00**	**4,745.00**	**743,300**
Plumbing				
Commercial				
Commercial Plumbing Remodel	1	250.00	0.00	25,000
Sub Total:	**1**	**250.00**	**0.00**	**25,000**
Residential				
Dwelling	1	94.00	0.00	0
Gas Line	1	47.00	0.00	0
Irrigation	2	94.00	0.00	0
RPZ / Vacuum Breaker	1	47.00	0.00	0
Water Heater	6	282.00	0.00	0
Water Softener	4	60.00	0.00	0
Sub Total:	**15**	**624.00**	**0.00**	**0**
TOTAL:	**16**	**874.00**	**0.00**	**25,000**
Sewer & Water				
Commercial				
Change Over	1	354.80	0.00	17,740
Sub Total:	**1**	**354.80**	**0.00**	**17,740**

City of Ramsey
Permits Issued with Description

Permit Description	Permit Count	Base Fee	Plan Review	Valuation
TOTAL:	**1**	**354.80**	**0.00**	**17,740**
Sign				
Commercial				
Permenant	1	100.00	0.00	0
Temporary	2	50.00	0.00	0
Sub Total:	**3**	**150.00**	**0.00**	**0**
TOTAL:	**3**	**150.00**	**0.00**	**0**
Temporary Use				
Residential				
Exterior Stone/Stucco/Brick Work and Landscap	1	5,500.00	0.00	0
Landscape	2	11,500.00	0.00	0
Sub Total:	**3**	**17,000.00**	**0.00**	**0**
TOTAL:	**3**	**17,000.00**	**0.00**	**0**
User Defined				
Residential				
Pumping Permit	7	1,350.00	0.00	0
Tank(s) & Drainfield	4	600.00	0.00	0
Sub Total:	**11**	**1,950.00**	**0.00**	**0**
TOTAL:	**11**	**1,950.00**	**0.00**	**0**
Zoning				
Residential				
Accessory Structure 120 Sq. Ft. or Smaller	2	50.00	0.00	0
Driveway	1	25.00	0.00	0
Fence	6	150.00	0.00	0
Swimming Pool	1	25.00	0.00	0
Sub Total:	**10**	**250.00**	**0.00**	**0**
TOTAL:	**10**	**250.00**	**0.00**	**0**
Grand Total:	**212**	**79,490.10**	**16,166.85**	**4,231,288**

Report Name: PermitsIssued
Permit Category: All Permits

City of Ramsey
Permits Issued

	CURRENT RANGE 6/1/2013 - 6/30/2013				PREVIOUS RANGE 6/1/2012 - 6/30/2012			
	QTY	BASE FEE	VALUATION	PLAN REVIEW	QTY	BASE FEE	VALUATION	PLAN REVIEW
Building								
Commercial	4	1,815.00	119,120.00	1,179.75	2	2,298.50	285,000.00	1,494.03
Residential	72	42,321.25	3,288,928.00	9,889.77	47	8,191.50	330,240.00	1,292.78
Subtotal	76	44,136.25	3,408,048.00	11,069.52	49	10,490.00	615,240.00	2,786.81
Electrical								
Commercial	7	1,196.00	0.00	0.00	9	666.00	0.00	0.00
Residential	53	4,358.00	0.00	0.00	33	2,070.00	0.00	0.00
Subtotal	60	5,554.00	0.00	0.00	42	2,736.00	0.00	0.00
Fire								
Burning	9	225.00	0.00	0.00	6	145.00	0.00	0.00
Fire Alarm / Device	0	0.00	0.00	0.00	0	0.00	0.00	0.00
Fire Sprinkler	2	542.05	37,200.00	352.33	0	0.00	0.00	0.00
Fireworks	0	0.00	0.00	0.00	1	350.00	0.00	0.00
Tent / Temp Membrane	0	0.00	0.00	0.00	1	50.00	0.00	0.00
Underground Storage Tank	0	0.00	0.00	0.00	1	0.00	0.00	0.00
Subtotal	11	767.05	37,200.00	352.33	9	545.00	0.00	0.00
Mechanical								
Commercial	3	7,608.00	743,300.00	4,745.00	2	820.00	82,000.00	533.00
Residential	18	846.00	0.00	0.00	23	1,081.00	0.00	0.00
Subtotal	21	8,454.00	743,300.00	4,745.00	25	1,901.00	82,000.00	533.00
Plumbing								
Commercial	1	250.00	25,000.00	0.00	1	198.68	19,868.00	0.00
Residential	15	624.00	0.00	0.00	17	543.00	0.00	0.00
Subtotal	16	874.00	25,000.00	0.00	18	741.68	19,868.00	0.00
Sewer & Water								
Commercial	1	354.80	17,740.00	0.00	0	0.00	0.00	0.00
Subtotal	1	354.80	17,740.00	0.00	0	0.00	0.00	0.00
Sign								
Commercial	3	150.00	0.00	0.00	1	25.00	0.00	0.00
Institutional	0	0.00	0.00	0.00	0	0.00	0.00	0.00
Subtotal	3	150.00	0.00	0.00	1	25.00	0.00	0.00

City of Ramsey
Permits Issued

	CURRENT RANGE 6/1/2013 - 6/30/2013				PREVIOUS RANGE 6/1/2012 - 6/30/2012			
	QTY	BASE FEE	VALUATION	PLAN REVIEW	QTY	BASE FEE	VALUATION	PLAN REVIEW
Temporary Use								
Commercial	0	0.00	0.00	0.00	0	0.00	0.00	0.00
Residential	3	17,000.00	0.00	0.00	0	0.00	0.00	0.00
Subtotal	3	17,000.00	0.00	0.00	0	0.00	0.00	0.00
User Defined								
Commercial	0	0.00	0.00	0.00	0	0.00	0.00	0.00
Residential	11	1,950.00	0.00	0.00	10	1,277.00	0.00	0.00
Subtotal	11	1,950.00	0.00	0.00	10	1,277.00	0.00	0.00
Zoning								
Residential	10	250.00	0.00	0.00	5	125.00	0.00	0.00
Subtotal	10	250.00	0.00	0.00	5	125.00	0.00	0.00
Total	**212**	**79,490.10**	**4,231,288.00**	**16,166.85**	**159**	**17,840.68**	**717,108.00**	**3,319.81**

CC Regular Session **4. 3.**

Meeting Date: 07/09/2013

By: Dean Kapler, Fire Department

Information

Title

Accept Donation from Lions group for the Purchase of Defibrilators and equipment

Background:

Through the years the Lions group have generously donated to many needs within the city of Ramsey. Public Safety equipment, Extrication tools, Parks Buildings, are just a few examples.

This case is to authorize the acceptance of $6400 for the purchase of Defibrilators and related equipment. The new defibrilators will be put into city vehicles and city buildings.

Recommendation:

Staff recommends the acceptance of the donation of $6400 from the Ramsey Lions for the purchase of defibrilators and related equipment

Funding Source:

No funding is required. This is a donation.

Action:

Motion for council to accept the donation of $6400 from the Ramsey Lions for the purchase of defibrilators and related equipment

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	07/02/2013 02:03 PM
Jim Way	Jim Way	07/03/2013 09:03 AM
Kurt Ulrich	Kurt Ulrich	07/03/2013 10:16 AM
Form Started By: Dean Kapler		Started On: 07/02/2013 08:41 AM
Final Approval Date: 07/03/2013		

CC Regular Session **4. 4.**

Meeting Date: 07/09/2013

By: Jo Thieling, Administrative Services

Information

Title

Approve the Following Meeting Minutes:

1. City Council Work Session - June 25, 2013
2. City Council Regular Session - June 25, 2013

Background:

The meeting minutes are attached for Council review and approval.

Notification:

Observations:

Recommendation:

Funding Source:

Action:

Motion to approve the Following Meeting Minutes:
1. City Council Work Session - June 25, 2013
2. City Council Regular Session - June 25, 2013

Attachments

062513 CCWS Mts

062513 CC Mts

Form Review

Form Started By: Jo Thieling Started On: 07/03/2013

Final Approval Date: 03/06/2013

CITY COUNCIL WORK SESSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a City Council Work Session on Tuesday, June 25, 2013, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Mark Kuzma
Councilmember John LeTourneau
Councilmember Chris Riley
Councilmember Jason Tossey (arrived at 5:45 p.m.)

Member Absent: Councilmember Randy Backous

Also Present: City Administrator Kurtis Ulrich
Finance Director Diana Lund
Parks and Assistant Public Works Superintendent Mark Riverblood
Public Works Superintendent Grant Riemer
Development Services Manager Timothy Gladhill
City Engineer Bruce Westby

1. CALL TO ORDER

Mayor Strommen called the City Council Work Session to order at 5:38 p.m.

2. TOPICS FOR DISCUSSION

2.01: Consider Letter of Intent from PACT Charter School to Enter into a Lease Agreement for Warehouse Space Located at 6701 Highway 10

Finance Director Lund reviewed the staff report and explained that Premier Properties, which now handles the property management for several properties on Highway 10 for the City, has received a Letter of Intent from PACT Charter School to enter into a lease agreement for warehouse space at 6701 Highway 10. The School would like to lease a portion of the back cold storage area to store approximately ten school buses. It was noted this item would be considered at the June 25, 2013, City Council meeting

Marty Fisher, Premier Properties, stated they met with PACT Charter several times at the site and a bus was brought to the site to assure they could park up to 10 busses. He explained they will take 3 sets of doors, coming in on the west side, park in a linear fashion, and then in the morning pull out on the other side. That space totals 5,000 square feet. The additional bay has been demised (sheetrocked), is heated, and about 420 square feet with a drive in door. In that space, they would like to store their theater materials. Mr. Fisher stated the School wants to keep the buses inside and if approved, would cover the cost to add electrical operators on each garage

door, additional electrical to power engine block heaters for the buses, and an electrical sub-meter to monitor electrical usage. There would be no further demise (walls or fencing) to separate the spaces. Mr. Fisher stated this has been approved by the School Board and they would like to start July 1 with a one-year lease. The School is willing to pay a security deposit equal to one month's net rent and is offering $1 per square foot and their share of electric costs. In addition, they will be responsible for snow plowing. This would equate to $5,040 per year.

Finance Director Lund stated when Sharp rented this space, he paid $1.21 per square foot.

Councilmember Tossey arrived at 5:45 p.m.

Councilmember Kuzma asked if all electrical improvements would stay once they vacated.

Mr. Fisher stated they did not talk about improvements.

Councilmember Kuzma stated if they are getting a good deal on the rent, he would want the improvements and electric door operators to remain with the building.

Councilmember Riley asked if this is a portion of the cold storage area.

Mr. Fisher stated it is about one-third of the cold storage area and would not harm the rest of the space so the remaining cold storage space could be rented.

Finance Director Lund stated the total space is 18,360 square feet and currently tax exempt because it is vacant.

City Administrator Ulrich concurred that any improvements made, including the garage door openers should remain. He stated if rented to the school, this portion of the building would remain tax exempt so the City's expenses will be lower than when Sharp rented the space.

Councilmember Tossey agreed the improvements should stay if they vacate the building.

City Administrator Ulrich stated the Council case and resolution are written so the improvements remain.

Mr. Fisher stated he does not think it will be an issue for the School and this can be covered in the Lease Agreement that will follow.

Councilmember LeTourneau stated his support.

The consensus of the Council was to support approval of the PACT Charter School Letter of Intent subject to review and approval of the City Attorney.

Independent Auto Care Lease

Finance Director Lund reported that Independent Auto Care is two months (May and June) delinquent paying rent. She reviewed the rent rates and indicated the business owner has stated

he is not able to pay monthly rent of $1,612 and asked that the City keep the rent at $650 per month for six months (May to October) while he negotiates another possible deal with a car dealership.

Mr. Fisher stated he met with the business owner in the space a few weeks ago to address the delinquent rent status and he alluded to the fact he has had difficulty renting the space because the doors slide along the ground instead of rising so in the spring, they are difficult to open. Because of this situation, he is hesitant to lease out space but during the summer months, this is not an issue. Currently there are a few cars, boats, and trailers, which do not generate enough income to cover the rent. The business owner has requested the rent be reduced to $650 for six months, through the summer. Mr. Fisher stated he is negotiating with a car dealership that is storing cars at the State Fair grounds, which have to be moved. If that proposal goes through, he would submit a new proposal to the City to lease the rest of the space in his current building and also lease the balance of the space at 6701 Highway 10.

Mayor Strommen suggested this issue come back to the Council once the business owner concludes negotiation with the car dealership.

Finance Director Lund agreed and indicated the Council will also have to address the request to lower the rent to $650/month from May to October.

Mayor Strommen stated that item will be pulled from the Consent Agenda at the request of Councilmember Riley.

Councilmember Riley disclosed that his son had a part time summer job at Independent Auto Care so he will abstain from the vote on that issue.

Councilmember LeTourneau asked about the annualized cost for Independent Auto Care compared to the PACT School, noting one is $1 per foot and the other is 69 cents per foot. He asked if the Council is willing to take whatever is offered.

City Administrator Ulrich noted this is a short-term consideration and the front space is rented at a higher market rate so the rent is lower for this accessory space.

Councilmember LeTourneau stated it appears the rents are randomly set.

Finance Director Lund stated this is the first time the City has been asked for a renegotiation because most times the tenant just says they cannot pay the rent and vacates the space.

Councilmember Tossey stated he does not know what the lease prices should be so he relies on the leasing agent.

Mr. Fisher stated the market for cold storage space is about $1.50 per square foot. In Ramsey, the issue was raised whether the City was under cutting the market; however, these are unique buildings and there is no other property offering inside cold storage. He stated tenants usually make offers that are below market and the property owner negotiates, usually having to go lower

than asking. Mr. Fisher stated PACT Schools is a good tenant and this is the offer made by Independent Auto Care. He noted he would not argue that the doors are an issue.

Finance Director Lund stated the 6745 Highway 10 site also has very difficult access.

Youth First Lease

Finance Director Lund stated the Youth First lease is on tonight's consent agenda and consideration is to extend beyond 2016, subject to a 30-day written notice. She explained that when Premier was let go, the Council at that time had indicated that Youth First should cover the cost for utilities and maintenance, which is how tonight's case is written, to hold Youth First accountable for water and gas bills and to set a term.

Mr. Fisher stated all of the paperwork for Youth First has expired and they have been called to the site several times to resolve minor issues. He recommended that some framework be in place, even if it is "tenant at will" with a 30-day notice.

Councilmember Tossey asked about the City's contribution to Youth First.

City Administrator Ulrich reviewed the City's contributions, noting it is a significant amount. He stated staff is proposing the lease include payment of utilities by Youth First.

Finance Director Lund stated Youth First is currently paying 60% of one-half of the costs with the church paying the other 50%. The cost for utilities for the year is about $5,000 so it will cost Youth First $2,000 to $3,000 for gas, electric, and water.

Councilmember LeTourneau noted that three to four yeas ago, Youth First asked the Rotary Club for support to pay the utility bill as it was quite significant in their operating budget.

Mayor Strommen stated there should be some responsibility for use of utilities and the City contributes to Youth First in other ways.

Councilmember Tossey stated he thinks Youth First staff will contact him about having to pay the utilities because they are in financial hardship; however, he thinks there should be some responsibility and accountability with the utilities.

Finance Director Lund stated Youth First is aware of this change to include utilities.

Mayor Strommen stated if it was a concern, they would probably have responded.

City Administrator Ulrich stated the Council will be addressing the 2014 budget in several months.

The Council agreed with the request of Mayor Strommen to next consider Case 2.03 since the auditor was in attendance.

2.03: Review 2012 Comprehensive Annual Financial Report (CAFR), Management Report, and Special Purpose Audit Reports

Finance Director Lund reviewed the staff report and indicated the 2012 Annual Report has been completed.

Aaron Nielsen, Malloy, Montague, Karnowiski, Radosevich & Company (MMKR), presented the Comprehensive Annual Financial Report (CAFR), Management Report, and Special Purpose Audit Report on the Single Audit that is required since the City received in excess of $500,000 in federal grant awards during a calendar year (parking ramp expansion). He stated a clean opinion has been issued on the City's report, there were no internal control findings or weakness or issues of noncompliance in the single audit. Mr. Nielsen described the seven areas of legal compliance they audited and one finding identified with a short-term investments not in compliance with requirements of State Statutes, an unrated mutual fund, and the other was an obligation that was rated high enough to be allowable but over time fell below the level it needs to be rated.

Finance Director Lund explained that the finding was based on a $44,000 interest principal payment that came due on December 31, 2013. Since the City was changing banks, it was put into a non-rated account until January 3, 2013. That was the issue on which the auditor made a finding.

Mr. Nielsen completed overview of the CAFR, opinions, and findings.

Councilmember Riley thanked Finance Director Lund for explaining the finding, noting it does not involve a big issue. He stated Ramsey had a sizeable decrease in surplus funds and asked Mr. Nielsen if he has seen the same issue with other municipalities.

Mr. Nielsen stated he does not have that type of comparison, noting other municipalities may be using a different type of tool such as Tax Increment Financing.

Councilmember Kuzma commended Finance Director Lund and noted the City did change banks.

Councilmember Tossey noted it is more difficult to project revenues and stated the City was quite close to that projection.

Finance Director Lund explained that towards the close of the year, she does an amendment, which is why the revenue is so close. She explained monthly reports are provided so the numbers can be reviewed and the City is required to do this amendment.

Mayor Strommen asked about the percentage of unpaid taxes.

Mr. Nielsen stated that figure is in the audit, Page 139, showing that in 2011, the City collected 93% and in 2012, it collected 98%. He referenced Page 51 indicating revenues were within $4,000 after amendment but the original was very close in projecting revenues.

Finance Director Lund explained that with expenditures, there is usually an asset to balance it, such as when TIF was used for Flaherty & Collins and the parking ramp. She stated when the City goes out for bonds, it will be asked about those types of assets.

Mayor Strommen noted the CAFR contains a lot of interesting information, particularly when compared to prior years. She asked staff to pull out some of those key trends, such as percentage of taxes collected, to provide context during the budget process.

Finance Director Lund stated the tax capacity value is also impacted by changes made by the Legislature.

Councilmember LeTourneau suggested the Finance Committee schedule a meeting to address the outliers, opportunities, and relationships so that can be used moving forward with the budget discussion and assure transparency.

Finance Director Lund asked who will be the third member of the Finance Committee, noting Mayor Strommen is the alternate.

The consensus of the Council was to support the suggestion of Councilmember LeTourneau and for Mayor Strommen to attend as the alternate.

Mayor Strommen thanked Finance Director Lund, her staff, and Mr. Nielsen, for all of the work that went into this report.

2.02: Review Draft Contract for City Attorney Services

City Administrator Ulrich reviewed the staff report and changes made to the draft contract with Joseph Langel, Ratwik, Roszak & Maloney, PA, for City Attorney services. He noted staff is recommending a new paragraph detailing the responsibility of attorney and staff, severability, and that the City expressly reserves its right to hire independent counsel on matters it determines requires an attorney with more expertise or expertise in a particular field.

Councilmember Riley asked about non-retainer items that are not covered, such as property and development matters.

City Administrator Ulrich stated that relates to contested matters and if a property matter that is a specific real estate transaction it will be billed hourly. He stated this is consistent with what the City has been paying and if it is a fee that can be charged back to the developer, it is charged at $185/hour.

Councilmember Riley noted reimbursable costs (Section 2.2) are laid out but it had been stated at both interviews that the City would not be billed for mileage or their drive time to/from the City Hall.

City Administrator Ulrich indicated that was also his understanding and stated at the interview. He agreed the wording does not clearly spell out that issue and stated he will check with Mr. Langel about that issue.

Councilmember LeTourneau suggested adding to Section 1.1, Retainer Matters, indicating: "L. Mileage expense to and from City Hall office.

The consensus of the Council was to support the draft contract for civil legal services with Ratwik, Roszak & Maloney, PA as revised and presented by staff. It was noted this item would be considered on the June 25, 2013, City Council Consent Agenda.

2.03: Review 2012 Comprehensive Annual Financial Report (CAFR), Management Report, and Special Purpose Audit Reports

This item was considered prior to Case 2.02.

3. FUTURE TOPICS FOR DISCUSSION

3.01: Game Fair Sign Request

City Administrator Ulrich stated last year, Game Fair asked for signs along Highway 10 and the Council did gave a variance for a billboard-sized sign in the proximity of the City's sign. He explained that Game Fair is making the same request as well as for a temporary sign by the Youth First building. City Administrator Ulrich asked if the Council supported staff issuing the sign permit and variance or if it preferred to wait until the request is formally considered at the July 9, 2013, meeting.

The consensus of the Council was to not object to staff issuing a sign permit and variance for Game Fair to install temporary signage.

3.02: Update on Lower Rum River Water Management Organization (LRRWMO) Assessments

City Administrator Ulrich reported on the LRRWMO meeting, during which the funding formula was discussed. It was noted that at this time, Ramsey pays 49% of the funding for the LRRWMO and Coon Rapids will be withdrawing. City Administrator Ulrich stated the LRRWMO agreed to divide funding equally between the remaining three cities.

Councilmember Kuzma stated this will result in an annual saving of $7,000. He recommended that consideration of the Stanley Consulting study on the Rum River Dam and potential future dam projects be considered as separate issues. He explained the LRRWMO is asking for a written request at this time because the other two cities (Andover and Anoka) will need to consider that their level of funding will increase from former years.

City Administrator Ulrich stated the next LRRWMO meeting is July 18 and this matter will come before the City Council at the July 9, 2013, meeting.

The consensus of the Council was to support the new funding formula of the LRRWMO with Ramsey paying one-third and that staff prepare a letter making a formal request to the LRRWMO. The letter will also indicate Ramsey's support to keep decisions involving the Rum River Dam as a separate issue.

4. MAYOR / COUNCIL / STAFF INPUT

None

5. ADJOURNMENT

Mayor Strommen declared the Work Session of the City Council to be adjourned at 6:53 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.

TABLE OF CONTENTS

CITY COUNCIL
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a regular meeting on Tuesday, June 25, 2013, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Mark Kuzma
Councilmember John LeTourneau
Councilmember Chris Riley
Councilmember Jason Tossey

Members Absent: Councilmember Randy Backous

Also Present: City Administrator Kurtis Ulrich
Finance Director Diana Lund
Fire Chief Dean Kapler
Fire Marshal Mat Kohner
Parks and Assistant Public Works Superintendent Mark Riverblood
Public Works Superintendent Grant Riemer
City Clerk Jo Ann Thieling
Development Services Manager Timothy Gladhill
City Engineer Bruce Westby
Assistant to the City Administrator Patrick Brama
City Attorney William Goodrich

1. CALL TO ORDER

Mayor Strommen called the regular meeting of the Ramsey City Council to order at 7:02 p.m., followed by the Pledge of Allegiance led by Mayor Strommen.

2. PRESENTATION

2.1: Presentation of the 2012 Audit Report

Aaron Neilson, Principal with Malloy, Montague, Karnowiski, Radosevich & Company (MMKR), presented the 2012 Comprehensive Annual Financial Report (CAFR).

City Administrator Ulrich complimented the Finance Department that is headed by Finance Director Lund.

Finance Director Lund thanked her staff and especially Assistant Finance Director McAlpine who is responsible for putting the report together and working with MMKR. She noted there is an item on the Consent Agenda to accept this report and submit for the Certificate of Achievement in Financial Reporting Award.

Mayor Strommen, on behalf of the Council, extended their appreciation to Finance Director Lund and her staff.

3. CITIZEN INPUT

None.

4. CONSENT AGENDA

Motion by Councilmember Tossey, seconded by Councilmember Kuzma, to approve the following items on the Consent Agenda as revise to remove Item 4:10:

4.01: Receive 2012 Comprehensive Annual Financial Report (CAFR)
4.02: Receive May 2013 Financial Reports – General Fund and Enterprise Funds
4.03: Note the following Boards and Commission Meeting Minutes:
1) Planning Commission Meeting Minutes – May 2, 2013
2) Environmental Policy Board Meeting Minutes – May 6, 2013
3) Park and Recreation Commission Meeting Minutes – May 9, 2013
4) Economic Development Authority Meeting Minutes – May 16, 2013
4.04: Approve the following Meeting Minutes:
1) City Council Work Session – June 4, 2013
2) City Council Work Session – June 11, 2013
3) City Council Regular Session – June 11, 2013
4.05: Approve Encroachment Agreement for a Portion of a Deck to Encroach into a Drainage and Utility Easement on the Property Located at 15881 Lithium Street NW; Case of Vasily Vlasyuk
4.06: Approve and Execute a Purchase Agreement for City Owned Property Located at 14280 Azurite Street NW
4.07: Approve Request for Site Plan Review for a Building Addition on the Property Located at 6815 McKinley Street NW; Case of Sharp & Associates
4.08: Approve Lease Amendments with Northwest Anoka County Consortium (Youth First) Located at 6701 Highway 10
4.09: Approve Letter of Intent with PACT Charter School to Lease Warehouse Space at 6701 Highway 10
~~4.10: Approve Temporary Lease Amendment with Independent Auto Care in Regard to Lease Rent~~ This item was removed from the Consent Agenda and considered as Item 7.07.
4.11: Approve Request for Use of Veterans Drive Right-of-Way Adjacent to 7700 Sunwood Drive for Outdoor Dog Area; Case of Residence at The COR – Recommendation of Public Works Committee meeting of June 18, 2013
4.12: Consideration of Awarding a Contract to Construct a Drainage Swale in Brookfield Third Addition

4.13: Consideration of Accepting Plans and Specifications and Authorizing Advertisement for Bids for 2013 Pavement Maintenance Program

4.14: Adopt Resolution #13-06-113 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of June 6, 2013 through June 19, 2013

4.15: Adopt Resolution #13-06-112 declaring the City of Ramsey's Participation in the State Council on Local Results and Innovation – Performance Measurement Program

4.16: Adopt Resolutions #13-06-104 adopting Findings of Fact #0915 and Resolution #13-06-105 Approving Request for Conditional Use Permit to Exceed Square Footage Allotment for Accessory Buildings at 9321 169th Avenue NW; Case of Michael and Diane Dahlberg

4.17: Adopt Resolutions #13-06-087 adopting Findings of Fact #0912 and Resolution #13-06-088 Approving Request for Conditional Use Permit to Maintain Two Horses on 2.50 Acres Located at 8010 176th Lane NW; Case of Linda Eidem

4.18: Adopt Resolution #13-06-102 adopting Findings of Fact #0914 and Resolution #13-06-103 Approving Conditional Use Permit to Operate Motor Vehicle Sales at 7820 Riverdale Drive, Case of Bethel Properties

4.19: Adopt Resolution #13-06-108 Requesting that Anoka County Housing and Redevelopment Authority (ACHRA) Allocate $361,000 of its 2013 Levy Toward the Purchase of the Property at 6701 Highway 10 NW in the City of Ramsey and Resolution #13-06-109 Declaring the City of Ramsey Support of Anoka County and its County-Wide Economic Development Objectives and Activities

4.20: Adopt Resolution #13-06-111 Authorizing Partial Payment to North Pine Aggregate, Inc. for IP 12-20 CSAH 83 (Armstrong) – Sunwood Drive

4.21: Adopt Resolution #13-06-110 Authorizing Partial Payment to North Pine Aggregate, Inc. for IP 12-28; Rum River Hills Storm Sewer Replacement

4.22: Report from the Personnel Committee Meeting dated May 28, 2013:

1) Consider Resolution to Establish a Policy Regarding Non-Employee Interview Panel Participants – *Ratify the recommendation of the Personnel Committee and Adopt Resolution #13-06-091 to Establish Policy Regarding Non-Employee Interview Panel Participants. Note: Resolutions ending the I.T. Specialist's probation, revising the Personnel Policy, and promoting two Police Department employees were approved at the May 28, 2013, City Council meeting*

4.23: Report from the Personnel Committee Meeting dated June 18, 2013:

1) Consider Resolution to Hire a Patrol Officer – *Ratify the recommendation of the Personnel Committee and Adopt Resolution #13-06-115 to Hire a Patrol Officer*

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Tossey, Kuzma, LeTourneau, and Riley. Voting No: None. Absent: Councilmember Backous.

5. APPROVE AGENDA

Motion by Councilmember Riley, seconded by Councilmember LeTourneau, to approve the agenda as presented.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Riley, LeTourneau, Kuzma, and Tossey. Voting No: None. Absent: Councilmember Backous.

6. PUBLIC HEARING

None.

7. COUNCIL BUSINESS

7.01: Approve Entering into Contract for Civil Legal Services with Joseph Langel of Ratwik, Roszak & Maloney, PA

City Administrator Ulrich indicated that after an extensive interview process, Joseph Langel of Ratwik, Roszak & Maloney, was selected to represent the City on civil matters.

Mr. Langel introduced himself, thanked the Council for this opportunity, and indicated he is looking forward to working with the Council, City staff, and residents of Ramsey.

Motion by Councilmember LeTourneau, seconded by Councilmember Tossey, to approve entering into a contract, as revised, for civil legal services with Joseph Langel of Ratwik, Roszak & Maloney, PA.

Further discussion: The Council acknowledged that this is a monumental decision as the City has used the same attorney since it was a township. It was noted the firm of Randall, Goodrich & Haag will continue to provide prosecuting services.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers LeTourneau, Tossey, Kuzma, and Riley. Voting No: None. Absent: Councilmember Backous.

7.02: Consider Approval of Special Events Permit for JR's Outpost, 6141 Highway 10 NW

City Clerk Thieling reviewed the staff report and recommendation of approval.

Motion by Councilmember Kuzma, seconded by Councilmember Riley, to approve the Special Events Permit for JR's Outpost, 6141 Highway 10, Ramsey, including allowing the band to play until 11:45 p.m.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Kuzma, Riley, LeTourneau, and Tossey. Voting No: None. Absent: Councilmember Backous.

7.03: Approve Easement to Great River Energy at Alpine Park and Accept $14,000 for Restoration

Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report and described the agreement reached for closure of the landfill. He stated staff recommends approval of the easement to Great River Energy and to accept $14,000 to order the three-year prairie establishment by a contractor.

Motion by Councilmember LeTourneau, seconded by Councilmember Kuzma, to approve Easement No: AW-001b for Great River Energy and accept $14,000 for the prairie establishment at Alpine Park.

Further discussion: The Council noted this is a win-win situation for all. Parks and Assistant Public Works Superintendent Riverblood concurred and noted utility companies also have a mandate to assure security. Councilmember LeTourneau, Council Liaison to the Environmental Protection Board, commended the Board for bringing forward and making a recommendation on this matter.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers LeTourneau, Kuzma, Riley, and Tossey. Voting No: None. Absent: Councilmember Backous.

7.04: Authorize Purchase of Replacement Fire Tanker Truck

Fire Chief Kapler reviewed the staff report and recommendation to enter into a Houston/Galveston Area Council (HGAC) Cooperative Purchasing Agreement with General/Rosenbauer (General Fire Apparatus) for the purchase and fabrication of an engine/tanker with a purchase price of $333,632. He indicated that should the shared services agreement go forward, the City's hauled water capacity should not be a consideration as it is still needed to serve areas that have no hydrants.

Fire Marshal Kohner described the dual use and flexibility of this vehicle.

Finance Chief Kapler presented staff's recommendation to purchase through General Fire Apparatus and estimated it will serve the City for 25-30 years.

Finance Director Lund stated at the July 9, 2013, Council meeting staff will present a recommendation for capital equipment certificates, which will include this fire tanker truck.

The Council acknowledged this vehicle will replace one purchased in 1988.

Fire Chief Kapler stated the 1988 vehicle will not be retained and since it has low resale value, it may be offered to a neighboring community.

Motion by Councilmember Riley, seconded by Councilmember LeTourneau, to authorize staff to enter into an agreement for the purchase of an engine/tanker from General/Rosenbauer in the amount of $333,632.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Riley, LeTourneau, Kuzma, and Tossey. Voting No: None. Absent: Councilmember Backous.

7.05: Consider Conveying Easements to Great River Energy on Outlot E, Business Park 95 2nd Addition (identified as Parcel #3) and on Portions of a Parcel on or near Rivers Bend Park along Bunker Lake Boulevard (Identified as Parcel #28); Case of Great River Energy (Portions may be closed to the public)

Development Services Manager Gladhill reviewed the staff report and presented the request of Great River Energy to introduce a new overhead electric transmission line to the Enterprise Park Substation in Anoka to continue to provide reliable electric service as the system is currently at capacity. He indicated staff recommends approval of the offer price of $10,454 for the utility easement on Parcel #3 (Outlot E) and for $38,551 for the utility easement on Parcel #28 (Rivers Bend Park); however, if the Council would like to consider making a counter offer, he would recommend that it be discussed during a Closed Session.

The Council indicated it would not consider a counter offer so a Closed Session was not needed.

Development Services Manager Gladhill answered questions of the Council relating to the alignment and indicated the City can still make adjustments within the identified route; however, the public process has been held and the Public Utilities Commission approved this route.

Mayor Strommen stated, for the record, that it is unfortunate this route traverses Rivers Bend Park.

Dan Wilson, Wilson Development Services representing Great River Energy, thanked staff for the informative presentation and indicated the acquisition process is almost complete.

Motion by Councilmember LeTourneau, seconded by Councilmember Kuzma, to adopt Resolution #13-04-116 Granting Easements to Great River Energy.

Further discussion: The Council acknowledged that this project comes out of need, is an important project, and will drive economic growth of the City.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers LeTourneau, Kuzma, Riley, and Tossey. Voting No: None. Absent: Councilmember Backous.

7.06: Consider Terms for Bury & Carlson's (B&C) Request to Terminate Lease Agreement

City Administrator Ulrich reviewed the staff report, terms of the tentative Lease Termination Agreement, and recommendation for approval of an early termination of the lease effective June 30, 2013 to allow the City to declare the property tax exempt as of January 1, 2014.

City Attorney Goodrich recommended revisions so Bury & Carlson is required to continue insurance provisions to indemnify the City and to keep the property in the same condition until they vacate.

Finance Director Lund stated the City is holding a relocation escrow of $25,000 that could be used, if needed, to address any issues once they vacate the premises.

Motion by Councilmember Riley, seconded by Councilmember Tossey, to approve the Lease Termination Agreement with Bury & Carlson subject to negotiation of final terms as approved by the City Attorney.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Riley, Tossey, Kuzma, and LeTourneau. Voting No: None. Absent: Councilmember Backous.

7.07: Approve Temporary Lease Amendment with Independent Auto Care in Regard to Lease Rent

Councilmember Riley disclosed that his son holds a part time summer job with Independent Auto Care and though it may not rise to the level of a conflict of interest, he will abstain from the discussion and vote on this case.

Motion by Councilmember Tossey, seconded by Councilmember LeTourneau, to approve the Temporary Lease Amendment with Independent Auto Care in regard to Lease Rent.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Tossey, LeTourneau, and Kuzma. Voting No: None. Abstaining: Councilmember Riley. Absent: Councilmember Backous.

8. MAYOR, COUNCIL AND STAFF INPUT

Councilmember Tossey announced that this afternoon, Anoka County and the City of Ramsey were awarded a $10 million Corridor Investment Management Strategy (CIMS) grant. He thanked the City's legislative delegation for their support.

Mayor Strommen added the Council's appreciation to City staff for their work and Anoka County and business owners for their partnership.

City Administrator Ulrich recognized *Anoka County Union* Reporter Eric Hagen and announced upcoming meetings and events. He indicated staff will consider whether the Economic Development Manager position should be restructured and the option of using a consultant until a qualified applicant is found. This will be considered by the Council on July 9, 2013.

Councilmember Riley advised residents of the need to recognize pedestrians within a crosswalk, which if violated, is a ticketable offense.

Parks and Assistant Public Works Superintendent Riverblood announced the upcoming event at The Draw and thanked Reporter Hagen for including an article on this event.

Councilmember LeTourneau and Mayor Strommen reported on their attendance at the League of Minnesota Cities Conference.

Mayor Strommen reported on her meeting with Family Promise of Anoka County to address transitional housing for homeless families. She announced that the City Council will be transitioning away from holding a Work Session on the first Tuesday of the month.

Mayor Strommen stated she became aware of an association of Mayors of cities along the Mississippi Rivers to band together and build clout with Congress to recognize the Mississippi River as an "economic engine" of the country. She stated she will bring more information before the Council at a future date to consider whether membership has merit.

9. ADJOURNMENT

Motion by Councilmember Tossey, seconded by Councilmember Riley, to adjourn the meeting.

Motion carried.

The regular meeting of the City Council adjourned at 8:05 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.

CC Regular Session **4. 5.**

Meeting Date: 07/09/2013

By: Diana Lund, Finance

Information

Title

Approval for Exemption For a Gambling License for Property Economic Resource Management (PERM)

Background:

The attached application is from the Property Economic Resource Management (PERM) for exemption from a lawful gambling license to hold a fund-raising raffle at Game Fair on August 18, 2013.

The PERM group is a conservation club that is dedicated to finding balanced solutions to natural resource issues. The PERM group wants to ensure equal protection of the law and sustainable access to Minnesota's natural resources for all citizens.

The PERM group meets all of the requirements which allow them to remain exempt from licensing, primarily from the standpoint that commodities to be raffled are valued at less than $12,000.

Approval requires nothing more than a motion followed by a letter to the Gambling Control Board, while if the request is denied, a formal resolution for denial would need to be prepared and submitted to the Gambling Control Board.

Recommendation:

Staff recommends that the City Council approve the exemption from a lawful gambling license for the PERM group to hold a raffle at Game Fair on August 18, 2013.

Action:

Motion to recommend City Council approve the exemption from a lawful gambling license for the PERM group to hold a raffle at Game Fair on August 18, 2013 and authorize staff to submit a letter to the Gambling Control Board stating approval.

Attachments

Exemption Permit - PERM

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	07/03/2013 10:14 AM
Form Started By: Diana Lund		Started On: 06/27/2013 09:15 AM
Final Approval Date: 07/03/2013		

RECD JUN 21 2013

MINNESOTA LAWFUL GAMBLING

LG220 Application for Exempt Permit

An exempt permit may be issued to a nonprofit organization that:
- conducts lawful gambling on five or fewer days, and
- awards less than $50,000 in prizes during a calendar year.

If total prize value for the year will be $1,500 or less, contact the licensing specialist assigned to your county.

Application fee (non refundable)

If application is postmarked or received 30 days or more before the event **$50**; otherwise **$100**.

ORGANIZATION INFORMATION

Organization name: Proper Economic Resource Management, Inc. (PERM)

Previous gambling permit number: X4387

Minnesota tax ID number, if any:

Federal employer ID number (FEIN), if any: 41-1750727

Type of nonprofit organization. Check one.

☐ Fraternal ☐ Religious ☐ Veterans ☑ Other nonprofit organization

Mailing address	City	State	Zip code	County
657 Main St, suite 102	Elk River	MN	55330	Sherburne

Name of chief executive officer [CEO]	Daytime phone number	E-mail address
Val Baertlein	(612) 822-1766	vbmpls@pro-ns.net

NONPROFIT STATUS

Attach a copy of ONE of the following for proof of nonprofit status.

☐ **Nonprofit Articles of Incorporation OR a current Certificate of Good Standing.**

Don't have a copy? This certificate must be obtained each year from:
Secretary of State, Business Services Div., 60 Empire Drive, Suite 100, St. Paul, MN 55103

LOCAL UNIT OF GOVERNMENT ACKNOWLEDGMENT

CITY APPROVAL for a gambling premises located within city limits

X The application is acknowledged with no waiting period.

___ The application is acknowledged with a 30 day waiting period, and allows the Board to issue a permit after 30 days [60 days for a 1st class city].

___ The application is denied.

Print city name City of Ramsey

Signature of city personnel _____

Title Finance Director Date 6/27/13

Local unit of government must sign

COUNTY APPROVAL for a gambling premises located in a township

____ The application is acknowledged with no waiting period.

____ The application is acknowledged with a 30 day waiting period, and allows the Board to issue a permit after 30 days.

____ The application is denied.

Print county name _____

Signature of county personnel

_____

Title _____ Date _____

TOWNSHIP. If required by the county.
On behalf of the township, I acknowledge that the organization is applying for exempted gambling activity within the township limits.
[A township has no statutory authority to approve or deny an application, per Minnesota Statutes 349.166.]

Print township name _____

Signature of township officer _____

Title _____ Date _____

CHIEF EXECUTIVE OFFICER'S SIGNATURE

INTERNAL REVENUE SERVICE
DISTRICT DIRECTOR
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASUR

Date:
AUG 10 1998

PROPER ECONOMIC RESOURCE MANAGEMENT
INC PERM
C/O MARK S ROTZ
9193 PARRISH AVE
ELK RIVER, MN 55330-7179

Employer Identification Number:
41-1750727
DLN:
17053157787028
Contact Person:
D. A. DOWNING
Contact Telephone Number:
(513) 241-5199

Addendum Applies:
Yes

Dear Applicant:

Based on the information you recently submitted, we have classified your organization as one that is not a private foundation within the meaning of section 509(a) of the Internal Revenue Code because you are described in sections 509(a)(1) and 170(b)(1)(A)(vi).

Your exempt status under section 501(a) of the Internal Revenue Code as an organization described in 501(c)(3) is still in effect.

This classification is based on the assumption that your operations will continue as you have stated. If your sources of support, or your purposes, character, or method of operation change, please let us know so we can consid

CC Regular Session **4. 6.**

Meeting Date: 07/09/2013

By: Diana Lund, Finance

Information

Title

Approval for Exemption for a Gambling License for Ruffed Grouse Society -Twin Cities Chapter

Background:

The attached application is from the Ruffed Grouse Society - Twin Cities Chapter for exemption from a lawful gambling license to hold a fund-raising raffle at Game Fair on August 18, 2013.

The Ruff Grouse Society is a wildlife conservation organization whose mission is to improve the environment for Ruffed Grouse, American Wooodcock and other forest wildlife.

The Ruff Grouse Society meets all of the requirements which allow them to remain exempt from licensing, primarily from the standpoint that commodities to be raffled are valued at less than $12,000.

Approval requires nothing more than a motion followed by a letter to the Gambling Control Board, while if the request is denied, a formal resolution for denial would need to be prepared and submitted to the Gambling Control Board.

Recommendation:

Staff recommends that City Council approve the exemption from a lawful gambling license for the Ruffed Grouse Society to hold a raffle at Game Fair on August 18, 2013.

Action:

Motion to recommend City Council approve the exemption from a lawful gambling license for the Ruffed Grouse Society - Twin Cities Chapter to hold a raffle at Game Fair on August 18, 2013 and authorize staff to submit a letter to the Gambling Control Board stating approval.

Attachments

Exemption Permit - Ruffed Grouse Society

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	07/03/2013 10:14 AM
Form Started By: Diana Lund		Started On: 06/27/2013 09:59 AM
Final Approval Date: 07/03/2013		

LG220 Application for Exempt Permit

An exempt permit may be issued to a nonprofit organization that:
- conducts lawful gambling on five or fewer days, and
- awards less than $50,000 in prizes during a calendar year.

If total prize value for the year will be $1,500 or less, contact the licensing specialist assigned to your county.

Application fee (non refundable)

If application is postmarked or received 30 days or more before the event **$50**; otherwise **$100**.

ORGANIZATION INFORMATION

Organization name: Ruffed Grouse Society - Twin Cities Chapter
Previous gambling permit number: X-82048

Minnesota tax ID number, if any:
Federal employer ID number (FEIN), if any: 54-0846925

Type of nonprofit organization. Check one.

☐ Fraternal ☐ Religious ☐ Veterans ☒ Other nonprofit organization

Mailing address	City	State	Zip code	County
1552 148th Ave NW	Andover	MN	55304	Anoka

Name of chief executive officer [CEO]	Daytime phone number	E-mail address
Terrence L. LYDELL	612-237-6214	Terrylydell@qualitytrc.us

NONPROFIT STATUS

Attach a copy of ONE of the following for proof of nonprofit status.

☐ **Nonprofit Articles of Incorporation OR a current Certificate of Good Standing.**
Don't have a copy? This certificate must be obtained each year from:
Secretary of State, Business Services Div., 60 Empire Drive, Suite 100, St. Paul, MN 55103
Phone: 651-296-2803

☐ **IRS income tax exemption [501(c)] letter in your organization's name.**
Don't have a copy? To obtain a copy of your federal income tax exempt letter, have an organization officer contact the IRS at 877-829-5500.

☒ **IRS - Affiliate of national, statewide, or international parent nonprofit organization [charter]**
If your organization falls under a parent organization, attach copies of **both** of the following:
a. IRS letter showing your parent organization is a nonprofit 501(c) organization with a group ruling, and
b. the charter or letter from your parent organization recognizing your organization as a subordinate.

GAMBLING PREMISES INFORMATION

Name of premises where the gambling event will be conducted. For raffles, list the site where the drawing will take place.
Game Fair / Armstrong Ranch

Address [do not use PO box]	City or township	Zip code	County
8404 161st Ave NW	Ramsey MN	55303	Anoka

Date[s] of activity. For raffles, indicate the date of the drawing.
August 18 2013

Check each type of gambling activity that your organization will conduct.

☐ Bingo* ☒ Raffle ☐ Paddlewheels* ☐ Pull-tabs* ☐ Tipboards*

* **Gambling equipment** for bingo paper, paddlewheels, pull-tabs, and tipboards must be obtained from a distributor licensed by the Minnesota Gambling Control Board. EXCEPTION: Bingo hard cards and bingo number selection devices may be borrowed from another organization authorized to conduct bingo.

To find a licensed distributor, go to ***www.gcb.state.mn.us*** and click on ***Distributors*** under the ***WHO'S WHO? LIST OF LICENSEES***, or call 651-639-4000.

LOCAL UNIT OF GOVERNMENT ACKNOWLEDGMENT

CITY APPROVAL for a gambling premises located within city limits

X The application is acknowledged with no waiting period.

___ The application is acknowledged with a 30 day waiting period, and allows the Board to issue a permit after 30 days [60 days for a 1st class city].

___ The application is denied.

Print city name City of Ramsey

Signature of city personnel

Title Finance Director Date 6/27/13

Local unit of government must sign

COUNTY APPROVAL for a gambling premises located in a township

____ The application is acknowledged with no waiting period.

____ The application is acknowledged with a 30 day waiting period, and allows the Board to issue a permit after 30 days.

____ The application is denied.

Print county name _____

Signature of county personnel

_____

Title _____ Date _____

TOWNSHIP. If required by the county.
On behalf of the township, I acknowledge that the organization is applying for exempted gambling activity within the township limits.
[A township has no statutory authority to approve or deny an application, per Minnesota Statutes 349.166.]

Print township name _____

Signature of township officer _____

Title _____ Date _____

CHIEF EXECUTIVE OFFICER'S SIGNATURE

The information provided in this application is complete and accurate to the best of my knowledge. I acknowledge that the financial report will be completed and returned to the Board within 30 days of the event date.

Chief executive officer's signature _____ Date 6/25/13

Print name Terrence L. Lydell

REQUIREMENTS

Complete a separate application for:

- all gambling conducted on two or more consecutive days, or
- all gambling conducted on one day.
  Only one application is required if one or more raffle drawings are conducted on the same day

Send application with:

__ a copy of your proof of nonprofit status, and
__ application fee (non refundable). Make check payable to "State of Minnesota."

To: Gambling Control Board
1711 West County Road B, Suite 300 South
Roseville, MN 55113

Financial report and recordkeeping required
A financial report form and instructions will be sent with your permit, or use the online fill-in form available at www.gcb.state.mn.us.

Within 30 days of the event date, complete and return the financial report form to the Gambling Control Board.

Questions?
Call the Licensing Section of the Gambling Control Board at 651-639-4000.

This form will be made available in alternative format (i.e. large print, Braille) upon request.

Data privacy notice: The information requested on this form (and any attachments) will be used by the Gambling Control Board (Board) to determine your organization's qualifications to be involved in lawful gambling activities in Minnesota. Your organization has the right to refuse to supply the information; however, if your organization refuses to supply this information, the Board may not be able to determine your organization's qualifications and, as a consequence, may refuse to issue a permit. If your organization supplies the information requested, the Board will be able to process the application. Your organization's name and address will be public information when received by the Board.

All other information provided will be private data about your organization until the Board issues the permit. When the Board issues the permit, all information provided will become public. If the Board does not issue a permit, all information provided remains private, with the exception of your organization's name and address which will remain public. Private data about your organization are available to: Board members, Board staff whose work requires access to the information; Minnesota's Department of Public Safety; Attorney General; Commissioners of Administration, Minnesota Management & Budget, and Revenue; Legislative Auditor, national and international gambling regulatory agencies; anyone pursuant to court order; other individuals and agencies specifically authorized by state or federal law to have access to the information; individuals and agencies for which law or legal order authorizes a new use or sharing of information after this notice was given; and anyone with your written consent.

Internal Revenue Service
P.O. Box 2508
Cincinnati, OH 45201

SEP 1 4 2006 **Department of the Treasury**

Date: SEP 0 9 2006

Person to Contact:
Gregory Renier
Toll Free Telephone Number:
877-829-5500
Employer Identification Number:
54-0846925

RUFFED GROUSE SOCIETY
C/O MICHAEL ZAGATA
451 MCCORMICK RD
CORAOPOLIS, PA 15108-9377

Dear Sir or Madam:

This is in response to your request of July 18, 2006, regarding your tax-exempt status.

Our records indicate that a determination letter was issued in December 1989 that recognized you as exempt from Federal income tax. Our records further indicate that you are currently exempt under section 501(c)(3) of the Internal Revenue Code.

Our records also indicate you are not a private foundation within the meaning of section 509(a) of the Code because you are described in section 509(a)(2).

Donors may deduct contributions to you as provided in section 170 of the Code. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible for federal estate and gift tax purposes if they meet the applicable provisions of sections 2055, 2106, and 2522 of the Code.

If you have any questions, please call us at the telephone number shown in the heading of this letter.

Sincerely,

Cindy Westcott
Manager, Exempt Organizations
Determinations

SAMUEL R. PURSGLOVE, JR., Ph.D.
Executive Director

TWIN CITIES MINNESOTA CHAPTER

The Ruffed Grouse Society

DEDICATED TO IMPROVING THE ENVIRONMENT
FOR RUFFED GROUSE, WOODCOCK,
AND OTHER FOREST WILDLIFE

451 McCormick Road • Coraopolis, Pennsylvania 15108-9372
(412) 262-4044 Fax (412) 262-9207
(888) 564-6747 Toll Free

CHAPTER CHARTER
(revised)

A group of members in good standing representing Anoka, Carver, Hennepin, Ramsey and Scott Counties in Minnesota have made application and are hereby granted a Charter designating such group a Local Chapter of the Corporation, known as the Twin Cities Minnesota Chapter, hereinafter referred to as the Chapter. This charter is issued under authority granted to the Board of Directors as provided in Article XIII, Section 1-3 of the Bylaws of the Ruffed Grouse Society.

The Chapter may elect officers, finance its operations, and establish rules and bylaws so long as these operations do not conflict with the Articles, Bylaws, or purposes and policies of the Corporation.

The Chapter shall be required to maintain a current list of names and addresses of each officer and director of the Chapter, and file an accurate and complete copy of said list with the Executive Director at the national office immediately following organization, and each calendar year thereafter.

The Chapter so organized and chartered shall at all times maintain accurate financial records and file an annual report of the same with the Executive Director at the national office no later than December 31 of each calendar year.

The Board of Directors of the corporation may, for just cause, withdraw this Charter, but, in such event, the members of the Chapter shall continue to be members of the corporation so long as such members continue to pay dues to the corporation. The corporation shall maintain supervisory control of the Chapter, and in the event that conflict arises between the policies of the corporation and the policies and procedures of the Chapter, the Board of Directors is charged with the duty to resolve such conflict.

For The Ruffed Grouse Society
Board of Directors

Date: July 31, 1980

Samuel R. Pursglove

The Ruffed Grouse Society is a national, non-profit, wildlife conservation organization. The Society is exempt from Federal income tax as an organization described in section 501 (c) (3) of the Internal Revenue Code. Contributions made to the Society are deductible by donors as provided in section 170 of the Code. The Society's Federal Identification number is 54-0846925.

Revised: March 1, 1995

CC Regular Session **4. 7.**

Meeting Date: 07/09/2013

By: Jo Thieling, Administrative Services

Information

Title

Approve License Applications

Background:

Attached is a list of licenses for Council approval.

Action:

Motion to approve license applications.

Attachments

List of License apps

Form Review

Form Started By: Jo Thieling Started On: 07/02/2013

Final Approval Date: 02/21/2013

License Applications
For Year 2013

*Peddlers	Southwestern Advantage – Trin Lilienthal	245 Atrium Way	Nashville, TN	320-247-3152

*To sell educational books and products door to door

CC Regular Session **4. 8.**

Meeting Date: 07/09/2013

Submitted For: Kurt Ulrich, **By:** Jo Thieling, Administrative Services

Information

Title

Approve Contract for Prosecution Legal Services with the Law Firm of Randall, Goodrich and Haag, P.L.C.

Background:

As Council is aware, approval was granted to enter into a contract for prosecution legal services with the law firm of Randall, Goodrich and Haag, P.L.C. That contract is attached for Council review and formal approval. The contract is for a three year term and shall be renewable at the City's option for an additonal term or term(s). The City or the law firm may terminate this agreement upon 30 days written notice without cause.

Recommendation:

Staff is recommending Council formally enter into a contract with the law firm of Randall, Goodrich and Haag, P.L.C. to provide the criminal prosecution legals services and related services.

Funding Source:

Prosecution services will be paid for from the legal department of the General Fund.

Action:

Motion to approve entering into a contract with the law firm of Randall, Goodrich and Haag, P.L.C. to provide the criminal prosecution legal services and related services for a term effective July 1, 2013 through June 30, 2016 with renewable options.

Attachments

Agreement for Prosecution Legal Services

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	07/03/2013 10:17 AM
Form Started By: Jo Thieling		Started On: 07/02/2013 02:57 PM
Final Approval Date: 07/03/2013		

CITY OF RAMSEY,
ANOKA COUNTY, MINNESOTA
AGREEMENT FOR
PROSECUTION LEGAL SERVICES

Whereas the City of Ramsey ("City"), a public body corporate and politic operating as a home rule charter city under the laws of the State of Minnesota and located within the County of Anoka, desires to have certain prosecution legal services provided; and

Whereas the City solicited proposals for attorney services for criminal Prosecution legal services (collectively the "Prosecution Legal Services"); and

Whereas the council of the City has selected the law firm of Randall, Goodrich and Haag, P.L.C. ("Attorney") to serve as city attorney to provide the Criminal Prosecution Legal Services and related services and has authorized a contract between the City and the Attorney; and

Whereas the contract between the City and the Attorney is hereinafter referred to as this Agreement.

Now, therefore, it is hereby agreed that this document by and between the City and the Attorney, shall be a binding obligation on behalf of all parties named.

I. Term.

a. This Agreement shall be effective July 1, 2013 through June 30, 2016, inclusive. It shall be renewable, at the City's option, for an additional term or term(s).

b. The City or Attorney may terminate this Agreement upon thirty (30) days written notice without cause. Upon termination of this Agreement, the City shall only be responsible for the monthly fee and any additional billings accrued as of the date of termination.

II. Scope of Criminal Prosecution Legal Services.

The following criminal prosecution legal services shall be provided to the City by the Attorney as a matter of right under the terms of this Agreement:

- Prosecution of all non-felony criminal and traffic matters, including:
  - Petty misdemeanor offenses
  - Misdemeanor offenses
  - Gross misdemeanor offenses
- Appearance at all criminal or traffic hearings, including:
  - Arraignments
  - Bail hearings
  - Pre-trial hearings
  - Court trials
  - Probation violation hearings (as needed)
  - Contested Omnibus hearings
  - Jury trials
  - Sentencing hearings
  - Motion hearings
- Draft complaints
- Review of proposed charges

- Advising and consultation to officers and enforcement personnel
- Drafting and filing of related motions, memos, orders and other documents necessary for prosecution of criminal matters
- Complying with discovery requests from attorneys and defendants, as well as corresponding with attorneys and defendants

III. Fees.

a. Retainer for Criminal Prosecution Legal Services

The City shall compensate the Attorney at the rate of $5,666.00 per month for the Criminal Prosecution Legal Services.

b. Hourly Services

In addition to this monthly retainer, the City shall compensate the Attorney at the rate of $110.00 per hour for legal services closely related to criminal prosecution services. The legal services for which this $110.00 per hour fee shall apply include the following:

- Criminal Appeals
- Misdemeanor ordinance violation and enforcement such as condition of premises abatement matters.
- Appearance and argument at administrative hearings regarding ordinance enforcement
- Vehicle and property forfeiture resulting under Minnesota Law from criminal charges prosecuted by Attorney, including appearance at Conciliation or District Court hearings, drafting of Forfeiture Certificates, and case resolution

c. Billing

The Attorney shall submit a bill to the City on a monthly basis. This bill shall detail all time spent working on behalf of the City with any Hourly Services being separated from the Retainer for Criminal Prosecution Legal Services. All charges made in addition to the established monthly charge shall be clearly documented. The precise format of the billing statement shall be agreed to by the City and the Attorney.

d. Reimbursable Costs

In addition to the Retainer and Hourly charges described above, the City shall reimburse the Attorney for its costs as necessary for the following services: filing fees, brief printing costs, deposition fees or fees related to expert witnesses, process service fees and Westlaw or Lexis Nexis fees. There will be no charge for photocopies or mileage. Prior to incurring any substantial fees, the Attorney shall consult with the City Administrator and/or Police Chief for authorization.

IV. Responsible Attorney and Staff.

a. Joseph D. Van Thomme shall be the primary attorney responsible for carrying out the prosecution legal services and any related hourly services. Mr. Van Thomme, along with William K. Goodrich, shall be responsible for the performance of this Agreement, although they may be assisted by other attorneys or support staff in the firm. Mr. Goodrich shall supervise all work performed on behalf of the City.

V. Conflict of Interest.

The Attorney shall not accept any client or project which would knowingly place it in a conflict of interest with the services to be provided to the City under this Agreement. If a conflict of interest should develop, the Attorney shall be responsible for taking the necessary steps to comport its representation of the City with the Lawyers Code of Professional Responsibility. The Attorney shall be responsible for any additional costs incurred by the City in obtaining additional legal representation if such representation becomes necessary due to a conflict of interest by the Attorney.

VI. Assignment of Services and Agreement,

The Attorney shall not assign any interest or obligation of this Agreement without the prior written consent of the City; provided, however, that it is agreed that if William K. Goodrich shall cease to be associated with the law firm of Randall, Goodrich and Haag, P.L.C., the City may assign this Agreement directly to Joseph D. Van Thomme or William K. Goodrich.

VII. Affirmative Action.

Because the City requires and follows a policy of Affirmative Action and will not tolerate discriminatory acts, the Attorney shall not discriminate against any person on the basis of age, sex, religious beliefs, political affiliations, or other protected classifications under federal, state, or local laws or regulations.

VIII. Work Product.

All ordinances, resolutions, correspondences, and other documents or materials drafted for the City by the Attorney shall, upon their completion, become the property of the City.

IX. Insurance and Indemnification.

Attorney agrees to maintain a valid policy of Professional Liability Insurance for the duration of this Agreement. The value of the policy shall not be less than the cap for municipal tort liability as established by Minnesota Statutes.

Attorney further agrees to defend, indemnify, and hold harmless the City, its agents and, employees, against all causes of actions against the City or any of its agents or employees that arise from or as a result of the Attorney's actions or advice under the terms of this Agreement.

X. Independent Counsel.

The City expressly reserves its right to hire independent counsel on matters it determines requires an attorney with more experience or expertise in a particular field. In such a situation, the City shall remain

responsible to the Attorney for the monthly fee provided under this Agreement along with any billings not related to the matter for which special counsel was retained. The City shall only be responsible to the Attorney for extra expenses in relation to the matter for which special counsel is retained if the City names the Attorney as co-counsel in the matter or otherwise requests the Attorney's participation.

XI. Acceptance.

The terms of this Agreement are hereby accepted and made binding upon and between the City of Ramsey and the law firm of Randall, Goodrich and Haag, P.L.C.

On behalf of the City of Ramsey:

By:_____
Sarah Strommen, Its Mayor

ATTEST:

By:_____
Kurtis G. Ulrich, City Administrator

Dated:_____, 2013

On behalf of Randall Goodrich & Haag, P.L.C.

By:_____
William K. Goodrich, Chief Manager

Dated:_____, 2013

CC Regular Session **4. 9.**

Meeting Date: 07/09/2013

By: Diana Lund, Finance

Information

Title

Authorizing the Issuance of $635,000 General Obligation Equipment Certificates of Indebtedness, Series 2013A

Background:

On December 11, 2012, City Council adopted the 2013 General Fund Budget and Levy. Included in the budget was $463,000 for capital equipment which included the second year funding for a fire tanker truck that council gave official authorization for purchasing at the June 25, 2013 City Council meeting. The first half of the fire tanker truck was included in the 2012 General Fund budget.

Overall, the amount of capital that needs to be funded for 2013 is $594,000 (See capital listing that includes full funding of fire tranker truck). The funding source for the purchase of these capital items was proposed to be the issuance of capital equipment certificates. The issuance of certificates not only allows the city to take advantage of lower interest rates, but it will allow the Equipment Revolving Fund time to rebuild and preserve fund for future needs.

The amount of certificates to be issued to fund the capital items is proposed to be $635,000 which covers the principal costs of the capital items and underwriting costs. The certificates would be for a ten-year time frame and be levied to the property tax starting in year 2014. The annual levy from the debt issuance would be approximately $76,000 based on today's interest rates.

Interest rates have been increasing due to recent comments by the Federal Reserve in regards to the economy. Before the final sale of certificates is brought to the city council, rates will be monitored to take advantage of when rates seem to be stabilizing. The sale needs to occcur by year end 2013.

Another factor that will affect the city's interest rate is the refinancing by PACT Charter School of their current debt. The original issue was a conduit debt through the city and they are proposing to refinance via conduit debt once again. This request will be brought to the City Council in late July/early August. The net affect of this refinancing is that their debt issue will be over $10,000,000. As this is conduit debt, this total debt is added to the city's total debt issuance for the year (capital equipment certifcates) and will push the city pass the bank-qualified debt limit. In other terms, the city will be considenered non-bank qualified (debt issued in excess of 10M in any calendar year) and will have to pay higher interest rates. PACT Charter School is aware that they will make the city non-bank qualified for their equipment certificate issue and will be responsible for paying the extra interest cost via a reimbursement back to the city.

Notification:

The issuance of capital equipment certificates will be discussed at an earlier worksession prior to the regular meeting on July 9, 2013.

Finance Plan Summary from Northland Securities outlining the capital equipment debt structure.

Recommendation:

Staff recommends that Council adopt Resolution #13-07-117 approving the issuance of $635,000 General Obligation Equipment Certificate of Indebtedness, Series 2013A noting that this is approving the issuance and not the actual sale of the equipment certificates.

Funding Source:

Equipment Certificate debt will fund the city's budgeted General Fund capital expenditures.

Action:

Adopt Resolution #13-07-117 approving the issuance of $635,000 General Obligation Equipment Certificate of Indebtedness, Series 2013A

Attachments

Finance Plan for Issuance of Capital Equipment Certificates

Capital Equipment Listing

Resolution 13-07-117 Authorizing Issuance of Capital Equipment Certificates

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Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Diana Lund	07/03/2013 10:28 AM
Diana Lund	Diana Lund	07/03/2013 10:30 AM
Kurt Ulrich	Kurt Ulrich	07/03/2013 02:20 PM
Form Started By: Diana Lund		Started On: 07/02/2013 02:54 PM
Final Approval Date: 07/03/2013		

FINANCE PLAN SUMMARY

FOR

CITY OF RAMSEY, MINNESOTA

$635,000
GENERAL OBLIGATION EQUIPMENT CERTIFICATES OF INDEBTEDNESS, SERIES 2013A

NORTHLAND SECURITIES

45 South 7th Street
Suite 2000
Minneapolis, MN 55402
612-851-5900 800-851-2920

July 9, 2013

City of Ramsey, Minnesota
$635,000
General Obligation Equipment Certificates of Indebtedness, Series 2013A

FINANCING OVERVIEW

The Finance Plan we have developed along with City staff contemplates financing for the City's 2013 capital equipment purchases. Funding is proposed to come from the issuance of general obligation equipment certificates. The Certificates will be issued pursuant to Minnesota statutes 475 and 412.301.

The City's total cost of equipment is estimated at $599,000. The source of funding is General Obligation Equipment Certificates in the amount of $635,000 which includes the costs of issuing the Certificates. The proposed level debt service structure shown in Exhibit A assumes a current average interest rate of 2.61%. The estimated interest rate assumes the bonds are not "bank qualified" due to the PACT financing later this year.

The total estimated sources and uses are as follows:

Sources & Uses

Dated 09/01/2013 | Delivered 09/01/2013

Sources Of Funds	
Par Amount of Bonds	$635,000.00
Total Sources	**$635,000.00**
Uses Of Funds	
Total Costs of Issuance	35,250.00
Deposit to Project Construction Fund	599,000.00
Rounding Amount	750.00
Total Uses	**$635,000.00**

SUMMARY OF RECOMMENDED TERMS

1.	Type of Bond Sale	Public Sale – Negotiated with Northland
2.	Pricing	August 7, 2013
3.	Council Consideration	Tuesday, August 13, 2013
4.	Repayment Term	The interest on the Certificates will be payable on June 1, 2014 and semiannually thereafter on each December 1 and June 1. Principal will be paid annually on December 1, 2014 through 2023.
5.	Security	General obligation of the City.
6.	Prepayment Option	The Certificates maturing December 1, 2020 and any day thereafter will be subject to prepayment on December 1, 2019 at a price of par plus accrued interest.
7.	Tax Status	Tax exempt opinion provided by Briggs & Morgan.
8.	Credit Rating	The City's general obligation debt is currently rated AA+ by Standard & Poor's Corporation. It will be beneficial for the City to obtain a rating for the Certificates.

RELATED CONSIDERATIONS

- *Non-Bank Qualified* - because total tax-exempt debt issued by the City in calendar year 2013 is expected to be more than $10.0M, the Certificates will not be designated as "bank qualified" obligations pursuant to Federal Tax Law. The impact of this designation may result in slightly higher interest rates. We have adjusted the estimated interest rates accordingly.

- *Arbitrage Compliance* –

    - Project / Construction Fund – All tax exempt issues are subject to federal rebate requirements which require all arbitrage earned to be rebated to the U.S. Treasury. A rebate exemption the City expects to qualify for is the 18 month expenditure exemption because the City expects to purchase the equipment and expend the proceeds within that time period.

    - Debt Service Fund – The City must maintain a bona fide debt service fund for the Certificates or be subject to yield restriction in the debt service fund. A bona fide debt service fund involves an equal matching of revenues to debt service expense with a balance forward permitted equal to the greater of the investment earnings in the fund during that year or 1/12 of the debt service of that year.

  The City should become familiar with the various Arbitrage Compliance requirements for this issue. The Resolution explains the requirements in greater detail. We are also available to assist the City in meeting these requirements.

- *Continuing Disclosure* –Although this issue is under $1,000,000, the City's outstanding debt exceeds $10.0M and it is subject to the Securities and Exchange Commission's continuing disclosure requirements. Northland Securities is prepared to assist the City in this capacity.

EXHIBIT A

Debt Service Schedule

Levy 1.05% & 70,144.09

Date	Principal	Coupon	Interest	Total P+I
12/01/2013	-	-	-	-
12/01/2014	55,000.00	0.750%	17,518.75	72,518.75
12/01/2015	60,000.00	1.050%	13,602.50	73,602.50
12/01/2016	60,000.00	1.400%	12,972.50	72,972.50
12/01/2017	60,000.00	1.750%	12,132.50	72,132.50
12/01/2018	65,000.00	2.100%	11,082.50	76,082.50
12/01/2019	65,000.00	2.400%	9,717.50	74,717.50
12/01/2020	65,000.00	2.650%	8,157.50	73,157.50
12/01/2021	65,000.00	2.900%	6,435.00	71,435.00
12/01/2022	70,000.00	3.150%	4,550.00	74,550.00
12/01/2023	70,000.00	3.350%	2,345.00	72,345.00
Total	**$635,000.00**	-	**$98,513.75**	**$733,513.75**

Date And Term Structure

Dated	9/01/2013
Delivery Date	9/01/2013
First Coupon Date	6/01/2014
First available call date	12/01/2019
Call Price	100.00%

Yield Statistics

Average Coupon	2.6105002%
Net Interest Cost (NIC)	2.9403047%
True Interest Cost (TIC)	2.9542269%
All Inclusive Cost (AIC)	3.6511761%

NORTHLAND SECURITIES

July 2, 2013

Ms. Diana Lund
Finance Director
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303-5137

RE: General Obligation Equipment Certificates of Indebtedness, Series 2013A

Dear Diana:

In recent years, Congress has enacted legislation seeking to reform financial markets in the wake of the Great Recession. One of the most prominent pieces of legislation is the Dodd-Frank Wall Street Reform and Consumer Protection Act. The implementation of Dodd-Frank has led to a series of regulatory changes governing municipal securities. One objective of the regulations is to promote a clear understanding between issuer and underwriter in negotiated financings.

The City of Ramsey (the "City") has asked Northland Securities to assist you in the issuance of General Obligation Equipment Certificates of Indebtedness (the "Certificates" or the "Issue") by acting as underwriter for the Certificates. Northland has a duty under rules of the Municipal Securities Rulemaking Board (MSRB) to make certain disclosures to the City concerning its role, its compensation, and actual or potential material conflicts of interest. In engaging Northland in this capacity, the City should be aware of the following:

1. Acting as underwriter for the Certificates, Northland will provide advice to the City with respect to the structure, timing, terms, and other similar matters concerning the Certificates. The City is responsible for understanding and assessing the implications of the Certificates.
2. Northland will arrange for the placement or sale of the Certificates in an arm's-length commercial transaction with the City. In this process, Northland is required to deal fairly at all times with both the City and investors. Northland has a duty to assist in placing the Certificates for the City at a fair and reasonable price, but must balance that duty with its duty to place or sell municipal securities to investors at prices that are fair and reasonable.
3. Under MSRB rules, Northland does not have a legal fiduciary duty to the City (unlike a municipal advisor) and is, therefore, not required by federal law to act in the best interests of the City without regard to its own financial or other interests. Northland has financial and other interests that differ from those of the City.
4. Northland's compensation is based on the size of the Issue and is contingent on the closing of the Certificates. The MSRB has identified this means of compensation as presenting a conflict of interest, because it may cause Northland to recommend a transaction that it is unnecessary or to recommend that the size of the transaction be larger than is necessary. It should be noted that the City determined the project costs related to this financing.

45 South 7th Street, Suite 2000, Minneapolis, MN 55402
Main: (612) 851-5900 / Direct: (612) 851-4919 / Email: mhoheisel@northlandsecurities.com
Member FINRA and SIPC

The designation of Northland as placement agent applies solely to this Issue. MSRB regulations allow the City to establish financial advisory or underwriting relationships with Northland for future issues based on the needs of each financing.

We look forward to working with you on this Issue. I would be happy to discuss this letter, our relationship with the City for the Certificates, or other aspects of MSRB rules.

Please acknowledge the receipt of this letter by signing in the space below. At your convenience, return a copy of the signed letter to me.

Sincerely,

Paul Donna

Paul Donna
Senior Vice President

Receipt of these disclosures acknowledged by the City.

Date: _____

Name: _____

Title: _____

45 South 7th Street, Suite 2000, Minneapolis, MN 55402
Main: (612) 851-5900 / Direct: (612) 851-4919 / Email: mhoheisel@northlandsecurities.com
Member FINRA and SIPC

ITEM #	COST CNTR	NEW/REPLACEMENT CAPITAL OUTLAY DESCRIPTION	ESTIMATED PURCHASE PRICE	USEFUL LIFE	TOTAL OF PURCH PRC		REPLACE ASSET #	NOTES	ORIGINAL PURCHASE PRICE	OTHER FUND AVAILABL 12/31/XX	Net 2012 FUNDING REQUIRED
2013 CAPITAL OUTLAY											
Elections #141											
6580	141	**Election Equipment**	6,000.00	10	6,000.00						6,000.00
Data Processing #192											
6585	192	**Cisco 4510 Core Switch (connects all servers & devices to network)**	25,000.00	6	25,000.00			Replaces Cisco 4506 Core Switch			25,000.00
Total Data Processing #192			**25,000.00**		**25,000.00**				**0.00**	**0.00**	**25,000.00**
GEN GOV'T BLDG #194											
6580	194	Phone System	0.00	10	0.00			Replace old phone-Intertell Axxess	0.00		0.00
Total General Government Buildings #194			**0.00**		**0.00**				**0.00**	**0.00**	**0.00**
POLICE PROTECTION #211											
6550	211	**3 squads & set up**	102,000.00	2	102,000.00						102,000.00
Total Police Protection #211			**102,000.00**		**102,000.00**				**0.00**	**0.00**	**102,000.00**
FIRE #220											
6550	220	Tanker Truck- 2nd year funding ($300,000 total)	330,000.00	20	330,000.00		500	Repalce 1989 Tanker #21	109,489.00		330,000.00
Total Fire #220			**330,000.00**		**330,000.00**				**109,489.00**	**0.00**	**330,000.00**
Engineering #301											
6580	301	Scanner	**10,000.00**	10	10,000.00						10,000.00
6580	301	Colored Plotter/Scanner	**20,000.00**	10	20,000.00						20,000.00
Total Engineering #301			**30,000.00**		**30,000.00**				**0.00**	**0.00**	**30,000.00**
PUBLIC Works #311											
6540	311	**F350 truck with plow**	**0.00**	10	0.00						0.00
6580	311	**AVL System for tracking snowplowing equipment**	**15,000.00**		15,000.00						15,000.00
Total Public Works #311			**15,000.00**		**15,000.00**				**0.00**	**0.00**	**15,000.00**
PARK & RECREATION #452											
6540	452	**Toro Mower**	**86,000.00**	10	86,000.00		643	Replace Unit #643			86,000.00
Total Park & Recreation #452			**86,000.00**		**86,000.00**				**0.00**	**0.00**	**86,000.00**
TOTAL GENERAL FUND - 2012			**594,000.00**		**594,000.00**				**109,489.00**	**0.00**	**594,000.00**

CERTIFICATION OF MINUTES
RELATING TO GENERAL OBLIGATION EQUIPMENT CERTIFICATES
OF INDEBTEDNESS, SERIES 2013A

ISSUER: City of Ramsey, Minnesota

BODY: City Council

KIND, DATE, TIME AND PLACE OF MEETING:

A regular meeting held on Tuesday, July 9, 2013, at 7:00 o'clock p.m., in City Hall.

MEMBERS PRESENT:

MEMBERS ABSENT:

Documents Attached: Extract of Minutes of said meeting.

RESOLUTION APPROVING THE ISSUANCE OF
GENERAL OBLIGATION EQUIPMENT CERTIFICATES OF INDEBTEDNESS,
SERIES 2013A

I, the undersigned, being the duly qualified and acting recording officer of the public corporation issuing the obligations referred to in the title of this certificate, certify that the documents attached hereto, as described above, have been carefully compared with the original records of said corporation in my legal custody, from which they have been transcribed; that said documents are a correct and complete transcript of the minutes of a meeting of the governing body of said corporation, and correct and complete copies of all resolutions and other actions taken and of all documents approved by the governing body at said meeting, so far as they relate to said obligations; and that said meeting was duly held by the governing body at the time and place and was attended throughout by the members indicated above, pursuant to call and notice of such meeting given as required by law.

WITNESS MY HAND officially as such recording officer on July ____, 2013.

_____
City Clerk

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #13-07-117
APPROVING THE ISSUANCE OF $635,000 GENERAL OBLIGATION EQUIPMENT CERTIFICATES OF INDEBTEDNESS, SERIES 2013A

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

1. The City Council hereby finds and declares that it is necessary and expedient for the City Council to sell and issue its fully registered general obligation equipment certificates of indebtedness in the total aggregate principal amount of not to exceed $635,000 (herein, the "Certificates"). The proceeds of the Certificates will be used to finance the cost of capital equipment to be used by various City departments and to pay the costs of issuing the Certificates.

2. The City desires to proceed with the sale of the Bonds by direct negotiation to Northland Securities, Inc. (herein, "NSI"). NSI will purchase the Bonds in an arm's-length commercial transaction with the County.

3. The Finance Director and the City Administrator are hereby authorized to approve the sale of the Certificates in an aggregate principal amount not to exceed $675,000 and to execute a bond purchase agreement for the purchase of the Certificates, provided the True Interest Cost ("TIC") does not exceed 3.75%.

4. NSI is authorized to prepare and distribute an offering document related to the sale of the Bonds.

5. Upon approval of the sale of the Certificates by the Finance Director and the City Administrator, the City Council will take action at its next regularly scheduled meeting thereafter to adopt the necessary approving resolutions as prepared by the City's bond counsel.

6. If the Finance Director and the City Administrator have not approved the sale of the Certificates and executed the related bond purchase agreement by December 31, 2013, this resolution shall expire.

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 the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 9th day of July 2013.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 10.**

Meeting Date: 07/09/2013

By: Chris Anderson, Community Development

Information

Title

Consider Request for use of two (2), 200 Square Foot Temporary Signs on City-Owned Parcels to Promote Game Fair; Case of Charles Delaney

Background:

Mr. Charles Delaney with Game Fair has approached the City with a request to display two (2) temporary signs on City-owned parcels to promote the Game Fair event (one would be in the field east of the Youth First building and the other would be on the lot with The COR monument sign south of the rail station). Both of the temporary signs are 200 square feet in size (10' x 20') and each would be displayed for six (6) weeks (July 8 through August 20, 2013).

Notification:

Observations:

City Code Section 117-465 (Temporary Signs) outlines the conditions in which temporary signs can be displayed, including the duration, location and size permitted. Each parcel (or business if on a multi-tenant site) is permitted six (6) weeks per calendar year to display temporary signs (plus an additional four [4] weeks if there have been no sign code violations over the past twelve months) and temporary signs must be located entirely on private property (cannot be placed within the public road right-of-way). Temporary sign size is limited to fifty (50) square feet.

As noted previously, the two (2) signs exceed the square footage permitted by City Code. Mr. Delaney has stated that he has two (2), 200 square foot temporary signs that he would like to display on City parcels along Highway 10 to promote the Game Fair, which will be held the second and third weekends of August. The Game Fair is a large community event that typically brings a large volume of attendees into the City. Mr. Delaney received City Council approval last year to display these same signs.

Recommendation:

City Code does not provide flexibility for Staff to authorize a deviation from temporary sign size. On occasion in the past, a special event permit has been a mechanism to authorize a slightly larger than permitted temporary sign. However, the Game Fair operates through an approved conditional use permit and therefore, no special event permit is needed. In lieu of a special event permit, City Council could, by way of motion, approve this request should they wish to authorize the overage.

Funding Source:

This request is being handled as part of Staff's regular duties.

Action:

Motion to authorize the display of two (2) 200 square foot temporary signs on City-owned parcels to promote Game Fair, contingent upon compliance with all other temporary sign regulations, such as duration, location and obtaining the necessary permit, and providing written authorization from the property owner of the parcel the signs will be located.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/02/2013 04:20 PM
Kurt Ulrich	Kurt Ulrich	07/03/2013 10:15 AM
Form Started By: Chris Anderson		Started On: 07/01/2013 01:37 PM
Final Approval Date: 07/03/2013		

CC Regular Session **4. 11.**

Meeting Date: 07/09/2013

By: Jackie Lipski, Finance

Information

Title

Adopt Resolution #13-07-118 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of June 20, 2013 through July 3, 2013

Funding Source:

N/A

Action:

Motion to Adopt Resolution #13-07-118 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of June 20, 2013 through July 3, 2013.

Attachments

Bills list 07092013

Resolution 07092013

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	07/03/2013 10:58 AM
Kurt Ulrich	Kurt Ulrich	07/03/2013 02:21 PM
Form Started By: Jackie Lipski		Started On: 07/03/2013 10:46 AM
Final Approval Date: 07/03/2013		

CITY OF RAMSEY - FINANCE OFFICE Printed 7/3/2013

RAMSEY CITY COUNCIL MEETING

7/9/2013

BILLS LIST

DISBURSEMENTS TO BE APPROVED THIS MEETING:

DISBURSEMENT TYPE:	SUBMITTED FOR APPROVAL
Purchase Journal:	
Prepaids 6/20/13-7/3/2013	1,391,022.61
Accounts Payable 6/20/13-7/3/13	191,713.15
Payroll 6/20/13 and 7/3/2013	238,469.63

TOTAL SUBMITTED FOR APPROVAL THIS MEETING **$ 1,821,205.39**

		APPROVED PREV. MTG	2012 Y.T.D.
DISBURSEMENTS PREVIOUSLY APPROVED AND PAID:			
	NET PAYROLL TOTAL	$ 113,377.72	$ 1,414,300.02
-	CORRECTION TO PAYROLL		
	PREPAIDS		
-	PREPAID ADJUSTMENTS	2,400,172.83	9,078,754.79
	WIRE TRANSFERS FOR DEBT SERVICE		904,946.26
-	CORRECTION TO D.S.		
	ACCOUNTS PAYABLE INVOICING - PREVIOUS MEETING:		
-	BILLS LIST SUBMITTED	219,531.19	2,379,363.28
	ADD (DELETE) BILLS LIST SUBMITTED PAY ESTIMATE(S)	33,732.48	202,930.73
-	CHECKS VOIDED	0.00	0.00
TOTAL CASH DISBURSEMENTS PREVIOUSLY APPROVED		**$ 2,766,814.22**	**$ 13,980,295.08**

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
91744	**6/20/2013**		**107181 ID AMERICA**						
		1,372.94	BAL DUE ON CARD PRINTER		67941	23143	0192.6281		SMALL TOOLS & MINOR EQUIF
		1,372.94							
91745	**6/20/2013**		**113702 SUN-SUNFLOWER RIDGE COLONIAL M**						
		100.00	RC32243 WESTPORT PROP TOWNHOME		67942	062013	9804.1160		KEY & DAMAGE DEPOSIT
		100.00							
91746	**6/21/2013**		**107962 GENESIS EMPLOYEE BENEFITS**						
		3,781.15			67929	06191314210812	9101.2176		LIFE/HEALTH-EMPLOYEE
		3,781.15							
91747	**6/21/2013**		**100257 LAW ENFORCEMENT LABOR SRV INC**						
		405.00			67663	0605131445495	9101.2177		UNION DUES
		405.00			67936	0619131421085	9101.2177		UNION DUES
		810.00							
91748	**6/21/2013**		**100298 MN AFSCME COUNCIL 5**						
		464.84			67664	0605131445496	9101.2177		UNION DUES
		464.84			67937	0619131421086	9101.2177		UNION DUES
		929.68							
91749	**6/25/2013**		**113709 BAAS CONSTRUCTION INC**						
		9,200.00	LAND ESCROW 6012 146TH AVE NW		67943	061913	9252.1155.1		MANUAL-ACCOUNTS RECEIVA
		1,500.00	ERO CNTRL ESC 6012 146TH AVE		67944	061913A	9804.6433	00113361	REFUNDS
		10,700.00							
91750	**6/25/2013**		**100297 CENTERPOINT ENERGY**						
		40.69	6701 HIGHWAY 10-YOUTH FIRST		67945	6011580-5MAY 13	9410.6373	00041012	GAS
		40.69							
91751	**6/25/2013**		**100389 MN POST BOARD**						
		90.00	POST LICENSE-JAMES BAGNE		67946	062413	0211.6451		MEMBERSHIP DUES
		90.00							
91752	**6/25/2013**		**113445 PERSHING, LLC**						
		11.08	PURCH MNTKA SCHOOL 276-2019/21		67947	060613	9701.4701		INTEREST ON INVESTMENTS
		23.33	PURCH MNTKA SCHOOL 276-2019/21		67947	060613	9701.4701		INTEREST ON INVESTMENTS
		285,000.00	PURCH MNTKA SCHOOL 276-2019/21		67947	060613	9701.1038		JURAN & MOODY - INVESTMEI
		400,000.00	PURCH MNTKA SCHOOL 276-2019/21		67947	060613	9701.1038		JURAN & MOODY - INVESTMEI
		685,034.41							
91753	**6/25/2013**		**112475 S AND T OFFICE PRODUCTS INC**						
		81.14	OFFICE SUPPLIES		67948	01PU6377	0211.6208		MISCELLANEOUS OFFICE SUF
		272.52	OFFICE SUPPLIES		67949	01PU9171	0211.6208		MISCELLANEOUS OFFICE SUF
		353.66							
91754	**6/25/2013**		**100290 USA MOBILITY INC**						
		73.74	PAGERS PW/FIRE		67950	W0317755F	0311.6323		CELLULAR PHONES
		1,042.86	PAGERS PW/FIRE		67950	W0317755F	0220.6249		MISCELLANEOUS OPERATING
		1,116.60							
91755	**6/25/2013**		**100510 VERIZON WIRELESS**						
		26.02	MAY/JUNE BILLING		67951	9706279930	0301.6323		CELLULAR PHONES
		26.02	MAY/JUNE BILLING		67951	9706279930	0130.6323		CELLULAR PHONES
		52.04							

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
91756	**6/25/2013**		**105706 TINKLENBERG GROUP INC**						
		3,735.12	MAY 2013 BILLING		67952	1893	9400.6315		MISCELLANEOUS PROFESSIO
		3,735.12							
91859	**6/27/2013**		**100422 REGISTERED ABSTRACTERS INC**						
		357,201.49	PURCHASE 6710 HIGHWAY 10		68009	062613	9295.6510		LAND
		357,201.49							
91860	**6/27/2013**		**106945 AMERICAN EXPRESS**						
		676.75	SAFETY CAMP MISC		68010	061413	0237.6249		MISCELLANEOUS OPERATING
		676.75							
91861	**6/27/2013**		**113715 CASPERSON, KATHERINE**						
		100.00	REFUND DAMAGE DEP 32990		68011	062713	9804.1160		KEY & DAMAGE DEPOSIT
		100.00							
91862	**6/27/2013**		**106583 DELTA DENTAL PLAN OF MINNESOTA**						
		1,714.30	JULY 2013 DENTAL INSURANCE		68012	5168202	9101.2170		DENTAL/DISABILITY/LIFE
		1,714.30							
91863	**6/27/2013**		**113716 FORD, TRACY**						
		100.00	REFUND DAMAGE DEP 32409		68013	062713	9804.1160		KEY & DAMAGE DEPOSIT
		100.00							
91864	**6/27/2013**		**107962 GENESIS EMPLOYEE BENEFITS**						
		61.25	MAY 2013 VEBA/FLEX FEES		68014	19013	0130.6315		MISCELLANEOUS PROFESSIO
		215.00	MAY 2013 VEBA/FLEX FEES		68014	19013	9101.2176		LIFE/HEALTH-EMPLOYEE
		276.25							
91865	**6/27/2013**		**113717 LEWERENZ, PATRICIA**						
		55.00	REFUND DAM/KEY DEP 32985		68015	062713	9804.1160		KEY & DAMAGE DEPOSIT
		100.00	REFUND DAM/KEY DEP 32985		68015	062713	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
91866	**6/27/2013**		**113718 MCMANUS, KELLY**						
		55.00	REFUND DAM/KEY DEP 32930		68016	062713	9804.1160		KEY & DAMAGE DEPOSIT
		100.00	REFUND DAM/KEY DEP 32930		68016	062713	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
91867	**6/27/2013**		**113719 NEOFUNDS BY NEOPOST**						
		2,000.00	ACCT # 7900044034448047		68017	062613	9101.1551		POSTAGE METER DEPOSIT
		2,000.00							
91868	**6/27/2013**		**100678 PETTY CASH**						
		5.69	LUNCH-TRAINING PD		68018	062313	0211.6335		TRAINING
		6.38	EVOC/PIT TRAINING LUNCH		68018	062313	0211.6335		TRAINING
		8.33	LUNCH-TRAINING PD		68018	062313	0211.6335		TRAINING
		8.55	MEAL- TRAINING PD		68018	062313	0211.6335		TRAINING
		10.00	LUNCH- TRAINING PD		68018	062313	0211.6335		TRAINING
		25.54	MEALS- TRAINING PD		68018	062313	0211.6335		TRAINING
		64.49							
91869	**6/28/2013**		**113720 USCO CORP**						
		10,000.00	EARNEST MONEY- SCHMIDTBAUER		68019	062713	9496.6315		MISCELLANEOUS PROFESSIO
		10,000.00							
91870	**7/2/2013**		**111364 ASSURANT EMPLOYEE BENEFITS**						

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
		1,163.89	JULY 2013 LTD COVERAGE		68058	5413144 JULY 2013	9101.2170		DENTAL/DISABILITY/LIFE
		1,163.89							
91871	7/2/2013		**100100 BURY AND CARLSON**						
		107,884.47	LEASE TERM AGREEMENT		68059	070113	9400.6315		MISCELLANEOUS PROFESSIO
		107,884.47							
91872	7/2/2013		**100297 CENTERPOINT ENERGY**						
		968.22	7550 SUNWOOD DR		68060	6702493-5JUNE13	0194.6373		GAS
		54.56	14515 E TOWN CENTER DR		68069	8782239-1MAY13	9601.6373		GAS
		1,022.78							
91873	7/2/2013		**110734 CITY OF RAMSEY**						
		20.25	695579683		68061	070213	9601.4651		WATER REVENUE
		100.00	700617252		68061	070213	9601.4651		WATER REVENUE
		150.00	722192		68061	070213	9601.4651		WATER REVENUE
		278.00	722347		68061	070213	9601.4651		WATER REVENUE
		548.25							
91874	7/2/2013		**100116 CONNEXUS ENERGY**						
		14.45	SUNWOOD TREE LIGHTS		68062	444931-303785JUN13	0311.6371		ELECTRIC UTILITIES
		315.63	16300 ST FRANCIS-IRRIG		68063	444931-267449JUN13	0452.6371		ELECTRIC UTILITIES
		330.08							
91875	7/2/2013		**100351 NCPERS MINNESOTA**						
		304.00	JULY 2013 BILLING LIFE INS.		68064	7048713JULY2013	9101.2170		DENTAL/DISABILITY/LIFE
		304.00							
91876	7/2/2013		**111526 NORTHERN ESCROW INC**						
		103,889.25	FINAL PYMT- NORTH COMMONS		68072	070213	9499.6315	00201225	MISCELLANEOUS PROFESSIO
		103,889.25							
91877	7/2/2013		**112598 PAUL EMMERICH CONSTRUCTION INC**						
		7,000.00	REFUND LANDS. ESC 7850 149TH A		68070	070213	9252.1155.1		MANUAL-ACCOUNTS RECEIVA
		1,500.00	REFUND ERO ESC 7850 149TH		68071	113344	9804.6433	00113344	REFUNDS
		8,500.00							
91878	7/2/2013		**100413 RANDALL, GOODRICH AND HAAG, P**						
		2,982.20	PART. JUNE 2013 PROSECTION		68065	070113	0161.6304		LEGAL FEES
		2,982.20							
91879	7/2/2013		**100972 RUM RIVER HILLS GOLF CLUB**						
		1,395.00	REIMB. LANDS. ESCROW		68073	062713	9804.6433	00112204	REFUNDS
		1,395.00							
91880	7/2/2013		**100920 SHERWIN WILLIAMS**						
		38.00	PAINT-FIELDS		68067	5261-3	0452.6249		MISCELLANEOUS OPERATING
		38.00							
91881	7/2/2013		**101103 SPRINT**						
		29.15	MAY/JUNE 2013 BILLING		68068	570683319-139	0130.6323		CELLULAR PHONES
		42.87	MAY/JUNE 2013 BILLING		68068	570683319-139	0194.6323		CELLULAR PHONES
		56.27	MAY/JUNE 2013 BILLING		68068	570683319-139	0191.6323		CELLULAR PHONES
		67.44	MAY/JUNE 2013 BILLING		68068	570683319-139	0111.6249		MISCELLANEOUS OPERATING

CITY OF RAMSEY

Council Check Register

6/20/2013 -- 12/31/2013

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
		98.90	MAY/JUNE 2013 BILLING		68068	570683319-139	0311.6323		CELLULAR PHONES
		117.44	MAY/JUNE 2013 BILLING		68068	570683319-139	0220.6323		CELLULAR PHONES
		135.68	MAY/JUNE 2013 BILLING		68068	570683319-139	9601.6323		CELLULAR PHONES
		136.55	MAY/JUNE 2013 BILLING		68068	570683319-139	0452.6323		CELLULAR PHONES
		171.07	MAY/JUNE 2013 BILLING		68068	570683319-139	0301.6323		CELLULAR PHONES
		556.34	MAY/JUNE 2013 BILLING		68068	570683319-139	0211.6323		CELLULAR PHONES
		1,411.71							
90130264	**6/20/2013**		**100301 MN CHILD SUPPORT PAYMENT CNTR**						
		144.53			67938	0619131421087	9101.2185		GARNISHMENTS/SUPPORT
		283.85			67939	0619131421088	9101.2185		GARNISHMENTS/SUPPORT
		428.38							
90252770	**6/20/2013**		**100398 PUBLIC EMPLOYEES RETIREMENT AS**						
		75.00			67822	0617131516264	9101.2174		PERA-EMPLOYEE
		75.00			67823	0617131516265	9101.2183		PERA-EMPLOYER
		16,837.43			67927	06191314210810	9101.2183		PERA-EMPLOYER
		12,625.15			67940	0619131421089	9101.2174		PERA-EMPLOYEE
		29,612.54							
92336640	**6/20/2013**		**100601 MN DEPT OF REV WH**						
		62.04			67824	0617131516266	9101.2172		STATE WITHHOLDING
		7,596.13			67928	06191314210811	9101.2172		STATE WITHHOLDING
		7,658.17							
95060943	**6/20/2013**		**100113 BANK OF THE WEST**						
		302.50			67819	0617131516261	9101.2171		FEDERAL WITHHOLDING
		308.82			67820	0617131516262	9101.2173		FICA & MEDICARE-EMPLOYEE
		308.82			67821	0617131516263	9101.2182		FICA & MEDICARE-EMPLOYER
		18,098.57			67926	0619131421081	9101.2171		FEDERAL WITHHOLDING
		8,926.24			67933	0619131421082	9101.2173		FICA & MEDICARE-EMPLOYEE
		8,926.24			67934	0619131421083	9101.2182		FICA & MEDICARE-EMPLOYER
		36,871.19							
96320894	**6/20/2013**		**110305 HARTFORD LIFE INSURANCE COMPAN**						
		488.16			67657	06051314454912	9101.2176		LIFE/HEALTH-EMPLOYEE
		488.14			67930	06191314210813	9101.2176		LIFE/HEALTH-EMPLOYEE
		89.10			67930	06191314210813	9101.2176		LIFE/HEALTH-EMPLOYEE
		1,065.40							
99062051	**6/20/2013**		**111465 STATE STREET BANK**						
		2,674.00			67931	06191314210814	9101.2175		DEFERRED COMPENSATION
		2,674.00							
99062054	**6/20/2013**		**111465 STATE STREET BANK**						
		413.33			67932	06191314210815	9101.2176		LIFE/HEALTH-EMPLOYEE
		413.33							
99792039	**6/20/2013**		**100223 ICMA RETIREMENT TRUST 457**						
		2,270.40			67935	0619131421084	9101.2175		DEFERRED COMPENSATION
		2,270.40							
		1,391,022.61	Grand Total						

Payment Instrument Totals

Check Total	1,310,029.20
Transfer Total	80,993.41
Total Payments	1,391,022.61

Bank Account	00002224	CASH IN BANK
Version	LOGIS003V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2013	

Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
113185	3 WAY ELECTRIC INC	REPLACE LIGHTS AT PW	PV	67953	001	09101	6/14/2013	061413	350.00
	3 WAY ELECTRIC INC	REPLACE LIGHTS AT PW	PV	67953	002	09101	6/14/2013	061413	350.00
	19949 ST FRANCIS BLVD ANOKA MN 55303				Summary Total				700.00
					Payment Amount				700.00
100012	ACE SOLID WASTE INC	CITY RECYCLE CONTRACT	PV	68089	001	09604	7/1/2013	0010548447	23,617.70
	ACE SOLID WASTE INC				Summary Total				23,617.70
	6601 MCKINLEY STREET NW	CITY TRASH ACCOUNTS JULY 2013	PV	68090	001	09101	7/1/2013	0010548976	158.19
	RAMSEY MN 55303	CITY TRASH ACCOUNTS JULY 2013	PV	68090	002	09101	7/1/2013	0010548976	30.92
		CITY TRASH ACCOUNTS JULY 2013	PV	68090	003	09101	7/1/2013	0010548976	229.88
		CITY TRASH ACCOUNTS JULY 2013	PV	68090	004	09101	7/1/2013	0010548976	152.15
		CITY TRASH ACCOUNTS JULY 2013	PV	68090	005	09101	7/1/2013	0010548976	50.72
		CITY TRASH ACCOUNTS JULY 2013	PV	68090	006	09101	7/1/2013	0010548976	50.72
		CITY TRASH ACCOUNTS JULY 2013	PV	68090	007	09101	7/1/2013	0010548976	50.71
					Summary Total				723.29
					Payment Amount				24,340.99
100017	AIRGAS NORTH CENTRAL	CARBON DIOXIDE	PV	68020	001	09101	6/18/2013	9016886022	59.41
	AIRGAS NORTH CENTRAL PO BOX 802588 CHICAGO IL 60680-2588				Summary Total				59.41
					Payment Amount				59.41
102953	AMERIGAS OF ANOKA	2 PROPANE REFILLS	PV	67954	001	09101	6/11/2013	39874213	187.78
	AMERIGAS OF ANOKA P O BOX 37147 PITTSBURGH PA 15250-7473				Summary Total				187.78
					Payment Amount				187.78
100028	ANDOVER WHEEL AND FRAME INC	WHEEL ALIGNMENT 563	PV	67955	001	09101	6/19/2013	6938	59.00
	ANDOVER WHEEL AND FRAME INC				Summary Total				59.00

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Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2013	

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	13476 HANSON BLVD ANDOVER MN 55304								
				Payment Amount					59.00
100029	ANOKA AREA CHAMBER OF COMMERCE	JUNE CHAMBER LUNCH-3	PV	68091	001	09101	6/25/2013	19239	20.00
	ANOKA AREA CHAMBER OF COMMERCE	JUNE CHAMBER LUNCH-3	PV	68091	002	09101	6/25/2013	19239	20.00
	12 BRIDGE SQUARE	JUNE CHAMBER LUNCH-3	PV	68091	003	09101	6/25/2013	19239	20.00
	ANOKA MN 55303				Summary Total				60.00
				Payment Amount					60.00
100035	ANOKA COUNTY CENTRAL COMMUNICATIONS	MAY 2013 INTERNET ACCESS	PV	67958	001	09101	6/6/2013	2013-287	490.41
	ANOKA COUNTY CENTRAL COMMUNICATIONS 325 EAST MAIN STREET ANOKA MN 55303				Summary Total				490.41
				Payment Amount					490.41
100063	ASPEN MILLS	T. FRANKFURTH MISC	PV	67956	001	09101	6/7/2013	135955	308.62
	ASPEN MILLS				Summary Total				308.62
	8201 C CENTRAL AVE NE	B. BLUML MISC	PV	67957	001	09101	6/7/2013	135958	276.57
	SPRING LAKE PARK MN 55432				Summary Total				276.57
		SCHANTZEN- PARAGON VEST	PV	68021	001	09290	6/7/2013	135957	778.95
					Summary Total				778.95
		WEBB- PARAGON VEST	PV	68022	001	09290	6/7/2013	135956	778.95
					Summary Total				778.95
		HEMMERICH- BOOTS PD	PV	68023	001	09101	6/13/2013	136218	109.99
					Summary Total				109.99
				Payment Amount					2,253.08
100070	B AND B HOFFMAN SOD FARMS INC	SOD	PV	68024	001	09101	6/20/2013	44029	252.26
	B AND B HOFFMAN SOD FARMS INC 22390 GRANT STREET NW ELK RIVER MN 55330				Summary Total				252.26
				Payment Amount					252.26

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
113027	BLUE CROSS BLUE SHIELD-EAP	EAP JUNE 2013	PV	68025	001	09101	6/24/2013	2717906	61.25
	BLUE CROSS BLUE SHIELD- EAP ATTEN: DEBRA MORSE M 104 P O BOX 64560 ST PAUL MN 55164			Summary Total					61.25
				Payment Amount					61.25
113708	BLUESTAR HOMES LLC	ERO ESC REFUND 5758 152ND WAY	PV	67959	001	09804	6/21/2013	113254	1,500.00
	BLUESTAR HOMES LLC			Summary Total					1,500.00
	21000 KERRY STREET NW	LANDSCAPE REFUND 5758 152ND WA	PV	67960	001	09252	6/21/2013	062113	5,000.00
	CEDAR MN 55011			Summary Total					5,000.00
				Payment Amount					6,500.00
100095	BRIGGS AND MORGAN PA INC	COR TWO	PV	68092	001	09468	6/28/2013	523338	12,761.90
	BRIGGS AND MORGAN			Summary Total					12,761.90
	P O BOX 64591	COR RAMSEY-GENERAL	PV	68093	001	09295	6/28/2013	523336	14,832.44
	ST PAUL MN 55164-0591			Summary Total					14,832.44
		EDGEWOOD MANAGE. GROUP	PV	68094	001	09468	6/28/2013	523339	685.00
				Summary Total					685.00
		FLAHERTY AND COLLINS	PV	68095	001	09214	6/28/2013	523337	604.55
				Summary Total					604.55
				Payment Amount					28,883.89
104474	CARQUEST AUTO PARTS	MISC PARTS	PV	67961	001	09101	6/7/2013	2589-351693	45.27
	CARQUEST AUTO PARTS P O BOX 503589 ST LOUIS MO 63150-3589			Summary Total					45.27
				Payment Amount					45.27
100297	CENTERPOINT ENERGY	MISC CITY ACCOUNTS MAY 2013	PV	68096	001	09101	6/18/2013	8000014064-2MAY 2013	307.54
	CENTERPOINT ENERGY	MISC CITY ACCOUNTS MAY 2013	PV	68096	002	09101	6/18/2013	8000014064-2MAY 2013	53.06
	P O BOX 4671	MISC CITY ACCOUNTS	PV	68096	003	09101	6/18/2013	8000014064-2MAY	62.69

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Payment Instrument		Check Payment
Pay Through Date	12/31/2013	

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		MAY 2013						2013	
	HOUSTON TX 77210-4671	MISC CITY ACCOUNTS	PV	68096	004	09101	6/18/2013	8000014064-2MAY	17.69
		MAY 2013						2013	
		MISC CITY ACCOUNTS	PV	68096	005	09101	6/18/2013	8000014064-2MAY	17.69
		MAY 2013						2013	
		MISC CITY ACCOUNTS	PV	68096	006	09101	6/18/2013	8000014064-2MAY	17.68
		MAY 2013						2013	
					Summary Total				476.35
					Payment Amount				476.35
106670	CENTRAL POWER DISTRIBUTORS INC	BLADES-MOWERS	PV	67962	001	09101	6/13/2013	328991	23.18
	CENTRAL POWER DISTRIBUTORS INC				Summary Total				23.18
	3801 THURSTON AVENUE	MOWER 2-CYCLE OIL	PV	67963	001	09101	6/12/2013	327381	70.28
	ANOKA MN 55303				Summary Total				70.28
		FUEL LINE	PV	67964	001	09101	6/17/2013	331625	26.71
					Summary Total				26.71
		AIR FILTERS	PV	67965	001	09101	6/14/2013	330543	18.93
					Summary Total				18.93
		BUMP FEED HEAD	PV	68026	001	09101	6/26/2013	342629	75.35
					Summary Total				75.35
		MISC PARTS	PV	68027	001	09101	6/11/2013	325802	72.72
		MISC PARTS	PV	68027	002	09101	6/11/2013	325802	84.05
					Summary Total				156.77
		MISC PARTS	PV	68028	001	09101	6/14/2013	330542	116.01
					Summary Total				116.01
		RETURN MISC PARTS	PD	68029	001	09101	6/18/2013	333892	116.01-
					Summary Total				116.01-
		BELT FOR MOWER	PV	68097	001	09101	6/24/2013	339372	49.13
					Summary Total				49.13
					Payment Amount				420.35
108480	CENTRAL WOOD PRODUCTS	PLAYGROUND CHIPS	PV	68030	001	09101	6/19/2013	28644	367.49
	CENTRAL WOOD PRODUCTS				Summary Total				367.49
	P O BOX 448								
	CEDAR MN 55011-0448								
					Payment Amount				367.49

Bank Account	00002224	CASH IN BANK
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Payment Instrument		Check Payment
Pay Through Date	12/31/2013	

Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100111	COMMERCIAL ASPHALT COMPANY	ASPHALT	PV	68031	001	09101	6/15/2013	061513	680.69
	COMMERCIAL ASPHALT COMPANY P O BOX 1480 MAPLE GROVE MN 55311-6480				Summary Total				680.69
					Payment Amount				680.69
100122	COOP'S LOCKSMITH SERVICES	KEYS	PV	68098	001	09101	6/25/2013	39701	6.42
	COOP'S LOCKSMITH SERVICES 220 WEST MAIN STREET RAMSEY MN 55303				Summary Total				6.42
					Payment Amount				6.42
100141	DAVE PERKINS CONTRACTING INC	VALVE REPAIR-14221 BARIUM ST	PV	68099	001	09601	6/14/2013	25249	3,200.00
	DAVE PERKINS CONTRACTING INC 7060 143RD AVE NW SUITE 100 RAMSEY MN 55303				Summary Total				3,200.00
					Payment Amount				3,200.00
111818	DEANO'S COLLISION SPECIALISTS INC	REPAIR TO 318	PV	67966	001	09702	6/18/2013	36183	699.06
	DEANO'S COLLISION SPECIALISTS INC 11063 173RD AVENUE ELK RIVER MN 55330				Summary Total				699.06
					Payment Amount				699.06
101185	DO ALL PRINTING COM INC	SAFETY CAMP 2013-BOTTLES	PV	67967	001	09290	6/12/2013	20573	828.07
	DO ALL PRINTING COM INC				Summary Total				828.07
	6360 HIGHWAY 10 NW	FLIERS/SAFETY CAMP	PV	68032	001	09290	6/24/2013	20696	57.71
	RAMSEY MN 55303				Summary Total				57.71
					Payment Amount				885.78
113651	ELECTRO WATCHMAN INC	RE: ID BADGING PHOTOS	PV	67968	001	09101	6/18/2013	202256	857.50
	ELECTRO WATCHMAN INC				Summary Total				857.50
	ONE W WATER STREET SUITE 110	UPGRADE SOFTWARE	PV	67969	001	09101	6/18/2013	202260	502.01

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Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2013

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	ST PAUL MN 55107			Summary Total					502.01
				Payment Amount					1,359.51
100169	EMERGENCY APPARATUS MAINTENANCE INC	REPAIR ON 560	PV	68100	001	09101	6/4/2013	67889	517.90
	EMERGENCY APPARATUS MAINTENANCE INC			Summary Total					517.90
	7512 4TH AVENUE	REPAIR ON 500	PV	68101	001	09101	6/4/2013	67890	442.84
	LINO LAKES MN 55014			Summary Total					442.84
		REPAIR ON 565	PV	68102	001	09101	6/4/2013	67892	655.77
				Summary Total					655.77
		REPAIR ON 556	PV	68103	001	09101	6/4/2013	67893	577.16
				Summary Total					577.16
				Payment Amount					2,193.67
113321	FACTORY MOTOR PARTS	DIST CAP FOR 641	PV	67970	001	09101	6/11/2013	6-1328166	43.37
	FACTORY MOTOR PARTS			Summary Total					43.37
	3731 THURSTON AVENUE	WINDOW REGULATOR 392	PV	67971	001	09101	6/7/2013	6-1327857	75.44
	ANOKA MN 55303			Summary Total					75.44
		ALTERNATOR ASY 640	PV	67972	001	09101	6/7/2013	6-1327814	273.85
				Summary Total					273.85
		RETURN ALTERNATOR	PD	68033	001	09101	6/17/2013	1-4201913	273.85-
				Summary Total					273.85-
				Payment Amount					118.81
107099	FASTENAL	MISC PARTS	PV	68034	001	09101	6/20/2013	MNTC899127	122.18
	FASTENAL COMPANY			Summary Total					122.18
	P O BOX 978	MISC PARTS	PV	68035	001	09101	6/20/2013	MNTC898950	122.18
	WINONA MN 55987			Summary Total					122.18
				Payment Amount					244.36
113711	FOSTER TRUCKING AND EXCAVATING	MULCH DELIVERY	PV	67973	001	09101	6/19/2013	061913	140.00
	FOSTER TRUCKING AND EXCAVATING			Summary Total					140.00
	1561 BUNKER LAKE BLVD NE								
	HAM LAKE MN 55304			Payment Amount					140.00
100186	FRANKENSIGNS INC	SIGNS-MISSISSIPPI	PV	68036	001	09101	6/14/2013	260807	85.50

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
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Payment Instrument	Check Payment
Pay Through Date	12/31/2013

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		ROOM							
				Summary Total					85.50
	FRANKENSIGNS P O BOX 49301 BLAINE MN 55449								
				Payment Amount					85.50
100189	G AND K SERVICES INC	UNIFORM CLEANING	PV	68037	001	09101	6/19/2013	1006574054	84.00
	G AND K SERVICES INC	UNIFORM CLEANING	PV	68037	002	09101	6/19/2013	1006574054	10.00
	PO BOX 1450-NW 7536	UNIFORM CLEANING	PV	68037	003	09101	6/19/2013	1006574054	77.73
	MINNEAPOLIS MN	UNIFORM CLEANING	PV	68037	004	09101	6/19/2013	1006574054	77.74
	55485-7536								
				Summary Total					249.47
		FD MATS	PV	68104	001	09101	6/19/2013	1006574057	113.24
				Summary Total					113.24
				Payment Amount					362.71
100204	GRAFIX SHOPPE	GRAPHICS FOR 318	PV	67974	001	09702	6/12/2013	87592	144.66
				Summary Total					144.66
	GRAFIX SHOPPE 3240 MIKE COLLINS DRIVE EAGAN MN 55121								
				Payment Amount					144.66
100650	GRAINGER	POWER INVERTER 400 W	PV	68038	001	09101	6/18/2013	9169957223	116.64
				Summary Total					116.64
	GRAINGER INC DEPT. 806511127 PALATINE IL 60038-0001								
				Payment Amount					116.64
100211	HAWKINS INC	CHEMICALS	PV	68105	001	09601	6/17/2013	3479717	6,268.77
				Summary Total					6,268.77
	HAWKINS INC P O BOX 9171 MINNEAPOLIS MN 55480-9171								
				Payment Amount					6,268.77
102946	ICMA	P. BRAMA MEMBERSHIP	PV	67975	001	09101	6/25/2013	062513	175.00
				Summary Total					175.00
	ICMA PO BOX 79403 BALTIMORE MD 21279-0403								
				Payment Amount					175.00

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Payment Instrument		Check Payment
Pay Through Date	12/31/2013	

Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
103695	INNOVATIVE GRAPHICS CORP	T-SHIRTS 2013 SAFETY CAMP	PV	67977	001	09290	6/20/2013	37271	107.25
	INNOVATIVE GRAPHICS 3306 GORHAM AVE ST LOUIS PARK MN 55426				Summary Total				107.25
					Payment Amount				107.25
106324	INSPECTRON INC	MAY 2013 SERVICES	PV	67978	001	09101	6/10/2013	061013	14,150.00
	INSPECTRON INC CODE COMPLIANCE INSPECTIONS 15120 CHIPPENDALE AVE SUITE 104 ROSEMOUNT MN 55068				Summary Total				14,150.00
					Payment Amount				14,150.00
101246	JOHN E REID AND ASSOC INC	PD TRAINING	PV	67976	001	09101	6/7/2013	141899	550.00
	JOHN E REID AND ASSOC INC 209 W JACKSON BLVD SUITE 400 CHICAGO IL 60606				Summary Total				550.00
					Payment Amount				550.00
100240	K MART 3897	SAFETY CAMP SUPPLIES 2013	PV	68039	001	09290	6/20/2013	062013	161.35
	K MART 3897 1100 WEST HIGHWAY 10 ANOKA MN 55303				Summary Total				161.35
					Payment Amount				161.35
111501	LANDFORM PROFESSIONAL SERVICES	SUNWOOD REALIGN-MAY 2013	PV	67979	001	09496	6/18/2013	21466	180.00
	LANDFORM PROFESSIONAL SERVICES				Summary Total				180.00
	105 5TH AVENUE SOUTH SUITE 513	AUAR UPDATE- MAY 2013	PV	67994	001	09214	6/17/2013	21456	200.00
	MINNEAPOLIS MN 55401				Summary Total				200.00
					Payment Amount				380.00
113713	LASER TECHNOLOGY INC	KIT TRUSPEED/MAGNIFIER	PV	68040	001	09290	6/11/2013	71545	1,924.82

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Payment Instrument		Check Payment
Pay Through Date	12/31/2013	

Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	LASER TECHNOLOGY INC 6912 SOUTH QUENTIN STREET CENTENNIAL CO 80112			Summary Total					1,924.82
				Payment Amount					1,924.82
100266	LOGIS	MAY 2013 BILLING	PV	67980	001	09101	5/31/2013	36851	10,391.00
	LOGIS			Summary Total					10,391.00
	5750 DULUTH STREET	NETWORK MAY 2013	PV	67981	001	09101	5/31/2013	36925	99.00
	GOLDEN VALLEY MN 55422-4036			Summary Total					99.00
				Payment Amount					10,490.00
100285	MET COUNCIL ENVIRONMENTAL SRV	WASTE WATER AUGUST 2013	PV	68111	001	09602	7/2/2013	0001021264	48,695.99
	MET COUNCIL ENVIRONMENTAL SRV SDS-12-1064 P O BOX 86 MINNEAPOLIS MN 55486-1064			Summary Total					48,695.99
				Payment Amount					48,695.99
106555	MINNEAPOLIS, CITY OF	MAY 2013 TRANSACTIONS	PV	67982	001	09101	6/7/2013	400413004019	142.20
	MINNEAPOLIS FINANCE DEPT P O BOX 77038 MINNEAPOLIS MN 55480-7738			Summary Total					142.20
				Payment Amount					142.20
104920	MINNESOTA HIGHWAY SAFETY RESEARCH CNTR	PD TRAINING 6-13-13	PV	67983	001	09101	6/13/2013	629430-3274	1,444.00
	MINNESOTA HIGHWAY SAFETY RESEARCH CNTR			Summary Total					1,444.00
	720 FOURTH AVENUE SOUTH	PD TRAINING 6/1/2013	PV	67984	001	09101	6/18/2013	629430-3308	2,376.00
	ST CLOUD MN 56301-4498			Summary Total					2,376.00
				Payment Amount					3,820.00
100345	NAPA AUTO PARTS ELK RIVER	MISC SUPPLIES	PV	67985	001	09101	6/17/2013	686154	34.18
	NAPA AUTO PARTS ELK RIVER			Summary Total					34.18
	17137 YALE STREET NW	SWITCH 654	PV	67986	001	09101	6/18/2013	686305	5.33
	P O BOX 1041			Summary Total					5.33

Bank Account	00002224	CASH IN BANK
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Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2013	

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	ELK RIVER MN 55330	MISC/641	PV	67987	001	09101	6/11/2013	685108	13.03
		MISC/641	PV	67987	002	09101	6/11/2013	685108	18.91
				Summary Total					31.94
		WATER PUMP 641	PV	67988	001	09101	6/11/2013	685150	49.15
				Summary Total					49.15
		SPARK PLUGS/OIL FILTER/MISC	PV	67989	001	09101	6/11/2013	685018	57.07
				Summary Total					57.07
		SERPENTINE BELT- 641	PV	67990	001	09101	6/11/2013	685156	37.40
				Summary Total					37.40
		CORE DEPOSIT RETURN	PD	68041	001	09101	6/24/2013	687119	38.48-
				Summary Total					38.48-
		CORE DEPOSIT RETURN	PD	68042	001	09101	6/24/2013	687106	19.24-
				Summary Total					19.24-
		AIR FILTERS	PV	68043	001	09101	6/24/2013	687105	40.78
				Summary Total					40.78
		BATTERY FOR 668	PV	68044	001	09101	6/19/2013	686528	346.24
				Summary Total					346.24
				Payment Amount					544.37
100988	NORTHERN SAFETY TECHNOLOGY	LIGHTS FOR 565	PV	68046	001	09101	6/20/2013	33764	41.02
	NORTHERN SAFETY TECHNOLOGY P.O. BOX 328 5121 W 212TH STREET FARMINGTON MN 55024			Summary Total					41.02
				Payment Amount					41.02
100363	NORTHERN SANITARY SUPPLY CO	MISC SUPPLIES	PV	68045	001	09101	6/13/2013	162259	277.54
	NORTHERN SANITARY SUPPLY CO			Summary Total					277.54
	341 COON RAPIDS BLVD	SUPPLIES FOR CONCESSION STAND	PV	68106	001	09101	6/21/2013	162445	91.59
	MINNEAPOLIS MN 55433			Summary Total					91.59
				Payment Amount					369.13
110480	OPUS 21 MANAGEMENT SOLUTIONS	MAY 2013 BILLING	PV	67991	001	09601	6/17/2013	130557	171.73
	OPUS 21 MANAGEMENT	MAY 2013 BILLING	PV	67991	002	09601	6/17/2013	130557	137.38

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Payment Instrument		Check Payment
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Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	SOLUTIONS								
	680 COMMERCE DRIVE	MAY 2013 BILLING	PV	67991	003	09601	6/17/2013	130557	137.38
	SUITE 160								
	WOODBURY MN 55125	MAY 2013 BILLING	PV	67991	004	09601	6/17/2013	130557	103.05
		MAY 2013 BILLING	PV	67991	005	09601	6/17/2013	130557	137.38
				Summary Total					686.92
				Payment Amount					686.92
110720	PERKINS, MATTHEW	SAFETY CAMP 2013	PV	67992	001	09290	3/19/2013	031913	350.00
	MATTHEW PERKINS			Summary Total					350.00
	11444 EDGEWOOD PLACE N								
	CHAMPLIN MN 55316								
				Payment Amount					350.00
106216	PIONEER RIM AND WHEEL CO	HUB AND DRUM	PV	68047	001	09101	6/14/2013	1-204178	111.13
	PIONEER RIM AND WHEEL CO			Summary Total					111.13
	2500 KENNEDY ST NE	MISC PARTS	PV	68048	001	09101	6/4/2013	1-204177	431.35
	MINNEAPOLIS MN 55413			Summary Total					431.35
		RETURN MISC PARTS	PD	68049	001	09101	6/17/2013	1-204862	96.27-
				Summary Total					96.27-
				Payment Amount					446.21
113444	PRECISE	JUNE 2013 FEES	PV	68050	001	09101	6/19/2013	307072	127.70
	PRECISE			Summary Total					127.70
	501 EAST CLIFF ROAD SIUTE 100								
	BURNSVILLE MN 55337								
				Payment Amount					127.70
100421	REGAL AWARDS AND TROPHIES	NAME PLATES/LETTERS	PV	68107	001	09101	6/25/2013	13534	14.96
	REGAL AWARDS AND TROPHIES			Summary Total					14.96
	530 WEST MAIN STREET								
	ANOKA MN 55303								
				Payment Amount					14.96
111920	RELINER DURAN INC	MISC PARTS	PV	68108	001	09602	6/20/2013	17117	1,449.29
	RELINER DURAN INC			Summary Total					1,449.29
	53 MT ARCHER ROAD								

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Payment Instrument		Check Payment
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Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	LYME CT 06371								
				Payment Amount					1,449.29
112475	S AND T OFFICE PRODUCTS INC	MISC OFFICE SUPPLIES	PV	67993	001	09101	6/7/2013	01PV2934	11.80
	S AND T OFFICE PRODUCTS INC	MISC OFFICE SUPPLIES	PV	67993	002	09101	6/7/2013	01PV2934	8.69
	1000 KRISTEN COURT	MISC OFFICE SUPPLIES	PV	67993	003	09101	6/7/2013	01PV2934	36.72
	ST PAUL MN 55110	MISC OFFICE SUPPLIES	PV	67993	004	09101	6/7/2013	01PV2934	55.38
		MISC OFFICE SUPPLIES	PV	67993	005	09101	6/7/2013	01PV2934	11.02
				Summary Total					123.61
		OFFICE SUPPLIES	PV	67995	001	09101	6/13/2013	01PV5284	42.48
				Summary Total					42.48
		OFFICE SUPPLIES	PV	67996	001	09101	6/12/2013	01PV4876	20.57
				Summary Total					20.57
				Payment Amount					186.66
109249	SAFE KIDS WORLDWIDE	CPS TECH CERT TRAINING	PV	67997	001	09101	6/4/2013	ORG548116-06-2013	65.00
	SAFE KIDS CERTIFICATION			Summary Total					65.00
	P O BOX 17594								
	BALTIMORE MD 21297-1594								
				Payment Amount					65.00
100433	SALVERDA AND ASSOC, DONALD	2 BOOKS- K. ULRICH	PV	67998	001	09101	6/13/2013	P-1302-11B	61.93
	DONALD SALVERDA AND ASSOC			Summary Total					61.93
	2233 HAMLINE AVE N	4 BOOKS T. GLADHILL	PV	67999	001	09101	6/14/2013	P-1304-8B	105.80
	SUITE 620								
	ROSEVILLE MN 55113			Summary Total					105.80
				Payment Amount					167.73
112996	STANTEC CONSULTING SERVICES INC	MISC REVIEWS	PV	68109	001	09101	6/12/2013	696022	93.00
	STANTEC CONSULTING SERVICES INC	MISC REVIEWS	PV	68109	002	09101	6/12/2013	696022	441.75
	13980 COLLECTIONS CENTER DRIVE	MISC REVIEWS	PV	68109	003	09101	6/12/2013	696022	441.75
	CHICAGO IL 60693			Summary Total					976.50
				Payment Amount					976.50

CITY OF RAMSEY
Create Payment Control Groups

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Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100469	STREICHER'S POLICE EQUIPMENT	MAG HOLDER	PV	68000	001	09101	6/7/2013	I1025907	44.88
	STREICHER'S POLICE EQUIPMENT				Summary Total				44.88
	LB# 7873	HOLSTER/MAG HOLDER	PV	68001	001	09101	6/6/2013	I1025650	64.11
	P O BOX 9438				Summary Total				64.11
	MINNEAPOLIS MN 55440-9438	MISC PD SUPPLIES	PV	68051	001	09101	6/19/2013	I1028458	683.57
					Summary Total				683.57
		MAG HOLDER	PV	68052	001	09101	6/21/2013	I1029120	44.88
					Summary Total				44.88
					Payment Amount				837.44
105706	TINKLENBERG GROUP INC	RE: ARMSTRONG PROJECT	PV	68110	001	09400	7/1/2013	1894	4,936.22
	THE TINKLENBERG GROUP INC 11234 FOREST COURT NE BLAINE MN 55449-5920				Summary Total				4,936.22
					Payment Amount				4,936.22
112079	TOKLE INSPECTIONS INC	BILLING MAY 2013	PV	68004	001	09101	6/14/2013	061413	6,907.50
	TOKLE INSPECTIONS INC 1748 123RD AVENUE NW COON RAPIDS MN 55448				Summary Total				6,907.50
					Payment Amount				6,907.50
113710	TOLLBERG HOMES LLC	LAND ESC-16206 SAPPHIRE ST	PV	68002	001	09252	6/19/2013	061913	7,000.00
	TOLLBERG HOMES LLC				Summary Total				7,000.00
	13750 CROSSTOWN DRIVE SUITE 202	ERO ESC 16206 SAPPHIRE ST	PV	68003	001	09804	6/19/2013	113374	1,500.00
	ANDOVER MN 55304				Summary Total				1,500.00
					Payment Amount				8,500.00
109912	ULRICH, KURTIS G.	MISC TRIP REIMBURSEMENTS	PV	68053	001	09101	6/17/2013	061713	346.80
	KURTIS G. ULRICH 11639 OAKVIEW COURT				Summary Total				346.80

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Payment Instrument		Check Payment
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Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	CHAMPLIN MN 55316								
				Payment Amount					346.80
100508	VANCE BROTHERS INC	TACK OIL	PV	68054	001	09101	6/17/2013	24488	64.13
	VANCE BROTHERS INC P O BOX 877366 KANSAS CITY MO 64187-7366			Summary Total					64.13
				Payment Amount					64.13
105628	WELLS CATERING SERVICE	BOX LUNCHES	PV	68005	001	09101	6/11/2013	26331	98.23
	WELLS CATERING SERVICE 7533 SUNWOOD DRIVE SUITE 108 RAMSEY MN 55303			Summary Total					98.23
				Payment Amount					98.23
100539	WRIGHT TIRE SERVICE INC	TIRES FOR MOW TRAILER	PV	68006	001	09101	6/18/2013	94509	259.73
	WRIGHT TIRE SERVICE INC			Summary Total					259.73
	710 WEST MAIN STREET	TIRE FOR MOW TRAILER	PV	68007	001	09101	6/12/2013	94238	86.58
	ANOKA MN 55303			Summary Total					86.58
		TIRES FOR 563	PV	68008	001	09101	6/17/2013	94426	573.88
				Summary Total					573.88
		TIRES FOR 667	PV	68055	001	09601	6/20/2013	94595	495.64
				Summary Total					495.64
		TIRES 640/PATCHING TRAILER	PV	68056	001	09101	6/19/2013	94561	295.42
		TIRES 640/PATCHING TRAILER	PV	68056	002	09101	6/19/2013	94561	165.81
				Summary Total					461.23
				Payment Amount					1,877.06
100541	ZARNOTH BRUSH WORKS INC	PLY CABLE WRAP	PV	68057	001	09605	6/4/2013	0144433	459.56
	ZARNOTH BRUSH WORKS INC PO BOX 141 CHILTON WI 53014-0141			Summary Total					459.56
				Payment Amount					459.56

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CITY OF RAMSEY

Create Payment Control Groups

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Payment Instrument		Check Payment
Pay Through Date	12/31/2013	

Payee		Stub	Document				Due	Invoice	Payment
Number	Name / Mailing Address	Message	Ty	Number	Itm	Co	Date	Number	Amount
								Total Amount to be Processed	191,713.15
								Total Number of Payments to be Processed	64

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #13-07-118

RESOLUTION APPROVING CASH DISBURSEMENTS MADE AND AUTHORIZING PAYMENT OF ACCOUNTS PAYABLE INVOICING RECEIVED DURING THE PERIOD OF JUNE 20, 2013 THROUGH JULY 3, 2013.

WHEREAS, the City of Ramsey Finance Department has made cash disbursements and received accounts payable invoicing during the period of June 20, 2013, through July 3, 2013, in the amount of $1,821,205.39; and

WHEREAS, the City Council of the City of Ramsey is required to authorize payment for all disbursement transactions.

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

1) That the Ramsey City Council hereby approves the cash disbursements made and authorizes payment of the accounts payable invoices as detailed in the attached Bills List for the period June 20, 2013, through July 3, 2013, in the amount of $1,821,205.39.

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:

Mayor Strommen
Councilmember Riley
Councilmember LeTourneau
Councilmember Backous
Councilmember Elvig
Councilmember Kuzma
Councilmember Tossey

and the following voted against the same:

None

and the following abstained:

None

and the following were absent:

None

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 9th day of July 2013.

Mayor

ATTEST:

City Clerk

CC Regular Session **4. 12.**

Meeting Date: 07/09/2013

Submitted For: Bruce Westby, **By:** MaryJo Warner, Engineering/Public Works

Information

Title

Adopt Resolution #13-07-116 Approving Final Payment to County Line Excavating for IP 12-25; North Commons

Background:

On June 25, 2013, the Ramsey Housing and Redevelopment Authority (HRA) accepted the improvements and approved final payment in the amount of $103,889.25 to County Line Excavating, LLC for the completion of North Commons, IP 12-25.

Since all payments are placed on the regular bills list with City Council agendas, staff is now requesting Council adoption of City Resolution #13-07-116 approving final payment, which is attached for reference.

Notification:

Notifications are not required for this item.

Observations:

N/A

Recommendation:

The Engineering Technician IV has inspected the completed work and the City Engineer recommends adopting Resolution 13-07-116 approving final payment to County Line Excavating for IP 12-25 North Commons in the amount of $103,889.25.

Funding Source:

Funds for this work will be paid through the project, similar to all of the partial payments.

Action:

Motion to adopt Resolution #13-07-116 authorizing final payment to County Line Excavating for IP 12-25 North Commons in the amount of $103,889.25.

Attachments

Resolution

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	07/02/2013 04:20 PM
Diana Lund	Diana Lund	07/03/2013 10:32 AM
Kurt Ulrich	Kurt Ulrich	07/03/2013 02:20 PM
Form Started By: MaryJo Warner		Started On: 07/01/2013 10:13 AM
Final Approval Date: 07/03/2013		

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #13-07-116

RESOLUTION APPROVING FINAL PAYMENT TO COUNTY LINE EXCAVATING FOR IP 12-25; NORTH COMMONS

WHEREAS, on July 10, 2012 the HRA approved plans and specifications for North Commons, the 17 lot subdivision on HRA property. This work consists of grading, utilities, street, and storm sewer improvements necessary to develop the proposed property; and

WHEREAS, pursuant to an advertisement for bids for Improvement Project 12-25; North Commons, bids were opened and tabulated according to law on October 30, 2012; and

WHEREAS, County Line Excavating is the lowest responsible bidder; and

WHEREAS, on November 13, 2012 the bid was awarded to County Line Excavating; and

WHEREAS, as of July 9, 2013 $46,922.24 has been paid to date; and

WHEREAS, the City Engineer has inspected the completed work and recommends final payment to County Line Excavating in the amount of $103,889.25.

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

1) That the City Council hereby authorizes final payment to County Line Excavating for Improvement Project #12-25; North Commons in the amount of $103,889.25.

2) That the City Council hereby accepts the project and authorizes the Mayor or City Administrator to sign the release form for this payment.

3) That the total amount of this payment is not included in resolutions approving payment of bills for the date of July 9, 2013.

4) That the City of Ramsey Finance Department will be provided a signed copy of this resolution.

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 the same:

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 9th day of July 2013.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 13.**

Meeting Date: 07/09/2013

Submitted For: Grant Riemer, **By:** MaryJo Warner, Engineering/Public Works

Information

Title

Report from Public Works Committe meeting dated June 18, 2013.
1. Consider Stop Sign Request for 3-Way Stop at Tiger Street and 171st Avenue: *Ratify the recommendation of the Public Works Committee to not install the requested three-way stop sign at Tiger Street and 171st Avenue due to low traffic volumes and above average sight distances at the intersection and direct the Police Department to increase enforcement for three months followed by three months of monitoring, such as the speed trailer.*
2. Consider Improvements to Crosswalk at Armstrong Boulevard and 161st Avenue: *Ratify the recommendation of the Public Works Committee to direct staff to work with Anoka County to extend the pavement and culvert on the west side of Armstrong Boulevard to provide a paved surface for pedestrians to use and pay for flashing lights, and to place an educational article in the Ramsey Resident reminding drivers of the need to yield for pedestrians.*
3. Consider Request to Construct Retaining Wall in Drainage & Utility Easement: *Consensus of the Committee was to have staff review options for vacating 5-feet of easement and schedule this case for consideration at a future Public Works Committee meeting.*
4. Review Condition of Dysprosium Street Boulevard and Future Maintenance Requirements: *Ratify the recommendation of the Public Works Committe to approve replacement of sod between the original project line and curb, to have the City water the sod for the first 30 days, to send a letter to residents asking for their help to maintain the sod and advising residents that new sod is exempt from the watering ban, and to use funding from the Street Maintenance Fund.*
6. Consider Request for Use of Veterans Drive Right-of-Way Adjacent to 7700 Sunwood Drive for Outdoor Dog Area: Case of Residence at The COR*: This case was considered prior to Case 5.05. This was presented as a separate case at the June 25, 2013 City Council meeting.*
5. Review of Updated Costs for Reconstructing Andrie Street: *Ratify the recommendation of the Public Works Committee to direct staff to update the 2008 feasibility report to reflect the inclusion of on-road bicycle lanes in place of sidewalks.*

Background:

The Public Works Committee held its regular meeting on June 18th, 2013 and discussed the following six cases.

5.01: Consider Stop Sign Request for 3-Way Stop at Tiger Street and 171st Avenue

Public Works Superintendent Riemer reviewed the staff report and resident petition requesting a three-way stop sign at Tiger Street and 171st Avenue. He reviewed the guidelines followed for stop sign installation and existing conditions, noting the speed limit had been reduced to 30 mph based on resident request. Public Works Superintendent Riemer stated the speed trailer was used at this location today and tracked 319 vehicles with an average speed of 29.35 mph, one minimum speed of 11 mph, and one maximum speed of 46 mph. He presented staff's recommendation to not install the requested three-way stop sign at Tiger Street and 171st Avenue due to low traffic volumes and above average sight distances at the intersection.

Motion to recommend that the City Council not install the requested three-way stop sign at Tiger Street and 171st Avenue due to low traffic volumes and above average sight distances at the intersection and direct the Police Department to increase enforcement for three months followed by three months of monitoring, such as the speed trailer.

5.02: Consider Improvements to Crosswalk at Armstrong Boulevard and 161st Avenue

Public Works Superintendent Riemer reviewed the staff report and recommendation to extend the crosswalk on the west side and connect it to 161st Avenue. He stated a resident in the area asked the City to install solar powered flashing lights to the crosswalk that could be activated by pedestrians to warn them that the crosswalk was being actively used. Public Works Superintendent Riemer stated these systems are effective but cost $3,000 to $5,000 per location. In addition, this is a County maintained crosswalk so it would be their decision whether or not to invest in the lighting system.

Motion to recommend that the City Council direct staff to work with Anoka County to extend the pavement and culvert on the west side of Armstrong Boulevard to provide a paved surface for pedestrians to use and pay for flashing lights, and to place an educational article in the Ramsey Resident reminding drivers of the need to yield for pedestrians.

5.03: Consider Request to Construct Retaining Wall in Drainage & Utility Easement

City Engineer Westby reviewed the staff report and presented the request of property owners at 15069 Helium Street NW to construct a modular block retaining wall along their south side lot line within the public drainage and utility easement. The residents believe their side yard has settled over time, resulting in a steeper side slope that is more difficult to maintain and provides less support for their home's foundation walls. City Engineer Westby described the current conditions that have resulted in soil erosion and ordinance prohibitions against constructing permanent structures (i.e., retaining walls) within such easements. He stated staff recommends the property owner's request be denied and to establish new turf on the site that will take root to prevent erosion. It was noted similar requests in the past have always been denied.

The Consensus of the Committee was to have staff determine a cost and schedule this case for consideration at a future Public Works Committee meeting.

5.04: Review Condition of Dysprosium Street Boulevard and Future Maintenance Requirements

Public Works Superintendent Riemer reviewed the staff report and described the turf restoration that took place following the Dysprosium Street reconstruction. It was noted that while the sod was healthy in the spring of 2012, it started to decline over the summer months due to lack of rain and hot weather. The current price is $1.35 per square yard plus delivery costs (approximately $4,000); however, staff recommends replacement of sod between the curb and sidewalk only if an agreement can be reached with residents that they will maintain the sod once it is established.

Motion to recommend that the City Council approve replacement of sod between the original project line and curb, to have the City water the sod for the first 30 days, to send a letter to residents asking for their help to maintain the sod and advising residents that new sod is exempt from the watering ban, and to use funding from the Street Maintenance Fund.

5.06: Consider Request for Use of Veterans Drive Right-of-Way Adjacent to 7700 Sunwood Drive for Outdoor Dog Area: Case of Residence at The COR

This case was considered prior to Case 5.05.

Motion to recommend that the City Council approve use of a pet area on the south side of Veterans Drive for Residence at The COR subject to the owner making improvements, executing a Use and Maintenance Agreement, and securing the necessary right-of-way permit.

This case was brought to the June 25th, 2013 City Council meeting.

5.05: Review of Updated Costs for Reconstructing Andrie Street

City Engineer Westby reviewed the staff report, past consideration that resulted in not furthering the Andrie Street reconstruction, and renewed interest on the part of numerous area residents to reconstruct Andrie Street and 164th Lane but not to construct sidewalks. He explained that since plans and specifications were completed for this project in 2008, it could be moved forward quickly should the City Council so desire, unless assessments are to be used to fund part of the improvement. If that is the City Council's desire, the corresponding public process per State Statute 429 would need to be followed. It was noted that since 2008, a petition has not been received requesting improvements. City Engineer Westby presented three alternatives: Alternate 1 – Recommend the City Council direct staff to update the 2008 feasibility report based on the original 2008 street reconstruction design (excluding sidewalks); Alternate 2 – Recommend the City Council direct staff to revise the 2008 feasibility report to reflect the inclusion of on-road bicycle lanes, in place of sidewalks; or, Alternate 3 – Motion for other recommendation or to do nothing. He advised that the City's MSA account has been depleted and other funds are earmarked for the Riverdale project. City Engineer Westby stated if the City Council supports Alternatives 1 or 2, no funding would be committed at this time and the funding analysis can then be completed prior to finalizing the feasibility report updates.

Motion to recommend that the City Council direct staff to update the 2008 feasibility report to reflect the inclusion of on-road bicycle lanes in place of sidewalks.

Recommendation:

Staff recommends ratifying the recommendation of the Public Works Committee.

Action:

Motion to ratify the recommendation of the Public Works Committee.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	06/25/2013 12:35 PM
Bruce Westby	Bruce Westby	07/03/2013 12:32 PM
Kurt Ulrich	Kurt Ulrich	07/03/2013 02:11 PM
Mary Jo Warner	MaryJo Warner	07/03/2013 04:31 PM
Form Started By: MaryJo Warner		Started On: 06/24/2013 12:45 PM
Final Approval Date: 07/03/2013		

CC Regular Session **7. 1.**

Meeting Date: 07/09/2013

Submitted For: Patrick Brama, **By:** Patrick Brama, Administrative Services

Information

Title:

Highway 10 Outside Storage: Policy Discussion and Permission to Submit an Interim Use Permit (IUP) Application

Background:

Staff recently received an inquiry to lease City owned land located at 7443 U.S. Highway 10 with the purpose displaying trailers for sale (display of items for sale).

Attached to this case is the proposal. In summary, M&G Sales (7575 Hwy 10) is interested in leasing City owned land located directly adjacent to their existing business; with the intention of attaining additional product display area (outside storage). M&G's proposal is to improve the new sales/display area surface with Class 5 gravel and to extend their existing fence.

Based on existing City code and previous Council direction (policy), Staff is unable to administratively approve the proposed use. As a result, M&G has requested the City Council consider a policy change regarding this manner.

Purpose of Case: Respond to inquiry from M&G sales. Additionally, Staff periodically receives similar inquires and would appreciate policy direction and/or confirmation from the City Council regarding this manner.

(1) Policy Direction

Provide Staff with (A) new policy direction or (B) confirmation of existing policy. A change in policy would necessitate certain zoning code amendments in order to ensure fair and equitable enforcement of existing city code standards.

(2) Grant Permission to M&G Sales to Apply for a IUP

(A) Allow M&G Sales to submit an application for an IUP or (B) direct Staff to notify M&G Sales the City's existing policy has been confirmed

Notification:

No notification is required at this time.

Observations/Alternatives:

Observations:

Based on City Code, areas for display of items for sale, parking areas, and maneuvering areas must be paved, include continuous curb and be reviewed/approved with a site plan. Gravel surfaces (as proposed by M&G Sales) are not allowed in City Code for outside storage/display areas.

It is noted, if the Council does allow M&G Sales to expand their operation onto City owned property, a Conditional Use Permit may be required for the expansion sales (which is not related to this case). In 2009, motor vehicle sales and repair was re-classified as a Conditional Use. Because the use was in existence prior to the ordinance amendment, lawful, non-conforming statutes allow the use to continue so long as the use does not expand without proper approval. In this case, the proposed use would be an expansion. Staff will work with the Owner to determine if the proposed use falls within this use category.

With that in mind, the City does have the ability to issue an Interim Use Permit (IUP) for this Zoning District to allow for gravel surfaces in unique situations. However, it has been the City's POLICY to support IUP applications

for this waiver ONLY in circumstances where:

(1) Use of heavy equipment would damage an asphalt surface
(2) In areas where a property would be acquired during the term of an IUP (5 years).
(3) When located in the rear yard where the surface is not visible from the public realm and separated from public rights of way by an existing building.

For example, in 2011 the Council granted Quality RV a permit to utilize a class 5 gravel surface for the expansion of their display area (display of items for sale); as it was expected their display area would be acquired as part of the Armstrong interchange project within the next two (2) to four (4) years.

In the instance of M&G Sales, Staff does not believe either criteria is met. Therefore, Staff recommended M&G Sales alter their proposal to meet City Code.

(1) Use of heavy equipment? M&G is proposing trailer sales.
(2) Will the property be acquired during the term of an IUP (5 years)? No, the expected time line for realignment of U.S. Highway 10 is 10+ years.
(3) Located in rear yard behind building? No.

Additionally, it is Staff's position: it is important to remain consistent on how the City addresses outside storage/display areas. By allowing a gravel surface on a City owned parcel, but not private parcels, will open up the possibility of complaints of unfair application of City Code. This would also be true for allowing for one (1) private parcel, but not the other.

In response to Staff's recommendation, M&G Sales requested the City Council be engaged from a policy perspective regarding this manner. Additionally, because the City owns the Subject Property, the Council would need to grant M&G Sales permission to apply for an IUP. Lastly, it is important to note, an IUP application comes at a cost to the applicant; and, M&G Sales does not want to waste time and resources in applying for an IUP if the City Council would not grant permission to apply.

Alternatives:

(1) Policy Discussion
Discuss use of IUPs for outside storage/display areas on surfaces that don't meet existing Code. In summary, the City Council could provide Staff (A) new policy direction or (B) confirmation of existing policy. This item could be discussed with this case, or at a later date.

Additionally, if the Council would like, this policy discussion can be expanded further than an IUP (i.e. permanently amending the City's Zoning Code). Staff would request that any policy on granting waivers be limited to parcels that are directly impacted and identified on an approved plan for a public project such as roadway expansion or realignment. Furthermore, Staff recommends that the City Council be cautious on waivers to paving surface directly adjacent to public roadways for aesthetic concerns.

(2) Grant Permission to M&G Sales to Apply for a IUP
If there is a shift in policy, Staff would ask the Council consider allowing M&G Sales to submit an application for an IUP. If there is not a shift in policy, Staff would ask the Council allow Staff to notify M&G Sales the City's existing policy.

Recommendation:

Policy Discussion: allowing Class 5 gravel surfaces for outside storage?

M&G Sales is a valued Ramsey business, is experiencing significant growth and needs room to expand as soon as possible.

If there is an expectation that Highway 10 will be realigned in the next five years, or a shift in Council policy, Staff

would support a consideration of Class 5 gravel surface if the appropriate City Code amendments were to be approved in order to better document City policies.

If there is not an expectation Highway 10 will be realigned in the next five years, and there is not a shift in Council policy, Staff would not support a consideration of Class 5 gravel surface.

Funding Source:

Preparation of this case is being handled as part of regular Staff duties. If the Applicant submits an Application for an Interim Use Permit, all costs associated with processing the Application are the responsibility of the Applicant.

Council Action:

(1) Policy Direction

Provide Staff with (A) new policy direction with direction to make necessary ordinance amendments or (B) confirmation of existing policy.

(2) Grant Permission to M&G Sales to Apply for a IUP

(A) Allow M&G Sales to submit an application for an IUP or (B) direct Staff to notify M&G Sales the City's existing policy has been confirmed.

Attachments

Proposal

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/03/2013 01:45 PM
Patrick Brama	Patrick Brama	07/03/2013 02:22 PM
Kurt Ulrich	Kurt Ulrich	07/03/2013 02:41 PM
Form Started By: Patrick Brama		Started On: 07/01/2013 03:59 PM
Final Approval Date: 07/03/2013		

Proposal:

Utilize City Owned Land, Outside Storage of For Sale Units (trailers), Class 5 Surface, Exterior Fence

CC Regular Session **7. 2.**

Meeting Date: 07/09/2013

Submitted For: Patrick Brama, **By:** Tim Gladhill, Community Development

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Information

Title:

15153 Nowthen Blvd Property Development: Consider Further Public Input Process Alternatives

Background:

General Background

This case is related to the development of City owned land located at 15153 Nowthen Boulevard; known as the Former Municipal Center Site ("Subject Property"). The Subject Property is 21.24 acres in size and is is located in Public/Quasi-Public zoning district.

This site was vacated in 2006, when the City moved its municipal center campus to The COR. Fire Station #2 still currently operates from the former municipal center site. Since 2006, the City has explored various options for selling the Subject Property in conjunction with the construction of a new fire station on an adjacent City owned site. In 2012, the City was approached by Connexus Energy regarding the development of the Subject Property for a data center(s).

The City is considering two general development scenarios for the Subject Property: data center and single family residential. The City completed a feasibility study on said development scenarios in February 2013 (which included site concept maps); and, a public open house in April 2013.

The next step in the process to develop the Subject Property is to consider the appropriate land use and zoning; specifically: *consider submitting an application for a comprehensive plan amendment.*

In June 2013 the City Council directed Staff to further engage surrounding property owners before submitting an application to amend the City's comprehensive plan; specifically, regarding a data center development.

A copy of the June 11, 2013 City Council Meeting case is attached as backgroud. Additional information is available on the project webpage at www.cityoframsey.com/formerrmc.

Purpose of Case

Consider further public input process alternatives.

1. Traditional Study Group Process (Structured Process)
2. Collaborative Process such as Open Space Technology (OST) that was used as part of the 2030 Comprehensive Plan Update process
3. Hybrid process of Options #1 and #2 above
4. Other

Notification:

There is no notification required at this stage. However, Staff has previously attempted to notify surrounding Property Owners of various stages preceeding this discussion and set up a project webpage at www.cityoframsey.com/formerrmc.

Observations/Alternatives:

Based on discussion at the June Council meeting, Staff is proposing the use of a study group to re-engage surrounding property owners. It is proposed a Study group would consist of ten (10) total participants: one (1) Councilmember, one (1) EDA member, one (1) Planning Commission member, five (5) adjacent property owners and two (2) at large property owners. It is estimated, a study group will need to meet 4-6 times. This process can be conducted with existing Staff, consultant services, or a combination of both.

Study Group Goal: The purpose of the Study Group is to better understand under what circumstances would a data center development be an acceptable use for the Subject Property. The key outcome of this process is a proposal for Council consideration; which will include (1) further documentation/information addressing specific concerns (2) mitigation proposals addressing specific concerns (3) updated site concept maps.

NOTE: The purpose of a study group is IDENTIFY and CONSIDER compromises/ solutions; it is possible the focus group may conclude certain concerns cannot be mitigated.

Staff would recommend a hybrid format for the facilitation of the process. Staff would host an initial scoping meeting to review current assumptions and purpose of the study group. Participants would then be responsible for formulating the schedule and content of the remainder of the sessions and be active in coordinating the individual sessions.

Due to current Staff workload and service level demands, Staff would recommend that the City Council utilize the assistance of existing professional services/contracted employees to assist with the technical aspects of the process. Staff would recommend that Staff could facilitate the process itself by moderating the sessions. As this parcel is owned by the City, the City Council may want to consider the utilization of an outside, third-party entity/individual for purposes of transparencies and perceptions of conflicts (being both Owner and regulatory authority). This may not be necessary at this stage, but will become more important to consider if an official amendment is to be considered.

Listed below are three general alternatives that have been explored to re-engage surrounding property owners. The options range from a traditional approach in which the City lays out the framework and content for each meeting/session to an approach in which the City simply lays out the policy question at hand and allows the participants to set the agenda and facilitate individual sessions. The alternatives to follow are in no particular order in terms of recommended approach. *The alternatives are all similar, the main difference being the manner in which the agenda is prepared and how individual sessions are convened.*

Alternative 1: Structured Process

A structured process calls for a specific agenda at each study group meeting. Staff will provide the study group information/ documentation regarding each discussion point before each meeting. Additionally, Staff will allow study group members to submit information they have collected before meetings. At meetings, Staff will provide a brief presentation on specific talking points; then, the study group will discuss and develop comments and mitigation strategies.

Every major concern raised by the public to-date will be documented and addressed. The first meeting will outline a list of concerns that will be addressed by the study group; at which time, study group members may make amendments/additions. If certain discussion topics need more or less time than allocated by Staff; adjustments may be made during a meeting. *This alternative would entail that the agenda for the process would be set ahead of time by the City and individual sessions coordinated by Staff.*

See attached outline for detail.

Benefits: This process is clear and consistent; and easy to understand and follow. This will provide the City Council with specific/detailed feedback regarding each concern. This will provide efficiencies from an execution/preparation perspective (i.e. the City Council will know the exact content matter that will be discussed at each meeting prior to commencing the process). This will increase the opportunity that the study group will remain on track with the policy question to answer, thereby reducing the possibility of the need for

additional meetings beyond what is currently forecasted.

Drawbacks: There are a number of topics already covered that are not in need of additional investigation, thereby there may be some effort in investing additional time on discussion points the study group is not interested in covering. This process provides for less ownership by surrounding property owners than a pure grass roots process would provide. This process is not necessarily focused on consensus building as it is a tool to address multiple, individual assumptions.

Estimations: Five (5) meetings, two (2) to three (3) months with a consultant (cost: $5,000, some Staff time), 2-3 months internally (cost: significant Staff time). Staff estimates that this cost could be reduced slightly if the balance of Staff time and consulting services were amended. A change to the estimated balance would require that the process is delayed to the winter months due to current service level demands for Staff time.

Alternative 2: Open Space Technology (OST)/Collaborative Process

The Open Space Technology Process is a very organic, collaborative process. This process allows participants to frame the agenda focused on a single question. There is not an agenda set ahead of time. Traditionally, this process works well for larger groups and allows for multiple, simultaneous sessions.

Benefits: This process allows participants to take ownership of the process, rather than an agenda and timelines set by a facilitator. The process did work well over series of several meetings to build consensus surrounding the 2030 Comprehensive Plan. The process is a good tool to build consensus around a topic. This process is an effective public participation tool that can lead to quality public input and allows participants to be an active participant in the development of the process. *This alternative would entail that the agenda be set by participants prior to each meetingand individual sessions coordinated by participants.*

Drawbacks: With less formal structure, there is the opportunity for the timeline to be extended beyond the originally forecasted if time is not managed well. The process does require a strong facilitator that can manage appropriate timeframes for the process to unfold with the need to work towards a consensus in a managable timeframe. The process also allows for multiple, individual sessions to be held at the same time, which may not be the best approach for the desires for outcomes and size of group expressed by Councilmembers at the June City Council Meeting.

Estimations: The City Council should be committed to allowing sufficient time to allow the process to complete, which may extend beyond the following estimations. The purpose of this structure is to allow the process to unfold organically, regardless of the time necessary, making it somewhat difficult to estimate the actual time necessary. Staff estimates that the timeline would be fairly similar to that of the traditional, structured process, although would anticipate between one (1) to three (3) additional meetings compared to the Traditional Process identified above. Staff estimates six (6) to eight (8) meetings total. Staff would estimate this cost to be approximately $6,000. Total process would be held over three (3) to four (4) months.

Alternative 3: Hybrid Process

A hybrid, collaborative process could be considered that included elements of desired structure of a traditional process with the collaborative environment of Open Space Technology. A suggested approach would allow participants to set the agenda and convene sessions. In other words, the agenda would not be set by the City or a facilitator ahead of time. An initial Scoping Meeting would be held to review the current status of the project and the purpose of the study group. Rather than hosting several, parallel sessions as with the case with Open Space Technology, the group would convene as a single group throughout the process. The group would come to a consensus as to the agenda and topics as part of the initial Scoping Meeting, but could amend depending on conversation throughout. *This process would entail that the agenda be prepared by participants at the onset of the process and agreed to a structured outline for the process as part of the scoping meeting and individual sessions coordinated by participants with a greater degree of assistance from*

City Staff.

Benefits: This process balances an open, transparent, and collaborative process with a well defined structure that is developed by participants rather than the City or a facilitator. Following the initial Scoping Meeting, Staff can report back with a better estimate of time and costs based on an agenda prepared by the Study Group. With a slightly more structure approach to the Open Space Technology concept, Staff estimates that this process would be slightly shorter than said approach.

Drawbacks: This process will require that the initial Scoping Meeting be completed before a more concrete estimation of costs and timelines when compared to a traditional, structured Study Group. It is estimated that this process will be a slightly longer timeframe that the traditional, structured process, consisting of possibly one (1) to two (2) additional meetings.

Estimations: five (5) to seven (7) meetings, two (2) to three (3) months with a consultant (cost: $5,000, some Staff time), two (2) to three (3) months internally (cost: significant Staff time). Staff estimates that this cost could be reduced slightly if the balance of Staff time and consulting services were amended. A change to the estimated balance would require that the process is delayed to the winter months due to current service level demands for Staff time.

Recommendation:

Staff recommends a hybrid approach of a traditional, structured Study Group that includes certain elements that were included in the OST process for the 2030 Comprehensive Plan Update.

Staff would also recommend approving a Work Order for consulting planning services to assist with the technical aspects of the process while allowing Staff to facilitate the process itself.

Funding Source:

If a consultant is utilized to assist with portions of the group, Staff would recommend the Economic Development Authority (EDA) Professional Services accounts 6249.

Council Action:

Motion to direct Staff to begin preparations for Study Group based on the suggested Hybrid Process -AND- to direct Staff to bring a list of participants for the Study Group at a future City Council Meeting.

Attachments

Traditional Structure Process Alternative
Collaborative Open Space Technology Alternative
Hybrid Alternative
Alternative Comparison Matrix
Site Concepts
Cost Benefit
Comparison Chart
Copy of June 11, 2013 City Council Case

Form Review

Inbox	Reviewed By	Date
Patrick Brama	Patrick Brama	07/03/2013 01:59 PM
Kurt Ulrich	Kurt Ulrich	07/03/2013 02:16 PM
Form Started By: Tim Gladhill		Started On: 06/27/2013 09:59 AM
Final Approval Date: 07/03/2013		

Old Municipal Center Site (15153 Nowthen Boulevard)

Future Development Discussion: Data Center User

STUDY GROUP: Structured

Purpose:

QUESTION: Under what circumstances would a data center development be an acceptable use for the old municipal center site? [per each concern]

OUTCOME: consensus proposal for council consideration; which will include:

- Documentation/information addressing each specific concern
- Individual mitigation proposal addressing each specific concern
- Updated site concept maps

SPECS:

- 10 members: 1 councilmember, 1 EDA member, 1 PC member, 5 adjacent property owners, 2 at large property owners.
- Consider a data center development only (not residential)
- The purpose of the study group is *IDENTIFY* and *CONSIDER* compromises/ solutions; it is possible the focus group may conclude certain concerns cannot be mitigated.
- Structure below may be amended/adjusted as needed. For example, if the group wants to add an item; or if the group wants to spend more/less time on a certain topic.

Structure:

1. Meeting Outline:
   a. Orientation — 10 minutes
   b. Review Purpose of Group — 10 minutes
   c. Rules of Engagement — 10 minutes
   d. Identify Concerns to be Addressed — 30 minutes
   1 hour
2. Meeting Outline:
   a. Noise — 45 minutes
   b. Property Values — 45 minutes
   1.5 hours
3. Meeting Outline:
   a. Visual/Aesthetics — 45 minutes
   b. Better Locations/Data Center — 15 minutes
   c. Other Uses of Property — 15 minutes
   d. Spot Zoning — 15 minutes
   1.5 hours
4. Meeting Outline:
   a. Risk/Market Failure — 30 minutes
   b. Open Space Dedication — 45 minutes
   c. Traffic — 15 minutes
   1.5 hours
5. Meeting Outline:
   Review/amend draft proposal
   and submit recommendation to the Council
   1 hour

Old Municipal Center Site (15153 Nowthen Boulevard)

Future Development Discussion: Data Center User

STUDY GROUP: Open Space Technology

Purpose:

QUESTION: Under what circumstances would a data center development be an acceptable use for the former municipal center site that balances the City's goal to expand its tax base while respecting the residential character of the surrounding area? [per each concern]

OUTCOME: consensus proposal for council consideration; which will include:

- Documentation/information addressing each specific concern
- Individual mitigation proposal addressing each specific concern
- Updated site concept maps

SPECS:

- 10 members: 1 councilmember, 1 EDA member, 1 PC member, 5 adjacent property owners, 2 at large property owners.
- Consider a data center development only (not residential)
- The purpose of the study group is *IDENTIFY* and *CONSIDER* compromises/ solutions; it is possible the focus group may conclude certain concerns cannot be mitigated.
- Structure below may be amended/adjusted as needed. For example, if the group wants to add an item; or if the group wants to spend more/less time on a certain topic.

Structure:

The structure will be dependent on the agenda set by the group participants, with the exception of the initial scoping meeting. Participants would facilitate individual sessions without assistance from City Staff.

1. Meeting Outline:
    a. Orientation — 10 minutes
    b. Review Purpose of Group — 10 minutes
    c. Rules of Engagement — 10 minutes
    d. Present Concerns Previously Addressed — 30 minutes
    e. Call for sessions (multiple topics per session) — 30 minutes

    2 hours

2. *Meeting Outline Set by Participants as part of meeting*

    2 hours

3. *Meeting Outline Set by Participants as part of meeting*

    2 hours

4. *Meeting Outline Set by Participants as part of meeting*

    2 hours

5. *Meeting Outline Set by Participants as part of meeting*

    2 hours

6. *Meeting Outline Set by Participants as part of meeting*

    2 hours

7. Meeting Outline:
    Review/amend draft proposal and submit recommendation to the Council

    2 hours

Old Municipal Center Site (15153 Nowthen Boulevard)

Future Development Discussion: Data Center User

STUDY GROUP: Hybrid Collaborative Process

Purpose:

QUESTION: Under what circumstances would a data center development be an acceptable use for the former municipal center site that balances the City's goal to expand its tax base while respecting the residential character of the surrounding area? [per each concern]

OUTCOME: consensus proposal for council consideration; which will include:

- Documentation/information addressing each specific concern
- Individual mitigation proposal addressing each specific concern
- Updated site concept maps

SPECS:

- 10 members: 1 councilmember, 1 EDA member, 1 PC member, 5 adjacent property owners, 2 at large property owners.
- Consider a data center development only (not residential)
- The purpose of the study group is *IDENTIFY* and *CONSIDER* compromises/ solutions; it is possible the focus group may conclude certain concerns cannot be mitigated.
- Structure below may be amended/adjusted as needed. For example, if the group wants to add an item; or if the group wants to spend more/less time on a certain topic.

Structure:

Participants will set the entire agenda as part of the initial scoping meeting. Participants would facilitate individual sessions with assistance from City Staff.

1. Meeting Outline:
   a. Orientation — 10 minutes
   b. Review Purpose of Group — 10 minutes
   c. Rules of Engagement — 10 minutes
   d. Present Concerns Previously Addressed — 30 minutes
   e. Call for sessions (entire agenda set) — 30 minutes

   2 hours

2. Meeting Outline Set by Participants (as part of Meeting #1)
   a. Topic 1
   b. Topic 2

   1.5 hours

3. Meeting Outline Set by Participants (as part of Meeting #1)
   a. Topic 3
   b. Topic 4

   1.5 hours

4. Meeting Outline Set by Participants (as part of Meeting #1)
   a. Topic 5
   b. Topic 6

   1.5 hours

5. Meeting Outline:

   Review/amend draft proposal
   and submit recommendation to the Council

   2 hours

Former Municipal Center (15153 Nowthen Blvd NW)

Future Development Discussion: Data Center User

STUDY GROUP: Comparison Matrix

	Traditional Structure	Open Space Technology	Hybrid
Number of Meetings	4-6	7-8	5-7
Total Number of Meeting Hours	6.5	14	8.5
Estimated Cost	$5,000	$7,000	$6,000
Agenda Format	Prepared by City in advance	Prepared by Participants prior to each session	Prepared by Participants in advance
Facilitation Format	City Staff or Consultant	Participants with no direct assistance from City Staff	Participants with assistance from City Staff
Minimum Number of Topics to be Discussed?	Yes	No	No
Ability to Adjust Timing and Add Topics Not Suggested by City With Proper Notice?	Yes	Yes	Yes

Stantec

May, 2013

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

DATA CENTER
CONCEPT 1

Stantec

May, 2013

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

DATA CENTER
CONCEPT 2

Stantec

May, 2013

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

RESIDENTIAL DEVELOPMENT

Cost/Benefit: Annual Cash Flow

	Concept 1 One Data Center User	Concept 2 Two Data Center Users		Concept 3 Sing. Fam. Resd. Devel.
VALUATION (market value)			VALUATION (market value)	
Data Center Building(s):			Single Family Homes	
Square Feet	$ 190,000.00	$ 180,000.00	Average Valuation of Land	$ 30,000.00
Valuation (per sq ft)	$ 120.00	$ 120.00	Average Valuation of Homes	$ 153,153.00
Total Building Valuation	$ 22,800,000.00	$ 21,600,000.00	Average Valuation, before MVE	$ 183,153.00
			(Market Value Exclusion)	$ (20,750.00)
Land:			Average Valuation, after MVE	$ 162,403.00
Northern Parcel	$ 810,300.00	$ 810,300.00		
Southern Parcel	$ 540,000.00	$ 540,000.00	Number of available lots	47.00
Total Land Valuation	$ 1,350,300.00	$ 1,350,300.00		
VALUATION (market value)	**$ 24,150,300.00**	**$ 22,950,300.00**	**VALUATION (market value)**	**$ 7,632,941.00**
REVENUE (taxes/city only)			REVENUE (taxes/city only)	
Tax Capacity Rate (commercial)			Tax Capacity Rate (residential)	1.00%
First $150,000	1.50%	1.50%		
Sub total	$ 2,250.00	$ 2,250.00		
After $150,000	2.00%	2.00%		
Sub total	$ 480,006.00	$ 456,006.00		
Total Tax Capacity	$ 482,256.00	$ 458,256.00	Total Tax Capacity	$ 76,329.41
TOTAL TAXES	**$ 968,336.00**	**$ 920,150.00**	**TOTAL TAXES**	**$ 92,013.00**
Fiscal Disparities*	$ 306,816.00	$ 291,547.00		
Local (City/County/School)	$ 340,390.00	$ 323,450.00		
Other (State/Mkt. Val. Ref./etc.)	$ 321,130.00	$ 305,153.00		
City Taxes (share of 'Local')	$ 124,807.40	$ 118,596.18	City Taxes (44.19%)	$ 33,729.97
REVENUE (City Taxes Only)	**$ 124,807.40**	**$ 118,596.18**	**REVENUE (City Taxes Only)**	**$ 33,729.97**
EXPENSES (> residential development)			EXPENSES (> commercial development)	
Operating Expenses	$ -	$ -	Operating Expenses	
	$ -	$ -	Snow Removal	$ 1,000.00
	$ -	$ -	Street Sweeping	$ 383.00
	$ -	$ -	Seal Coating ($10,600/12yr)	$ 883.00
	$ -	$ -	Future Overlay ($64,000/20yr)	$ 3,200.00
	$ -	$ -	Annual Operating Expenses	$ 5,466.00
Increased Demand for Services (> residential development)			Increased Demand for Services (> commercial development)	
Police	$ -	$ -	Police	*NA, likely higher*
Fire	$ -	$ -	Fire	*NA, likely higher*
Other	$ -	$ -	Other	*NA, likely higher*
	$ -	$ -	Services Subtotal	*NA, likely higher*
EXPENSES (> residential development)	**$ -**	**$ -**	**EXPENSES (> commercial development)**	**$ 5,466.00**
NET ANNUAL CASH FLOW (City)	**$ 124,807.40**	**$ 118,596.18**	**NET ANNUAL CASH FLOW** (City)	**$ 28,263.97**

Fiscal Disparities

Commercial & Industrial taxes are effected by a program known as "fiscal disparities." This program takes a portion of taxes collected from each property in the metro (about 40%), and places them into one pot. Then, said monies are redistributed by the State based on a complex formula. Ramsey typically is a beneficiary of this program. Meaning, the amount of money that is taken away from the City through fiscal disparities is returned (with additional monies).

When issuing debt, cities are not allowed to include fiscal disparities as a revenue source for debt repayment; as the amount annually received is undetermined from year to year and is not controlled by the City.

Cost/Benefit: Land

	Concept 1 One Data Center User	Concept 2 Two Data Center Users		Concept 3 Sing. Fam. Resd. Devel.
Land Proceeds			Land Proceeds	
Land Value	$ 1,275,000.00	$ 1,275,000.00	Land Value	$ 650,000.00
Expected Sale Price	$ -	$ -	Expected Sale Price**	$ 650,000.00
Total Land Proceeds	**$ -**	**$ -**	Total Land Proceeds	**$ 650,000.00**
Expenses			Expenses	
Business Subsidy, Land Write Down			Business Subsidy, Land Write Down	
Total Value of Subsidy	$ 1,000,000.00	$ 1,000,000.00	Total Value of Subsidy	$ -
Annual Pay Back Capacity	$ 124,807.40	$ 118,596.18	Annual Pay Back Capacity	$ -
Pay Back Period (years)	**8.01**	**8.43**	Pay Back Period (years)	**$ -**

Development Scenarios Comparison Chart

IMPORTANT NOTE: Information displayed below includes estimations only; and is subject to change.

	Residential Development	Data Center Development
Maximum Size	47 Single Family Homes	One (1) 190,000 square foot or two (2) 90,000 square foot buildings
Residential Population	Approximately 150 persons	---
Employees	---	16-24 persons
Based on zoning, does this scenario fit the character of surrounding properties?	Compatible	Compatible with appropriate transitions and zoning regulations
Traffic		
Primary entrance	Helium Street (from Alpine, Krypton Terrace, 150 LN NW)	Nowthen Boulevard, subject to approval of Anoka County
Road type	Public	Private
Weekday traffic per day	Medium (estimated 470) based on 10 trips per household	Low (estimated 64-96) based on 12-24 employees, 4 trips per
Weekend traffic per day	Medium	Very Low
Minimum Setbacks Distances (from your property line)	10-30’	200’ (175’ Eastern Border) (pending comp. plan and zoning amendment as proposed)
Screening or berming to block view of neighboring use.	---	Required (vegetation and/or berming)
Noise and light pollution risk	VARIABLE Depends on individual property owners.	LOW Data centers have backup generators and like any business, have security lights. City would require strict light and noise pollution standards to mitigate/ minimize effect on surrounding properties. For example, a 55dB restriction and proper location/screening of all equipment.
Effect on overall tax levy for the City; and ability to contribute to a new fire station.	MINOR Provides an incomplete funding solution for a new fire station (15 year bond).	SIGNIFICANT Provides a significant funding solution for a new fire station (15 year bond).
Market Failure Risk: development fails and a new user steps forward	LOW If a single family residential development failed, that would mean a majority of buildable lots remain vacant. Given Ramsey’s population growth trends and projections, it is unlikely a single family residential development would not succeed.	SHORT TERM: LOW There is a strong interest in the market today to use the subject property for a data center. LONG TERM: UNKNOWN Data centers, or this specific site, could conceivably become obsolete someday. Meaning, no market demand for a data center. In which case, the City would be requested to make this site compatible for a different low impact user (office, warehouse, etc.).
Open Space	---	The City is proposing dedication of public open space to be a requirement for a data center user. See concept map.

CC Regular Session **7. 1.**

Meeting Date: 06/11/2013

Submitted For: Patrick Brama By: Patrick Brama, Administrative Services

Information

Title:

15153 Nowthen Blvd Property Development: Consider Comprehensive Plan Amendment Application

Background:

General Background

This site was vacated by the City when the City moved its operations to its new municipal campus in 2006, with the exception of Fire Station Number 2, and some storage. Since that time, the City has explored various options for selling the land in conjunction with the construction of a new fire station on an adjacent site to the east. In 2012, the City was approached by Connexus Energy regarding the development of City owned land located at 15153 Nowthen Boulevard; known as the Old Municipal Center Site ("Subject Property"). The Subject Property is 21.24 acres in size and is currently zoned Public/Quasi-Public.

The City is considering two general development scenarios for the Subject Property: data center and single family residential. The City completed a feasibility study on said development scenarios in early 2013.

The next step in the process to develop the Subject Property is to consider the appropriate land use and zoning. Staff was directed to conduct a public open house regarding a potential Comprehensive Plan and Zoning Amendment for Subject Property in April 2013.

Purpose of Case

Consider SUBMITTING AN APPLICATION for a Comprehensive Plan Amendment to allow for [data center and/or residential development]. Please note: this application will also need to be approved by the Metropolitan Council, if approved by the City Council. Upon completion of that process, the City would need to update its official controls (Zoning Code and Official Zoning Map)

IMPORTANT NOTE: The Council must remain objective when reviewing a Comprehensive Plan Amendment application; therefore, the Council must not take a POSITION ON APPROVING a Comprehensive Plan Amendment as part of this case. The Planning Commission must hold a public hearing, establish a findings-of-fact and submit a recommendation to the Council before consideration.

Detailed Background

Connexus Energy identified the Subject Property as the best available data center site in the entire County of Anoka in the fall of 2012; and, proposed the City partner with their organization to pursue development of the Subject Property for a data center user(s).

Previous to receiving Connexus Energy's proposal, the City Council identified the Subject Property as surplus City owned land; as it is unneeded for current or future City functions (summer of 2012).

Both the EDA and City Council directed Staff to pursue the proposed partnership with Connexus Energy in the fall of 2012. However, a number of key development issues would need to be resolved before either the EDA our City Council were able to pledge their full support for a data center development. Major items included: a feasibility study (cost-benefit analysis) and Comprehensive Plan/Zoning Amendment for the Subject Property. The EDA and City Council were both interested in exploring how the proposed data center use might fit in with surrounding properties.

Feasibility Study

In early 2013, the EDA and City Council reviewed a feasibility study for the development of the Subject Property. Said study compared three general development scenarios: a single data center user, two data center users and a single family residential development. In summary, said study identified a data center development to be considerably more beneficial to the City than a single family residential development. Additionally, a data center development provided the City with a significant funding source for the City's new Fire Station #2. NOTE: Fire Station #2 is temporarily located on Subject Property.

Upon review of said feasibility study, Staff was directed to move forward with identifying a zoning solution for the Subject Property. Staff was directed to conduct an open house prior to formally bringing forward a Comprehensive Plan and Zoning Amendment for the Subject Property; as the EDA and City Council were interested in feedback from surrounding property owners. The purpose of this step was to identify any issues the neighborhood would have with a Comprehensive Plan and Zoning Amendment.

Public Open House

On April 18, 2013 the City hosted an ("Open House") regarding the future development of the Subject Property. Nearly 250 surrounding property owners were contacted via direct mailings.

-Summary-

Comments were received from Open House attendees; additionally, Staff received written and verbal comments outside of the Open House. In total, the City received twenty-six (26) comments. Twenty-four (24) were in opposition of a data center development (92%) and two (2) preferred a data center development (8%). Additionally, Staff received a petition in opposition of a data center development, and in support of a residential development, from surrounding property owners on April 26. Said petition included 69 signatures and has not been reviewed or analyzed by Staff.

-Inquiries-

Common public inquiries included, but were not limited to, the use of the site as a school, park, or renovated Fire Station. There were also multiple inquiries as to whether the data center could be sited elsewhere in the community.

-Opposition to Data Center-

For those opposed to the data center concept, common comments included concerns with decreased property values, presence and view of a data center being undesirable, compatibility with the character of surrounding properties, noise, and long term risk/potential re-use of the site.

-Support of Data Center-

For those in opposition of a residential development, common concerns were centered around the high traffic impact of a residential development and the negative effect a residential development would have on the privacy of surrounding property owners (when compared to a data center).

Attached to this case is extensive information attained through the public input process.

Data Center Market Interest

Over the past few months, Staff has received inquiries from national builders and commercial real estate agents, Connexus Energy and the State of Minnesota regarding the development of the Subject Property for a data center user(s). Staff has*not* worked directly with any data center prospects (i.e. end users). However, it is Staff's opinion there is a strong market for data centers and the Subject Property would attract development.

NOTE: the City will not work directly with end users interested in utilizing the Subject Property until the City's Comprehensive Plan and Official Zoning Map is amended (data center or residential).

Observations:

Upon completion of the public open house in April, Staff analyzed input received from surrounding property owners and attempted to address common concerns raised in relation to the proposed data center development. The purpose of the information below is to (A) identify concerns that were raised; and, (B) attempt to provide the Council with a options to mitigate said concerns.

This information is broken down into two sections. The first section (open house) outlines specific concerns with specific mitigation options. The second section (revised feasibility and concept maps) includes updated analytical information based the mitigation options presented by Staff.

SECTION 1: OPEN HOUSE

Concerns listed below were raised at the public Open House regarding the development of the Subject Property for a data center user(s).

Noise

A number of residents raised concerns regarding the noise data center generators and air conditioning units would create.

Data centers do require significantly sized backup power generators. Additionally, data centers do create a significant level of heat due to the extensive use of computer servers; therefore, significant use of air-conditioning units is required. Both types of equipment, generators and air conditioning units, do create noise pollution. However, it is important to note, generators will only be operational in situations where regular power supply is lost/threatened and during monthly testing. Generators are not run regularly.

Noise pollution concerns can be mitigated with proper land use regulations. For example, increased building setbacks, requiring enclosed/indoor storage of generators, requiring air conditioning units to be located at the center of building rooftops and establishing noise restrictions on the Subject Property.

For example, the Cities of Anoka and Chaska have noise decibel (dB) restrictions; 65Db and 55dB respectively. The City of Ramsey could consider adopting a noise decibel (dB) restriction on the Subject Property of 55dB. 55dB is often compared to office noise, normal conversation, living room in suburban area, typical business office, library, moderate sound and a quiet house.

It should be noted that the City currently has dB restrictions within the existing City Code that are fairly close to the above samples. The City could choose to establish site-specific noise regulations through a number of tools.

Visual/Aesthetics

A number of residents raised concerns regarding the “look” and “presence” of a data center facility. Further, it has been stated a data center building would be an "eye sore."

At full build out, a data center structure would be significantly sized when compared to surrounding single family residential structures. It is staff’s estimation the site could sustain a maximum 195,000 square foot building.

Visual/Aesthetic concerns can be mitigated through land use regulations. For example, the City could require larger building setbacks, dictate a maximum building height, require a high standard of building materials and mandate proper screening (e.g. landscaping, berming plantings, etc.). In addition, the City has the ability to establish architectural standards in addition to the above bulk standards to make the architecture more conducive of a residential surrounding. Regarding the view of generators and water tanks, the City has the ability to require said units be enclosed or even located indoors.

It is important to note, the City can mitigate the visual/aesthetic effect of a data center development; however, it cannot not eliminate said concern.

Traffic

A number of residents raised concerns regarding traffic. Some residents were concerned that busy data center employees would drive carelessly through surrounding neighborhoods and decrease safety.

At full build out, a data center development would have significantly lower traffic impact on surrounding properties than would a residential development. It is estimated a data center development would create 64-96 vehicle trips per day and a residential development create 470 trips per day (at full build out). It is proposed, a data center development would attain road access exclusively from Nowthen Boulevard; and that a residential development would attain road access to Helium Street.

The City did receive a response from the Anoka County Highway Department on the preliminary sketches. Anoka County's response was that they desire to eliminate the access onto Nowthen Boulevard, as the current alignment interferes with future turn lanes and restricted turn movements. Staff is working with County Staff to clarify and explore all options. Staff would have a more formal answer as part of the formal amendment process.

Spot Zoning
Several residents indicated using the Subject Property for a data center would be considered "spot zoning." NOTE: "spot zoning" is not addressed in State Statute; it is a part of case law and planning literature.

Staff had a chance to review the Subject Property with the League of Minnesota Cities, the City's Planning Division, and the City Attorney. Considering the follow factors, Staff does not believe the City is in violation of "Spot zoning": large size of the Subject property, the City is using the property for a rational use, there is a public purpose for developing the Subject Property, the previous/anticipated use of the Subject Property was for either a school/municipal center complex, the City would enforce strict land use regulations to ensure a data center use would transition/be compatible with surrounding properties and the City would pass a Comprehensive Plan Amendment before moving forward.

Property Values
Nearly all residents indicated the establishment of a data center development would reduce the value of their homes; and therefore is undesirable.

It is possible the establishment of a data center development would reduce the value of surrounding properties. However, it is also possible the establishment of a data center development could sustain or even increase the value of surrounding properties; depending on the quality of the project and the required screening/land use regulations (when compared to the alternative). This item is subjective.

Staff had a chance to review this item with the League of Minnesota Cities and the City Attorney. Most case law indicates this conclusion is subjective and unclear.

Staff would recommend the City update their comprehensive plan to reflect the desired zoning before moving forward with either development scenario (residential or data center).

Risk/Market Failure
A number of residents are concerned that a data center development will eventually fail; and, that another type of user would eventually take over. Said user may not work well with surrounding properties.

Like any business, the risk of a data center development failing is real. The City does not have the ability to mitigate this risk. However, in the event a data center user failed, the City does have the ability to regulate the next user. It is likely, an office type reuse would fit in best with surrounding properties. The City has the ability to control the use of the Subject Property through land use regulations; in this case, a Planned Unit Development (PUD) or an Overlay District.

Use of Subject Property for a Park
Several residents indicated the City should develop the *entire* Subject Property into a park.

If a data center project was located on the Subject Property, Staff would recommend the Council consider dedicating a piece of land for public open space (programming to be determined). Staff has reflected this recommendation in the revised site concept plans.

When considering dedicating the entire Subject Property for a public park, Staff has the following comments: over the course of the last decade, as new single family homes and town-home developments have been platted near the Subject Property, the Park and Recreation Commission has examined the need for recreational amenities and associated trail connections. Finding that there is adequate recreation and open space in the larger vicinity of the former Municipal Center, the City has focused on trail development; and, this part of Ramsey now has the most comprehensive trail and connected trail system within the entire City.

A summary of park amenities nearby the Subject Property includes the two community parks of Elmcrest and Alpine; and play equipment at Alpine, Woodland Green, Solstice and the school. Athletic fields at Alpine, Elmcrest, the school, Solstice, Woodland Green and Bear Park. Open space at all of the above, plus Sunfish Lake Park and the scout camp as well as other city-owned lands. In addition to the common recreational amenities at these parks, at Alpine there is a concrete skate park, free canoes and kayaks at Sunfish Lake, and ice skating and a warming house at the 60-acre Ramsey Elementary immediately west of the former Municipal Center.

Better Locations
Residents at the public open house indicated there are "better locations" for a data center in Ramsey; and that the Subject Property should not be considered.

Considering the requirements of a data center development, the Subject Property is the only substantial available site in the City of Ramsey. Requirements include: redundant fiber, redundant electricity, city utilities, minimum distance from city services, minimum distance from train tracks, minimum distance from a river, minimum distance from an electrical substation and a substantially sized site.

It was suggested by an attendee of the Open House that the site at the north east intersection of Saint Francis Boulevard (Highway 47) and Alpine Drive should be explored. This site is adjacent to Bill's Superette and Evergreen Pointe Townhomes. Staff did review the feasibility of this site. The site may be able to sustain some sort of data center development; however, it would not sustain the size or scenario being discussed with the current concepts and would be much smaller, if at all. The physical conditions such as site criteria, setbacks, wetlands, and actual property boundaries limit these opportunities.

Anoka Hennepin School District Use
Several residents indicated the Subject Property should be used for an Anoka Hennepen School District school campus. Staff made contact with the School District and has received word their organization is not interested in the Subject Property now or into the foreseeable future.

Fire Station Use
At the public Open House, a number of residents questioned why the City's Fire Station #2 needed to be moved from it's current location. The City's Fire Department has examined said possibility. It has been concluded the configuration and condition of buildings located on the Subject Property are inadequate for a permanent fire station.

SECTION 2: REVISED FEASIBILITY STUDY/CONCEPTS

As a result of the public input process, staff made a number of revisions to the proposed data center development scenarios as follows:

Building setbacks
Building setbacks are proposed to be increased from 125' to 200'; which is over three times the distance normally required by City Zoning Code. Increased building setbacks help mitigate noise, safety, visual/aesthetics and compatibility concerns. Attached to this case are examples of setbacks for data centers in other communities.

Placement of generators and air conditioning units
It is proposed all generators be enclosed or placed within a data center facility. It is also proposed air conditioning units be enclosed or located at the center of data center facility roof tops. Proper location of generators and air conditioning units help mitigate noise and visual/aesthetics concerns.

Establish 55dB noise regulations
It is proposed the City establish noise regulations making 55dB the maximum decibel of noise allowed from the Subject Property (similar to Chaska). Noise regulations help mitigate noise concerns.

Provide public open space
It is proposed the City utilize land located in the northeast corner of the Subject Property as public open space. Various options exist for utilization of the proposed open space. Public open space mitigates safety and compatibility concerns.

Updated Feasibility Study & Concept Maps
As a result of revisions to the site map concepts (reviewed above), and a recent market value appraisal for the Subject Property, Staff made a number of revisions to the feasibility study for the development of the Subject Property.

In summary, results of the revised feasibility study are similar to the the original feasibility study: a data center development is significantly more beneficial to the City (financially) than a residential development. Estimated City tax revenues from a data center development range from $124,807 to $118,596 annually; whereas, a residential development is estimated to produce $28,263 annually.

Other taxing jurisdictions would also benefit from a data center development. Estimated TOTAL tax revenues from a data center development range from $968,336 to $920,150 annually; whereas, a residential development is estimated to produce $92,013 annually.

Considering land only: The appraised value of the Subject Property for data center is $1,275,000; and, the appraised value of the Subject Property for a residential development $650,000.

Considering the estimated market value of an entire project: the value of data center is $24,150,300 (one user) and $22,950,300 (two users) and the value of residential development is $7,632,941.

EDA Input
On May 16 the EDA reviewed information collected from the April public input meeting and the revised (mitigated) site plan concepts and feasibility study. The EDA had the following comments to provide the City Council:

- Considering the mitigated data center site plan, the EDA is in favor of pursuing a Comprehensive Plan Amendment to allow for a data center user.
- The mitigated site plan is a compromise with surrounding property owners; it addresses most concerns raised during the public input process.
- The EDA believes the data center concept is in line with Council and EDA goals.
- The EDA would like to remain transparent and open with surrounding property owners. The EDA would like a mailing sent to surrounding property owners before the City Council directs Staff (and the Planning Commission) to either move forward/not move forward with a Comprehensive Plan Amendment; said letter would be an invite to submit comments and attend said Council meeting.
- The EDA would like a webpage set up for this project.
- The EDA is also in favor of the residential site plan concept; and would be in favor of pursuing zoning to allow for said use. However, the EDA would recommend the City pursue a data center user first.
- In general, the EDA is not interested in a nonprofit entity utilizing the subject property. However, if the data center and residential concepts do not gain traction, they would be willing to consider.
- Considering the data center concept, the City Council should strongly consider the proposed open space; as it would be very important to surrounding property owners.
- *One* EDA member was opposed to moving forward with a data center development.
- *One* EDA member indicated it would be wrong to push something through given the current level of opposition. Said member later indicated the mitigated data center site plan was sufficient.

Staff had previously noted a potential second open house due to poor weather conditions (snow event) during the original open house. Staff has not suggested a second open house to date, however would note ample opportunity for public input through two (2) separate processes (1. Comprehensive Plan Amendment and 2. Zoning Amendment). Staff would support providing time on the evening of the Planning Commission Meeting prior to the Public Hearing to have Staff available to provide background on the concepts.

Funding Source:

There is no funding required at this time to consider submitting an application to begin the Comprehensive Plan Amendment process. However, there will be personnel time required to prepare the necessary materials for the amendment. Staff may need to supplement Staff resources with contracted services under the existing contracted planner.

Staff Recommendation:

In order to move forward with either development scenario, the City must pass a Comprehensive Plan Amendment. Staff would ask the City Council provide direction on which development scenario to pursue. Listed below are a number of recommendations for Council consideration. NOTE: attached to this case is a "Development Scenarios Comparison Chart."

EDA INPUT: Submit a Comprehensive Plan Amendment Application to the Planning Commission to allow for a data center user on the Subject Property. Specific comments are included in the observation section of this case.

PUBLIC INPUT: Based on public input *received*, Staff would summarize the direction of surrounding property owners to be: Submit a Comprehensive Plan Amendment Application to the Planning Commission to allow for a residential development on the Subject Property. Specific comments are included in the attachments to this case.

STAFF INPUT:

(A) Based on public input received, it is clear there is a strong desire for the Subject Property not to be developed for a data center user. When considering existing surrounding land uses, a residential development is the most compatible use for the Subject Property. Staff would be in support of developing the Subject Property as a residential neighborhood.

(B) Based on the cost-benefit analysis, EDA/Council strategic goals and the need for a new Fire Station #2, a data center development is more beneficial to the community as a whole. With proper land use mitigation practices, and a proper public input process, Staff would be in support of a data center development.

Action:

Submit a Comprehensive Plan Amendment Application to the Planning Commission to allow for a **data center user** on the Subject Property.

-and/or-

Submit a Comprehensive Plan Amendment Application to the Planning Commission to allow for a **residential development** on the Subject Property.

Attachments

OLD Concept Maps

NEW Concept Maps

Cost Benefit Analysis (June 5)

Site Location Map

Development Scenarios Comparison Chart

REF MAP

Council Meeting Invite (letter 2)

Public Open House Invite Letter

Public Open House Petition

Public Open House Attendees Maps All

Public Open House Phone Calls and Emails Received

Process Timeline 06062013

Example Data Centers (Building Set Backs)

Form Review

Inbox	Reviewed By	Date
Bill Goodrich	Bill Goodrich	06/05/2013 05:19 PM
Tim Gladhill	Tim Gladhill	06/06/2013 11:48 AM
Patrick Brama	Patrick Brama	06/06/2013 01:34 PM
Kurt Ulrich	Kurt Ulrich	06/06/2013 03:42 PM
Form Started By: Patrick Brama		Started On: 06/05/2013

Final Approval Date: 06/06/2013

Stantec

December, 2012

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

DATA CENTER
CONCEPT 1

Stantec

December, 2012

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

DATA CENTER
CONCEPT 1

Stantec

December, 2012

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

DATA CENTER
CONCEPT 2

Stantec

December, 2012

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

DATA CENTER
CONCEPT 2

Stantec

December, 2012

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

RESIDENTIAL DEVELOPMENT

Stantec

May, 2013

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

DATA CENTER
CONCEPT 1

Stantec

May, 2013

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

DATA CENTER
CONCEPT 2

Stantec

May, 2013

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

RESIDENTIAL DEVELOPMENT

Cost/Benefit: Annual Cash Flow

	Concept 1 One Data Center User	Concept 2 Two Data Center Users		Concept 3 Sing. Fam. Resd. Devel.
VALUATION (market value)			VALUATION (market value)	
Data Center Building(s):			Single Family Homes	
Square Feet	$ 190,000.00	$ 180,000.00	Average Valuation of Land	$ 30,000.00
Valuation (per sq ft)	$ 120.00	$ 120.00	Average Valuation of Homes	$ 153,153.00
Total Building Valuation	$ 22,800,000.00	$ 21,600,000.00	Average Valuation, before MVE	$ 183,153.00
			(Market Value Exclusion)	$ (20,750.00)
Land:			Average Valuation, after MVE	$ 162,403.00
Northern Parcel	$ 810,300.00	$ 810,300.00		
Southern Parcel	$ 540,000.00	$ 540,000.00	Number of available lots	47.00
Total Land Valuation	$ 1,350,300.00	$ 1,350,300.00		
VALUATION (market value)	**$ 24,150,300.00**	**$ 22,950,300.00**	**VALUATION (market value)**	**$ 7,632,941.00**
REVENUE (taxes/city only)			REVENUE (taxes/city only)	
Tax Capacity Rate (commercial)			Tax Capacity Rate (residential)	1.00%
First $150,000	1.50%	1.50%		
Sub total	$ 2,250.00	$ 2,250.00		
After $150,000	2.00%	2.00%		
Sub total	$ 480,006.00	$ 456,006.00		
Total Tax Capacity	$ 482,256.00	$ 458,256.00	Total Tax Capacity	$ 76,329.41
TOTAL TAXES	**$ 968,336.00**	**$ 920,150.00**	**TOTAL TAXES**	**$ 92,013.00**
Fiscal Disparities*	$ 306,816.00	$ 291,547.00		
Local (City/County/School)	$ 340,390.00	$ 323,450.00		
Other (State/Mkt. Val. Ref./etc.)	$ 321,130.00	$ 305,153.00		
City Taxes (share of 'Local')	$ 124,807.40	$ 118,596.18	City Taxes (44.19%)	$ 33,729.97
REVENUE (City Taxes Only)	**$ 124,807.40**	**$ 118,596.18**	**REVENUE (City Taxes Only)**	**$ 33,729.97**
EXPENSES (> residential development)			EXPENSES (> commercial development)	
Operating Expenses	$ -	$ -	Operating Expenses	
	$ -	$ -	Snow Removal	$ 1,000.00
	$ -	$ -	Street Sweeping	$ 383.00
	$ -	$ -	Seal Coating ($10,600/12yr)	$ 883.00
	$ -	$ -	Future Overlay ($64,000/20yr)	$ 3,200.00
	$ -	$ -	Annual Operating Expenses	$ 5,466.00
Increased Demand for Services (> residential development)			Increased Demand for Services (> commercial development)	
Police	$ -	$ -	Police	*NA, likely higher*
Fire	$ -	$ -	Fire	*NA, likely higher*
Other	$ -	$ -	Other	*NA, likely higher*
	$ -	$ -	Services Subtotal	*NA, likely higher*
EXPENSES (> residential development)	**$ -**	**$ -**	**EXPENSES (> commercial development)**	**$ 5,466.00**
NET ANNUAL CASH FLOW (City)	**$ 124,807.40**	**$ 118,596.18**	**NET ANNUAL CASH FLOW** (City)	**$ 28,263.97**

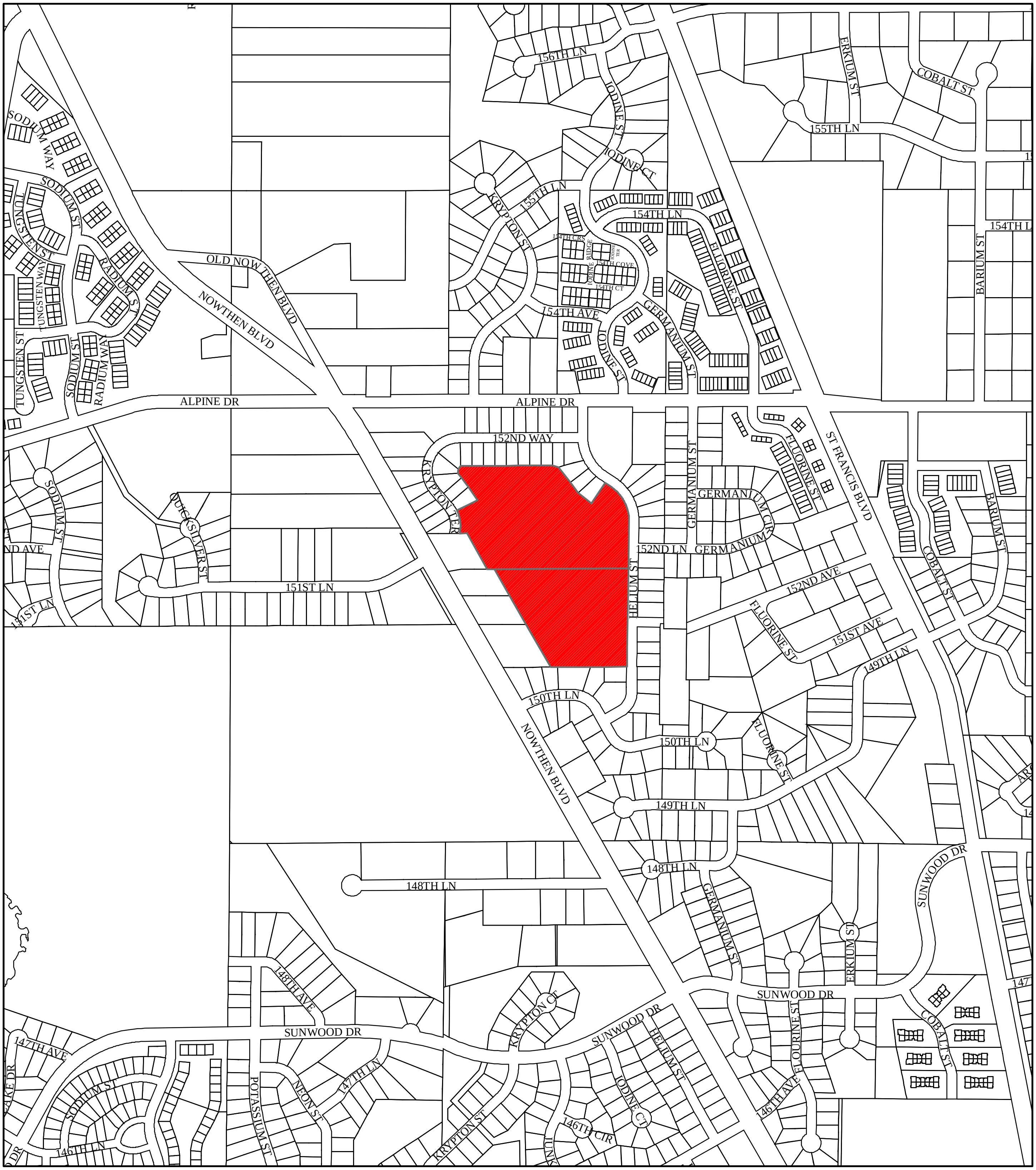
Fiscal Disparities

Commercial & Industrial taxes are effected by a program known as "fiscal disparities." This program takes a portion of taxes collected from each property in the metro (about 40%), and places them into one pot. Then, said monies are redistributed by the State based on a complex formula. Ramsey typically is a beneficiary of this program. Meaning, the amount of money that is taken away from the City through fiscal disparities is returned (with additional monies).

When issuing debt, cities are not allowed to include fiscal disparities as a revenue source for debt repayment; as the amount annually received is undetermined from year to year and is not controlled by the City.

Cost/Benefit: Land

	Concept 1 One Data Center User	Concept 2 Two Data Center Users		Concept 3 Sing. Fam. Resd. Devel.
Land Proceeds			Land Proceeds	
Land Value	$ 1,275,000.00	$ 1,275,000.00	Land Value	$ 650,000.00
Expected Sale Price	$ -	$ -	Expected Sale Price**	$ 650,000.00
Total Land Proceeds	**$ -**	**$ -**	Total Land Proceeds	**$ 650,000.00**
Expenses			Expenses	
Business Subsidy, Land Write Down			Business Subsidy, Land Write Down	
Total Value of Subsidy	$ 1,000,000.00	$ 1,000,000.00	Total Value of Subsidy	$ -
Annual Pay Back Capacity	$ 124,807.40	$ 118,596.18	Annual Pay Back Capacity	$ -
Pay Back Period (years)	**8.01**	**8.43**	Pay Back Period (years)	**$ -**



City of RAMSEY

15153 Nowthen Blvd. NW

Legend

- Site
- Parcels

N

0 | 1,050 | 2,100 Feet

Development Scenarios Comparison Chart

IMPORTANT NOTE: Information displayed below includes estimations only; and is subject to change.

	Residential Development	Data Center Development
Maximum Size	47 Single Family Homes	One (1) 190,000 square foot or two (2) 90,000 square foot buildings
Residential Population	Approximately 150 persons	---
Employees	---	16-24 persons
Based on zoning, does this scenario fit the character of surrounding properties?	Compatible	Compatible with appropriate transitions and zoning regulations
Traffic		
Primary entrance	Helium Street (from Alpine, Krypton Terrace, 150 LN NW)	Nowthen Boulevard, subject to approval of Anoka County
Road type	Public	Private
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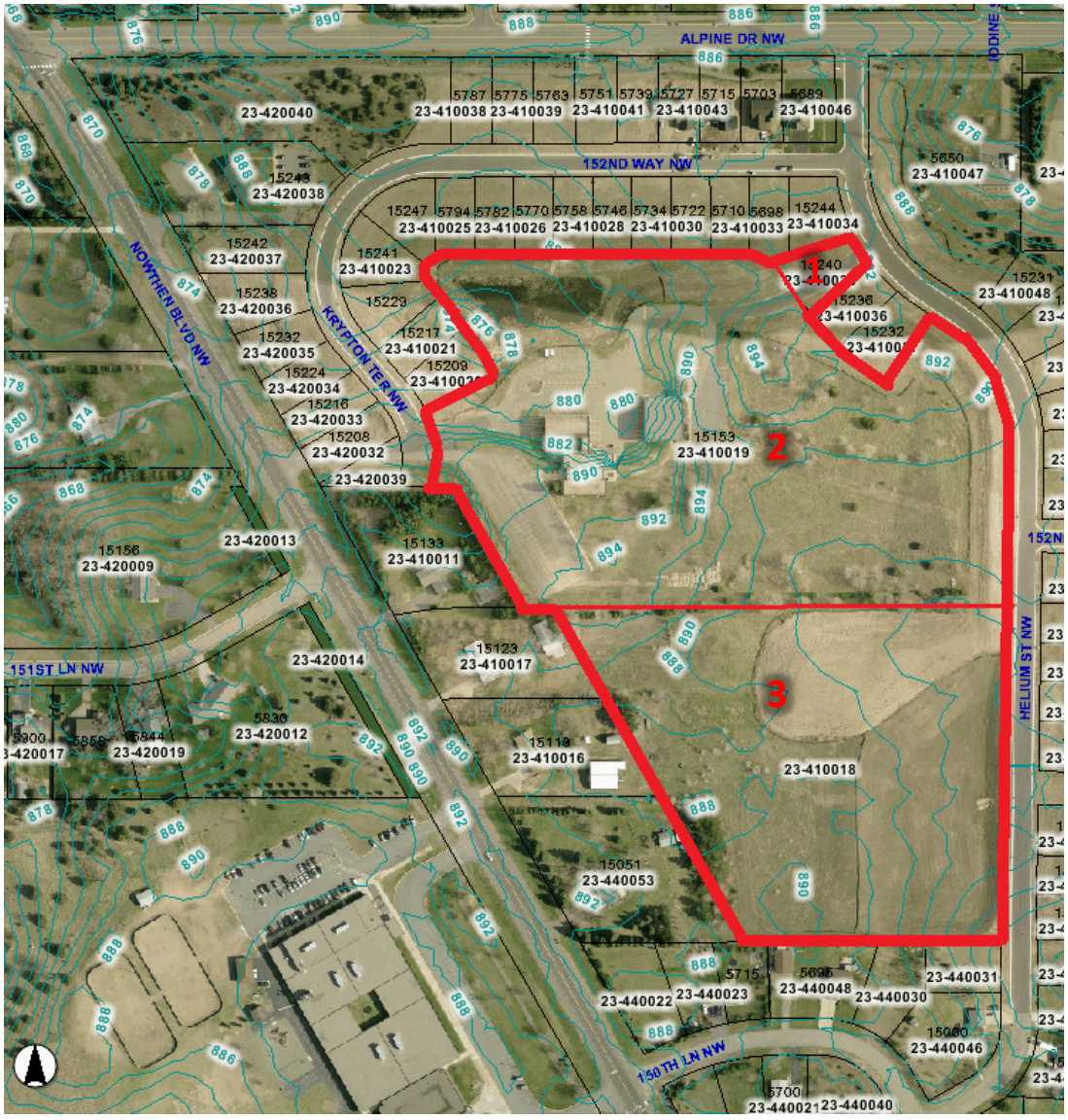
Minimum Setbacks Distances (from your property line)	10-30’	200’ (175’ Eastern Border) (pending comp. plan and zoning amendment as proposed)
Screening or berming to block view of neighboring use.	---	Required (vegetation and/or berming)
Noise and light pollution risk	VARIABLE Depends on individual property owners.	LOW Data centers have backup generators and like any business, have security lights. City would require strict light and noise pollution standards to mitigate/ minimize effect on surrounding properties. For example, a 55dB restriction and proper location/screening of all equipment.
Effect on overall tax levy for the City; and ability to contribute to a new fire station.	MINOR Provides an incomplete funding solution for a new fire station (15 year bond).	SIGNIFICANT Provides a significant funding solution for a new fire station (15 year bond).
Market Failure Risk: development fails and a new user steps forward	LOW If a single family residential development failed, that would mean a majority of buildable lots remain vacant. Given Ramsey’s population growth trends and projections, it is unlikely a single family residential development would not succeed.	SHORT TERM: LOW There is a strong interest in the market today to use the subject property for a data center. LONG TERM: UNKNOWN Data centers, or this specific site, could conceivably become obsolete someday. Meaning, no market demand for a data center. In which case, the City would be requested to make this site compatible for a different low impact user (office, warehouse, etc.).
Open Space	---	The City is proposing dedication of public open space to be a requirement for a data center user. See concept map.

PROPERTY PROFILE: CITY OF RAMSEY

NUMBER: 06
ADDRESS: 15240 HELIUM ST NW, 15153 NOWTHEN BLVD NW, NA
PID: 233225410035, 233225410019, 233225410018 (Three separate parcels—listed from the top down).
LEGAL: Lots 4, 5, 21, Block 1, Meadow, Anoka County, Minnesota
ACRES: 20.86
VALUATION: $1,501,769
ZONING: Public/Quasi Public and PUD (Planned Unit Development)
MUSA: Yes
GIS IMAGE:



City of RAMSEY

7550 Sunwood Drive NW • Ramsey, Minnesota 55303
City Hall: 763-427-1410 • Fax: 763-427-5543
www.cityoframsey.com

May 29, 2013

Name, Name
Address
City, MN

Resident Name:

You are being contacted regarding the property known as the *Former Municipal Center Complex* described below. The City is in the process of considering the future development of the Subject Property.

> *Old Municipal Center Complex:* (the "Subject Property"): 15153 Nowthen Boulevard, two parcels, PID 23-32-25-41-0019 and 23-32-25-41-0018, 21.28 acres, City of Ramsey ownership.

The purpose of this correspondence is to provide the following information.

• Development Background Information	Fact Sheet 1
• Open House/Public Input Process Feedback	Fact Sheet 2
• Mitigated Data Center Concept Maps	Fact Sheet 3
• EDA Review & Recommendation	Fact Sheet 4
• Development/Process Timeline	Fact Sheet 5

The City Council encourages residents to attend meetings, provide additional feedback and ask questions.

Please visit the City's website for more information on the future development of the Subject Property; including the revised data center site plans: www.cityoframsey.com/formerrmc

If you would like assistance, or have questions, I am available to help.

Best regards,

Patrick J. Brama

Patrick J. Brama
Assistant to the City Administrator, City of Ramsey

OFFICE: (763) 433-9903 *EMAIL:* pbrama@ci.ramsey.mn.us
ADDRESS: 7550 Sunwood Drive NW, Ramsey, MN 55303
WEBSITE: www.cityoframsey.com

FACT SHEET 1: Development Background Information

The City of Ramsey completed a municipal owned land inventory exercise in in early 2012. The purpose of this exercise was to identify a list of surplus City owned properties no longer needed for current or future City functions. The City reviews said list of surplus properties for consideration of sale. The ultimate goal of this process is to reduce the number tax exempt properties in the City of Ramsey.

The Subject Property was identified as unneeded for current and future City functions; and therefore has been determined surplus City owned land. The Subject Property is currently zoned Public/Quasi Public; and will need to be rezoned in order to allow for future development.

Generally, two options are being considered for the future development of the Subject Property: a data center development and a single family residential development. The City is targeting a data center development.

Historically, the City anticipated developing the Subject Property as either the Ramsey Municipal Center Complex or a middle school. Both proposed uses are no longer being pursued by the City. Anoka Hennepin School District does not have interest in utilizing the Subject Property now or in the foreseeable future and the City relocated the Ramsey Municipal Center to The COR in 2006.

FACT SHEET 2: *Open House/Public Input Process Feedback*

On March 27, 2013 the City notified 250 surrounding property owners of the development scenarios being considered (data center and residential). Said property owners were invited to attend a public open house on April 18. Below is a summary of input received:

Public comments were received from open house attendees; as well as non-attendees. In total, the City received twenty-six (26) public comments. Of those, twenty-four (24) opposed a data center development and two (2) were in favor of a data center development.

Staff received a public petition in opposition of a data center development, and in support of a residential development, from surrounding property owners, on April 26. Said petition included sixty-nine (69) signatures.

General public inquiries included, but were not limited to, the use of the Subject Property as a school, park, or renovated Fire Station #2; and, inquiries as to whether a data center could be sited elsewhere in the community.

Public comments in opposition of a data center included: concerns with decreased property values, presence and view of data center being undesirable, compatibility with the character of surrounding properties, noise, and long term risk/potential re-use of the site.

For those in favor of a data center development, common public comments included concern with the high traffic impact of a residential development; as well as, concerns that a residential development would reduce the privacy of surrounding property owners (compared to the low impact and hours of operation of a data center).

FACT SHEET 3: *Mitigated Data Center Concept Maps*

Upon receiving feedback from the public open house process, the City revised and updated the proposed data center site concept maps. The purpose of revising the proposed site maps was to respond to inquiries/concerns raised by surrounding property owners; and to provide the City Council with a 'mitigated' version of the data center site concepts.

In summary the revised site concept maps include the following changes:

- Establishment of public open space (programming to be determined)
- Increased building setbacks from 125' to 200' (175' on eastern property line)
- Establishment of noise restrictions (55 decibels maximum). 55dB is often compared to office noise, normal conversation, living room in suburban area, typical business office, library, moderate sound and a quiet house.
- Requirement to enclose all generators, mechanical equipment, water tanks, etc.
- Requirement to place all air conditioning units near the center of buildings
- Maximum building height, 25' clear ceilings
- Required screening: berming, plantings, larger setbacks.
- Required quality building materials/design
- City confirmation of various details:
    - One data center (regardless of size) will employ an estimated 8-12 people. Therefore two data centers will employ an estimated 16-24 people total.
    - A data center development will create an estimated 48 vehicle trips per day to Nowthen Boulevard only; versus a residential development (estimated 480 vehicle trips per day to Helium Street).
    - Data centers are a 24/7 operation. However, data centers do not warrant full staffing on site during nights and weekends. Typically, there may only be one person on site during nights and weekends (inside of building).
    - Data center generators do not run 24/7. Generators run 1-2 times per month for testing. Additionally, generators are turned on for severe weather events.

FACT SHEET 4: *Economic Development Authority (EDA) Review/Recommendation*

The EDA is a recommendation making board that oversees the City's economic development functions. The primary goal of the EDA is to create jobs and tax base for the community. On May 16 the EDA reviewed information collected from the April public input meeting and the revised data center site concepts and feasibility study. The EDA had the following comments to provide the City Council:

- Considering the revised data center site plan, the EDA is in favor of pursuing a comprehensive plan and zoning amendment to allow for a data center user.
- The EDA is also in favor of the residential site plan concept; and would support pursuing a comprehensive plan and zoning amendment to allow for said use. However, the EDA would recommend the City pursue a data center user first.
- The mitigated data center site plans address most concerns raised during the public input process.
- The EDA believes the updated data center concepts are in line with Council and EDA goals; and, provide a financial solution for Fire Station #2; and, are more beneficial for the community as a whole; and, have a low impact on surrounding property owners (when compared to other business users).
- *One* EDA member is opposed to moving forward with a data center development.

FACT SHEET 5: *Development/Process Timeline*

At this point, the Subject Property is zoned Public/Public Quasi Public. In order to allow for either proposed use, data center or residential, the Subject Property must be rezoned. Said process includes a Comprehensive Plan Amendment and a Zoning Amendment. It is the final decision of the City Council to move forward with rezoning the Subject Property; and for what use.

Upon receiving direction from the City Council to rezone the Subject Property (data center or residential), the City's Planning Commission will conduct another public input session.

The City has not, and will not, work directly with any users interested in the Subject Property until the City Council provides direction on rezoning.

Proposed Timeline (subject to change)*

1. City Council Direction: Consider submitting an application to the Planning Commission to amend the City's Comprehensive Plan and rezone the Subject Property.

    - 06/11/2013 7:00 p.m., Council Chambers
    - With this step, the City Council will provide direction on what Permitted, Conditional, and Accessory Uses shall be included in the proposed Zoning Amendment to be forwarded to the Planning Commission.

2. Planning Commission Review: Public Hearing

    - Timing to be determined: likely July 11
    - With this step, the Planning Commission will review the Council's application to amend the Comprehensive Plan and rezone the Subject Property.
    - Includes a formal public hearing
    - The Planning Commission will provide a formal recommendation to the City Council.
    - The primary objective of the Planning commission is to *advise* the City Council on land use concerns.

3. City Council Adoption/Introduction

    - Timing to be determined: likely late July/early August
    - Includes Comprehensive Plan Amendment resolution adoption; and, Zoning Amendment introduction.

4. City Council Adoption

    - Timing to be determined: likely mid/late August
    - Includes Zoning Amendment adoption.

*NOTE: the Council may choose to change the date of any meeting listed above. For the most up to date meeting information, please visit the City's website: www.cityoframsey.com/formerrmc

City of RAMSEY

7550 Sunwood Drive NW • Ramsey, Minnesota 55303
City Hall: 763-427-1410 • Fax: 763-427-5543
www.cityoframsey.com

March 27, 2013

Name, Name
Address
City, MN

Resident Name:

You are being contacted regarding the property known as the *Former Municipal Center Complex* described below and outlined in the enclosed reference map. The City is in the process of considering the future development of the Subject Property; and would like to invite you to attend an open house to discuss this potential development.

> *Old Municipal Center Complex:* (the "Subject Property"): 15153 Nowthen Boulevard, two parcels, PID 23-32-25-41-0019 and 23-32-25-41-0018, 21.28 acres, City of Ramsey ownership.

BACKGROUND

The City of Ramsey completed a municipal owned land inventory exercise in in early 2012. The purpose of this exercise was to identify a list of surplus City owned properties which are no longer needed for current or future City functions. The City reviews said list of surplus properties for consideration of sale. The ultimate goal of this process is to reduce the number tax exempt properties in the City of Ramsey.

The Subject Property was identified as unneeded for current and future City functions; and therefore has been determined as surplus City owned land. The Subject Property is currently zoned Public/Quasi Public.

City offices moved from the Subject Property in 2006. Today, the City's Fire Station #2 is temporarily located on the Subject Property. The size of the Subject Property and the layout/condition of existing buildings are inadequate (or excessive) for the operations of Fire Station #2. The City is planning to construct a new, smaller, Fire Station #2 northeast of the Subject Property on the south side of Alpine Drive.

BACKGROUND Q&A
TABLE 1

(Q1) Why does the City want to reduce the number of exempt properties?

(A1) Reducing the quantity of tax exempt properties within the City increases the overall tax base; which reduces the tax burden on individual property owners.

(Q2) Why does the City want to sell and develop this particular property?

(A2) In addition to answer above, the City is in need of a new fire station. The sale of this property may provide a funding source for a new fire station; and will reduce the impact of a new fire station on individual tax payers.

The Subject Property is no longer needed for public works, public safety, administrative facilities, drainage and utilities, public right of way, parks/trails, etc.

DEVELOPMENT SCENARIOS

Generally, three options have been considered for the future development of the Subject Property. Please reference the attached development scenarios.

1. ***Public Use*** *(Public Quasi/Public Zoning District)*
   Public use includes parks, trails, facilities, right-of-way, schools, wetlands, etc. The Subject Property is unneeded for any public use now or in the foreseeable future. As indicated, the Subject property has been identified as surplus City owned land.

2. ***Single Family Residential*** *(R1 MUSA Zoning District)*
   Considering the existing parcels surrounding the Subject Property, one option for future development is single family residential. It is estimated the Subject Property could sustain forty-seven (47) single family homes. Said development would require an estimated 1,920 lineal feet of public roadway. The City could also consider a higher density residential development if desired.

3. ***Quiet Industrial Development*** *(Overlay District)*
   Considering surrounding land uses, the Subject Property would be unfit for high traffic or high noise producing retail, commercial or industrial uses. With that in mind, the Subject Property may be fit for a quiet, low traffic, targeted industrial user.

   In particular, the City is targeting a *data center development* for the Subject Property. Please see Table 2 for background information on data centers.

   The Subject Property could sustain, at a maximum, one (1) 250,000 square foot or two (2) 100,000 square foot data center buildings.

   In order to protect surrounding property owners from undesired users (i.e. high traffic, loud or significant noise pollution), the City is proposing a zoning tool known as an Overlay District for the Subject Property.

DATA CENTER DEVELOPMENT Q&A
TABLE 2

(Q1) What is a data center development?

(A1) A data center is a form of warehouse that is used for the storage of computer servers. In other words, a large building containing a vast number of computers.

(Q2) What product/service does a data center provide customers?

(A2) Computer memory space accessible via the internet. Most major corporations store data (known as computer files) on computer servers; which are often times located in data centers.

(Q3) What does a data center look like?

(A3) Attached are some examples. In general, a data center looks similar to an industrial warehouse.

Considering Ramsey zoning standards, a data center would likely look similar to newer buildings located in Ramsey's industrial parks. For example, Anderson Dahlen, Diamond Graphics and MultiSource

(Q4) In comparison to a residential development, how will a data center development effect my home and my lifestyle?

(A4) Please see the attached development scenarios comparison chart.

OVERLAY DISTRICT

An overlay district is a zoning tool that allows the City to address land use and design standards unique to a particular geographic area, while protecting the compatibility of the surrounding area. Unlike standard zoning districts, an overlay district also allows the City to develop a customized set of land use standards and regulations. For example, larger building and parking lot setbacks from property lines than what is normally required. Or, noise, traffic and light pollution standards.

Finally, and overlay district allows the City to establish appropriate screening and transition requirements.

Considering the parcels surrounding the Subject Property are single family residential, the City is committed to developing a set of zoning standards that best fit neighboring properties.

MOVING FORWARD

In order for any development scenario to move forward, zoning on the Subject Property would need to be altered from its existing designation (Public Quasi/Public) to allow for a new use. The Planning Commission and City Council would like your feedback and input regarding the proposed Residential and Data Center Development scenarios. Additionally, the City would like to provide you with time to ask questions and request information to ensure you are informed.

It is important to note, today, the City is considering a data center development for the Subject Property. However, your input and feedback is needed before the City moves forward.

The following options exist for you to provide input, ask questions and gather additional information:

- ***Neighborhood Open House***
  On April 18, 2013 the City will be hosting an open house regarding the proposed development scenarios. The open house will be located at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Council Chambers, 6:00 p.m-9:00 p.m. This is an opportunity to meet with various City Staff, to view illustrations and figures, to ask questions and gather additional information.

- ***Contact the City Outside of Open House***
  If you cannot make the open house, the City is still interested in your input and would welcome your comments. If you are interested in setting up a meeting, sending an email/letter or having a phone conversation, please contact Patrick Brama, pbrama@ci.ramsey.mn.us, 763-433-9903.

The City appreciates your time, input and consideration regarding this manner.

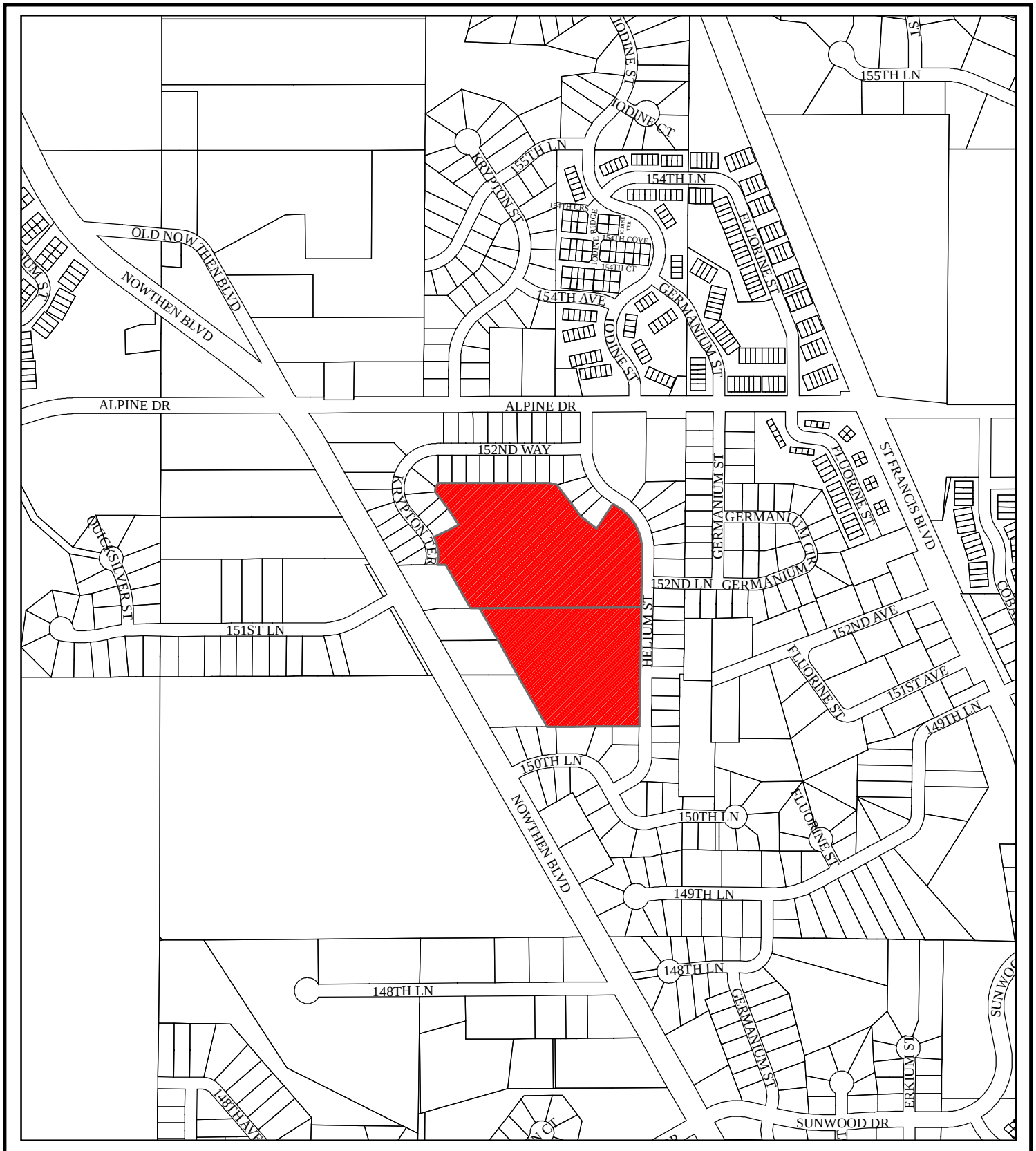
Best regards,

Patrick J. Brama

Patrick J. Brama
Assistant to the City Administrator, City of Ramsey

OFFICE: (763) 433-9903 *EMAIL:* pbrama@ci.ramsey.mn.us
ADDRESS: 7550 Sunwood Drive NW, Ramsey, MN 55303
WEBSITE: www.cityoframsey.com

Enclosures (5)



City of RAMSEY

Data Center Parcels

Legend

- Site
- Parcels

N

0 850 1,700 Feet

Stantec

December, 2012

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

DATA CENTER
CONCEPT 1

Stantec

December, 2012

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

DATA CENTER
CONCEPT 2

Stantec

December, 2012

PROPERTY DEVELOPMENT OPTIONS

Ramsey, Minnesota

RESIDENTIAL DEVELOPMENT

Development Scenarios Comparison Chart

Information displayed below are unofficial estimations only.

	Residential Development	Data Center Development
Maximum Size	47 Single Family Homes	One (1) 250,000 square foot or two (2) 100,000 square foot buildings
Residential Population	Approximately 150 persons	---
Employees	---	30-80 persons
Based on zoning, does this scenario fit the character of surrounding properties?	Best Fit. Most compatible; and anticipated.	Acceptable. Partially compatible with appropriate transitions.
Traffic		
Primary entrance	Helium Street (from Alpine, Krypton Terrace, 150 LN NW)	Nowthen Boulevard, subject to approval of Anoka County
Road type	Public	Private
Weekday traffic per day	Medium (estimated 470) based on 10 trips per household	Medium (estimated 240) based on 60 employees
Weekend traffic per day	Medium	Very Low
Minimum Setbacks Distances (from your property line)	10-30 feet	150 feet (pending zoning amendment as proposed)
Screening or berming to block view of neighboring use.	---	Required (vegetation and/or berming)
Noise and light pollution risk	VARIABLE Depends on individual property owners.	PRESENT Data centers have backup generators and like any business, have security lights. City would require strict light and noise pollution standards to mitigate/ minimize effect on surrounding properties.
Effect on overall tax levy for the City; and ability to contribute to a new fire station.	MINOR Provides an incomplete funding solution for a new fire station (15 year bond).	SIGNIFICANT Provides a complete funding solution for a new fire station (15 year bond).
Market Failure Risk: development fails and a new user steps forward	LOW If a single family residential development failed, that would mean a majority of buildable lots remain vacant. Given Ramsey's population growth trends and projections, it is unlikely a single family residential development would not succeed.	SHORT TERM: LOW There is a strong interest in the market today to use the subject property for a data center. LONG TERM: UNKNOWN (FAIR) Data centers, or this specific site, could conceivably become obsolete someday. Meaning, no market demand for a data center. In which case, the City would be requested to make this site compatible for a different user (office, warehouse, etc.).

Data Center Images (1 of 2)

Target Data Center, Brooklyn Park
Source: ReliableResources.com
Retrieved March 19, 2013 < http://www.relres.com/case/59/target-technology-center >

Target Data Center, Elk River
Source: Ryan Companies
Retrieved March 19, 2013 < http://www.ryancompanies.com/projects/target-technology-center-ttce/ >

Data Center Images (2 of 2)

Involta Data Center, Duluth
Source: Minnesota Power, An Allete Company
Retrieved March 19, 2013 < http://mnpower.com/Company/EconomicDevelopment >

United Health Group, Chaska
Source: Finance and Commerce
Retrieved March 19, 2013 < http://finance-commerce.com/2012/11/after-the-election-businesses-may-still-get-some-love/ >

JoDell Seaman Dropped these off on 4-26-13 Callers

Petition to reject the City of Ramsey's plan to rezone the former Municipal Center Complex at 15153 Nowthen Blvd. and then sell the property and allow 1 or 2 Data Centers to be built on the property.

Petition summary and background	The City of Ramsey notified several residents via mail on March 27, 2013 that they are considering a data center development for this property. This area is surrounded by single family homes. Data centers consume an enormous amount of energy. They generate a lot of heat requiring constant air conditioning, which in turn causes noise pollution. In addition they require constant energy supply- resorting to diesel powered generators in the event of power outage- thus increasing air pollution. Light pollution is also a concern due to the requirement of security lights. Traffic on County Road 5/Nowthen Blvd. will also increase with the addition of a data center(s). Traffic is already an issue on this road in front of the elementary school. Industrial buildings in a residential area lower property values. Homeowners do not want to lose value on their property.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to remove this development scenario from their plans. If this property must be developed we agree with the city's own statement in their comparison chart that residential development of 47 single family homes is the "best fit" and "most compatible."

Printed Name	Signature	Address	Comment	Date
Emily Woodward		15521 Basalt St. NW Ramsey	Need more parks!	4/22/13
Craig Woodward		15521 Basalt St. NW Ramsey	No Energy Data Centers	4/22/13
[illegible]	[illegible]	[illegible]	we do not need the traffic	4/22/13
Ellen Butorac	Ellen Butorac	14310 Tungsten St. NW Ramsey	we don't need the traffic or noise	4-22-13
Jodell Seaman	JoDell Seaman	15131 Helium St NW, Ramsey	No Data Center No Traffic, Loud, Property value down	4-22-13
Annette Grabowska	Annette Grabowska		NO Data Center	4-22-13
Leigh Scarborough	L Scarborough	15170 Oneida St NW Ramsey	No data center!	4-22-13

Printed Name	Signature	Address	Comment	Date
Lois Bach	Lois Bach	16801 Radium St NW		4/22/13
Fuad Osman	[illegible]	15069 Helium St NW		4/22/13
Dawn Rustad	Dawn Rustad	15091 Helium St. NW		
Kelly Giesecke	Kelly Lisoto	15247 Germanium St NW		4/22/13
Nichole Jonason	Nichole Jonason	5631 140th Ave NW	More Parks!!	4/22/13
Mikhail & Tatyana Belomaich	[illegible]	15121 Helium St. NW	We do not need more traffick, Loud, value down	4/22/13
Kimberly Jacobs	Kimberly Jacobs	Works at Ramsey Elem.		4/23/13
Leslie Bune	Leslie Bune	15201 Helium St NW	Keep Residential	4/23/13
Steve Bune	[illegible]	15201 Helium St. NW	This is a neighborhood. Lets Keep it that way!	4/23/13
Stacey Cunningham	Stacey Cunningham	15211 Helium St. NW	Keep Residential!	4/23/13
Leah VanGorp	Leah VanGorp	5689 152nd way NW	Absolutely no data center	4/24/13
Andy Kilseth	[illegible]	15225 Helium St NW		4/25/13
Jennifer Kilseth	Jennifer Kilseth	15225 Helium St NW	No Data Center! Parks w/ Residential	4/25/2013
Tiffany Pearson	T Pearson	5710 152nd Way NW	NO!!! Property value! Traffic!	4/25/13
Amye Leavell	Amye Leavell	5686 152nd Way NW		4/25/13
DAVID WALTERS	David M Walters	5763 152nd WAY NW	NO PROP VALUE DON'T SPOIL NEIGHBORHOOD	4-25-13

703-218-8826

Printed Name	Signature	Address	Comment	Date
Brady Murray	[illegible]	5787 152nd NW		4/25
JoAnne Jankowski	[illegible]	15209 Krypton Terrace NW		4/25/13
Peter Jankowski	[illegible]	15209 Krypton Terrace NW		4/25/13
Donna McLain	Donna McLain	↑		4-25-13
Jeff McLain	Jeff McLain	15133 NOWTHEN BLVD NW		4-25-13
Jenna McLain	[illegible]	" ↓	"	
Chad Chapman	Chad W Chapman	15051 Nowthen BLVD		4-25-13
Diane Dalby	Diane Dalby	5635 150th		4-26-13
David Hickey	David Hickey	5635 150th Ln NW		4-25-13
David Darby	[illegible]	5590 150th		4-25-13
Linda Petersen		5570 150th Lane		
[illegible]		" " "		
[illegible]		5600 150th Ln NW		4-26-13
Jennifer Nissen	Jennifer Nissen	5550 150th Lane NW		4-26-13
Greg Nissen	Greg Nissen	5550 150th Lane NW		4-26-13

JoDell Seaman Dropped these off on 4-26-13 Colleen Laster 04-26-13

Petition to reject the City of Ramsey's plan to rezone the former Municipal Center Complex at 15153 Nowthen Blvd. and then sell the property and allow 1 or 2 Data Centers to be built on the property.

Petition summary and background	The City of Ramsey notified several residents via mail on March 27, 2013 that they are considering a data center development for this property. This area is surrounded by single family homes. Data centers consume an enormous amount of energy. They generate a lot of heat requiring constant air conditioning, which in turn causes noise pollution. In addition they require constant energy supply- resorting to diesel powered generators in the event of power outage- thus increasing air pollution. Light pollution is also a concern due to the requirement of security lights. Traffic on County Road 5/Nowthen Blvd. will also increase with the addition of a data center(s). Traffic is already an issue on this road in front of the elementary school. Industrial buildings in a residential area lower property values. Homeowners do not want to lose value on their property.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to remove this development scenario from their plans. If this property must be developed we agree with the city's own statement in their comparison chart that residential development of 47 single family homes is the "best fit" and "most compatible."

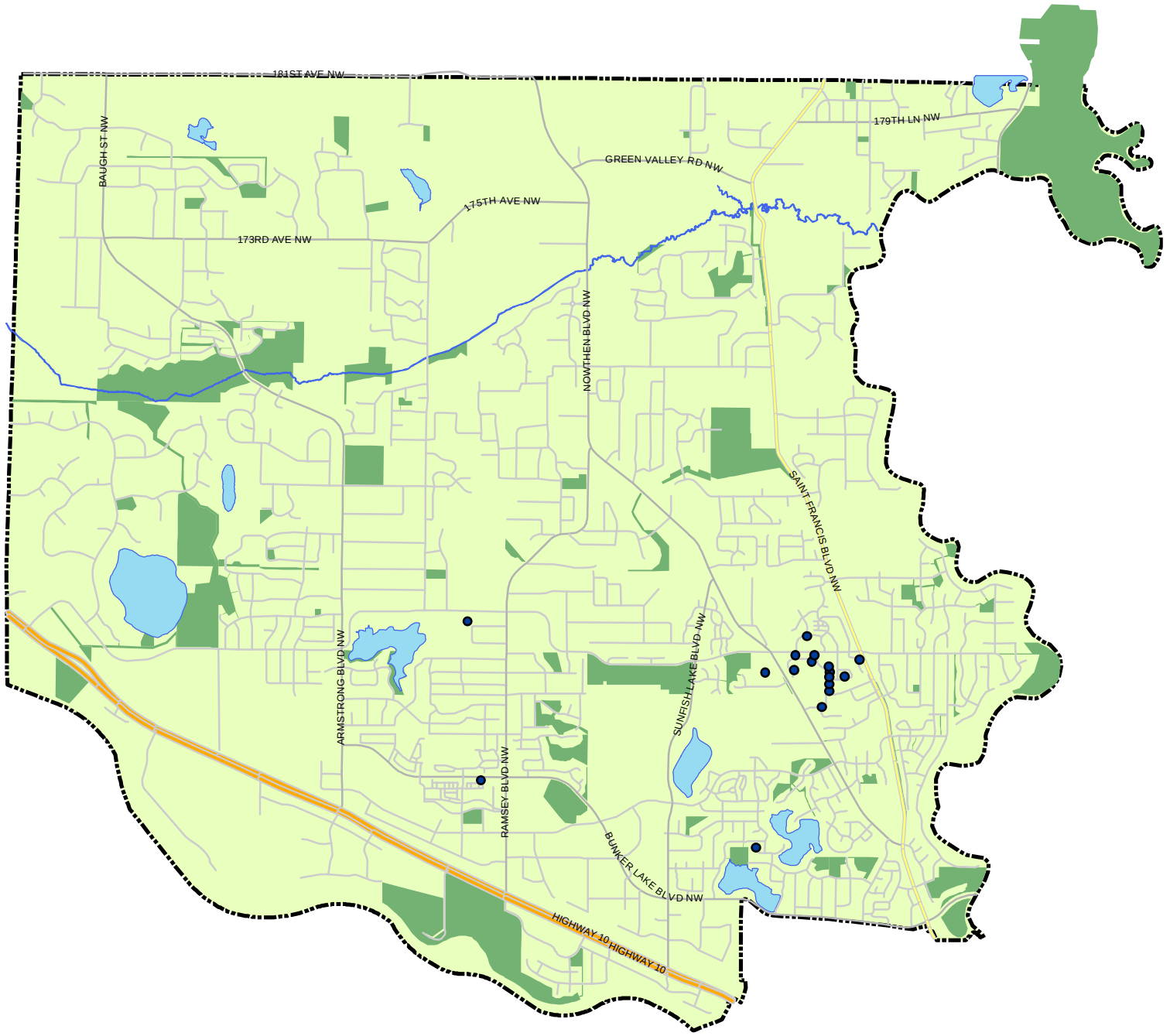
Printed Name	Signature	Address	Comment	Date
Michele Murphy	Michele Murphy	15228 Germanium Cr. NW Ramsey	agree w/ above statement. Not a good fit for area.	4/22/13
Susan Trombley	Susan Trombley	15143 Helium St. NW Ramsey	agree with above statement, the value of all of our properties goes down	4/22/13
Rick Helmstetter	Rick Helmstetter	15224 Germanium Circle NW Ramsey	I Agree	4/23/13
Tammy Gaulke	Tammy Gaulke	15233 Germanium Circle Ramsey MN 55303	I agree	4/23/13
Melissa Hummel	Melissa Hummel	15237 Germanium Circle NW Ramsey MN 55303	I agree	4/23/13
Brian W. Ison	Brian W. Ison	15237 Germanium Circle Ramsey MN 55303	I agree	4-23-13
Melissa Hummel	Melissa Hummel	15232 Germanium Circle NW Ramsey MN 55303	AGREE!	4-23-13
Richard Myers	Richard Myers	15123 Nowthen Blvd NW Ramsey MN 55303	Agree	4-24-13
Sheryl Fischer	Sheryl Fischer	15113 Nowthen Blvd Ramsey MN 55303	Agree	4/25/13

Printed Name	Signature	Address	Comment	Date
Ashley Steenberg	Ashley Steenberg	15237 Germanium CIRCLE NW	Don't want it	4/25/13
Lorie Suby		15241 Germanium Cir NW	Against it	4/23/13
Phil Paolucci		15240 GERMANIUM CIR NW		4/23/13
Joel Kleven		15248 Germanium Cir NW	Against	4/23/13
Amy Kleven	Amy E Kleven	15248 Germanium Cir NW	Against	4/23/13
Tara Tait		15227 Germanium Cir NW	against	4/24/13
Ron Prospal		15220 Germanium Cir NW	Against	4/24/13
Jana Rife	Jana Rife	15220 Germanium Cir	Against	4/24/13
Jeremy James		15221 Germanium Cir	Against	4-24-13
Pat O'Connell		15590 152nd Ln, NW	Against	4-24-13
Christina Byrne	Christina Byrne	15210 Germanium St NW	Against	4-24-13
Lisa Dahlager	Lisa DaLaga	15251 Germanium Cir. NW	Against	4/24/13
Mike Dahlager		15251 Germanium Cir NW	Against	4/24/13
Connie Murphy		15228 GERMANium cir.	Against	4/24/13
DEXTER YANG		5715 152nd Way NW	Against	4/25/13
Jon VanSteenbergen		5751 152nd Way NW	Against	4-25-13
William Romo	William A Romo	5758 152nd Way NW	Strongly against	4/25/13
Susan Romo		5758 152nd Way NW	Strongly against	4/25/13

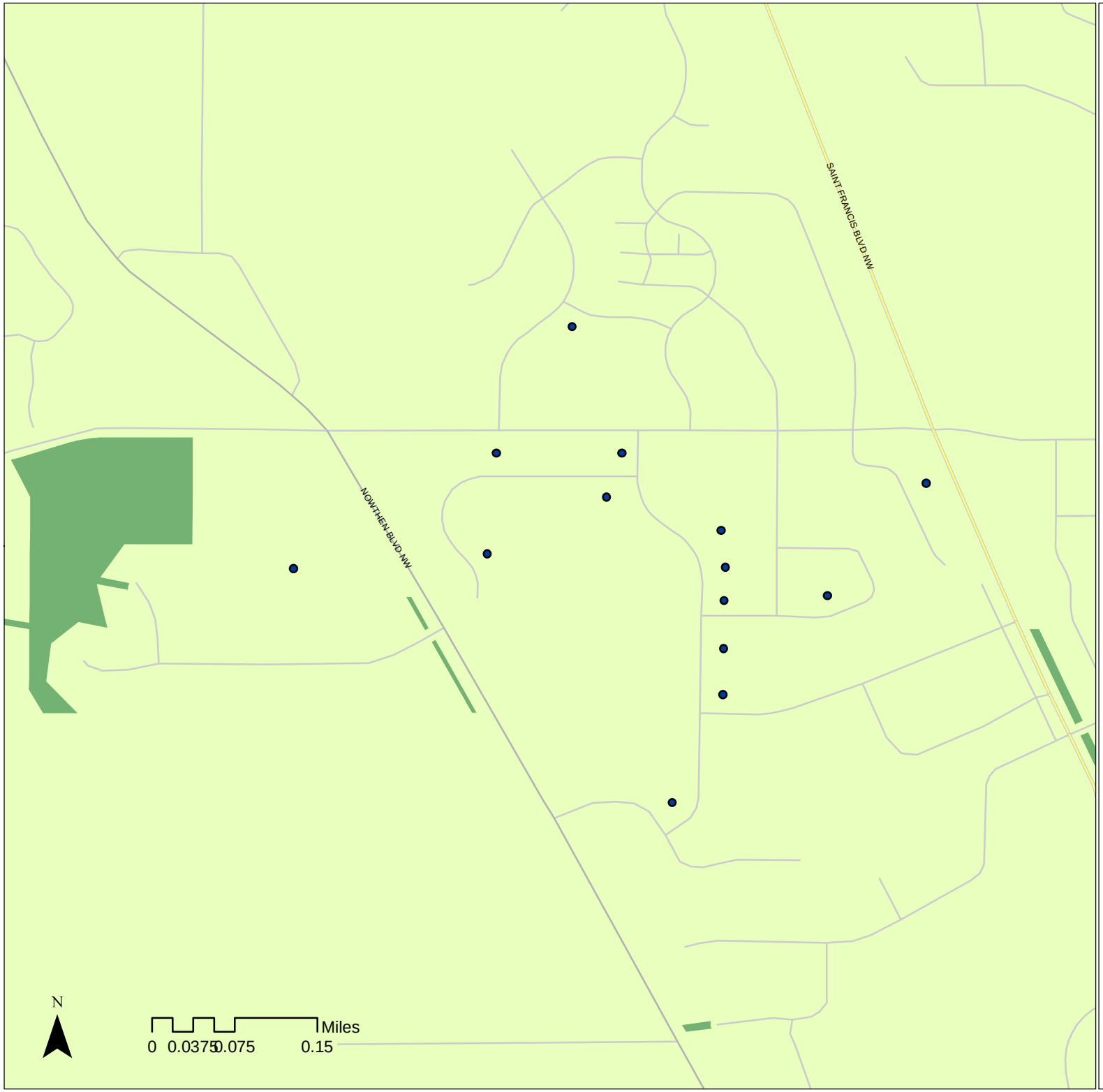
Matthew Krohn		5698 152nd Way NW	I Agree	4-25-13
Phillip Van Camp		5689 152nd Way NW	NO DATA center	4/25/13
Torey Reynolds	Coleyreynolds	5698 152nd way NW	NO Data center!	4/26/13
	Joni Seaman	15131 Helium St NW	No Data Center Parks, Residential	4-26-13

Former Municipal Center

Land Use Open House Attendees



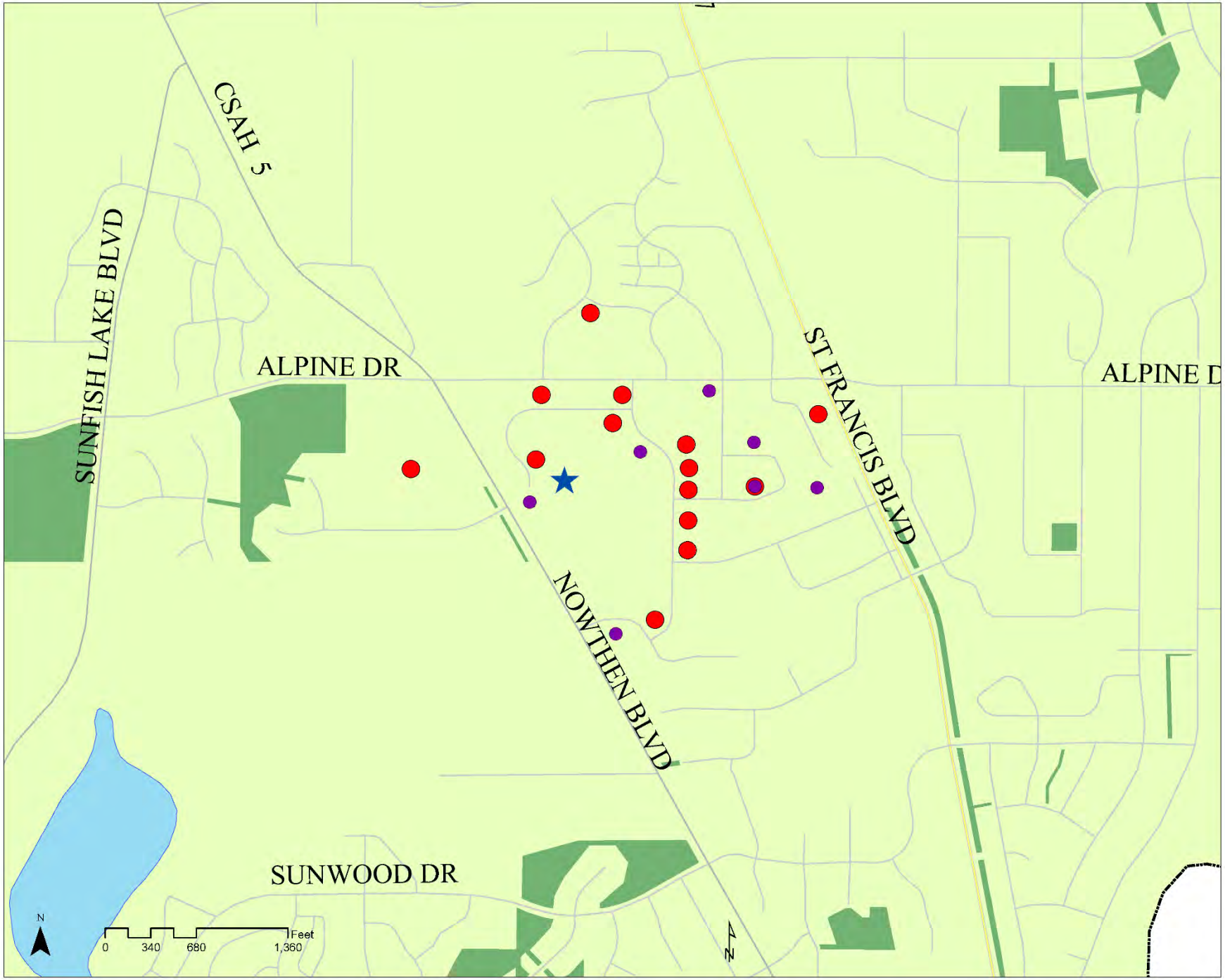
City of RAMSEY



Former Municipal Center

Land Use Open House Attendees

City of RAMSEY



City of RAMSEY

Former Municipal Center

Land Use Open House Attendees

- Former Municipal Center
- Submitted Comments
- Attended Open House

PUBLIC VERSION: CONTACT INFORMATION HIDDEN

EMAIL: 01

Good Afternoon,

I am contacting you on behalf of a letter I received from the city regarding Old Municipal Center Complex off of Nowthen Blvd and the possibility of building a data center on this subject property. I will be unable to make the open house meeting, but wanted to address a few concerns/inquiries I have.

My knowledge of data centers is fairly more extensive than the average consumer as my employer treats data centers, specifically the cooling towers which are imperative to data center operation. My concerns surround where the cooling towers will be placed and the treatment of those towers.

In some situations, the cooling towers can be placed at ground level surrounded by concrete parameters or inside the facility itself, which would render my concern invalid if this is the case. However, should the cooling towers be placed on the roof of the data center and be improperly treated, the risk of Legionnella and Legionnaire's disease, though minimal since it is rare, would be a concern that I have. This disease has the potential to be lethal and can be carried over small distances by wind if the cooling tower(s) is placed on the roof of the building – putting the surrounding homes at risk for exposure. If properly treated, the risk can be monitored and diminished substantially. However, with some facilities that are newly built, the belief is that since the cooling towers are new, they will not need to be treated. This is a falsehood. All cooling towers should have some level of water management, new or old.

I am not opposed to the data center project, but I do urge you to address these two issues with the firm that may be building this facility on the subject property should this project move forward for the safety of the current residents.

Thank you for your time, and should you have any information or questions, please do not hesitate to let me know. I can be reached at the below information, or on my mobile phone at 763-221-2479.

EMAIL: 02

My first comment regarding the subject property notice is that there is a major error in all the drawings and photos. They all fail to show the extension of 152nd Avenue to Helium Street. That has a major impact on what to do with the property in question.

The idea of housing in that area would put an unbelievable amount of pressure on the 152nd Avenue entry onto Hwy 47. There is a stop sign on 152nd at the frontage road which nobody coming down 152nd stops for now. I can see traffic backing up from 47 totally blocking the intersection at the frontage road. I see cars now pulling out into traffic on 47 when they shouldn't even be thinking about it. It would get much worse after they have waited to get to the highway. Besides that, home coming traffic would all have to use the south entrance to the frontage road which isn't wide enough to handle that kind of traffic. When someone parks a vehicle on the roadway now it barely leaves room to get by. Sometimes vehicles park on both sides which really makes it difficult.

I am definitely in favor of the data center plans. There would be lots fewer vehicles and they would all be contained in the development area. The photos show an attractive campus for the data centers.

Unfortunately I won't be able to attend the April 18th meeting. We will be out of town.

EMAIL: 03

We received the letter about the property known as the Former Municipal Center Complex and its possible future development. We will not be able to make it to the open house, so we are sending an email.

Our opinion and what we would strongly support and recommend is for the land to be used for public use, specifically a park, and a nice park that is. When we go to other cities, we see that they have beautiful, colorful, big parks in actual neighborhoods. We've always wished there was a great park that Ramsey was known for.
For example, Eden Prairie has many trails and parks. Brooklyn Center, Brooklyn Park, and Maple Grove have many parks. Andover is known for the park on Bunker Lake. What about Ramsey? Ramsey is like a city for business, buildings, and warehouses.

We would even prefer residential homes over a data center. There are other lands where a data center can be at in Ramsey, not in this neighborhood please. The neighborhood is surrounded by homes and town homes. A park would fit right in the neighborhood, not quiet industrial development or a data center. It just doesn't go together. Put the data center elsewhere where it would fit in with other big buildings.

There are many children living in the area. We see children walking around every day and see many school bus stops around our area. We think a park would be great for the community and children here.

There is no close park nearby. We would love a park within walking distance for the neighborhood children as well as our children.

EMAIL: 04

TO: City of Ramsey

As a 27 year Ramsey resident, I am appalled to hear that the City is contemplating putting an industrial "data center" in a neighborhood of residential property and in my backyard. I cannot believe that one of you would be happy with this type of development in your backyards!!!! We have lived with the City Hall being behind us for as long as we have lived there. However, after discussing this matter with an appraiser, we have been told that a data center will have a much stronger negative impact on our property. A public building like the Ramsey City Hall that only operates 8:00 to 4:30 every day (and basically not at all now) and other than an occasional fire truck or police car, is generally quiet at night is much different than an industrial data center (or whatever other industrial use it would be in the event o f the data center becoming "obsolete"). He compared it to 1 train track by your property and now they want to slap 3 train tracks in with more traffic, more noise pollution, etc. Obviously, he said, it will have an impact on the values of the property and lifestyles of the people in the affected neighborhood. This is a building that the City admits will have "noise pollution" issues. See City Council Work Session on February 26, 2013. "Council member Backous (thank you Randy for bringing that up) noted the buildings will require a lot of cooling, which can include fan noise, and asked how sound will be dampened. Management Analyst Brama agreed that noise pollution will be a major component that needs to be addressed through the planning process." That certainly does not sound like any guarantee that noise would not be a factor. Values would be impacted significantly not only by the noise pollution, the eyesore of the building, but there would also be an increase of traffic on County Road 5 and an entrance next to my property of 30-80 employees, delivery trucks, etc. on a road that is already probably running at capacity.

The appraiser, who is familiar with the area, also stated that there are plenty of opportunities in the City of Ramsey for industrial type buildings. He also stated if this was a private developer asking to do this, the City would laugh them out of the meeting, but because the City owns it and wants to make a ton of money off of the sale of it so they can pay for their fire department, this seems to be okay. This is a dramatic change in use versus the residential area that surrounds the property. There is no other industrial use like that along the entire corridor of County Road 5 other than the school (which is more public than industrial, as was the City Hall), which has been there for 30 years. There is especially no industrial in the middle of a residential area. We have plenty of industrial sites in the City of Ramsey that I can see!!

He said to show him one published article that states that high intensity property next to a low density property (residential) will not have an impact on the residential. My own research also indicates that data centers should be located in non-residential areas. "Locations should be away from residential neighborhoods or other individuals that may be sensitive to noise." Noise for these climate controlled buildings includes exhaust fan noise, diesel engines running generators in the occasion of a power outage, increased traffic, especially with a road around the perimeter of the building that would bring the traffic next to the residential areas.

My visit to the Elk River facility portrayed in the letter sent to us, shows a much different scenario there. This building is primarily in an industrial area. Everything to the east of the building is industrial (i.e. the Sherburne County Courthouse, Metal Craft business warehouse, Allina Medical Facility, and another warehouse next to this building that has gated access. Houses nearest to it are on a small golf course (Pinewood) and are across a County Road from the building. It is certainly not surrounded by residential property. Not to mention that it is one very huge building, with small pine trees that are about 20 feet apart from each other which could hardly be considered a buffer by any means. And I don't believe that there would be any amount of trees that would buffer your property from the eyesore and the noise pollution of this building.

In addition, a person that I know that lives in Elk River about a ½ of a mile from the data center says her husband can hear the mechanicals (air conditioners and generators) running in the middle of the night. The Ramsey "data center" would be a heck of a lot closer than that to the surrounding residential properties (many of which have just moved into the neighborhood). The Brooklyn Park facility is also a much different scenario. It is on a main highway and is in the middle of nowhere.

I am very concerned with the impact a data center would have on the value of my property and the properties surrounding this area. From my count, there would be at least 46 properties that would be immediately adjacent or looking at the building, with an additional 15 or so that would also be immediately across the street from the adjacent houses with a large majority of them in a new residential development that Ramsey had the influence on where that was built. Many (if not all of them) were shown a drawing, which I have seen, that said there could be a "future middle school" in this location. Ball fields and close location to your kid's school is a lot different proposal than a huge, industrial, noise polluting warehouse. If one of you voting on this proposal would like to buy our house and live next to the data center, please feel free to contact us. It would be great to get out before our house loses all of its value!!

We cannot attend the open house meeting on April 18th, 2013, due to travel arrangements. Believe me, if I could be there, I would! I have heard that there are other people in the neighborhood riled up about this, so hopefully they will make a presence. I may try to remind them to do that.

EMAIL: 05

I am writing to you in regards to this evenings meeting on the proposed Data Center on County Road 5 in Ramsey. I am unable to attend this meeting but still want my opinion heard.

We purchased our home in 2002 on the premise that this was a residential area and a great place to raise a family. With the elementary school only blocks away from our home, and plans for a middle school on the opposite side of Cty Rd. 5 this was the ideal neighborhood for us. I do NOT approve of re-zoning, or 'spot zoning' of this property!

"Spot Zoning" - the illegal singling out of a small parcel of land within the limits of an area zoned for particular uses and permitting other uses for that parcel for the special benefit of its owners and to the detriment of the other owners in the area and not as a part of a scheme to benefit the entire area. (http://www.merriam-webster.com/dictionary/spot%20zoning)

I am appalled to see that the city is even considering putting an industrial building in the middle of a residential neighborhood. This is completely inappropriate! From the research I've done on Data Centers I have learned that they take a considerable amount of electricity to run as well as keep cool. I've learned that backup generators used in a power outage typically run on diesel fuel which in turn adds air pollution to our area. Also, I have heard that Data centers put off a considerable amount of noise pollution. In addition to all of this we are all very well aware that this will drop our property values considerably. A residential neighborhood is NOT the place for an industrial building. The proposed site literally has houses around the entire perimeter- and houses are still being built! If the city believes a data center is necessary they need to look into areas that are NOT residential. There is an industrial park on Sunwood- wouldn't looking at an area like that, or an area near highway 10 make more sense?

If Ramsey goes forward with such an absurd plan it will show that Ramsey is NOT a family orientated community- but a community of greed- selling property to make a quick buck with no regard to the families it will negatively effect. To the city this may seem like the ideal plan to generate revenue- but again, this is inappropriate. Property values will fall, families will move out of the area, and ultimately the city of Ramsey will suffer the consequences of such a ridiculous plan. I have already heard of several neighbors meeting with relators as they WILL NOT live near such a property. Additionally, I have heard others talking of simply walking away from their homes and letting them go into foreclosure as they know they will never recover the loss of value to their homes. We all know what happens to an area overcome with foreclosures. The city of Ramsey does not need this! I know personally I will begin planning to sell my home if this plan is not rejected and taken off the table immediately! I live in a great neighborhood, with great neighbors, but that will all be over if this plan moves forward. I will not only leave my current home but I will leave Ramsey completely- I do not want to live in a city that has such ill-regard for the families living here.

Thank you for your time and please let me know what has been decided after this evenings meeting, as I will want to move forward with my plans as well.

EMAIL: 06

As a new resident of Ramsey, and having just moved into the Meadow Creek neighborhood, I was upset at learning that the proposed use for the fire station property is to build a data center. We were informed when shopping for and purchasing a new house in the area that the City's plans for the fire station were a middle school or residential properties. I strongly prefer and support both of those options to the proposed data center.

It is also my understanding that the proposed re-zoning of the fire station property meets the definition of "spot zoning" (see League of Minnesota Cities Information Memo: Zoning Guide for Cities, 2012, pp. 35-36). It also seems reasonable to expect that the value of my property will significantly diminish if a data center is built. As per state regulations, "substantial diminution of value of property may be considered a form of regulatory taking of private property without compensation. In these rare instances, a property owner may be entitled to compensation for damages related to a legislative rezoning" (League of Minnesota Cities Information Memo: Zoning Guide for Cities, 2012, p. 36). It is hard for me to imagine that city council members would support an illegal practice and face potential legal action over their decision.

It also seems that the primary motivation for supporting this proposal is the funding solution for a new fire station. While on the surface this may seem to justify the re-zoning (i.e., furtherance of public welfare), it is difficult to see how reduced residential property values and the lowered quality of life (significant noise and traffic that will be generated by the data center and the eye sore that the building will be) for those in the neighborhood living next to the data center are in the public welfare. I highly doubt any of the city council members would like to have a data center in their backyard for the same reasons of lowered property values and reduced quality of life. It is also hard to imagine how residential zoning isn't preferable and supportive of the public welfare, particularly over the long term.

We were very excited to move into Ramsey, and were excited about establishing Ramsey as our new community. In less than a week of living here, we are confronted with the possibility of facing reduced property values due to the significant noise and traffic that will be generated by the data center and the eye sore that the building will be in the neighborhood. I therefore ask city council members to vote against the proposed data center and consider zoning the property as residential.

EMAIL: 07

I am unable to attend the meeting this evening regarding the absurd planning of placing a data center in the middle of a residential neighborhood.

Obviously I am against such an idiotic idea. I chose to live in Ramsey because of the NEIGHBORHOOD not to live next to a warehouse or any other type of facility. There is not one resident in this area who believes this to be a good idea. If such planning proceeds you can be assured that we will fight this with every legal means necessary.

Please feel free to take these plans and place them next to your house or the house of any other "decision maker" in our city. What would you do then? Would you enjoy the fact that your property values would drop significantly or that families would be leaving this city in droves in a "get out while you can" mentality? That is exactly what is going to happen.

The only logical plan is to build additional residential housing in what is a RESIDENTIAL neighborhood.

PHONE CALL/MESSAGE: 01

Against a data center due to the long term risk and diminishing effect on property values.

PHONE CALL/MESSAGE: 02

Lives just NE of the site. Does not want a data center. Desires a park—thinks the area is underserved. Would choose residential over data center.

PHONE CALL/MESSAGE: 03

For a data center over residential in general. However, does have concerns about noise; and would like to learn more before making a decision.

PHONE CALL/MESSAGE: 04

Called on behalf of his son who lives on east side of Helium facing the site. His son is opposed to a data center and would be in favor of a residential development.

TIMELINE

1. 5/24/2013 — Notification letter sent to surrounding property owners

2. 5/28/2013 — City Council work session receive information (no action)

3. 6/11/2013 — City Council regular meeting discussion (direction requested)
   - Consider submitting an application for a Comprehensive Plan Amendment to allow for [data center and/or residential development]. Please note: this application will also need to be approved by the Metropolitan Council, if approved by the City Council. Upon completion of that process, the City would need to update its official controls (Zoning Code and Official Zoning Map)

4. 7/18/2013 — July Planning Commission review of comp plan amendment
   - Depending on Council direction, this could be for a data center user and/or residential development.
   - Public Hearing

5. 7/23/2013 — City Council adopt comp plan amendment resolution
   - Depending on Council direction, this could be for a data center user and/or residential development.

6. 7/24/2013 — City submits comp plan amendment resolution to Metropolitan Council
   - Depending on Council direction, this could be for a data center user and/or residential development.

7. 7/23/2013 City Council direct staff to apply for a zoning amendment

- Depending on Council direction, this could be for a data center user and/or residential development.

8. 08/01/2013 August Planning Commission review of zoning amendment ordinance

- Depending on Council direction, this could be for a data center user and/or residential development.
- Public Hearing

9.8/13/2013 City Council introduce zoning amendment ordinance

- Depending on Council direction, this could be for a data center user and/or residential development.

10. 8/27/2013 City Council adopt zoning amendment ordinance

- Depending on Council direction, this could be for a data center user and/or residential development.

--subject to change, please visit City website for updated information:
http://www.cityoframsey.com/formerrmc

Elk River and Chaska are perhaps the only two cities in the State pursuing data centers. The purpose of this document is to show how other communities have established minimum building setbacks to residential properties (for a data center development).

ELK RIVER
Zoning: 30' set back (in practice minimum 200')

CHASKA
Zoning: 300’ set back

ANOKA
140’ set back
(In practice—existing building)

CC Regular Session **7. 3.**

Meeting Date: 07/09/2013

By: Tim Gladhill, Community Development

Information

Title:

Receive Building Permit Levels for 2013 Year to Date and Discuss Long Term Building Inspection and Plan Review Staff Needs

Background:

Beginning in 2012, Building Permit levels have begun to steadily increase when compared to the years 2007 to 2011. Based on current trends, it appears that revenue and permit levels used for the 2013 Budget and Strategic Plan will exceed original forecasts. Through July 2, 2013, the City had approved ninety-eight (98) new homes and one (1) new instiutional use (Northgate Church). In total, the City has issued 941 permits through July 2, 2013.

Additionally, there are currently nine (9) new homes under review, approximately twenty (20) units additional to issue for Seasons of Ramsey (fifty [50] unit townhome development), and a approximately fifteen (15) other miscellaneous permits of various scales. In addition, there are several carry-over projects from 2012, including the Residence at The COR (230 unit apartment). Furthermore, Staff anticipates issuing several other larger projects by the end of the year including, but not limited to, McDonalds, Stoney River, Cullinan Rigging, and Diamond Graphics. Staff sees this as a necessary time to discuss matching adequate service levels with customer expectations.

Between 2007 and 2011, when permit levels were trending downwards, the City had reduced staffing levels in the Building Division to better match service level demands. In addition, during a portion of this timeframe, the City relied exclusively on contracted services to provide building official (required by building code), building inspections, and plan review services.

On May 28,2013, the City Council authorized Staff to recruit for a Regular, Full-Time Building Official, rather than continuing to contract for this service. Staff is in the process of completing that recruitment and has first interviews scheduled for July 9, 2013 and second interviews scheduled for July 11, 2013.

On June 22, 2013, the contract employee from Inspectron, Inc. that was serving as the Building Official for the City resigned from Inspectron, Inc. to accept a position with another community in Minnesota. At that time, this employee was providing fourty (40) hours per week of service to Ramsey. In addition, Inspectron was providing an additional twenty-four (24) hours between two (2) other Inspectron employees for a total of sixty-four (64) hours of service. Staff had requested and additional eight (8) hours of service from Inspectron in order to better meet acceptable metrics and service to our customers. This would have resulted in a total of seventy-two (72) hours per week of service. Based on current availablity of Inspectron employees, Inspectron is currently only able to provide forty (40) hours of service to the City, resulting in a gap of service. It is noted that Staff believes Inspectron, Inc. has provided excellent customer service for Ramsey, and Staff would desire to continue this partnership and establishing an appropriate balance. It is further assumed that Inspectron's recruitment will be dependent on completion of the City's recruitment for a Building Official. In other words, Inspectron had been providing forty (40) hours of service to Ramsey for Building Official services that will eventually be brought in house for Ramsey.

The established acceptable metrics for the Building Division service levels are ten (10) business days for standard residential plan review, thirty (30) business days for new commercial and industrial plan review, and twenty-four (24) to forty-eight (48) hour 'inspection window'. Based on the current staffing, the Inspection Window is currently fourty-eight (48) to seventy-two (72) hours at minimum and at times ninety-six (96) hours. Staff has fielded a number of concerns on behalf of our customers. The amount of time available with these metrics is spent exclusive on inspections, which does not leave time for plan review for the projects referenced above.

In order to address the service level gap as an interim solution, Staff has arranged an agreement for the City Council's consideration with the City of Saint Francis to provide assistance with plan review and inspections. This is in addition to the services provided by Inspectron, Inc. Due to an urgent need, staff from Saint Francis has provided some assistance on the week of July 1, 2013 in order to address the high volume of inspection requests during a short week. This was only approved as a temporary solution until the City Council could consider approving the attached agreement.

This interim solution appears to be a good compromise that allows both the City and Inspectron to make sound staffing decision based on forecasted service level needs. Staff recommends that it is important to continue the current relationship with Inspectron, Inc. Saint Francis currently has a full-time Building Official and part-time Building Inspector. Staff has been able to secure an arrangement to capitalize on the additional time available from the part-time Building Inspector. The City of Saint Francis has a similar agreement on a longer term basis with the City of Nowthen. Staff would like to disclose that the Saint Francis Building Official, Andrew Schreder, is a former Ramsey Building Inspector. This position was eliminated due to budget reductions based on service levels.

Staff would recommend ratification of the service agreement with the City of Saint Francis on an interim basis and allow Staff to continue discussions to see if this could be a longer term solution. The City of Ramsey has a history of successful relationships and collaborations with the cities of Saint Francis and Nowthen. However, Staff would desire to complete the current recruitment for a Building Official before approving any long term staffing decisions. Again, at this time, it would be recommended that this would be balanced with the existing partership with Inspectron, Inc.

Notification:

No notification is required.

Observations/Alternatives:

Current permit revenue updates through mid-day July 3, 2013 are as follows (a detailed report is attached to this case):

Revenue Type	Forecasted	Actual	% of Forecasted	% of Year Complete
Base Building Permit	$260,000	$198,461.25	76%	50%
Plan Review	$125,000	$108,195.05	86%	50%
Plumbing	$20,000	$25,268.00	126%	50%
Heating/Mech	$20,000	$30,391.07	151%	50%
Electrical	$30,000	$34,877.75	116%	50%
Septic	$20,000	$6,570.00	32%	50%
Urban Sewer	$7,000	$7,125.00	101%	50%
Urban Water	$7,000	$7,479.80	106%	50%

Alternative #1. Approve interim solution and Agreement for Services with City of Saint Francis. This alternative allows the City to complete the recruitment for the Building Official, and utilize that individual to assist in the formulation of a longer term staffing proposal, which could include continued parterships with Inspectron, Inc. and City of Saint Francis or the addition of an additional staff member (either part time or full time) depending on service level demands and City Council desires.

Alternative #2. Continue with current arrangement with Inspectron, Inc. that provides forty (40) hours of service and not approve an agreement with City of Saint Francis as an interim solution for service level gap (an additional twelve [12] hours of service). Again, the service level gap is not due to the quality of service provided by Inspectron, Inc., rather a need to properly addressing staff levels during the recruitment of Ramsey's Building Official before adding any additional staff. This alternative is not recommended by Staff. Staff recommends that the current service levels without the assistance are unacceptable to our customers. This interim solution appears to balance recruitment needs and desires of both Inspectron, Inc. and the City.

Alternative #3. Hire an additional Building Inspector to replace a portion of service levels provided by Inspectron, Inc. and continue parternship with Inspectron, Inc. for service needs above this level. This could be a longer term solution; however, Staff desires input of the future Ramsey Building Official before making this longer term decisino.

Recommendation:

Staff recommends approval of the interim solution and Agreement for Services with the City of Saint Francis at least through the recruitment of Ramsey's Building Official and analysis of the number of hours of service that can be provided by Inspectron, Inc. following that recruitment.

Funding Source:

Funding for inspection and plan review services is part of the Building Division business account (Account #240), which is part of the General Fund. Revenue for these services are provided by Building Permit fees paid by the customer based on service need.

Council Action:

Motion to approve Agreement for Services with City of Saint Francis for Building Inspection and Plan Review Services.

Attachments

Agreement for Services

Permit Report

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	07/03/2013 02:11 PM
Form Started By: Tim Gladhill		Started On: 06/26/2013 03:57 PM
Final Approval Date: 07/03/2013		

AGREEMENT FOR
BUILDING OFFICIAL SERVICES
BETWEEN
THE CITY OF RAMSEY, MINNESOTA AND
THE CITY OF ST. FRANCIS, MINNESOTA

This agreement ("Agreement") is made and entered into this ____ day of July, 2012 by and between the City of St. Francis, a Minnesota municipal corporation ("St. Francis") and the City of Ramsey, a Minnesota municipal corporation ("Ramsey"). The Cities will collectively be referred to as parties.

WHEREAS, St. Francis has a Building Official position ("Building Official"); and

WHEREAS, St. Francis and Ramsey are committed to obtaining efficiencies in providing services to their respective citizens through the use of shared service arrangements; and

WHEREAS, the parties have held discussions and determined that it is in the best interests of both Cities to have the St. Francis Building Official provide Building Official services to Ramsey in addition to his duties for St. Francis; and

WHEREAS, this Agreement will detail the terms of that shared service; and

NOW THEREFORE, in consideration of the premises and good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

1. **PURPOSE**. The purpose of this Agreement is for Ramsey to purchase Building Official services from St. Francis.

2. **SERVICES TO BE PROVIDED**. The Building Official will provide the following services for Ramsey:

    a. **Building Inspections**. The Building Official will be responsible for the legal aspects of building code administration and enforcement to include plan reviews and inspections per the Uniform State Building Code and Ramsey City Ordinances.

    b. **Permit Issuance**. The Building Official will accept and review assigned relevant building and related permit applications, conduct assigned necessary investigations, and ensure that said applications meet all requirements under all applicable Ramsey ordinances as well as all applicable State and Federal laws, rules, and regulations, and will issue permits consistent with Ramsey City ordinances.

    c. **Administrative Assistance**. The Building Official will perform assisgned relevant administrative assistance related to the above specified services.

    d. **Hours worked at each City**. The parties acknowledge that the Building Official shall divide his time as needed between St. Francis and Ramsey. If either party requires Building Official

to work a set number of hours, the parties agree to meet in good faith to negotiate the number of hours the Building Official shall work at each respective City.

e. **Building Official Not Available Due to Illness/Vacation**. St. Francis agrees to provide Ramsey with a replacement Building Official to provide services under this agreement if the regular Building Official is not available due to illness or vacation.

3. **TERM**. The term of this Agreement will continue until terminated pursuant to paragraph 10.

4. **COMPENSATION**.

a. **Hourly Rate**. The compensation to be paid by Ramsey to St. Francis for the Building Official's services as defined herein shall be on an hourly basis equivalent to the hourly rate paid to Building Official by St. Francis plus one dollar ($1) per hour to cover St. Francis administrative costs.

b. **Health Insurance**. Ramsey agrees to pay a flat cent per hour equivalent to the contribution and increase in the health insurance and disability/life insurance payments that St. Francis provides to the Building Official divided by 174.

By way of illustration only, if the City of St. Francis increase its contribution toward the Building Official's health insurance on January 1, 2013 from $650/month to $675 per month, that will increase the hourly rate charged to Ramsey by ($25 divided by 174) fourteen cents ($.14) per hour.

c. Mileage. Ramsey agrees to reimburse the City of St. Francis for mileage incurred by the Building Official in performing the duties noted in this Agreement for Ramsey, including mileage from the City of St. Francis City Hall to any inspection or meeting point. This amount will be established at the maximum rate permitted as a nontaxable expense by the IRS.

d. **Unemployment**.

i. In the event that the Building Official becomes eligible for unemployment benefits as a result of Ramsey's termination of services pursuant to paragraph 10 of this Agreement, Ramsey will pay an amount to St. Francis equal to the St. Francis unemployment obligation divided by that percent of the Building Official's hours spent performing services for Ramsey in the prior full calendar quarter.

By way of illustration only, in the event that the Building Official had performed an average of ten (10) hours per week for Ramsey and thirty (30) hours per week for St. Francis in the prior calendar quarter, Ramsey would be required to pay St. Francis for 25% of the amount that St. Francis is required to pay the department of economic security for the Building Official's unemployment compensation.

ii. In the event that the Building Official becomes eligible for unemployment benefits as a result of discontinued service by Ramsey and continued service by St. Francis but at a reduced level, Ramsey will pay an amount to St. Francis equal to the St. Francis unemployment obligation. Ramsey will not be obligated to pay any amounts toward unemployment where the reduced hours are solely attributable to St. Francis.

e. **Replacement Cost**. Ramsey agrees to pay the full hourly amount charged by a third party replacement for the Building Official for services performed for Ramsey while the Building Official is absent, whether because of vacation, sick leave or other reason, including resignation.

f. Ramsey agrees to pay a prorated share of all sick and vacation leave utilized by the Building Official. This will be an end of year adjustment based on the total paid leave utilized by the Building Official divided by the percentage of time the Building Official worked for Ramsey as compared to total services to both parties.

5. **BILLING**. St. Francis will bill Ramsey for services rendered under this Agreement on a monthly basis. Ramsey will make payments for services rendered by the Building Official divided by the percentage of time the Building Official worked for Ramsey as compared to total services to both parties.

6. **EMPLOYMENT STATUS**. The Building Official is an employee of St. Francis and will remain an employee of St. Francis while performing services under this Agreement. No tenure or any rights or benefits, including medical or health insurance coverage, sick leave, vacation leave, severance pay or other benefits available to Ramsey employees will accrue to the Building Official under this agreement unless specifically stated. Payment of wages as well as payroll deductions for PERA, taxes, unemployment insurance, health insurance, disability insurance, or worker's compensation will be made by the St. Francis as required by law.

7. **INSURANCE AND LIABILITY**.

a. **Insurance**. While attending to Ramsey matters, the Building Official will be insured by Ramsey under its insurance coverages including commercial general liability. St. Francis will also carry similar insurance on the Building Official.

b. **Liability of St. Francis**. St. Francis agrees to defend and indemnify Ramsey and its employees, officials, volunteers and agents from and against all claims, actions, damages, losses and expenses arising out of the Building Official's performance or failure to perform his duties under this Agreement except where such claim, action, damage, loss and expense is attributable to a specific direction from Ramsey or its employees, officials, agents or representatives.

c. **Liability of Ramsey**. Ramsey agrees to defend and indemnify St. Francis and its employees, officials, volunteers and agents from and against all claims, actions, damages, losses and expenses arising out of the Building Official's performance or failure to perform his duties under this Agreement where such claim, action, damage, loss and expense is attributable to a specific direction from Ramsey or its employees, officials, agents or representatives.

8. **WARRANTIES**. In performing services under this Agreement, the St. Francis warrants and represents that the Building Official will exercise that degree of skill and care that a professional

building official would exercise under the same or similar circumstances. St. Francis further warrants and represents that the Building Official has and will maintain all necessary licenses and certifications necessary to perform the terms and conditions of this Agreement.

9. **DISPUTE RESOLUTION**. The parties shall cooperate and use their best efforts to ensure that the various provisions of this Agreement are fulfilled. The parties agree to act in good faith to undertake resolution of disputes, in an equitable and timely manner and in accordance with the provisions of this Agreement. If disputes cannot be resolved informally by the parties, the following procedures shall be used:

   a. **Mediation**. Whenever there is a failure between the parties to resolve a dispute on their own, the parties shall first attempt to mediate the dispute. The parties shall agree upon a mediator, or if they cannot agree, shall obtain a list of court-approved mediators from the Anoka County District Court Administrator and select a mediator by alternately striking names until one remains. St. Francis shall strike the first name followed by Ramsey, and shall continue in that order until one name remains.

   b. **Litigation**. If the dispute is not resolved within 30 days after the end of mediation proceedings, the parties may litigate the matter. Each party will be responsible for all of their own costs associated with such litigation.

   c. **Termination**. In addition to the remedies outlined in this Paragraph, an ongoing dispute may also be resolved by terminating the Agreement as outlined in paragraph 10.

10. **TERMINATION/EXTENSION**.

   a. **Termination**. This Agreement may be terminated by the party desiring that the Agreement be terminated providing thirty (30) days written prior notice to all other parties. Cause is not required for such termination. Payment for services rendered will be through the date of termination as identified in the written notification.

   b. **Extension**. This Agreement may be extended beyond the time designated in Paragraph 3 of this Agreement by written agreement of all of the parties hereto which written agreement will contain any amendment of the existing terms of this Agreement. In the event that the Agreement is not formally extended by written agreement and services continue, the terms of this Agreement will continue to apply until Termination noted in paragraph 10(a) or the parties enter into a written extension Agreement.

11. **OWNERSHIP AND INSPECTION OF DOCUMENTS**. All documents including electronic data prepared under this Agreement will be the property of Ramsey and will be collected and maintained in a manner as deemed appropriate by Ramsey. Records Availability and Retention: The books, records, documents, and accounting procedures and practices of the Building Official relevant to this Agreement are subject to examination by St. Francis or its designated representative and either the Legislative Auditor or State Auditor as appropriate. The Building Official and both parties to this Agreement will be bound under the provisions of the Minnesota Data Practices Act and will maintain records in a fashion consistent with Minnesota Statutes, Chapter 13.

12. **GENERAL PROVISIONS**.

a. **Entire Agreement**. This Agreement supersedes any prior or contemporaneous representations or agreements, whether written or oral, between the parties and contains the entire agreement.

b. **Amendments**. Any modification or amendment to this Agreement shall require a written agreement signed by all parties.

c. **Notice**. Any notice, statement or other written documents required to be given under this Agreement shall be considered served and received if delivered personally to the other party, or if deposited in the U.S. First Class mail, postage prepaid, as follows:

City of St. Francis
City Administrator
23340 Cree Street NW
St. Francis, MN 55070

City of Ramsey
Development Services Manager
7550 Sunwood Drive NW
Ramsey, MN 55303

d. **Captions**. Captions or headings contained in this Agreement are included for convenience only and form no part of this Agreement between the parties.

e. **Waivers**. The waiver by any party of any breach or failure to comply with any provision of this Agreement by another party shall not be construed as, or constitute a continuing waiver of such provision or waiver of any other breach of or failure to comply with any other provision of this Agreement.

f. **Counterparts**. This Agreement may be executed in several counterparts, each of which shall be an original, all of which shall constitute but one and the same instrument.

g. **Savings Clause**. If any court finds any portion of this Agreement to be contrary to law or invalid, the remainder of this Agreement will remain in full force and effect.

h. **Successors and Assigns**. St. Francis shall not have any right to assign, transfer, or sublet its interest or obligations hereunder without the written consent of Ramsey. However, nothing in this subparagraph shall prevent St. Francis from providing Ramsey with a substitute for the incumbent Building Official in the event of the Building Official's absence or separation as provided for in paragraph 2(g).

i. **Interpretation**. The laws of the State of Minnesota will govern as to the interpretation, validity, and effect of this Agreement.

IN WITNESS, the parties hereto have executed this Agreement the day and year first above stated.

CITY OF RAMSEY **CITY OF ST. FRANCIS**

_____	_____
Sarah Strommen Mayor	Jerry Tveit Mayor
_____	_____
Kurt Ulrich City Administrator	Matthew Hylen City Administrator

City of Ramsey
Fees by Revenue Code

Description	Fee Amount	Permit Count
Non-ePermits		
Code: 2081		
Surcharge - Based on Permit Fee	$5.00	1
Total for 2081:	**$5.00**	**1**
Code: 4205		
Residential Roofing	$94.00	1
Total for 4205:	**$94.00**	**1**
Code: 9101.2081		
Surcharge - Based on Permit Fee	$15.00	3
Surcharge - Based on Valuation	$11,170.55	159
Surcharge - Fixed Fee "One Year"	$2,980.00	596
Surcharge - Fixed Fee Plumbing/Mech "One Y	$990.00	99
Surcharge - Fixed Fee S/W "One Year"	$950.00	95
Total for 9101.2081:	**$16,105.55**	**952**
Code: 9101.4171		
BL - Investigation Fee	$121.50	2
Total for 9101.4171:	**$121.50**	**2**
Code: 9101.4205		
Basement Finish	$4,089.00	29
BL - Demolition	$470.00	5
BL - License Verification	$255.00	51
BL- Inspection Fee	$47.00	1
Deck Permit	$3,102.00	33
Fireplace	$564.00	6
LMC 2003 - base fee	$180,064.25	149
Replacement Windows	$5,546.00	59
Residential Roofing	$2,350.00	25
Siding	$1,974.00	21
Total for 9101.4205:	**$198,461.25**	**379**
Code: 9101.4206		
PL - Plumbing-New	$19,800.00	99
PL - RPZ / Vacuum Breaker - Comm.	$180.00	3
PL - Water Heater	$1,363.00	29
PL - Water Softener	$780.00	52
PL- RPZ / Vacuum Breaker - Res.	$141.00	3
Plbg Permit Commercial 1% of Value	$1,004.00	2
Plbg Rem/Add Commercial 1% Value	$1,000.00	6
Plumbing-Remodel	$752.00	8
Underground Irrigation/Commercial	$60.00	1
Underground Irrigation/Residential	$188.00	4
Total for 9101.4206:	**$25,268.00**	**207**

City of Ramsey
Fees by Revenue Code

Description	Fee Amount	Permit Count
Non-ePermits		
Code: 9101.4208		
ME - Mechanical Permit-New Construction	$14,850.00	99
Mech -Comm Permit 1% of Value	$1,660.40	4
Mechanical Items	$3,948.00	83
Mechanical Permit-Remodel/Addition R	$376.00	4
Mech-Comm Remodel/Add. 1% of Value	$9,562.67	6
Total for 9101.4208:	**$30,397.07**	**196**
Code: 9101.4211		
Sign -Permanent	$750.00	10
Sign Permit Application	$250.00	10
Sign Permit -Temporary	$250.00	10
Total for 9101.4211:	**$1,250.00**	**30**
Code: 9101.4213		
Commercial Fire Sprinkler 2009	$969.30	6
Fire Alarm Devices 2009	$593.25	1
Total for 9101.4213:	**$1,562.55**	**7**
Code: 9101.4214		
Electrical Order For Payment	$7,414.00	42
Electrical Permit - 1 Trip	$4,920.75	96
Electrical Permit - 2 Trips	$5,958.00	67
Electrical Permit - Apartment	$8,750.00	1
Electrical Permit - Single Family Dwelling	$7,800.00	52
Electrical Reinspection Fee	$35.00	1
Total for 9101.4214:	**$34,877.75**	**259**
Code: 9101.4220		
UD - Pumping Permit	$4,020.00	18
UD - Septic Residential New	$2,550.00	17
Total for 9101.4220:	**$6,570.00**	**35**
Code: 9101.4221		
City Sewer Connection	$7,125.00	95
Total for 9101.4221:	**$7,125.00**	**95**
Code: 9101.4222		
City Water Connection	$7,125.00	95
Utility	$354.80	1
Total for 9101.4222:	**$7,479.80**	**96**
Code: 9101.4230		
Fire Works Permit Inside	$100.00	1
Total for 9101.4230:	**$100.00**	**1**

City of Ramsey
Fees by Revenue Code

Description	Fee Amount	Permit Count
Non-ePermits		
Code: 9101.4306		
ZO - Zoning Permit	$775.00	31
Total for 9101.4306:	**$775.00**	**31**
Code: 9101.4307		
BL - Plan Review - 25%	$9,400.56	24
BL - Plan Review - 65%	$91,010.67	80
Commercial Plan Review - 65%	$6,783.45	5
Plan Review Fire Alarm 65% - 2009	$385.61	1
Plan Review Fire Sprinkler 65% - 2009	$614.76	5
Total for 9101.4307:	**$108,195.05**	**115**
Code: 9101.4327		
Surface Mount Lock Box	$215.00	1
Total for 9101.4327:	**$215.00**	**1**
Code: 9101.4329		
Open Burning	$700.00	28
Total for 9101.4329:	**$700.00**	**28**
Code: 9252.1155.1		
Exterior Stone/Brick Escrow	$500.00	1
Landscape Escrow	$195,200.00	32
Public Sidewalk Panel(s) Escrow	$1,500.00	1
Total for 9252.1155.1:	**$197,200.00**	**34**
Code: 9601.2082		
PL - 1 1/2" Water Meter Sales Tax	$115.86	3
PL - 1" Water Meter Sales Tax	$25.51	1
PL - 5/8" Water Meter Sales Tax	$1,861.05	95
Total for 9601.2082:	**$2,002.42**	**99**
Code: 9601.3421		
WAC	$123,984.00	100
Total for 9601.3421:	**$123,984.00**	**100**
Code: 9601.4655		
PL - Water Meter Install	$13,860.00	99
Total for 9601.4655:	**$13,860.00**	**99**
Code: 9601.4656		
PL - 1 1/2" Water Meter	$1,626.00	3
PL - 1" Water Meter	$358.00	1
PL - 5/8" Meter w/Horn	$26,125.00	95
Total for 9601.4656:	**$28,109.00**	**99**

City of Ramsey
Fees by Revenue Code

Description	Fee Amount	Permit Count
Non-ePermits		
Code: 9602.2083		
SAC - Commercial/Institutional	$31,655.00	5
SAC - Single Family House	$107,140.00	44
SAC - Townhouses	$124,185.00	51
Total for 9602.2083:	**$262,980.00**	**100**
Code: 9602.3421		
Sac Handling Fee	$2,500.00	100
Total for 9602.3421:	**$2,500.00**	**100**
Code: 9804.1155.1		
Erosion Control Escrow	$79,500.00	53
Total for 9804.1155.1:	**$79,500.00**	**53**
Totals for Non-ePermits:	**$1,149,437.94**	**3120**
Report Totals:	**$1,149,437.94**	**3120**

CC Regular Session **7. 4.**

Meeting Date: 07/09/2013

By: Tim Gladhill, Community Development

Information

Title:

Consider Approval of Final Draft of Alternative Urbanwide Area Review (AUAR) Update for The COR (formerly Ramsey Town Center)

Background:

In 2003, the City Council approved an Alternative Urbanwide Area Review (AUAR) for the development known as Ramsey Town Center at the time by adopting Resolution #2002-104. An AUAR is an alternative process to other potential required environmental reviews, such as Environmental Assessment Worksheets (EAW) and Environmental Impact Statements (EIS). The AUAR is a tool to review environmental effects in advance of development, thus providing for a shorter review timeframe at time of development. Generally speaking, an EAW or EIS is prepared during subdivision or site plan review (at time of development). The AUAR provides a mechanism to reduce the amount of individual EAW or EIS needs (but does not negate the need for required environmental review). Environmental Review required by the Environmental Quality Board (EQB), a State agency) provides an analysis of impacts and potential mitigation for items such as (but not limited to) surface water, traffic levels and levels of service, natural resource, and habitat impacts. A detailed analysis of impacts and mitigation techniques is included in the current update as well as the 2003 AUAR. Staff will also review the individual items of the Mitigation Summary and Update.

The AUAR is in need of update for two (2) reasons:

1. An AUAR must be updated every five (5) years (expired in 2008)
2. Change in preferred land use plan

It is important to note that not all development projects require the completion of an EAW or EIS. In review of the required thresholds for EAW or EIS review, none of the projects appear to have required preparation of an EAW or EIS that were approved and constructed within the review boundary since the 2008 update. As the City looks forward to potential future projects, it is likely that a number of these developments would require environmental review.

Thresholds guiding types of developments that would require this review through the State EQB are governed by Minnesota Statutes, section 116D.04 and 116D.045 and administrative rules adopted by the EQB as Minnesota Rules, chapter 4410, parts 4410.0200 to 4410.7070.

On February 28, 2012, the Housing and Redevelopment Authority in and for the City of Ramsey (HRA) approved a contract with Landform Professional Services to prepare the update to the AUAR. This was being prepared simultaneously with a Comprehensive Plan Amendment specific to The COR. A requirement of the AUAR is that at least one of the development scenarios needed to be compatible with the Comprehensive Plan. As the Comprehensive Plan Amendment changed the preferred land use plan, this AUAR Update needed to wait until the completion of that process. The AUAR Update is now eligible to proceed, as the Comprehensive Plan Amendment has been approved by the Metropolitan Council.

On April 23, 2013, the HRA ordered the AUAR that began the required 120 day process for review begins. The Public Comment Period is now closed, and the draft now eligible for final adoption.

Notification:

The AUAR Update was published in the EQB Monitor and notice of availability posted in the official City newsletter.

Observations/Alternatives:

The preparation of the AUAR Update has been completed with guidance by the EQB and is based on Minnesota Rules 4410.3610, Subp. 4. This is the proposed final version of the AUAR Update, and no further amendments would be processed once adopted by the City Council.

Also attached for review is the original AUAR for Ramsey Town Center. Please note that this version does not include all appendices. A full copy of the 2003 AUAR is available in City Hall and is available for viewing upon request. The format of the update is to only note changes from the original document and not redraft the entire document. The Update will sit as an Appendix/Addendum to the original document to preserve the format at content. When a mitigation item is not applicable to this AUAR, it is so stated. Responses to the questions are only provided when there has been a change since the 2003 AUAR. Whenever "no changes" is indicated, refer to the original document.

A majority of the changes are related to the current Development Plan for The COR. The analysis appears to indicate that the impacts are generally consistent with the findings of the 2003 AUAR. The document updates current plans, policies, and completed projects (such as Ramsey Boulevard and Sunfish Lake Boulevard). Changes to the document are indicated by bold/italicised text.

Appendix C has now been updated and populated with comment received.

The draft schedule is as follows:

1. Responsible Governmental Unit (RGU) orders AUAR (City is the RGU) on April 23, 2013
2. AUAR submitted to EQB on May 6, 2013
3. Press release submitted to Anoka County Union on May 8, 2013
4. EQB publication date on May 13, 2013
5. Planning Commission reviews draft Update on June 6, 2013
6. Comment Deadline on June 12, 2013
7. Revise and distribute final document on June 26, 2013
8. Final document adopted on July 9, 2013

Recommendation:

Staff recommends that the City Council adopt Resolution #13-07-119 to adopting the AUAR in its final form.

Funding Source:

The update to the AUAR for The COR is being funded by Tax Increment Finance (TIF) District #14.

Council Action:

Motion to adopt Resolution #13-07-119 to adopt the Final AUAR as attached.

Attachments

Landform Cover Memo
Final Version with Comments Included
Original AUAR No Appendix
EQB Flow Chart
Proposed Resolution

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	07/03/2013 02:43 PM
Form Started By: Tim Gladhill		Started On: 07/03/2013
Final Approval Date: 07/03/2013		

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
www.landform.net

TO: Tim Gladhill, City of Ramsey Development Services Manager

FROM: Kendra Lindahl, Landform

DATE: June 21, 2013

RE: The COR (formerly Ramsey Town Center) AUAR Update
Landform project 12-015

1. Application Request

The item for the City Council to consider is the adoption of the Final Alternative Urban Areawide Review (AUAR) Update for The COR (formerly Ramsey Town Center). The purpose of this AUAR Update document is to update the environmental review pursuant to Minnesota Rules. The original AUAR for the study area was adopted by the City in 2003. Pursuant to Minnesota Rules 4410.3610 Subp. 7, for the AUAR to remain valid as the environmental review document for the area, the document needs to be updated every five years until all development in the area has received final approval. Since portions of the study area still remain undeveloped, the AUAR must be updated. The AUAR expired in 2008 without update and this update will extend the AUAR until 2018.

The 30-day comment period deadline was June 12, 2013. Comments on the update were received from MNDOT, DNR, Metropolitan Council and the MPCA. Responses to these comments have been prepared and attached to this memo for review. The comments received and the associated responses are part of the public record and the AUAR update.

While comments have been received and responses have been prepared, there were no objections to the AUAR update, therefore, the City can move forward by adopting the AUAR update. By adopting the AUAR update, the City acknowledges that any development that proceeds within the AUAR study area will meet the mitigation measures outlined in this document, be within the density analyzed in the AUAR and take into consideration any responses to comments.

If you have any questions, please feel free to call me at 612.638.0225.

Attachments

1. Response to Comments Memo

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
www.landform.net

TO: Karen Kromar, Minnesota Pollution Control Agency
Melissa Doperalski, Department of Natural Resources
Tod Sherman, MnDOT – Waters Edge
LisaBeth Barajas, Metropolitan Council, Local Planning Assistance
Kate Frantz, Environmental Quality Board

FROM: Kendra Lindahl, Landform

COPY: Tim Gladhill, Development Services Manager

DATE: June 26, 2013

RE: The COR (formerly Ramsey Town Center) AUAR Update
Landform project 12-015

This memo is being sent to you on behalf of the City of Ramsey. The comment period for The COR (formerly Ramsey Town Center) AUAR update ended on June 12, 2013. The City of Ramsey received comments and considered these comments with the AUAR update as noted (see body of this memo and attachments). The City adopted the AUAR update on July xx, 2013. The environmental review will remain valid until July 2018.

Comments were received from a number of agencies and are summarized below. Responses to comments have been developed and are included in this memo. The comments received and the associated responses are part of the public record and AUAR update.

Comments from MnDOT

Comment 1: Any alignment or capacity change to US 10 will require a layout review and acceptance by MNDOT.

> **Response:** The City acknowledges MnDOT's review and approval authority related to Highway 10 as noted in Item 21 of the Mitigation Element.

Comments from DNR

Comment 1: The DNR requests that specific mitigation measures be included in the AUAR that are planned to be implemented.

> **Response:** Item 11 of the Mitigation Element outlines specific measures that will be or have been implemented related to natural communities, wildlife habitat and Blanding's turtles. These include establishing a greenway corridor through the site, wetland restoration and creation and, to the extent possible, culverts and road crossings are designed to enable upstream or downstream passage of wildlife as they move through the site.

Comment 2: The DNR requests that a discussion of what specific mitigation measures were implemented to date in the AUAR area be included in the AUAR.

Response: Item 11 of the Mitigation Element outlines specific measures that have been implemented related to natural communities, wildlife habitat and Blanding's turtles. These include establishing a greenway corridor through the site and wetland restoration/creation. To the extent possible, culverts and road crossings were designed and installed to enable upstream or downstream passage of wildlife as they move through the site.

Comment 3: The DNR encourages developers to incorporate wildlife-friendly erosion control mesh in place of traditional mesh.

Response: Appendix B (DNR Natural Heritage Database Review) includes fact sheets that the City will make available to contractors.

Comment 4: The DNR appreciates the inclusion of Appendix F (Groundwater/Surface Water Interaction – NAWE Report) in the original AUAR document. They note that they have not fully reviewed this information, but request that the City include the DNR Area Hydrologist in the long term monitoring discussions.

Response: The City will coordinate with the DNR Area Hydrologist on the long term monitoring.

Comments from MPCA

The MPCA has no comments at this time.

Comments from Metropolitan Council

Comment 1: The Metropolitan Council requested that the City provide additional information about how development will be staged to ensure that construction does not occur until after a sustainable water supply is assured.

Response: The City of Ramsey acknowledges that growth within our community and in surrounding communities all impact the FIG aquifer. Development with the AUAR area will be in accordance with our approved Comprehensive Plan and AUAR. The City acknowledges that groundwater management is an emerging issue and we will continue to monitor the situation and continue to coordinate with the DNR on water issues as noted.

Comment 2: The Metropolitan Council requested that the mitigation strategy address potential for stormwater reuse and conservation.

Response: The City of Ramsey 2030 Comprehensive Plan Water Element notes that the City will continue to explore opportunities for water conservation. The topsoil ordinance for new primary structures is one the tools that will aid in this effort. Additionally, the Environmental Protection/Resource Management Element includes a number of strategies to accomplish the City goals. Specifically, in response to this comment, we will continue to work to implement the following action:

3. Clean water and clean air for the current and future generations of Ramsey citizens and businesses

STRATEGIES:

a) Preserve existing tree canopy and promote additional tree planting in new development, both public and private
b) Explore options other than ground water for municipal water supply
c) Manage stormwater on site by using alternative stormwater treatment systems, as described in the Storm Water Management Plan
d) Monitor the quality and quantity of groundwater in aquifers and adopt measures to ensure long-term sustainability
e) Seek out alliances and partnerships with non-profit and governmental agencies to assist in securing funding and other resources to assist in achieving this goal
f) Continue to participate in the North Metro Water Supply Group organized by the Metropolitan Council

Comment 3: The Metropolitan Council notes that the expansion of Highway 10 from a 4-lane expressway to a 6-lane freeway is not included in the *2030 Transportation Policy Plan*.

Response: This comment is acknowledged in Item 21 of the Mitigation Element.

The comments and responses above are included as part of the public record for the AUAR update and are incorporated into the AUAR Update by reference or as otherwise noted. Development in the study area will adhere to the original AUAR analysis, the AUAR update and the responses to comments. If you have any questions, please feel free to call me at 612.638.0225.

The COR (Formerly Ramsey Town Center)

City of Ramsey

Final Alternative Urban Areawide Review (AUAR)

Update Report

Original AUAR: June 2003
Update 1: May 2013 (Revised July 2013)

Prepared by:
Landform
105 South Fifth Avenue, Suite 513
Minneapolis, MN 55401
P: 612.252.9070
F: 612.252.9077

Tim Gladhill
Development Services Manager
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55431
P: 763.576.4308
F: 763.427.5543

Alternative Urban Areawide Review Update
The COR (formerly Ramsey Town Center)
City of Ramsey, MN
Landform Project No. RAM12015.000

Table of Contents

List of Figures:

1. Introduction and Purpose

The AUAR study area is the 369.5-acre project known as "The COR" (formerly Ramsey Town Center) in the City of Ramsey. The area is bounded by Highway 10 on the south, Armstrong Boulevard on the west and Ramsey Boulevard (Highway 56) on the east (see Figure 1).

The *Ramsey Town Center Alternative Urban Areawide Review and Mitigation Plan* dated June 24, 2003, (original AUAR), was adopted by the Ramsey City Council in June 24, 2003 by Resolution 2002-104. This AUAR update incorporates this document by reference.

The preparation of this AUAR update report has been completed according to guidance prepared by the Environmental Quality Board (EQB) and is based on Minnesota Rules 4410.3610, Subp. 4.
The mitigation items in the AUAR update follow the standard Environmental Assessment Worksheet (EAW) form. When an EAW item is not applicable to this AUAR, it is so stated. Responses to the questions are only provided when there has been a change since the 2003 AUAR. Whenever "no changes" is indicated, refer to the original document as listed above to review the original response.

The 2003 AUAR included an analysis of existing conditions and the preferred development scenario. The AUAR also included the progression of the conceptual designs to reach the preferred development concept. The AUAR as adopted in 2003 was fully compatible with the *2001 Comprehensive Plan* (as amended in 2002) Land Use plan. In September 2010, the City of Ramsey prepared the *2030 Comprehensive Plan Update.* The land use classifications in this update were fully compatible with the AUAR.

The 2003 AUAR is available for review on the City's website at www.cityoframsey.com/planning-division. This report is intended to serve as an update of the AUAR and includes a review of the areas that have and have not developed, an update to the environmental analysis if needed and a review of the mitigation measures.

2. Approved Development/Current Conditions

Figure 2(Development Plan 6.0) shows the location of the approved developments within the AUAR area. Of the 369.5 acres in the AUAR, 106.5 acres (738 residential units, 30.5 acres of commercial, 14.1 acres of public park and numerous road improvements) were approved for development. These areas include:

- The Ramsey Municipal Center and Parking Ramp - 5.31 acres
- The Veterans Administration Clinic –2.34 acres
- Allina Clinic—3 acres
- Ramsey Town Center 2nd Addition – 103 units
- Ramsey Town Center 3rd Addition (Northstar Marketplace retail) – 8.92 acres
- Ramsey Town Center 7th Addition - Symphony at Town Center—152 units
- Ramsey Town Center 8th Addition – 23 units (under construction)

- Ramsey Town Center 9th Addition – 90 units (under construction)
- Ramsey Town Center 10th Addition – 44 units (under construction)
- PACT Charter School – 5.34 acres
- NAU Country – 1.23 acres
- COR ONE (Residence at the COR)--326 units (under construction)
- COR TWO (Sunwood Retail) – 4.09 acres Approved)
- COR THREE (North Commons) – 17 units (under construction)
- Fountains of Ramsey Convention Center/Banquet Facility—3.14 acres
- Midwest Medical Examiner's Office—1.22 acres
- Draw Park – 7.79 acres
- Rhinestone Commons Park – 6.31 acres

The City's 2030 Comprehensive Plan, as amended by the 2012 Comprehensive Plan Amendment (The COR) (approved by the Metropolitan Council on December 12, 2012 for compliance with regional systems), reflects the land uses in Development Plan 6.0, which was prepared as an update to the Preferred Development Scenario from the 2003 AUAR. All of the developments that have been approved are within the thresholds of the AUAR and the City's Comprehensive Plan.

3. Areas Remaining to be Developed

Of the 369.05 acres in the AUAR area, approximately 215 acres remain that have not been approved for development. They are shown in **Figure 2** (Development Plan 6.0).

The development of land within The COR is dependent on market forces, but the remaining areas could develop in the next 5-15 years.

4. Update to the Environmental Review

The DNR Natural Heritage Database was reviewed to provide an update for any threatened and endangered species. This review and DNR correspondence is attached in **Appendix B.** There are no new incidents of rare or endangered species within the study area.

The City updated the Comprehensive Sewer and Water Plans in 2012. We have reviewed the sewer and water systems in relation to the existing conditions, past development and the AUAR. The City's sewer and water systems can accommodate the development proposed within the AUAR area.

A number of street improvements have occurred within the AUAR area. These improvements were noted in the AUAR as part of the mitigation measures and are noted in this AUAR update in **Section 5**.

Stormwater Management regulations have changed since the 2003 AUAR. The Lower Rum River Watershed Management Organization (LRRWMO) adopted new rules in the "3rd Generation Watershed Management Plan" on January 19, 2012. A new stormwater management plan is being completed by the

City of Ramsey to address these new requirements and reflect the new COR development plan. The LRRWMO issued a permit for The COR (formerly Ramsey Town Center), which is still active. The 3rd Generation Plan added a requirement for infiltration for new development. This requirement is being implemented by the City of Ramsey. The City is considering implementation of regional infiltration in conjunction with existing and planned regional facilities, including proposed Lake Ramsey (see Figure 2).

The preferred development scenario that was developed with the 2003 AUAR had been modified as Development Plan 6.0. The land use scenario is not substantially changed from the initial mixed use concept that was approved with the AUAR. Based on this analysis for the AUAR update, the area has developed in conformance with the 2003 AUAR. The areas that are anticipated to develop will be in conformance with the 2003 AUAR, the mitigation measures and this AUAR update. Therefore, the analysis that was completed for the 2003 AUAR remains valid and will be used in conjunction with the mitigation measures in this AUAR update.

5. Mitigation Summary and Update

The mitigation elements from the 2003 AUAR are noted below and updates are provided in ***bold italic***.

Items 1-8 do not contain a Mitigation Element

Item 9 Mitigation element. Assuring the compatibility of development within Ramsey as growth occurs is the primary goal of the comprehensive planning process. Item 27 contains discussion of plan compatibility for a number of other planning documents that cover land in and adjacent to the site. Continued planning efforts will assure that non-compatible uses do not occur as the site develops. ***The City's 2030 Comprehensive Plan update was adopted in 2010 after Metropolitan Council review. The City's 2012 Comprehensive Plan Amendment (The COR) was approved by the Metropolitan Council on December 12, 2012. The City will continue to update plans and ordinances as needed to implement the City's vision and goals in compliance with the AUAR.***

Item 10 Mitigation Element. The only issue related to cover type to emerge during this review is the alteration of wetlands, which is discussed in the mitigation element under Item 12. A complete discussion of loss of cover types with respect to fish, wildlife and ecologically sensitive resources follows in Item 11. ***No change.***

Item 11 Mitigation Element.

Natural Communities: Item 12 of this report addresses wetland mitigation fully. Mitigation for loss of forest/woodland can be accomplished through additional tree planting within some areas of the site listed in Table 10.1 as containing grassland communities. Additional forest/woodland planting can be incorporated into planting plans for the infiltration/wetland system extending south from the COR site to the Mississippi River. The edges of the wetlands and infiltration areas could be established as an oak savanna/woodland natural community.

Wildlife Habitat: Several strategies are proposed to mitigate impacts to wildlife. These include establishing a greenway corridor through the site, wetland restoration and creation and to the extent possible, all culverts and road crossings will be designed to enable upstream or downstream passage of wildlife as they

move though the greenway. ***This activity has occurred--the greenway corridor has been developed as The Draw park and wetland restoration/creation has taken place. The City will continue to work to implement these measures.***

Blanding's Turtles
Strategies outlined for Wildlife Mitigation generally apply to Blanding's turtles. ***The City will continue to work to implement these measures.***

Item 12 Mitigation Element.

Wetland Sequencing - Minnesota Rules 8420, also known as the Wetland Conservation Act (WCA), requires specific steps (sequencing) be taken when evaluating mitigation for unavoidable wetland impacts. ***This activity has occurred and will continue to occur. The wetland mitigation plan has been modified from the original AUAR concept, but has been permitted in compliance with WCA and this AUAR update reflects those changes.***

Stormwater outfall to the Mississippi River:

- *Reduce Frequency of Stormwater Discharge, Lower Magnitude of Peak Flow Rates*: The project incorporates a variety of strategies to lower increases in stormwater rate and volume. While all stormwater conveyance features are designed to accommodate the 100-year runoff event without taking infiltration into consideration, on-site retention and infiltration can be incorporated at multiple scales into the development during the detailed design phase for smaller storm retention. Peak flow rates for the 100-year, 24-hour runoff and 100-year, 10-day snowmelt events are 25.1 cfs and 25.3 cfs respectively. ***The City will continue to work to implement this measure.***

- *Oversize Culvert and Reduced Slope at Outfall:* The last section of culvert will be enlarged from 21-inches to 36-inches and include an apron and rip-rap to lower velocities and dissipate the energy at the discharge point. This will minimize the potential for scour and erosion. ***This item has been completed. The outlet to the Mississippi River was installed by the city in 2009.***

- *Directional Boring to Install Culvert:* If possible, the culvert will be placed within the river bank by directional boring rather than an open cut. This will reduce the need to remove shoreline vegetation and will minimize the area of disturbance. Erosion control measures will be implemented where soil is disturbed. All disturbed areas will be replanted to native trees, shrubs, grasses and forbs and if appropriate, a temporary cover crop will be established. ***This item was completed by the City in 2009.***

Item 13 Mitigation Element. Because the COR site is within a DWSMA, special precautions are needed to protect groundwater resources. To make sure this occurs, any discharge of runoff into an area dedicated to infiltration will be pre-treated through such practices as particulate settling, vegetative filtration, skimming, installation of compact, sub-grade treatment (ex. catch basin inserts, cyclonic separators, filters), and various types of pre-treatment soil filtering systems. These practices will be routinely maintained and inspected to make sure these pre-treatment practices do not provide a pathway for contamination of groundwater. Areas that are potential major sources of contamination ("hot-spots") will be identified during construction and special precautions added. These areas would include any location where pollutant spills are more likely to occur (service stations, public works/police/fire fueling operations, significant chemical storage). The City has completed a Wellhead Protection Plan, which was approved by

the Minnesota Department of Health in January 2010. ***The City will continue to work to implement these measures.***

Within WHPAs, the use of conventional underground storage tanks to store anything other than water is restricted. If underground tanks are utilized in these areas they must be double-walled with interstitial sensors and a network of monitoring wells must be installed to assess potential groundwater contamination. In addition, an emergency response plan should be developed for the immediate remediation of any spills or leaky tanks. ***The City will continue to work to implement these measures.***

When assembling the issues that were to be addressed as part of this AUAR, it was noted by the Anoka Conservation District and by the DNR that there is a possible connection between the increased demand for municipal groundwater and the observed lowering of wetlands in the vicinity of Municipal Wells 3, 4 and 5. Appendix F was prepared to assess the general magnitude of the problem and the solutions required to address the issue. It is now apparent that the wetlands in question experience natural drying during periods of relative low precipitation. The photographic history included as part of the Wetland Delineation report shows wetlands in the vicinity of the COR site disappearing during the mid to late 1980's which is prior to the development of the municipal wells. This same phenomenon occurs again in the mid to late 1990's and prior to the installation of Wells 4 and 5. The evaluation also found, as stated earlier, that drawdown levels in the FIG (Franconia Ironton-Galesville) unit are minimal and, therefore, could not be influencing the wetlands. To verify these finding, however, it is recommended that long term monitoring be performed. ***The City will continue to work to implement these measures.***

There is also some concern that increased pumping in the FIG aquifer could impact private wells that pump from this aquifer. Again, the residual drawdown levels in the FIG average 5- to 10-feet during the peak summer pumping period (Appendix F) and recover fully during the Fall, Winter and Spring. Therefore, the radius of influence of the wells will be very small meaning there could be no impacts to private wells developed in the same unit. Before additional wells are constructed, additional appropriations will be applied for through the DNR. This will most likely require both short- and long-term testing and monitoring to verify the above findings. Through this process, the City can insure that there continue to be no impacts on groundwater and surface resources due to their appropriations from the FIG. ***Permits were secured for previous projects and will be obtained for future projects.***

Item 14 Mitigation Element. The Ramsey 2001 Comprehensive Plan was amended in 2002 and contains the measures needed to effectively implement resource protection for all of the resource protection zones adjacent to the COR site. Although Chapter XI of the Ramsey 2001 Comprehensive Plan contains a thorough set of policies and related actions to protect the natural character of the Critical Area, the Chapter does not contain a specific provision addressing control of noise in this area. The next amendments to the City Plan will add a specific provision to address this specific element in Executive Order 79-19. ***The 2030 Comprehensive Plan addressed this issue in Chapter 11 (THE MISSISSIPPI RIVER CRITICAL AREA CORRIDOR/MNRRA). This AUAR update reflects these policies from the 2030 Comprehensive Plan.***

Item 15 Mitigation Element. Adverse environmental impacts associated with increased small motor and non-motorized boats is not anticipated along the Mississippi River south of the Ramsey Town Center site. In fact, the new Mississippi Regional Park hopes to attract visitors to this portion of the upper River. The use of the park as a formal recreational facility will focus river-related uses to planned areas, and provide resource oversight and supervision of recreational activities. ***No Change/No Action required.***

Item 16 Mitigation Element. Prior to any earth-moving activity on the site, an erosion and sediment control plan will be prepared in accord with the requirements of the City of Ramsey and the LRRWMO. Technical assistance in the preparation of this plan will also be sought from the Anoka Conservation District, the Minnesota Pollution Control Agency and the DNR. The City will be permitted through the Phase II NPDES nonpoint program as a Municipal Separate Storm Sewer System (MS4) operator, and will be subject to all of the provisions of that program, including reducing the discharge of pollutants to the maximum extent practicable (MEP) through construction site runoff control. Any construction on the site will also be permitted through MPCA's NPDES general construction permit process. ***Permits were secured for past projects and will be obtained for future projects. Future HPDES permits will conform to the LRRWMO 3rd Generation Plan requirements for infiltration for new developments.***

Item 17 Mitigation element. The conversion of agricultural land to urban land ultimately increases the amount and rate of runoff leaving the land. Minimizing the impact of that increased runoff is the objective of this mitigation plan.

Mitigation Approach
The City will assure that the developer(s) will design and build the final drainage and runoff management system within this overall framework, in compliance with the mandates of the LRRWMO. Peak discharges from new developments will be limited to 75% of existing flows.

Implementation of BMPs in Preliminary Design
As part of the design process for BMPs, replacement of non-native vegetation with native vegetation will occur whenever practicable and desirable.

Phase II National Pollutant Discharge Elimination System (NPDES) permit
The City of Ramsey has submitted its draft application for a Phase II National Pollutant Discharge Elimination System (NPDES) permit. The unsigned permit was submitted on March 10, 2003 under the MPCA requirements for the program of the U.S. Environmental Protection Agency (EPA). MPCA extended the timeline for receipt of an officially signed permit so that the City could authorize signature through a City Council action. The new deadline for receipt of a signed application is May 9, 2003. After that, the City will need to adopt a Storm Water Pollution Prevention Program (SWPPP). Since the City owns and operates a municipal drainage system, it is subject to the provisions of the Municipal Separate Storm Sewer System (MS4) provisions of the law. Construction activities within the City, and specifically on the Ramsey Town Center site, are also subject to the Phase II General Storm Water Permit for Construction Activity. ***This activity has occurred and will continue to occur.***

The City must identify best management practices (BMPs) and measurable goals associated with each minimum control measure noted above. The City will be given five-years to develop an effective program after the permit is issued. This period of time coincides with the phased development of the Ramsey Town Center site, which must then include the provisions of the City SWPPP. The City will assure that the provisions of its Program are properly implemented within the Center as development proceeds. ***This activity has occurred and will continue to occur.***

Construction within the City of Ramsey is also subject to the provisions of the NPDES Phase II General Storm Water Permit for Construction Activity. This provision is in addition to the construction control measure required under the MS4 permit***. Permits were secured for past projects and will be obtained for future projects.***

Relationship to Mississippi River TMDL

One water quality element of note in the mitigation plan is the need to reduce the negative impact of a discharge to an impaired water under the Total Maximum Daily Load (TMDL) program. The Mississippi River through the City of Ramsey has been listed on the MPCA recommended "303d" list as impaired relative to fecal coliform, PCB and mercury. The PCB and mercury programs are regional in scale and are the subject of regional MPCA and USEPA remediation programs. The discharge of storm water high in fecal coliform, however, is something that the City will need to address. The implementation of nonpoint source pollution control BMPs does not necessarily assure the reduction of fecal coliform. The process for setting a TMDL includes the initiation of a formal study that results in recommendations for control of the pollutant causing the impairment. MPCA has not yet begun this study for the impaired Mississippi River reach; however, once this study begins (currently scheduled for 2004-2006), the City will cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River. ***The MPCA study is currently underway and it includes the reach in Ramsey. Currently Ramsey is not scheduled to receive a waste load allocation as the reach is classified as a protection watershed. This could change based on future monitoring. The City will continue to cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River.***

Item 18 Mitigation element. Both the wastewater flows and the projected loadings from the COR development can be effectively transported and treated by the MCES system. In addition, future development and resulting flows are within the range of those estimated in the City's 2001 Comprehensive Plan, as amended in 2002. Therefore, it does not appear that there is any cause for specific remediation actions. A 30-inch sewer main is recommended to serve the COR. As noted earlier, it will be necessary for the City to update its Comprehensive Sewer Plan, following discussion with MCES on increased allocated capacity. In addition, it will be important to measure and test the wastewater flows from the new development on a periodic basis. This will allow the City and MCES officials to monitor the characteristics of the wastewater generated by the development over time and to address any future unforeseen changes. ***The 2030 Comprehensive Plan update includes an update to the Comprehensive Sewer Plan to address these issues. The City has updated the Comprehensive Sewer Plan. Results indicate that there is sufficient capacity in the City's system to accept the wastewater flow from The COR.***

Item 19 Mitigation Element. The high permeability of the soils at the Town Center are ideal for the implementation of infiltration practices that will manage stormwater runoff, provide flood control and recharge the water table aquifer. However, the high permeability also increases the risk for potential contamination of groundwater resources. In order to mitigate this risk, best management practices (BMPs) and community education programs will be implemented. ***This activity has occurred and will continue to occur.***

Item 20 Mitigation Element. To decrease the amount of solid waste generated within the City, Ramsey maintains the following policies as stated in its 2001 Comprehensive Plan:

- Work with the Anoka County Integrated Waste Management Department to develop and implement programs that contribute to waste reduction, resource recovery, recycling and limited landfilling;
- Continue to support curbside recycling of reusable waste materials through educational events, promotional events, and volunteer efforts;
- Research grants and funding programs through federal, state, and local organizations that support the —Three R's (reduce, reuse, and recycle); and

- Continue to pursue and support research efforts in innovative techniques that enhance the environment, provide alternative means of energy, and reduce the waste stream.

The implementation of these policies will help to reduce the quantities of solid waste produced at the Town Center. ***The City updated these policies in the 2030 Comprehensive Plan and will continue to work to implement these measures. The City updated the Comprehensive Water Supply and Distribution Plan.***

Within the WHPA, underground storage tanks and infiltration are not recommended. Should contamination occur due to these or any other practice, alternative water supply sources may be required. Currently the city water towers store an extra amount of water equivalent to meet the supply need for one day. There is also an emergency connection with the City of Anoka for additional water needs. A contingency plan should be developed as part of the next water supply plan update to deal with contamination. These could be coordinated with existing city plans, data, and management procedures, many of which are detailed in the city's Water Supply Plan, WHP Plan, 2001 Comprehensive Plan, and this document. A contingency plan is also required by the State as part of the city's water supply plan (M.S., Section 103G.291, subd.3. As part of its next revision, the City of Ramsey will amend its 1999 Water Supply Plan to include an emergency response element. The amendment will include all of the above components. This will occur prior to applying for a DNR appropriation permit amendment, which would likely trigger the DNR request for emergency plan completion, as well. ***These items were completed as part of the Water Element of the 2030 Comprehensive Plan update.***

The installation of monitoring wells throughout the WHPA would be appropriate to protect the water quality of the upper aquifer. Should contamination occur, a network of monitoring wells would help to quickly identify the contaminant source and aid in the quick remediation and possibly reduce the extent of contamination. A monitoring well network would also help to understand the relationship between the pumping in the Franconia-Ironton-Galesville aquifer and the upper aquifer. The extent of any further monitoring will be determined during wellhead protection plan development and State water appropriation permitting. ***The City will continue to work on this item.***

Item 21 Mitigation Element. Analysis of the intersection operations indicates that lane additions and installation of intersection channelization and traffic signals would be adequate to mitigate the project impacts at the intersections in the study area. The following roadway widenings are suggested:

- Ramsey Boulevard—widen to five lane cross section south of Industry Avenue to provide two through lanes in each direction and a left turn lane/center median. ***This item has been completed.***
- Bunker Lake Boulevard (formerly Industry Avenue)—widen to five lane cross section west of Ramsey Boulevard to provide two through lanes in each direction and a left turn lane/center median. ***This item has been partially completed. Bunker Lake Boulevard has been upgraded between Dysprosium Street and Sunfish Lake Boulevard. In addition, the intersections at Ramsey Boulevard (CSAH 56) and Armstrong Boulevard (CSAH 83) have been upgraded. There are two (2) remaining sections to be upgraded, and said Improvement Project is included in the City's five (5) year Capital Improvement Program. This Section of Industry Avenue is now called Bunker Lake Boulevard and is being funded through the existing TIF 14 funds.***

Turn lanes and lane adjustments would be needed at the following intersections:

- TH 10 at Armstrong Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a southbound right turn lane. ***The City will continue to work with MnDOT and Anoka County on this item,***

including improvement discussed for the Armstrong Interchange. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.

- TH 10 at Ramsey Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a westbound right turn lane. A southbound through lane and a northbound left turn lane and northbound through/right lane would need to be added to serve the Rivenwick 3rd Subdivision traffic independent of the project traffic. ***The City will continue to work with MnDOT and Anoka County on this item. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.***
- TH 10 at Sunfish Lake Boulevard—add an eastbound and a westbound through lane on the intersection approaches; convert the southbound approach from a through/left turn lane and a right turn lane to through/right turn lane and two left turn lanes (this adds one lane to the approach). ***The City will continue to work with MnDOT and Anoka County on this item. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.***
- Bunker Lake Boulevard (formerly Industry Avenue) at Ramsey Boulevard—add a southbound right turn lane; eastbound and northbound approaches would be widened by the above recommendations. ***This item has been completed.***
- Sunwood Drive at Bunker Lake Boulevard (formerly Industry Avenue)—modify the shared lanes on the northbound, eastbound and westbound approaches to provide left turn lanes and shared through/right turn lanes ***The City will continue to work on this item.***

The following stop-controlled intersections would need to be signalized:

- Ramsey Boulevard at Bunker Lake Boulevard (formerly Industry Avenue). ***This item has been completed (Ramsey Boulevard at Bunker Lake Boulevard).***
- Armstrong Boulevard at Bunker Lake Boulevard (formerly Industry Avenue). ***This item has been completed (Armstrong at Bunker Lake Boulevard).***
- Bunker Lake Boulevard (formerly Industry Avenue) at Sunfish Lake Boulevard ***This item has been completed.***
- Ramsey Boulevard at Sunwood Drive ***This item has been completed.***
- Sunwood Drive at Bunker Lake Boulevard (Industry Avenue). ***The City will continue to work on this item. It has been included in the City's capital improvement program (CIP).***
- Sunwood Drive at Armstrong Boulevard. ***This item has been completed, subject to final signal installation.***
- NS3 Street at Bunker Lake Boulevard (formerly Industry Avenue). **NS3 Street is proposed to be changed to *Center Street and this portion of Industry Avenue has been renamed Bunker Lake Boulevard. The City will continue to work on this item.***

The left turn volumes from the EW1 parkway (proposed to be renamed Ramsey Parkway) onto both Armstrong and Ramsey Boulevard cannot be accommodated at an acceptable LOS under stop control and require signalization to achieve acceptable operations. However, the close spacing between the intersections of the EW1 parkway and the intersections of Armstrong and Ramsey Boulevard with Industry Avenue limits the potential for the two parkway intersections to be signalized. Accordingly the parkway intersections should be channelized to provide right-in/right-out and left-in access (¾ access). Left out from the parkway would be prohibited and would redistribute to the north-south streets and to Industry Avenue (these volumes have been included in the mitigated calculations for the other intersections). ***The City completed the Preliminary Engineering Report for Sunwood Drive (December 6, 2011) for realignment of the western portion of Sunwood Drive. The revisioning of The COR and the creation of Development Plan 5.03 (adopted as part of the Comprehensive Plan 2011 Major Update) resulted in some of the residential***

land in the western portion of the project area being converted to commercial/retail in order to provide a better balance of land uses and respond to the current marketplace. Other changes were made in the undeveloped areas, including the creation of Lake Ramsey in the greenway Corridor. This study showed that traffic would increase under this revised scenario by 12.8%. The increased traffic can be accommodated by the improvements previously completed and the improvements planned in the 2011 feasibility study. This work was coordinated with the Armstrong Boulevard and Relocated Sunwood Drive Intersection Improvements Feasibility Report (December 2, 2011). These improvements have been completed. The project combined the Sunwood and EW1 Parkway intersections with Armstrong Boulevard into one fully signalized intersection.

Item 22 Mitigation Element. There are no specific air quality mitigation measures proposed for the Ramsey Town Center Development, because implementation of the project does not result in violation of State or National Air Quality Standards. Carbon monoxide concentrations were modeled along the Highway 10 corridor assuming no road improvements in the project vicinity. The road improvements discussed in Section 21 would help to reduce carbon monoxide emissions, although they are not required as a result of the air quality analysis. ***No change.***

Item 23 not required in AUAR. ***No change.***

Item 24 Mitigation Element. Noise wall mitigation would not be practical along Industry Avenue. Driveways and street intersections would create gaps in the wall, defeating its purpose. It is suggested that the proposed residential units in Blocks 28, 36, 37, and 38 be designed to minimize noise impacts. The noise around the homes and surrounding areas can be reduced by providing climate-controlled units, increasing wall insulation, and providing common areas on the side of the buildings furthest from Industry Avenue. ***The City will continue to work to implement this measure along Bunker Lake Boulevard (formerly Industry Avenue).***

Item 25 Mitigation Element. Unidentified Resources. Various circumstances may lead to the discovery of unidentified historic or archeological resources within the project boundaries. When any such new discovery is brought to the attention of the developer or the City, an evaluation of the significance will be conducted and appropriate management measures will be devised in consultation with SHPO. ***This measure will continue to apply.***

Although the COR site is not within the geographic area covered by MNRRA, every effort will be made by COR LLC to work with Anoka County Parks, Ramsey Parks and the National Park Service to comply with the policies of these agencies and to minimize or avoid any adverse impacts from development of the COR site. ***This measure will continue to apply.***

Item 26 Mitigation Element. Light emissions from commercial and residential areas cannot be avoided because of safety issues and the need for residences and businesses to see clearly at night. City Ordinance 9.11.07 describes any lighting used to illuminate an off-street parking area, sign, or other structure, must be arranged so that the light is deflected away from residential districts and public streets. Bulbs emitting in excess of 3,000 lumens (150 watts) must be arranged so that the light is not visible outside of the property where the light is located. There are several methodologies of acceptable screening methods for these nuisances that can also be used for transitioning from high- to low-density residential or from residential to commercial areas. Screening methods typically include a vegetative barrier no less than five feet high or other natural materials. Applying shields to street and parking lot lamps directs the light to the ground surface where it's wanted, not into the adjacent neighborhood. All of these practices should

minimize the impact of the light at the River, but will not eliminate it. ***The City will continue to enforce the adopted lighting ordinance.***

The visual impacts of construction on a scale that will occur at COR over several years will be difficult to mitigate, but several measures to minimize the impact will be followed. The most offensive visual characteristics of construction, and possible mitigating actions are:

- Soil erosion leading to sediment movement off-site - Item 16 spelled-out a mitigation element to control on-site erosion and off-site sedimentation.
- Access streets and roads covered with dirt and gravel/rocks - The erosion and sediment control program will include egress gravel wash pads and will contain a daily sweeping plan for roads affected by construction traffic.
- Swirling dust caused by earth-moving activity on dry soil - A water truck will be available on site to spray areas experiencing dust movement. This will be especially critical on the sandy soils prevalent on site.
- Construction equipment and temporary trailers - Every effort will be made to screen immobile equipment and to park mobile equipment in a visually sheltered location at the end of the working day.

Exposed soil - One of the essential elements in the erosion and sediment control plan will be rapid stabilization, covering and re-vegetation of exposed soils. Although some exposed soil will be impossible to avoid, every attempt will be made to minimize exposure. ***This measure has been followed and will continue to apply.***

Item 27 Mitigation Element. At this time, the Ramsey 2001 Comprehensive Plan, as amended in 2002, fully addresses the development of the COR site and adequately relates this development to the various other agency plans with which it must comply. However, any change in the project that would lead to deviation in one or more of the plans must be corrected by a plan amendment. ***This measure has been followed and will continue to apply. The City adopted the 2030 Comprehensive Plan update in 2010. The City has approved a Comprehensive Plan Amendment in 2012, which and approved by the Metropolitan Council. The City has also adopted a Zoning Ordinance Amendment and COR Design Framework (February 28, 2012, amended November 27, 2012) to implement the 2030 Comprehensive Plan Amendment (including the 2012 amendment) and the revised development plan for the AUAR area ("The COR").***

Item 28 Mitigation Element. The major physical infrastructure elements of roads and streets, sanitary sewer, municipal water and storm sewer have all previously been addressed within this AUAR.
An evaluation of the social services needed for the COR development indicates that the planning done for the City has accounted for the growth related to the COR. Police, fire, public works, schools, and related City and postal services will all be impacted by the development. Additional equipment to perform City public works services will be needed. No additional mitigation is needed to meet the expected growth. ***No Change.***

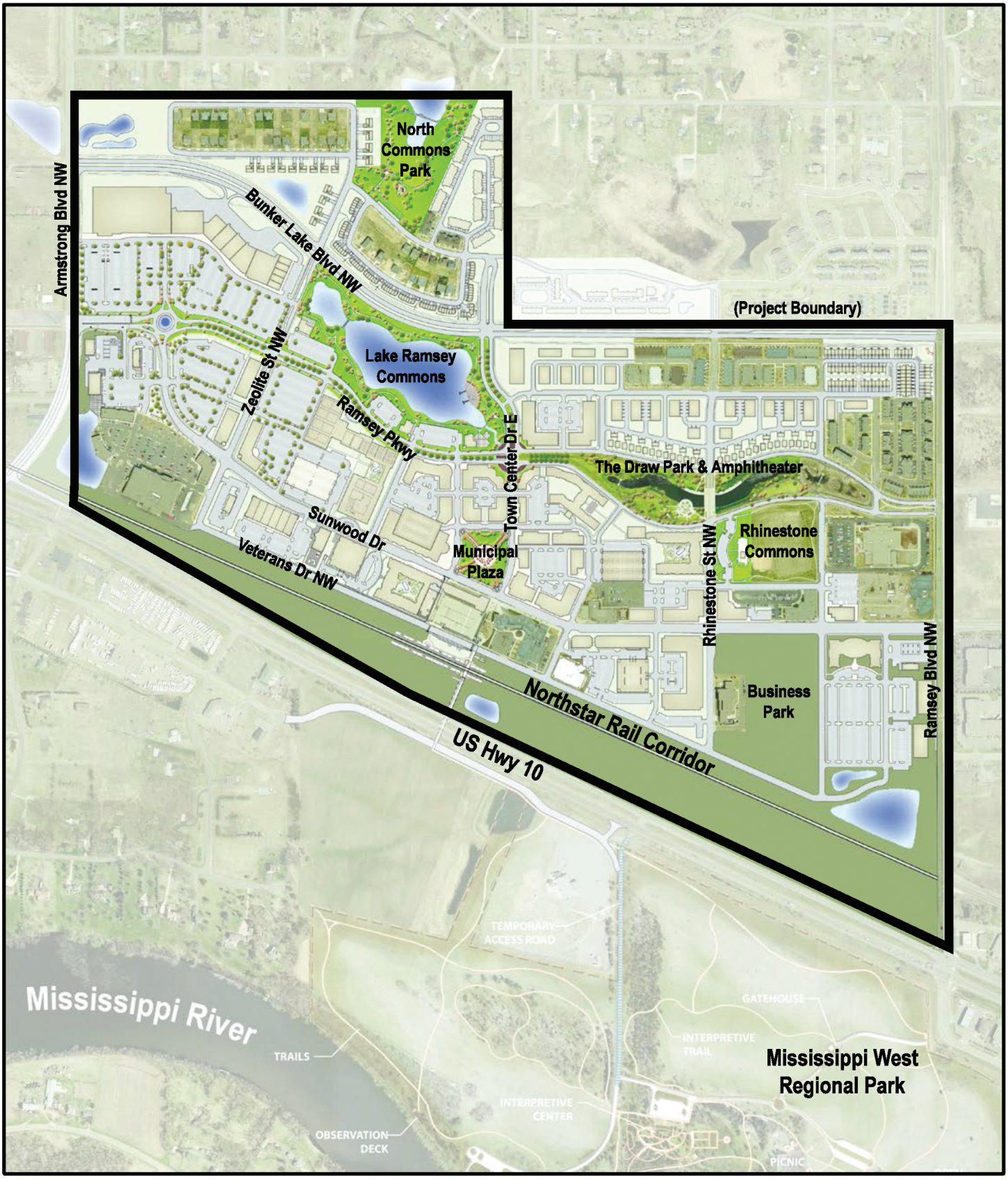
Item 29 not required in AUAR

Item 30 Mitigation Element. No need for mitigation anticipated from the two items identified, but if the need arises during the AUAR review, necessary mitigation will be included here. ***No Change*.**

6. AUAR Update Review

Pursuant to Minnesota Rules 4410.3610, Subp. 7, this AUAR update was submitted for public comment. Following the 10-day comment period, the City Council will consider adoption of this document. The COR (formerly Ramsey Town Center) AUAR will remain valid for an additional five years beyond the adoption date.

Appendix A – Figures



City of RAMSEY

Figure 2
Development Plan 6.0

3.29.13

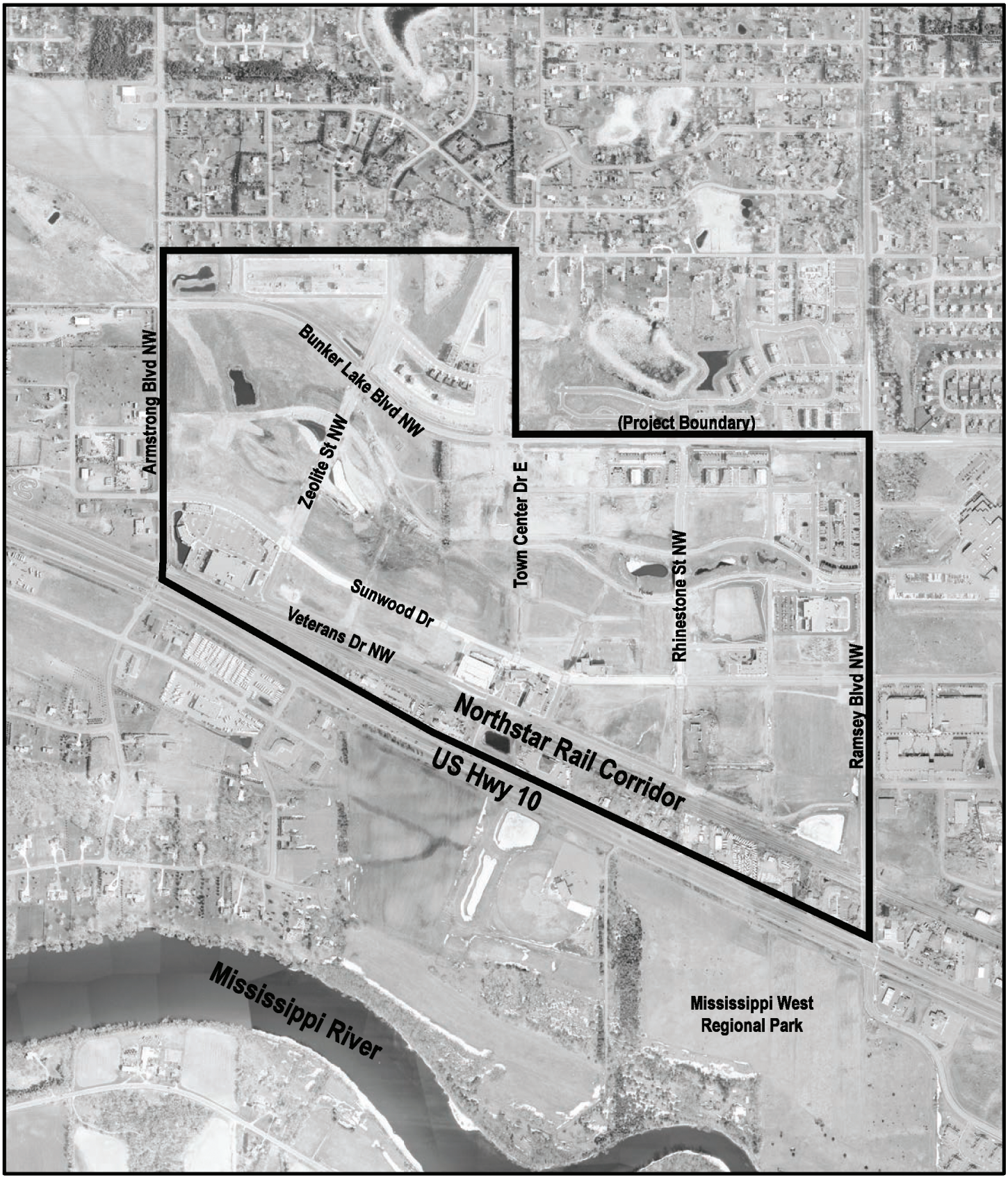
NORTH

0 400 800

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net



City of RAMSEY

Figure 1
Project Location Map

3.29.13

NORTH

0 500 1000

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

Appendix B -

DNR Natural Heritage Database Review

Minnesota Department of Natural Resources
Division of Ecological and Water Resources, Box 25
500 Lafayette Road
St. Paul, Minnesota 55155-4025
Phone: (651) 259-5109 E-mail: lisa.joyal@state.mn.us

June 29, 2012 **Correspondence # ERDB 20120400**

Ms. Kendra Lindahl
Landform
105 S 5th Ave
Minneapolis, MN 55401

RE: Natural Heritage Review of the proposed The COR AUAR Update;
T32N R25W Section 18; Anoka County

Dear Ms. Lindahl,

As requested, the Minnesota Natural Heritage Information System (NHIS) has been queried to determine if any rare species or other significant natural features are known to occur within an approximate one-mile radius of the proposed project. Based on this query, the following **rare species *may* be adversely affected** by the proposed project:

- Blanding's turtles (*Emydoidea blandingii)*, a state-listed threatened species, have been reported from the vicinity of the proposed project and may be encountered on site. If Blanding's turtles are found on the site, please remember that state law and rules prohibit the destruction of threatened or endangered species, except under certain prescribed conditions. If turtles are in imminent danger they should be moved by hand out of harm's way, otherwise they should be left undisturbed.

  For your information, I have attached a Blanding's turtle fact sheet that describes the habitat use and life history of this species. The fact sheet also provides two lists of recommendations for avoiding and minimizing impacts to this rare turtle. **Please refer to the first list of recommendations for your project.** If greater protection for turtles is desired, the second list of additional recommendations can also be implemented. In addition, if erosion control blankets will be used, we recommend that they be limited to 'bio-netting' or 'natural-netting' types as the plastic mesh netting can be dangerous to reptiles (please see enclosed fact sheet). The attached flyer should be given to all contractors working in the area.

The Natural Heritage Information System, a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location (noted above) and project description provided on the NHIS Data Request Form. Please contact me if project details change or if an updated review is needed.

Please note that locations of the gray wolf (*Canis lupus*), federally-listed as threatened and state-listed as special concern, and the Canada lynx (*Lynx canadensis*), federally-listed as threatened, are not currently tracked in the NHIS. As such, the Natural Heritage Review does not address these species.

Furthermore, the Natural Heritage Review does not constitute review or approval by the Department of

Natural Resources as a whole. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. Additional rare features for which we have no data may be present in the project area, or there may be other natural resource concerns associated with the proposed project. For these concerns, please contact your DNR Regional Environmental Assessment Ecologist (contact information available at http://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html). Please be aware that additional site assessments or review may be required.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources. An invoice will be mailed to you under separate cover.

Sincerely,

Lisa Joyal

Lisa Joyal
Natural Heritage Review Coordinator

enc. Blanding's Turtle Fact Sheet and Flyer
Erosion Control and Mesh Netting

Environmental Review Fact Sheet Series

Endangered, Threatened, and Special Concern Species of Minnesota

Blanding's Turtle

(*Emydoidea blandingii*)

Minnesota Status:	Threatened	State Rank[1]:	S2
Federal Status:	none	Global Rank[1]:	G4

HABITAT USE

Blanding's turtles need both wetland and upland habitats to complete their life cycle. The types of wetlands used include ponds, marshes, shrub swamps, bogs, and ditches and streams with slow-moving water. In Minnesota, Blanding's turtles are primarily marsh and pond inhabitants. Calm, shallow water bodies (Type 1-3 wetlands) with mud bottoms and abundant aquatic vegetation (e.g., cattails, water lilies) are preferred, and extensive marshes bordering rivers provide excellent habitat. Small temporary wetlands (those that dry up in the late summer or fall) are frequently used in spring and summer -- these fishless pools are amphibian and invertebrate breeding habitat, which provides an important food source for Blanding's turtles. Also, the warmer water of these shallower areas probably aids in the development of eggs within the female turtle. Nesting occurs in open (grassy or brushy) sandy uplands, often some distance from water bodies. Frequently, nesting occurs in traditional nesting grounds on undeveloped land. Blanding's turtles have also been known to nest successfully on residential property (especially in low density housing situations), and to utilize disturbed areas such as farm fields, gardens, under power lines, and road shoulders (especially of dirt roads). Although Blanding's turtles may travel through woodlots during their seasonal movements, shady areas (including forests and lawns with shade trees) are not used for nesting. Wetlands with deeper water are needed in times of drought, and during the winter. Blanding's turtles overwinter in the muddy bottoms of deeper marshes and ponds, or other water bodies where they are protected from freezing.

LIFE HISTORY

Individuals emerge from overwintering and begin basking in late March or early April on warm, sunny days. The increase in body temperature which occurs during basking is necessary for egg development within the female turtle. Nesting in Minnesota typically occurs during June, and females are most active in late afternoon and at dusk. Nesting can occur as much as a mile from wetlands. The nest is dug by the female in an open sandy area and 6-15 eggs are laid. The female turtle returns to the marsh within 24 hours of laying eggs. After a development period of approximately two months, hatchlings leave the nest from mid-August through early-October. Nesting females and hatchlings are often at risk of being killed while crossing roads between wetlands and nesting areas. In addition to movements associated with nesting, all ages and both sexes move between wetlands from April through November. These movements peak in June and July and again in September and October as turtles move to and from overwintering sites. In late autumn (typically November), Blanding's turtles bury themselves in the substrate (the mud at the bottom) of deeper wetlands to overwinter.

IMPACTS / THREATS / CAUSES OF DECLINE

- loss of wetland habitat through drainage or flooding (converting wetlands into ponds or lakes)
- loss of upland habitat through development or conversion to agriculture
- human disturbance, including collection for the pet trade* and road kills during seasonal movements
- increase in predator populations (skunks, raccoons, etc.) which prey on nests and young

*It is illegal to possess this threatened species.

RECOMMENDATIONS FOR AVOIDING AND MINIMIZING IMPACTS

These recommendations apply to typical construction projects and general land use within Blanding's turtle habitat, and are provided to help local governments, developers, contractors, and homeowners minimize or avoid detrimental impacts to Blanding's turtle populations. **List 1** describes minimum measures which we recommend to prevent harm to Blanding's turtles during construction or other work within Blanding's turtle habitat. **List 2** contains recommendations which offer even greater protection for Blanding's turtles populations; this list should be used *in addition to the first list* in areas which are known to be of state-wide importance to Blanding's turtles (contact the DNR's Natural Heritage and Nongame Research Program if you wish to determine if your project or home is in one of these areas), or in any other area where greater protection for Blanding's turtles is desired.

List 1. Recommendations for all areas inhabited by Blanding's turtles.	**List 2. *Additional* recommendations for areas known to be of state-wide importance to Blanding's turtles.**
GENERAL	
A flyer with an illustration of a Blanding's turtle should be given to all contractors working in the area. Homeowners should also be informed of the presence of Blanding's turtles in the area.	Turtle crossing signs can be installed adjacent to road-crossing areas used by Blanding's turtles to increase public awareness and reduce road kills.
Turtles which are in imminent danger should be moved, by hand, out of harms way. Turtles which are not in imminent danger should be left undisturbed.	Workers in the area should be aware that Blanding's turtles nest in June, generally after 4pm, and should be advised to minimize disturbance if turtles are seen.
If a Blanding's turtle nests in your yard, do not disturb the nest.	If you would like to provide more protection for a Blanding's turtle nest on your property, see "Protecting Blanding's Turtle Nests" on page 3 of this fact sheet.
Silt fencing should be set up to keep turtles out of construction areas. It is critical that silt fencing be removed after the area has been revegetated.	Construction in potential nesting areas should be limited to the period between September 15 and June 1 (this is the time when activity of adults and hatchlings in upland areas is at a minimum).
WETLANDS	
Small, vegetated temporary wetlands (Types 2 & 3) should not be dredged, deepened, filled, or converted to storm water retention basins (these wetlands provide important habitat during spring and summer).	Shallow portions of wetlands should not be disturbed during prime basking time (mid morning to mid- afternoon in May and June). A wide buffer should be left along the shore to minimize human activity near wetlands (basking Blanding's turtles are more easily disturbed than other turtle species).
Wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided, and run-off from lawns and streets should be controlled. Erosion should be prevented to keep sediment from reaching wetlands and lakes.	Wetlands should be protected from road, lawn, and other chemical run-off by a vegetated buffer strip at least 50' wide. This area should be left unmowed and in a natural condition.
ROADS	
Roads should be kept to minimum standards on widths and lanes (this reduces road kills by slowing traffic and reducing the distance turtles need to cross).	Tunnels should be considered in areas with concentrations of turtle crossings (more than 10 turtles per year per 100 meters of road), and in areas of lower density if the level of road use would make a safe crossing impossible for turtles. Contact your DNR Regional Nongame Specialist for further information on wildlife tunnels.
Roads should be ditched, not curbed or below grade. If curbs must be used, 4 inch high curbs at a 3:1 slope are preferred (Blanding's turtles have great difficulty climbing traditional curbs; curbs and below grade roads trap turtles on the road and can cause road kills).	Roads should be ditched, not curbed or below grade.

ROADS cont.	
Culverts between wetland areas, or between wetland areas and nesting areas, should be 36 inches or greater in diameter, and elliptical or flat-bottomed.	Road placement should avoid separating wetlands from adjacent upland nesting sites, or these roads should be fenced to prevent turtles from attempting to cross them (contact your DNR Nongame Specialist for details).
Wetland crossings should be bridged, or include raised roadways with culverts which are 36 in or greater in diameter and flat-bottomed or elliptical (raised roadways discourage turtles from leaving the wetland to bask on roads).	Road placement should avoid bisecting wetlands, or these roads should be fenced to prevent turtles from attempting to cross them (contact your DNR Nongame Specialist for details). This is especially important for roads with more than 2 lanes.
Culverts under roads crossing streams should be oversized (at least twice as wide as the normal width of open water) and flat-bottomed or elliptical.	Roads crossing streams should be bridged.
UTILITIES	
Utility access and maintenance roads should be kept to a minimum (this reduces road-kill potential).	
Because trenches can trap turtles, trenches should be checked for turtles prior to being backfilled and the sites should be returned to original grade.	
LANDSCAPING AND VEGETATION MANAGEMENT	
Terrain should be left with as much natural contour as possible.	As much natural landscape as possible should be preserved (installation of sod or wood chips, paving, and planting of trees within nesting habitat can make that habitat unusable to nesting Blanding's turtles).
Graded areas should be revegetated with native grasses and forbs (some non-natives form dense patches through which it is difficult for turtles to travel).	Open space should include some areas at higher elevations for nesting. These areas should be retained in native vegetation, and should be connected to wetlands by a wide corridor of native vegetation.
Vegetation management in infrequently mowed areas -- such as in ditches, along utility access roads, and under power lines -- should be done mechanically (chemicals should not be used). Work should occur fall through spring (after October 1st and before June 1st).	Ditches and utility access roads should not be mowed or managed through use of chemicals. If vegetation management is required, it should be done mechanically, as infrequently as possible, and fall through spring (mowing can kill turtles present during mowing, and makes it easier for predators to locate turtles crossing roads).

Protecting Blanding's Turtle Nests: Most predation on turtle nests occurs within 48 hours after the eggs are laid. After this time, the scent is gone from the nest and it is more difficult for predators to locate the nest. Nests more than a week old probably do not need additional protection, unless they are in a particularly vulnerable spot, such as a yard where pets may disturb the nest. Turtle nests can be protected from predators and other disturbance by covering them with a piece of wire fencing (such as chicken wire), secured to the ground with stakes or rocks. The piece of fencing should measure at least 2 ft. x 2 ft., and should be of medium sized mesh (openings should be about 2 in. x 2 in.). It is ***very important*** that the fencing be **removed <u>before August 1st</u>** so the young turtles can escape from the nest when they hatch!

REFERENCES

[1]Association for Biodiversity Information. "Heritage Status: Global, National, and Subnational Conservation Status Ranks." NatureServe. Version 1.3 (9 April 2001). http://www.natureserve.org/ranking.htm (15 April 2001).

Coffin, B., and L. Pfannmuller. 1988. Minnesota's Endangered Flora and Fauna. University of Minnesota Press, Minneapolis, 473 pp.

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Moriarty, J. J., and M. Linck. 1994. Suggested guidelines for projects occurring in Blanding's turtle habitat. Unpublished report to the Minnesota DNR. 8 pp.

Oldfield, B., and J. J. Moriarty. 1994. Amphibians and Reptiles Native to Minnesota. University of Minnesota Press, Minneapolis, 237 pp.

Sajwaj, T. D., and J. W. Lang. 2000. Thermal ecology of Blanding's turtle in central Minnesota. Chelonian Conservation and Biology 3(4):626-636.

CAUTION

BLANDING'S TURTLES

MAY BE ENCOUNTERED IN THIS AREA

The unique and rare Blanding's turtle has been found in this area. Blanding's turtles are state-listed as Threatened and are protected under Minnesota Statute 84.095, Protection of Threatened and Endangered Species. Please be careful of turtles on roads and in construction sites. For additional information on turtles, or to report a Blanding's turtle sighting, contact the DNR Nongame Specialist nearest you: Bemidji (218-308-2641); Grand Rapids (218-327-4518); New Ulm (507-359-6033); Rochester (507-280-5070); or St. Paul (651-259-5764).

DESCRIPTION: The Blanding's turtle is a medium to large turtle (5 to 10 inches) with a black or dark blue, dome-shaped shell with muted yellow spots and bars. The bottom of the shell is hinged across the front third, enabling the turtle to pull the front edge of the lower shell firmly against the top shell to provide additional protection when threatened. The head, legs, and tail are dark brown or blue-gray with small dots of light brown or yellow. A distinctive field mark is the bright yellow chin and neck.

BLANDING'S TURTLES DO NOT MAKE GOOD PETS
IT IS ILLEGAL TO KEEP THIS THREATENED SPECIES IN CAPTIVITY

SUMMARY OF RECOMMENDATIONS FOR AVOIDING AND MINIMIZING IMPACTS TO BLANDING'S TURTLE POPULATIONS

(see Blanding's Turtle Fact Sheet for full recommendations)

- This flyer should be given to all contractors working in the area. Homeowners should also be informed of the presence of Blanding's turtles in the area.
- Turtles that are in imminent danger should be moved, by hand, out of harms way. Turtles that are not in imminent danger should be left undisturbed to continue their travel among wetlands and/or nest sites.
- If a Blanding's turtle nests in your yard, do not disturb the nest and do not allow pets near the nest.
- Silt fencing should be set up to keep turtles out of construction areas. It is critical that silt fencing be removed after the area has been revegetated.
- Small, vegetated temporary wetlands should not be dredged, deepened, or filled.
- All wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided, and run-off from lawns and streets should be controlled. Erosion should be prevented to keep sediment from reaching wetlands and lakes.
- Roads should be kept to minimum standards on widths and lanes.
- Roads should be ditched, not curbed or below grade. If curbs must be used, 4" high curbs at a 3:1 slope are preferred.
- Culverts under roads crossing wetland areas, between wetland areas, or between wetland and nesting areas should be at least 36 in. diameter and flat-bottomed or elliptical.
- Culverts under roads crossing streams should be oversized (at least twice as wide as the normal width of open water) and flat-bottomed or elliptical.
- Utility access and maintenance roads should be kept to a minimum.
- Because trenches can trap turtles, trenches should be checked for turtles prior to being backfilled and the sites should be returned to original grade.
- Terrain should be left with as much natural contour as possible.
- Graded areas should be revegetated with native grasses and forbs.
- Vegetation management in infrequently mowed areas -- such as in ditches, along utility access roads, and under power lines -- should be done mechanically (chemicals should not be used). Work should occur fall through spring (after October 1st and before June 1st).

Compiled by the Minnesota Department of Natural Resources Division of Ecological Resources, Updated March 2008
Endangered Species Environmental Review Coordinator, 500 Lafayette Rd., Box 25, St. Paul, MN 55155 / 651-259-5109

Looming Issue with Plastic Mesh/Netting in Erosion Control Products

Plastic mesh netting is a common material in erosion control products. It is utilized to hold loose fibrous materials in place (EG straw) until vegetation is established. These products have been used extensively and are successful for reducing soil erosion, benefitting both soil health and water quality. Unfortunately there is a negative side of this component: It is increasingly being documented that it poses dangers to reptiles, amphibians, and mowing machinery.

Potential Problems:

- Plastic netting lays on the surface long after other components have decomposed.
- Plastic mesh netting can result in entanglement and death of a variety of reptiles (snakes, frogs, toads, and turtles). Ducklings have also been documented entangled in the netting.
- Road maintenance machinery can snag the plastic mesh and pull up long lengths into machinery, thus binding up machinery and causing damage and/or loss of time cleaning it out.

Suggested Alternatives:

- Do not use in known locations of reptiles or amphibians that are listed as Threatened or Endangered species.
- Limit use where reptiles are likely (near wetlands, lakes, watercourses, or rock outcrops).
- Use rapidly degradable material in all components of erosion control blanket, netting or biologs (fiber rolls) that are to be left on site as part of final stabilization.
- Use types with smaller mesh size (smaller that ½") or use types with non-welded netting.

Areas near wetlands, lakes, watercourses are rock outcrops are likely habitat for reptiles and amphibians and may not be suitable for plastic mesh erosion control materials.

Snakes get caught in the plastic mesh

(http://www.dnr.state.mn.us/waters/watermgmt_section/pwpermits/gp_2004_0001_manual.html)

Appendix C –

Comments and Responses to the AUAR Update

June 11, 2013

Mr. Tim Gladhill, Development Services Manager
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: The COR Alternative Urban Areawide Review
Metropolitan Council District 9, Edward Reynoso

Dear Mr. Gladhill:

Metropolitan Council staff completed its review of The COR (formerly "Ramsey Town Center") updated Alternative Urban Areawide Review (AUAR) to determine its accuracy and completeness in addressing regional concerns. Staff concludes that the updated AUAR is complete and accurate with respect to regional concerns and raises no major issues of consistency with Council policies.

However, staff offers the following comments:

Item 13: Transportation
The Twin Cities Metropolitan Area Master Water Supply Plan states that the following will need to be addressed, should water supplies be developed using the FIG aquifer: 1) potential for well interference, 2) potential for impact on surface water features, and DNR and MDH-identified conditions.

The AUAR acknowledges the issue of possible surface water impact and that increased pumping of the FIG could impact private wells that pump from this aquifer. The AUAR concludes that the private well interference issue is addressed by requiring additional DNR appropriation permits before wells are drilled, and Council staff commend the City for working with DNR to evaluate water supply sustainability.

However, the current mitigation strategy does not acknowledge the planned growth in neighboring communities who also use the FIG aquifer. This is may cause FIG aquifer conditions to change over the timeframe of the AUAR, and no mitigation strategy is proposed should the DNR deny future appropriation permits. The City should provide additional information about how development will be staged to ensure that construction does not occur until after a sustainable water supply is assured. The current mitigation strategy should also address potential for stormwater reuse and water conservation.

Item 21 Mitigation elements
The expansion of TH 10 from a four-lane expressway to a 6-lane freeway is not included in the Metropolitan Council's fiscally –constrained *2030 Transportation Policy Plan* which focuses on low cost, high benefit solutions. The Council is supportive to the construction of an interchange at TH 10/CSAH 83 and is participating in the recently initiated TH 10 Access Planning Study.

The Council will take no formal action on the updated AUAR. If you have any questions or need further information, please contact Patrick Boylan, Principal Reviewer, at 651-602-1438.

Sincerely,

LisaBeth Barajas, Manager
Local Planning Assistance

cc: Julie Monson, MHFA
Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Edward Reynoso, Metropolitan Council District 9
Keith Buttleman, Environmental Services
Freya Thamman, Sector Representative
Raya Esmaeili, Reviews Coordinator

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Minnesota Pollution Control Agency
520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300
800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

June 12, 2013

City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: The COR (formerly Ramsey Town Center) Alternative Urban Areawide Review Update

Dear City of Ramsey:

Thank you for the opportunity to review and comment on the Alternative Urban Areawide Review (AUAR) Update for The COR (formerly Ramsey Town Center) project (Project) in the city of Ramsey, Minnesota. The Project consists of a 369.5 acre mixed use development. Minnesota Pollution Control Agency (MPCA) staff has reviewed the AUAR Update and have no comments at this time.

Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this AUAR Update please contact me at 651-757-2508.

Sincerely,

Karen Kromar

Karen Kromar
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Craig Affeldt, MPCA, St. Paul
Doug Wetzstein, MPCA, St. Paul

Minnesota Department of Transportation
Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

June 6, 2013

Tim Gladhill
City of Ramsey Development Services Manager
4550 Sunwood Dr. NW
Ramsey, MN 55303

SUBJECT: The COR (Formerly known as Ramsey Town Center)
Mn/DOT Review #AUAR13-005
Northeast of US 10 and Armstrong Blvd.
Ramsey, Anoka County
Control Section 0202

Dear Mr. Gladhill:

Thank you for the opportunity to review the AUAR for The COR. MnDOT appreciates Ramsey's willingness to work with us on US 10 issues. As plans are refined, we would indeed like the opportunity to meet with our partners and to review the updated information. MnDOT's staff has reviewed the document and has the following comments:

Design:
Any alignment or capacity changes to US 10, as mentioned in Item 21 Mitigation Element, will require a layout review and acceptance by MnDOT. When going through a MnDOT Layout Review, MnDOT recommends that the design work be completed by a consultant that is experienced working with MnDOT standards and has performed Trunk Highway design.

The following web sites provide layout design guidance and identify layout requirements:

- http://www.dot.state.mn.us/design/geometric/index.html
- On the right side of the above page under "Quick Links", the third bullet (HPDP Geometric Design Resources) directs you to the following page: http://dotapp7.dot.state.mn.us/edms/download?docId=636152

For questions concerning the Layout process, please contact Nancy Jacobson, MnDOT Metro Design Section at 651-234-7647

Review Submittal Options:
Mn/DOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. Mn/DOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

   Mn/DOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113

3. One (1) compact disk.
4. Plans can also be submitted to Mn/DOT's External FTP Site. Please send files to: ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review please feel free to contact me at (651) 234-7794.

Sincerely,

Tod Sherman
Planning Supervisor

Copy sent via E-Mail:
Buck Craig, Permits
Nancy Jacobson, Design
Brian Kelly, Water Resources
Douglas Nelson, Right-of-Way
Paul Jung, Area Engineer
Gayle Gedstad, Traffic
Tim Gladhill, Ramsey tgladhill@ci.ramsey.mn.us
Ann Braden, Metropolitan Council

From: Tim Gladhill
To: Kendra Lindahl
Subject: FW: Re: The COR AUAR Update - DNR Comments
Date: Friday, May 24, 2013 8:31:19 AM
Attachments: Wildlife Friendly Erosion Control(acc).pdf

From: Doperalski, Melissa (DNR) [melissa.doperalski@state.mn.us]
Sent: Thursday, May 23, 2013 3:15 PM
To: Tim Gladhill
Subject: FW: Re: The COR AUAR Update - DNR Comments

Tim,

The DNR has reviewed the AUAR Update for The COR. Please note regarding Blanding's turtles, the DNR requests that specific mitigation measures be included in the AUAR that are planned to be implemented and in cases where construction/development has already occurred, a discussion of what mitigation measures were implemented. The flyer and fact sheet provides a list of possibly applicable options for project proposers. As these may vary in their applicability, we appreciate the opportunity to review which are planned or were included in project design.

The DNR continues to encourage project proposers to incorporate wildlife-friendly erosion control mesh. This mesh should be used in place of traditional mesh. The wildlife-friendly erosion control mesh helps to reduce injury or death to wildlife – including state-listed species.

The DNR appreciates the inclusion of Appendix F which discusses wetland elevations. Please note that we have not fully reviewed this information provided; however, it would appear that the City plans to conduct long-term monitoring. Please include the DNR Area Hydrologist in these discussions. The DNR Area Hydrologist for this area would be Molly Shodeen. She can be reached at molly.shodeen@state.mn.us<mailto:molly.shodeen@state.mn.us> or by phone at 651-259-5802.

Thank you,
Melissa

Melissa Doperalski
Regional Environmental Assessment Ecologist
Department of Natural Resources, Central Region
1200 Warner Road
Saint Paul, Minnesota 55106
651.259.5738
melissa.doperalski@state.mn.us<mailto:melissa.doperalski@state.mn.us>

Wildlife Friendly Erosion Control

Wildlife entanglement in, and death from, plastic netting and other man-made plastic materials has been documented in birds (Johnson, 1990; Fuller-Perrine and Tobin, 1993), fish (Johnson, 1990), mammals (Derraik, 2002), and reptiles (Barton and Kinkead, 2005; Kapfer and Paloski, 2011). Yet the use of these materials continues in many cases, without consideration for wildlife impacts. Plastic netting is frequently used for erosion control during construction and landscape projects and can negatively impact terrestrial and aquatic wildlife populations as well as snag in maintenance machinery resulting in costly repairs and delays. However, wildlife friendly erosion control materials do exist, and are sold by several large erosion control material companies. Below are a few key considerations before starting a project.

Know Your Options

- Remember to consult with local natural resource authorities (DNR, USFWS, etc.) before starting a project. They can help you identify sensitive areas and rare species.
- When erosion control is necessary, select products with biodegradable netting (natural fiber, biodegradable polyesters, etc.).
- DO NOT use products that require UV-light to biodegrade (also called, "photodegradable"). These do not biodegrade properly when shaded by vegetation.
- Use netting with rectangular shaped mesh (not square mesh).
- Use netting with flexible (non-welded) mesh.

Woven 100% natural fiber erosion control materials being utilized along a central Minnesota stream. ©MN DNR, Nick Proulx

Know the Landscape

- It is especially important to use wildlife friendly erosion control around:
    - Areas with threatened or endangered species.
    - Wetlands, rivers, lakes, and other watercourses.
    - Habitat transition zones (prairie – woodland edges, rocky outcrop – woodland edges, steep rocky slopes, etc.).
    - Areas with threatened or endangered species.
- Use erosion mesh wisely, not all areas with disturbed ground necessitate its use. Do not use plastic mesh unless it is specifically required. Other erosion control options exist (open weave textile (OWT), rolled erosion control products (RECPs) with woven natural fiber netting).

Fish trapped and killed by welded-plastic square erosion control mesh improperly placed along a small central Minnesota stream. Photo courtesy of Ben Lowe.

Protect Wildlife

- Avoid photodegradable erosion control materials where possible.
- Use only biodegradable materials (typically made from natural fibers), preferably those that will biodegrade under a variety of conditions.
- Wildlife friendly erosion control material costs are often similar to conventional plastic netting.

Plains Gartersnake trapped and killed by welded-plastic square erosion control mesh placed along a newly installed cement culvert in southern Minnesota. ©MN DNR, Carol Hall

A small vole that was strangled and killed by plastic erosion control material with welded and square mesh. Photo taken in southern Minnesota and provided courtesy of Tom Jessen.

Literature Referenced

Barton, C. and K. Kinkead. 2005. Do erosion control and snakes mesh? Soil and Water Conservation Society 60:33A-35A.

Derraik, J.G.B. 2002. The pollution of the marine environment by plastic debris: a aeview. Marine Pollution Bulletin 44:842-852.

Fuller-Perrine, L.D., and M.E. Tobin. 1993. A method for applying and removing bird-exclusion netting in commercial vineyards. Wildlife Society Bulletin 21:47-51.

Johnson, S.W. 1990. Distribution, abundance, and source of entanglement debris and other plastics on Alaskan beaches, 1982-1988. Proceedings of the Second International Conference on Marine Debris 331-348.

Kapfer, J. M., and R. A. Paloski. 2011. On the threat to snakes of mesh deployed for erosion control and wildlife exclusion. Herpetological Conservation and Biology 6:1-9.

Ramsey Town Center
Alternative Urban Areawide Review
June 24, 2003

Prepared for the City of Ramsey
by Ramsey Town Center - LLC,
Emmons and Olivier Resources, Inc.
North American Wetland Engineering, and
Meyer, Mohaddes Associates, Inc.

Alternative Urban Areawide Review (AUAR)
Ramsey Town Center
City of Ramsey (RGU)

1. Project Title
Ramsey Town Center

2. Proposer
Ramsey Town Center, LLC
John Feges, President
4200 Central Ave., NE
Minneapolis, MN 55421

Prepared By:
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3. RGU (Responsible Governmental Unit)
RGU: City of Ramsey
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4. Reason for EAW Preparation
This item is not applicable to an AUAR.

5. Project Location

This site is located in Section 28; Township 32N; Range 25W, entirely within Anoka County and the City of Ramsey.

> *EQB Guidance: A county map is not required. The USGS map should be included. Instead of a site plan map, include: 1) a map clearly depicting the boundaries of the AUAR and any sub-districts used in the AUAR analysis; 2) land use, and planning and zoning maps as required in conjunction with Items 9 and 27; and 3) a cover type map as required for Item 10. Additional maps may be included throughout the document wherever maps are useful for displaying relevant information.*

The following series of project location and preliminary site feature maps are included. These maps provide the basis for later reference in subsequent Items.

- USGS map - Figure 5.1
- Site map depicting the boundaries used throughout the AUAR analysis - Figure 5.2 (City location) and Figure 5.3 (County location)
- City Land Use map – Figure 5.4 (also used in Items 9 and 27)
- City Zoning map - Figure 5.5
- Cover-type (Minnesota Land Cover Classification System - MLCCS) map – Figure 5.6 (also used in Item 10)

6. Description of Site

Instead of the information required on the EAW form, the description section of an AUAR should include the following elements for each major development scenario included:

***6a**. Anticipated types and intensity (density) of residential and commercial/warehouse/light industrial development throughout the AUAR area;*

***6b.** Infrastructure planned to serve development (roads, sewers, water, stormwater system, etc.). Roadways intended primarily to serve as adjoining land uses within an AUAR area are normally expected to be reviewed as part of an AUAR. More "arterial" types of roadways that would cross an AUAR area are an optional inclusion in the AUAR analysis; if they are included, a more intensive level of review, generally including an analysis of alternative routes, is necessary; and*

***6c.** Information about the anticipated staging of various developments, to the extent known, and of the infrastructure, and how the infrastructure staging will influence the development schedule.*

****Optional 6d.** Although the EQB guidance does not require an abstract to be included, one is contained in the AUAR for the purposes of any reference to nature of the document.*

6a. The preferred design concept drawing is presented in Figure 6.1. The progression of conceptual design to get to the preferred one is portrayed in Figure 6.2. This progression extends from the Metropolitan Council's Smart Growth Illustrative Plan developed by Calthorpe Associates through the various iterations of the City and RTC LLC design team. The preferred design resulted from discussions with City staff, citizens, community leaders, regulatory agencies and nationally recognized urban designers, as well as site visits nationwide to similar communities that have shown success.

The preferred design reflected in Figure 6.1 is consistent with the City's February 2002 *Comprehensive Plan*, as discussed in Item 27 later in this document.

The preferred design (Figure 6.1) contains the following land use breakdown:

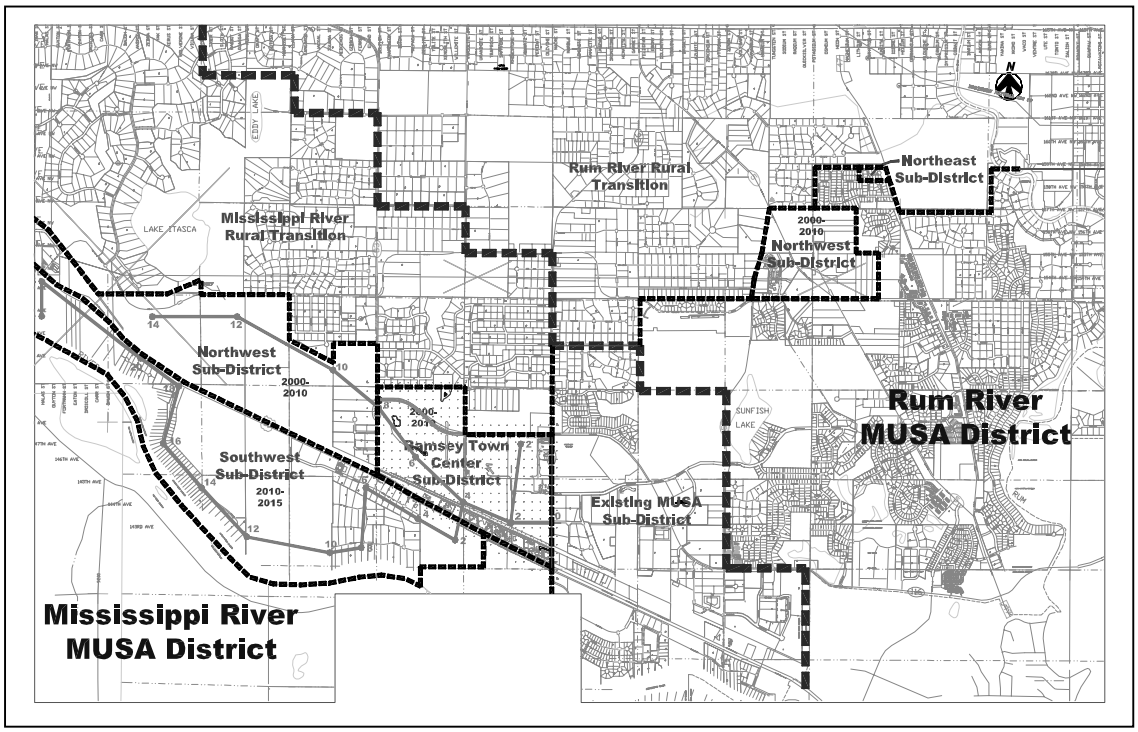
Residential:	93.64 acres
Mixed Use:	56.90
Business Enterprise:	28.43
Commercial Service/Convenience:	7.97
Commercial Shopping:	11.83
Retail:	7.84
Existing Highway Commercial:	25.04
Green/Public Space:	38.31
Railway:	15.74
Roads and streets:	83.82
Total Acreage:	369.5 acres

6b. The infrastructure planned to serve the development has been defined within the City of Ramsey *2001 Comprehensive Plan*, as amended in February 2002. The infrastructure components for roads/highways, sanitary sewers, municipal water supply, and stormwater follow:

1. Roads and Highways Details of the transportation elements related to this project are contained within Item 21. Figure 6.3 illustrates the general road and highway system serving the RTC site. The complete traffic analysis is included as Appendix B.

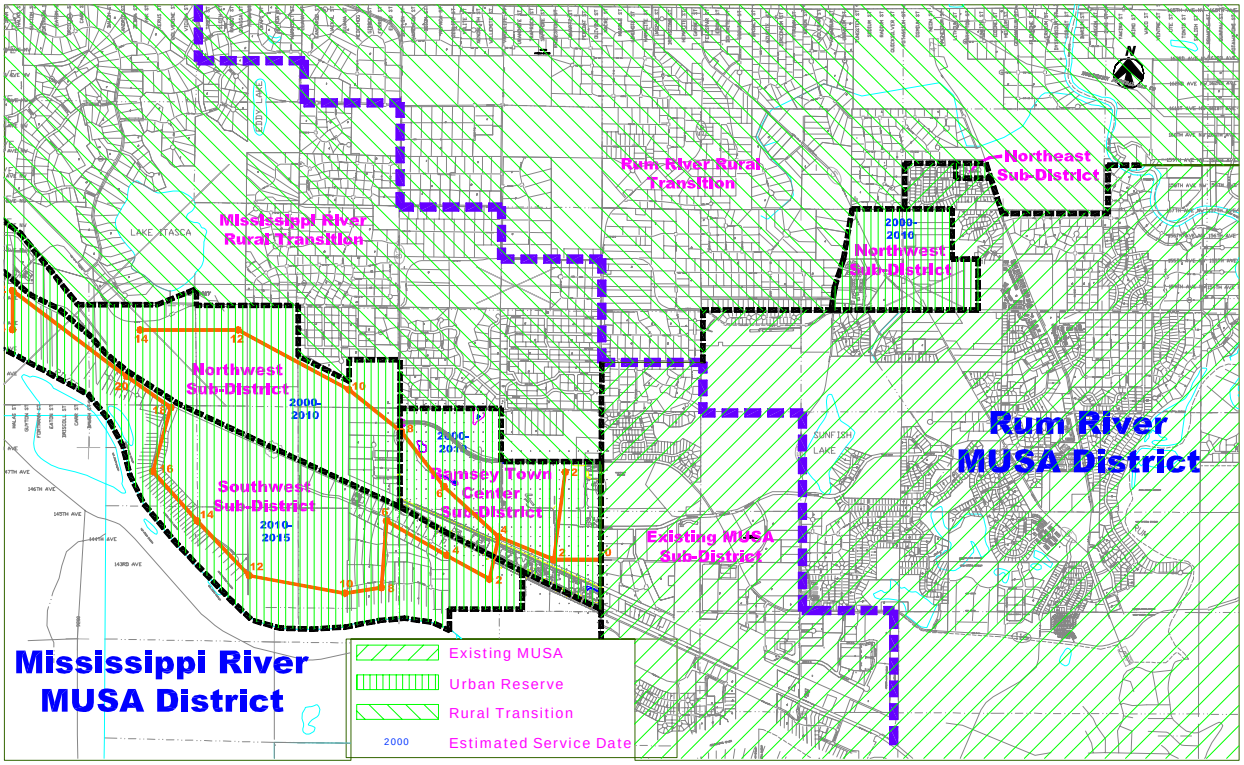
2. Sanitary Sewer Details of the sanitary sewer elements related to this project are contained within Item 18. Figure 6.4 displays both the staging and service areas for sanitary sewer service in Ramsey.

Figure 6.4. Sanitary Sewer Plan for City of Ramsey (see Item 18 for details).



3. Municipal Water Supply Details of the water supply elements related to this project are contained within Item 13. Figure 6.5 shows the water supply staging and plan for future service.

Figure 6.5. City of Ramsey Water Supply System and Plan for Staging.



4. Stormwater Details on the stormwater management elements related to this project are contained in Item 17. Figure 6.6 portrays the general stormwater management system that is envisioned for the RTC site and for the drainage that enters the site from the north and northwest. Installation of major water-carrying elements of this system will occur very early in the site development process to assure proper movement and treatment of runoff. The internal site drainage system will be tied into the major stormwater management system as the site develops and design specifics are determined. Item 17 describes the manner in which runoff volume will be mitigated through stormwater management BMPs.

6c. The preferred design in Figure 6.1 shows only a single development concept that will provide the framework for the RTC site. Staging of infrastructure for the various components is addressed as part of the specific infrastructure section as follows: roads and highways in Item 21; sanitary sewer in Item 18; water supply in Item 13; and stormwater in Item 17.

6d. Abstract for the Environmental Quality Board *Monitor*:

> *The potential environmental impacts of converting agricultural land to the Ramsey Town Center are assessed in an Alternative Urban Areawide Review (AUAR). Impacts on site drainage, traffic, connection to local and regional trails, groundwater protection and protected wetlands are the centerpieces of the evaluation. A mitigation plan has been developed that lays out the actions that the City of Ramsey will follow to assure minimum environmental impact as the project proceeds in stages, from initiation of construction in 2003, through completion in approximately 2007.*

Summary of Environmental Impact. The change in appearance that results from changing over 300 acres of land use from predominantly agricultural to an urban center will be dramatic. The challenge to the City of Ramsey is to implement this change without equally dramatic impacts on the environment. This AUAR lays out a plan by the City to identify and mitigate, to the extent possible, the potential detrimental impacts.

Each of the Items within the AUAR that have an associated potential for impact will include a section summarizing the impact, followed by a mitigation element that addresses how that impact will be mitigated. Obviously, developing over 300 acres of land will have some impact both during and after construction. The goal of the City is to do everything possible to minimize that impact and incorporate amenities that improve the current situation, such as standing water ponds, improved wetlands, open space and parks, trail connections and a nice place for citizens to live, work, shop and recreate.

7. Project Magnitude Data

The cumulative totals of the parameters below should be given for each major development scenario, except that information on "manufacturing", "other industrial", "institutional" and "agricultural".

- *Total project acreage:* 369.5

- *Number of residential units (Table 7.1):* 2,400 attached

- *Commercial, industrial or institutional area (gross floor space):* 1,651,000 total square feet

- *Indicate areas of specific uses (in square feet) (Table 7.2):*

Table 7.1 Residential Units by Type

Residential Type	Units
Mixed-Use Residential	1012
Apartment	
Duplex	18
Duplex (2 story)	44
Townhouse (2 story)	704
Townhouse (3 story)	120
Townhouse (4 story)	330

Table 7.2 Square Footage by Use Type

Specific Use	Square Footage
Cinema	50,000
City Hall / Police / Transit	50,000
Community Center	25,000
Convenience Retail	20,000
Fitness	40,000
Gas Station, convenience	62,000
Grocery	60,000
Hotel	38,000
Ice Rink	38,000
Live / Work	32,000
Mixed-Use Retail / Office / Clinic	126,000
Mixed- Use Retail / Restaurant	161,000
Office	439,000
Retail	261,000
School	55,000
Variety Store	194,000

8. Permits and Approvals Required

A listing of major approvals and public financial assistance and infrastructure likely to be required by the anticipated types of development projects should be given. This list will help orient reviewers to the framework that will protect environmental resources. The list can also serve as a starting point for the development of the implementation aspects of the mitigation plan to be developed as part of the AUAR.

A project the magnitude of the Ramsey Town Center will require many local, regional, state and federal environmental permits and approvals. This section identifies the many permits and approvals that form the basis for implementation of the mitigation plan (Item 33). Table 8.1 lists the permits and approvals that will be needed for this project. The reader should note that the need for compatibility with plans is addressed in Item 27, and that brief descriptions of the permit requirements for some permits are listed after the table.

The cost of most infrastructure improvements will be borne by the developer. The County may improve the County road system as part of routine upgrades that accompany traffic increases with development. There is a possibility the City will pay for some infrastructure improvements, expansions or upgrades, and service enhancements that it deems appropriate to provide an acceptable quality of service. A level of commitment has not been determined at this time.

Table 8.1. Permits and Approvals

Unit of Government	Type of Permit	Status
City of Ramsey	Site plan	Pre-permit review under way
	Grading and erosion control **(1)**	NAF*
	Preliminary and final plat approval	NAF
	Obstruction Permit **(2)**	
	Excavation Permit **(3)**	
	Sewer and water connection	NAF
	Building and occupancy permits	NAF
	Tree preservation	NAF
Anoka County	Access via County Highway, consistency with County standards	Pre-permit review under way
Metropolitan Council	Sanitary sewer connection	NAF
Lower Rum River WMO	Grading and erosion control	NAF
	Storm sewer	NAF
	Wetland alteration (WCA)	Pre-permit review under way

Minnesota Pollution Control Agency	Sanitary sewer connection and wastewater routing	NAF
	NPDES Phase II construction and MS4 **(4)**	MS4 Permit application submitted 3/10/03; construction permits submitted as needed
Minnesota Dept. of Transportation	State Highway Access and consistency with standards; applies also to work in the Right of Way	Pre-permit review under way
Minnesota Dept. of Natural Resources	Water appropriation for municipal system and construction de-watering	NAF
	Work in the bed of a public water **(5)**	NAF
Minnesota Dept. of Health	Water system infrastructure (wells, water mains, storage)	NAF
State Historic Preservation Office	Historic and archeological site preservation	No significant sites found
Burlington Northern Santa Fe Railroad	Access Permit **(6)**	
U.S. Army Corps of Engineers	Section 404 Clean Water Act	Determined not to be "waters of the United States" (see Appendix E)

*NAF = Permit not yet applied for

(1) Grading, mining and filling permits are required to control operations to minimize conflicts with adjacent land uses, to preserve good soils and to regulate the type of materials used for fill, to employ all reasonable means to reduce dust, noise, and nuisances, and to ensure that disturbed areas are restored upon completion of the operation. The following standards need to be applied during construction activities to fulfill the requirements of the permits.

- General Provisions. All equipment used for operations shall be maintained and operated to minimize, as far is practicable, noises, dust, and vibrations adversely affecting surrounding properties. The maximum noise level at the perimeter of the work site shall not exceed the levels outlined in Table 8.2. There shall be no emission of any solid or liquid particles in concentrations exceeding 0.3 grains per cubic foot of the conveying gas or air. No operations shall be allowed when wind gusts exceed thirty miles per hour. Existing tree and ground cover shall be preserved to the extent feasible.

Table 8.2 Sound levels measured at property line

Octaves, Band Cycles/Sec.		Residential Districts	Non-Residential Districts
37.5	75	58	73
76	150	54	69
151	300	50	65
301	600	46	61
601	1200	40	55
1201	2400	33	48
2401	4800	26	41
Over	4800	20	35

- Water Resources. The operation will minimize impacts to surface water drainage outside of the Town Center. Excavation occurring below groundwater elevation may require an analysis performed by a hydrologist or other qualified professional.

- Safety Fencing. Safety fencing may be required around all or portions of the operation at the discretion of the Council.

- Access Roads. The location of the intersection of access roads with any public roads shall be selected such that traffic on the access roads will have sufficient distance of public roads in view so that any turns onto the public road can be completed with a margin of safety as determined by the City Engineer.

- Fill Materials. An analysis of all fill materials must be provided to and approved by the City Engineer prior to commencing any filling activities.

- Screening Barrier. To minimize problems of dust and noise and to shield operations from public view, a screening barrier may be required between the work site and adjacent properties.

- Slopes. The maximum permitted slope for any operation other than the working face shall be sloped on all sides at a maximum ratio of two (2) foot horizontal to one (1) foot vertical, unless a steeper slope shall be approved by the Engineer. Where excavations are adjacent to a public roadway or other right-of-way, the excavation shall have a maximum four to one slope. Slopes adjacent to or contiguous to bodies of water shall be sloped at a maximum of six to one (6:1).

- Earth Material. No earth material shall be imported to or exported from the work site until the haul road has been officially designated as a haul road by the City and all materials hauled from the source shall be hauled over that road. The haul

road designation process shall be pursuant to §2051.3 of the Minnesota Department of Transportation's Standard Specifications for Construction, 1983 Edition. All top soil shall be retained at the work site until complete rehabilitation of the work site has taken place according to the rehabilitation plan.

(2) An obstruction permit is required to allow free and open passage over the specified portion of right-of-way by placing equipment, vehicles, or other obstructions described therein on the right-of-way for the duration specified therein.

(3) An Excavation Permit is required to allow the holder to excavate that part if the right-of-way described in such permit and/or to hinder free and open passage over the specified portion of the right-of way by placing equipment described therein, to the extent and for the duration specified therein.

(4) The City of Ramsey is required by MPCA to be under the NPDES Phase II Nonpoint Source Control Program for Municipal Separate Storm Sewer Systems (MS4s). Under this program, the City will need to adopt a "Storm Water Pollution Prevention Program (SWPPP)". The City submitted an application on March 10, 2003, and will have until May 9, 2003 to have the application authorized by the City Council. Pollution prevention includes solid waste, hazardous materials, and vehicle washing. The SWPP must include or address the following:

- Six "minimum control measures"
    1) Public education and outreach on storm water impacts (including at least one public meeting per year)
    2) Public participation/involvement
    3) Illicit discharge detection and elimination - includes storm sewer map with water bodies and structural pollution control devices, outfalls, discharges to groundwater, and prohibitive ordinances
    4) Construction site storm water runoff control - need erosion and sediment control, and onsite waste control
    5) Post-construction storm water management in new development
    6) Pollution prevention/good housekeeping for municipal operations - training of operation and maintenance staff, annual and 20% inspections
- BMPs for each of the above minimum control measures will need to be described and the following will need to be identified:
    - measurable goals for each BMP
    - timeline for implementation
    - responsible party for implementation and coordination
- Analysis of Total Maximum Daily Load (TMDL) if discharge applies to an adopted TMDL plan. Of note here is that the latest (January 22, 2003) MPCA "impaired waters" (303d) list includes the Mississippi River reach from the Crow River to the Rum River as impaired for fecal coliform, PCB FCA (fish consumption advisory) and Hg FCA, with official TMDL study scheduled, respectively, for 2004-2006, 2002-2015 (regional EPA), and 2002-2015 (regional EPA). All discharges from the RTC site will be treated extensively prior to

ultimate discharge to this reach of the Mississippi River (see Item 17 discussion). The discharge is not expected to impact the existing impairment.

- Design and management strategies to minimize the discharge of pollutants from the MS4 to the Maximum Extent Practicable (MEP) with an annual report on implementation.

The SWPP must be completed at least 30 days prior to commencing construction and prior to applying for construction permits. Elements 4, 5 and 6 are directly applicable to the stormwater management approach adopted for the RTC site as it develops. The stormwater management approach is spelled-out in Item 17.

In addition to the complying with the City's MS4 requirements, essentially any construction activity that is part of this "common plan of development" must apply for a construction permit under the NPDES Phase II Construction Permit process.

Elements of this program are intended to avoid erosion and construction site pollution. To prevent this, construction at the RTC site should:

- Establish fast growing cover crops as soon as possible to disturbed soils to prevent both water and wind erosion. The sand content of the soils on site could lead to wind blown sands could be potentially hazardous, particularly to traffic on Highway 10.
- Install temporary sediment basins for any areas of disturbance, installed before discharge leaves the site or enters a surface water body.
- Install a permanent stormwater management system that assure stormwater is "…discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or harmful inundation in wetlands." Maintain peak flow rates from two, twenty, and one hundred year twenty four hour events at existing conditions.
- During construction, the maximum area of disturbance shall not exceed the ability to keep up with exposed area limits on slopes. All areas with greater than 3:1 slopes must have vegetative cover by November first. Site inspections will be once every seven days during construction and within 24 hours after a quarter inch event in 24 hours. At that time, any non-functioning BMPs must be repaired.
- If stormwater discharge to a wetland has potential for significant adverse impacts to the wetland, the impacts should be addressed with BMPs and permit provisions. Appropriate rules (7050.0186) and any applicable regulations must be followed.

All of these elements would be part of the erosion and sediment control plan listed in the mitigation element under Item 16 of the AUAR.

The Mississippi River as it passes through Ramsey is an Outstanding Resource Value Water (ORVW). Prior to stormwater discharge to an ORVW, the MPCA must find that there are no prudent or feasible alternatives to the new or expanded discharge. For ORVWs the following BMPs are also required.

- Any exposed 3:1 slope must have temporary erosion control cover within three days
- For every 5 acres or more disturbed, a temporary sediment basins will be required
- An undisturbed buffer zone of 100 feet will surround the ORVW
- WQ volume treated shall be 1" from new impervious surfaces

Item 17 of the AUAR addresses the actions that will be taken to treat runoff from the site before it reaches the Mississippi River.

(5) DNR also regulates discharges to Waters of the State, as defined in M.S. Chapter 103G.005. Although a defined drainage path to the Mississippi River from the Ramsey Town Center does not exist at present, Items 12 and 17 lay out a recommended flow path for the City, Lower Rum River Watershed Management Organization and DNR to consider. This flow path ultimately results in a discharge of water to the Mississippi River, and will fall under the permitting provisions of the DNR. It also establishes the ordinary high water levels (OHWL) for lakes, and would be issuing a determined level if an outlet is installed on Lake Itasca or any of the public waters wetlands.

(6) An access agreement is required to enter BNSF property. Permits can be applied for through the Staubach Group by contacting Shane Krueger (817) 230-2625. Additionally, for safety purposes, the BNSF road and train masters should be contacted prior to the commencement of construction in the vicinity of the railroad tracks. The road master is Ron Raatike who can be contacted at (320) 267-1831 and the train master is Tom Rowley who can be contacted at (612) 865-6531.

9. Land Use

Describe current and recent past land use and development on the site and on adjacent lands. Discuss project compatibility with adjacent and nearby land uses. Indicate whether any potential conflicts involve environmental matters. Identify any potential environmental hazards due to past site uses, such as soil contamination or abandoned storage tanks, or proximity to nearby hazardous liquid or gas pipelines.

The City of Ramsey *2001 Comprehensive Plan*, as amended in 2002, contains land use maps for both existing (fall 1997) and future (2020) conditions for the site and adjacent lands. Figure 9.1 shows the existing condition, while Figure 5.4 in Item 5 illustrates the 2020 expectation. Metropolitan Council 2000 Land Use was used to portray existing land use. The information that follows characterizes the individual land uses on the Ramsey Town Center site under current conditions and future conditions based on the City of Ramsey *Plan*. Details of compatibility with the City's *Plan* occur in Item 27.

Current Land Use (2000 Met Council Land use)

Commercial:	5.3 acres
Industrial	13.4
Railway	12.4
Major Vehicular Roadways	1.4
Mixed Use	1.9
Single Family Residential:	6.0
Farmstead:	2.8
Undeveloped	19.2
Agricultural:	307.1
Total	369.5 acres

Future (2020) Land Use, from Ramsey Comprehensive Plan, as amended in 2002

Low Density Residential	23.4 acres
Medium Density Residential	10.2
Mixed Use	205.1
Places to Shop	24.4
Places to Work	44.3
Railway	15.7
Roadway	30.7
Wetlands	15.7
Total	369.5

AUAR guidelines also call for an assessment of compatibility of the project with adjacent and nearby land uses, including potential impact on environmental resources. Figures 9.1 and 5.4 clearly illustrate the land uses surrounding the project site now and in 2020. Following are the narrative summaries:

Adjacent Current Land Use:

North: single-family residential, 149th Lane NW (CR 116), vacant land
East: Ramsey Blvd. NW, Connexus Energy, commercial and industrial properties
South: BNSF Railroad tracks, commercial properties, Hwy. 10, Mississippi Regional Park south of Hwy. 10
West: Armstrong Blvd. NW, commercial and industrial properties, single-family residential properties

Adjacent 2020 City of Ramsey Land Use:

North: 149th Lane NW (CR 116), rural residential
East: Ramsey Blvd. NW, Connexus Energy, commercial and industrial
South: BNSF tracks, commercial properties, Hwy. 10, commercial properties, low density residential, West Mississippi Regional Park, Mississippi River
West: Armstrong Blvd. NW, commercial and industrial properties, high, medium, and low density residential

Figure 9.2 identifies nearby environmental resources, as listed in the following descriptions:

Nearby Environmental Resources:

- Mississippi River (approximately 2000 ft. to the south) within the Mississippi National River and Recreation Area (MNRRA), designated state Critical Area, and Wild and Scenic Recreational River
- Lake Itasca (approximately 1.25 miles to the east)
- Several wetlands within 0.25 miles of site
- Complex of wetlands along the drainage swale within the site boundary
- MCBS Mapped Floodplain Forest on island in Mississippi River
- Mississippi Regional Park south of the site, between the site and the Mississippi River

Soils contaminated with lead arsenate on the Southeast corner of the site are a potential hazard. Burlington Northern-Santa Fe Railroad (BNSF) has an agreement with the current landowner to remove the contaminated soils and is working with the MPCA to assure proper clean-up. BNSF should be contacted before earth-moving activities begin. An additional hazard may exist at an abandoned farmstead on the proposed Town Center. Improper handling and storage of hazardous materials at this site could pose a potential contamination hazard to soil and groundwater. Phase I investigations indicate the presence of the materials, but no soil or water samples have been collected or analyzed to date. Several abandoned vehicles at this location may pose an additional contamination hazard. More detailed descriptions and mitigation is discussed in Item 20.

Summary of Environmental Impact. The conversion of the RTC site from agricultural to urbanized land is consistent with the future development plans of the City of Ramsey. This change has the potential to adversely impact the environment of the site and surrounding areas if proper mitigation measures are not followed according to this

AUAR. Specific potential impacts are discussed by category in following sections of the AUAR.

Mitigation element. Assuring the compatibility of development within Ramsey as growth occurs is the primary goal of the comprehensive planning process. Item 27 contains discussion of plan compatibility for a number of other planning documents that cover land in and adjacent to the RTC site. Continued planning efforts will assure that non-compatible uses do not occur as the RTC site develops.

As stated above, BNSF is currently working to address a contamination problem in the southeast corner of the site. Prior to any earth-moving activity in this area, the developer must notify BNSF, MPCA and the City to make sure that clean-up has progressed such that additional problems will not be caused.

Many of the nearby environmental resources shown in Figure 9.2 can actually be enhanced by the development of the RTC site. There is an intent to link regional, County and City trails through the site, as well as establishing a drainage corridor that could potentially increase habitat and allow movement of wildlife between Lake Itasca and the Mississippi River. Every attempt will be made to incorporate habitat suitable for this to occur.

10. Cover Types

Instead of the EAW requirements, provide information on the following:
***10a**. Cover type map, at least at the scale of a USGS topographic map, depicting:*
- *wetlands identified by Circular 30 type*
- *watercourses (rivers, streams, creeks, ditches)*
- *lakes (identify protected waters status and shoreland management classification)*
- *woodlands (breakdown by classes where possible)*
- *grasslands (identify native and old field)*
- *cropland*
- *current development*

***10b**. An "overlay" map showing anticipated development in relation to the cover types; this map should also depict any "protection areas", existing or proposed, that will preserve sensitive cover types. Separate maps for each major development scenario should generally be provided.*

Cover types based on the Minnesota Land Cover Classification System (MLCCS) are depicted in Figure 5.6 (Item 5). This MLCCS was completed to a Level 5 for the Highway 10 Corridor (Mn/DOT) and for the MNRRA Corridor (National Park Service). Figure 10.1 is the wetland delineation map prepared for this site (full report in Appendix A). Data for this map were collected by North American Wetland Engineering (NAWE) in October 2002, and reviewed by a WCA Technical Evaluation Panel (TEP) on February 4, 2003 (see discussion also in Item 12). A revision to the delineation was made on March 14, 2003 and is reflected in the current delineation document.

Figure 5.6 presents MLCCS data for all vegetative and non-vegetative land coverage, including artificial surfaces, planted/cultivated cropland, forests, woodlands (none on site), shrublands (none on site), herbaceous vegetation (including wetlands), nonvascular vegetation (none on site), sparse vegetation (none on site) and open water (watercourses, rivers, streams, creeks, ditches, lakes). Table 10.1 summarizes all of the cover types on the site to Level 5.

Figure 10.2 shows the MLCCS coverage in Figure 5.6 next to the preferred design shown in Figure 6.1. Creating an overlay, as suggested in the AUAR guidelines, created an image with details that could not be seen. This image replaces the suggested overlay. Table 10.1 provides a summary of existing and proposed cover types with both MLCCS and general cover type categories listed for existing and proposed conditions.

Figure 10.1. Wetland Delineation (NAWE, revised March 14, 2003). See Appendix A for full report.

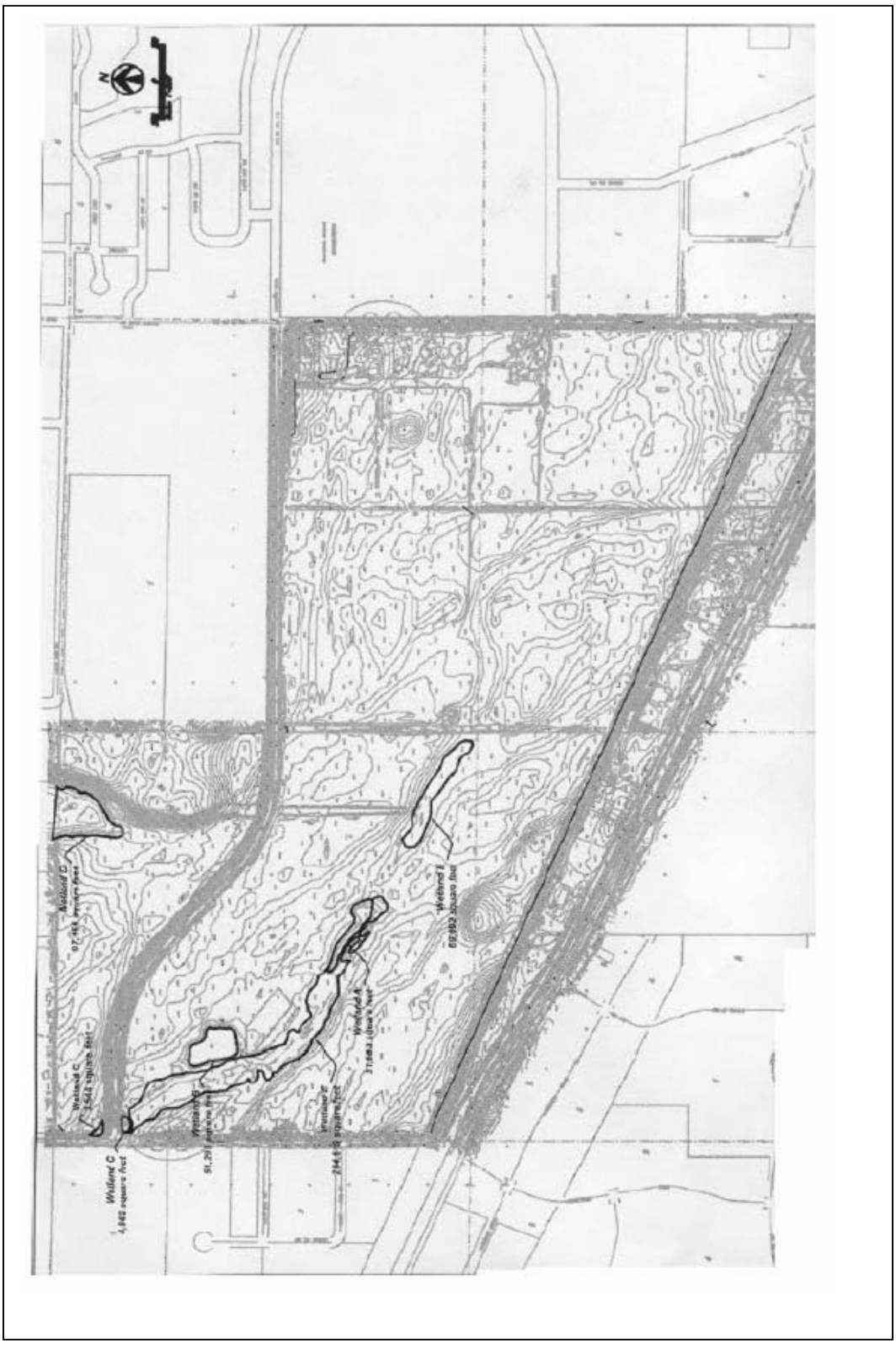


Table 10.1. Summary of Existing and Proposed Cover Types

Cover Type	Minnesota Land Cover Classification	Circular 39	Acres	
			Existing	Proposed
Open Water	Littoral – open water (storm water ponds)	NA	0	5.80
		Subtotal	0	5.80
Wetlands	Cropped Hydric Soils	Type 1	8.13	0
	Wet Meadow/Wet Prairie*	Type 1	0	4.45
	Nonnative dominated graminoid vegetation	Type 2	2.23	0
	Wet Meadow*	Type 2	0	2.68
	Cattail marsh, seasonally flooded	Type 3	0.72	0
	Mixed emergent marsh (seasonally flooded)*	Type 3	.20	0.65
	Mixed emergent marsh (semipermanently flooded)	Type 4	1.18	1.18
		Subtotal	12.46	8.96
Forests and Woodland	Boxelder-green ash disturbed native forest	NA	4.01	0
	Boxelder-green ash forest with 11-25% impervious cover	NA	7.58	0
		Subtotal	11.59	0
Grasslands	Long grasses with sparse tree cover	NA	3.85	1.87
	Medium-tall grass, nonnative-dominated	NA	6.29	2.80
	Short grasses on upland soils	NA	0	2.03
	Short grasses and mixed trees with 4-10% impervious cover		4.73	14.49
	Mesic/Dry Prairie*	NA	0	5.36
		Subtotal	14.87	26.55
Cropland	Cropland on up-land soils	NA	284.27	0
		Subtotal	284.27	0
Residential, Commercial, Transportation	Short grasses with 11-25% impervious cover	NA	13.31	4.84
	Short grasses with 26-50% impervious cover	NA	11.92	10.45
	Short grasses with 51-75% impervious cover	NA	0	8.49
	26-50% impervious with perennial grasses and sparse trees	NA	2.81	2.72
	Short grasses and mixed trees with 11-25% impervious cover		6.39	7.23
	Short grasses and mixed trees with 26-50% impervious cover	NA	0	75.21
	Short grasses and mixed trees with 51-75% impervious cover	NA	0	88.51
	Buildings/pavement with 76-90% impervious cover	NA	11.48	33.24
	Buildings/pavement with 91-100% impervious cover	NA	0	13.39
	Pavement with 76-90% impervious cover	NA	0	0.31
	Pavement with 91-100% impervious cover	NA	0.41	83.80
		Subtotal	46.32	328.19
	TOTAL ACRES FOR ALL COVER TYPES		**369.50**	**369.50**

**Native plant communities created as part of wetland mitigation*

Following is a general description of cover types within the project area:

Open Water
Figure 10.3 is a map of DNR Public Waters within the RTC drainage area. Under existing conditions, no lakes, ponds or other open water exists. It is anticipated that under proposed conditions, a total of 7.06 acres of open water will be created. This open water is expected to be created within several stormwater detention ponds proposed for the project.

Wetlands
Based on the wetland delineation completed for the project (Appendix A, *Ramsey Station Wetland Delineation Report),* a total of 12.46 acres of wetlands currently exists on the site. Wetland acres are distributed among five separate wetlands, designated as wetlands A though E. The location of these wetlands is shown in Figure 10.1. A breakdown of wetland types for each of the five wetland areas is summarized in Table 10.2. A detailed description of each wetland is provided in Appendix A, *Ramsey Station Wetland Delineation Report.*

Table 10.2. Wetland Inventory According to Circular 39 Classification (NAWE Delineation, October 2002).

Wetland	Type 1	Type 2	Type 3	Type 4	Acres	
					Existing	Proposed
A		40%	60%		0.72	0
B		5%	15%	80%	1.18	1.18
C		50%	50%		0.20	0.20
D		90%	10%		2.23	2.23
E	100%				8.13	1.91
Total					12.46	5.52

Forest/Woodland
Forest and woodland occurs on 11.59 acres of the site under existing conditions. Most of this forest/woodland is located in the vicinity of an abandoned farmstead and several shelterbelt/property line edges. The dominant tree species within these forest/woodlands are boxelder, hackberry, eastern red cedar, black cherry and the non-native Siberian elm. Dominant shrubs include honeysuckle, nannyberry, buckthorn and red raspberry. The ground cover is dominated by mostly weedy native and introduced grasses and forbs including orchard grass, smooth brome, Canada goldenrod and motherwort. In places, the shelter belts contain plantings of Colorado blue spruce. Under proposed conditions, all forest/woodland will be converted to other cover types.

Grassland
Grassland occurs on 14.87 acres of the site under current conditions. Grassland is present along field edges, wetland edges, the railroad right-of-way and in slopes of road right-of-ways. There are also patches of grassland with planted conifers (blue spruce, white spruce, red pine) in the northwestern portion of the project area, located to the south and

west of Wetland B. Grassland in the project area is generally dominated by nonnative species of perennial and annual graminoids including smooth brome, orchard grass, Kentucky blue grass, reed canary grass, yellow foxtail and timothy. A few weedy forbs are present including horseweed, wormwood and Canada goldenrod. In general, grassland consisting of long grass will decrease, while grassland consisting of short grass will increase as a result of the project. Grassland cover types will increase to over 26 acres under proposed conditions.

Cropland
A total of 292.4 acres of cropland is present on the site under existing conditions. The majority of this cropland has been planted to soybeans or corn. All cropland will be converted to other land covers as a result of the project.

Residential/Commercial/Transportation
A total of 46.32 acres of residential/commercial/transportation cover types are presently located on the site. The majority of these cover types contain low percentages of impervious surfaces. Under proposed conditions, the total acreage and percentage impervious will increase significantly. The total acreage of this cover type under proposed conditions will be 328.19 acres, the majority of the project area acreage.

Summary of Environmental Impact. The composition of cover types within the RTC will change substantially from an area dominated by row-crop agriculture with scattered forest and wetland, to urbanized land uses with no agricultural land. Item 11 of this document will discuss natural cover type changes more fully within the context of wildlife habitat. Item 12 will discuss cover type changes with respect to water resource impacts, while Item 17 will discuss how this land use conversion impacts storm water runoff quantity and quality.

Mitigation element. The only issue related to cover type to emerge during this review is the alteration of wetlands, which is discussed in the mitigation element under Item 12. A complete discussion of loss of cover types with respect to fish, wildlife and ecologically sensitive resources follows in Item 11.

11. Fish, Wildlife, and Ecologically Sensitive Resources

11a. *Identify fish and wildlife resources and habitats on or near the site and describe how they would be affected by the project. Describe any measures to be taken to minimize or avoid impacts. The description of wildlife and fish resources should be related to the habitat types depicted on the cover types maps (of Item 10). Any differences in impacts between development scenarios should be highlighted in the discussion.*

11b. *Are any state-listed (endangered, threatened or special concern) species, rare plant communities or other sensitive ecological resources such as native prairie habitat, colonial water-bird nesting colonies or regionally rare plant communities on or near the site? _X_Yes __No*

If yes, describe the resource and how it would be affected by the project. Indicate if a site survey of the resources has been conducted and describe the results. If the DNR Natural Heritage and Nongame Research program has been contacted give the correspondence reference number: ***ERDB 20030469*** *(Dec. 5, 2002). Describe measures to minimize or avoid adverse impacts.*

For an AUAR, prior consultation with the DNR Natural Heritage program for information about reports of rare plant and animal species in the vicinity is required. If such consultation indicates the need, an on-site habitat survey for rare species in the appropriate portions of the AUAR area is required. Areas of on-site surveys should be depicted on a map, as should any "protection zones" established as a result.

Plant Communities

The pre-settlement vegetation associated with the RTC was dominated by dry and mesic prairie with oak openings and barrens probably located along the north edge of the site. Today, the RTC site is largely dominated by agricultural land use with only a small portion of the overall site containing low quality native plant communities. Within a one mile radius of the proposed project site are found the following land cover types and natural communities: planted mixed coniferous and deciduous trees, perennial grasses, oak savanna, non-native short- and long-grasses, transitional land, sand and gravel pits, eastern red cedar woodlands, aspen woodlands, non-native upland shrubs, dry prairie, wet prairie, wet meadows, cattail marsh, temporarily flooded aspen forest, mixed hardwood swamps, dry oak savanna, mesic oak savanna, open water wetlands, and the Mississippi River. Table 10.1 and Figure 5.6 detailed existing and proposed cover types within the project area. Figure 11.1 identifies sensitive resources near the RTC site.

Wildlife Resource

Wildlife that might occur within the project area are shown in Table 11.1. Wildlife resources are broken into mammals, amphibians & reptiles, and birds. The table includes species that might be present under existing conditions and the possible future occurrence of these species. The table also shows major habitat types that each species is generally

associated with. In addition, for birds, a column is included that indicates migratory status.

Note that no formal survey has been completed for wildlife; therefore, other species not shown in Table 11.1 may be present and species shown in Table 11.1 may not be present. All of the species shown, however, are documented in Anoka County and known to occur in the types of habitat present on or near the RTC site today.

Under existing conditions, the project area provides habitat to species adapted to a mosaic of cropland, wetland, small woodlots and grassland. The most significant habitat on the site is wetland, which may provide habitat for aquatic fur-bearing mammals, such as muskrat and mink, shorebirds and waterfowl. Forest and woodland occur in the northeastern corner, and as patches and windrows in other portions of the project site. These areas would support birds and mammals that require trees for nesting and cover and provide the moist, shaded conditions favorable to amphibians. Fragmentation of these areas, however, would limit the use of these woodlands, particularly for larger mammals and birds that require interior forest habitat. The grassland habitat is generally low in diversity, but would support species that prefer more open areas. Species typically found in disturbed grassland include such species as the plains pocket gopher, red fox and American kestrel. The dry sandy conditions that occur over much of the project area provide habitat for species that prefer loose, sandy soil for burrowing and nesting. Examples include the badger, prairie skink and Blanding's turtle.

Under proposed conditions, all of the forest/woodland and portions of the wetland/grassland will be converted to non-natural cover types. For this reason, the greatest impact will occur to forest associates. Species associated with wetland and grassland will probably continue to be present, but at much lower numbers. The degree to which these species continue to exist will be a function of how fragmented remaining patches of habitat are under post development conditions. An additional factor is how good of quality these patches are.

Rare Plant Communities

The *Natural Communities and Rare Species of Anoka and Ramsey Counties Map* (DNR Natural Heritage Program, 1994), shows a high quality flood plain forest plant community on an island of the Mississippi River approximately ½ mile south of the RTC site. No impacts to this floodplain forest plant community area expected.

Fisheries

There are no permanent rivers, lakes or ponds known to support fish within the project site. The nearest water bodies supporting fisheries include Lake Itasca and the Mississippi River. No impacts to these fisheries are expected to result from this project.

11b. The DNR Natural Heritage Program database was checked for information concerning reports of rare plant and animal species that might be located at or within approximately one mile of the project location. The results of DNR's search of the

Natural Heritage Database©[1] showed that there were no known occurrences on site, but five known occurrences of the Blanding's turtle to the north and west. The general locations of these known occurrences are within Sections 20, 21 and 22, T032N, R25W[1]. The closest record of Blanding's turtles lies approximately ½ mile north of the RTC project area. The Blanding's turtle is a state-listed, threatened species in Minnesota.

Most of the local records of Blanding's turtles correspond to roadway sections between different elements of turtle habitat. Turtles often cross roads as they attempt to travel between different wetland and upland areas that provide for their different habitat needs. The turtles use deeper wetlands and lakes for over wintering; sandy, open areas such as dry prairie and grassland for nesting; and shallow emergent marsh and shrub swamps for forging (Oldfield and Moriarty, 1994). These key habitats can be further described as (Lang, 2002):

> 1) **Activity season wetlands**, encompassing a variety of wetland types and sizes that are typically occupied for various periods during the spring, summer and fall;
> 2) **Over-wintering wetlands**, comprising specific wetlands that provide refuge from lethal winter temperatures and protection from predators during inactivity; and
> 3) **Nesting uplands**, characterized by exposed, well drained soils, used largely during the reproductive season by reproductive females and emerging hatchlings.

Local Blanding's turtle records (DNR Natural Heritage Program, 2003), showed turtle movement during times of the year when they emerge from over wintering wetlands and disperse into activity season wetlands, or as they travel to nesting uplands during the month of June.

The wetland and grassland habitat concentrated around the northwest corner of the RTC site provides potential Blanding's turtle habitat. In particular, the constructed wetland and adjacent wetland swales (delineated wetlands A, B and C), provide potential habitat. This area provides over-wintering habitat within the constructed wetland (Wetland B). Limited activity season habitat is available due to the small size of wetlands, degree of fragmentation and agricultural land uses. Nesting upland habitat is marginal due to the fact that agricultural activities would typically disturb turtle nest before hatchlings have emerged from the nest. Areas not subject to agricultural disturbance are generally narrow or small and would tend to concentrate predators resulting in high mortality. Other possible areas of Blanding's turtle habitat include the wetlands located along the north portion of the RTC, including the two DNR Public Waters Wetlands (670W and 671W). 2.23 acres of DNR Wetland 670W, (delineated wetland D) is located within the project boundaries. Both of these wetlands would be considered activity season wetlands and do not contain sufficient depth of water (under existing conditions) to support over-wintering turtles. Nesting upland habitat is potentially available adjacent to these wetlands.

Under post-development conditions, turtles attempting to move through or into the RTC site will encounter many physical obstacles. Examples include curb and gutter, retaining walls, discontinuous waterways, stormwater control structures such as skimmers and submerged culverts. These barriers also impact other reptiles, amphibians and mammals attempting to move though the site.

Summary of Environmental Impact.

Natural Communities: Table 10.1 summarizes changes in cover types, including natural communities for post-development conditions. The most significant impacts will be to wetlands and forest/woodlands. No impact to the floodplain forest community on the Mississippi River island is expected.

Fish and Wildlife Habitat: Wildlife that currently use the mixture of agricultural land, forest, grassland and wetland will likely be eliminated or reduced in proportion to acres of habitat converted to other land uses. Additional impacts are expected to occur due to increased mortality related to traffic and other accidents, predation by domestic animals and pesticides and other chemicals concentrated by stormwater runoff.

Blanding's Turtles: Blanding's turtles potentially occur within the project area, either as individuals of nearby populations passing though in route to other areas, or as individuals using specific habitats within the RTC site. Under post-development conditions, turtles may continue to use portions of the site, namely some of the wetlands clustered around the north and northwest portions of the site. These turtles will likely encounter many obstacles and hazards and for this reason the project could be a sink to nearby turtle populations.

Mitigation element.

Natural Communities: Item 12 of this report addresses wetland mitigation fully. Mitigation for loss of forest/woodland can be accomplished though additional tree planting within some areas of the site listed in Table 10.1 as containing grassland communities. Additional forest/woodland planting can be incorporated into planting plans for the infiltration/wetland system extending south from the RTC site to the Mississippi River. The edges of the wetlands and infiltration areas could be established as an oak savanna/woodland natural community.

Wildlife Habitat: Several strategies are proposed to mitigate impacts to wildlife. These include:

1). Establish Greenway Corridor Though the Site. A proposed greenway corridor is shown in Figures 6.1, 12.5 and 12.6. The corridor will incorporate a system of wetland treatment ponds, infiltration ponds and constructed wetlands. Areas of the corridor up to the 100-year flood elevation will be planted to a mixture of native short grasses and forbs. Although this corridor will not extend though the site completely, it will provide an

opportunity for some species (those more tolerant of human presence, noise, etc.) to use natural areas within the site, and to move to and from larger tracks of habitat connected to the site.

2). Wetland Restoration and Creation. As described in Item 12, the combination of existing wetlands and created wetlands will provide more diverse habitat than is generally available now. Most of the existing wetlands have either been cropped or have very low vegetative diversity (primarily reed canary grass). These wetlands will be restored to native wet prairie, wet meadow and shallow emergent marsh. Wetlands within the RTC portion of the greenway will be planted to shorter species of grass and forbs, but will be un-mown, and will provide habitat for many of the wetland species currently found on the RTC site. Additional areas of riparian buffer will be established to provide some upland habitat.

3). Culverts and Road Crossings. To the extent possible, all culverts and road crossings will be designed to enable upstream or downstream passage of wildlife as they move though the greenway. During dry conditions, most of the culverts are expected to be available for terrestrial species to move though. During wet conditions, these culverts may only enable species that swim or move through water to pass through. Fences at major road crossing will be designed and placed so as to funnel wildlife though these crossing areas. These same fences may also be used to discourage larger species, such as white-tailed deer, from crossing roads where they may become a traffic hazard.

Blanding's Turtles
Strategies outlined for Wildlife Mitigation generally apply to Blanding's turtles. Appendix C is the DNR Fact Sheet and Hand-out on Blanding's Turtles. Several additional recommendations applying to Blanding's turtles follow:

1). The system of infiltration ponds and wetlands proposed south of the RTC site between TH 10 and the Mississippi River can be designed to provide additional turtle habitat. This system, if developed, should incorporate some deep, over-winter pond area along with a good diversity of wetland community types. Some excavated material should be retained on-site to create sandy, dune-like areas planted to sand gravel prairies. These areas could provide excellent nesting habitat for Blanding's turtles.

2). Culvert crossings should be designed so that water (when flowing) flows continuously though the pipe, with no physical barriers such as weirs or gates blocking upstream or downstream travel.

3). Fencing may be used to guide or block movement. Depending on the final design of the greenway/stormwater conveyance system, access to the site by turtles should be blocked to reduce the possibility that the site will become a sink to nearby turtle populations.

12. Physical Impacts on Water Resources

*Will the project involve the physical or hydrologic alteration (dredging, filling, stream diversion, outfall structure, diking, and impoundment) of any surface waters such as a lake, pond, wetland, stream or drainage ditch? _**X**_Yes __No*

If yes, identify water resource affected and give the DNR Protected Waters Inventory number(s) if the water resources affected are on the PWI. Describe alternatives considered and proposed mitigation measures to minimize impacts.

For an AUAR, the information called for on the EAW form should be supplied for any of the infrastructure associated with the AUAR development scenarios, and for any development expected to physically impact any water resources. Where it is uncertain whether water resources will be impacted depending on the exact design of future development, the AUAR should cover the possible impacts through "worst case scenario" or else prevent impacts through the provisions of the mitigation plan.

Surface Water Hydrology

The Ramsey Town Center site lies within the Lower Rum River Watershed Management Organization (LRRWMO) boundaries, but actually discharges south to the Mississippi River. The RTC lies within a watershed that extends from Lake Itasca, southeast to the Mississippi River. Figure 12.1 shows the sub-watersheds within this drainage area, as well as the water resource features within this watershed.

Soils on site are illustrated in Figure 12.2, and are discussed in Items 19 and 25.

The following analysis describes direct and indirect impacts to water resources associated with the RTC. A detailed description of watershed hydrology and the stormwater conveyance system is contained in Item 17.

Description of Water Resources and Related Impacts

A wetland delineation was performed in October 2002 by North American Wetland Engineering (NAWE) and reported in November 2002. The results of this delineation were revised on March 14, 2003 after discussion with the WCA Technical Evaluation Panel (TEP) convened to review the delineation. Figure 10.1 shows the location of delineated wetlands located wholly or partially within the RTC project area. Note that wetlands within the project area are denoted by an identifying letter (from A-E). The complete *NAWE Wetland Delineation Report* is contained in Appendix A. Figure 10.3 showed the location of DNR Public Waters within the RTC drainage area. Figures 12.3 and 12.4 show the location of all wetlands within the RTC project area with respect to wetland impacts. A description of each water resource is provided in Table 12.1 and a discussion of each of these water resources with respect to potential impacts follows.

Table 12.1 – Water Resources Potentially Impacted

Basin Name/ID	PWI	Within Project Area*	Wetland Impact (acres)	Type of Impact
A	NA	T	0.72	Fill
B	NA	T	0	Indirect - Stormwater Discharges
C	NA	T	0	Indirect - Stormwater Discharges
D	670W	P	0	Indirect - Stormwater Discharges
E	NA	T	6.22	Fill/Conversion to Stormwater Pond
Lake Itasca	110P	O	0	Potential Outlet
Unnamed Wetland	671W	O	0	Potential Outlet
Mississippi River	NA	O	0	Outfall Structure
TOTAL ACRES IMPACTED			**6.94**	

** T – Totally within project area*
P – Partially within project area
O – Outside project area

Wetland A: Wetland A is expected to be completely filled as part of the project. A total of 0.72 acres of Type 2 and Type 3 wetland will require mitigation.

Wetland B: Wetland B is a 1.18 acre Type 4 wetland. This wetland was constructed in 1997 for mitigation of the Anoka County Road 116 road construction project. The mitigation site has a permanent conservation easement that encompasses both the wetland and an upland buffer area. Stormwater from the RTC has the potential to indirectly impact this wetland by altering the wetland hydroperiod and increasing the discharge of sediments, nutrients and other pollutants. No direct impacts are anticipated to this wetland.

Wetland C: Wetland C is a 0.20 acre Type 2 and Type 3 wetland. Stormwater from the RTC has the potential to indirectly impact this wetland by altering the wetland hydroperiod and increasing the discharge of sediments, nutrients and other pollutants. No direct impacts are expected to this wetland.

Wetland D: Wetland D lies partially within the RTC project and is the only public waters wetland (670W) located within the project area. This wetland is landlocked and does not outlet under existing conditions. The City of Ramsey has proposed installation of an outlet from this wetland, south into the RTC stormwater conveyance system. Any outlet installed for this wetland will be above the DNR ordinary high water (OHW) elevation. Since a key strategy for stormwater management is to maintain or provide on-site storage where possible, this outlet will consist of an emergency overflow located at or above the 100-year flood elevation of 868.0 feet. No OHW is established for this wetland, nor are wetland impacts expected from placement of this outlet pipe.

Wetland E: At 8.13 acres, Wetland E is the largest wetland in the RTC project area. This wetland is located within a shallow, linear, drainage swale that bisects the west central portion of the RTC project area. This entire wetland has been row cropped to soybeans or corn during recent years. A total of 6.22 acres of Type 1 wetland will be directly impacted though a combination of fill and conversion to stormwater ponds. The remaining 1.91 acres will be retained within a proposed water way corridor and 6.22 acres of Wetland E will require mitigation.

Lake Itasca: Lake Itasca and its direct drainage area are located approximately 1.2 miles northwest of the RTC (Figure 12.1). The 1998 LRRWMO Watershed Management Plan includes Itasca Lake as part of the drainage North Rum River Watershed. However, based on the surrounding topography and a survey that was conducted by EOR, the natural drainage path was determined to be to the southeast, into the Mississippi River Watershed. A lake overflow elevation of 871 was determined from a field survey of the area and two-foot contour information from development plans. An analysis of lake elevations for the 100-year, 24-hour rainfall and 100-year, 10-day snowmelt events, show that Lake Itasca does not outlet from the low point along the southeast side of the lake. This assessment held true for both existing and future land uses. Lake levels do, however; rise to within a few one hundredths of a foot for the 100-year, 10-day snowmelt event and within ½ foot for the 100-year, 24-hour rainfall events. For this reason, the City of Ramsey has proposed installation of an outlet for the lake. Since a DNR permit would be required for an outlet below the DNR OHW, it has been assumed that any outlet would be above the OHW and above the 100-year flood elevation of approximately 871.0 feet. This outlet would provide assurances that existing and future homes will not be impacted by high water. No impacts to Lake Itasca or adjacent wetlands are anticipated.

Mississippi River: The Mississippi River is located approximately ½ mile south of the RTC. There currently is no outlet from the RTC to the River; all flow leaving the site crosses Highway 10, flows to the southeast in a ditch, and eventually infiltrates. As shown in Figure 17.2c, an overland waterway system is proposed to convey stormwater south from the RTC to the Mississippi River. This waterway system would consist of a series of water quality treatment ponds, infiltration ponds and constructed wetlands. As discussed in Item 17 of this AUAR, a peak flow rate of 25.3 cfs is predicted under post-development conditions for the 100-year storm event. For small events (1-year and less), discharge ranges from 14.2 cfs, assuming no infiltration in the ponds, to 2.3 cfs when infiltration is included. The outfall to the Mississippi River is proposed to follow a County owned linear piece of land that extends from Highway 10 to the River (see Figure 12.5). The use of this property has been agreed upon in concept by the County, and discussions continue among the City, County and developer on its implementation details. The outlet will consist of a 21-inch pipe, enlarged near the Mississippi River to reduce velocities. Potential impacts include disturbance to the river bluff line where the outfall pipe is installed and in-stream scour and erosion where the pipe meets the river. If the County alternative outlet is not ultimately approved, an alternative alignment along Highway 10 to the southeast, with a connection to the River will be pursued.

Groundwater-Surface Water Interaction and Wetland Impacts

A wetland delineation on the site was performed in October 2002 by North American Wetland Engineering (NAWE) and reported in November 2002. The results of the delineation were revised on March 14, 2003 after discussion with the WCA Technical Evaluation Panel (TEP) convened to review the delineation. The final delineation is reported in Appendix A and was discussed previously in Item 10.

Prior to performing the fieldwork, historical aerial photos were gathered from 1981-2001 to evaluate the presence of potential wetland conditions through aerial photo interpretation. Details and the photos are contained in Appendix A of this document. For the time period of 1981 to 1989, the aerial photos show changes in the wetland hydrology in and around the project site. Beginning about 1985, surface hydrology visibly decreased in the flow-through wetland that runs from the northwest to the southwest of the site. In addition, the large wetland located outside of and to the north of the site, which in previous photos shows a large wetland with visible surficial hydrology, also loses all signs of surface hydrology. In 1990, the hydrology of the wetlands begins to recover until about 1997 when a similar pattern of surface hydrology losses occurs. As a result, interpretation of the aerial photos suggest the presence of Type 1 (seasonally flooded), Type 2 (wet meadow), Type 3 (shallow marsh), and Type 4 (inland deep marsh) wetlands.

In 1997, several land use changes occurred in and around the RTC site. These include the extension of County Road 116, the installation of three new municipal wells, and the construction of a mitigation wetland in the northwest corner of the site. Both regulators and local residents have questioned whether or not these land use changes where responsible for the most recent observation of changes in wetland surface hydrology. Due to the presence of a photographic record showing similar changes occurring prior to the land use changes, it is not possible to tie the changes conclusively to any cause(s).

To address these concerns, the City of Ramsey is proposing to investigate this matter in cooperation with the Anoka Conservation District, the Minnesota Department of Natural Resources, and other resource agencies. The purpose of this collaboration is to determine the effects of local groundwater interaction with wetlands, to monitor wetland hydrology and to collect other pertinent information concurrent with the design phase."

<u>Summary of Environmental Impact.</u>

Wetlands – Direct Impacts: Table 12.2 summarizes direct wetland impacts associated with the RTC. A total of 6.94 acres of wetland impact will result from the RTC. A break down of wetland types impacted is also shown.

Table 12.2 Summary of Wetland Impacts

Wetland Type	Acres of Impacted Wetland		Totals (acres)
	Wetland A	Wetland E	
1*		6.22	6.22
2	0.28		0.28
3	0.44		0.44
4			
5			
Total	0.72	6.22	6.94

**** All Type 1 Wetland is row cropped under existing conditions***

Wetlands – Indirect Impacts: Indirect impacts to wetlands include discharge of stormwater, interference with groundwater-surface water interactions and fragmentation of wetland and upland habitat that diminishes wildlife habitat functions.

DNR Public Waters: Outlet structures are proposed on two public waters wetlands and one lake. These structures are generally proposed to be installed above the OHW and 100-year flood elevation. No impacts are therefore expected within these public waters. The proposed stormwater outfall to the Mississippi River could impact the river bluff zone through alteration of shoreline vegetation, increased susceptibility to erosion, aesthetic views and water quality impacts (discussed in Item 17).

Mitigation element.

Wetland Sequencing - Minnesota Rules 8420, also known as the Wetland Conservation Act (WCA), requires specific steps ("sequencing") be taken when evaluating mitigation for unavoidable wetland impacts. The WCA requires that wetland impacts be avoided, if possible. If wetland avoidance cannot be accomplished, impacts to wetlands need to be minimized. Finally, any wetland impacts that can not either be avoided or minimized to the extent possible, must be mitigated though wetland replacement. The wetland replacement must mitigate all wetland functions and values lost as part of the wetland impact.

The degradation present on site allows the applicant to evaluate sequencing flexibility in their mitigation plan. It also allows the Technical Evaluation Panel (TEP) the opportunity to be flexible on the sequencing provisions of the WCA rule. This process may only be applied in the event the wetlands on-site are degraded to the point where replacement of the wetland would result in a gain in functions and values. This is an item that will be considered by the TEP during the permitting process.

Wetlands located on site are described in the Wetland Delineation Report (Appendix A), and are discussed in Item 10. With a few exceptions, wetlands located within the boundaries of the RTC are either cropped or are of low quality. These wetlands have

marginal functions and values due to their low vegetative diversity, partial drainage and lack of connectivity to other nearby wetlands and natural areas. Sequencing is addressed as follows:

Avoidance: The better quality portions of existing wetlands are generally avoided. This includes all of wetlands B, C and D.

Minimization: The mix of development proposed as part of the RTC requires that retail, commercial and residential land use blocks are a minimum size with adequate infrastructure to service them. The focus of minimization has been to incorporate as much of existing wetland area into a central greenway corridor, thereby lowering overall wetland loss across the project site. To avoid indirect impacts to remaining wetlands, each of the development blocks will incorporate a treatment train of stormwater best management practices designed to improve water quality and lower wetland bounce magnitude and duration. Currently, row cropping occurs into the wetlands. The RTC will incorporate wetland buffers wherever practical.

Wetland Replacement: The LRRWMO Stormwater Management Plan provides that the following may be eligible for wetland replacement credits:

- Creation of "new" wetland - Rules, Sub-part 11;
- Addition of "public value" Rules, Sub-part 6;
- "Public value" restoration from invasive species to permanent native, non-invasive species - Rules, Sub-part 8; and
- Incorporation of "water quality treatment ponds" under the criteria contained in Sub-part 10(A* and B), with nature of "credit" determined by LRRWMO.

**The City of Ramsey has adopted the LRRWMO stormwater management plan by reference for this portion of the City, thus qualifying the City for eligibility under this element.*

As Table 12.2 shows, a total of 6.94 acres of wetland will be impacted and require replacement. A central feature of the RTC is a greenway corridor running though the central portion of the site. A system of stormwater ponds, infiltration swales and meandering channels will link flows entering the site from the northwest with flows generated on-site. This "waterway" will continue south from the RTC to the Mississippi River. Within the context of this waterway system, on-site wetland replacement will be provided though a combination of new wetlands, upland buffers and water quality improvement ponds designed to improve functions and values to downstream wetlands. The location of proposed on-site wetland replacement is shown in Figures 12.3 and 12.4. Table 12.3 summarizes the acreage and type of wetland replacement for each location. A general description for each wetland replacement site follows.

Table 12.3 Summary of Proposed Wetland Mitigation

Wetland Type Created	Wetland Replacement by Location (Drainage Area)									Totals (acres)
	6	7	8	10	18	19	24	26a	26b	
Type 1			1.35			1.30	1.80		1.90	6.35
Type 2							0.45			0.45
Type 3							0.45			0.45
Type 4										
Subtotal			1.35			1.30	2.70		1.90	7.25
PVC* (Stormwater)		2.30			3.50			3.40		9.20
PVC* (Buffers)	0.81		1.35			1.30			1.90	5.36
PVC* (Restoration)	0.77			5.59						6.36
Subtotal	1.58	2.30	1.35	5.59	3.50	1.30		3.40	1.90	20.92
									Grand Total	**28.17**

PVC – Public Value Credits

Drainage Area 6 includes three existing wetlands (Wetland B, C and E). Wetland B is a created wetland that includes a narrow buffer within a conservation easement. The existing drainageway will be left intact, while 0.81 acres of the cropped wetland will be restored to a Type 1, wet prairie wetland. A 0.77-acre riparian buffer will be incorporated along the wetland transition zone in this area.

Drainage Area 7 will include a 2.30-acre stormwater detention pond. This pond will include a shallow bench that will support a fringe of emergent vegetation. Since this pond will provide pretreatment of stormwater that will benefit the wetland immediately downstream of it (within Drainage Area 8), it is proposed for public value wetland credits.

Drainage Area 8 includes 1.35 acres of wetland and 1.35 acres of PVC buffer with a meandering channel flowing though it. Portions of the basin will be designed to establish Type 1, wet meadow/wet prairie wetland hydrology. The basin will be established with respect to groundwater levels and a low weir will be installed in front of the outlet such that infiltration will be maintained, but water will be retained at a frequency to facilitate saturation of soils. Finer soils could be mixed in to promote Type 1 vegetation.

Within *Drainage Area 10*, and along the north boundary of the RTC site, is a 3.79 acre wetland, where 2.23 acres of this wetland is within the RTC site and is denoted as "Wetland D". This wetland is a low quality reed canary grass monotype with a few small areas of mixed emergent marsh vegetation. The PVC credits estimated for drainage area

10 is 3.79 acres for wetland restoration and 1.80 acres for wetland buffer establishment. This would provide a total of 5.59 acres of PVC for drainage area 10. This assumes an approximately 50-foot buffer around the entire wetland. The exact PVC credits for restoring the existing wetland and for buffer establishment within drainage area 10, will be not be determined until a final determination is made as to wetland replacement requirements for the entire RTC project.

The primary objective of this restoration would be to remove the non-native reed canary grass and reestablish a diverse, wetland community of wet meadow and mixed emergent marsh. Since portions of this wetland occur on private property, landowner cooperation would be necessary to successfully restore this wetland. The proposed restoration includes both wetland restoration and establishment of buffers.

Drainage Area 18 will include a 3.5-acre stormwater pond that will function much the same as the stormwater pond proposed for Drainage Area 7. The concept design described for Area 7 generally applies to Area 18.

The wetland system in *Drainage Area 19* will function in a way similar to Drainage Area 8; that is, it will include a narrow, meandering, perennial stream with a wet meadow/wet prairie fringe. The design concept described for Drainage Area 8 describes this wetland. A total of 1.3 acres of wetland and 1.3 acres of buffer are proposed for Drainage Area 19.

Drainage Area 24: This drainage area encompasses a linear area between the Railroad ROW and the RTC. This entire strip of land encompasses some 10.8-acres of land. A total of 2.7-acres, or 1/4 of Area 24, is proposed as new wetland credit. A central, meandering drainage-way of Type 3 wetland is proposed. The edges of this wetland will be bordered with Type 1 and 2 wetland meadow.

Drainage Area 26: Development of this combined wetland/infiltration system is conditioned on approval by Anoka County. This system would receive flows from Drainage Area 25 and would include a wetland treatment/stormwater pond (26a). From this initial pond, flows would outlet into an infiltration pond/wetland system (26b). A landscape theme that incorporates a mixture of dry prairie, oak savanna, and wet prairie with an ephemeral water-way could serve as the cornerstone for this area and provide a valuable link between RTC and Mississippi West Regional Park.

Off-Site Wetland Mitigation
Two additional areas have been identified for off-site wetland mitigation in the event on-site mitigation is not feasible. These sites are illustrated in Figure 12.5.

Site #1 would be within the Mississippi Regional Park when development of the park proceeds. Although a specific location cannot be identified at this time, the City, WMO and County would work together to select and develop a site that would hold the best potential for successful wetland establishment. Figure 12.6 illustrates the Anoka County Park Department's concept for how the Park will be designed. Several locations could be possible sites for incorporation of "new" wetland. To accomplish this action in the

future, RTC LLC would need to escrow an amount of funds sufficient to construct the additional wetland acreage not provided for on-site.

Site #2 is located along the south - southeast side of Lake Itasca on land already owned by the City of Ramsey. This area currently contains some excellent quality shrub swamp, wet prairie and emergent marsh along the shores of Lake Itasca. A suitable site could be located where wetland does not currently exist, but where adequate hydrology is available. There are also several areas of reed canary-dominated wetland that could be improved for public value credit though re-establishment of native wetland communities. Any wetland improvements in this area could be designed to also improve Blanding's turtle habitat.

The following are proposed to mitigate impacts associated with the stormwater outfall to the Mississippi River:

Reduce Frequency of Stormwater Discharge, Lower Magnitude of Peak Flow Rates: The RTC project incorporates a variety of strategies to lower increases in stormwater rate and volume. While all stormwater conveyance features are designed to accommodate the 100-year runoff event without taking infiltration into consideration, on-site retention and infiltration can be incorporated at multiple scales into the RTC during the detailed design phase for smaller storm retention. Peak flow rates for the 100-year, 24-hour runoff and 100-year, 10-day snowmelt events are 25.1 cfs and 25.3 cfs respectively.

Oversize Culvert and Reduced Slope at Outfall: The last section of culvert will be enlarged from 21-inches to 36-inches and include an apron and rip-rap to lower velocities and dissipate the energy at the discharge point. This will minimize the potential for scour and erosion.

Directional Boring to Install Culvert: If possible, the culvert will be placed within the river bank by directional boring rather than an open cut. This will reduce the need to remove shoreline vegetation and will minimize the area of disturbance. Erosion control measures will be implemented where soil is disturbed. All disturbed areas will be replanted to native trees, shrubs, grasses and forbs and if appropriate, a temporary cover crop will be established.

13. Water Use

*Will the project involve installation or abandonment of any water wells, connection to or changes in any public water supply or appropriation of any ground or surface water (including dewatering)? _**X**_Yes __No*

If yes, as applicable, give location and purpose of any new wells; public supply affected, changes to be made, and water quantities to be used; the source, duration, quantity and purpose of any appropriations; and unique well numbers and DNR appropriation permit numbers, if known. Identify any existing and new wells on the site map. If there are no wells known on site, explain methodology used to determine.

If the area requires new water supply wells, specific information about that appropriation and its potential impacts on groundwater levels should be given; if groundwater levels would be affected, any impacts resulting on other resources should be addressed.

Background

Ramsey residents, businesses and others receive their water from one of two sources; the City of Ramsey municipal water system or privately owned wells. Those with private wells are mainly located in the Rural Preserve, Central Rural Reserve, Rural Developing and un-served areas of within the Urban Growth Boundary. Those receiving water from the municipal water system are generally located in the Existing MUSA area (Figure 13.1).

Future municipal water users would be those new developments occurring within the existing MUSA and those areas within the Urban Growth Boundary as designated in the *2001 Ramsey Comprehensive Plan,* as amended in 2002 *(Plan)*. Extension of municipal water service into areas outside of the Urban Growth Area may be necessary at a future date due to environmental or public health concerns. The *Plan,* however, states that there are no known concerns at this time and, therefore, there is no known timeline for if or when service may be extended.

Population Projections

The *1999 City of Ramsey Water Study* prepared by Bolton and Menk, Inc., estimated population growth and water service categories as shown in Table 13.1. This report has served as the primary planning document for the City's municipal water system and was incorporated by reference into the City's *Comprehensive Plan.*

Table 13.1 Population Projections and Water Service Category

Year	Total Population	Rural Population (Private Wells)	Urban Population	Municipal Water Service Population
2000	19,630	8,768	10,862	8,412
2005	21,748	9,403	12,345	12,345
2010	23,865	10,037	13,828	13,828
2015	26,873	10,939	15,934	15,934
2020	29,880	11,840	18,040	18,040

These numbers only represent residential populations and do not include water used by businesses for manufacturing, customers, employees, etc. In addition, growth projections for the City were slightly increased in the Comp Plan. Table 13.2 outlines this information. The last column of this table estimates the number of residents and employees that will be served by the municipal water system based on the ratio of rural to urban residents shown in Table 13.1 above.

Table 13.2 *2001 Comprehensive Plan* Population Projections by City of Ramsey

Year	Population	Number of Households	Number of Employees	Population Served by Municipal System
1990	12,408	3,620	1,941	---
2000	19,630	5,950	2,500	11,000
2010	25,050	8,350	7,000	22,000
2020	32,250	10,750	9,000	28,000

Existing Water System Description

Water Supply. The City currently operates five municipal wells in two well fields (Figure 13.2) and anticipates drilling an additional well in the near future. The first part of the wellhead protection plan for both well fields has been completed and approved by the Minnesota Department of Health (MDH). This part of the wellhead protection plan addresses WHPAs, DWSMAs and well vulnerability classifications for all municipal wells with the exception of well number 5. Well 5 is not part of the developing plan because it was constructed and activated after the wellhead delineation project began. A separate wellhead delineation project will be necessary for well 5 which could be performed in coordination as a plan addendum with other municipal wells that will be constructed within several years. The second part of the City's wellhead protection plan is currently in progress and will address contaminant sources and education initiatives within the site and the City WHPA/DWSMA. Items 19 and 20 further detail the geologic setting and the potential Town Center impacts to the water supply. Appendix F provides a discussion for the potential locations of additional municipal wells."

All five wells have been developed in the Franconia-Ironton-Galesville (FIG) aquifer. A more complete description of the subsurface stratigraphy and geologic morphology is provided in Item 19. Figure 19.3 graphically displays the well drilling logs for the three wells on and adjacent to the RTC site.

Table 13.3 summarizes the capacity of each well and its permitted appropriation.

Table 13.3: Well Capacities and Permitted Appropriations

Well	DNR Permit Number	Unique Well Number	Permitted Flow (gpm)	Permitted Withdraw-al (MGY)	Pump Capacity (gpm)	Maximum Annual Capacity (MGY)(1)
No. 1	856005-1	161441	4,900		970	424.860
No. 2	856005-2	416183	4,900		220	96.360
No. 3	856005-3	580303	4,900		1,450	635.100
No. 4	856005-4	580313	4,900		855	374.490
No. 5	856005-5	593672	4,900		900	394.200
Total				**500(2)**	**4,395**	**1,925.010**

(1) Assumes 20-hour pumping day for 365-days and does not allow for recharge or resting of the aquifer.
(2) Current DNR Permit allows a combined annual appropriation of 500 MGY.

Water Storage. Storage and distribution pressure for the municipal water system is provided by two elevated storage tanks with capacities of 0.5 and 1.5 million gallons respectively. The *1999 Water System Study* demonstrated the need for the construction of additional elevated storage to meet future demands on the water system. This recommendation was based on an analysis of existing and projected future flows and included factors such as fire flow capacity, emergency storage, daily peak use, and water supply and pumping capacity.

Table 13.4 lists the existing water storage facilities as well as those projected in the *1999 Water System Study* for future construction. The location of these facilities is indicated in Figure 13.3.

Table 13.4: Existing and Future Water Storage Facilities

Description	Usable Storage Volume (gal)	Year Constructed	High Water Elevation
Reservoir No. 1	500,000	1989	1036
Reservoir No. 2	1,500,000	2000	±1035
Reservoir No. 3	1,000,000	Projected 2009	N/A

Water Treatment. The City does not currently operate a water treatment plant. The current water supply does not violate any of the Primary Drinking Water Standards provided for in the Safe Drinking Water Act. Therefore, water treatment would be required only to treat for secondary contaminants and aesthetic purposes. Because of this, the existing City Capital Improvement Program (CIP) projects constructing a water treatment plant within approximately five years.

Table 13.5 is a summary of average water quality data for the system. Variations in quality may occur periodically due to minor differences in concentrations of each contaminant and depending on which well or combination of wells in operation. Planning for water treatment will occur within the design of the RTC site. Funding for a water treatment facility needs to be identified concurrent with approval for the RTC. This facility should be on line consistent with 60% of the RTC site or completion of wells #6 and #7.

Table 13.5: Water System Quality Data

Parameter	Average Level of Water Quality Parameter[(1)]	Primary Drinking Water Standard	Secondary Drinking Water Standard
Langelier Index (standard unit)	0.43		
Total Iron (mg/l as Fe)	0.87		0.3
Manganese (mg/l as Mn)	0.21		0.05
Calcium (mg/l as Ca)	58		
Calcium Hardness (mg/l as $CaCO_3$)	145		
Magnesium (mg/l as $CaCO_3$)	12		
Magnesium Hardness (mg/l as $CaCO_3$)	50		
Total Hardness (mg/l as $CaCO_3$)	195		
Sodium (mg/l as Na)	8		
Arsenic (mg/l as As)	0.006	0.010	
Chloride (mg/l as Cl)	15		250
Sulfate (mg/l as SO_4)	4.83	400	250
Total Alkalinity (mg/l as $CaCO_3$)	221		
pH (Standard Unit)	7.9		6.5 – 8.5
Total Dissolved Solids (mg/l)	210		500

(1) Based on data collected on 4/6/99 and extrapolated from the 1999 Water System Study. In addition, each parameter has been normalized based on average annual pumping times and rates for each well.

The City currently adds chlorine, fluoride, and polyphosphate to the raw water at each well-house. Chlorine is added as a protective barrier against harmful pathogens that may enter the water system from the raw well water or through breaks or cross connections in the distribution system. Fluoride is added as a dietary supplement that aids in the

prevention of tooth decay. Polyphosphate is added to prevent the precipitation of iron and, to a lesser extent, manganese primarily for aesthetic purposes, such as color, and to prevent the staining of plumbing fixtures and laundry.

Water Distribution. The City's water distribution system is comprised of 6-, 8-, 10-, 12- and 16-inch ductile iron pipe. The system includes various necessary appurtenances such as isolation valves, altitude/pressure valves, and fire hydrants. In 1999, the distribution system was analyzed by Bolton and Menk, Inc., using the CYBERNET Hydraulic Network Model. Results of the model indicated that the system functions well by meeting demand for the existing uses.

Computer modeling and analysis of future expansions to the distribution network, including the RTC development, should be performed at the time of design to ensure there is no impact on the existing users.

Projected Future Water Demands

Flow Projections. Development of the RTC site and the remaining areas within the Urban Growth Boundary will result in an increased demand on the existing water system. Projections for the additional demands will be developed in this section in an effort to quantify the potential impacts on the existing water system infrastructure, ground water resources and other related resources.

Projections of future demands from the RTC site will be based on the latest Design Concept Plan (February 15, 2003, as shown in Figure 6.1). Projections for demands from additional growth in areas within the Urban Growth Boundary will be based on information contained in the *2001 Comprehensive Plan*, as amended in 2002.

Table 13.6: Projected Water Usage for RTC Sub-district Residential Development

Development Type	Quantity	Occupants per Unit	Total Occupants	Usage per Occupant(1) (gpd)	Total Usage (gpd)
Mixed Use Residential	1012	5	5,060	120	607,200
Apartment	172	3	516	120	61,920
Duplex	62	4	186	120	22,320
Townhouse	1154	4	4,616	120	553,920
Total Residential	**2,400**		**10,378**	**120**	**1,245,360**

(1) Per capita usage based on historic average annual usage for existing Ramsey residents; includes only residential use

Table 13.7: Projected Wastewater Flows in RTC Commercial/Service Development

Development Type	Acres Used (ac)	Usage per Acre[(1)] (gpd)	Total Usage (gpd)
Commercial (Existing Hwy. 10)	32.2	2,000	64,400
Commercial (Service/Convenience)	11.6	2,000	23,200
Commercial (Shopping)	24.4	1,600	39,040
Mixed Use (Retail/Office)	30.6	2,300	70,380
Civic Center	3.6	13,300	47,880
Business Enterprise	35.9	1,330	47,747
Transit	4.5	1,330	5,985
Public/Open Space	58.2	1,500	87,300
Total Developed Area	**201**	**1,920[(2)]**	**385,932**

(1) Projected water usage based on average existing demand per day including irrigation.
(2) Average per acre water usage.

Appendix I shows the water usage and pumping rates for 2002. This information is combined with the above water usage projections for the RTC site plus the projected water use for the undeveloped Urban Growth Area to determine total projected water demand at 2020 and is summarized in Table 13.8. The projected water use for the undeveloped areas, excluding the RTC site, were based on the wastewater flow projections contained in Item 18 and Appendix G (Wastewater Data) and include a premium for irrigation.

Table 13.8: 2020 Urban Growth Area Projected Water Use

Area	Average Daily Usage[(1)] (MGD)	Average Annual Usage (MGY)
RTC Development[(2)]	1.631	595
Future Northwest Sub-district	0.160	58
Future Southwest Sub-district	0.839	306
Future Rum River District Usage	0.677	247
Sub-total Future Usage	**3.307**	**1,207**
Existing Service Area Usage	1.198	437
2020 PROJECTED USAGE	**4.505**	**1,645**

(1) Future usage estimated based on projected land use and includes irrigation
(2) Sum of totals from Tables 18.6 and 18.7.

Discussion of Results: Historic records show that overall per capita water usage (including both residential and commercial/industrial) in Ramsey averages between 130 and 150 gpd per capita . The total projected water usage for the RTC development is estimated to be about 1.631 MGD. Dividing this number by the upper usage of 150 gpd yields an equivalent design population for the RTC of approximately 10,900. This

compares extremely well with the projected residential population at the RTC site of 10,378 persons (Table 13.6).

Similarly, the total future projected water usage for 2020 is estimated to be 4.505 MGD which equates to an equivalent population of about 30,000 persons. In comparison, the information contained in Tables 13.1 and 13.2 estimates the 2020 population served by the community water system to be approximately 28,000 persons. The difference between the two of 2,000 equivalent persons is in line with the *2001 Comprehensive Plan* and can be attributed to two factors.

First, the number of new housing units to be built between 2000 and 2020 was estimated in the *Plan* to be 4,800 (3,346 single family and 1,434 multi-family units). Of this amount, we now know that the RTC site will contribute 2,400 housing units alone while using only a small percentage of the land available for development within the Urban Growth area. Secondly, the *Plan* did not consider the higher water usage per acre of developed land using the higher density development model inherent in the RTC design.

The historic peaking factor for water usage is about 2.6. Based on the above, the peak daily flows for 2020 will be about 11.7 MGD. Potential impacts on the FIG or other resources during average and peak demand are discussed in Appendix F. In addition, storage and distribution designs for the RTC and future development should take into account the need to meet these demands.

In short, growth projections and the assumed resulting water usage estimated in the *2001 Comprehensive Plan* seem to be generally in line with the projections of this Item. The difference discussed above, which is based on design and growth information not available during the preparation of the *Comprehensive Plan*, results in an increase in future water usage of about 7% above that anticipated.

Summary of Environmental Impact. To meet the projected future demands, the City will most likely increase appropriations from the Franconia-Ironton-Galesville (FIG) aquifer. At a minimum, two additional wells (#6 and #7) will be required to meet the RTC demand with the need for additional wells as growth continues. Appendix F indicates that at full 2020 build out, there will be a need for as many as 4 or 5 additional wells pumping at rates similar to the existing ones.

Groundwater level data for the FIG that is collected continuously by the City shows that trending has been in an upward direction in the last two years meaning a recharge condition existed during this period (Appendix F). In addition, because the pumps operate intermittently, they allow the aquifer to recover on a daily basis with a maximum residual drawdown level averaging of 5- to 10-feet during peak summer demand. This would mean that the radius of influence for the wells is very, very small. Taken together, that water levels are rising in the FIG and that there is very little drawdown, water level fluctuations in the surficial drift material are not anticipated. In addition, it does not appear that the municipal wells would have any negative influence on private wells developed in the same unit. However, long term monitoring of the surficial aquifer's

water level is recommended so that data can be collected to correlate against the long term trending patterns within the FIG.

Permitting: The increase in demand will subsequently require an amended DNR water appropriations permit. At that time, the DNR is likely to require the collection of the surficial groundwater data mentioned above. In addition, the DNR may require a pumping test to correlate short term temporal relationships between the two aquifers. The monitoring wells needed for this study should also be designed as groundwater sampling wells that can be used to identify potential contamination of wellhead protection areas. The design of all additional municipal production wells can then be based on information collected during these studies in an effort to mitigate impacts, assuming any exist.

Wellhead Protection: The RTC is located directly within the Wellhead Protection Area (WHPA) and Drinking Water Source Management Area (DWSMA) determined by the preliminary Ramsey wellhead protection plan (Figure 20.1). Additional groundwater modeling information is included in Appendix H. Using the MDH model for wellhead protection planning purposes and the Maximum Annual Capacity shown in Table 13.3 as the pumping rates for wells 3, 4 and 5, the 10-year capture areas for these wells was recalculated. With the inclusion of well 5, the WHPA would extend southward from well 5 to the edge of the RTC site. Therefore, this area should be considered a WHPA for land use planning purposes.

Any contaminating material that is spilled on the permeable sands within the site can potentially migrate into the groundwater system. City wells were tested for tritium as part of the wellhead protection plan delineation. Tritium is a form of hydrogen and can act as an indicator of groundwater age, but does not pose a health risk. Atmospheric tritium levels increased during the 1950's due to testing of atomic bombs. Therefore, tritium levels are used to indicate whether groundwater entered the ground before or after 1950. Public water supply wells with high levels of tritium are classified as "vulnerable" to surface processes because of the relatively recent (post-1950) interaction with the surface. Tritium levels in the three city wells around the Town Center are high. A formal well vulnerability assessment has not been completed for well 5 but the preliminary wellhead protection plan identifies it as vulnerable in Table 1. A formal assessment could be done in coordination with a plan addendum for additional municipal wells. The results of the formal assessment will most likely confirm that well 5 is also vulnerable to contamination. The vulnerability of these wells may be caused by the rapid rate of infiltration through the highly permeable sand and gravel materials of the Anoka Sand Plain, by leakage of water around the annular space of the well, or by the interaction of the quaternary and bedrock aquifers in the bedrock valley to the north of the site (Figure 19.4). To reduce the risk of groundwater contamination, pretreatment of stormwater runoff prior to infiltration and community education programs on household chemical and fertilizer use can be implemented. Storm water management practices that encourage the infiltration of treated runoff will be part of the design and are discussed in detail in Items 17 and 20.

Mitigation element. Because the RTC site is within a DWSMA, special precautions are needed to protect groundwater resources. To make sure this occurs, any discharge of runoff into an area dedicated to infiltration will be pre-treated through such practices as particulate settling, vegetative filtration, skimming, installation of compact, sub-grade treatment (ex. catch basin inserts, cyclonic separators, filters), and various types of pre-treatment soil filtering systems. These practices will be routinely maintained and inspected to make sure these pre-treatment practices do not provide a pathway for contamination of groundwater. Areas that are potential major sources of contamination ("hot-spots") will be identified during construction and special precautions added. These areas would include any location where pollutant spills are more likely to occur (service stations, public works/police/fire fueling operations, significant chemical storage).

Within WHPAs, the use of conventional underground storage tanks to store anything other than water is not recommended. If underground tanks are used in these areas they must be double-walled with interstitial sensors, and a network of monitoring wells must be installed to assess potential groundwater contamination. In addition, an emergency response plan should be developed for the immediate remediation of any spills or leaky tanks. Because underground storage tanks may be used within WHPAs on the RTC site, the second part of the wellhead protection plan should address this issue. Additional discussion is included in the mitigation section of Item 20.

When assembling the issues that were to be addressed as part of this AUAR, it was noted by the Anoka Conservation District and by the DNR that there is a possible connection between the increased demand for municipal groundwater and the observed lowering of wetlands in the vicinity of Municipal Wells 3, 4 and 5. Appendix F was prepared to assess the general magnitude of the problem and the solutions required to address the issue. It is now apparent that the wetlands in question experience natural drying during periods of relative low precipitation. The photographic history included as part of the Wetland Delineation report shows wetlands in the vicinity of the RTC site disappearing during the mid to late 1980's which is prior to the development of the municipal wells. This same phenomenon occurs again in the mid to late 1990's and prior to the installation of Wells 4 and 5. The evaluation also found, as stated earlier, that drawdown levels in the FIG unit are minimal and, therefore, could not be influencing the wetlands. To verify these finding, however, it is recommended that long term monitoring be performed.

There is also some concern that increased pumping in the FIG aquifer could impact private wells that pump from this aquifer. Again, the residual drawdown levels in the FIG average 5- to 10-feet during the peak summer pumping period (Appendix F) and recover fully during the Fall, Winter and Spring. Therefore, the radius of influence of the wells will be very small meaning there could be no impacts to private wells developed in the same unit.

Before additional wells are constructed, additional appropriations will be applied for through the DNR. This will most likely require both short- and long-term testing and monitoring to verify the above findings. Through this process, the City can insure that there continue to be no impacts on groundwater and surface resources due to their appropriations from the FIG.

14. Water-Related Land Use Management District

*Does any part of the project involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district? __Yes _**X**_No*

If yes, identify the district and discuss project compatibility with district land use restrictions.

For an AUAR, such districts should be delineated on appropriate maps and the land use restrictions applicable in those districts should be described. If any variances or deviations from these restrictions within the AUAR area are envisioned, this should be discussed.

Resource Protection Zones
Ramsey Town Center does not lie within a protected floodplain or shoreland zone, nor does it occur within the boundaries of a designated resource protection zone (see Figure 9.2). However, the site is adjacent to, and will discharge water into the state-designated Mississippi River Critical Area, the federal Mississippi National River and Recreation Area (MNRRA), a state Wild and Scenic River area, and a regional park. All of these areas overlap in coverage south of Highway 10 adjacent to the Town Center (Figure 14.1).

The City's *2001 Comprehensive Plan* (Chapter XI), as updated in 2002, contains the City's DNR-conditionally approved Mississippi River Critical Area Corridor/MNRRA plan. This chapter of the *Plan* addresses the requirements of the Governor's 1979 Executive Order 79-19, which designated this reach of the Mississippi River as a "critical area" in need of special protection. The Executive Order lays out the required elements, which the City has met and exceeded in some respects. The *Plan* chapter similarly is consistent with the National Park Service's MNRRA 1994 management plan.

The City's Critical Area Plan (Chapter XI of the 2002 Ramsey updated LCP) closely follows the directions provided by both the National Park Service and the State of Minnesota. As stated in the *2001 Comprehensive Plan* (page XI-2), "The [Critical Area] plan achieves the required elements of the Critical Area Act (Tier I) and identifies goals, policies and strategies to protect, preserve and enhance the Mississippi River Corridor beyond the required elements of …Tier II."

The City's Critical Area Plan presents the following: an inventory of natural and cultural features; existing and planned land use; key issues discussion; 38 policies on protecting the environment, preserving and celebrating history and culture, and ensuring sensitive development; performance criteria for developments within the Corridor; and six implementation strategies to assure that the City's plans get put in place.

Although none of the project site is within the state-designated Mississippi Wild, Scenic, and Recreation River management area, established in 1976, the project is

adjacent to this area and could have some impact upon it as development proceeds. The reach of River covered is classified as "recreational", which indicates it is a river that "…may have adjacent lands which are considerably developed, but that are still capable of being managed so as to further the purposes of ..." the State act. The established State policy is that it is in the interest of present and future generations to preserve and protect the outstanding scenic, recreational, natural, historical, and scientific values of certain Minnesota rivers and their adjacent lands. All state, local, and special governmental units, councils, commissions, boards, districts, agencies, departments, and other authorities shall exercise their powers so as to further the purpose of the Minnesota Wild and Scenic Rivers Act and adopted management plans for the preservation, protection, and management of designated rivers. State Rules pertaining to River management under this program are contained within Chapter 6105. The Environmental Protection/Resource Management element of the LCP and its supporting ordinances fulfill these requirements.

The Ramsey Town Center site is also adjacent to the state-designated Mississippi River Critical Area Corridor (Corridor) established in 1976 and the federal Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System, established in 1988. The purposes of designating the Mississippi River as a Critical Area include protecting and preserving a unique and valuable state and regional resource; preventing and mitigating irreversible damage to this resource; preserving and enhancing its natural, aesthetic, cultural, and historical value for public use; protecting and preserving the river as an essential element in the national, state and regional transportation, sewer and water and recreational systems; and protecting and preserving the biological and ecological functions of the corridor.

Under the Critical Area program, Executive Order 79-19 requires that the Standards and Guidelines provided in the Executive Order shall be followed by local units of government when preparing plans and regulations, and followed by State and regional agencies for permit regulation and in developing plans within their jurisdiction affecting lands within the Corridor. Once plans and regulations have been approved by DNR, local units of government shall permit development only in accordance with those adopted plans and regulations and approval. All capital improvement programs or public facilities programs of local units of government, regional agencies, and State agencies which affect lands within the Corridor are required to be consistent with the standards and guidelines in the Critical Area Executive Order 79-19. The City of Ramsey Critical Area Plan has been conditionally approved by the DNR as part of the City's LCP.

Summary of Environmental Impact. The RTC site borders management districts, but does not include them. The mitigation element addresses the planning efforts that will be used to assure compatibility. The RTC site is adjacent to, and will discharge water into the state-designated Mississippi River Critical Area, the federal Mississippi National River and Recreation Area (MNRRA), a state Wild and Scenic River area, and a regional park. The exact route of discharge is under discussion with the City and County.

Mitigation element. The Ramsey *2001 Comprehensive Plan* was amended in 2002 and contains the measures needed to effectively implement resource protection for all of the resource protection zones adjacent to the RTC site.

The City's compliance with each of the applicable Executive Order 79-19 Standards and Guidelines that must be followed is assured through implementation of the *Plan*. Since the regulated area is not on the project site, but could be affected by it, the City will evaluate all phases of construction for impact on the regulated area.

DNR has ascertained that, based on the information provided to them, the applicable Executive Order 79-19 Standards and Guidelines for which compliance is needed appear to include the following items. The Executive Order citation is followed by the section in the Ramsey *2001 Comprehensive Plan* (*CP*) in which the DNR reference is addressed:

- The lands and waters within the Rural Open Space District shall be used and developed to preserve their open, scenic and natural characteristics and ecological and economic functions. [E.O. 79-19 - A. *CP XI.C.1.a*]
- Protect bluffs greater than 18% and provide conditions for the development of bluffs between 12% and 18% slopes.[E.O. 79-19 - C.1.a.(4) *CP XI.C.2.c*]
- Minimize runoff [E.O. 79-19 - C.1.a.(5) *CP XI.C.2.a*]
- Improve the quality of runoff. [E.O. 79-19 - C.1.a.(5) *CP XI.C.2.a*]
- Minimize site alteration. [E.O. 79-19 - C.1.a.(6) *CP XI.C.1.c*]
- Erosion control. [E.O. 79-19 - C.1.a.(6) *CP XI.C.2.a*]
- Management of vegetation cutting. [E.O. 79-19 - C.1.a.(7) *CP XI.C.2.a*]
-
- Site plans required for all development for which a permit is required, except single-family residential structures. [E.O. 79-19 - C.2.a. *CP XI.C.2.c*]
  - New development and expansion permitted only after the approval of site plans which adequately assess and minimize adverse effects and maximize beneficial effects.
  - Site plans shall include activities undertaken to ensure consistency with the objectives of the Designation Order and shall include measures which address adverse environmental effects.
  - Site plans shall include standards to ensure that structures, roads, screening, landscaping, construction placement, maintenance, and storm water runoff are compatible with characteristics and use of corridor in that district.
  - Site plans shall contain specific conditions with regard to buffering, landscaping, and revegetation.
- Standards for structure site and location to ensure riverbanks, bluffs, and scenic overlooks remain in their natural state. [E.O. 79-19 - C.2.b. *CP XI.C.2.c*]
- Retention of existing vegetation and landscaping [E.O. 79-19 - C.2.e.(1) *CP XI.C.2.a*]
- Maximization of the creation and maintenance of open space and recreational potential of the Corridor in accordance with the standards. [E.O. 79-19 - C.6 *CP XI.C.2.c*]

- Plans and programs to protect open space areas shall be developed. [E.O. 79-19 - 6. d. *CP XI.C.2.c*]
- Programs to manage undeveloped islands in their natural state. [E.O. 79-19 - 6.e. *CP XI.C.2.c*]
- New or modified utility facilities shall complement the planned land and water uses and shall not stimulate incompatible development. [E.O. 79-19 - C.7.b. *CP XI.C.2.c*]
- Capital improvement programs or public facilities programs shall be consistent with the standards and guidelines in Ex. Ord. Section B. and C. [E.O. 79-19 - C.8. *CP XI.C.2.c*]

DNR particularly emphasizes the mandates for protection of slopes and bluffs; minimization of site alteration; retention of existing vegetation; minimization of runoff; erosion control; minimization of adverse effects. Selection from among the many available low-impact stormwater development tools and Best Management Practices, as discussed in Item 17, will occur to achieve both minimization and improvement of runoff. As a best management practice for enhancing ecological function of the Critical Area Corridor, DNR highly encourages the use of native vegetation for the required buffering and landscaping, revegetation of removed vegetated areas, and erosion control (grasses, seeding). DNR is also concerned about any cumulative adverse impacts from this project that accelerate development within the Rural Open Space District in violation of those District's standards, and supports voluntary vegetative buffering of structures outside of the Corridor in order to minimize interference with views of and from the water. Since the project will directly affect the Critical Area (or MNRRA/WSR) because of the need to outlet flow to the River, the City will identify those areas potentially under its land use control and apply the appropriate standards from its LCP. The City will also work with Anoka County Parks to implement these standards and the County's DNR-conditionally approved MNRRA/Critical Area Plan within MRP land controlled by the County.

15. Water Surface Use

*Will the project change the number or type of watercraft on any water body? __Yes _**X**_No*

If yes, indicate the current and projected watercraft usage and discuss any potential overcrowding or conflicts with other uses.

This item need only be addressed if the AUAR area would include or adjoin recreational water bodies.

Within the site, there are no water bodies where watercrafts are operated. The nearest recreational water bodies are Lake Itasca to the northwest and the Mississippi River to the south. There is no public water access on Lake Itasca and surface water use is limited to surrounding residents use. The nearest public water access on the Mississippi River is approximately two and a half miles to the northwest in the city of Dayton. According to the Anoka County Parks Department, travel by boat upstream of Anoka is very difficult because of shallow water and numerous sandbars. However, development of Mississippi Regional Park (MRP) may increase watercraft in the area as boaters with small motors or non-motorized boats make their way to the Park. There is not a landing facility proposed in the latest MRP development plan, but casual landing anywhere in the Park can be expected. Also, the availability of parking stalls in the new park will surely add to the ability of canoe and kayak users to more easily access the River. Limited small engine boat use and non-motorized watercraft are not expected to adversely impact the Mississippi River near the MRP.

Summary of Environmental Impact. None are expected.

Mitigation element - Adverse environmental impacts associated with increased small motor and non-motorized boats is not anticipated along the Mississippi River south of the Ramsey Town Center site. In fact, the new Mississippi Regional Park hopes to attract visitors to this portion of the upper River. The use of the park as a formal recreational facility will focus river-related uses to planned areas, and provide resource oversight and supervision of recreational activities.

16. Erosion and Sedimentation

The number of acres to be graded and the number of cubic yards of soil to be moved need not be given; instead a general discussion of the likely earthmoving needs for development of the area should be given, with an emphasis on unusual or problem areas. In discussing mitigation measures, both the standard requirements of the local ordinances and any special measures (ex.WMO) that would be added for AUAR purposes should be included.

The Ramsey Town Center site is relatively flat and contains very sandy, coarse-grained soils (Figure 12.2). Both of these physical characteristics are advantageous when it comes to erosion and sedimentation. This does not mean, however, that erosion will not occur and that sediment will not move if disturbed. Because the disturbance of over 300 acres of land will present the certainty of erosion, the mitigation plan that follows outlines the measures the City will undertake to minimize its adverse impacts.

Figure 16.1 shows the general areas of borrow and fill that will result when earth-moving activity begins. The general concept that will be followed will be creation of a central low area along the drainage corridor alignment, with land gradually sloping upward to the north and south away from the drainageway. Earth will be moved from the drainageway corridor and placed on the north and south slopes. Some grading will likely also be needed on the southern drainage swale just north of the railroad tracks and around Wetlands B and D (Figure 10.1) as buffer areas are incorporated. Exact numbers on the volume of soil moved will not be available until the detailed design phase.

Care will be taken not to disturb or compact the central drainage corridor that will be used to transmit and store water. Similar efforts will be made to avoid compaction in areas where infiltration best management practices (BMPs) will be used. The soil within any landscaped areas will be loosened after heavy construction traffic has subsided. This will enhance the ability of all landscaped areas, whether formal or native, to infiltrate water.

It is expected that organic topsoil will need to be imported to the site to establish a good vegetative cover. The sandy soils will not support many of the typical landscaping plants and ground cover. Native plants that are inherent to the Anoka Sandplain will be used wherever possible to avoid the need for massive soil importation and extensive irrigation.

Summary of Environmental Impact. The grading and development of over 300 acres of land has the potential to contribute sediment to receiving waters where water could flow. Currently, there are few actual receiving areas where water is present. With the establishment of a central drainage corridor and the possibility of mitigated wetlands and water storage areas, the possibility of water-related impact increases. The following mitigation plan addresses how construction will proceed with adequate erosion BMPs in place.

Mitigation element. Prior to any earth-moving activity on the site, an erosion and sediment control plan will be prepared in accord with the requirements of the City of Ramsey and the LRRWMO. Technical assistance in the preparation of this plan will also be sought from the Anoka Conservation District, the Minnesota Pollution Control Agency and the DNR. The City will be permitted through the Phase II NPDES nonpoint program as a Municipal Separate Storm Sewer System (MS4) operator, and will be subject to all of the provisions of that program, including reducing the discharge of pollutants to the "maximum extent practicable" (MEP) through construction site runoff control. Any construction on the site will also be permitted through MPCA's NPDES general construction permit process.

Prior to any earth moving in the south east corner of the site, Burlington Northern Santa Fe Railroad should be contacted in regards to arsenic contaminated soils. A more detailed description of contamination and contact information is included in Item 20.

Elements of erosion protection will include: phased construction with minimized periods of bare soil exposure, rapid re-vegetation, slope/grade stabilization, use of mulch and fabric on exposed soils, temporary and permanent (if needed) sediment basins, properly installed and maintained silt fencing, and adoption of a regular maintenance and inspection schedule.

17. Water Quality-Stormwater Runoff

***17a**. Compare the quantity and quality of site runoff before and after the project. Describe permanent controls to manage or treat runoff. Describe any stormwater pollution prevention plans.*

***17b.** Identify routes and receiving water bodies for runoff from the site; include major downstream water bodies as well as the immediate receiving waters. Estimate impact runoff on the quality of receiving waters.*

For an AUAR the following guidance should be followed in addition to that in "EAW Guidelines":

- *it is expected that an AUAR will have a detailed analysis of stormwater issues*
- *a map of the proposed stormwater management system and of the water bodies that will receive stormwater should be provided*
- *the description of the stormwater systems would identify on-site and "regional" detention ponding and also indicate whether the various ponds will be new water bodies or converted existing ponds or wetlands. Where on-site ponds will be used but have not yet been designed, the discussion should indicate the design standards that will be followed.*
- *if present in or adjoining the AUAR area, the following types of water bodies must be given special analyses*
    - *lakes: within the TC metro area a nutrient budget analysis must be prepared for any "priority lake" identified by the Metropolitan Council.*

Background

Watershed Setting. The details of the surface water management system being proposed for the RTC site are best described by joining **Items 17a and b** into a single discussion. Figure 17.1 illustrates the entire watershed within which the RTC site lays. The watershed extends from north of Lake Itasca to the Mississippi River, covering an area of approximately 2,687 acres.

The larger watershed can be sub-divided into a series of 31 sub-watersheds, which were shown in Figure 12.1 in Item 12. Each of these smaller units was characterized for water quantity and quality modeling under existing conditions, and was subsequently modeled for fully developed conditions as proposed under the City's *2001 Comprehensive Plan*, as amended in 2002 (Item 5, Figure 5.4), and the preferred site development (Item 6, Figure 6.1).

Drainage through the site. The principal drainage feature currently passing through the site, and evident in Figure 12.1, is a well- to poorly-defined swale that occurs from the northwest corner of the site to the middle of the site, whereupon it disappears. Historically, this swale appears to have been a more significant drainage feature, but

limited runoff has diminished its overall hydrologic function and subsequent farming activities have taken advantage of the swale as tillable land. Reference to Figure 10.1, however, shows that Wetlands A and C occur within this swale, while Wetland B lies adjacent to it. The Wetland E, Type 1 acreage also occurs within this historic drainage swale. General concept possibilities for the drainage corridor and how it fits into the current design and the overall site stormwater mitigation plan are contained in Figures 17.2a, -b, and -c. The collection of features that will be incorporated into the new drainage swale includes a channel to convey baseflow, ponds to store water and promote infiltration, created and restored wetlands, and open space areas where excess water can temporarily be stored. The specifics of these features will not be fully known until the design phase proceeds prior to construction, but Figures 17.2a, -b, and -c contain schematics of how these features will generally appear.

The presence of an historic drainage swale on the site presents an excellent opportunity to incorporate the feature into the site drainage system as an amenity. Although the actual drainage swale alignment will change, incorporating the vegetative and hydrologic character of this historic drainageway can provide both functional and recreational value to the feature. As shown in the preferred design in Figure 6.1, the corridor extends beyond the current terminus, reaching into the Mississippi Regional Park, creating a natural drainageway that could extend from Lake Itasca to the Mississippi River.

The introduction of a drainage connection to the northern wetlands (see Figure 6.6) provides two more corridor connections that could establish greenways to connect to northern Ramsey natural areas. The surface water system can be modeled with these changes/additions in mind, and various optional innovative/natural surface water management assumptions can be used to maximize storage, infiltration, and water quality treatment within it.

Surface water as an Amenity. Water can be treated as a nuisance that must be moved away quickly, or as an amenity that can enhance the natural features of a site. Ramsey Town Center will use water as an amenity. The large events will be drained to prevent flooding, and smaller events will be stored and infiltrated to the extent possible.

The primary drainage-related consideration for the City is to assure the movement of the 100-year runoff event through the site without damage due to flooding. The proposed stormwater management system accomplishes this. However, with the sandy nature of the soils on site (see Figure 12.2), there is also an opportunity to soak water from smaller events into the ground to retain some of the recharge function that will otherwise be lost with development. This combination of safely routing the 100-year event and trying to reduce overall runoff from the site will form the basis for stormwater management developed in Item 17. Under this approach, provision will be made to route, store and treat the 100-year runoff event safely in a series of storm sewers, drainage swales, floodways and ponds. The system will take maximum advantage of the central drainage swale and its corridor to store water as it meanders through the site. Major storage will occur in lined detention ponds, with open areas also available to detain smaller volumes of water and allow it to soak into the ground after settling and vegetative filtering. The

exact character of the corridor and the stormwater management system has not yet been determined, but a range of runoff management effectiveness is discussed in the mitigation section of this Item. The open space value of the corridor will be enhanced with pathways that will parallel the corridor.

Runoff from the areas draining to the central drainage corridor or elsewhere off of the site also could be managed to reduce overall runoff volumes. During the design phase, each major parking area within the Town Center will be evaluated to see whether a system that will pre-treat runoff prior to its introduction into the central drainage system is feasible. Under the ideal scenario, runoff would be routed to the pre-treatment BMP (small-scale detention or filtration) prior to entry into a vegetated flow system that will encourage further filtration and infiltration. Excess flows from these connector drainage features should only occur with substantial precipitation events. Most routinely occurring, small-scale events would soak into the sandy soils. This conveyance system will likely be a connected system of pervious drainage swales, wetlands and vegetated drainageways, but could also include sub-grade settling and filtration treatment trains. The exact character of this system will be determined as part of the final design prior to building construction.

During the detailed design process, the City has the option of incorporating additional volume control features into the drainage system. The specifics of these features can not be defined until the design phase, but they could be used to minimize runoff on a parcel or block scale within the Town Center to hold down the amount of water that will eventually reach the surface water drainage system. Impervious area reduction BMPs that will be used to do this are numerous and will be pursued at the proper design stage. These alternative design features are not intended to replace standard engineering practices of assuring the movement of large storm-related water volumes, but rather supplement the drainage system by reducing overall runoff volumes and peaks.

In addition to the flow reduction benefits, there are water quality benefits. Pre-treating runoff from potentially high loading areas, such as parking lots and roadways, reduces the amount of pollution moving to the regional collection system. Routing pre-settled runoff through wetlands and vegetated swales furthers treatment through vegetative filtration. It is anticipated that these two BMP suites (pre-settling and filtration) will properly prepare water for infiltration into the soil, where additional physical and biological treatment will cleanse the water on its way toward the regional groundwater system. Using the natural cleansing ability of settling areas, vegetative and soil filtration, microbes in the soil and vegetative uptake of nutrients will make the RTC site compatible with the needs of a wellhead protection area. Additional discussion occurs in the groundwater protection section of Item 13 and a recommendation in the Mitigation Plan (Item 33) is made to assure that an ordinance is adopted to assure that incompatible land uses are not allowed within the DWSMA.

Surface Water Modeling

Development of a flow model (XP-SWMM). To adequately predict the impact that this site will have on water resources, a tool is needed to incorporate development and infrastructure assumptions. The model used by EOR for this exercise is the XP-SWMM model (XP Software, Inc.). This model is used to contrast existing conditions with proposed changes associated with development within a watershed. The model looks at the change in land use and land cover, and relates the change to runoff behavior. Runoff predictions can be made for variable frequency events, and routed through the proposed drainage system. The model output and routing can then be used to determine areas where flooding or high water will occur, and then can be used to design a system of stormwater management facilities, which could include detention storage, diversion, infiltration or any number of associated BMPs.

Existing Conditions. The first phase of the quantity and quality modeling involved defining the water behavior as it exists currently. The physical characteristics of each sub-watershed noted in Figure 12.1 form the basis for determining the amount of water that will run off of it during specified climatic events, specifically rainfall and snowmelt events of certain statistical frequency.

The results of the existing conditions quantity analysis using the XP-SWMM model are displayed in Table 17.1 by sub-watershed for the 100-year frequency, 24-hour rainfall event and 10-day snowmelt. This represents the peak flow and volume discharges that would be expected for an event that would occur with a frequency of once every one-hundred years, or 1% in any given year. Volume discharges are based on a 5-day runoff simulation for the 24-hour rainfall event and a 30-day runoff simulation for the 10-day snowmelt event.

Of note in Table 17.1 is the small amount of flow leaving this site at the Highway 10 culvert (subwatershed 30). During a 100-year event, a peak flow of only 28 cubic feet per second (cfs) leaves the AUAR area, reflective of the sandy nature of the watershed and the low intensity agricultural and low density land use. Flow to the Mississippi River from the southeast corner of the site does not occur, but rather soaks into the sandy soils as it flows in a small ditch to the southeast. Because of this reason, the base level for water quantity and quality eventually reaching the Mississippi River is zero.

Table 17.1. XP-SWMM model results for existing conditions.

	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)		
subwatershed	peak flow discharge (cfs)	volume discharge (ac-ft)	peak flow discharge (cfs)	volume discharge (ac-ft)	
1	0.1	0.9	1.6	22.8	
2	0.0	0.0	0.0	0.0	
3	24.9	14.5	38.7	55.7	
4	17.7	64.0	21.2	247.6	
5	18.3	67.3	22.2	259.4	
6	0.4	0.0	2.9	1.3	
7	22.2	67.3	42.1	279.0	
8	10.8	30.1	31.9	159.3	
9	0.0	0.0	0.0	0.0	
10	0.0	0.0	1.4	6.1	
11	0.0	0.0	1.0	8.2	
12	4.4	0.9	3.0	12.4	
13	0.0	0.0	1.3	11.9	
14	2.0	10.7	9.0	28.1	
15	0.0	0.0	0.0	0.0	
16	0.0	0.0	0.0	0.0	
17	10.3	6.0	15.4	27.5	
18	0.1	0.1	0.7	0.7	
19	0.1	0.1	1.3	1.4	
20	0.0	0.0	15.1	32.3	
21	0.4	0.0	0.9	1.3	
22	2.3	0.5	10.0	18.0	
23	2.0	1.9	7.3	9.3	
24	9.4	35.6	16.0	144.8	
25	8.8	1.2	5.1	6.3	
26	12.4	64.2	87.0	404.4	
27	12.4	58.7	84.1	408.5	
28	0.0	0.0	1.6	0.0	
29	12.4	53.8	39.2	405.6	
30	12.4	54.9	28.3	334.7	*Discharge from AUAR area at Hwy 10 culvert
31	3.4	0.5	10.4	70.8	

Note: Negative volume discharge results from backwater into subwatershed from downstream subwatershed.

Runoff Under Developed Conditions. As development proceeds on the 300+ acres that are part of the RTC, runoff will markedly increase. Conversion of sandy open space and agricultural land to commercial and residential uses invariably leads to increased runoff from paved surfaces associated with that development. The translation of the preferred design in Figure 6.1 to a developed schematic for runoff routing was shown in Figure 6.6 as part of the site description. The essential elements of the drainage system proposed for the site are as follows:

- It incorporates a 100-year design event with no infiltration considered, thus generating the "worst case" scenario upon which design can proceed.

- It routes water locally into the central drainage corridor, using a system of smaller ponds, followed by an area of flood storage and infiltration.

- It uses existing detention storage and develops increased storage for the highly impermeable retail center on City property between the railroad tracks and TH10.

- It proposes a connection of the site to the Mississippi River via the County-owned swath of land. This piece of land would contain a detention facility on the upstream side to add storage, followed by an infiltration zone, then a stabilized channel (piped or series of landscaped drop-structures) over the bluff to the river. Of note here is the additional need of this outflow as an outlet for any future TH10 upgrade. The development of this corridor for the passage of water has been approved in concept by the County, and discussions on the details are under way. This corridor presents the best option for out-letting this closed basin for the RTC site and for future TH10 work. If reaching the River through this option is not ultimately approved, another option will need to be pursued, most likely to the southeast along TH10. However, outflow in that direction is also closed and prevented from out-letting to the River, so additional study would be needed to identify an ultimate connection.

- It incorporates infiltration throughout the RTC site as an <u>added benefit</u> rather than as a design component for runoff management. The LRRWMO will not allow infiltration in design of the 100-year event. Rather, whatever other soaking-in that can be achieved in the central corridor will supplement water management. Infiltration can be used to cut peaks and volume, reduce major parts of small-scale events, maintain recharge and treat water quality. Each infiltration feature will need to be designed with an overflow/outlet to assure that water will not remain a permanent feature.

- It develops on-site detention in the central corridor on the western-most of the two sets of available areas; that is, parcel #s 49 and 54. The eastern-most cells (#s 51 and 56) will then be areas with a meandering (baseflow) stream that will rise during runoff events and spill over into a floodplain/infiltration zone, where water can soak into native vegetation, grading upward to a more landscaped, green

mowed grass up near trails by the road. If additional storage is needed, these cells could be changed to contain ponds of the needed size.

Following the development of a drainage system, detailed modeling was done for the individual blocks within the RTC site, and combined with the model output for the areas draining into the site from the north and northwest. All of this drainage was then routed through the site, into the stormwater handling facilities south of the site, and through the proposed drainage corridor to the Mississippi River.

Two modeling scenarios were run to bracket a range of flow under maximum and minimum conditions. The first run of the XP-SWMM quantity modeling developed traditional runoff estimates for the 100-year design event with no infiltration occurring on site. This "maximum runoff condition" is contained in Table 17.2.

In the second scenario, a factor was incorporated into the model on a block-by-block basis to account for some infiltration under small-scale events, reflective of the sandy soils inherent to the site. Infiltration is not a design element for the 100-year event, but rather used to estimate volume and rate reductions during frequently occurring events. Infiltration features will be considered during the design phase, but are not proposed as part of this evaluation. However, to demonstrate the effect of infiltration on the 100-year event, Table 17.3 contains the results of the "minimum runoff condition".

Table 17.2. XP-SWMM model results for developed conditions ("maximum runoff condition").

	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)		
subwatershed	peak flow discharge (cfs)	volume discharge (ac-ft)	peak flow discharge (cfs)	volume discharge (ac-ft)	
1	0.1	0.8	2.7	32.3	
2	0.0	0.0	0.0	0.0	
3	24.6	14.5	45.5	66.4	
4	9.4	45.6	14.8	284.5	
5	9.6	52.2	16.3	302.9	
6	11.4	47.5	16.1	301.3	
7	23.4	58.2	22.8	329.3	
8	24.3	74.1	30.5	371.8	
9	0.0	0.0	0.0	0.0	
10	0.0	0.0	0.0	0.0	
11	31.5	9.1	17.5	34.5	
12	26.7	11.4	14.4	38.3	
13	20.7	74.0	22.6	373.2	
14	2.0	10.8	25.1	32.4	
15	0.0	0.0	0.0	0.0	
16	0.0	0.0	0.0	0.0	
17	12.0	5.6	17.4	28.3	
18	29.4	14.4	16.6	23.3	
19	44.9	30.2	34.8	70.0	
20	72.8	38.4	36.3	83.5	
21	15.1	9.1	7.7	13.5	
22	22.8	6.1	7.3	9.3	
23	65.3	85.3	32.8	387.7	
24	132.6	155.1	87.8	516.4	
25	110.0	156.0	74.5	524.1	
26 WQ Pond	88.7	155.2	46.3	524.0	
26 Inf Basin	25.1	150.3	25.3	520.5	*Discharge to Mississippi River
27	5.7	1.1	1.7	2.4	
28	0.0	0.0	0.0	0.0	
29	0.0	0.0	0.1	0.3	
30	12.4	1.3	2.0	2.7	
31	3.4	0.4	0.5	0.7	

Table 17.3. XP-SWMM model results for developed conditions with some infiltration considered ("minimum run off condition").

	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)		
subwatershed	Peak flow discharge (cfs)	volume discharge (ac-ft)	peak flow discharge (cfs)	volume discharge (ac-ft)	
1	0.1	0.8	2.7	32.3	
2	0.0	0.0	0.0	0.0	
3	24.6	14.5	45.5	66.4	
4	9.9	45.7	15.7	284.5	
5	10.3	52.2	17.5	303.0	
6	11.8	47.6	16.9	302.4	
7	19.8	56.4	18.8	325.4	
8	19.3	50.0	20.4	284.9	
9	0.0	0.0	0.0	0.0	
10	0.0	0.0	4.9	12.5	
11	25.2	9.3	12.5	30.6	
12	28.4	11.5	13.0	34.5	
13	20.3	51.4	20.5	287.5	
14	2.0	10.8	24.7	31.8	
15	0.0	0.0	0.0	0.0	
16	0.0	0.0	0.0	0.0	
17	12.0	5.6	17.4	28.3	
18	29.4	16.6	16.1	25.3	
19	34.4	24.1	26.7	47.6	
20	41.9	32.2	33.5	61.1	
21	17.3	9.2	7.7	13.5	
22	37.2	6.4	7.3	9.3	
23	64.7	61.4	31.5	302.0	
24	131.8	125.6	86.1	408.0	
25	109.4	126.0	78.4	413.9	
26 WQ Pond	89.1	123.3	54.2	409.7	
26 Inf Basin	24.7	92.1	24.8	356.2	*Discharge to Mississippi River
27	5.7	1.1	1.7	2.4	
28	0.0	0.0	0.0	0.0	
29	0.0	0.0	0.1	0.3	
30	12.4	1.3	2.0	2.7	
31	3.4	0.4	0.5	0.7	

Table 17.4 shows a comparison of discharge from the site for the existing and proposed developed scenarios for the 100-year events. For existing conditions, a maximum peak flow of 28.3 cfs under the Highway 10 culvert occurs during the 100-year, 10-day snowmelt event. Peak flow discharge for proposed development conditions is slightly less (25.3 cfs) than existing conditions, excluding infiltration and assuming that no bio-retention facilities are incorporated into the individual blocks. The existing peak flow rate (12.4 cfs) is exceeded for the 100-year, 24-hour rainfall event under proposed developed conditions (25.1 cfs), but has been significantly reduced from the peak rate of 132.6 cfs at the culvert crossing the RR tracks. Since infiltration is excluded, the numbers presented under proposed conditions are conservative. Slight reductions in peak flow rate discharge at the outlet and significant reductions in volume discharge could be achieved with the incorporation of properly designed and maintained infiltration basins. Volume discharge reductions of 30 to 40 percent could be achieved assuming a moderate rate of infiltration during the 100-year, 24-hour rainfall event and some infiltration during the last 15 days of the 30-day runoff simulation of the 100-year snowmelt event.

Since the original analysis was developed for the April 8, 2003 draft AUAR, additional analysis has been performed of the County alternative outlet based on discussions with the County. Refer to Appendix J for additional detail regarding results from the additional analysis. The last rows in Tables 17.4 and 17.5 show the results of the changes that occur when the infiltration area (26b in Figure 12.4) is reduced to exclude any surface water storage within the Regional Park and when all expected County and State roadway upgrades are included. All of the details associated with the selected drainage outlet will be developed at the design stage.

Table 17.4. Comparison of peak flows and volumes discharged from site for 100-year events

Model	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)	
	Peak flow discharge (cfs)	Volume discharge (ac-ft)	Peak flow discharge (cfs)	Volume discharge (ac-ft)
Existing conditions	12.4	54.9	28.3	334.7
Proposed	25.1	150.3	25.3	520.5
Proposed w/ some infiltration occurring	24.7	92.1	24.8	356.2
Proposed – mitigation plan with revisions requested by County	25.4	176.9	25.4	556.6

The primary benefit of incorporating infiltration BMPs into the site is achieved during small storm events. Table 17.5 compares site discharge for the 1-year and 10-year, 24-hour rainfall events considering site design that first excludes infiltration in the basins and then considers infiltration in the basins.

For existing conditions, a peak flow of 2.3 cfs discharge at the Highway 10 culvert for the 1-year, 24-hour event is due to local drainage south of the railroad tracks only, as there is no flow leaving the site at the railroad tracks. As discussed earlier, the flow discharging from Highway 10 is small and does not reach the Mississippi River. For proposed development conditions excluding infiltration in the basins, peak discharge into the Mississippi River would be 14.4 cfs. By incorporating infiltration basins into the site, peak flow is reduced by 50 percent (7.8 cfs) and volume discharge is also significantly reduced.. The 10-year, 24-hour rainfall event results in a slight reduction in peak flow, but significant reduction in volume (50 percent) by incorporating the infiltration BMPs.

Table 17.5. Comparison of peak flows and volumes discharged from site for 1-year and 10-year events

Model	1-year 24-hour rainfall (2.3 inches precipitation)		10-year 24-hour rainfall (4.1 inches precipitation)	
	Peak flow (cfs)	Volume (ac-ft)	Peak flow (cfs)	Volume (ac-ft)
Existing conditions	2.3	0.3	7.1	0.7
Proposed	14.4	14.4	23.1	65.0
Proposed w/ infiltration occurring	7.8	4.0	22.6	35.4
Proposed – mitigation plan with revisions requested by County	19.1	25.3	24.5	84.2

Smaller, more frequent rainfall events are critical for water quality. Achievement of long-term year-round water quality benefits requires the ability to retain and treat smaller storm events. To meet LRRWMO water quality requirements based on NURP design criteria, the final design should provide for a dead storage volume of at least 38 ac-ft, which is the volume required to accommodate the runoff volume from a 2.5-inch rainfall event (excluding infiltration in basins).

Water Quality Modeling

Water Quality Under Developed Conditions. As shown in a previous section, the amount of water leaving the site under current conditions is minimal. Consequently, the amount of pollution associated with the runoff is equally minimal. However, this all changes once development occurs. An increase in nonpoint pollution from this site will occur from many new sources, including some or all of the following:

- Automobile, truck and bus traffic (oil, exhaust, vehicle decomposition);
- Lawn and landscaping chemicals (fertilizer and pesticide);
- Litter;
- Vegetative debris;
- Pet waste;
- Fueling spillage from the convenience stations;
- Increased sanding and salting; and
- New construction (erosion, debris).

The pollutant removal efficiencies of the proposed stormwater management practices were assessed using the P8 Urban Catchment Model (*Program for Predicting Polluting Particle Passage through Pits, Puddles and Ponds*, developed by William Walker). This approach allowed for the evaluation of different runoff scenarios, as well as the prediction of pollutant loads passing through the proposed development and eventually into the Mississippi River. Model results presented are for a complete year with a long term average precipitation depth (23.85 inches). This scenario is different than those presented in the water quantity modeling results, where specific storm events were considered.

Water quality was modeled for several pollutants for two runoff scenarios. Both scenarios consider the likely treatment that runoff would receive in stormwater BMPs located along the route that the water would follow. For example, the runoff routed into a properly designed detention pond would lose about 75% of the total suspended solids it carries. This water can then be routed downstream, where it might encounter another detention pond or infiltration system where another increment is removed.

In the first scenario, runoff is stored only in the detention ponds and infiltration basins within the central drainage corridor. In the second scenario, extra storage that would exist elsewhere on the site in small ponds is considered. In this case, runoff is stored, but does not infiltrate into the groundwater.

The exact nature of the primary solids removal BMPs located at the storm sewer inflows to various drainageways has not yet been determined. These could be a mix of forebays created from earthen material, catch basin inlet filters, all the way to sub-grade treatment train systems.

Table 17.6 presents the results of water quality modeling for total phosphorus (TP). TP was chosen to present the quality results because it is one of the more difficult pollutants to remove. That is, if effective removal of TP occurs, the other pollutants will have equal or better removals. The table shows that with storage and treatment in the central drainage corridor facilities, the total phosphorus load leaving the RTC site (out of subwatersheds 26 and 31) is approximately 20 lbs/year. This figure is cut in half when additional site storage is considered. In terms of a per unit area loading rate, the first scenario yields 0.053 lbs TP/acre-year; that figure is approximately halved with the addition of extra storage. These areal loading rates are reflective of the numerous detention ponds and the natural infiltration occurring throughout the RTC site.

Table 17.6. Average Annual Total Phosphorus in runoff leaving RTC site

	With storage in the central corridor	With additional on-site storage
lbs TP/yr	19.6	10.3
lbs TP/ac-yr	0.053	0.028

The modeled phosphorus removals are contained in Table 17.7. These results are presented to show the reductions that the water quality treatment system used on the RTC site can achieve.

Table 17.7. Total phosphorus load (lbs/yr) entering and exiting several of the major proposed detention basins and infiltration basins.

BMP and Sub-watershed (see Figure 12.1)		lbs TP/yr	
		With central corridor facilities only	With additional on-site storage
Detention basin in sub-watershed 7	In	27.3	15.6
	Out	10.2	4.3
Infiltration basin in sub-watershed 8	In	31.5	16.0
	Out	0	0
Detention basin in sub-watershed 18	In	35.2	20.4
	Out	9.5	3.7
Infiltration basin in sub-watershed 19	In	32.1	16.9
	Out	0	0
Detention basin in sub-watershed 25	In	64.6	34.6
	Out	38.4	20.2
Detention basin in sub-watershed 26 (south of TH10)	In	38.4	20.2
	Out	24.0	12.6
Infiltration basin in sub-watershed 26 (south of TH10)	In	24.0	12.6
	Out	18.9	9.5

Summary of Environmental Impact. The incorporation of a stormwater management system into the RTC site as it develops raises the need for proper collection, routing and storage of runoff. The standard routing of the 100-year frequency event without consideration of any infiltration, in accordance with LRRWMO regulations, yields a volume of 113 ac-ft that must be accounted for in on-site or near-site storage. When infiltration is considered, the volume can be reduced to 105 ac-ft. For events with a return frequency less than 100-years, infiltration can be designed to reduce volume substantially and provide continued recharge to a certain degree.

Mitigation element. The conversion of agricultural land to urban land ultimately increases the amount and rate of runoff leaving the land. Minimizing the impact of that increased runoff is the objective of this mitigation plan.

It must be stressed that this portion of Ramsey does not have a natural outlet to the Mississippi River. The preliminary drainage system described within this AUAR assumes an outlet that takes advantage of publicly-owned, County land that extends from Highway 10 to the Mississippi River south of the RTC site. The County has agreed in concept on the use of its land for a drainage route, and preliminary discussions among the City, County and developer on the details have begun. Appendix J contains the results of an analysis conducted for the County to evaluate the hydrologic and structural character of an outlet on its land. The analysis excluded storage from any land within the Regional Park and included a series of anticipated County (Armstrong and Ramsey Blvds. and Co. Rd. 116) and State (TH 10 and its interchanges) roadway upgrades in the immediate vicinity of the RTC site. The details of using the County drainage route or any alternate route will be developed with City, County and State input at the time of design.

Advantages of using the County land extend beyond the RTC site, to the entire sub-watershed, including the eventual upgrade of TH 10, which will also need a River outlet. If use of the County land encounters any obstacles, an outlet option will need to be pursued to the southeast, along TH 10 through the Rivenwick Development or in the vicinity of Sunfish Lake Blvd. The small amount of water that now leaves the site, runs southeast along the highway, but infiltrates within a short distance.

Mitigation Approach

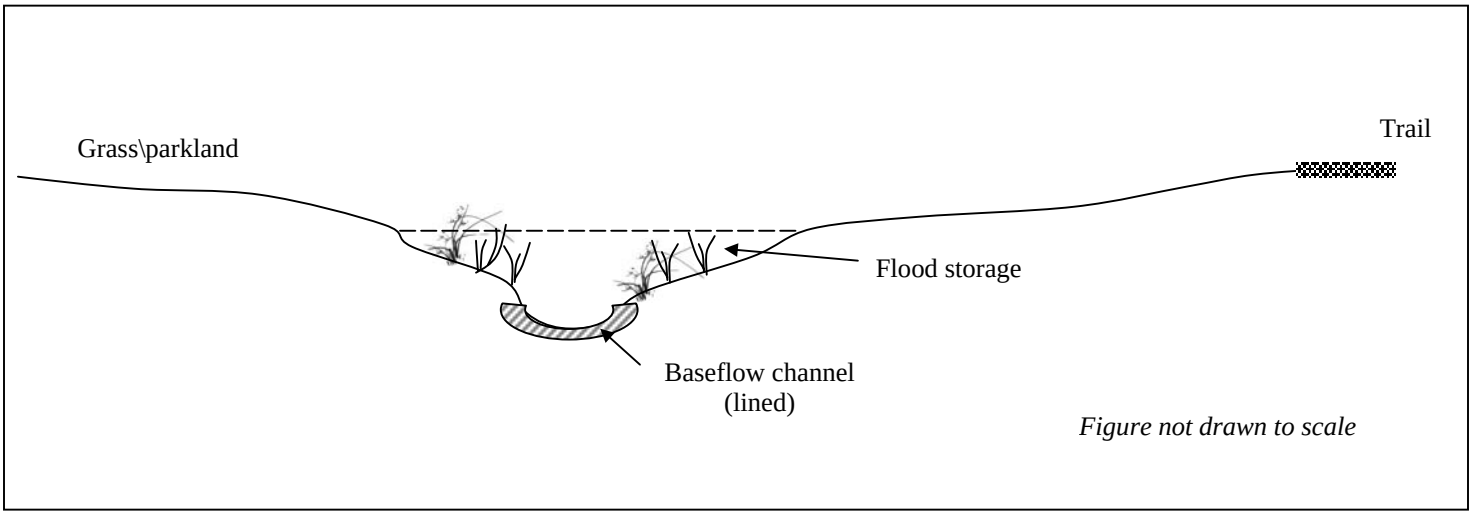
The quantity and quality approach laid-out earlier in this section describes an approach driven by the need to comply with runoff control rules of the LRRWMO and water quality requirements that are described in the next section. The runoff management system proposed in Figure 17.2 is done in a preliminary sense to allow the City and the developer to proceed with some knowledge of what design specifics will be needed. The City will assure that the developer(s) will design and build the final drainage and runoff management system within this overall framework, in compliance with the mandates of the LRRWMO.

Implementation of BMPs in Preliminary Design

A system of BMPs can be initially proposed to meet the needs identified in the Item 12 and 17 discussions. The first aspect of this design is the handling of the large-scale (100-year) event. Figures 17.2 (a-c) illustrate the major management practice features that are proposed to store and treat runoff in the central drainage corridor. This system is designed to provide volume/peak reduction storage for the runoff, as well as water quality treatment. This approach starts with large detention storage in ponds located on-site in sub-watersheds 7 and 8, followed by similarly sized detention in ponds located in subwatersheds 25 and 26 south of the active development site. This storage is supplemented with additional smaller-scale storage in sub-watersheds 5, 11, 13, 21 and 22. Tables 17.1-17.5 describe the water quantity reductions in these ponds, and Tables 17.6 and 17.7 describe the water quality improvements for TP.

The ponding system provides both permanent pool storage for water quality treatment and temporary flood storage above the permanent pool. The ponds in the central drainage corridor are supplemented by two areas for additional storage of pre-treated runoff. These two areas in sub-watersheds 8 and 19 will allow for water levels to raise and take advantage of storage available. This water will be slowly drained by a controlled outlet, but infiltration will also occur. Figure 17.3 is a schematic cross-section of this approach. Keeping these areas dry except during high flows allows for their use as open space, recreation areas for essentially all of the year, with the exception of that time when they are needed to absorb flow. They then serve to dampen peaks, reduce volume and enhance recharge. A similar feature is also proposed for sub-watershed 26. This would be the last BMP in the chain of BMPs installed throughout the site and south of it before flows reaches the Mississippi River. Table 17.7 showed the dramatic water quality improvement that this system could provide. Such an approach is mandated by the Phase II discharge requirements (next section) and the MNRRA/Critical Area guidelines (Item 27).

Figure 17.3 Schematic of Flood Storage/Infiltration Portion of Central Corridor.



The runoff calculations in this section included determination of the 100-year event runoff and a condition supplemented by additional on-site storage. Figures 17.2 (a-c) showed the preliminary concept for the central drainage corridor. These figures illustrate the ponding system concept for storage during the large-scale event. Reference to Figure 6.6, however, shows that many additional smaller ponds exist on the site. Use of these ponds and consideration of the infiltration that naturally occurs through the sandy soils inherent to the site, yield a net reduction in flow leaving the site. Even further reduction can be made during the design and construction phases with the incorporation of additional BMPs. These features can also be used to filter inflow to the shallow groundwater system and replace some of the recharge lost to increased urbanization. The City can expect that volumes will be reduced if these features are incorporated in block design runoff routing. The largest benefit would likely accrue from installation associated with large parking lot surfaces. Further reductions can be explored during the detailed design phase.

The final BMP element proposed for runoff control is the use of solids removal pre-treatment at storm sewer outfalls. These installations can be any of a wide variety of forebays or installed sumps/filters that remove particulates from stormwater prior to discharge into any of the drainageways throughout the site. These will also reduce overall pollutant removal and will be a major part of the city's Phase II list of available BMPs.

As part of the design process for BMPs, replacement of non-native vegetation with native vegetation will occur whenever practicable and desirable.

Phase II National Pollutant Discharge Elimination System (NPDES) permit

The City of Ramsey has submitted its draft application for a Phase II National Pollutant Discharge Elimination System (NPDES) permit. The unsigned permit was submitted on March 10, 2003 under the MPCA requirements for the program of the U.S. Environmental Protection Agency (EPA). MPCA extended the timeline for receipt of an officially signed permit so that the City could authorize signature through a City Council action. The new deadline for receipt of a signed application is May 9, 2003. After that, the City will need to adopt a Storm Water Pollution Prevention Program (SWPPP). Since the City owns and operates a municipal drainage system, it is subject to the provisions of the Municipal Separate Storm Sewer System (MS4) provisions of the law. Construction activities within the City, and specifically on the Ramsey Town Center site, are also subject to the Phase II General Storm Water Permit for Construction Activity.

The MS4 program requires the City to develop and implement a Storm Water Pollution Prevention Program (SWPPP) that includes six minimum control measures:

- Public education and outreach;
- Public participation and involvement;
- Illicit discharge, detection and elimination;

- Construction site runoff control;
- Post-construction site runoff control; and
- Pollution prevention/good housekeeping.

The City must identify best management practices (BMPs) and measurable goals associated with each minimum control measure noted above. The City will be given five-years to develop an effective program after the permit is issued. This period of time coincides with the phased development of the Ramsey Town Center site, which must then include the provisions of the City SWPPP. The City will assure that the provisions of its Program are properly implemented within the Center as development proceeds.

Construction within the City of Ramsey is also subject to the provisions of the NPDES Phase II General Storm Water Permit for Construction Activity. This provision is in addition to the construction control measure required under the MS4 permit. Revisions to the current permit will be implemented by the State in September 2003. Under the proposed State Construction permit, any construction meeting the following criteria will be expected to obtain a permit from the MPCA:

- Any construction activity that results in the disturbance of one acre or more;
- Any construction activity less than one acre, but part of a "larger common plan for development or sale" that is larger than one acre (This would apply to any sub-area construction on the Ramsey Town Center site that is less than one acre because the overall site meets the above criteria.); and
- Any construction activities that MPCA determines will potentially contribute to a violation of a water quality standard or for significant contribution of pollutants to a water resource.

Clearly, any construction on the Ramsey Town Center of any size will be subject to the provision of the Phase II construction permit, especially since the City's MS4 permit requires it to implement control measures addressing construction site runoff control. The SWPPP required for the general construction activity Permit must address the potential for discharge of sediment and/or other potential pollutants from the site, and must include the following elements:

- Temporary erosion prevention and sediment control BMPs;
- Permanent erosion prevention and sediment control BMPs;
- A permanent storm water management system; and
- Pollution prevention management measures.

These elements must be incorporated into the final plans and specifications before applying for permit coverage. Special provisions are made within the General Permit language for discharges to Outstanding Resource Value Waters (ORVW), which includes the Mississippi River through the City of Ramsey, discharges to wetlands and discharges to scenic or recreational river segments, which include the Ramsey reach of the Mississippi River. Within these areas, additional protective BMPs are required. Since the ultimate discharge from Ramsey Town Center is the Mississippi River, these provisions will apply to the construction permits issued for the site. The Item 17

assessment of discharge found that discharge of any storm water from the Town Center downstream to the River will occur under wet conditions. The only feasible and economic alternative for surface water discharge from the site is to the River. Every effort will be made to retain and, if possible, infiltrate normal events on the Town Center site. Excess volumes of surface water runoff will be pre-treated before allowed to drain from the Center or its nearby/adjacent runoff treatment system.

Because the Ramsey Town Center will not have any heavy industrial uses, it is not expected that the provisions of the Phase II NPDES program dealing with Industrial Activity will apply. However, if development conditions change before the site is finally built-out, and heavier industry is allowed on the site, these provisions could apply. Although there is no intent for heavy industry to occur in the Center, the City will monitor the permit requirements relative to land uses under which the permit conditions apply, and implement a control program if ever needed.

Relationship to Mississippi River TMDL

One water quality element of note in the mitigation plan is the need to reduce the negative impact of a discharge to an "impaired water" under the Total Maximum Daily Load (TMDL) program. The Mississippi River through the City of Ramsey has been listed on the MPCA recommended "303d" list as impaired relative to fecal coliform, PCB and mercury. The PCB and mercury programs are regional in scale and are the subject of regional MPCA and USEPA remediation programs. The discharge of storm water high in fecal coliform, however, is something that the City will need to address. The implementation of nonpoint source pollution control BMPs does not necessarily assure the reduction of fecal coliform. The process for setting a TMDL includes the initiation of a formal study that results in recommendations for control of the pollutant causing the impairment. MPCA has not yet begun this study for the impaired Mississippi River reach; however, once this study begins (currently scheduled for 2004-2006), the City will cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River.

18. Water Quality-Wastewater

18a. *Describe sources, composition and quantities of all sanitary, municipal and industrial wastewater produced or treated at the site.*

18b*. Describe waste treatment methods or pollution prevention efforts and give estimates of composition after treatment. Identify receiving waters, including major downstream water bodies, and estimate the discharge impact on the quality of receiving waters. If the project involves on-site sewage systems, discuss the suitability of site conditions for such systems.*

18c. *If wastes will be discharged into a publicly owned treatment facility, identify the facility, describe any pretreatment provisions and discuss the facility's ability to handle the volume and composition of wastes, identifying any improvements necessary.*

18d. *Does not apply.*

Observe the following points of guidance in an AUAR:

- *only domestic wastewater would be coming from industrial uses that are excluded from review through an AUAR process;*
- *wastewater flows should be estimated by land use sub-areas of the AUAR area; the basis of flow estimates should be explained;*
- *the major sewer system features should be shown on a map and the expected flows should be identified;*
- *if not explained under Item 6, the expected staging of the sewer system construction should be described; and*
- *the relationship of the sewer system extension to the RGU's comprehensive sewer plan and (for metro area AUARs) to Metropolitan Council regional systems plans, including MUSA expansions, should be discussed.*

18a. General - Source, composition and quantity

In Minnesota communities, the management of wastewater is a health-related necessity. - Providing adequate wastewater management services to residents and businesses in a community results in several additional benefits, including protection of the environment, enhanced economic development, and beneficial reuse of bio-solids and nutrients.

Policies within the City's *2001 Comprehensive Plan*, as amended in 2002 (*Comprehensive Plan*), indicate that the City will:

- Extend municipal sewer services to areas within the existing and future Metropolitan Urban Services Area (MUSA) as shown on Figure 5.4 and consistent with the provisions and process outlined by the City.

- Extend municipal sewer services to rural areas *only if*:
  - A pollution problem exists due to failing or leaking septic systems;
  - The only cost effective solution to the problem is connection to municipal sewer or a central sewer system;
  - Capacity exists in the metropolitan treatment system to provide service to the rural area in question; and
  - A fair and equitable financing tool is in place to recover the costs of building the sewer expansion facilities, so that existing rural residents who remain on functioning private septic systems are not required to pay assessments.

- Develop an equitable and fair financial framework for building and maintaining the existing and future municipal sewer system.

- Provide for the efficient and timely extension of municipal sewer services in accordance with the development staging plan as depicted in the future land use plan.

- Oversize sewer pipes so that in the event private septic systems fail the municipal sewer system is properly sized to handle additional capacity.

- Annually monitor sewer flowage into the two metropolitan interceptors in order to identify infiltration and inflow (I&I) problems, which can cost-effectively be repaired.

- Work with the Metropolitan Council Environmental Services division to identify any points of major I&I into the system and devise a plan to minimize future I&I.

- Emphasize prevention and education to protect against ground water pollution related to on-site sewage disposal systems.

- Ensure existing on-site sewage disposal systems in the City are consistently maintained and monitored as required under Minnesota Rules Section 7080.

Based on the *Comprehensive Plan,* the availability of wastewater management services within the City can be divided into three distinct service categories as follows:

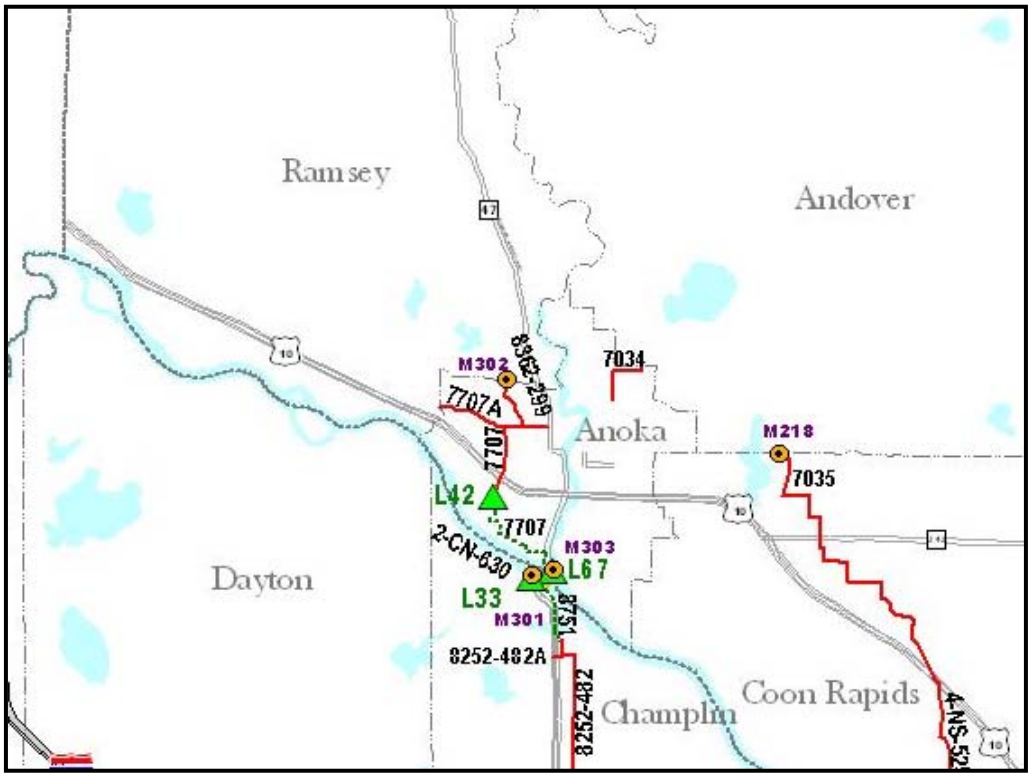
- Existing Urban (MUSA) Area: Residents and businesses within this area are currently served by the MCES's regional interceptor. Wastewater is transported via this interceptor to the MCES Metro Wastewater Treatment Plant in St. Paul (Figure 18.1 and 18.2).

- Urban Growth Area: These are areas designated by the City of Ramsey in its *Comprehensive Plan,* as being within the Urban Growth Boundary. Wastewater services for future development in this area will be provided by

the existing system for growth within the existing service area or by an extension of the collection system for other areas. Existing residences and businesses currently within this area, but outside of the existing service area, are serviced by individual septic systems.

- Central Rural Reserve and Rural Developing: Residents and businesses in these areas use primarily individual septic systems for wastewater management and individual wells for potable water (Figure 18.2). Although extension of MUSA service to these areas is not currently planned, design of the existing and future sewer mains must take into account any potential future need. Therefore, for purposes of the AUAR, projected flows are calculated for those areas within the Sewer Service Boundary shown in the *1991 Comprehensive Sanitary Sewer Plan* (Sewer Plan). Generally, these areas are designated Rural Developing in the *Comprehensive Plan* and are located north of the Urban Growth Boundary and south of Trott Brook.

Figure 18.1: MCES Wastewater Facilities Serving Ramsey



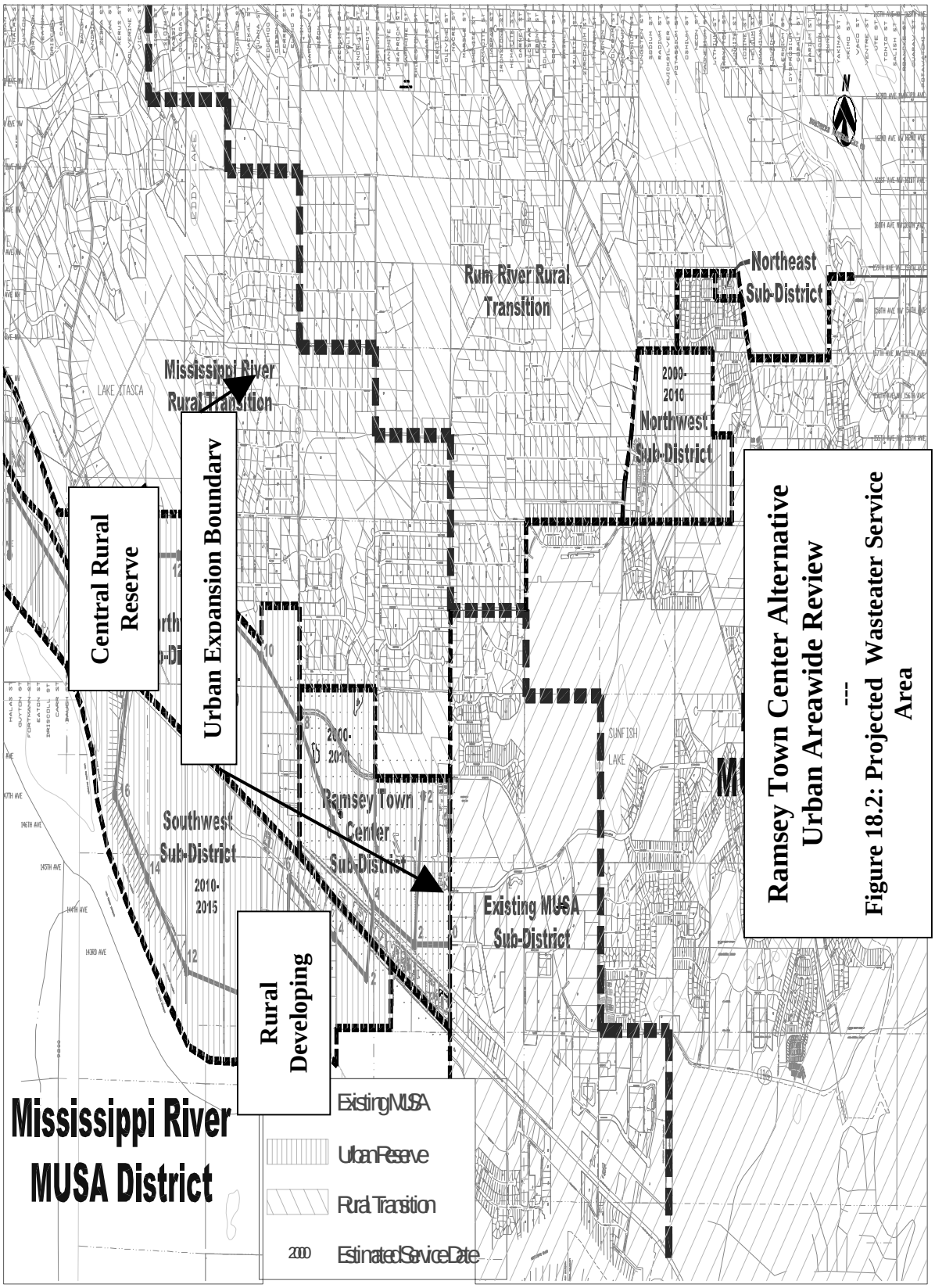

Mississippi River
MUSA District
Central Rural
Reserve
Urban Expansion Boundary
Mississippi River
Rural Transition
Rum River Rural
Transition
Northeast
Sub-District
2000-
2010
Northwest
Sub-District
Southwest
Sub-District
2010-
2015
Ramsey Town
Center
Sub-District
Existing MUSA
Sub-District
Rural
Developing
Existing MUSA
Urban Reserve
Rural Transition
2000 Estimated Service Date
Ramsey Town Center Alternative
Urban Areawide Review

Figure 18.2: Projected Wasteater Service
Area

Table 18.1: Projected Wastewater Composition and Loadings

Contaminant	Concentration (mg/l)	Total Annual Mass Loading[(1)] (tons)
Total Dissolved Solids	500	5,557
Total Suspended Solids	220	2,445
Biochemical Oxygen Demand - 5-Day (BOD_5)	250	2,778
Chemical Oxygen Demand (COD)	500	5,557
Nitrogen (Total as N)	50	557
Phosphorous (Total as P)	10[(2)]	111

(1) Based on a projected annual flow of 2,665 MGY.
(2) Phosphorous levels are somewhat elevated to compensate for disposal and restaurant wastes.

Wastewater from the RTC development is considered domestic as no industrial waste is proposed. Table 18.1 lists the projected composition of the wastewater and the projected concentration of common contaminants. The above projected loadings fall within the range of "average" wastewater strengths. Because of this, it appears that the MCES Metro Wastewater Treatment Plant will be able to handle the projected waste composition and loadings from the RTC Development.

18b. Description of Existing Wastewater Management Systems

Local Collection System Capacity – Within each of the Districts, wastewater is collected and transported to the main interceptors primarily by gravity sewer. When necessary, pumping stations and force-mains are used to overcome elevation changes. Inflow and infiltration into the sanitary sewer is expected to be minimal due to the relatively new age of the system.

The City's *Comprehensive Plan* documented MCES Projected Wastewater flows for the City of Ramsey to be between 542 and 668 MGY or a maximum of 1.8 MGD. The *Sewer Plan* indicated that at full build out, 2.8 MGD of flow would be generated by a sewered population of 27,200 persons and a sewered employment of 7,000 employees. It appears that the existing sewer collection system has been designed to accommodate the larger flow of 2.8 MGD.

Regional Interceptor Capacity – Availability of capacity in the regional interceptor system depends on several factors, but is generally based on Metropolitan Council design and growth projections for developing communities. The *Comprehensive Plan* indicates that Metropolitan Council projections of wastewater flows for the City of Ramsey in 2020 were between 1.5 and 1.8 MGD. The *Sewer Plan* states that the two regional interceptors serving Ramsey were design to handle a combined average daily flow of 7.87 MGD. However, the regional facilities downstream of the interceptors are not. The *Sewer Plan* also states that approximately 30% (2.8 MGD) of the capacity at the Anoka lift station is reserved for Ramsey. In either case, the *Comprehensive Plan* states that "If and when growth or sewer demand exceeds the current regional facility sizing, those facilities will require upgrading". .

For purposes of this AUAR, it is assumed that the available capacity in the MCES Regional System is at a minimum 2.8 MGD and could be as high as 3.8 MGD without requiring significant upgrades. This 3.8 MGD figure is based on a telephone conversation held in February of 2003 in which MCES Officials indicated that additional capacity may be available due to slower than anticipated growth and development in other cities. Therefore, it is recommended that the City contact MCES to formalize a new agreement on existing and future available capacity. Future decisions on growth, and the need for infrastructure improvements, can then be planned and executed as necessary.

Existing Urban Flows – Within the existing Urban Wastewater Service Area (Table 18.2), approximately 1,500 residential households and 250 acres of commercial, industrial and institutional development are served by the MCES regional interceptor. The entire Urban Service Area is divided into two service districts that connect to separate regional interceptors: the Mississippi River District and the Rum River District (Figure 18.2). These Districts are divided somewhat along the watershed divide for the two rivers.

Table 18.2: Existing MUSA (Category 1) Flows by District

Description	Average Daily Flow (MGD)	Peak Hourly Flow (MGD)	Average Annual Flow (MGY)	Average Daily Flow Capacity (MGD)	Peak Hourly Flow Capacity (MGD)
Mississippi River MUSA District	0.161(1)	0.555	59	-	10
Rum River MUSA District	0.390(2)	1.314	143	-	8
TOTAL	**0.551**	**1.595**	**202**	**2.8 to 3.8**	**18**

(1) Based on 2002 monthly flow records provided by MCES. (2001 Comp Plan estimated at 0.199 MGD)
(2) Based on 2002 average quarterly flow monitoring records provided by MCES. (2001 Comp Plan estimated at 0.406 MGD)
(3) Peak hourly flows were calculated using average design value formulas.

The two regional interceptors serving the City have a combined peak capacity of 18.0 MGD. The Rum River MUSA District, which is served by a 30-inch diameter interceptor, has a maximum design capacity of about 8 million gallons per day (MGD). The Mississippi River MUSA District, which is served by a 30-inch diameter interceptor, has a maximum peak design capacity of about 10 MGD. As stated earlier, it is assumed that 2.8 to 3.8 MGD of average daily flow capacity is available in the regional system.

The capacity of the MCES interceptors appears to be adequate for the existing average daily and peak hourly wastewater flows from each District. In addition, the combined average daily flow of 0.551 MGD does not exceed the MCES limit of 2.8 to 3.8 MGD. The reserve capacity for future growth with the Ramsey MUSA, therefore, appears to be about 2.2 to 3.2 MGD before upgrades will be needed in the downstream facilities.

Rural Wastewater Management – In areas outside of the existing MUSA, a total of 3,750 households are served by private on-site septic systems and drain fields. Of these, 3,260

are systems that are outside of the current Urban Growth Boundary. The remaining 490, which are located within the Urban Growth Boundary, are earmarked in the *Comprehensive Plan* to be connected to the MUSA system during phased expansion through about 2015. Approximately half of the 3,750 onsite systems where constructed before 1974 and have not been replaced or upgraded since. The remaining systems are new or have been upgraded since 1974 due to failures or real estate sales. There have been no known or reported groundwater quality issues related to failing septic systems. The City has passed an ISTS ordinance.

Future Wastewater Management. As stated earlier, the City's wastewater collection system is divided into two Districts that generally follow a watershed boundary: the Rum River MUSA District and the Mississippi River MUSA District. The City's 2001 *Comprehensive Plan* identified areas within the City limits that would receive MUSA wastewater service under future planned expansions through 2015. These areas are all within the Urban Growth Boundary.

In the Rum River MUSA District Urban Growth Area, future expansion is planned to serve two small areas to the north of 163rd Ave. (Figure 18.2). In the Mississippi River MUSA District Urban Growth Area, future expansions are planned for a fairly large area to the west of Ramsey Blvd., and to the north and south of U.S. Hwy. 10, also shown in Figure 18.2.

The RTC Site is located within the Mississippi River MUSA District. It was identified in the City's *2001 Comprehensive Plan*, as amended in 2002, for expansion of the centralized wastewater system between 2000 and 2010. In addition to the RTC Site, the plan identified other Urban Growth Areas to the west of the RTC Site with sewer extension occurring between 2000 and 2015.

(Note: The selection of sub-districts is solely for convenience in determining current and future design flows and was not intended to correlate with any development timelines.)

Methodology: Existing and projected future flows for each District need to be determined in order to consider potential future impacts from the RTC Development. In general, the methodology follows that used in the City's *2001 Comprehensive Plan,* as amended in 2002, and estimates future flows for all areas within the Sewer Service Boundary developed in the *Sewer Plan* (generally all areas south of Trott Brook).

Flows for the areas currently served by the MUSA will be based on the 2001 MCES reported flows as shown in Table 18.2. Flows for the future Urban Growth Areas are based on projected land use and generally follow the procedures developed in the City's *1991 Comprehensive Sewer Plan* (A summary of the projected flows is included as Appendix G). For the RTC Site, future flows were estimated based on projected occupancy and development types presented in the latest RTC preferred design shown in Figure 6.1.

Mississippi River MUSA District – To determine future wastewater flows, the Mississippi River MUSA District Urban Growth Area was divided into five sub-districts: the existing MUSA Sub-district, the Rural Sub-district, the RTC Sub-district, the Northwest Sub-district and the Southwest Sub-district (Figure 18.2). The projected wastewater flows for the RTC Sub-District are given in Tables 18.3 and 18.4, respectively, for residential and commercial/service development.

Table 18.3: Projected Wastewater Flows for RTC Sub-District Residential Development

Development Type	Quantity	Occupants per Unit	Total Occupants	Flow per Occupant (gpd)	Total Flow (gpd)
Mixed Use Residential	1012	5	5,060	75	379.500
Apartment	172	3	516	75	38,700
Duplex	62	4	186	75	13,950
Townhouse	1154	4	4,616	75	346,200
Total Residential	**2,400**		**10,378**	**75**	**778,350**

Table 18.4: Projected Wastewater Flows for RTC Commercial/Service Development

Development Type	Acres Used (ac)	Flow per Acre (gpd)	Total Flow (gpd)
Commercial (Existing Hwy. 10)	32.2	1,500	48,300
Commercial (Service/Convenience)	11.6	1,500	17,400
Commercial (Shopping)	24.4	1,200	29,280
Mixed Use (Retail/Office)	30.6	1,700	52,020
Civic Center	3.6	10,000	36,000
Business Enterprise	35.9	1,000	35,900
Transit	4.5	1,000	4,500
Public/Open Space	58.2	100	5,820
Total Developed Area	**201**		**229,220**

The combined future wastewater average and peak daily flows for the entire Mississippi River MUSA District are 4.099 MGD and 8.746 MGD, respectively (Table 18.5). These flows are well within the range for the design of the local regional interceptor which has a peak daily capacity of 10 MGD. However, it does appear that improvements to downstream MUSA infrastructure, such as the Anoka lift station, may be required at some future date.

Table 18.5: Mississippi River District Projected Future Wastewater Flows by Sub-district

Sub-district	Existing Average Daily Flow (gpd)	Existing Peak Hourly Flow (gpd)	Future Average Daily Flow (MGD)	Future Peak Hourly Flow (MGD)
Existing MUSA Service Area	0.161	0.475	0.161	0.555
Future Existing MUSA for Build-out	0	0	0.781	2.530
Northwest Sub-district	0	0	0.472	1.578
Southwest Sub-district	0	0	0.599	1.976
Ramsey Town Center	0	0	1.010	3.195
Sub-total	**-**	**-**	**3.023**	**7.534**
Future Rural (If Required)	0	0	1.076	3.381
TOTAL	**0.161**	**0.475**	**4.099**	**8.746**

(1) From 1991 Comprehensive Sanitary Sewer Plan.

In addition, there is a 27-inch sewer main that terminates at a manhole on the eastern edge of the RTC development at the corner of Ramsey Boulevard and 143rd Avenue. Assuming the minimum allowable design slope of 0.07%, the maximum instantaneous flow that can be handled by this line is 8.216 MGD. Therefore, it appears that the existing 27-inch main is sized to handle wastewater flows from the RTC development and future growth from the Urban Growth and Rural Developing Areas.

Note: The 27-inch main mentioned above runs for two blocks before tying into a 30-inch main. Because of this, and the uncertainty of future flows and pipe slopes, it is recommended that a 30-inch sewer main be installed throughout the entire RTC development and, if required, only two blocks of 27-inch main will need replacing in the future.

Rum River MUSA District – To determine the future wastewater flows, the Rum River MUSA Sub-District has been divided into two sub-districts: the Existing MUSA Sub-district and the Rural Sub-district. Table 18.6 shows the current and future flows for the Rum River District.

Table 18.6: Rum River District Projected Future Wastewater Flows by Sub-district

Sub-district	Existing Average Daily Flow (gpd)	Existing Peak Hourly Flow (gpd)	Future Average Daily Flow (MGD)	Future Peak Hourly Flow (MGD)
Existing MUSA Service Area	0.390	1.119	0.390	1.314
Future Existing MUSA for Build-out	0	0	0.900	2.881
Sub-total	**-**	**-**	**1.290**	**3.960**
Future Rural (If Required)	0	0	1.864	5.365
TOTAL	**0.390**	**1.119**	**3.154**	**7.723**

The combined projected average daily flow for the Rum River District is 3.154 MGD with peak flows reaching 7.723 MGD. Therefore, there appears to be sufficient capacity in the MUSA regional interceptor which is designed for a peak flow of 8 MGD. Again, it is recommended that the City reevaluates their MCES allocation of the interceptor capacity prior to performing an update of their Comprehensive Sewer Plan.

Combined City of Ramsey Flows. Table 18.7 below shows the total future average daily wastewater flow for the entire City to be 7.3 MGD with a peak hourly flow of 16.5 MGD. It should be noted that these flows assume the maximum possible density at final build-out and, therefore, represent the most conservative scenario. As a result, it appears that the existing interceptors are large enough to carry the projected future average daily flows, as well as the projected future peak hourly flows. In addition, it appears that the future average daily wastewater flow is above the MCES allocated flow of 2.8 MGD, as well as the higher allocation of 3.8 MGD.

Table 18.7: Projected Maximum Wastewater Flows for 2020

Sub-district	**Future Average Daily Flow (MGD)**	**Future Peak Hourly Flow (MGD)**	**Average Annual Flow (MG)**
Mississippi River District	4.1	8.75	1,497
Rum River District	3.2	7.72	1,168
TOTAL	**7.3**	**16.5**	**2,665**

Summary of Environmental Impact. The provision of sanitary sewage collection and transport to a treatment facility is a normal urban service provided by a community as its urban area develops. There is no adverse environmental impact expected as long as the plan for provision of this service is followed according to the City's *2001 Comprehensive Plan*, as amended in 2002 and coordinated with MCES.

Mitigation element - Combined future flows for land within the Urban Growth Boundary for both Districts appears to be about 4.3 MGD (about 3.0 MGD from the Mississippi River District and 1.3 MGD from the Rum River District). The 1991 *Comprehensive Sewer Plan* estimated these flows to be about 3.8 MGD. Therefore, increased flows due to the RTC development appear to be about 0.5 MGD greater than planned in 1991. Both the wastewater flows and the projected loadings from the RTC development can be effectively transported and treated by the MCES system.

However, future development and resulting flows need to stay within the current 3.8 MGD allotment allowed by MCES until such time as more allocation is available. In general, however, total projected flows for the City are within the ranges of those estimated in the City's *2001 Comprehensive Plan*, as amended in 2002. Therefore, it does not appear that there is any cause for specific remediation actions.

As noted earlier, it will be necessary for the City to update its 1991 *Comprehensive Sewer Plan* and work with MCES on securing additional allocations. In addition, it will be important to measure and test the wastewater flows from the new development on a periodic basis. This will allow the City and MCES officials to monitor the characteristics of the wastewater generated by the development over time and to address any future unforeseen changes.

19. Geologic Hazards and Soil Conditions

19a. *Approximate depth (in feet) to ground water:* **4 minimum, 10 average**
Approximate depth (in feet) to bedrock: **120 minimum, 160 average**

Describe any of the following geologic site hazards to groundwater and also identify them on the site map: sinkholes, shallow limestone formations or karst conditions. Describe measure to avoid or minimize environmental problems due to any of these hazards

19b*. Describe the soils on the site, giving NRCS (SCS) classifications, if known. Discuss soil granularity and potential for groundwater contamination from wastes or chemicals spread or spilled onto the soils. Discuss any mitigation measures to prevent such contamination.*

For an AUAR, a map should also be included to show any groundwater hazards identified. A standard soils map for the area should be included.

19a. The regional water table is four feet from the surface in low areas of the site, but average depth to groundwater is ten feet (Figure 19.1). The easily accessible water table provides a readily available source of groundwater. Bedrock units below surficial materials provide additional groundwater sources. The City of Ramsey drinking water is currently supplied by five wells. Three of these well are in, and adjacent to, the Town Center and pump water from the Franconia-Ironton-Galesville (FIG) aquifer. Details of this system are provided in Item 13. Groundwater flows at low gradients to the south-southeast towards the Mississippi River in the FIG aquifer.

Surficial sediments consist of Quaternary glacial outwash composed primarily of sand and gravel (Figure 19.2). The majority of the site lies within the Langdon Terrace. The northeast edge of the site consists of the Richfield Terrace. Both Terraces are deposits of the historic Mississippi River and consist of sand layers of varying thickness overlaying till or bedrock. Boulder lags and scarps are typically found at the contact between the two Terraces. Clay layers of varying thickness are found at typical depths of 50 feet. Thickness varies and the layers do not appear to be continuous. These clay layers inhibit the downward flow of groundwater to lower bedrock units. The clay is typically mixed with sand or gravel, or has pockets of sand and gravel. Silt, clay, and hydric soils can be found at or near the surface in some areas. These materials are hydraulic barriers retaining surface water where surface water features are not reflections of groundwater.

Beneath the Town Center, minimum depth to bedrock is 120 feet and average depth is approximately 160 feet (Figure 19.3). The uppermost bedrock unit below the Town Center is the Franconia Formation (Figure 19.3). The Upper Franconia is fine- to coarse-grained dolomite cemented sandstone with thin beds of shale. The Lower Franconia units are glauconitic and feldspathic well-cemented sandstone inter-bedded with thin shale layers. The two are separated by a thicker shale bed, which is far less able to transmit water, further slowing the downward flow of water to deeper aquifers. Below the

Franconia is the Ironton-Galesville Formation. The Ironton and Galesville formations are medium to very coarse-grained sandstones interlaid with thin beds of shale. The formations are separated from the water at the surface by clay layers in glacial material and by the thick shale bed in the Franconia Formation. These units of shale and clay act as "aquitards", meaning they have low permeability and slowly transmit water, or retard the flow of water to lower bedrock units.

The Minnesota Geological Survey (MGS) is currently reviewing the bedrock geology of this region. A final map from this study will be available in fall 2003. The study identifies the possibility of shallow bedrock valleys where the St. Lawrence formation is absent throughout Anoka County. These shallow valleys can be difficult to identify, as the St. Lawrence is often misinterpreted as Upper Franconia. It is typically present as a cap on high bedrock areas. Well logs from the project site (Figure 19.3) indicate that the St. Lawrence does not exist below the Town Center, but because of common misinterpretations, a thin layer may be present.

Through the course of the MGS study, a bedrock valley was identified two miles north of the Town Center site (Figure 19.4). The valley cuts down through all upper bedrock units into the Ironton-Galesville Formation. Bedrock valleys bring quaternary sediments in direct contact with deep bedrock formations. This interaction may result in the quaternary aquifer recharging bedrock aquifers without the typical aquitards that protect these aquifers from surface pollutants.

19b. Soils within the Town Center are highly permeable sand and gravel in the upper 50 feet. These are the soils through which RTC stormwater infiltrates (Figure 12.2). Soil borings on-site indicate the first foot of soil is silt and sand, followed by poorly graded fine to medium-grained sand with traces of gravel. The Natural Resources Conservation Service (NRCS) classifies the soils on site as Hubbard series, Duelm, and Isanti. The Hubbard soils classified on site are coarse sand with slopes that range from 0-12 percent. The Duelm is a loamy coarse sand and the Isanti is a sandy loam. The Isanti is a hydric soil.

All soils on site have a permeability that ranges from six-to-twenty inches per hour. The high permeability of the soils increases the potential for shallow groundwater contamination. To reduce this risk, pretreatment of stormwater runoff prior to infiltration and community education programs on household chemical and fertilizer use can be implemented.

City wells were tested for tritium as part of the wellhead protection area (WHPA) and drinking water supply management area (DWSMA) delineation for the City of Ramsey. Public water supply wells with high levels of tritium are classified as "vulnerable" to surface processes because of the relatively recent (post-1950) interaction with the surface. Tritium levels in the three city wells around the Town Center are high. The high levels may be caused by the rapid rate of infiltration through the highly permeable sand and gravel materials of the Anoka Sand Plain, by leakage of water around the annular space of the well, or by the interaction of the quaternary and bedrock aquifers in the bedrock

valley to the north of the site.

Water quality tests of Ramsey public water supply wells including tests for nitrates, pesticides, volatile organic compounds, and arsenic were found to meet all of the Safe Drinking Water Act drinking water limits. Manganese and iron are present and may produce staining and metallic tasting water, but do not pose a health risk. Clay layers in the glacial material and shale layers in the Franconia Formation slow or impede the course of potential surface pollutants towards the lower bedrock formations and therefore help to maintain the quality of the Ramsey water supply.

Summary of Environmental Impact. The high permeability of the Anoka Sand Plain, the shallow water table, shallow bedrock valleys, non-continuous clay layers, and the elevated tritium levels in the City wells indicate that the FIG aquifer is susceptible to contamination from surface activities. This susceptibility means that the municipal wells adjacent to the RTC site require more attention relative to potential contaminant sources. The second part of the wellhead protection plan will discuss site specific ways of reducing the risk of contamination. The following mitigation plan details general means to minimize risks.

Mitigation element. The high permeability of the soils at the Town Center are ideal for the implementation of infiltration practices that will manage stormwater runoff, provide flood control and recharge the water table aquifer. However, the high permeability also increases the risk for potential contamination of groundwater resources. In order to mitigate this risk, best management practices (BMPs) and community education programs will be implemented.

Extensive use of herbicides, pesticides, and fertilizers on residential and public lawns, and agricultural fields is discouraged in the City of Ramsey, as stated in the City's *2001 Comprehensive Plan*. Implementing community education and awareness programs to discourage the above stated activities, as well as to inform on household and business chemical usage and hazardous waste storage and disposal will help reduce the potential for groundwater contamination by these types of substances. The appropriate use of native vegetation will also reduce the need for herbicides, pesticides and fertilizer throughout the Town Center.

Infiltration of stormwater under carefully managed conditions is essential for recharging groundwater. Infiltration through soil also removes nutrients and other potential pollutants from surface water, pretreating and maintaining the quality of the water. Potential groundwater contaminants from stormwater runoff associated with land uses similar to the proposed Town Center land uses include nitrates, pesticides, organic compounds, and heavy metals. The potential for contamination from these substances is greatly reduced when stormwater runoff is pre-treated prior to infiltration and BMPs are implemented. Pretreatment methods vary, but include the use of permeable materials to promote infiltration and pollutant removal by soil, vegetation to filter surface water, settling to remove solids and pollutants associated with them, and preventative measures such as limiting the storage of chemicals and homeowner education on chemical use.

Several manuals for design, installation and maintenance of BMPs are available to guide the City. Citizen and staff education will also help implement protective practices.

The use of these types of practices increases wildlife habitat and public green space while reducing the risk of groundwater contamination. Several manuals are available to guide actual installation, use and operation/maintenance of chosen BMPs.

20. Solid Wastes; Hazardous Wastes; Storage Tanks

***20a**.Describe types, amounts and compositions of solid or hazardous wastes, including solid animal manure, sludge and ash, produced during construction and operation. Identify method and location or disposal. For projects generating municipal solid waste, indicate if there is a source separation plan; describe how the project will be modified for recycling. The total quantity of municipal solid waste generated and information about any recycling or source separation programs of the RGU need to be included. If hazardous waste is generated, indicate if there is a hazardous waste minimization plan and routine hazardous waste reduction assessments.*

***20b**. Not applicable to an AUAR.*

***20c**. Indicate the number, location, size and use of any above or below ground tanks to store petroleum products or other materials, except water. Describe any emergency response containment plans. Potential locations of storage tanks associated with commercial uses in the AUAR should be identified (for example, gasoline tanks at service stations).*

20a. Information on solid waste generation expected from the RTC site was obtained from Ace Solid Waste Inc. (Rick Nelson, 763-427-3110). The analysis used the preferred design shown in Figure 6.1 and the extensive local experience of Ace Solid Waste Inc. to calculate the most likely amount of solid waste that will be generated by the Town Center. The completed analysis is shown in Table 20.1.

Table 20.1 Solid Waste Analysis

Use Type	Solid Waste (tons/month)
Business/Medical Office	21.33
Commercial	12.11
Mixed-Use	86.93
Residential	123.65
Retail	26.99

20b. Not applicable to an AUAR.

20c. There are no underground storage tanks at the Town Center Site at this time, nor were there any identified to have been present historically. A Phase I investigation conducted by Delta Environmental Consultants, Inc. in 2002 identified two sites within one-half mile of the project area that were of regulatory environmental concern (Figure

19.4). Both sites were part of the Minnesota Pollution Control Agency's (MPCA) Leaking Underground Storage Tank (LUST) Cleanup Program. Brook's Food Store (LUST #7470) at 14550 Armstrong Boulevard Northwest was added to the LUST database in 1994 due to a release of unleaded gasoline. Custom Coaches (LUST #1042) at 6845 Highway 10 North was added to the LUST database in 1989 after a release of gasoline. Both sites were closed as of 1997.

Within the project area, there is an active site in the MPCA's Voluntary Investigation and Cleanup (VIC) program (Figure 19.4). The site is located on the corner of Ramsey Boulevard and Highway 10, and is identified as VP8480. In July 1963, a railcar accident resulted in the release of powdered lead arsenate. There was also a report of several barrels, possibly containing lead arsenate, being buried at this same location at a later, unspecified, date and then removed. An electromagnetic induction survey indicated three disturbed areas in the subsurface that could be burial locations. Burlington Northern Santa Fe (BNSF) has no record of the burial of any items. From soil boring investigations, the extent of arsenic contamination is 350 feet long and 40 feet wide (Figure 19.4).

The Minnesota Department of Health (MDH) and the United States Environmental Protection Agency (USEPA) determined the maximum contaminant level (MCL) for arsenic in drinking water to be 50 parts per billion (ppb). In the 1990's the limit was reviewed and changed to 10 ppb. The new regulation does not go into affect until 2006. Groundwater samples were collected from monitoring wells at the spill site and from several residential wells near the spill. Soil samples were taken at varying depths from soil borings at the spill site. Of forty-two soil samples taken from 1998-2000, eight were over current MCL for arsenic. Groundwater samples were taken from six monitoring wells in 2000, and all six were over the current limit. In 2001, only one of these wells was over the MCL. Sample collection methods in 2001 differed from those used in 2000. The only arsenic level that exceeded the present MCL in a sampled residential well was to the north of this site. Because groundwater flow is to the south, the BNSF site is not thought to be the source of arsenic in that well.

A supplementary Phase II investigation has been completed for this site and is under review by the MPCA.

BNSF indicated its intent to remove the contaminated soils prior to the construction of the Burger King restaurant, parking lot, and stormwater detention pond. BNSF currently has plans to remove the contaminated soils in the summer of 2003. BNSF and the MPCA should be notified prior to any earth moving activities. The project representative for the MPCA is Karen Kromar, who can be contacted at (651) 297-3080. The BNSF representative is Mike Woolridge, who can be contacted at (763) 782-3483. Thomas Dahl, of Retec, performs environmental testing for BNSF at this site and can be contacted at (651) 222-0841.

BNSF hauls hazardous materials along the tracks that adjoin RTC. There has been only one known derailment of hazardous materials on the site over the past 40 years, as

discussed above. The transportation of hazardous materials is regulated at the federal, state and local level. Hazardous materials hauled through this area are reported to the Anoka County Emergency Management Department and are required to be properly placarded, stored and transported according to all applicable regulations. The City of Ramsey Police and Fire Departments are fully trained and prepared for potential derailments. Further information on City preparedness plans can be obtained from Fire Chief Dean Kapler at (763) 427-3764.

The Phase I Environmental Assessment performed in June 2002 by Delta Environmental Consultants Inc., concluded, based on site inspection, that hazardous substances and petroleum products were used and stored on an abandoned farmstead along Ramsey Boulevard Northwest within the Town Center site (Figure 19.4). Due to the unsecured nature of these substances, the potential for release or improper disposal exists. Materials identified at the farmstead included cement cans, motor oil containers, an open bucket of motor oil, rust retardant, bonding adhesive, car batteries, antifreeze, air conditioners, refrigerators, and several abandoned vehicles. Tests of ceiling tiles, floor tiles, insulation, and siding from the abandoned farmstead buildings were negative for asbestos. If this site is found to have contaminated soils or groundwater, appropriate remediation will be needed.

In order to safeguard and sustain the public water supply, "wellhead protection areas" (WHPAs) and "drinking water supply management areas" (DWSMAs) are delineated around public water supply wells (Figure 20.1). The first part of the Ramsey *Wellhead Protection Plan* was developed in cooperation with Anoka County Environmental Services as part of a ten-city program to delineate WHPAs and identify potential contaminant sources by parcel number and has been completed and approved by the Minnesota Department of Health (MDH). This half of the wellhead protection plan addresses WHPAs, DWSMAs and well vulnerability classifications. Parameters used to determine the WHPA include a ten-year groundwater travel time, aquifer transmissivity, pumping volume, flow direction, flow boundaries, and geologic setting. The DWSMA is the geographic area including and adjacent to the WHPA extended to public roads and/or property lines. The second part of the City's wellhead protection plan is currently in progress and will address contaminant sources and education initiatives within the site and the City WHPA/DWSMA.

WHPA and DWSMA designations restrict or specially manage land uses that could degrade the quantity and quality of the public water supply. For example, the use of underground storage tanks to store petroleum and any other potentially harmful substance within a WHPA is not recommended by MDH. Underground tanks are allowed, in general, within WHPAs if the tanks are double-walled and groundwater around the tank is monitored for contamination from a possible leak in the tank. However, because the process of wellhead protection is specific and tailored to land use conditions within each WHPA/DWSMA, the development of the City's wellhead protection plan and priority of contaminants will be determined by the City and MDH. In case a leak occurred, and alternative water sources were required there is an emergency water supply connection with the city of Anoka. In the event of a water supply emergency, the City will respond

using its normal police and fire emergency response plan until a specific emergency response plan can be developed as part of the second part of the wellhead protection plan.

Summary of Environmental Impact. There is an active MPCA VIC site in the southeast corner of the site as result a release of lead arsenate. The soils and groundwater in that area were contaminated with arsenic. BNSF is working with current landowners and the MPCA to remove the contaminated soils during the summer of 2003. Additionally, improperly handled and stored hazardous materials on an abandoned farmstead may pose an environmental impact. Finally, the Town Center site includes the WHPAs and DWSMAs for the city of Ramsey west well field. The following mitigation plan discusses how to minimize the impact to the drinking water supply within the regulated areas, as well as how to minimize further impact by the farmstead and VIC sites.

Mitigation element. To decrease the amount of solid waste generated within the City, Ramsey maintains the following policies as stated in its *2001 Comprehensive Plan* -

- Work with the Anoka County Integrated Waste Management Department to develop and implement programs that contribute to waste reduction, resource recovery, recycling and limited landfilling;
- Continue to support curbside recycling of reusable waste materials through educational events, promotional events, and volunteer efforts;
- Research grants and funding programs through federal, state, and local organizations that support the "Three R's" (reduce, reuse, and recycle); and
- Continue to pursue and support research efforts in innovative techniques that enhance the environment, provide alternative means of energy, and reduce the waste stream.

The implementation of these policies will help to reduce the quantities of solid waste produced at the Town Center.

The contaminated soils at the BNSF VIC site must be removed as soon as possible under the plan for the summer of 2003. Removal could potentially occur during construction of the multi-modal facility, Highway 10 improvements, or Town Center construction. BNSF and the MPCA should be contacted in regards to any earth moving activity in the vicinity of the spill site. The project representative for the MPCA is Karen Kromar, who can be contacted at (651) 297-3080. The BNSF representative is Mike Woolridge, who can be contacted at (763) 782-3483. The contamination of groundwater may restrict the installation of additional water supply wells near Ramsey Boulevard and Highway 10.

Further investigation may be needed in order to determine the extent, if any, of contamination at the abandoned farmstead. If there is soil or groundwater contamination due to the improper handling and storage of chemicals and hazardous substances at this site, appropriate removal and remediation of the contaminated areas may be required. State and county fiscal aid programs exist for the cleanup and investigation of these types of sites. The MPCA Site Assessment Unit has fiscal aid available for Phase I and Phase II investigations; contact Tom Whear at 651-296-7349 for additional information. The United States Environmental Protection Agency also currently has funding for cleanup

and investigation. For additional information regarding cleanup and investigation programs, the Minnesota Brownfields Resource Guide is available at http://www.pca.state.mn.us/publications/reports/brg-0901.pdf.

Within the WHPA, underground storage tanks and infiltration are not recommended. Should contamination occur due to these or any other practice, alternative water supply sources may be required. Currently the city water towers store an extra amount of water equivalent to meet the supply need for one day. There is also an emergency connection with the City of Anoka for additional water needs. A contingency plan should be developed as part of the next water supply plan update to deal with contamination. According to the EPA, a contingency plan should include the following:

- Basic water supply information
- List of potential contamination sources and location
- Mapped WHPA
- Firefighting plan for toxic chemical storage locations
- Surface spill emergency response plan
- Alternative short term water supply
- Alternative long term water supply

These could be coordinated with existing city plans, data, and management procedures, many of which are detailed in the city's Water Supply Plan, WHP Plan, *2001 Comprehensive Plan*, and this document. A contingency plan is also required by the State as part of the city's water supply plan (M.S., Section 103G.291, subd.3). Guidelines provided by the DNR and Metropolitan Council for the content of this water supply plan element indicate the need for the following components:

- emergency telephone contact list
- current water sources and service area description
- procedure for augmenting supplies
- demand reduction procedures
- procedures for water allocation
- establishment of triggers for implementing plan components
- enforcement
- water supply protection

As part of its next revision, the City of Ramsey will amend its *1999 Water Supply Plan* to include an emergency response element. The amendment will include all of the above components. This will occur prior to applying for a DNR appropriation permit amendment, which would likely trigger the DNR request for emergency plan completion, as well.

Use of underground storage tanks within the WHPA should be discouraged. If underground storage tanks are used to store anything other than water within the WHPA, the tanks must be double-walled and the groundwater around the tank must be appropriately monitored for contamination. The development of a contingency plan as discussed previously should address the management and procedures that would be implemented in the case of a leaky tank.

Infiltration practices within the WHPAs will be carefully controlled to prevent any water that has not been pre-treated from entering. Rain barrels, grading, and other on-lot best management practices should be utilized in these areas as long as the infiltration of street, parking lot, or industrial runoff does not occur within the WHPA. Implementation of community education programs for residential and business contaminant sources, such as fertilizers and hazardous household products, will reduce the risk of groundwater contamination from these sources.

The installation of monitoring wells throughout the WHPA would be appropriate to protect the water quality of the upper aquifer. Should contamination occur, a network of monitoring wells would help to quickly identify the contaminant source and aid in the quick remediation and possibly reduce the extent of contamination. A monitoring well network would also help to understand the relationship between the pumping in the Franconia-Ironton-Galesville aquifer and the upper aquifer. The extent of any further monitoring will be determined during wellhead protection plan development and State water appropriation permitting.

21. Traffic

For most AUAR reviews, a relatively detailed traffic analysis will be needed, especially if there is to be much commercial development in the AUAR area or if there are major congested roadways in the vicinity. The results of the traffic analysis must be used in the response to Item 22 and to the noise aspect of Item 24. Instead of responding to the information called for in the EAW Guidelines for Item 21, the following information should be provided:

- *Description and map of existing and proposed roadway system (including state, regional and local roads to be affected by the development of the AUAR area. This information will include existing and proposed roadway capacities and existing and projected background traffic volumes.*
- *Trip generation data for each major development scenario broken down by land use zones and/or other relevant subdivisions in the area. The projected distributions onto the roadway system must be included.*
- *Analysis of impacts of the traffic generated by the AUAR area on the roadway system, including: a comparison of peak period total flows to capacities and analysis of Levels of Service and delay times at critical points (if any).*
- *A discussion of structural and non-structural improvements and traffic management measures that are proposed to mitigate problems.*

NOTE: in the above analyses, the geographical scope must extend outward as far as the traffic to be generated would have a significant effect on the roadway system and traffic measurements, and projections should include peak days and peak hours, or other appropriate measures related to identifying congestion problems, as well as ADTs.

Appendix B contains a complete traffic analysis compiled by Meyer, Mohaddes Associates, Inc. for this AUAR. The report entitled *Ramsey Town Center Traffic Analysis* was completed in March 2003 and is contained in its entirety in the Appendix.

Classification Summary

The project site is served by a network of principal and minor arterial roadways and local streets as shown in Figure 21.1. Highway 10/169 near the study area is a four-lane divided US Highway that is classified as a Principal Arterial. Ramsey Boulevard (CR 56) and Industry Avenue (CR 116) near the study site are two-lane County Roads that are classified as B-Minor Arterials. Armstrong Boulevard (CSAH 83) and Sunfish Lake Boulevard (CSAH 57) near the study area are two-lane County State Aid Highways that are functionally classified as Collectors. Sunwood Drive, a two-lane local street that extends in an east-west direction and connects Ramsey Boulevard to Industry Avenue and Sunfish Lake Boulevard, is identified in the City of Ramsey *2001Comprehensive Plan* as a future Collector. In April 2003, Anoka County received a functional class change for Industry Avenue and Armstrong Boulevard to upgrade their designations to A-Minor Arterial.

Traffic Volumes

Average daily traffic volumes on streets and highways in the study area vary widely with TH 10 carrying about 42,000 vehicles per day (vpd) east of Ramsey Boulevard and 31,000 west of Armstrong Boulevard. By contrast, volumes on the other roadways in the study area range from about 5,000 to 8,000 vpd, with the exception of Industry Avenue between Ramsey and Armstrong Boulevards, which carries about 2,400 vpd.

Planned Improvements

The intersection of TH 10 and Ramsey Boulevard is currently a T-intersection. The city has approved the construction of the south leg at this intersection by a private developer. However, after discussions with the Anoka County staff, the proposal to construct this leg is on hold as a result of budget considerations and other factors. Signal operations improvements at the intersection of Sunfish Lake Boulevard and TH 10 to address existing congestion have been identified, but are deferred because of current state budget considerations.

No other roadway projects are currently programmed for the study area, but several regional studies are in process or recently completed that affect the study area. The TH 10 IRC Study/Corridor Management Plan[2] is a regional roadway planning analysis for Mn/DOT that evaluated future needs on TH 10 through Anoka County. While the study findings have been adopted, the improvements suggested in the study have not yet been incorporated into the State Transportation Improvement Plan, nor are they yet in the Metro Division *Transportation Systems Plan*. Updates of these planning documents are expected to address the recommendations from the TH 10 study. The TH 10 study estimates that traffic volumes on TH 10 will grow between 40 and 50 percent by the year 2025 to over 50,000 vpd in the study area. The report notes that to accommodate this level of volume, even if the Northstar Commuter Rail service and a new Mississippi River crossing are implemented, will require TH 10 to become a six-lane freeway through Ramsey by 2025 with interchanges at Sunfish Lake and Ramsey Boulevards.

In the interim by 2010, the report suggests that TH 10 in the study area be expanded to a six-lane expressway with improved intersections. In the near terms by 2005, the study suggests that signal timing optimization and improvements to Ramsey, Armstrong, and Sunfish Lake Boulevards are necessary. The report notes that one "concern with constructing a 6-lane expressway as an interim strategy to constructing a freeway is the roadway alignment. As an expressway, it is preferable to have TH 10 as far away as possible from the parallel railroad in order to allow for vehicle stacking at the intersections. As a freeway, it would be preferable to have the roadway alignment as close to the railroad as possible so that interchanges can provide grade separation over both the highway and the railroad. "[3] The study also notes that environmental documentation for the proposed improvements has not started and that an EIS will likely be required for the expansion of the roadway.

[2] H. R. Green Co., *TH 10 IRC Study Corridor Management Plan*, Mn/DOT, January 2002
[3] *ibid.* Page 6-24.

The draft Scoping Document for the Northwest Metro Corridor and River Crossing Study[4] has been completed by Mn/DOT and the final is expected to be published in May 2003. This document explored a reasonable range of alternatives for a new Mississippi River crossing and for the highway and network elements needed to connect the crossing to the existing regional roadway system. The new crossing would be located west of the TH 169 crossing in Anoka and east of the TH 101 crossing in Elk River. The Scoping Document has established the purpose and need for the study and the Draft Scoping Decision has identified a corridor for the crossing.

It is anticipated that the northern terminus of the crossing will likely be west of Armstrong Boulevard and will likely connect to an extension of Industry Avenue. The next step for the crossing would be to start preparation of an EIS, but this work has not been initiated because of the current state budget status and issues with the City of Dayton about alignments south of the river. It is unlikely that interchanges with TH 10 would be allowed at both Armstrong and the river crossing, but might be possible and would depend on the distance separating the interchanges and the function of each in the roadway system. Detailed planning for the section of TH 10 adjacent to the project site would be part of an EIS for the river crossing, if/when it is initiated.

Traffic volumes on Armstrong Boulevard and Industry Avenue would be directly affected by the proposed river crossing if the new roadway terminates in an extension of Industry Avenue. The portion of Armstrong Boulevard south of Industry Avenue, currently a direct connection to and across TH 10 would become a local-serving street, while north of Industry Avenue, its regional role serving traffic north and west would be expanded since it would directly connect to the new river crossing. Similarly Industry Avenue would be expected to see an increase in regional traffic. Anoka County's change in the functional class on these roadways to A Minor Arterial is in anticipation of this increased regional role. For improvements like the Northwest River Crossing and the IRC enhancements to TH 10 to be funded, the investments need to be included in the Transportation Policy Plan (TPP) prepared by the Metropolitan Council in its role as Metropolitan Planning Organization for the region. Updating of the current TPP is scheduled to occur in 2004.

The project site is located west of the portion of Anoka County served by fixed route transit service and is currently served only by Anoka County Traveler demand responsive service. The North Star commuter coach operated by Mn/DOT, which currently provides peak period, peak direction, express service between Elk River, Coon Rapids and Minneapolis, is expected to serve a park and ride at the project site in the future. The Northstar service is a demonstration project that is operating motor coaches along the proposed route for the Northstar commuter rail service and is currently carrying between 500 and 600 passenger trips per day[5].

A Final Environmental Impact Statement[6] has been completed for the Northstar Corridor. The preferred alternative for the corridor is a commuter rail service that would operate on the freight railroad tracks that are adjacent to the site. In the FEIS, the Ramsey station location was dropped in favor of the Anoka station location for the preferred alternative. However, the Ramsey

[4] *Northwest Metro Corridor and River Crossing Study*, Mn/DOT, Draft, April 2002
[5] *Rider Report, Northstar Commuter Coach*, Mn/DOT, October 2002
[6] BRW, Inc., *Northstar Corridor FEIS*, Mn/DOT, March 2002

station location is listed in the EIS as a candidate for expansion once service has commenced. Additionally, a request by the City of Ramsey to the Northstar Corridor Development Authority to further evaluate the feasibility of a station at the Ramsey Town Center was approved by Mn/DOT (the lead agency for the EIS) and should proceed when the state portion of funding for the commuter rail project is secured. Accordingly, this traffic analysis assumes that a rail station is active on the site in the future and that 450 riders per day would use the Ramsey stop[7].

Traffic Analysis Report Summary

A detailed Traffic Analysis has been prepared to fully investigate the effects of the proposed project on the local and regional roadway systems. This report has been included in its entirety in Appendix B.

Two sets of future conditions, Future Base and Future with Project, were analyzed. The Future Base represents growth in traffic from non-project sources at the year of project buildout, which was assumed to be the year 2007. A growth factor was used to account for the regional growth in traffic in the area irrespective of the proposed development. This growth factor was calculated to be two percent per year on the basis of forecasts for 2025 from the Metropolitan Council. This level of growth is consistent with the volume projections in the TH 10 IRC Study.[8]
The Future Base also includes the effects of other approved development projects in the vicinity of the project site that anticipate being constructed and occupied within the 2007 time line. The following two projects were identified as having a qualifying development time line:

- The Rivenwick 3rd Subdivision residential development, which is located south of TH 10 at Ramsey Boulevard, would have 112 townhouses and would add a fourth leg to the intersection of Ramsey Boulevard and TH 10.
- The Bright Keys residential development, located across Industry Boulevard from the project site near Ramsey Boulevard, would have 284 townhouse units.

Traffic for the Rivenwick 3rd Subdivision, as reported in that project's traffic study[9], was added into the Future Base. Traffic for the Bright Keys development was generated using standard trip generation rates and assigned to the study area street system using the data developed for the project traffic forecasts (see below).

The Future with Project conditions were developed by adding the project trip generation to the Future Base volumes. Trip generation for the proposed development was estimated using the rates from the 6th edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Some trips generated by a mixed-use development of the project type will move between uses within the development site and not reach intersections external to the site and should be excluded from traffic assignment at those locations. This internal trip making is

[7] Ridership estimate is from the supplemental analysis commissioned by the City of Ramsey and presented to the Northstar Corridor Development Authority in support of a Ramsey station (HKGI/SRF, April 4, 2000).
[8] Table 3.4-5 of the TH 10 study reports growth rates of 1.66 and 1.96 percent per year for TH 10 with and without the Northstar Commuter Rail respectively.
[9] SRF, Inc., Traffic *Study for Rivenwick 3rd Subdivision Residential Development in the City of Ramsey*, October 2002.

attributed to the interaction between various land uses in a development. Additionally, some trips will take alternate forms of transport, which can be bicycling, walking, and use of transit. The presence of sidewalks, street network density and proximity to transit facilities affect the amount of trip making by non-auto modes. Because of the limited nature of transit service to the site, no reductions have been made for alternate mode use.

Rather, a single factor was used to calculate the percentage of trips that would remain internal to the proposed redevelopment. This factor considers the diversity of uses within the project and their potential to create linked trips among the project land uses. This factor is based on ITE data for mixed-use developments and is a function of the size and mix of land uses. For the proposed project, the diversity factor indicates that approximately nine percent of AM peak trips and about 16 percent of PM peak trips would be internal.

No adjustments for pass-by or diverted traffic[10] within the site were made, although some of the uses would warrant incorporation of such reductions. Accordingly, the amount of linked trips is conservatively low in relation to the scale and mix of land uses.

Table 21.1 shows the trip generation rates for the proposed redevelopment scenario estimated using the ITE rates for both the AM and PM peak hours. Northstar riders who would park and ride from the site (assumed to be 150 peak hour trips) were included in the analysis, but were added directly to the intersection traffic assignment and are not shown in the trip generation numbers in Table 21.1. Since the existing site is largely vacant and not generating any traffic, no adjustments were made to subtract existing trips from the project site.

Table 21.1: Project Trip Generation

	Daily	AM PEAK HOUR			PM PEAK HOUR		
		Total	In	Out	Total	In	Out
Total New Trips	51,200	2,920	1,700	1,220	5,210	2,480	2,730

Future direction of approach trip distribution for the site-generated trips was estimated using forecast data for zones in the project area from the Metropolitan Council's regional travel demand forecasting model and used to assign trips to turning movements at the study area intersections. The regional forecasts used for this analysis did not include the new Mississippi River crossing. Accordingly, traffic distribution is highly biased with about 43 percent of the trips being made to and from the south and east along TH 10 (this also includes traffic destined south on TH 169). It should be noted that with the new Mississippi River crossing, approximately one-third to one-half of the project trips on TH 10 to the south and east would redistribute to the new crossing.[11]

AM and PM peak hour capacity analyses were conducted for all the study area intersections using Synchro software that estimates delay at intersections on the basis of *Highway Capacity*

[10] Pass-by and diverted trips are opportunity trips that are already on the street system and divert to a new land use. As such, these trips are included in the counted traffic volumes (other than at site access points) and are double-counted in the trip generation rates for some retail uses.

[11] See *Ramsey Smart Growth Twin Cities Opportunity Site* (Calthorpe Associates, 2003)

Manual[12] procedures. Since many of the intersections included in the analysis are currently stop controlled, it is important to distinguish that while signalized and all-way stop controlled intersections are analyzed for total intersection delay, two-way stop controlled intersections are analyzed only for minor approach delay. Level of Service D is a generally acceptable standard for planning and design of urban transportation facilities. At Level of Service E, poor intersection operations occur as traffic volume approach capacity and LOS F represents extremely congested conditions.

Table 21.2 shows the results of the capacity analyses at the study area intersections for existing conditions and for both Future scenarios.

Table 21.2: Level of Service Comparison

Intersection	Traffic Control at Intersection	Existing[(a)]		Future Base[(a)]		Future w Project[(a)]		Mitigated[(a,b)]	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Armstrong Blvd at TH 10	Signalized	B	A	B	B	F	F	C	C
Ramsey Blvd at TH 10	Signalized	B	A	C	B	F	F	C	D
Sunfish Lake Blvd at TH 10	Signalized	C	F	D	F	F	F	C	E
Armstrong Blvd at Industry Ave	One way Stop	(B)	(B)	(B)	(B)	(C)	(E)	A[(c)]	A[(c)]
Ramsey Blvd at Industry Ave	All-way Stop	B	B	C	B	F	F	C[(c)]	C[(c)]
Industry Ave at Sunfish Lake Blvd	All-way Stop	B	C	C	C	D	F	A[(c)]	B[(c)]
Ramsey Blvd at Sunwood Drive	One way Stop	(B)	(B)	(B)	(B)	(F)	(F)	C[(c)]	C[(c)]
Sunwood Drive at Industry Ave	One way Stop	(B)	(B)	(B)	(B)	(C)	(F)	B[(c)]	B[(c)]
Sunwood Drive at Armstrong Blvd	One way Stop					(F)	(F)	A[(c)]	B[(c)]
NS2 Street at Industry Ave	One way Stop					(B)	(C)	(B)	(C)
NS3 Street at Industry Ave	One way Stop					(C)	(F)	A[(c)]	A[(c)]
NS5 Street at Industry Ave	One way Stop					(B)	(C)	(B)	(B)
EW1 Parkway at Ramsey Blvd	One way Stop					(F)	(F)	(B)	(B)
EW1 Parkway at Armstrong Blvd	One way Stop					(B)	(F)	(A)	(B)

Notes:
(a) Values in parentheses indicate Minor Approach LOS only
(b) Mitigated conditions include lane adjustments and lane additions at intersections as noted in the text.
(c) Intersection is signalized in the mitigated condition

Under existing conditions, the intersection of TH 10 and Sunfish Lake Boulevard is operating in substandard conditions (worse than LOS D) in the PM peak hour. The other intersections are operating in good conditions in both peak hours. However, the analysis of conditions at TH 10 and Ramsey and Armstrong Boulevards indicates that conditions are unstable, particularly in the PM peak hour when the Ramsey and Armstrong approaches are at LOS F and E respectively. Left turns from TH 10 are also at LOS F and E respectively at these intersections. Under these conditions, moderate increases in volumes on either Ramsey or Armstrong Boulevard or left turning from TH 10 would cause conditions to deteriorate similar to what is currently experienced at Sunfish Lake Boulevard and the intersections could quickly move into LOS E and F.

[12] Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C.

The Future Base conditions show that addition of the background growth in traffic will cause the intersection of TH 10 and Sunfish Lake Boulevard to deteriorate to LOS D during the AM peak period. The other intersections in the study area remain in acceptable conditions. Unstable conditions continue to be present at the intersections of TH 10 and Ramsey and Armstrong Boulevards.

Project traffic would cause the intersections on TH 10 to deteriorate to LOS F and would cause the stop-controlled intersection on Industry Avenue, Ramsey Boulevard, and Armstrong Boulevard to move into LOS E and F conditions during one or both peak periods.

New intersections created by the project with Industry Avenue (see Figure 21.2) would operate in acceptable conditions with the exception of the central north-south street (NS3) at Industry Avenue during the PM peak period. The two new intersections of the east-west parkway (EW1) with Ramsey and Armstrong Boulevards would operate in unacceptable conditions during at least one peak period.

Within the project site, the extension of Sunwood Drive would be the primary east-west connector street in the project site and is estimated to carry 10,000 to 13,000 vehicles per day (vpd) west of NS6 Street. Volumes on Sunwood west of Ramsey would be about 18,000 vpd as shown in Figure 21.2. West of NS6 Street, the volume on Sunwood Drive would be adequately handled by a two-lane cross section (one lane in each direction). However, left-turn lanes would be needed at cross streets. Between NS6 Street and Ramsey Boulevard, four lanes would be needed to accommodate the projected volumes. Two-way or all-way stop control at the intersections of Sunwood Drive internal to the site would provide LOS C or better conditions for the level of traffic projected at those locations, although the intersections with NS6 and/or NS5 Streets may require signalization for acceptable PM peak hour operations.

The EW1 parkway would carry about 3,600 vpd on the western end of the project and between 5,000 and 9,000 vpd on the eastern end. The proposed one-lane parkway cross section would be adequate for the segments of the EW1 parkway.

The other east-west streets internal to the project, because of their discontinuous nature would carry less volume than either Sunwood Drive or the EW1 Parkway and would generally be under 4,000 vehicles per day (and some would be in the under 1,000 range). Two-lane cross sections and stop (or yield control on the lower volume ones) would be appropriate.

The north-south streets internal to the project would carry slightly higher volumes, particularly the three streets that would have full access intersections with Industry Avenue. Those streets would have between 2,100 and 5,700 vehicles per day. The other north-south streets inside the project would be expected to have less than 2,000 vehicles per day, with the exception of the NS6 Street that serves the employment cluster in the southeast corner of the site, which would have upwards of 4,000 vpd. Two-lane cross sections and stop (or yield control on the lower volume ones) would be appropriate although signals may be required at the NS6 and/or NS5Streets intersections with Sunwood Drive.

Summary of Environmental Impact. Direct environmental impacts due to the traffic analysis are addressed in Items 22 and 24, which address vehicle related air emissions, and dust, odors, and noise, respectively.

Mitigation element. Analysis of the intersection operations indicates that lane additions and installation of intersection channelization and traffic signals would be adequate to mitigate the project impacts at the intersections in the study area. The following roadway widenings are suggested:

- Ramsey Boulevard—widen to five lane cross section south of Industry Avenue to provide two through lanes in each direction and a left turn lane/center median
- Industry Avenue—widen to five lane cross section west of Ramsey Boulevard to provide two through lanes in each direction and a left turn lane/center median

The existing cross sections on Armstrong Boulevard north of the railroad, Sunwood Drive and Industry Avenue east of Ramsey, and Sunfish Lake Boulevard north of the railroad would be adequate to meet the future demand.

Turn lanes and lane adjustments would be needed at the following intersections:

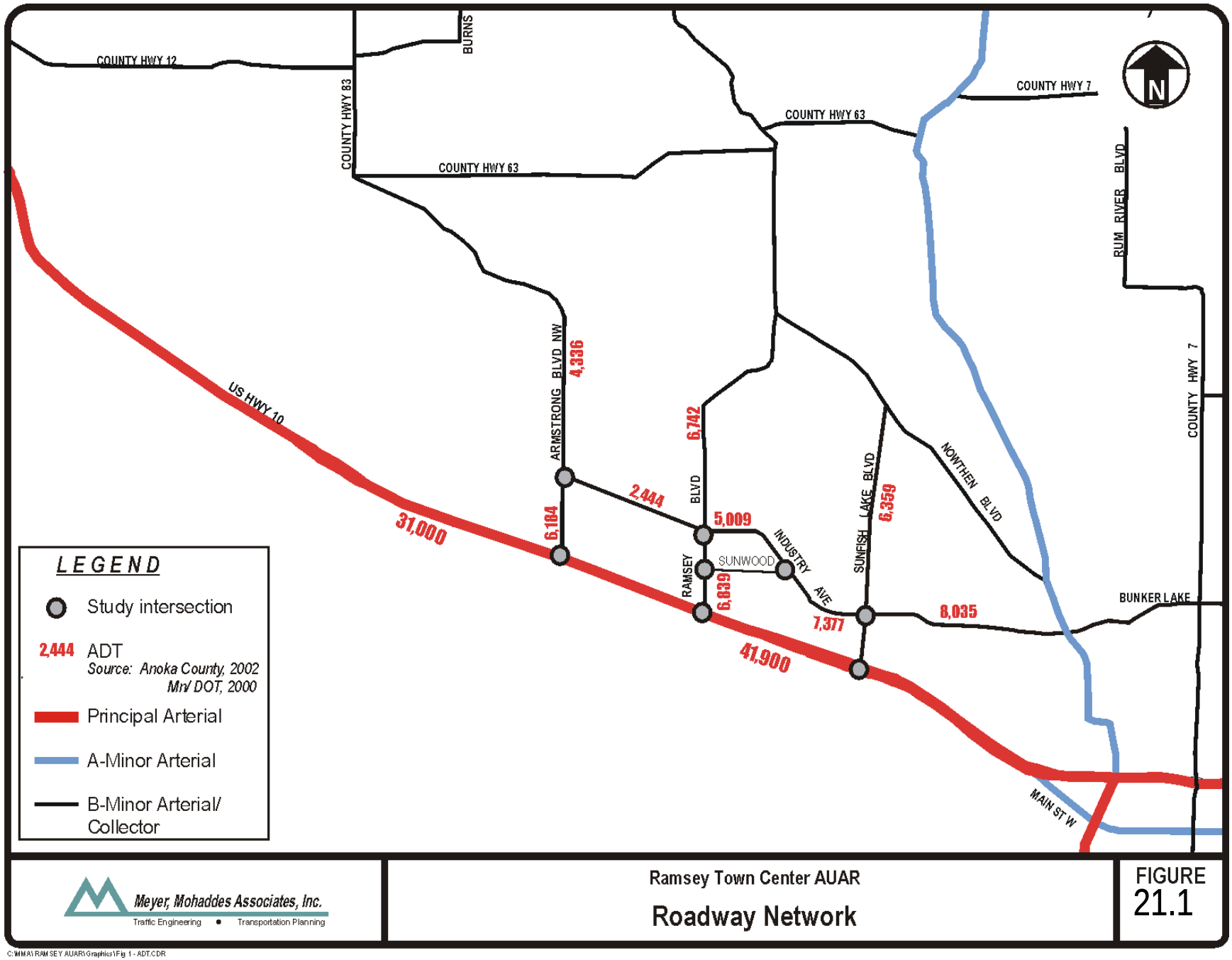
- TH 10 at Armstrong Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a southbound right turn lane.
- TH 10 at Ramsey Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a westbound right turn lane. Provision for pedestrian crossings of TH 10 needs to be included. A southbound through lane and a northbound left turn lane and northbound through/right lane would need to be added to serve the Rivenwick 3rd Subdivision traffic and traffic destined for the Mississippi West Regional Park independent of the project traffic. Traffic demands from these other land uses should be considered when the intersection improvements are designed.
- TH 10 at Sunfish Lake Boulevard—add an eastbound and a westbound through lane on the intersection approaches; convert the southbound approach from a through/left turn lane and a right turn lane to through/right turn lane and two left turn lanes (this adds one lane to the approach).
- Industry Avenue at Ramsey Boulevard—add a southbound right turn lane; eastbound and northbound approaches would be widened by the above recommendations.
- Sunwood Drive at Industry Avenue—modify the shared lanes on the northbound, eastbound and westbound approaches to provide left turn lanes and shared through/right turn lanes

The following stop-controlled intersections would need to be signalized:

- Ramsey Boulevard at Industry Avenue
- Armstrong Boulevard at Industry Avenue
- Industry Avenue at Sunfish Lake Boulevard
- Ramsey Boulevard at Sunwood Drive

- Sunwood Drive at Industry Avenue
- Sunwood Drive at Armstrong Boulevard
- NS3 Street at Industry Avenue

The left turn volumes from the EW1 parkway onto both Armstrong and Ramsey Boulevard cannot be accommodated at an acceptable LOS under stop control and require signalization to achieve acceptable operations. However, the close spacing between the intersections of the EW1 parkway and the intersections of Armstrong and Ramsey Boulevard with Industry Avenue limits the potential for the two parkway intersections to be signalized. Accordingly the parkway intersections should be channelized to provide right-in/right-out and left-in access (¾ access). Left out from the parkway would be prohibited and would redistribute to the north-south streets and to Industry Avenue (these volumes have been included in the mitigated calculations for the other intersections).



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Ramsey Town Center AUAR

Roadway Network

FIGURE
21.1

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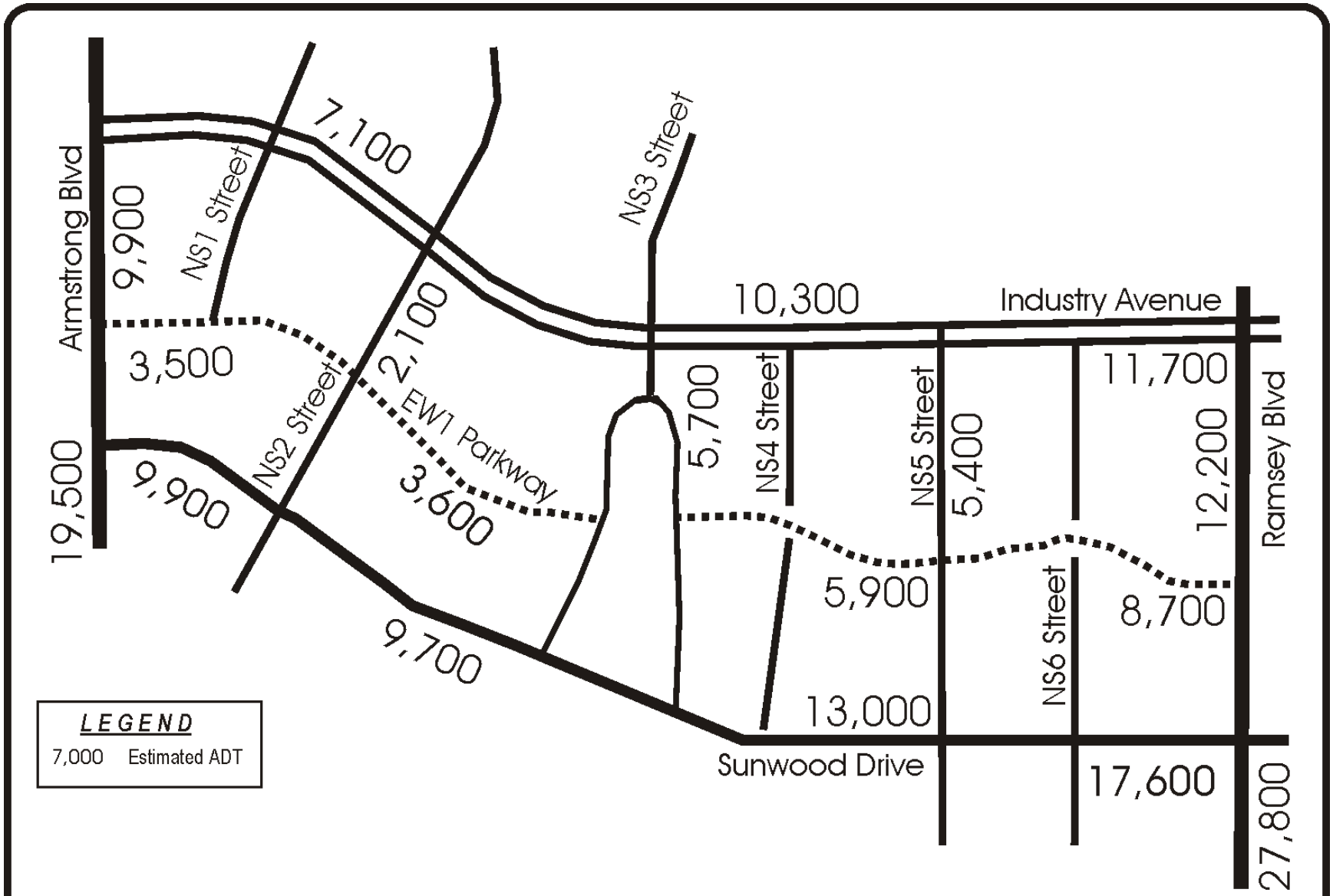

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Ramsey Town Center AUAR

Estimated Daily Traffic Volumes

FIGURE 21.2

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22. Vehicle Related Air Emissions

Estimate the effect of the project's traffic generation on air quality, including carbon monoxide levels. Discuss the effect of traffic improvements or other mitigation measures on air quality impacts. Note: If the project involves 500 or more parking spaces, consult EAW Guidelines about whether a detailed air quality analysis is needed.

Mitigation proposed to eliminate any potential problems may be presented under Item 21 and merely reference here. The MPCA staff should be consulted regarding possible ISP requirements for certain proposed developments; although the RGU may not want to assume responsibility for applying for an ISP for specific developments, it may be desirable to coordinate the AUAR and ISP analyses closely.

Motorized vehicles emit airborne pollutants that affect air quality. Changes in traffic volumes, travel patterns and roadway locations affect the level and dispersion of vehicle emissions. The proposed Ramsey Town Center Development will impact the traffic flow along the Highway 10 corridor and within the development site as discussed in Item 21. The purpose of this air quality analysis is to estimate the future air quality conditions along the Highway 10 corridor with the implementation of the Ramsey Town Center Development. Based on the future air conditions, the AUAR will identify potential effects on regional and local air quality, address conformity with national and state air quality standards, and determine if any mitigation measures are necessary.

Regulatory Requirements

National and state ambient air quality standards identify pollutant concentrations that are not to be exceeded over specified periods of time. Table 22.1 shows the National and State Ambient Air Quality Standards (NAAQs) for carbon monoxide (CO), the major airborne pollutant of interest. Primary ambient air quality standards are defined for the protection and preservation of public health. Secondary standards are intended to protect the environment and properties from damage. Compliance is required for both primary and secondary standards.

Under federal regulations, areas that violate primary ambient air quality standards are designated as "non-attainment areas". The Twin Cities Metropolitan Area was previously designated as a CO non-attainment area as a result of violations of the NAAQs. In 1999 the Environmental Protection Agency (EPA) reclassified Minneapolis/St. Paul as an attainment area for CO. The attainment status is contingent upon the implementation of measures to assure that CO concentrations remain below standards. Therefore, carbon monoxide is the traffic-related pollutant of most concern in the Twin Cities Metropolitan Area. The State of Minnesota has established the standards listed in Table 22.1. It should be noted that the state one-hour carbon monoxide standard of 30 ppm is more stringent than the national standard of 35 ppm.

Table 22.1: National and State Ambient Air Quality Standards

Pollutant	Averaging Period	National Standards		MN State Standards	
		Primary	Secondary	Primary	Secondary
Carbon Monoxide (CO)	8-hour	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1-hour	35 ppm (40 mg/m^3)	35 ppm (40 mg/m^3)	30 ppm (35 mg/m^3)	30 ppm (35 mg/m^3)

Carbon Monoxide Modeling Methodology

The methodology for identifying potential local air quality impacts follows the EPA-recommended procedure for carbon monoxide micro-scale impact analysis. The general evaluation procedure, outlined in the Guideline for Modeling Carbon Monoxide for Roadway Intersections (EPA 1992), includes a multiple intersection screening process followed by micro-scale CO analysis with the CAL3QHC line-source dispersion model.

Screening Process. The intersection screening process includes the following steps:

1. Identify the signalized intersections in the project vicinity that will be impacted by the project alternatives.
2. Determine the average delay and Level of Service (LOS) for those intersections.
3. Determine total intersection delay as the product of average delay and total intersection approach volume.
4. Rank the intersections according to total delay and select the intersections with the highest total vehicle delay for analysis.

Carbon monoxide concentrations are generally highest at intersections with poor levels of service and consequently, more idling vehicles. Typically intersections with levels of service of D, E, and F (worst levels) are analyzed. As described in Item 21, all of the major intersections within the project area were analyzed to determine both present and forecasted levels of service. Peak hour traffic volumes used for this analysis assumed that the Ramsey Town Center would reach full built-out potential by 2007.

Based on consultation with the Minnesota Pollution Control Agency (MPCA), it was agreed that carbon monoxide analysis would be performed at intersections that were projected to operate at level of service D or worse for year 2008 (one year after the anticipated Ramsey Town Center completion). The traffic study identified that the three intersections of prime concern are all located along the Highway 10 corridor. The locations of these intersections in relationship to the project site are shown on Figure 22.1 and include the following:

- Highway 10 and Armstrong Boulevard
- Highway 10 and Ramsey Boulevard

- Highway 10 and Sunfish Lake Boulevard.

CAL3QHC Model. In accordance with the EPA procedure for carbon monoxide analysis, the CAL3QHC dispersion model was used to forecast the air quality along the Highway 10 corridor. Required input for this model includes meteorological characteristics, traffic characteristics, intersection geometries, and emission rates.

Meteorological Characteristics. The meteorological characteristics used in the model are summarized in Table 22.2. The inputs listed are consistent with EPA and MPCA recommendations.

Table 22.2 CAL3QHC Meteorological Characteristics

Characteristic	Model Input
Analysis Year	2002 (existing) 2008 (future)
Wind Speed	1 m/s
Wind Direction	Tested 360 degrees at 10º increments
Atmospheric Stability Class	D
Mixing Height	1000 cm
Surface Roughness	321 cm
Averaging Time	60 min
Settling Velocity	0 cm/s
Deposition Velocity	0 cm/s
8-Hour Persistence Factor	0.7

Traffic Characteristics. Traffic characteristics were based on the existing traffic conditions in 2002 and the modeled levels of 2007 (including traffic generated by the proposed project). Traffic volumes, saturation levels, lane configurations, signal type, signal cycle length, red time length and clearance lost time were taken from the traffic analysis conducted for the project. The heaviest traffic volumes were projected to occur during the evening; therefore the CO concentrations using p.m. peak traffic data were modeled as a worst-case scenario.

Intersection Geometries. Intersection geometries were based on existing roadway dimensions from maps and aerial photographs. The proposed roadway improvements discussed in Item 21 were not incorporated into the intersection geometries in order to model a worst-case (most idling traffic) scenario.

Emission Rates. EPA model Mobile 5b was used to calculate carbon monoxide emission rates. There are two types of emission rates needed for the CAL3QHC CO dispersion model, and include a running emission rate and an idling emission rate. The running emission rate was generated directly by the Mobile 5b model assuming an average free flow speed of 35-mph on all roadways and links. The idling emission rate was calculated by converting a 2.5-mph Mobile 5b running emission rate from grams per

mile to grams per hour. The parameters and assumptions used in the Mobile 5b analysis are summarized in Table 22.3.

Table 22.3 Mobile 5b Model Inputs

Parameter	*Model Inputs*
Analysis Year	2002 (existing) 2008 (future)
Free Flow Speed	35-mph for all roadways
Idling Factor Speed	2.5-mph for all roadways
Cold Start Percentages	20.6 % for all traffic
Hot Start Percentage	27.3 % for all traffic
Traffic Mix	MN Car Registration Distribution
Temperature	January, 20ºF
Inspection/Maintenance Program	No
Oxygenated Fuel	Yes
Average Fuel Volatility	9.0 psi

Background Carbon Monoxide Concentrations

Background carbon monoxide concentrations are needed as a baseline to accurately predict future CO concentrations that incorporate modeled vehicle related emissions. These background concentrations are added to the model generated vehicle CO emissions to determine compliance with national and state air quality standards.

The background (2002) carbon monoxide concentrations for the three intersections analyzed were derived from the MPCA-monitored CO site at 6000 West Moore Lake Road in Fridley, MN. Figure 22.2 shows the location of this site. In discussions with the MPCA it was agreed that this site had background characteristics similar to the intersections being modeled and would be a conservative representation of background CO concentrations.

Carbon monoxide emissions are monitored daily at the Fridley site by the MPCA. In 2002, the maximum one-hour and eight-hour CO concentrations were 2.1 ppm and 1.4 ppm respectively. In order to obtain the background concentration for 2008 (modeled year), these 2002 concentrations were adjusted for increases in regional traffic volume and reductions in vehicle emission rates.

Average CO emission rates in the region are expected to decrease due to improved emission controls, turnover in vehicle fleet and cleaner burning fuel sources. Because over 50 percent of the overall carbon monoxide concentrations in the metropolitan area are due to vehicle related emissions, the reduction in vehicle emission rates will tend to decrease the overall background CO concentrations. The Mobile 5b model takes these

factors into account when generating emission rates. Average CO emission rates for 2002 and 2008 were generated using Mobile 5b. The ratio of the 2008 rate to the 2002 rate was used to decrease background CO concentrations by a factor of 0.91.

Background traffic volume will increase from 2002 to 2008. This increase will in turn increase vehicle CO emission, which increases overall background CO concentrations. The ratio of the future regional traffic volume (2008) to the existing regional traffic volume (2002) was used to increase the background CO concentration by a factor of 1.34. These emission and traffic volume adjustment factors are summarized in Table 22.4.

Table 22.4: Calculation of CO Background Concentrations

	2008	
Factor	**1-Hour**	**8-Hour**
Maximum 2002 Monitored Concentration (ppm)	2.1	1.4
Background Traffic Volume Adjustment Factor	1.34	1.34
Emission Adjustment Factor	0.91	0.91
Worst Case Background Concentration (ppm)	2.56	1.71
State Standard (ppm)	**30**	**9**
Federal Standard (ppm)	**35**	**9**

Modeling Results

The carbon monoxide modeling analysis was based on forecasted traffic volumes and signal timing under predicted 2008 P.M. peak traffic conditions. Locations of likely outdoor human activity next to the analyzed intersections were selected for air quality receptors. Receptor locations were sited within a 1,000-foot radius of the analyzed intersections and are depicted in Figure 22.3.

The siting of carbon monoxide receptors was based on the likelihood of human outdoor activity occurring in excess of one hour. This is consistent with the MPCA's method of quantifying adverse air quality impacts based on hours of exposure. Locations chosen include gas station parking lots, entrances to offices and buildings, parks, and open space. Existing commercial buildings and retail stores along Highway 10 are located in close proximity to the road. Therefore, receptors were placed on all four corners of the intersections as depicted in Figure 22.3. These receptors represent the locations of the greatest potential exposure to vehicle CO emissions. A total of twenty receptor locations were selected.

The results of the air quality analysis are presented in Tables 22.5 and 22.6. Table 22.5 lists the 2008 P.M. peak one-hour CO concentrations which were derived directly from the CAL3QHC dispersion model. The 2008 background concentrations were added to the model results to yield a total one-hour CO concentration in ppm for each receptor. The wind angle for the highest CO concentration is also included in the table. The highest one-hour CO concentration modeled was 11.4 ppm at Receptor 15 at the

intersection of Highway 10 and Sunfish Lake Boulevard. This is below the state and national air quality standards of 30 ppm and 35 ppm respectively.

Table 22.6 lists the 2008P.M. peak eight-hour CO concentrations. These concentrations were derived from the one-hour CO concentration results listed in Table 22.5. The CAL3QHC dispersion model predicts one-hour CO concentrations only. These one-hour concentrations are adjusted using a persistence factor. EPA recommends an eight-hour persistence factor for urban areas of 0.7. The factor takes into account the fluctuations of wind directions, temperatures, and traffic volumes that are likely to occur over eight hours. The highest eight-hour CO concentration calculated was 7.9 ppm at Receptor 15 at the intersection of Highway 10 and Sunfish Lake Boulevard. This is below both the state and national air quality standards of 9 ppm.

Table 22.5: 2008 P.M. Peak Carbon Monoxide Modeling Results – 1 Hour

	1-Hour Average (ppm)			
	Modeled	Background	Total Concentration	Wind Angle
Highway 10 & Armstrong Blvd.				
Receptor 1	6.8	2.6	9.4	100
Receptor 2	6.1	2.6	8.7	120
Receptor 3	7.6	2.6	10.2	10
Receptor 4	6.6	2.6	9.2	350
Receptor 5	2.6	2.6	5.2	260
Receptor 6	2.6	2.6	5.2	210
Receptor 7	2.1	2.6	4.7	230
Receptor 8	3.9	2.6	6.5	160
Highway 10 & Ramsey Blvd.				
Receptor 9	6.5	2.6	9.1	100
Receptor 10	5.8	2.6	8.4	260
Receptor 11	8.0	2.6	10.6	10
Receptor 12	6.3	2.6	8.9	350
Receptor 13	2.4	2.6	5.0	150
Receptor 14	3.2	2.6	5.8	250
Highway 10 & Sunfish Lake Blvd				
Receptor 15	8.8	2.6	11.4	100
Receptor 16	7.6	2.6	10.2	110
Receptor 17	7.2	2.6	9.8	10
Receptor 18	6.1	2.6	8.7	350
Receptor 19	3.3	2.6	5.8	120
Receptor 20	3.5	2.6	6.1	240
State Standard	**30.0**			
Federal Standard	**35.0**			

Table 22.6: 2008 P.M. Peak Carbon Monoxide Modeling Results – 8 Hour

	8-Hour Average (ppm)			
	Modeled	Background	Total Concentration	Wind Angle
Highway 10 & Armstrong Blvd.				
Receptor 1	4.8	1.7	6.5	100
Receptor 2	4.3	1.7	6.0	120
Receptor 3	5.3	1.7	7.0	10
Receptor 4	4.6	1.7	6.3	350
Receptor 5	1.8	1.7	3.5	260
Receptor 6	1.8	1.7	3.5	210
Receptor 7	1.5	1.7	3.2	230
Receptor 8	2.7	1.7	4.4	160
Highway 10 & Ramsey Blvd.				
Receptor 9	4.6	1.7	6.3	100
Receptor 10	4.1	1.7	5.8	260
Receptor 11	5.6	1.7	7.3	10
Receptor 12	4.4	1.7	6.1	350
Receptor 13	1.7	1.7	3.4	150
Receptor 14	2.2	1.7	3.9	250
Highway 10 & Sunfish Lake Blvd				
Receptor 15	6.2	1.7	7.9	100
Receptor 16	5.3	1.7	7.0	110
Receptor 17	5.0	1.7	6.7	10
Receptor 18	4.3	1.7	6.0	350
Receptor 19	2.3	1.7	4.0	120
Receptor 20	2.5	1.7	4.1	240
State Standard	**9.0**			
Federal Standard	**9.0**			

Summary of Environmental Impact. The implementation of the proposed Ramsey Town Center project will increase the amount of vehicle-related carbon monoxide emissions. This increase is due to the increase in traffic volume along the Highway 10 corridor. Peak CO emissions were modeled along Highway 10 for the year 2008 (one year after anticipated build-out) under a worst-case (p.m. traffic, no road improvement) scenario. The CO concentrations modeled were less than the state air quality standards of 30 ppm for one-hour and 9 ppm for eight-hours. The modeled CO concentrations are summarized in Tables 22.5 and 22.6.

Mitigation Element. There are no specific air quality mitigation measures proposed for the Ramsey Town Center Development, because implementation of the project does not

result in violation of State or National Air Quality Standards. Carbon monoxide concentrations were modeled along the Highway 10 corridor assuming no road improvements in the project vicinity. The road improvements discussed in Section 21 would help to reduce carbon monoxide emissions, although they are not required as a result of the air quality analysis.

23. Stationary Source Air Emissions

This item is not applicable to an AUAR.

24. Dust, Odors, Noise

EAW: will the project generate odors, noise or dust during construction and/or operation? ___ *no* _x_ *yes*

If yes, describe the source, characteristics, duration, and quantities or intensity, and any proposed measures to mitigate adverse impacts. Also, identify the locations of sensitive receptors and estimate the impacts on them. Discuss potential impacts on human health or quality of life.

Dust, odors, and construction noise need not be addressed in an AUAR unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any dust control or construction noise ordinances in effect. If the area will include or adjoin major noise sources, a noise analysis is needed to determine if any noise levels in excess of standards would occur and if so, to identify appropriate mitigation measures. With respect to traffic-generated noise, the noise analysis should be based on the traffic analysis of Item 21.

Construction-related Odors, Dust and Noise

The proposed project will not generate any odors during construction. Dust normal to construction will occur as a result of this project and will be minimized through standard control measures such as watering. These dust minimization efforts will be identified in the grading plan submitted to the City prior to construction. After construction is complete, anticipated dust levels will be minimal, as all soil surfaces will have permanent cover (i.e. pavement or lawn).

Construction noise will be limited to daytime hours in accordance with the City of Ramsey ordinances. Construction equipment will be fitted with mufflers, which will be maintained during the construction.

Traffic-related Noise

Background/Regulatory Framework

After construction is complete, potential sources of noise from the proposed development will include transit noise and traffic noise. The analysis and impacts related to transit noise adhere to the Federal Transit Administration's *Transit Noise and Vibration Impact Assessment, April 1995* guidelines and are fully addressed in the *Northstar Corridor Project Final Environmental Impact Statement, March 2002.*

Noise is defined as any unwanted sound. Sounds are described as noise if they disturb the person hearing them. Noise levels are measured in a logarithmic unit called a decibel (dB). Humans are more receptive to middle- and high-frequency sounds than they are to low-frequency sounds, so a weighted unit is used to reflect human perception more closely. For the purpose of this study, sounds are measured using this adjusted scale, called dBA. All references to decibels in the discussion of traffic noise impacts refer to this scale. According to the MPCA publication "An Introduction to Sound Basics", a sound increase of 3 dBA in an outdoor setting results in a barely perceptible increase in noise, whereas a 5 dBA increase is clearly audible. An increase of 10 dBA is perceived twice as loud as the original sound.

Under Minnesota Statute 116.07, Subdivisions 2 and 4, the Minnesota Pollution Control Agency has developed Noise Pollution Control Rules (Minnesota Rules Chapter 7010.0001 – 7010.008). The noise criteria used in a noise analysis depends on whether the land use is designated as Noise Area Category (NAC) 1, 2, or 3. NAC Category 1 land use includes parks, single-family and multi-family residences, libraries, hospitals, and other areas where nighttime sensitivity to noise is high. NAC Category 2 standards are applied to commercial areas, hotels, and residences which have adequate acoustic insulation, year-round climate control, and no accommodations that are intended for outdoor use. NAC Category 3 includes industrial areas. Table 24.1 details the MPCA noise level standards for each category.

Table 24.1: Minnesota Pollution Control Agency Noise Level Standards

MPCA Noise Level Standards					
Classification	Land Use	Daytime Noise Level [dBA] (7a.m. – 10 p.m.)		Nighttime Noise Level [dBA] (10 p.m. – 7 a.m.)	
NAC-1	Residential	L_{10} of 65	L_{50} of 60	L_{10} of 55	L_{50} of 50
NAC-2	Commercial	L_{10} of 70	L_{50} of 65	L_{10} of 70	L_{50} of 65
NAC-3	Industrial	L_{10} of 80	L_{50} of 75	L_{10} of 80	L_{50} of 75

Traffic-generated noise can vary considerably over a relatively short period of time. There are two analytical approaches which may be used for reporting traffic-related noise levels, the first of which uses L_{10} and L_{50}. For these values, the subscript value refers to the percent of time during a one hour period that the noise level exceeds the specified value. For example, an L_{10} value of 65 dBA during the peak hour indicates that the noise level exceeded 65 dBA 10% of the time, or for 6 minutes during that hour. The second approach, used in this report, uses L_{eq}. This value represents the equivalent of a constant sound level which, over a period of time, contains the same average amount of sound energy as the varying level of traffic noise. According to the Federal Highway Administration noise abatement procedures detailed in the Code of Federal Regulations (23 CFR 722), L_{eq} for typical traffic conditions is usually about 3 dBA less than the L_{10} for the same conditions. This rule has been used to create an equivalent table of L_{eq} values based on the MPCA Noise Level Standards and is presented is Table 24.2.

Table 24.2: Equivalent L_{eq} values for MPCA Noise Level Standards

Equivalent MPCA Noise Level Standards			
Classification	Land Use	Daytime Noise Level [dBA] (7a.m. – 10 p.m.)	Nighttime Noise Level [dBA] (10 p.m. – 7 a.m.)
NAC-1	Residential	L_{eq} of 62	L_{eq} of 52
NAC-2	Commercial	L_{eq} of 67	L_{eq} of 67
NAC-3	Industrial	L_{eq} of 77	L_{eq} of 77

Noise Level Monitoring

Background noise level monitoring is performed during a noise study to measure existing noise levels. These levels are often used as a baseline against which modeling scenarios can be compared. They are also used to validate computer-generated results. Monitoring at receptor "M3" was performed as part of the *Northstar Corridor Project Final Environmental Impact Statement, March 2002*. Receptor "M3" is located on the northwest corner of the intersection of Highway 10 and Ramsey Boulevard (shown in Figure 24.1) and was used in this report as the background noise level monitoring location for the site.

Table 24.3: Monitored Existing Noise Levels for Receptor M3

Monitoring Site	**L_{eq} [dBA]**	**Primary Noise Sources**
M3	62	Airplanes/Cars

Source: Northstar Corridor Project Final Environmental Impact Statement, March 2002

Noise Modeling Methodology

A noise analysis was conducted to assess the extent to which the proposed project will affect future noise levels. The analysis was performed using Traffic Noise Model v. 2.1 (TNM). The noise model uses traffic volumes, vehicle type mix, vehicle speed, receptor locations, and road alignment to calculate noise levels. TNM is approved by the Federal Highway Administration for modeling traffic noise.

For the purpose of this study, 58 noise receptors were chosen to represent each of the 58 proposed blocks of land presented in Figure 24.2. Each block was assigned a land use according to the Ramsey Town Center Preferred Design Schematic shown in Figure 6.1 located in Item 6. Residential and public space areas (shown in brown and green) were classified as NAC-1 noise receivers. All other parcels fall under the NAC-2 commercial classification previously discussed. An additional noise receptor was placed at the northwest corner of the intersection of Highway 10 and Ramsey Boulevard to compare modeled results with the existing noise level at monitoring site "M3".

Modeling for receptor "M3" was performed using the current traffic volumes for the AUAR project area. Speed limits and vehicle mix were taken from the traffic analysis of Item 21. The modeled results differ somewhat from the measured noise levels but are

within a reasonable margin of error, keeping in mind that an increase of 3 dBA is barely perceptible to the human ear. The remainder of this section discusses the future traffic noise impacts based on computer-generated modeling results.

Table 24.4: Existing and Modeled Noise Levels for Receptor M3

	Modeled Noise Level Receptor M3 [dBA]	**Existing Noise Level Receptor M3 [dBA]**
Day	$\mathbf{L_{eq}}$ = 65.9	$\mathbf{L_{eq}}$ = 62.0
Night	$\mathbf{L_{eq}}$ = 64.0	

Noise Modeling Results

The noise analysis was conducted for the existing year 2002 and for one year after the AUAR development scenario, year 2008. Traffic conditions for both morning and afternoon peak traffic hours were analyzed. The year 2008 analysis includes the impact of the AUAR development traffic as well as the increased background traffic on local and regional roadways over the six-year period. Existing speed limits were assumed, and the remaining data necessary for analysis was taken from the traffic analysis of Section 21.

Traffic noise modeling results for 2008 are presented in Tables 24.5 and 24.6. Both daytime and nighttime L_{eq} values are shown. The analysis shows that during daytime hours, for both existing and future traffic scenarios, there are no receptors that exceed state standards. Three receptors (Blocks 36, 37, and 38) currently exceed the state nighttime NAC-1 standard of 52 dBA. These receptors will continue to exceed the state nighttime NAC-1 standard in 2008, along with one additional receptor, Block 28. These four blocks are all located along the south side of Industry Avenue.

Table 24.5: Daytime and Nighttime Peak Hour Noise Assessment Results (Modeled)
For NAC-1 Noise Receivers

Receptor	Modeled 2002 Daytime L_{eq} [dBA]	Modeled 2008 Daytime L_{eq} [dBA]	Modeled 2002 Nighttime L_{eq} [dBA]	Modeled 2008 Nighttime L_{eq} [dBA]	Potential Noise Impact
Block 27	47.9	51.1	46.7	49.8	None
Block 28	52.0	57.1	51.4	**55.7**	Impact
Block 31	47.5	51.5	46.5	50.3	None
Block 32	47.0	51.0	45.8	49.8	None
Block 33	49.4	53.4	48.3	52.3	None
Block 36	55.8	61.1	**55.2**	**59.7**	Impact
Block 37	56.0	61.4	**55.4**	**59.9**	Impact
Block 38	56.2	61.7	**55.7**	**60.3**	Impact
Block 39	48.4	52.3	47.5	50.9	None
Block 40	46.5	50.1	45.5	48.7	None
Block 41	48.2	52.0	47.3	50.5	None
Block 43	47.6	49.3	46.4	48.2	None
Block 44	46.3	48.9	45.0	47.7	None
Block 45	45.5	48.0	44.2	46.9	None
Block 46	46.7	48.4	45.3	47.3	None
Block 48	48.9	52.1	47.8	50.5	None
Block 49	50.6	52.8	49.2	51.5	None
Block 50	50.9	53.1	49.4	51.7	None
Block 51	50.5	52.6	49.2	51.5	None
Block 53	50.9	56.1	49.4	54.2	None
Block 54	46.6	49.9	45.2	48.7	None
Block 55	46.9	50.6	45.8	49.4	None
Block 56	47.9	52.5	46.7	51.5	None
Block 57	47.2	51.9	45.9	50.8	None
State Standard	**62.0**	**62.0**	**52.0**	**52.0**	

Bold noise levels exceed State noise standards.

Table 24.6: Daytime and Nighttime Peak Hour Noise Assessment Results (Modeled)
For NAC-2 Noise Receivers

Receptor	Modeled 2002 Daytime L_{eq} [dBA]	Modeled 2008 Daytime L_{eq} [dBA]	Modeled 2002 Nighttime L_{eq} [dBA]	Modeled 2008 Nighttime L_{eq} [dBA]	Potential Noise Impact
Block 4	53.9	55.7	52.3	54.5	None
Block 5	50.5	53.3	49.0	52.2	None
Block 6	53.1	56.6	51.6	55.7	None
Block 7	52.0	57.8	50.9	57.0	None
Block 8	46.9	51.4	45.5	50.2	None
Block 9	47.2	50.7	45.7	49.3	None
Block 10	48.7	53.0	47.2	51.3	None
Block 11	49.2	51.7	47.6	50.4	None
Block 12	49.6	51.7	48.0	50.5	None
Block 13	51.0	55.9	49.5	54.0	None
Block 14	49.1	51.6	47.6	50.2	None
Block 15	48.1	50.8	46.9	49.7	None
Block 16	51.0	54.7	49.5	53.1	None
Block 17	51.9	53.5	50.4	52.4	None
Block 18	50.6	56.5	49.1	54.5	None
Block 19	50.9	53.0	49.4	51.7	None
Block 20	50.4	54.8	49.0	53.1	None
Block 21	52.9	57.7	51.7	56.1	None
Block 22	57.0	60.7	55.8	58.6	None
Block 23	57.3	60.0	56.2	57.5	None
Block 29	48.2	52.3	47.2	51.0	None
Block 30	47.6	51.8	46.5	50.5	None
Block 34	53.4	59.5	52.4	58.8	None
Block 35	57.1	62.9	56.4	61.8	None
Block 42	52.3	55.5	51.3	53.3	None
Block 47	59.0	61.6	57.8	59.0	None
Block 52	48.5	50.6	47.1	49.5	None
Block 58	59.4	65.7	58.4	65.0	None
State Standard	**70.0**	**70.0**	**70.0**	**70.0**	

Bold noise levels exceed State noise standards.

Vibration

Introduction to Vibration

Ground-borne vibration is the transmission of energy through the earth. The low level noise often generated by vibration, caused by the movement of room surfaces and contents, is termed "ground-borne noise." Vibration, although not typically an issue of environmental concern, could be destructive to buildings and furnishing when excessive and/or an annoyance at lower levels. The evaluation presented here is taken from guidelines develop by the FTA (Transit Noise and Vibration Assessment, Harris Miller Miller & Associates, 1995).

Vibration consists of rapidly fluctuating motions with an average motion of zero. There are several different methods that are used to quantify vibration amplitude. In the case of human response to vibration, the root mean square (rms) amplitude is used to describe the smoothed vibration amplitude. The root mean square of a signal is the average of the squared amplitude of the signal calculated, typically, over a one (1) second period. The rms in the United States is normally described in inches per second. In addition, decibel notation is another common notation that acts to compress the range of numbers required to describe vibration.

In contrast to airborne noise, ground-borne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 VdB (vibration decibels) or lower, well below the threshold of perception for humans, which is around 65 VdB. In the U.S., the RMS vibration velocity level in VdB is typically measured relative to 10^{-6} inches/second. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Table 24.7 illustrates common vibration sources and the human and structural response to ground-borne vibration. The range of interest is from approximately 50 VdB to 100 VdB. Background vibration is usually well below the threshold of human perception and is of concern only when the vibration affects very sensitive manufacturing or research equipment. Electron microscopes and high resolution lithography equipment are typical of equipment that is highly sensitive to vibration. Location of these businesses within the RTC site, should they occur, will be encouraged well away from the railroad tracks.

Table 24.7: Typical Levels of Ground-borne Vibration

Typical Vibration Source	Velocity Level[(1)] (50-ft from Source)	Human/Structural Response
Blasting from Construction Projects	100	Threshold, minor cosmetic damage to fragile buildings
Bulldozers and other heavy tracked construction equipment	95	Difficulty with items such as reading a video screen
Commuter rail, upper range	85	"
Rapid transit, upper range	80	Residential annoyance, infrequent events
Commuter rail, typical	75	"
Bus or truck over bump	72	Residential annoyance, frequent events
Rapid transit, typical	70	"
Bus or truck, typical	63	Limit for vibration sensitive equipment. Approximate threshold for human perception of vibration.
Typical background vibration	52	Imperceptible

(1) RMS vibration velocity level in VdB relative to 10^{-6} inches/second.

Vibration Impact Criteria

The criteria for environmental impact from ground-borne vibration and noise are based on maximum levels for a single event. The criteria presented in Table 24.8 account for variation in project types as well as the frequency of events, which differ widely among projects. The criteria are primarily based on experience with passenger train operations with only limited experience from freight train operations. The difference is that passenger train operations, whether rapid transit, commuter rail, or intra-city, create vibration events that last less than 10 seconds. A typical line haul freight train is about 5,000 feet long and would take two minutes to pass at a speed of about 30 mph.

Table 24.8: Ground-borne Noise and Vibration Impact Criteria

Land Use Category	**Ground-borne Vibration Impact Levels (VdB re 10^{-6} in/s)**		**Ground-borne Noise Impact Levels (dB re 20 µ/Pa)**	
	Frequent Events(1)	**Infrequent Events(2)**	**Frequent Events(1)**	**Infrequent Events(2)**
Category 1: Buildings where low ambient vibration is essential for interior operations.	65 VdB(3)	65 VdB(3)	-(4)	-(4)
Category 2: Residences and buildings where people normally sleep.	72 VdB	80 VdB	35 dBA	43 dBA
Category 3: Institutional land uses with primary daytime use.	75 VdB	83 VdB	40 dBA	48 dBA

(1) "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
(2) "Infrequent Events" is defined as fewer than 70 vibration events per day. This category includes most commuter rail systems.
(3) This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitivity manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Enduring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
(4) Vibration-sensitive equipment is not sensitive to ground-borne noise.

For the RTC project, the potential sources of ground-borne vibration and noise will be the rail corridor along the southern property boundary and traffic noise from Highway 10, County Road 116 and other roads in and around the development. The vibration sensitive land uses for the RTC project can be classified in all three of the above land use categories. Potential Category 1 uses include the proposed hospital/medical center at the site. The FTA Manual cites critical screening distances for Category 1 of 600 feet, Category 2 of 200 feet and Category 3 of 120 feet. As a result, the designers of the project will need to consider these distances in the location of project buildings. In addition, there are several mitigation measures that can be incorporated into the project to reduce impacts from vibration. These include, but are not limited to:

<u>Construction Vibration Mitigation</u>

1) Design Considerations and Project Layout:
    - Route heavily loaded trucks away from residential streets, if possible. Select streets with fewest homes, if no alternatives are available.
    - Operate earthmoving equipment as far away from existing occupancies as possible.

2) Sequence of Operations:
    - Phase demolition, earthmoving and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be significantly less when each vibration source operates separately.

- Avoid nighttime activities.

3) Alternative Construction Methods:
   - Avoid impact pile driving where possible in sensitive areas. Drilled piles or the use of sonic vibratory drivers can reduce vibration levels.
   - Select demolition methods not involving impact.
   - Avoid vibratory rollers and packers near sensitive areas.

Long-term Vibration Mitigation

1) Building Modifications:
   - Implement setback requirements similar to the screening distances above for different classes of buildings.
   - If there is no way to avoid vibration impacts to a certain building, construction methods such as the use of special foundations is possible.

2) Trenches:
   - The use of trenches to reduce vibration impacts is analogous to the use of sound barriers for noise abatement.

3) Operational Changes:
   - Use train equipment that generates the least amount of vibrations.
   - Reduce nighttime traffic."

Summary of Environmental Impacts. There are no areas within the proposed Ramsey Town Center development that are projected to exceed the state daytime standards. However, there are four blocks along Industry Avenue (Blocks 28, 36, 37, and 38) that either already or will exceed the state nighttime NAC-1 standard of 52 dBA. The exceedances are less than 10 dBA. While these predicted noise levels are above the state nighttime standard, they are not uncommon in developed residential areas that are adjacent to busy roadways.

The impacts of vibration from the railroad and roadway traffic can be minimized through a mix of commonly used mitigation measures used during construction and post-construction periods, and careful site/land use design.

Mitigation Element. Noise wall mitigation would not be practical along Industry Avenue. Driveways and street intersections would create gaps in the wall, defeating its purpose. It is suggested that the proposed residential units in Blocks 28, 36, 37, and 38 be designed to minimize noise impacts. The noise around the homes and surrounding areas can be reduced by providing climate-controlled units, increasing wall insulation, and providing common areas on the side of the buildings furthest from Industry Avenue.

Construction and long-term vibration mitigation techniques will be used to minimize the impact of rail and highway traffic generated vibration. Vibration-sensitive lands uses will be located a suitable distance from any vibration generation area.

25. Sensitive Resources

Are any of the following resources on or in proximity to the site?

25a. *Archeological, historic, and architectural resources.__Yes _**X**_ No*
For an AUAR, contact with the State Historic Preservation Office is required to determine whether there are areas of potential impacts to these resources. If any exist, an appropriate site survey of high probability areas is needed to address the issue in more detail. The mitigation plan must include mitigation for any impacts identified

25b. *Prime or unique farmlands.__Yes _**X**_ No*
The extent of conversion of existing farmlands anticipated in the AUAR should be described. If any farmland will be preserved by special protection programs, this should be discussed.

25c. *Designated Parks, recreation areas or trails._**X**_Yes __ No*
If development of the AUAR will interfere or change the use of any existing such resource, this should be described in the AUAR. The RGU may also want to discuss under this item any proposed parks, recreation areas or trails to be developed in conjunction with the development of the AUAR area.

25d. *Scenic Views and Vistas.__Yes _**X**_ No*
Any impacts of such resources present in the AUAR should be addressed. This would include both direct physical impacts and impacts on visual quality or integrity.

25a. A request was made to the Minnesota State Historic Preservation Office (SHPO) to provide a list of potential historical or archaeological resources in the project area. In a letter dated December 19, 2002 (Appendix E), SHPO stated that their research of the National and State Registers of Historic places as well as other sources showed that there were no known or suspected historic or archeological resources in the affected area.

25b. "Prime Farmland" is considered rural land with the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is available for these uses. Prime farmland has the soil quality, growing season, and moisture supply needed to economically produce consistently high yields of crops when treated and managed with modern farming methods.

In general, the Natural Resources Conservation Service (NRCS) indicates that prime farmland soils must: have an adequate and dependable water supply from precipitation or irrigation; have a favorable temperature and growing season; have acceptable levels of acidity or alkalinity, content of salt or sodium, and few or no rocks; be permeable to water and air; are not excessively erodible; not be saturated with water for long periods of time; and, not flood frequently or are protected from flooding.

Agricultural land that is not considered Prime Farmland may be considered "State-wide Important Farmland". This is land, in addition to prime farmlands, which is of statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Generally, soils of statewide importance include those that are nearly prime and produce high yields of crops in an economic manner when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmland soils if conditions are favorable.

Table 25.1 lists the soil map units present on the proposed project site (also see Figure 12.2). Land within the project site was historically agricultural in nature. Commonly grown agricultural crops include corn and soybeans in the Hubbard coarse sand, Duelm loamy sand, Dickman sandy loam and portions of the Isan sandy loam. No agricultural activity occurred in soils designated as Marsh.

As seen in the table, no soils on the property are designated as prime farmland; however, the Dickman sandy loam is considered a State-wide important farmland. The soil unit however, only consists of 0.5% of the total area of the site located in the far southwest corner (Figure 25.1). Project related impacts to prime farmland and State-wide important farmland are therefore considered to be minimal.

Table 25.1 RTC Site Soil Units

Series No.	Series Name	Prime Farmland Status	Percent Coverage in Project Area
HuA/B/C	Hubbard coarse sand	None	**77%**
Dp	Duelm loamy coarse sand	None	18%
DnA	Dickman sandy loam	None*	0.5%
Is	Isanti sandy loam	None	4%
Mc	Marsh	None	0.5%

* - Identified as a State-wide Important Farmland, but not Prime Farmland.

The other area of farmland designation that exists is "Green Acres", which is more of a tax-based program to keep productive farmland in business than an environmental program. The acreage is shown here for information purposes. Figure 25.2 shows all of the Green Acres program acreage on the RTC site.

Figure 25.1. Designation of State-wide Important Farmland

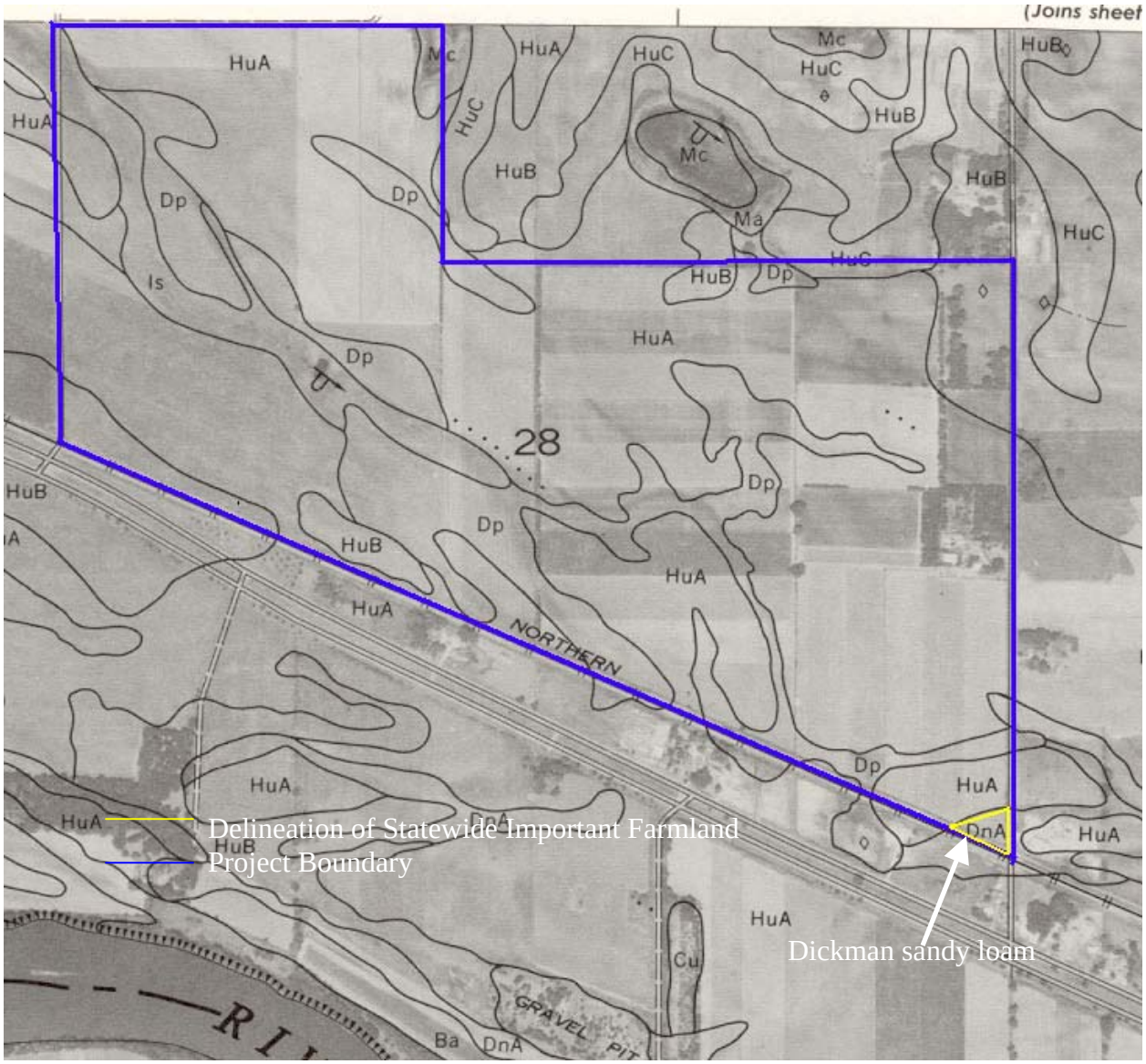
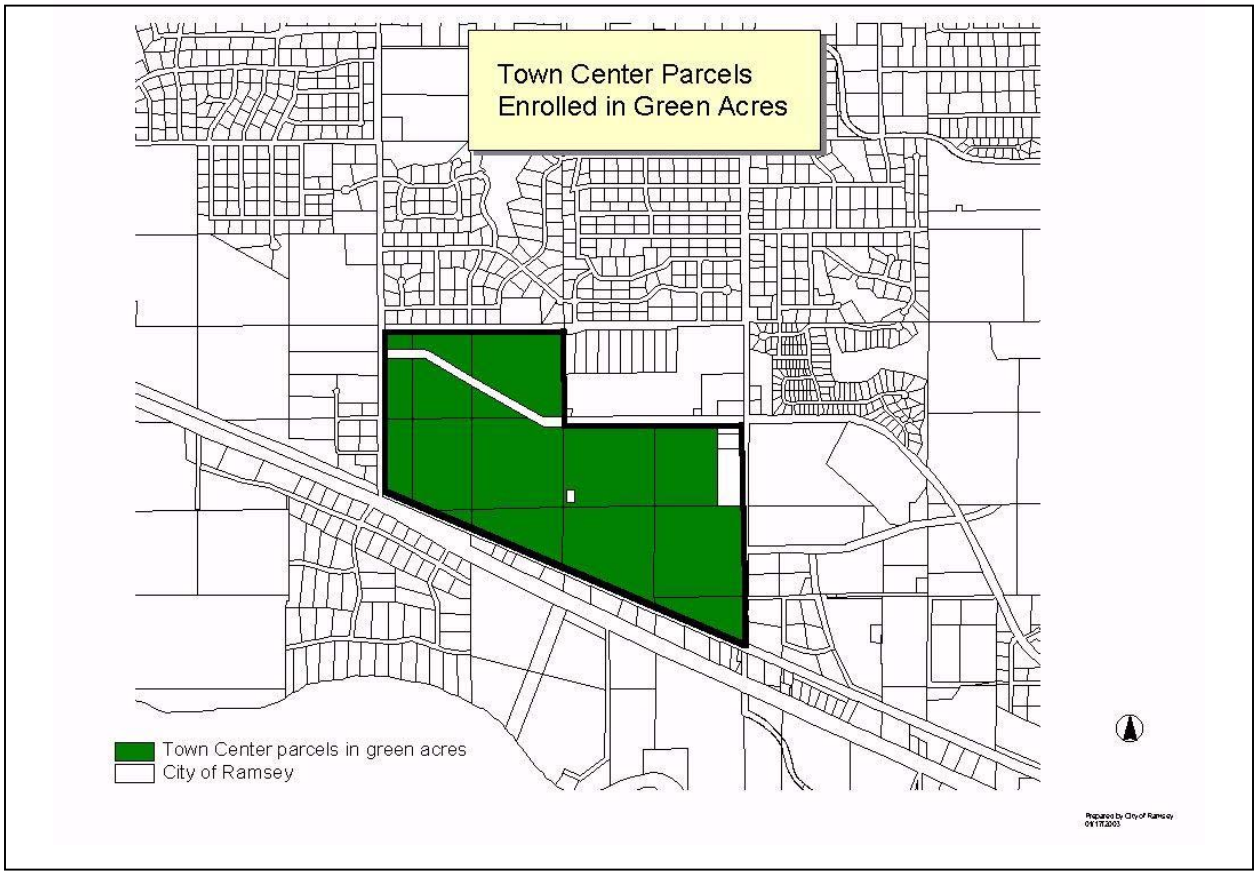


Figure 25.2 Green Acres land within the RTC site.



25c. The Ramsey Town Center site is fortunate to fall within an area surrounded by parks and trails. A unique opportunity exists within the site to incorporate new parks and open space, and to tie together several trail links. Figures 25.3 and 25.4 show the Anoka County and City of Ramsey parks and trail plans, respectively. The City of Ramsey plan reflected in the figure is the most recent version. Because of rapid growth within the City, the park and trails system has been changing often, such that revisions are constantly under way. The information in Figure 25.4 should be considered current through the Spring of 2003.

Reference to the preferred design in Figure 6.1 shows several parks and open space areas that will be included in the RTC development. The latest design contains approximately 40 acres of "green/open space" in a series of neighborhood parks, drainage corridors, preserved and restored wetlands, and general open space. Much of this area, especially in the drainageways, can serve a dual purpose of open space and temporary detention of water.

Among the many issues identified during the stakeholder issues interview was the key role that the RTC site could play in linking open space areas (parks, trails, green space)

throughout this portion of Anoka County. Staff from both Anoka County and City of Ramsey Parks Departments stressed the importance of incorporating green space into the site plan and providing for trail connections to the Mississippi Regional Park (MRP) Trail, which is part of the MNRRA regional River trail, and to trails north and northwest of the RTC site.

Figure 25.5 is a concept depiction of a greenway/trail connection that extends from the City trail at Lake Itasca to the Mississippi River. This corridor is also discussed in Item 17 (Figure 17.1) as a surface water flow route for water from the Lake and from the area to the northwest of RTC as it develops.

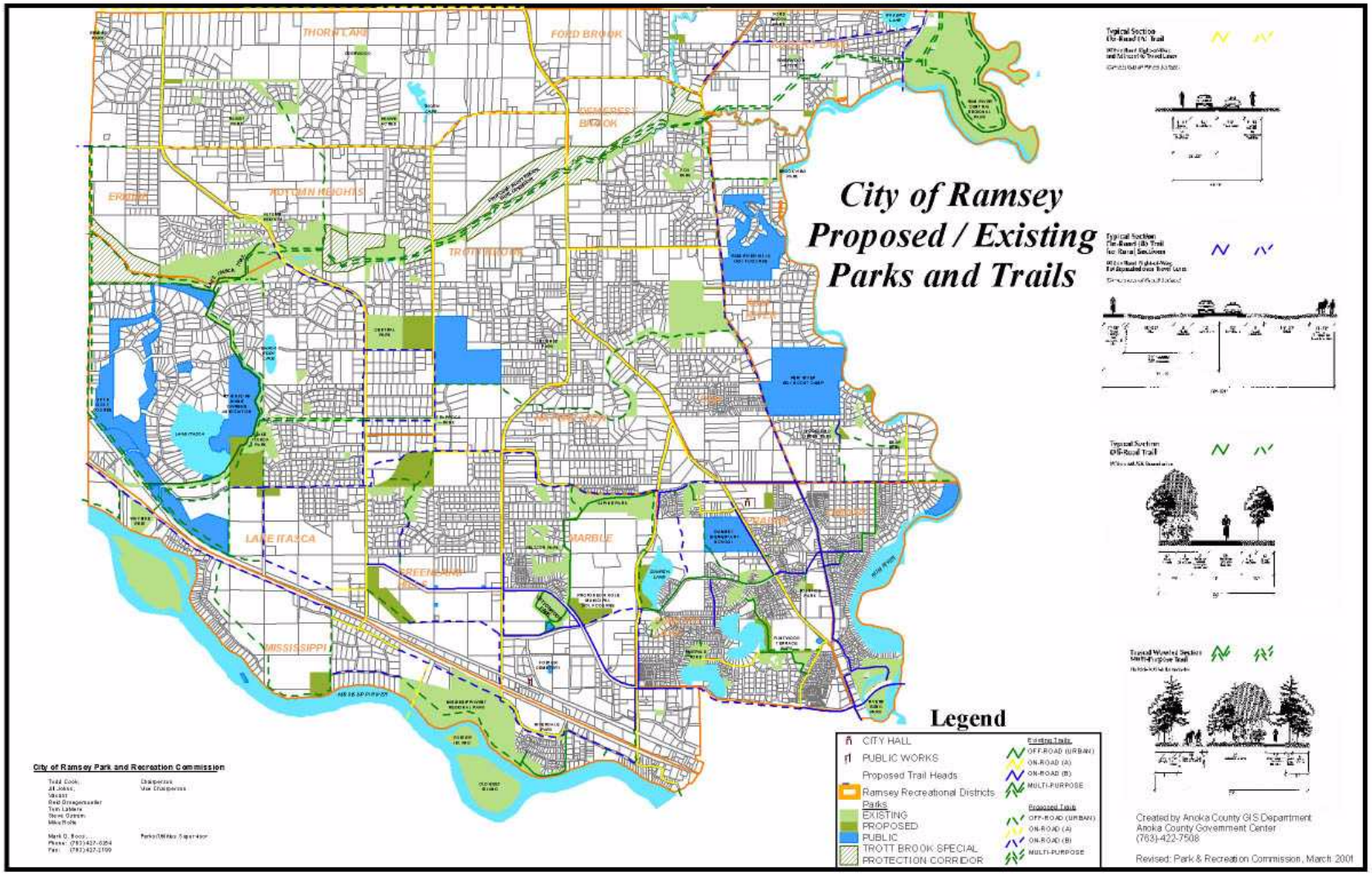
Within the RTC site, as reflected in Figure 6.1, are numerous opportunities to expand open space and trails. The prominent trail feature will be along the central drainage corridor portrayed as green space in the figure. Trails will be present on both sides of the corridor, providing the desired opportunity for linkage with MRP and Lake Itasca. The trail crossings of the BNSF railroad tracks and Highway 10 to the south, and Armstrong Boulevard to the northwest need to be carefully considered during the design phase. Options for crossing the railroad tracks and Highway 10 include numerous locations at-grade, above via elevated crossing or walkway (needed for transit station if Northstar becomes a reality), or sub-grade. The exact nature of this crossing will not be known until many of the design features of the site are coordinated with the agencies involved, including Mn/DOT and BNSF. Anoka Parks prefers a connection south of the site (similar to the Calthorpe location shown in Figure 6.2) rather than along Ramsey Boulevard, but the nature of the crossing could dictate the location, which will be determined during detailed site design. RTC LLC is committed, however, to making the trail connection to MRP an integral part of the RTC when completed.

With proximity to the MRP comes the need for attention to minimize any adverse impact that could result from a new urban center. The development should enhance the park by using the project site as a connection to existing and new open space, and as a source of new users interested in supporting the recreational system. Land use along the trail connection within the site should be compatible with the trail. High intensity commercial use would deter use of the trail leading from the site into the Regional Park.

Anoka Parks has expressed an interest in having the architectural style of the MRP buildings and RTC be compatible. Since the Park development will not proceed for years, the exact style to consider is unknown. RTC LLC will consider the need for visual coordination during the building design phase, and will make its design decisions known to Anoka Parks for its use in future park development.

In 1988, Congress passed Public Law 100-696 establishing the Mississippi National River and Recreation Area (MNRRA) as a unit of the National Park System to preserve, protect, and enhance the nationally significant historical, recreational, scenic, cultural, natural, economic, and scientific resources of the Mississippi River Corridor in the Twin Cities metro area. Item 14 previously addressed the reflection of MNRRA, Critical Area, and Wild and Scenic Rivers language into the City's *Comprehensive Plan*. In 1995, a

Figure 25.4. City of Ramsey Parks and Trails (under revision).



Comprehensive Management Plan (CMP) for the MNRRA was approved by the Secretary of the Interior. The CMP provides a management framework to assist the State of Minnesota and units of local government in the implementation of integrated resource management programs and to ensure orderly public and private development in the area. The CMP incorporates the state Critical Area program and other state land use management programs by reference as the foundation for compliance with the CMP, and encourages voluntary state and local compliance with additional policies to protect and enhance the river corridor. The Mississippi River Critical Area Corridor and MNRRA are geographically identical. In 1991, the Minnesota Legislature designated the federal MNRRA as a state Critical Area by the enactment of Minn. Stat. 116G.15.

25d. A complete analysis of visual impacts is contained in Item 26 that follows.

Summary of Environmental Impact. None are expected with regards to archeological, historical or cultural resources.

The RTC site will be converted from over 350 acres of largely agricultural land to urban uses. This change reflects growth by the City of Ramsey in a manner contained within its *2001 Comprehensive Plan,* as amended in 2002.

The addition of new open space, trail connections and park land in an area previously not publicly accessible will be a benefit to the community. The addition of these features will be carefully coordinated with the proper agencies to assure compatibility.

Mitigation element. *Unidentified Resources*. Various circumstances may lead to the discovery of unidentified historic or archeological resources within the project boundaries. When any such new discovery is brought to the attention of the developer or the City, an evaluation of the significance will be conducted and appropriate management measures will be devised in consultation with SHPO.

Discovery does not mean that all work must stop. However, depending on the nature of the cultural resource and the activity's apparent effects on it, the developer and City will make reasonable efforts to avoid or minimize harm to the resource until it has been processed. Following are the procedures that will be followed when a discovery of what appears to be a cultural resource (historic or archaeological artifacts) has been made:

(a) Contact the supervisor in charge immediately. If human remains are discovered, also refer to the below section, *Unmarked Human Burial Sites*.

(b) The supervisor will contact SHPO immediately (651-296-6126). The supervisor will arrange for the site or the relevant portion of the site to be secured against further disturbance until a professional assessment of the potential finding can be made.

(c) The contractor, lessee or employees will consult with SHPO to safeguard the resource and note its location, depth, etc. for future report, and to determine what type of investigation (if any) or mitigation is appropriate for the circumstances.

Unmarked Human Burial Sites. The discovery of human remains is covered under Minnesota Statute, Section 307.08. Human remains deserve respect and should be treated appropriately. The discovery of human remains involves legal as well as archaeological issues. The odds of discovering human remains are low; however, complete records of all Native American, pioneer and settler burial sites are not available. Therefore, discovery of such unidentified sites is typically accidental and will occur at sites where the soil has not been previously excavated to an appropriate depth.

Immediately upon the discovery of buried human remains, the procedures listed below will to be followed:

(a) Stop the excavation, and using appropriate safety precautions, and with a minimum of further disturbance to the remains, verify that it appears to be human remains. Make note of what was found, its location and depth, etc.

(b) Contact the supervisor in charge immediately. The supervisor will contact the Ramsey Police Department immediately if it is suspected that the remains are recent.

(c) If unable to contact a supervisor, or if instructed, call the Ramsey Police Department and report the discovery. If necessary, the developer will cooperate with law enforcement authorities in securing the site.

(d) As soon as possible but within 48 hours, the supervisor shall contact the State Archaeologist and consult with them on how to proceed.

Disposition - Ownership/disposition of historic and prehistoric archaeological items, including Native American human remains or grave goods, will be determined by the State Archaeologist, the Native American Council or other appropriate authority.

Because there is no prime farmland on the site, there are no mitigation measures needed to address the change in land use. The very small amount of State-wide Important Farmland in the far southeast corner of the site will be lost from productive agricultural land, but will be replaced by green space uses that preserve the open character of the land.

Although the RTC site is not within the geographic area covered by MNRRA, every effort will be made by RTC LLC to work with Anoka County Parks, Ramsey Parks and the National Park Service to comply with the policies of these agencies and to minimize or avoid any adverse impacts from development of the RTC site.

26. Adverse Visual Impacts

*Will the project create adverse visual impacts during construction or operation? Such as glare from intense lights, lights visible in wilderness areas and large visible plumes from cooling towers or exhaust stacks? _**X**_Yes __No*

If yes, explain. If any non-routine visual impacts would occur from the anticipated development, this should be discussed here along with appropriate mitigation.

The current visual aesthetic on the site is one of an actively farmed area surrounded by residences to the north, a busy state highway and commercial strip to the immediate south, and commercial strips to the east and west. Although views from the site will not be impacted, those used to viewing farmland on the site will have a change.

Views during construction will change from the agricultural view currently seen at the site. Although "adverse" is not a quantitative measure relative to visual impressions, it is anticipated that most would consider an active construction site as less than visually appealing.

Views from the Mississippi River northward are not likely to be directly impacted because of the elevation difference between the River and the site. The site elevation is between about 860' and 865', with a knoll on the north end of the site reaching about 880'. The Mississippi River through this reach is about 830' and located below a forested bluff. Direct viewing of the Ramsey Town Center will not be possible from the River. However, lights emanating from the site would likely be seen once the site is developed.

Summary of Environmental Impact. Conversion of agricultural land to urbanized land will have a net change in views that many do not view positively. Changing this view of "open land" to one of a fully developed urban area, however, is part of the City's plan for its growth. The impacts of the conversion, however, can be mitigated, as outlined in the next section.

Mitigation element. Light emissions from commercial and residential areas cannot be avoided because of safety issues and the need for residences and businesses to see clearly at night. City Ordinance 9.11.07 describes any lighting used to illuminate an off-street parking area, sign, or other structure, must be arranged so that the light is deflected away from residential districts and public streets. Bulbs emitting in excess of 3,000 lumens (150 watts) must be arranged so that the light is not visible outside of the property where the light is located. There are several methodologies of acceptable screening methods for these nuisances that can also be used for transitioning from high- to low-density residential or from residential to commercial areas. Screening methods typically include a vegetative barrier no less than five feet high or other natural materials. Applying shields to street and parking lot lamps directs the light to the ground surface where it's wanted, not into the adjacent neighborhood. All of these practices should minimize the impact of the light at the River, but will not eliminate it.

The visual impacts of construction on a scale that will occur at RTC over several years will be difficult to mitigate, but several measures to minimize the impact will be followed. The most offensive visual characteristics of construction, and possible mitigating actions are:

- Soil erosion leading to sediment movement off-site - Item 16 spelled-out a mitigation element to control on-site erosion and off-site sedimentation.
- Access streets and roads covered with dirt and gravel/rocks - The erosion and sediment control program will include egress gravel wash pads and will contain a daily sweeping plan for roads affected by construction traffic.
- Swirling dust caused by earth-moving activity on dry soil - A water truck will be available on site to spray areas experiencing dust movement. This will be especially critical on the sandy soils prevalent on site.
- Construction equipment and temporary trailers - Every effort will be made to screen immobile equipment and to park mobile equipment in a visually sheltered location at the end of the working day.
- Exposed soil - One of the essential elements in the erosion and sediment control plan will be rapid stabilization, covering and re-vegetation of exposed soils. Although some exposed soil will be impossible to avoid, every attempt will be made to minimize exposure.

27. Compatibility with Plans

*Is the project subject to an adopted local comprehensive plan, land use plan or regulation, or other applicable land use, water, or resource management plan of a local, regional, state or federal agency? _**X**_Yes __No.*

If yes, describe the plan, discuss its compatibility with the project and explain how any conflicts will be resolved. If no, explain.

The AUAR must include a statement of certification from the RGU that its comprehensive plan complies with the requirements set out in (Minnesota Rules) 4410.3610, subpart 1. The AUAR document should address the proposed AUAR area development in the context of the comprehensive plan. If this has not been done as part of the responses to Items 6, 9, 18 21, and others, it must be addressed here; a brief synopsis should be presented here if the material has been presented in detail under other Items. Necessary amendments to comprehensive plan elements to allow for any of the development scenarios should be noted. If there are any management plans of other local, state, or federal agencies applicable to the AUAR area, the document must discuss the compatibility of the plan with the various development scenarios studies, with emphasis on any incompatible elements.

City of Ramsey Local Comprehensive Plan. The basis of implementing a large-scale development as covered by an AUAR is the compatibility of that development with the local unit of government's plan for the future of its community. In the Metropolitan Area, this outlook is described in a local comprehensive plan (LCP) prepared in accordance with Minnesota Statutes, Section 473. Among the requirements of this statute is the inclusion of a land use plan with staged development, housing and surface water management components, a public facilities section that addresses transportation, sanitary sewer, parks and open space, and water supply, and finally, an implementation program that describes the financial and institutional methods to be used to implement the LCP.

Minnesota Rules 4410.3610 references the need for a local unit of government within which an AUAR is being prepared to certify that the three elements referenced above are contained in its LCP. The City of Ramsey has an adopted *2001 Comprehensive Plan* that was most recently amended on February 26, 2002. The following list identifies the specific LCP chapter references meeting the content requirements for AUAR/LCP conformity:

- Chapter V - Land Use (existing land use, future land use, historic preservation, solar access protection)

- Chapter VI - Transportation Element (framework and goals, existing roadways, analysis of roadway system needs, roadway system plan, transit, aviation, railroad lines, bicycle and pedestrian trail system)

- Chapter VII - Housing Plan (existing conditions, senior housing, affordability, the plan for housing)

- Chapter VIII - Sewer Element (existing system, future sanitary sewer services)

- Chapter X - Park, Recreation and Open Space (existing park and creation facilities, the parks and creation plan)

- Chapter XV - Public Facilities (city administration, fire and rescue, police, public works, public schools, public facilities and services plan)

- Chapter XVI - Implementation Strategy (zoning ordinance, subdivision ordinance, septic system management program, capital improvement program, corridor studies, housing program, redevelopment planning, area master planning, part and trail comprehensive planning, GIS development, public services and facilities, central rural reserve area)

- Appendix C - Surface Water Management Policy

- Appendix E - Individual Sewage Treatment System (ISTS - septic tank) Program

- Appendix F - Water Supply Plan

- Appendix G - Capital Improvement Program

Based on the content contained with the February 26, 2002 Ramsey *Comprehensive Plan Update*, the City of Ramsey certifies that the requirements of Minnesota Rules 4410.3610 have been met.

Preferred site design conformity with Ramsey LCP. The preferred site design illustrated in Figure 6.1 is consistent with the City of Ramsey LCP, as referenced above and illustrated in Figure 5.4. The key element in establishing conformity is consistency with the future land use expectations of the City. The consistency set the stage for infrastructure support and financing needed to assure smooth development staging. Figure 5.4 illustrates that the Ramsey Town Center site is noted as predominantly "Mixed Use", with additional increments of "Places to Work", "Medium Density Residential" and "Low Density Residential". The corridor between Highway 10 and the BNSF railroad tracks is designated as "Places to Shop". The "Mixed Use" category represents a combination of residential, commercial, light industrial, open space and a transit hub. "Places to Work" is defined by the City as areas primarily reserved for office and industrial type development. The plan's description of mixed use and the other less prominent uses fits perfectly with the preferred design. The existing highway commercial strip on the north side of Highway 10 (Figure 6.1) is subject to change as Mn/DOT's plans for the highway take shape, but until that happens, there is no

anticipated change in its usage, other than possible use of City land for detention of stormwater.

Consistency on a map does not assure that project implementation will fully meet the City's intent with respect to the provision of service. It is for this reason that the various AUAR Items address infrastructure needs and phasing. The timing within which services will be provided to Ramsey Town Center is spelled-out in Items 12, 13, 17, 18, 21, 25 and 28. However, at this time, there has not been any financial commitment by the City to meet the timing schedule.

Although the entire LCP supports the approach proposed for Ramsey Town Center, some specific elements within the Plan pertain especially to the project. The Guiding Principles within the Vision and Guiding Principles section of the Plan (Chapter II) contain many statements that reflect the "town center" concept of development, with its emphasis on mixed land uses, pedestrian and environmental friendliness, and building a sense of community.

Chapter III of the LCP (Community Background) and Chapter XIV (Community Identity) address the City's intent to grow in a well thought-out manner and to build a sense of community. The Ramsey Town Center project will provide an opportunity to develop a central focal point for municipal civic activities, as well as working, shopping, establishing a home and finding local entertainment as the City's population grows from about 19,500 in the year 2000 to well over 30,000 by 2020.

Consistency relative to sense of community cannot be shown with maps and charts, but must be gained through repeated contact with public officials and members of the community. The preferred concept that eventually evolved into Figure 6.1 was derived after many such meetings. The list of forums for discussion included: Metropolitan Council Smart Growth community meetings; presentation and listening sessions with City officials and community leaders; a Town Center Task Force; the January 2003 retail design charette; and day-to-day interaction with City staff.

Consistency is also assured by matching the character of a new Ramsey Town Center with what the City expresses as its needs and desires in the LCP. Following are several such statements from the LCP for which the Town Center design fits:

> *"Landowners are encouraged to preserve and restore areas of significant natural resources such as open prairie or tree canopy as permanent open space by increasing density in areas more conducive to development." (page V-11)*
>
> *It is an Urban Residential policy of the City to "Encourage environmentally conscious site design and construction methods to assure that development respects the natural environment", to "Ensure open space that is part of a residential development is preserved as permanent open space…" and to "Ensure projects are consistent with the goals and policies of the Mississippi River*

Critical Area Plan (MNRRA) and are sensitive to the Rivers natural environment". (pages V-20 and 21)

It is a Places to Work policy of the City to "Require developments to adhere to environmentally sensitive design and construction standards", to "Facilitate the clean up and redevelopment of brownfields and underutilized sites…" and to "Require individual sites to be connected to a trail system that links employees with the Town Center, parks and neighborhoods." (page V-25)

"The purpose of the Town Center Mixed Use Area is to establish a community hub that integrates places to work, play and live and embraces transit oriented design in anticipation of the potential future commuter rail station." The site will be a "pedestrian friendly environment that supports mass transit" with mixed use development that would support the station with connections to MRP. (pages V-26 and 27)

It is a Park and Recreation Plan goal of the City "To preserve continuous open space corridors that protect natural vegetation and water quality, provide wildlife habitat, and preserve the natural identity of Ramsey." (page X-7)

"The Ramsey community has acknowledged and embraced the importance of the Mississippi River Corridor, its history, water quality, beauty and recreational opportunities. The future of the corridor through Ramsey consists of a sanctuary where wildlife and nature coexist with people and development." (page XI-3)

"All future development should minimize the negative environmental impacts on the region's ecological system ensuring that the built environment is in harmony with the natural environment." (page XIII-1)

Reference to Figure 5.4 shows the future land use reflected in the LCP. A comparison with the preferred concept plan for Ramsey Town Center (Figure 6.1) clearly illustrates the compatibility between the City's vision for the future and the proposed development. Chapter V of the LCP describes how the City's expectations on how it will develop by 2020. The Chapter is replete with references to the City's intentions. All of this guidance will be used as Ramsey Town Center moves through the various phases of development and comes to the City for the approvals that accompany the development steps. Specific reference is made in Chapter V to a sub-set of Mixed Use called "Town Center Mixed Use Area". This description addresses the area being proposed for development under this AUAR. The vision laid-out in the description parallels the site concept and sense of community focus proposed for Ramsey Town Center. The entire parcel being considered is within the MUSA (Figure 5.4) and will be served accordingly, as described in the various infrastructure elements of this AUAR, consistent with the 2000-2010 staging plan identified in the LCP (Figure V-3 in the Plan).

Chapter VI also identifies the City's desire to improve its trail system. The connection of trail linkages from Mississippi Regional Park (MRP) through Ramsey Town Center, connecting to Lake Itasca and other trails north of the Center is an integral part of this City vision. Completing this vision during development has always been part of the Town Center plan, as evidenced in Figure 6.1.

The water and sanitary sewer service elements of the LCP (Chapters IX and VIII) are discussed within the AUAR in Item s 13 and 18, respectively. The storm sewer element is discussed in both Items 12 and 17. All of the infrastructure details are also discussed in Item 28.

Chapter X of the LCP addresses the parks and open space plans for the City. Figure 6.1 shows that a substantial portion of the proposed Ramsey Town Center will be devoted to open space that can become part of the City's system. Trail linkages have already been identified, but additionally, linkages within the site will occur among the various neighborhood parks and more regional-scale trails. The development of MRP will be a major benefit to the City's long-term goal of providing public access to the River. The connection of Ramsey Town Center trails to the River, as described in the site concept plan, will be a critical step in achieving this goal. Similarly, the opportunity exists to tie the Center to the Lake Itasca trail via a green corridor trail. Figure 25.5 illustrates one potential alignment for this trail. The City has not yet formalized the means by which this trail would be established, but identifying a possible path is part of the process. The City's Parks and Recreation Committee and City Council will ultimately decide upon the method of incorporating that this trail into development as it occurs northwest of Ramsey Town Center.

The connection and coordinated planning between the City and the state Mississippi River Critical Area and Wild and Scenic River (WSR), and the federal Mississippi National River and Recreation Area (MNRRA) was discussed in Item 14. The boundaries of these three specially designated areas overlap, as shown in Figure 14.1. Chapter XI of the City's LCP contains the required elements for implementing Executive Order 79-19 issued by the state for defined Critical Areas in 1979. This chapter addresses all of the required elements and also ties in the coordination aspects with MNRRA and WSR. Although none of these protected areas occurs within the boundaries of Ramsey Town Center, the AUAR must address potential impacts that site development could have on them. Item 14 addressed this impact and the mitigation plan associated with it. Reference is made in the LCP to the 1994 MNRRA Plan, *Comprehensive Management Plan for the Mississippi National River and Recreation Area* prepared by the Mississippi River Coordinating Commission and the USDI-NPS. This plan serves as general management plan for MNRRA and is reflected in the City's LCP, which exceeds Tier II requirements of MNRRA.

Chapter XIII of the LCP establishes the City's vision for environmental protection and resource management. A key feature of the Ramsey Town Center is its integration of natural resource attributes into the concept design. Chapter XIII identifies the natural features of the City and the manner in which they will be protected and enhanced.

Development of the Center site actually presents an opportunity to restore and incorporate environmental features that have not been a part of the landscape in recent memory. For example, the central green corridor is a remnant drainage feature that has not transmitted water in the memory of City or WMO officials. Connecting drainage from Lake Itasca to the Mississippi River to and through this feature will provide a chance to restore a natural function and the habitat, water quality and aesthetic benefits that accompany it. Similarly, installing runoff management practices that take full advantage of the infiltration character of porous Anoka Sandplain soils assures that surface water continues to recharge the essential drinking water aquifer supplying drinking water to City residents, whether on a municipal or private system.

Finally, the public facilities and implementation requirements of planning are addressed in Chapters XV and XVI of the LCP.

Management plans of any other government agencies.
As discussed previously in this AUAR, there are several other plans that potentially cover the Town Center site and its adjacent area.

Lower Rum River Watershed Management Organization (LRRWMO). The entire site falls within the jurisdiction of the Lower Rum River Watershed Management Organization (LRRWMO), which is a Joint Powers Agreement among the Cities of Ramsey, Anoka, Andover and Coon Rapids. Aspects of the LRRWMO relationship to this project were addressed in both Item 8 (permits) and Item 14 (related management districts).

The WMO's state approved (BWSR) second generation watershed plan was adopted by the LRRWMO in late 1998. The Ramsey Town Center site occurs within the WMO's West Mississippi District. The WMO plan, however, mapped the portion of the sub-watershed surrounding Lake Itasca as part of the Trott Brook drainage area, which meant that flow would be to the north from the Lake rather than to the south. Because flow emanating from Lake Itasca has not occurred within recent history, there was some uncertainty over the direction of flow, if it were ever to occur. To address this uncertainty, an EOR survey team established elevations around the lake and determined the drainage directions located in Figure 12.1. Determining this flow direction is essential for to the modeling effort to quantify the area contributing to flow that could cross the Ramsey Town Center site.

LRRWMO is also the designated "Local Governmental Unit" or LGU under the 1991 Wetland Conservation Act. This means that regulatory decisions on wetland impact within the City are made by the WMO. The WMO participated in all of the Technical Evaluation Panel (TEP) meetings related to this site, and is ultimately responsible for any subsequent permit decisions.

Critical Area, MNRRA, Wild and Scenic River. The management overlap between the Critical Area component of the City's LCP and the MNRRA plan were addressed in Item 14. This discussion also addressed the Wild and Scenic River coverage. Local

governments within the state Critical Area Corridor are required to incorporate the Standards and Guidelines of Executive Order 79-19 into local plans and ordinances for the Corridor. Local units of government shall permit development in the Corridor only in accordance with those adopted, approved plans and regulations. Specific policies within the Ramsey Critical Area Plan address those needs, as referenced earlier (Item 14). In addition to the Executive Order standards (previously listed) that were incorporated and approved in the City of Ramsey Critical Area plan, the following additional policies occur in the City's plan:

- Minimize direct overland runoff and maintain natural watercourses such as ditches, wetlands and floodplains to handle existing storm water runoff and slow the process of surface water infiltration.
- Ensure urban best management practices are strictly adhered to during and after construction projects including the replacement of all vegetative cover which is removed for construction purposes.
- Adopt development controls consistent with NURP standards and the MPCA's Urban Best Management Practices to reduce nonpoint source pollutant loading in storm water runoff.
- Minimize site alterations and protect natural watercourses, bottomland forests, prairies and woodlands as part of the development plan through such means as conservation easements or land preservation techniques.
- Prohibit alterations or disturbances of wetlands, tree canopy, significant habitat areas and natural vegetation areas.
- Ensuring that trail locations minimize any negative affects on the natural resource base.
- Ensure future development emphasizes continuous open space, minimizes utility and infrastructure needs and crossings....
- Ensure adequate views to and from the river are preserved while maintaining appropriate landscaping buffers and vegetative covers.
- Require future utility construction ... to be underground while minimizing disturbance of endangered habitat areas or undisturbed natural vegetation areas.
- Prohibit any unnecessary grading, filling, or any other significant alteration of areas within the Critical Area Corridor.
- Prohibit development on or alteration of slopes exceeding 12% including the riverfront bluff face.

Anoka County. Anoka County has a Comprehensive Master Plan for the County that covers all parts of the Critical Area under County jurisdiction in the Plan's Mississippi River Critical Area Management section. Planning and development of parks within this area by Anoka County Parks reflects the Critical Area goals under the Critical Area Act and Executive Order 79-19. The County's plan for Parks and Trail Corridors was shown in Figure 25.3. The City of Ramsey is working very closely with Anoka County Parks to develop trail connections paralleling the Mississippi River through MRP and connecting this regional trail to other City and County trails north of the River. The connections to Lake Itasca and Trott Trails would then traverse the Town Center site. Anoka County Parks has also expressed an interest to tie the architecture of the MRP buildings to the

architectural themes used in Ramsey Town Center. Finally, Anoka County Highway Department is working with the City and the site developer to assure that all of the road work potentially impacting County highways is acceptable and meets County standards.

Anoka Conservation District (ACD). ACD has a greenway corridor plan for wildlife corridors that crosses the Ramsey Town Center watershed and the site itself. Figure 27.1 illustrates the ACD greenway contained within the plan. Currently the plan indicates that an ideal wildlife corridor would go through the Town Center in essentially the same location as the central drainage swale. The location of the corridor is critical here because of the proximity of the Town Center to Mississippi West Regional Park, which is a local hub for wildlife. In a conversation with EOR, ACD staff (Rich Biske, Wildlife Habitat Management Technician) indicated that the drainage swale could be an appropriate wildlife corridor if native vegetation (specifically mentioned big blue stem and forbs) instead of turf grass was planted. He noted that if turf grass is planted in the central drainage swale, a wildlife corridor would need to be created in a less desirable location, possibly in the undeveloped area to the west of the site, as east of the site is already developed. ACD also expressed interest in connecting the trail system and possibly the wildlife corridor to the trails and open space associated with Sunfish Lake to the east.

Department of Natural Resources (DNR). DNR implements the State's Critical Area program and has approved the City's Critical Area Plan as part of its local comprehensive plan (see Item 27). DNR also administers the State Wild and Scenic Rivers program. Provisions to coordinate the Critical Area Plan with the Wild and Scenic River and the federal Mississippi National River and Recreation Area (MNRRA) are contained within the City's comprehensive plan.

Metropolitan Council. The Metropolitan Council is charged under Minnesota Statutes, Chapter 473 with assuring the orderly and economic development of the seven-county metropolitan area. To implement this responsibility, the Council reviews the local comprehensive plans (LCP) of communities within the region, and has approval authority over aspects of the plan that affect one of the four "regional systems" - wastewater, transportation, regional parks and airports. Other elements of the LCP that are not related directly to the four regional systems are reviewed for consistency with overall regional plans.

Of specific AUAR concern to the RTC site are the Ramsey LCP regional system elements addressing traffic and wastewater, and the non-system components addressing water supply and stormwater. The Ramsey LCP was adopted in 2001 by the City and approved by the Metropolitan Council. This AUAR reviewed the traffic and wastewater elements of the site development and drew some conclusions in Items 21 and 18, respectively, on system impact. Items 13 and 17 similarly addressed the water supply and stormwater aspects of the development.

Minnesota Department of Health (MDH). The MDH is the state agency responsible for assuring that municipal water suppliers meet the requirements of the state and federal

Wellhead Protection Program. The City of Ramsey has joined with several other communities in Anoka County, and the County itself, to develop its wellhead protection plan. This plan was addressed in Items 13, 19 and 20.

Summary of Environmental Impact. The proposed RTC site development is consistent with all of the planning documents covering its area.

Mitigation element. At this time, the Ramsey *2001 Comprehensive Plan*, as amended in 2002, fully addresses the development of the RTC site and adequately relates this development to the various other agency plans with which it must comply. However, any change in the project that would lead to deviation in one or more of the plans must be corrected by a plan amendment.

28. Impact on Infrastructure and Public Services

*Will new or expanded utilities, roads, other infrastructure or public services be required to serve the project? _**X**_Yes __No.*

If yes, describe the new or additional infrastructure or services needed. (Note: any infrastructure that is a connected action with respect to the project must be assessed in the EAW; see EAW Guidelines for details.)

For an AUAR, this item should first of all summarize information on physical infrastructure presented under Items such as 6,17, 18, and 21. Other major infrastructure or public services not covered under other items should be discussed as well – this includes major social services such as schools, police, fire, etc. The RGU must be careful to include project-associated infrastructure as an explicit part of the AUAR review if it is to exempt from project-specific review in the future.

Social Services. The project area is served by the Ramsey Police Department. Based on the current standard ratio of 1.3-1.5 licensed officers per 1000 residents, the City of Ramsey should have 26 officers. There are typically 3 police officers on duty at a time from a total of 17 full time police offers, therefore the current ratio is 0.85 licensed officers per 1000 residents. The Police Department, when predicting future needs, considers crime rate, traffic increases, and overall growth. Future personnel, equipment and training needs are based on the general population growth of the City of Ramsey, which would include, but is not specific to the RTC. Future personnel needs are listed in Table 28.1. Through 2015, equipment and training needs are expected to increase proportionately with staffing changes. The Department is investigating the equipment and training required for preparing an officer for a potential terrorist attack anywhere within the city. The RTC is described by the department as the most likely location within the city for such an attack. Currently, the streets adjacent to the RTC are patrolled at least once a day. The RTC development may require more frequent patrols. The preferred design plan for the RTC includes the construction of a new police station, which would establish a permanent police presence on the site.

Table 28.1 Ramsey Police Department Future Personnel Needs

Year	No. of Police Officers Needed	Additional Personnel Needs
2004	2 Patrol Officers	1 Crime Prevention Specialist 1 Technician
2005	2 Patrol Officers	1 Community Service Officer
2006	2 Patrol Officers	
2007	2 Patrol Officers	1 Investigator 1 Technician
2008	2 Patrol Officers	1 Supervisor
2009	2 Patrol Officers	1 Lieutenant
2010-2015	1-2 Patrol Officers per year	1-2 Technicians

The Ramsey Fire Department serves the project area and has two full-time fire fighters, thirty one volunteers, two class A rated engines, a tanker engine, a tanker truck, two rescue vehicles, and two grass/brush fire trucks. The Fire Department has two stations with intentions to build a third. The recently built fire station on Armstrong Boulevard is less than a quarter of a mile from the RTC. The current equipment and staff should continue to be adequate after the development of the RTC. The Department does not foresee future needs until the completion of the third station.

The City of Ramsey feels that there is going to be a substantial level of commitment necessary for the Ramsey Towne Center as it relates to the Public Works Department. Due to the operational expectations of this area and impacts on the existing level of service, the City expects that there will be a need for 3 to 4 additional Public Works personnel to meet these increased demands such as: additional street maintenance, additional mowing and park clean-up, snow removal instead of snow plowing, sidewalk maintenance on a higher priority, additional street lighting with aesthetic banners, as well as traffic signals.

The City also expects an increased impact to its equipment needs to perform these additional and unique services such as banner hanging, replacement, and service, storm sewer cleaning at a increased increment and snow removal. This includes an additional sweeper due to the increased regularity of sweeping, sidewalk sweeper to keep the debris and therefore particulates and floatables out of the storm sewer, vacuum truck to keep up with the demands of catch basin cleaning and additional "snow removal" equipment with conveyor to help with removal activities. Since the amount of responsibility for maintenance is unclear at this stage, the above information is the City's estimate of the needs that will accompany this project.

The site should be adequately served by existing library and post office facilities. The preferred design includes a community center and new city hall to better serve the City of Ramsey and RTC residents.

The RTC and the surrounding area are within School District #11, served by nearby Ramsey Elementary School, Sandburg Middle School and Anoka High School, as well as several private schools. From the Anoka-Hennepin School District, new housing construction in the City of Ramsey impacts school enrollment as listed in Table 28.2. Using the data from the school district and the total residential units from the February 28, 2003 RTC concept design, the impact to school enrollment was calculated and is listed in Table 28.3. When residential type was specified as mixed use in the concept plan, the highest impact unit type, "Single Family Homes", was assumed in order to determine the highest possible impact scenario. The unit type "Apartments" in Table 28.3 includes apartments and duplexes. All calculations were rounded up to the nearest whole number. Based on statistics and stated criteria, the impact of the RTC on school enrollment will be 830 school age enrollments and 399 preschool enrollments. Because the development will occur over time, not all enrollments will occur at the same time. Also, if the unspecified residential units are not single family homes, the enrollment impact will be significantly less than assumed here. Additionally, the RTC currently maintains that a school will be built on-site, which could absorb some of the additional enrollments. Finally, according to the Anoka-Hennepin School District, new housing is needed in order to replace the 100 graduating students every year. Therefore, as new housing units are constructed in the RTC over time, new students should be absorbed without significant impacts to school enrollment.

Table 28.2 City of Ramsey's assumptions for new housing impacts on school enrollment

Unit Type	No. of School Age Children/ No. of Units	No. of Preschool Age Children/ No. of Units
Townhouses	1/8	1/25
Apartments	1/25	1/16
Single Family Homes	2/3	1/3

Table 28.3 Impact scenario of proposed RTC development

Unit Type	Ramsey Town Center New Units	New School Age Children	New Preschool Age Children
Townhouses	1154	145	47
Apartments	234	10	15
Mixed Use	1012	675	337
Total	2400	830	399

Summary of Environmental Impact. No adverse impacts to the social service infrastructure are anticipated. Road, sanitary sewer, water supply and stormwater infrastructure are addressed in Items 21, 18, 13 and 17, respectively.

Mitigation element. The major physical infrastructure elements of roads and streets, sanitary sewer, municipal water and storm sewer have all previously been addressed within this AUAR.

An evaluation of the social services needed for the RTC development indicates that the planning done for the City has accounted for the growth related to the RTC. Police, fire, public works, schools, and related City and postal services will all be impacted by the development. Additional equipment to perform City public works services will be needed. No additional mitigation is needed to meet the expected growth.

29. Cumulative Impacts

This item does not require a response from an AUAR since the entire AUAR process deal with cumulative impacts from related developments within the AUAR area.

30. Other Potential Environmental Impacts

If applicable, this item should be answered as requested by the EAW form (if the project may cause any adverse environmental impacts not addressed by items 1 to 28, identify and discuss them here, along with any proposed mitigation).

There are no additional major adverse environmental impacts beyond those addressed by Items 1-28. There are, however, two minor issues that need to be raised. First, the impacts of the Anoka-Ramsey Landfill on the RTC are presented to alleviate any potential concerns. The landfill is located within one mile of the RTC site in Township 32N, Range 25W, Section 22 (Figure 19.5). The RTC is located southwest of the landfill. Regional groundwater flow throughout this part of Ramsey is to the southeast, indicating that pollutants from the landfill are flowing away from the project area. Additionally, the continued mitigation at the landfill has contained the plume horizontally using twelve barrier wells and eight recovery wells. Finally, sampled residential wells screened in the Franconia aquifer have been negative for all monitored contaminants. This means that the potential for contamination of the water supply from the landfill is minimal because the City of Ramsey wells are screened in an aquifer that has not been contaminated and groundwater flow direction is away from the wells (Anoka/Ramsey Landfill SW-094 2000 Annual Report). Because of the location of the RTC, the minimal threat to the water supply and the successful remediation at the landfill, there should not be any adverse environmental impacts.

Secondly, the RTC will change land use from agricultural to urban. Although this marks an end to agricultural use of the site, Item 27 described the orderly planning process under which this transition occurred. The mitigation elements summarized in Appendix D address how the lost environmental features of the undeveloped agricultural site will be replaced, and in some cases, improved.

31. Summary of Issues

List any impacts and issues identified above that may require further investigation before the project is begun. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

The RGU may answer this question as asked by the form or instead may choose to provide an Executive Summary to the document that basically covers the same information. Either way, the major emphasis should be on potentially significant impacts, the difference in impacts between major development scenarios, and the proposed mitigation.

Meetings were held with many agency staff to identify issues related to this project that would be of interest to them. The agencies contacted for input were:

- Anoka Conservation District
- Anoka County - Parks, Public Services, Environmental Health, and Highways
- City of Ramsey
- Lower Rum River Watershed Management Organization
- Metropolitan Council - Comprehensive Planning, Environmental Services
- Minnesota Department of Natural Resources - Waters (Metro Region, Critical Areas Program)
- Minnesota Department of Transportation
- Minnesota Pollution Control Agency- Planning, Permitting
- National Park Service - MNRRA
- U.S. Army Corps of Engineers

Based on the input received, the following issues statements emerged as those in need of attention in the AUAR:

Surface Water and Wetlands

- There is a need to maintain the small amount of wetlands on the site, mitigate any losses and focus on maintaining infiltration capability through a surface water management plan; the City would like to incorporate Lake Itasca and the two northern wetlands, and an outlet for the site into the surface water management plan for the site. Issue addressed in Items 8, 11 and 17.

- A Ramsey street and sewer maintenance staff member stated that he could deal with pipes, but things like storm rain gardens and native vegetation he is not used to handling; therefore, the O&M is "different" and would require new training and possibly new equipment. Issue addressed in Item 17.

- A green drainage corridor/trail extending from Lake Itasca through the site to the Mississippi River crosses large tracts of privately held land. Although many are in favor of this, until a development proposal is received by the City, this can only be referenced as a "recommended" corridor. Issue addressed in Item 17

- The impact of the new NPDES Phase II nonpoint source control permit program should be assessed relative to future requirements as the site develops. Water quality impact should be evaluated down to the ultimate receiving water - the Mississippi River - because of its status as a highly valued and protected water throughout this reach. Issue addressed in Items 8 and 17.

- Any wetland alteration must be mitigated according to the Wetland Conservation Act process. Issue addressed in Items 8, 11 and 17.

- The adequate handling and passage of the 100-year flood event must be assured, and all LRRWMO requirements associated with this design must be met in doing so. Issue addressed in Item 17.

- An outlet is needed from this drainage area, since currently the minimal amount of flow leaving the site soaks into the ground along Highway 10 shortly to the southeast of the site. Issue addressed in Item 17.

Parks and Trails

- Project needs to provide an opportunity to link a trail system through the site. Issue addressed in Item 25.

- Attention is needed to minimize adverse impact on the Mississippi Regional Park; instead, it should enhance the park by using the project site as a connection to Lake Itasca via greenway and trail. Issue addressed in Item 25.

- In its dealings with Anoka Parks, BNSF has not allowed any elevated pedestrian crossings and has strict rules on tunneling under tracks; the at-grade option presents safety problems. Issue addressed in Items 21.

- Traffic plans for the Ramsey Boulevard/Highway 10 intersection should incorporate Anoka Parks' plan for development of the Mississippi Regional Park because this will be the only vehicle access location (with parking) allowed for the park. Issue addressed in Items 21 and 25.

- Land use along the trail connection within the site should be compatible with the trail. High intensity commercial use would deter use of the trail leading from the site into the Regional Park. Anoka Parks prefers a connection south of the site (similar to the Calthorpe location) rather than along Ramsey Boulevard, but the nature of the crossing could dictate the location. Issue addressed in Items 21 and 25.

Traffic and Highways

- The project needs to assess traffic patterns and flow to move cars in and out, and take advantage of site as regional center for transit. The site needs to fit into the regional and state plans for the City. Issue addressed in Item 21.

- The project needs to assess parking needs and traffic impact on, and adjacent to, the site, including traffic along County Roads 22, 64 and 5 that are used to bypass Highway 10, and using Ramsey and Sunfish Boulevards to by-pass Highway 47 through Anoka. Issue addressed in Item 21.

- Anoka County is requesting changes in the functional classification of several route segments on the County Road system near the project. Changes are being requested from collector to arterial status to address changing regional traffic patterns. Issue addressed in Item 21.

- Anoka County has identified traffic issues along Highway 10 that need to be addressed in any highway modifications. Issue addressed in Item 21.

- Transit planning coordination needs to occur among the site developers, the City the County and Mn/DOT. Issue addressed in Item 21.

- Access spacing on Industry Avenue must be negotiated with the County and the AUAR should recognize the changing character of Industry Avenue when it becomes a feeder road for the new River crossing. Issue addressed in Item 21.

- Impacts on air quality related to new traffic levels should be assessed. Issue addressed in Item 22.

- Mn/DOT plans for the Northwest River Crossing will start to take shape with the publication of a scoping study in May 2003. RTC will likely be impacted by the location of the crossing and its relationship to Highway 10 at Armstrong. Meanwhile, short-term improvements will be underway on Ramsey and Sunfish intersections. Issue addressed in Item 21.

- Longer-term improvements for Highway 10 have been studied but not yet added to the Mn/DOT list of projects (STIP). Mn/DOT's area manager for Highway 10 should be included in discussions about the sliver of land between the railroad tracks and Highway 10. Issue addressed in Item 21, and Mn/DOT brought into discussions on land in question.

- The status of the park and ride location, and the grant from Mn/DOT is not yet resolved (late February 2003), but funding could face some difficulty because of the state budget crisis. Details on location are needed by the City to keep the grant process alive. Issue addressed as part of the site design process and should be resolved by the time of AUAR document issuance.

Drinking Water Protection

- The project site is within the City's Drinking Water Supply Management Area (DWSMA) under the MDH Wellhead Protection (WHP) Program, and needs to be protected as such. The area has been identified as "vulnerable" in the WHP plan

preparation process because of tritium levels in the bedrock aquifer. Maintaining clean water infiltration is essential. Issue addressed in Items 13,17 and 19.

- The clean-up of all possible contamination on the site must be assured, including the BNSF railroad and the derelict farm. Issue addressed in Items 19 and 20.

- Coordination between infiltration practices and wellhead/groundwater protection is essential and should be a key design factor; that is, pre-filter pollutants prior to infiltration through such means as use of native vegetation swales and small-scale detention near parking lots, minimized pavement, or possible clay sealing of ponds that drain pollutant sources that could degrade groundwater (if any such sources are even allowed in the RTC). Issue addressed in Items 17 and 19.

- An assessment of the potential for the increased demand from the municipal system to impact local wells should be done. Issue addressed in Items 13 and 19.

Planning

- The site should be consistent with the local comprehensive plan, including the Critical Area component, and also consistent with MNRRA and "Wild and Scenic River" status of the River across Highway 10. Issue addressed in Items 8, 11, 14 and 27.

Natural Resources

- The existing wetlands should be incorporated into the surface water system as an amenity that adds to the environmental benefits of the site. Any alteration of wetlands must be mitigated according to the WCA process. Issue addressed in Items 11, 12 and 17.

- The few mature trees there are on the site should be preserved. Issue addressed in Item 11.

- The project should relate the natural features of the site to the Regional Park, featuring native vegetation types typical of the Anoka Sandplain. Issue addressed in Item 11.

Hazardous Material Transport

- There are many trains per day on the BNSF tracks. Some surely contain hazardous material that could pose a risk if spilled. Issue addressed in Item 20.

32. Certification by the RGU

In an AUAR document, no certification by the RGU is required. However, the RGU is legally responsible for the accuracy and completeness of the document, for properly conducting the process associated with it, and for implementing the mitigation elements contained within the plan.

33. Mitigation Plan

The final AUAR document must include an explicit mitigation plan. At the RGU's option, a draft plan may be included in the draft AUAR document; of course, whether or not there is a separate item for a draft mitigation plan, proposed mitigation must be addressed through the document.

It must be understood that the mitigation plan in the final document takes on the nature of a commitment by the RGU to prevent potentially significant impacts from occurring from specific projects. It is more than just a list of ways to reduce impacts- it must include information about how the mitigation will be applied and assurance that it will. Otherwise the AUAR may not be adequate and/or specific projects may lose their exemption from the individual review. The RGU's final action on the AUAR must specifically adopt the mitigation plan; therefore, the plan has a political as well as a technical dimension.

Mitigation elements have been included with each of the Items contained within this AUAR. The various elements have been combined to present a single reviewable element in Appendix D.

The City of Ramsey, in adopting this AUAR document, commits itself to implementing the mitigation elements contained throughout the document. To accomplish this, the City will work with its own programs, as well as those of the State, the County, the developer(s) and any builders they use, and citizens of the City.

34. Response to Comments on the Draft AUAR Document

The final AUAR document must include a section specifically responding to each timely and substantive comment on the draft that indicates the way in which the comment has been addressed. Similar comments may be combined for the purposes of responding.

Criteria for Response
Minnesota Rules 4410.3610, subpart 5(B) states that:

"*Comments must address the accuracy and completeness of the information provided in the draft analysis, potential impacts that warrant further analysis, further information that may be required in order to secure permits for specific projects in the future, and mitigation measures or procedures necessary to prevent significant environmental impacts within the area when actual development occurs."*

Item 34 will contain all of the comments that meet these criteria, and the response to address the comment. Comments are grouped by topic, and may reflect more than one input.

Comment #1. Vibrations and noise levels from trains need to be assessed. Received from: Eric Zaetsch, citizen.

Response. The traffic on the railroad is not the result of development action at RTC, but rather a pre-existing condition. Noise and vibration levels that currently exist will not change as a result of this development. The development of the North Star commuter rail has not been confirmed at this time, so the addition of rail traffic serving the commuter rail cannot be determined.

The preliminary design (Figure 6.1) shows that the land uses along the rail tracks are not planned to be residential. The mixed use (Category 3) section will place the non-residential component closest to the tracks, and the residential component further to the north, buffered by the other uses. It is also the intent of the developer to sound-proof any of the new buildings, as needed. The movie theater, for example, would be a prime use in need of sound-proofing.

The issue of vibration on building structures is addressed in a new section (*Vibration*) added within Item 24 - Dust, Odor and Noise.

Comment #2. During the official review period, Metropolitan Council Environmental Services (MCES) asked that Item 18 be changed to reflect only on the RTC site itself, and not additional areas served by on-site systems. (See also Comments 4 and 12.7)

Response. NAWE revised Item 18 and Appendix G. Both sections will be distributed with the response to Comments.

Comment #3. Comments received from Anoka County during the review period, as it relates to authorization to use the corridor. What are the design specifics of the drainage corridor between the RTC site and the Mississippi River? What if the County does not agree to let this corridor be used for drainage?

Response. A follow-up report on the design details of the County-owned outlet route south of TH 10 has been prepared, and will be added as Appendix J in the revised AUAR. The report will be presented to the County Public Works and Parks Committees in early June. If these Committees agree that the route can be used, a recommendation will go to the County Board for action. Negotiations for development of the corridor for drainage and parks use would then begin in earnest among the County, City and RTC developer.

If the County-owned route is not allowed, alternative routes will need to be pursued. The draft AUAR did not specify a route, other than a suggestion that the current route southeastward along TH 10 could be pursued (Item 17, *Runoff Under Developed Conditions*). This discussion is expanded in the AUAR revision to identify two possible outlets, in addition to the TH 10 route. The Rivenwick Development to the southeast of the RTC site and the Alpaca Development to the southwest both have small outlet pipes draining the immediate developments. Discussions with the City and its consultant engineer have identified these as two possible connections between RTC and the River. Details on these two connections will be evaluated if discussions with the County on the original outlet do not lead to County approval to use the route.

Response addendum. In response to the information in Appendix J and a supplemental memorandum, the County in early June 2003 proposed to include the outlet as part of the Memorandum of Understanding (MOU) prepared between the County and the City of Ramsey. Although official County Board action will be needed to make acceptance official, the County has agreed in concept on the use of its land as a drainage route. This decision does recognize, however, the ultimate authority of the County to revert the land back to a transportation corridor if it is needed for a river crossing in the future, at which time alternative drainage features would be needed.

Comment #4. In response to changes made in Item 18 requested by MCES, Bolton & Menk, Inc. (David Martini) reviewed the Item and Appendix G on behalf of the City of Ramsey and submitted the following comments:

Comment 4.1: Section 18b. Paragraph 2 - The Sewer plan refers to an available capacity in the downstream facilities of 2.8 MGD. 7.87 MGD is the ultimate flow at full build out shown in the (1991) Comprehensive Sewer Plan and is the flow that has been used to design the existing system.

Response: Paragraph 2 of Section 18.b has been modified as follows:

> "The City's *Comprehensive Plan* documented MCES Projected Wastewater flows for the City of Ramsey to be between 542 and 668 MGY or a maximum of 1.8 MGD. The *Sewer Plan* indicated that at full build out, including Rural Areas,

7.87 MGD of flow would be generated. The MCES interceptors and the City's collection system have been designed for this ultimate flow at full build-out. However, because of bottlenecks in the MCES system downstream of Ramsey, maximum average daily flows are currently limited to an allocation of approximately 3.8 MGD. Therefore, it appears the existing collection system is sized to handle the flows projected in this report."

Comment 4.2: Section 18b. Paragraph 3 - I am not sure if 2.8 MGD is 30% of the capacity at the Anoka lift station. The Comprehensive Sewer Plan states that 2.8 MGD is approximately 35% of the ultimate flow at full build out.

Response: See response to Comment 4.1 above.

Comment 4.3: Section 18b. Paragraph 4 - The revised document makes recommendations that the City contact the MCES to make a new agreement for allocated capacity. Is this the City's document? If it is I think the language should be modified so that the City is not making recommendations to the City.

Response: True, this is the City's document, but clearly it consists of a series of recommendations to the City by the document preparer. The final mitigation plan will be changed to more directly reflect actions that will be taken by the City.

Comment 4.4: Section 18b. Paragraph 6 - The Mississippi River interceptor has a capacity of 10 MGD not 8 and the capacity of 2.8 to 3.8 MGD is controlled by down stream facilities that will need to be upgraded when the City's flow increases.

Response: The paragraph has been modified as follows:

"The two regional interceptors serving the City have a combined peak capacity of 18.0 MGD. The Rum River MUSA District, which is served by a 30-inch diameter interceptor, has a maximum design capacity of about 8 million gallons per day (MGD). The Mississippi River MUSA District, which is served by a 30-inch diameter interceptor, has a maximum peak design capacity of about 10 MGD. As stated earlier, although the collection system and interceptors are designed to carry 7.87 MGD, it is assumed that only 2.8 to 3.8 MGD of average daily flow capacity is currently available in the regional system due to downstream bottlenecks."

Comment 4.5: Section 18b. Paragraph 7 - ADD - "before upgrades will be needed in the downstream facilities." to the last sentence.

Response: Changed in text as suggested.

Comment 4.6: Table 18.7 - The average daily flow for the Mississippi River District matches the flow I had figured pretty close but the peaking factor of 2.13 that they use to calculate the peak flow is less than those used in the Comprehensive Sewer Plan, which were approximately 2.3 to 2.5.

Response: NAWE used the following formula to calculate peak flows from average flows less than 10 MGD (all flows in MGD):

Qpeak = 3.5 – (0.333 x Qave)

The method used is derived from Metcalf and Eddy, 3rd Edition, for estimating peak flows. The only difference is that for this project, the ratio of residential to commercial units when the rural areas are added is below that of a normal municipality. Because of this, the maximum peaking factor was lowered from 4 to 3.5.

Comment 4.7: Table 18.7 - The flows for the Rum River District are higher than the flows I had figured (3.2 vs. 2.9). This will make the total flow figures in the AUAR more conservative. With the information I have it is hard to identify why the figures are different.

Response: The AUAR flows are taken from the 1991 *Comprehensive Sewer Plan*. The origin of the reviewer's numbers are not known.

Comment 4.8: The appendix (G) information identifies specific PIN numbers and flows for some of the area to be developed but it is unclear what areas were figured for the Rural Sub-Districts and Future Existing MUSA for Build-out. Also, some of the PIN numbers are shown for both the Northwest and Southwest Sub-Districts.

Response: Duplicate property numbers were a mistake. Rural areas are the same as the 1991 Sewer Plan. Appendix G has been modified to reflect the comment.

Comment 4.9: The appendix (G) information Page 1 lists the Total Ramsey Town Center Wastewater Flows twice with different flows. Total is spelled Totasl at the bottom of the page.

Response: Appendix G has been modified to reflect the comment.

Comment 4.10: The appendix Refers to Hackenson Anderson Associates. Should be Hakanson.

Response: Changed in text as suggested.

Comment #5. The Minnesota Pollution Control Agency (MPCA) is not able to review the document because of limited staff resources available. This does not, however, constitute waiver by the Agency of any pending permits it would later require. A copy of the final AUAR is required.

Response. No change in the document required.

Comment #6. The Minnesota Department of Transportation (Mn/DOT) submitted the following set of comments:

Comment 6.1: The proposed Ramsey Town Center development proposes a mix of housing and commercial development, on a massive scale, with 2,400 "attached" residential units, and 1,651,000 square feet of commercial, industrial and institutional area. The Town Center development appears highly likely to significantly increase demand on already-congested roadways at TH 10-Ramsey Blvd. intersection, and the TH 10- Sunfish Lake Blvd. intersection - both of which will provide access to the development. TH 10 is an Interregional Corridor (IRC). Mn/DOT plans in 2004 to rebuild Ramsey Blvd. traffic signals, and extend turn lanes. We do not believe that this modest improvement will solve the deterioration in level of service that is likely to occur at this intersection once the Town Center development is complete. Further, in 2005, Mn/DOT plans to upgrade traffic signals, and extend TH 10 turn lanes serving the Sunfish Lake Blvd. NW intersection. Again, we do not believe that these improvements, even though they are clearly needed, will provide a complete solution for the existing, and likely future traffic congestion at this intersection. Since there is no imminent plan for major improvements to these intersections, such as the construction of interchanges, we need to work together with the City and County to find ways of providing additional roadway transportation infrastructure that will add capacity to these intersections in advance of further development. We would like to work with the City of Ramsey to explore additional funding for local and regional roadway improvements as well as initiatives that restrict the size and intensity of developments to ensure that a certain minimum level of service is maintained. Such initiatives might include binding agreements with developers where additional or increased intensity of development will only be allowed with necessary roadway improvements that maintain an acceptable level of service. Mn/DOT contacts are given.

Response: The AUAR acknowledges these traffic problems on page 21-7 by noting that the project traffic would cause intersections in the project vicinity on TH 10 to deteriorate to Level of Service F conditions and further notes on page 21-8 that improvements beyond those described by Mn/DOT will be necessary to achieve acceptable operations at these locations.

Relative to the need for cooperation in the pursuit of funding, the City of Ramsey is pursuing federal demonstration funding and is working to secure official mapping of the lands between the railroad and TH 10. This is in anticipation of accelerating the TH 10 Interregional Corridor (IRC) improvements that would provide for interchanges at three locations along TH 10 in Ramsey. The City and the project sponsor have initiated discussions with Anoka County and Mn/DOT to: evaluate phasing requirements for the suggested transportation mitigation; and explore funding strategies for the mitigation that include reimbursement mechanisms to allow the project to accelerate various elements of regional roadway improvements that would ultimately be programmed via the regional transportation planning process.

Comment 6.2: On page 17-10, the AUAR shows an increase in the run-off rate to Mn/DOT Right of Way. The run-off to Mn/DOT Right of Way must not be increased, and drainage patterns must be perpetuated. The development will probably need a drainage permit. When the final AUAR is submitted, it should be accompanied by drainage area maps, and storm drainage maps, and computations for 10-year and 100-

year storms for both existing and proposed conditions. Agencies which will need to grant approval are listed on pages 8-1 and 8-2 of the AUAR. This list should be amended to include the neighboring property owner in drainage area 10 for the wetland mitigation of the bordering wetland (Wetland D - DNR Protected Water 2-670W).

Figure 12-6 shows Anoka County extending Ramsey Blvd. southward into the (Mississippi Regional) park. The City of Ramsey suspended construction on the connection to TH 10 -Ramsey Blvd. for the Rivenwick development in the southeastern quadrant to TH 10 - Ramsey Blvd. until Mn/DOT finalizes plans for the intersection. Anoka County, or the Rivenwick developer, must provide an area for a storm drainage pond to handle the increased run-off from this intersection due to added lanes. Page 12-7 of the AUAR summarizes the wetland mitigation. Wetlands must be mitigated at 1 to 1, and Public Value Credits at 2 to 1. In drainage area 10, there seems to be a discrepancy in the mitigation rate. A Mn/DOT contact is given.

Response: The final route for runoff from the RTC site has not yet been determined. Currently, as described in Item 17, a very small amount of runoff from the site discharges into the Right of Way and eventually infiltrates. Under the preferred drainage route, increased runoff from the site will pass through the Mn/DOT ROW and proceed southerly along a route currently owned by the County. The new Appendix J describes the impact of this discharge and the assumptions used in evaluating it, which include use for drainage from the future upgrade of TH 10. A Mn/DOT permit will be sought once the final route is established. The Rivenwick development currently provides its own drainage. Its relationship to the ultimate drainage plan developed for the RTC site remains to be determined. However, the City, County and Mn/DOT will all be involved in this final determination once the drainage route is finalized.

During preparation of the wetland replacement plan, the property owner(s) abutting drainage area 10 will be contacted to determine their willingness to convey easements to the City for the wetland restoration and buffer establishment. It is also assumed that any work within this wetland will also be reviewed for DNR Protected Waters Permit requirements as well.

The PVC credits estimated for drainage area 10 is 3.79 acres for wetland restoration and 1.80 acres for wetland buffer establishment. This would provide a total of 5.59 acres of PVC for drainage area 10. This assumes an approximately 50-foot buffer around the entire wetland. The exact PVC credits for restoring the existing wetland and for buffer establishment within drainage area 10, will be not be determined until a final determination is made as to wetland replacement requirements for the entire Ramsey Station project. Table 12.3 was changed to reflect the proper numbers.

Comment 6.3: Any work on, or affecting Mn/DOT Right of Way will require a permit, including access, drainage, or other impacts. A Mn/DOT permit contact is given.

Response: Table 8.1 changed to reflect the need for a permit for any work within a Mn/DOT Right of Way.

Comment 6.4: As a reminder, Ramsey Blvd. is County State Aid (CSAH) Route 56. Sunfish Lake Blvd. NW is CSAH Route 57. Any work on a CSAH route must meet State Aid rules and policies. Also, the County must review any changes to its County State Aid system so that they stay within its system limits. Please note that both CSAH 56, and CSAH 57 are within Anoka County's jurisdiction and the County must have the opportunity to review and comment on the proposed development as well. Information sources on State Aids rules and policies, and a Mn/DOT contact are given.

Response: The AUAR notes in Section 21 that several roadways affected by project traffic are State Aid roadways. The City and project sponsor are currently working with the County to address the County and State requirements for roadway construction. All pertinent rules, policies and reviews will be followed.

Comment 6.5: Mn/DOT document submittal guidelines require three complete copies of plats and two copies of other review documents including site plans. Failure to submit these when a project is initiated will lead to delay. This is offered as advisory comment.

Response: Advisory comment acknowledged.

Comment 6.6: In Appendix B, please re-check the traffic assignments in Figures 7 and 8. For example, in Figure 8 (PM), the difference in the through volumes (for with, and without project) on westbound TH 10 at Sunfish Lake Blvd. NW is 1,065 (3,165 - 2,100). This number also represents the traffic entering the development in the afternoon (PM) from the east on TH 10 (43 percent of 2,480). If the differences in the Left Turns, and Right Turns at Ramsey Blvd. and Armstrong Blvd. NW are added, the result is 779. It appears that there is no accounting for 286 vehicles. These figures must be double-checked for accuracy, and any revised traffic information submitted to Mn/DOT (contact given).

Response: The turning movement assignments in Figures 7 and 8 of Appendix B have been rechecked. The westbound through movement at Sunfish Lake in the PM peak has been adjusted from 3,165 vehicles to 2,865 as shown in Revised Figure 8 (Attachment 1 at the end of this response document) to account for 300 inbound (to the project) vehicles that are assigned to use Sunfish Lake Boulevard to reach Industry Avenue. Of the 300 vehicles in this revision, 100 were assumed to use Sunfish Lake Boulevard and are included in the 418 vehicles assigned to the westbound right turn at Sunfish Lake Boulevard. The other 200 vehicles are assigned to the westbound through movement on Industry Avenue at Sunfish Lake Boulevard.

The turning movements in original Figure 8 on Sunfish Lake Boulevard and Industry Avenue included these vehicles and are not revised. Revised Figure 8, when compared to original Figure 5 (the future base traffic assignment), shows that 765 vehicles would enter the project from TH 10 east of Sunfish Lake Boulevard. The incremental difference in traffic turning right onto Ramsey and Armstrong Boulevards is 772. The difference between the two numbers is the result of rounding up during calculations made by the Traffix (computer modeling) program as it makes the incremental assignments from the multiple zones within the project site. Four additional pages of Appendix B are revised to account for this adjustment in traffic volumes: future with project (no mitigation)

Synchro assignment diagram (Attachment 2 at the end of this response document); the PM peak hour intersection calculation for TH 10 and Sunfish Lake Boulevard (Attachment 3 at the end of this response document); future with project (mitigated) Synchro assignment diagram (Attachment 4 at the end of this response document); and the PM peak hour intersection calculation for TH 10 and Sunfish Lake Boulevard for this condition (Attachment 5 at the end of this response document).

Comment #7. The Minnesota Department of Natural Resources (DNR) submitted the following set of comments:

Comment 7.1: Since all options assume discharge to the (Mississippi) River in one Corridor location or another (ex. page 17-17), and since there are recommendations, as well as text and figure references, for potential stormwater and wetland mitigation projects within the Mississippi River Critical Area Corridor/WSR/MNRRA, the City of Ramsey should also include a permit for "Environmental Permit Review and Approval as applicable for projects within the Mississippi River Critical Area Corridor/Wild and Scenic River District" in Table 8.1.

Response: The applicable City of Ramsey permit, as required by the City of Ramsey Comprehensive Plan (as amended February 26th, 2002) for placement of a stormwater outfall within the Mississippi River Critical Area Corridor, will be obtained before work on the outfall structure is initiated.

Comment 7.2: On page 9-2, paragraph 4, in the list of nearby environmental resources, we suggest that the Mississippi River citation should also note that it is "designated a state Critical Area and Wild, Scenic and Recreational River".

Response: The document has been changed to reflect the comment.

Comment 7.3: The DNR strongly encourages the implementation of proposals mentioned to mitigate impacts associated with the stormwater outfall to the Mississippi River, including high use at multiple scales of on-site retention and infiltration into the project; minimization of scour, erosion and velocities; and directional boring, erosion control and native re-vegetation. The proposed stormwater outfall to the Mississippi River will likely require a Public Waters work permit. This discussion of response to impact mitigation for the outfall should also reference the mitigation to improve the water quality of runoff prior to discharge to the River.

The DNR appreciates that proposed outlets for public waters wetland 2-670W (on-site) and Lake Itasca (off-site) will be above the ordinary high water levels and above the 100-year flood elevation for Lake Itasca. This will allow the natural storage of these basins to be utilized and permits for working in public waters will not be necessary for these two outlets.

Response: The City is currently working with the County to determine the route and character of the ultimate River discharge. Once these items are determined, the City can begin to work in earnest with the regulatory agencies to define the protection needed.

Currently, as pointed out in Item 17 of the AUAR, there is no discharge from the RTC site to the Mississippi River. Revisions within Item 17 in the AUAR document and the added Appendix J discuss the means that are proposed to handle runoff from the RTC site under some new drainage area and outlet assumptions. Negotiations on outlet alignment/character and further consideration of outlet options continue. The discussion of the drainage system does not include details on the specific BMPs that will be introduced into each block as they are constructed. The AUAR document looked instead at the overall need to address drainage under high flow conditions, and route that water such that flooding problems do not occur. This approach is required by the LRRWMO. Follow-up implementation of BMPs to enhance infiltration, filtration and detention will be a design detail that will likely lead to additional reduced runoff. Appendix J was developed after the release of the draft AUAR document in response to discussions with the County about the nature of the drainage outlet from TH 10 to the River. Details on runoff minimization BMPs will be an element of design as the project develops. Please refer also to responses for Comments #3, 7.13 and 12.10. The comment on outflow elevations is acknowledged.

Comment 7.4: The document accurately indicates that DNR Water Appropriation permit No. 85-6005 will need to be amended as additional wells are added to increase the municipal water supply due to the added development. It also mentions that monitoring of the surficial aquifer is recommended to determine more accurately whether there is an effect on the water table by withdrawals from the Franconia-Ironton-Galesville aquifer. Some form of monitoring will likely be a requirement of the permit process.

The statement of page 13-8 that the "wetlands in question experience natural drying during periods of low precipitation. The photographic history…shows wetland in the vicinity of the RTC site disappearing during the mid to late 1980s, which is prior to the development of the municipal wells. This same phenomenon occurs again in the mid to late 1990s and prior to the installation of wells 4 and 5" contradicts the statement on page 12-4 that "…photographic analysis showed that for the period 1981 through 1996, the acreage of wetlands remained fairly constant. Beginning in 1997, however, the acreage of wetlands visible on the aerial photography declined sharply."

Response: The discussion in "*Groundwater-Surface Water Interaction and Wetland Impacts*" in Item 12 has been modified to address the comments.

Comment 7.5: The document lacks discussion of water conservation in the new development. The DNR would like to know if "low water use" landscaping would be used to minimize irrigation, as well as whether flow restrictors, watering bans, or other water conservation measures will be promoted.

Response: To reduce peak water usage in areas served by the municipal water system, the City of Ramsey has implemented an odd/even day sprinkling ban, pursuant to City Code 4.40.06 subd. 10. Residents may water on odd numbered days if your address ends in an odd number, and on even numbered days if your address ends in an even number. The sprinkling restriction includes no watering between 10:00 a.m. and 8:00 p.m. since a significant amount of water is lost due to evaporation during the hot portions of the day. Homeowners with automated systems are strongly encouraged to program them to

operate after 10:00 p.m. This minimizes evaporation and lessens peak demand on the system.

In addition to the residential sprinkling ban, the City is in the process of implementing an irrigation policy that is specific to townhouse, multifamily residential and commercial connections to the municipal water supply that requires that:

- All irrigation systems must install an approved backflow device
- All irrigation systems must include a Rain Sensor device to prevent irrigation systems from operating during rain events.

The City will shortly be updating its water supply plan. At this time, the current DNR guidelines for plan content will be incorporated. The plan will address new well, storage and treatment plant requirements, as well as the role of conservation in the provision of water. The revised water supply plan should be completed during the beginning phase of RTC construction, and will be applied to the new development.

Comment 7.6: On page 14-1, paragraph 2, sentences 1 and 3, for accuracy, we suggest the following changes: "…contains the City's DNR-conditionally approved Mississippi River Critical Area Corridor/MNRRA plan." "…required elements, which the City has met and exceeded in some respects…"

Response: The document has been changed to reflect the comment.

Comment 7.7: On page 14-2, paragraph 1, next to the last sentence, the citation should be corrected to "…within Chapter 6105…"

Response: The document has been changed to reflect the comment.

Comment 7.8: We suggest the following change on page 14-2, paragraph 3, last sentence: "…Critical Area Plan has been conditionally approved b y the DNR as part of the City's LCP."

Response: The document has been changed to reflect the comment.

Comment 7.9: The summary of the environmental impacts on page 14-2 should acknowledge that there will be a stormwater outfall to the Mississippi River within the Corridor in one location or another because of the RTC site.

Response: The document has been changed to reflect the comment.

Comment 7.10: Regarding the asterisked paragraph on page 14-4, Executive Order C.1.a(8) requires preparation of criteria for control of noise, and does not specifically state that it is required for plans. This is a standard that we would look for consistency through city-wide or Corridor ordinances, not plans. Because local units of government shall permit development only in accordance with adopted plan and regulations and the DNR approval, the list of Executive Order standards submitted by DNR include those that must be assured by implementation of the Plan and regulations. Please omit the

asterisk on page 14-3 and the paragraph explanation on expected Plan amendments, as it is not needed.

Response: The document has been changed to reflect the comment.

Comment 7.11: On the stated assertion that the "…project does not directly affect the Critical Area" on page 14-4, last paragraph, if there will be a discharge to the Mississippi River because of this project, the project does directly affect the Critical Area, which should be acknowledged.

Response: The document has been changed to reflect the comment.

Comment 7.12: For any lands within the Critical Area/WSR/MNRRA Corridor under the County's jurisdiction that may be affected by discharge, stormwater management or wetland mitigation of the RTC project, the County is subject to the same state Critical Area laws for local units of government. The County's Critical Area Plan was conditionally approved March 14, 2002, including a condition that "all future uses, development, management, transportation, utility, parks, recreation, and capital improvement and public facility programs affecting lands under County jurisdiction within the …Corridor shall be consistent and permitted only in accordance with the County's Plan, the standards and guidelines of Executive Order 79-19, and other applicable local, state, and federal laws, whichever is more restrictive." For clarification, the last paragraph, the last sentence on page 14-4 should include the following: "The City will also work with Anoka County Parks to implement these standards and the County's DNR-conditionally approved MNRRA/Critical Area Plan within MRP land controlled by the County."

Response: The document has been changed to reflect the comment.

Comment 7.13: While we appreciate that much has been done to minimize runoff from the developed site, we encourage additional effort to achieve pre-development volumes of runoff entering the Mississippi River.

Response: Item 17 and the added Appendix J discuss the means that will be used to handle runoff from the RTC site. However, the discussion of the drainage system does not include details on the specific BMPs that will be introduced into each block as it is constructed. The AUAR document looked instead at the overall need to address drainage under high flow conditions, and route that water such that flooding problems do not occur. This approach is required by the LRRWMO. Follow-up implementation of BMPs to enhance infiltration, filtration and detention will be a design detail that will likely lead to additional reduced runoff.

Comment #8. Anoka County submitted the following set of comments:

Comment 8.1: There are concerns about several issues related to infrastructure capacity, timing, connections to existing portions of infrastructure, and financing of improvements. We suggest that it would be to the benefit of the City and the developer that the County continues to be involved early in design discussions for this important project in Ramsey.

Response: The City of Ramsey is committed to working with the County to address the identified issues. Discussions on transportation and drainage issues have already begun.

Comment 8.2: One of the major concerns involves the future function of CSAH 116. The County, along with Mn/DOT and Hennepin County, has been working on a project for another crossing of the Mississippi River. Current plans show the extension of CSAH 116 as the connection for the crossing within the City of Ramsey. Additionally, CSAH 116 has been upgraded to an A Minor Arterial-Reliever. The Reliever status of the road relates to its function as a reliever for TH 10 in this vicinity. Since CSAH 116 is the main roadway through the Ramsey Town Center, traffic patterns and access locations should be reviewed with these system functions in mind. The current number of access points may need to be reconsidered.

Response: The AUAR notes on page 21-3 that the river crossing is under study and that Industry Avenue and Armstrong Boulevard would be affected by the potential river crossing, both as to regional function and the amount of traffic in the future. As noted on page 21-4, the timeframe for build-out of the RTC site will occur before the potential river crossing is implemented. The AUAR requirement is for analysis of the project timeframe and any concurrent activities that will affect that timeframe. The potential requirements of the river crossing on the ultimate size of Industry Avenue will be considered as part of the joint City/County/Mn/DOT review of phasing requirements for the project mitigation (also see the response to Mn/DOT Comment #6.1).

Comment 8.3: Traffic generation from the Ramsey Town Center is anticipated to be 51,200 trips per day, greater than anticipated by previous land uses. As traffic is analyzed for the development and for the overall area, it will be important to consider a system of local collector streets to preclude an over-dependence on the County Highway System for local trips.

Response: The project is adding a system of local and collector streets within the project site to accommodate and disperse project traffic over a series of full and partial access points along the county highways adjacent to the site and the project traffic assignment has incorporated parallel routes (Sunwood Drive) to the extent feasible.

Comment 8.4: A minor, but important issue, all County roads bordering the site are designated as A Minor Arterials. At some points in the document, the roads are designated as Principal Arterials. This should be corrected. (See also comment #12.1)

Response: The last sentence in the third paragraph on page 21-3 (and the corresponding text in Appendix B) incorrectly states that Anoka County is seeking to change the functional class on Armstrong Boulevard and Industry Avenue to Principal Arterial.

Additionally, per comment #12.1 from the Metropolitan Council, the request for change has been approved. The text has been revised to the following:

> "The change in the functional class on these roadways to A Minor Arterial is in anticipation of this increased regional role."

Comment 8.5: Transit facility improvements are welcome at this location, both for the Northstar Corridor and for bus transit connections. We encourage participation by the City and developer in continued coordination with the County's systems (Anoka Traveler and Northstar), as well as coordination with Metro Transit, for future services and facilities.

Response: The City of Ramsey has requested a station stop at the Ramsey Town Center from the Northstar Corridor Development Authority (see also the Metropolitan Council Comment #12.3). Provision is made within the project for a park and ride facility to be used initially for the Northstar Coach service and ultimately for the commuter rail service. The project sponsor has authorized preparation of a Transportation Demand Management (TDM) plan for the project site that includes elements to encourage transit use by project residents, employees and visitors.

Comment 8.6: We recommend implementation of travel demand management (TDM) program as part of the overall development. Discussions should be held and plans made with the County and others relating to TDM activities before development plans are finalized. The discussion should include how the activities will be prioritized, funded, maintained, etc.

Response: See previous response. The TDM plan for the site will consider mechanisms for coordinating with the proposed Transportation Management Organization (TMO) in development by Anoka County, as well as coordination with Metro Commuter Services programs.

Comment 8.7: There is a listing of recommended improvements to roads and intersections within the County roadway system listed in item 21 of the AUAR; however there is no discussion of how these improvements will be funded or the timing of the improvements. We recommend the City and developer work these issues out in coordination with the County at early stages of the plan development prior to final approvals.

Response: See response to Mn/DOT Comment #6.13.

Comment 8.8: The AUAR discusses compatibility with the City's Comprehensive Plan; however, there are compatibility concerns with the County's Transportation Plan, specifically with respect to the CIP and financing of needed improvements. It will be important to collaborate with County staff on the timing and financing of improvements to the County road system.

Response: See response to Mn/DOT Comment #6.1.

Comment 8.9: There is discussion of the impact on municipal infrastructure, including public-street extensions, but there is no reference to the impact on the County Road system.

We would suggest that there is, indeed, impact including capacity, financial costs of construction and maintenance, etc. Because of these design and budgetary concerns, improvements such as signals, turn lanes, channelization, additional lanes for capacity, etc., should be considered the responsibility of the developers and/or the City.

Response: Comment noted. The suggested mitigation measures for transportation are made in the context of regional traffic patterns and while associated with the project traffic are not solely required to serve project traffic. Rather, by bringing the future level of service to an acceptable level, the project mitigation provides accommodation for future regional traffic demand.

Comment 8.10: The County regularly coordinates its systemic transportation issues with Mn/DOT. Due to its size and impact, the transportation issues posed by the Ramsey Town Center should also be coordinated with Mn/DOT plans for TH 10, commuter rail, commuter transit, and transit facilities for the area.

Response: See response to Mn/DOT Comment #6.1.

Comment 8.11: We would like to see provisions made in the Town Center design to accommodate a future potential pedestrian bridge, over TH 10 connecting the Town Center development to Mississippi West Regional Park. We concur that this should be aligned with the proposed treatment pond south of TH 10. In the interim, provisions should be made at the intersection of TH 10 and Ramsey Boulevard to accommodate pedestrian movement between the park and Town Center.

Response: The intersection improvements at TH 10 and Ramsey Boulevard described in Section 21 would include accommodation for pedestrians. The text on pages 21-8, B-17, and D-19 is revised to the following:

> "TH 10 at Ramsey Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a westbound right turn lane. Provision for pedestrian crossings of TH 10 needs to be included. …"

The project sponsor is committed to providing a pedestrian bridge of some kind in the future. The location and design of the bridge will depend upon several of the negotiations currently under way as part of the project design.

Comment 8.12: The design of the Ramsey Boulevard and TH 10 intersection must also accommodate the future vehicular connection between the park and Ramsey Boulevard south of TH 10. Ingress/egress to the park will need to be considered, with turn-lanes and stacking from TH 10 to the park entrance, and from the park entrance to TH 10.

Response: The requested intersection improvements would also be required to serve development in the Rivenwick 3rd Subdivision south of TH10. However, additional demand from the Park may require longer storage lengths in the westbound left turn and eastbound right turn lanes. The text on page 21-8 and page D-19 is revised to the following:

> "TH 10 at Ramsey Boulevard—…A southbound through lane and a northbound left turn lane and northbound through/right lane would need to be added to serve the Rivenwick 3rd Subdivision traffic and traffic destined for the Mississippi West Regional Park independent of the project traffic. Traffic demands from these other land uses should be considered when the intersection improvements are designed."

Comment 8.13: The proposed settling pond, treatment pond, and infiltration ponds, should be designed in such a manner as to meet the following objectives: bench in a tread way to accommodate a future trail with a minimum width of ten feet, plus two-foot wide shoulders, incorporate native plant materials that are suitable to the conditions of the site and provide an aesthetic park-like appeal, provide holding capacity to accommodate a 100-year flood event without over-topping the trail, and use an outlet structure at the Mississippi River which minimizes visual and physical intrusion in the park.

Response: Appendix J was developed after the release of the draft AUAR document in response to discussions with the County about the nature of the drainage outlet from TH 10 to the River. Most of the items mentioned above are addressed in the new Appendix. Details associated with items such as vegetation will be addressed during the detailed design process if this option goes forward. If negotiations with the County do not lead to the use of this outlet, other options that eventually lead to a River discharge elsewhere will be developed.

Comment 8.14: The viewshed from the park to the Town Center development should be considered. To the extent possible, plant materials should be used to screen the view of buildings or other man-made structures. Consideration of evening uses of the park should also be accommodated in lighting of the Town Center development. Light cast into the park or visible from the park will have a long-term detrimental impact on use of the park for evening activities.

Response: Item 26 addresses the visual impact of the RTC on the Regional Park. The Mitigation Element addresses the City Ordinance on lighting that will be followed to minimize light emission from the site.

Comment 8.15: We support the preservation of a wildlife corridor between Lake Itasca and the Mississippi River. To that end, provisions should be made in the design development of the Town Center and the future park to ensure continuity in both the alignment and natural characteristics of the wildlife corridor.

Response: The details of the drainage connections that would allow wildlife movement will be developed during the design stage. The current configuration allows for a continuous path from Lake Itasca to TH 10. The nature of the TH 10 crossing, currently a pipe, could prevent the easy movement of wildlife. The City will consider this need in designing the final drainage system.

Comment 8.16: Discussions should take place prior to detailed design to explore possibilities for achieving harmony in the architectural vernacular between the Town

Center development and the future park development, particularly where the two projects will interface e.g. lighting, site furnishings, landscaping, etc.

Response: The comment is acknowledged, and discussions on this have begun between the City and the RTC design team.

Comment 8.17: With the discussion of the City's water supply system and potential contaminant sources, this section should include discussion of the vulnerability of the City's wells and wellhead protection areas. The Minnesota Department of Health has determined that Ramsey wells 1 and 2 are not vulnerable to contamination and wells 3 and 4 are vulnerable to contamination. A formal well vulnerability assessment has not been completed for Well 5. We believe that Ramsey well 5 will also be classified as vulnerable to contamination. When the 10-year time of travel capture zone is determined for well 5 we believe that the wellhead protection area will be extended to the south.

Response: The *Wellhead Protection* section of Item 13 and page 19-2 of the document has been changed to reflect the comment.

Comment 8.18: It is our opinion that the AUAR has not provided adequate emphasis on the fact that this site is located within a City wellhead protection area. That the City is in the process of preparing and implementing a plan to protect the immediate groundwater resources (10 year time of travel capture zone) used for the municipal drinking water supply. And, that the wellhead protection plan must address potential contaminant sources because the FIG wells are determined to be vulnerable to surface spills and leaks.

Recommendations (of the commenter):

1. Discussion of the well vulnerability and wellhead protection area vulnerability should be included in this section and its impact on development of the site. However, this section should not preempt the wellhead protection planning or program activities of the City by addressing potential contaminant sources as a means to protect the City's water supply wells.
2. The AUAR should determine whether additional municipal wells are planned for the site. If additional wells are planned on, or near, the site the AUAR should address this.
3. The AUAR should discuss the timeline and necessity of determining the vulnerability of Ramsey well 5 and its potential impact on development within this site.

Response: Changes have been made in Items 13, 19 and 20 to reflect these comments. Reference is made to Appendix F, where future appropriations are also addressed. The City's planned update of its water supply plan will address the location and timing of new facilities associated with the RTC site.

Comment 8.19: The AUAR does not accurately summarize information on the geologic hazards and soil conditions in Item 19. The shallow water table, non-continuous clay

layer, shallow bedrock valleys, and (especially) the elevated tritium levels in the City wells indicate that shallow groundwater contamination will reach the City wells. In fact, the MDH has determined that Ramsey wells 3 and 4 are vulnerable to shallow groundwater contamination (Steve Robertson, MDH Hydrologist, 651-215-1322) and requires the City to address all potential contaminant sources in its wellhead protection plan (Art Persons, MDH Planner, 507-292-5138).

This does not mean that a leaking underground storage tank would likely cause the water from the City well to rapidly become unfit to drink. It means that in a system to uniformly evaluate the vulnerability of public water supply wells – Ramsey wells 3 and 4 require more attention to contaminant sources than other wells.

Recommendation (of the commenter):

4. The statement in the Summary of Environmental Impact (page 19-3) should be modified to reflect the above comments.

Response: The Summary of Environmental Impact in Item 19 has been changed to reflect the comment.

Comment 8.20: Discussion of this important drinking water protection program should be focused in this document instead of distributed throughout the sections of the AUAR.

Recommendation (of the commenter):

5.The discussion regarding wellhead fundamentals should be consolidated with discussions in other sections and placed in the water use section/item.

Response: Discussion of wellhead protection program fundamentals was expanded and consolidated into the *Wellhead Protection* section of Item 13. However, discussions of wellhead protection relevant to Items 19 and 20 remain within those Items.

Comment 8.21: The statement on page 13-2 regarding MDH approved wellhead protection plans is not accurate. Currently, the City is completing the second half of its wellhead protection plan that addresses wells 1, 2, 3 and 4. Well 5 is not part of the City's developing plan because it was constructed and activated after a wellhead delineation project commenced. A separate wellhead delineation project will have to be performed for Well 5 and likely addressed as a plan addendum with other City wells constructed in the next two years.

Recommendations (of the commenter):

6. The statement regarding the City's wellhead protection plan should be modified to reflect the above information.

7. Information regarding the location of the anticipated additional well should be included in the AUAR.

Response: The paragraph on page 13-2 has been modified as follows:

"Water Supply. The City currently operates five municipal wells in two well fields (Figure 13.2) and anticipates drilling an additional well in the near future. The first half of the wellhead protection plan for both well fields has been completed and approved by the Minnesota Department of Health (MDH). This half of the wellhead protection plan addresses WHPAs, DWSMAs and well vulnerability classifications for all municipal wells with the exception of well number 5. Well 5 is not part of the developing plan because it was constructed and activated after the wellhead delineation project began. A separate wellhead delineation project will be necessary for well 5 which could be performed in coordination as a plan addendum with other municipal wells that will be constructed within several years. The second part of the City's wellhead protection plan is currently in progress and will address contaminant sources and education initiatives within the site and the City WHPA/DWSMA. Items 19 and 20 further detail the geologic setting and the potential Town Center impacts to the water supply. Appendix F provides a discussion for the potential locations of additional municipal wells."

The location of new wells within the City is currently under study by the City as part of its water supply plan update. As stated in the AUAR, three new wells are likely needed to support growth associated with the RTC site and the western portion of Ramsey. Wellhead protection and appropriation issues will be addressed by the Minnesota Department of Health and DNR as part of the permitting process, as identified in Table 8.1.

Comment 8.22: We concur with the statements on pages 13-7 and -8 that groundwater level monitoring of the surficial aquifer would provide valuable information regarding trends in the availability of shallow groundwater that recharges the deeper aquifer utilized by the City's wells. If it becomes necessary, such wells could be used to test and monitor the quality of the surficial aquifer in the event of a spill other pollution event.

Recommendation (of the commenter):

8. Insert discussion considering the installation of surficial monitoring wells to aid in determining if increased water demand from this development impacts groundwater availability. Selection of monitoring well positions should provide for determining groundwater flow direction. The materials and construction of the monitoring wells should be sufficient to utilize, if necessary, as water quality monitoring wells.

Response: The "Permitting" paragraph in Item 13 was modified to reflect the County's comment.

Comment 8.23: The statement on page 13-8 that underground storage tanks (USTs) are restricted within a wellhead protection area may not be accurate. We are not aware of any additional restrictions or requirements for USTs within wellhead protection areas.

Recommendations (of the commenter):

9. This statement should provide a reference to State statute, rule, or local ordinance that places this addition restriction on USTs located within a wellhead protection area. If no supporting regulatory documentation is provided this statement should be deleted.
10. That the AUAR acknowledge that USTs may be located in the City's wellhead protection areas and encourage the City to address this potential contaminant source in their wellhead protection plan (under development).

Response: The Mitigation Element of Item 13 of the document has been changed to reflect the comment.

Comment 8.24: Re: Page 20-3 - The Ramsey Wellhead Protection Plan is in development. Part 1 on the wellhead protection plan, addressing WHPAs, DWSMAs and well vulnerability classifications has been completed and approved by MDH. Part 2 of the City's wellhead protection plan is being developed and will address contaminant sources and education initiative within the site and the City WHPA/DWSMA.

Recommendation (of the commenter):

11. That this statement be combined with other references to wellhead protection planning and inserted into the Water Use section/item. References to a developed wellhead protection plan should be modified to completion of Part 1 and continuing development of Part 2.

Response: See response to comment 8.1. References to the wellhead protection plan as having two parts have been corrected in the document as suggested.

Comment 8.25: (page 20-3) "*The most controlled land use in the WHPA is the use of underground storage tanks to store petroleum and any other potentially harmful substance. Underground tanks are allowed in the WHPA if the tanks are double-walled and groundwater around the tank is monitored for contamination from a possible leak in the tank. However, the use of underground tanks in these areas is strongly discouraged. In the case that a leak occurred, alternative water sources, such as the emergency connection with the City of Anoka, would potentially have to be used*".

This statement overemphasizes the impact of a leaking underground storage tank on public water supply wells. Also, the "most controlled land use" in a wellhead protection area is a site-specific and debatable issue that may be taken up in the development of each wellhead protection plan. Each City in consultation with the MDH establishes its priority for address potential contaminant sources within its WHPA/DWSMA.

Recommendations (of the commenter):

12. Reference to underground storage tanks should be removed from the discussion of WHPA. Discussion of wellhead protection should emphasize that the process is specific, and tailored, to land use conditions within each WHPA/DWSMA. The development of the City's wellhead protection plan and priority of contaminant sources should be left up to the City in consultation with the MDH.

13. The statements regarding wellhead protection in this section should be combined with other wellhead protection statements, found throughout the document, and placed in the Water Use section/item.

Response: The issue of underground storage tanks is relevant to the RTC site and was not removed completely from the text. The document has been changed to reflect all other aspects of this comment. See response to comment 8.1.

Comment 8.26: The three departments that reviewed this document have attempted to provide a thorough review of the AUAR for the Ramsey Town Center. Realistically, there will be changes to the plans to consider and many more levels of detail to review as the development progresses. Many of these changes and details will have the potential to impact the County infrastructure. Because of this, we ask that the City and the developer continue to work closely with the County on the issues raised in this review.

Our mutual goals will be best met if we continue working with each other in these early stages of the development plans, and if we plan to continue coordinating our efforts through the build-out of the Ramsey Town Center. Toward that end, we invite the City and developer to meet with the County at your earliest convenience to begin discussions of our comments and the issues raised in this letter.

Response: As stated in the response to Comment #8.1, the City intends to work closely with the County on all of the issues of joint concern.

Comment #9. The U.S. Department of the Interior - National Park Service (NPS) submitted the following comments, based on its statement that the "…proximity and the potential for RTC connections through the MNRRA corridor and to the Mississippi River itself, certain components of the RTC planning process could have a direct impact on the MNRRA corridor":

Comment 9.1: Regarding stormwater runoff, the AUAR states that the RTC will require a stormwater outlet to the Mississippi River. Item 8, question 5 (page 8-6) states that a discharge path has not yet been identified and that permitting by the DNR will be required for future discharge to the River. We encourage the City of Ramsey to work closely with the DNR and other relevant agencies in the design of the RTC stormwater management system. Tables 17.1, 17.2 and 17.3 suggest significant increases in stormwater runoff from existing conditions during the 100-year rainfall and snowmelt events, for both the minimum and maximum projected runoff condition. We encourage minimization of runoff to the greatest extent possible and adherence to the Mississippi River Critical Area standards, as well as those of the MNRRA CMP.

Response: As stated in previous responses to Comments #3, 7.3 and 7.13, the details on runoff minimization BMPs will be an element of design as the project develops. The City is currently working with the County to determine the route and character of the ultimate River discharge. Once these items are determined, the City can begin to work in earnest with the regulatory agencies to define the protection needed.

Comment 9.2: The issue of a potential river crossing is also raised in the discussion on traffic in Item 21 of the AUAR. While decisions regarding a future bridge crossing will be made through the transportation planning process, the development of a town center could influence decisions for a new River bridge. In its plans for the RTC, we urge the City to carefully consider the potential impacts of any future crossing on the River corridor and on existing and proposed parks and open space on both sides of the river.

Response: As noted on page 21-3, a potential river crossing is being studied and a draft scoping document has been prepared. Page 21-3 further notes that an EIS for the river crossing would be the next step in the planning process. Such a document would address both the transportation and parks and open space impacts of the potential crossing.

Comment 9.3: The NPS also encourages the creation of continuous greenway corridors to, and along, the Mississippi River where possible, and promotes connections to the regional trail system, including access to the River. We also urge consideration of visual impacts on the river corridor of any tall structures planned within the RTC boundary, such as new elevated reservoir or communications towers.

Response: The AUAR identified the desire of the City and the RTC developer to connect the new RTC to the River trail via a connection along the drainage corridor. This connection would provide an opportunity for new residents and visitors to the RTC to walk to the River trail. The issue of visual impacts is addressed in Item 26 and in the response to Comment #8.15. The City acknowledges the comment on tall structures and will work with the developer to address this concern during site and building design.

Comment 9.4: The MNRRA Comprehensive Management Plan (CMP) provides NPS land use and protection guidelines for the Mississippi River corridor. Policies of particular relevance too RTC planning are as follows:

> Policy 2, page 13: Reduce runoff through coordinated efforts of state and local agencies to update development and enforcement standards for major new

construction and redevelopment projects and by promoting increased stormwater retention in new construction and redevelopment projects.

Policy 11, page 20: If it becomes necessary to increase river crossing capacity, the order of preference will be first to expand the capacity of an existing bridge, second to add a parallel structure, and third to establish a new corridor. Development of a new crossing corridor will occur only when no feasible and prudent alternative (including consideration for a greater reliance on intermodal transportation) exists and only if the crossing is included in approved regional transportation plans. This includes the *Major River Crossing Study* prepared by the Metropolitan Council.

Response: The relationship of the RTC site development to the MNRRA documents, guidelines and policies is addressed several places in the AUAR document, including Items 9, 12, 14, 17, 25, and 27. Item 14 discusses the relationship between the MNRRA corridor and the Critical Area and Wild and Scenic River area. Although the RTC site is not within the corridor that defines each of these protected areas, it is adjacent to it and will discharge stormwater into and through the corridor. Because of this, special provisions will be made to minimize impact as described throughout the AUAR and in the newly added Appendix J. There will be strict adherence to all of the protective guidelines and regulations in effect. Reference is also made to the stormwater minimization and mitigation plans of the AUAR.

The River crossing is not a part of the RTC development. The traffic impacts of the RTC relative to any river crossing are discussed in Item 21. See also the response to Anoka County Comment #8.2.

Comment #10. The Lower Rum River Watershed Management Organization (LRRWMO) submitted the following statement:

We have received a copy of the AUAR for the Ramsey Town Center as submitted by the City of Ramsey. The permit applicant/developer must comply with the storm water management criteria, water quantity and quality, of the LRRWMO. The LRRWMO, being the Local Governmental Unit (LGU) administering the requirements of the 1991 Wetland Conservation Act, will also be reviewing the Wetland Fill/Mitigation Permit Application to ensure that the requirements of the Conservation Act are met.

Response: Table 8.1 acknowledges the permit coordination that is needed with the LRRWMO before any construction begins. All of the stormwater management and wetland mitigation elements in Items 10, 12 and 17 were prepared with LRRWMO and City input to properly reflect LRRWMO criteria. The City will work closely with the LRRWMO during all phases of design to assure that the WMO criteria are met.

Comment #11. Erika Sitz (citizen) submitted the following comments:

Thank you for the opportunity to comment on the AUAR document. My comments are confined to the sections concerning effects of this project on water resources, primarily on groundwater. This should trigger a more comprehensive review of water issues.

I realize that this document is for the Town Center development project and focuses on that geographical area. It's my understanding (though I am not certain of the scope) that it also takes into account other development, and thus effects on water, in Ramsey. But the nature of this kind of document is that it isn't the vehicle for a comprehensive approach that examines a broad enough scope to answer questions about its effect beyond this city. My greatest concern is that there has not been enough attention paid to the **cumulative** effects of the development that is happening in the northern metro area, for which I'm using the extended Metropolitan Statistical Area definition rather than the seven-county Metropolitan Council definition. This also more realistically covers the range of the Franconia-Ironton-Galesville (FIG) aquifer that is the drinking water source for this area, since the prolific Prairie du Chien-Jordan Aquifer is absent.

I am not a technical professional. I'm expressing a concern as a citizen that this kind of review by done by those who are so qualified, and who are removed from any involvement in this project, and that this review occur **before** the momentum for such a massive undertaking makes it impossible to do a thorough and competent professional job. I'm not picking on the Town Center project per se, but because of its scope it's a red flag to me to say we must look at a broader picture now rather than later.

I'm familiar with the tension that results from the current two-step process, first a general examination of environmental effects in the review document and then the "we'll address the details in the permitting process later" second step. My experience is that this always results in a question of "how can we ameliorate the effects of _____?" rather than "is this a wise thing to do, or more precisely to do on such a scope and scale, and how can we modify _____ to prevent or minimize negative effects?" I don't think that's a wise way to look at a specific proposal, but I'm even more certain that the piecemeal approach is not the best way to look at the broad picture. A **comprehensive review** should be done by an entity that is not involved in any project anywhere and thus can examine the issue from the broadest context and without any bias. This to me is the Minnesota Department of Natural Resources, Division of Waters.

I'm not technically competent to address the specific issues raised, e.g. relationship between the FIG and the surficial aquifer, but I'm eager to see agency responses to these issues.

Response: The City appreciates the input from Ms. Sitz as a concerned citizen. The State AUAR process was developed by the State Environmental Quality Board (EQB) to address the need for a more thorough cumulative assessment on large-scale projects. The extensive analyses in Item 13 and Appendix F were done to specifically address the impact of this site on the Franconia-Ironton-Galesville (FIG) aquifer. Extending this analysis beyond the immediate Ramsey vicinity to the Metropolitan Area is well beyond the scope of this AUAR. However, the City is willing to undertake whatever studies will be required by the DNR for amending the City's water appropriation permit. In addition, the joint study of the FIG aquifer referred to in the Minnesota Department of Health comments (Comment #13) will also assist in assuring the long-term viability of this resource in Anoka County. Both of these efforts will be done in cooperation with state agency staff having no involvement in this project.

Comment #12. After expressing its finding that the AUAR is complete, the Metropolitan Council submitted the following advisory and technical comments:

Comment 12.1: In Section 21- Classification Summary, the reclassification changes to A-minor arterials for Industry Avenue and Armstrong Boulevard were approved in April 2003.

Response: The last sentence on page 21-1 (and in the corresponding section of Appendix B) is changed to the following:

> "In April 2003, Anoka County received a functional class change for Industry Avenue and Armstrong Boulevard to upgrade their designations to A-Minor Arterial."

Comment 12.2: In Section 21- Planned Improvements, this section should note that any major improvements to the TH 10 corridor have to be in the Metropolitan Council's Transportation Policy Plan before major investments in the corridor can be programmed. This document is scheduled to be revised in 2004. The section acknowledges funding shortfalls, which could delay any significant investment on the Ramsey segment of the corridor until the year 2020 or later. Further, there are no planned improvements for the TH 10 corridor in the current Minnesota Department of Transportation (Mn/DOT) 10-year Plan which identifies major highway project construction to the year 2012.

Response: The following is added after the third paragraph on page 21-3:

> "For improvements like the Northwest River Crossing and the IRC enhancements to TH 10 to be funded, the investments need to be included in the Transportation Policy Plan (TPP) prepared by the Metropolitan Council in its role as Metropolitan Planning Organization for the region. Updating of the current TPP is scheduled to occur in 2004."

Comment 12.3: In Section 21- Planned Improvements (page21-3), the AUAR should note the City of Ramsey formally requested the Northstar Corridor Development Authority (NCDA) in 2002 to add a Ramsey commuter rail station to the project. The request was forwarded to Mn/DOT by the NCDA and the department agreed to further evaluate the feasibility of a station at the Ramsey Town Center site. The feasibility study should proceed when the state portion of the funding for the commuter rail project is secured.

Response: The following sentence is added to the last paragraph on page 21-3:

> "Additionally, a request by the City of Ramsey to the Northstar Corridor Development Authority to further evaluate the feasibility of a station at the Ramsey Town Center was approved by Mn/DOT (the lead agency for the EIS) and should proceed when the state portion of funding for the commuter rail project is secured."

Comment 12.4: In Section 21- Traffic Analysis Report Summary, this section should acknowledge the development and potential benefits of a pedestrian circulation system for the site as conceptually illustrated in the "RTC LLC" plan shown in Section 6. With a variety of mixed land uses, higher density and a pedestrian-friendly environment, a pedestrian system was part of the themes and desired outcomes for the Ramsey Town Center design which emerged from the Calthorpe lead planning effort for the Ramsey Town Center site. The mix of land uses, compactness and network of greenways/drainage ways should induce bike and pedestrian trips for work, shopping, school, entertainment, and recreational purposes. If not year-round, at least seasonal. These internal trips would replace some auto trips. The AUAR should address the potential for alternative mode splits and indicate if some form of a pedestrian walk way system is still part of the project's development program.

Response: On page 21-5, the traffic analysis for the AUAR incorporates trip generation adjustments for the density and diversity of the project's mixed use pedestrian oriented design that account for approximately 16 percent of the project PM peak hour trip-making that would otherwise occur in automobiles. Further reductions for alternate mode use related to the project's design were considered uncertain given that dedicated transit to the site is not yet a reality and that the suburban location of the project and short timeframe to build-out indicate a continued (at least initial) use of automobiles to access the project in advance of a transit infrastructure being built.

Comment 12.5: In Section 21- Mitigation Element, given the bleak long-term outlook for the timely availability of state and county funding (acknowledged by the AUAR document) to complete the projects listed, and assuming the need to have the projects completed by the time the Ramsey Town Center project is scheduled to be completed in 2007, it may be useful to prioritize the projects that are critical to providing a reasonable level of access to the project. An emerging trend is for more local funding of critical highway projects needed to support ongoing local development. The local funding is one means to insure that needed highway improvement projects are constructed in a timely manner. Local funding strategies can range from fully paying for the project such as the new Tamarack Interchange in Woodbury, city/private partial funding provided to construct the I-494 Penn Avenue Interchange, or reimbursements. Reimbursements are typically financial agreements between Mn/DOT and a municipality whereby the municipality funds a Mn/DOT project to accelerate the timing of its construction. The municipality is refunded the project cost at a future time when funds for the project become available to the department. The AUAR should acknowledge the need for creative funding mechanisms and partnerships if the mitigation projects listed are to be constructed within the desired time frame as determined in part by the phasing and timing of the Ramsey Town Center project.

Response: See response to Mn/DOT Comment #6.1.

Comment 12.6: In Section 17 - Water Quality - Stormwater Runoff, in the AUAR, alternative land consumption strategies were considered to reduce the amount of impervious materials on the site. A suggestion is the design of a project that implements a shared parking design to reduce the tendencies in commercial development to over

design (given conventional parking stall/commercial square footage ratios) the number of parking stalls constructed.

Response: This is a good suggestion that forms the basis for the traffic section of the AUAR. The traffic design is predicated on a shared parking concept for the mixed use core of the project area that supports the trip adjustments for mixed use (See Metropolitan Council Comment #12.4).

Comment 12.7: In Section 18, the AUAR indicates the projected build-out flow from the Town Center, currently located within the 2020 MUSA boundary, will be 4.2 Million Gallons per Day (MGD) and 7.3 MGD for the City as a whole. The design flow per acre based on proposed land use type appears to be conservative, although acceptable. The City's design of the local wastewater systems is higher than those used by the Metropolitan Council Environmental Services (MCES) to design metropolitan facilities. Based on the information in the AUAR, MCES believes the actual flow from the existing MUSA with the Town Center would be 3.5 to 3.8 MGD. This requirement is consistent with Metropolitan Council Wastewater System Plan.

The comprehensive plan will need to be amended to include the Town Center prior to implementing the AUAR. The long term flow projections for the City of 7.3 MGD as shown in the AUAR is not consistent with the Metropolitan Council Wastewater System Plan and thus represents a substantial impact to the Metropolitan Disposal System. This need for future sewer services will require changes to the Council's Systems Plan. A meeting should be established between the City and the Metropolitan Council to discuss this need.

Response: We concur with the observation that flows within the 2020 MUSA may not be as high as those presented in the AUAR. At this level of planning, it is difficult to project future flows to a high degree of accuracy. Therefore, it should be assumed that a 20% deviation in projections in either direction is possible.

We also concur that the *Comprehensive Sewer Plan* must be upgraded to incorporate the RTC development, as well as other changes in development projections. The Mitigation Element for the revised Item 18 addresses the intent of the City to address this need with MCES. Finally, we concur with the recommendation to schedule a meeting with MCES to discuss the potential major impacts of the projected 7.3 MGD flows at full build-out.

Comment 12.8: In Section 10 - Cover Types, if there are any significant native trees in the shelterbelts or the homestead site, the project would benefit from preserving and incorporating the trees into the new development to the extent possible. A city tree ordinance may provide the appropriate mitigation process for any trees that are removed.

Response: The City's Environmental Policy Task Force (EPTF) is charged with creating a tree preservation ordinance that will require certain data to be provided prior to start of construction of improvements that includes location, size, and type of trees located on the development site. In addition, the ordinance prescribes measures to be taken during construction that will protect the trees to be saved. The ordinance also creates the Ramsey Tree Book that outlines preferred, acceptable, and unacceptable trees to be

planted in Ramsey. The City has scheduled a public hearing on a draft ordinance on June 5, 2003, with the expectation that the City Council will review the ordinance later in June.

Comment 12.9: In Section 11 - Mitigation Element/Wildlife Habitat, the proposed greenway and trail connection between the Town Center project and the Mississippi West Regional Park, Regional Trail and the Mississippi River may provide a desirable connection. For the trail connection to be safe and convenient for people to use, a grade-separated connection is preferred. An over pass would seem to provide a safer connection for people due to the length a tunnel would need to be to traverse both the railroad tracks and TH 10. A wildlife corridor connection would likely work better if it was an underpass. The Minnesota Department of transportation provides "critter crossing" on some of their road projects and could provide examples of successful projects. A wider and greener connection would make the connection between the development and the regional park/river stronger.

Response: Please refer to the response to Comment #8.16 for the wildlife element. The details of the trail connection are under discussion among the County Parks Department, the City and the developer. It is anticipated that Mn/DOT will ultimately be part of the discussion as well as the design details for crossing TH 10 develop.

Comment 12.10: In Section 12 - Drainage Area 26, a portion of the storm water connection to the Mississippi River is proposed to be in Mississippi West Regional Park. Coordination with Anoka County Parks is required for any work proposed in the park. If storm water management for the Town Center development is done in the park, appropriate mitigation should be provided. Public park land that was purchased/donated for park purposes that is used to manage storm water for an off-site development should be replaced with comparable parkland. Figure 12.4 indicates that some of the wetland mitigation will take place in the regional park. If land within the park is utilized for wetland mitigation for the Town Center development, this land should be replaced with comparable land.

Response: Discussions are under way with the County on the use of its land to develop a drainage and trail corridor between the RTC site and the Mississippi River. The new Appendix J shows that the drainage infiltration featured noted as 26b in Figure 12.4 no longer extends into the Mississippi Regional Park. However, a pipe connection from 26b to the River remains a part of the drainage concept, provided this route is approved by the County. The nature of the pipe and the design of the outlet structure at the River are discussed in Appendix J and will be the subject of regulatory review by the DNR, County and City if and when it occurs.

Comment 12.11: In Section 12 - Mitigation Impacts Associated with Stormwater Outfall to the Mississippi River, preservation of the river bluff and its natural vegetation is important. The storm water management infrastructure should strive to minimize disturbance to the natural shoreline of the river. Council staff concurs with the AUAR recommendation for use of directional boring techniques in lieu of open-cut construction.

Response: The City concurs with the need to protect the River bluff. Please refer to the above comment (#12.10) response and Appendix J, and the discussion of Critical Area/MNRRA/WSB standards in Item 14.

Comment 12.12: In Section 14 - Resource Protection Zones, Water Related Management District, if wetland mitigation or stormwater management for the Town Center project takes place on the south side of TH 10 and in the regional park, those activities are within the Mississippi Critical Area and the appropriate rules apply from the City's Critical Area Plan.

Response: Please refer to the discussion in Item 14.

Comment 12.13: In Section 11 - Fish, Wildlife and Ecologically Sensitive Resources, given the extent of the proposed water feature on the site and extent of nearby sandy upland area, the site habitat may be even more amenable to amphibians and reptiles in the future than it is now. Turtles are known to travel up to a mile from wetland feeding areas to their upland nesting areas. Council staff recommends requiring the use of surmountable curbs on all roads within the proposed development area so turtles do not become trapped within the roadways.

Response: Although the city of Ramsey uses a standard of B618 curb and gutter, it realizes the importance of protecting turtles from becoming trapped within the roadways and has modified that standard on new developments in sensitive areas. This standard modification has predominantly been used in residential areas with low traffic volumes. Since the City of Ramsey is committed to protection of any protected species, it would be willing to change to surmountable curbs in all residential areas and look into the higher traffic roadways and commercial areas to determine the feasibility of installing surmountable curbs there as well.

Comment 12.14: In Section 13 - Water Use, the AUAR states on page 13-7 that the groundwater level in the FIG has been trending upward in the last two years. It goes on to state that there appears to be no effect from pumping the municipal wells on the water level in the surficial material. It further recommends that long-term monitoring of the surficial aquifer be conducted. The Council concurs with this recommendation. Two years of data is not sufficient to show the long-term effects of pumping. The fact that the water level in the two wells analyzed level off after a short period of pumping may indicate that water is leaking from the surficial aquifer.

In addition, the tritium sampling discussed on pages 19-2 and 19-3 of the EAW indicate that water in the City's municipal wells has recharged within the last 50 years suggesting a connection between the surficial and bedrock aquifers. The Council is currently undertaking studies to evaluate the ability of the FIG aquifer to support planned growth in the northwest metropolitan area. While the study conducted for the AUAR concludes that the FIG has sufficient capacity to support growth, the Council recommends that the city continue monitoring water levels to establish long-term trends and further evaluate aquifer capacity and potential impact on surface water features.

Response: The City acknowledges these points and refers the commenter to the response to Comment #13.1.

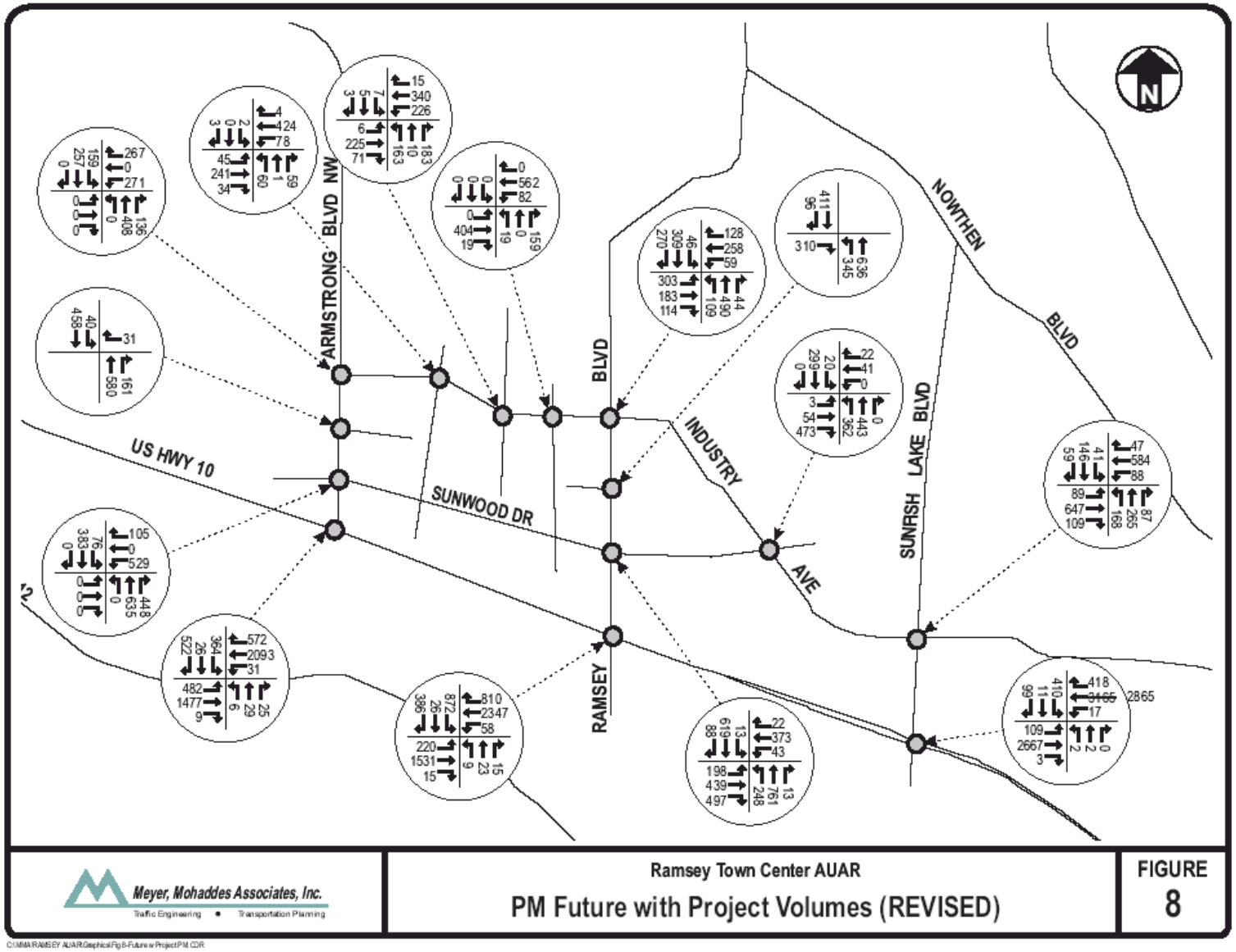
Comment #13. The Minnesota Department of Health (MDH) submitted the following advisory and technical comments:

Comment 13.1: The wells used as a source of supply by the City of Ramsey's water supply system are completed in the FIG aquifer. Local indicators (as discussed in the AUAR, especially in Appendix F) are that the capacity of the FIG in the Ramsey area is sufficient to handle the existing and anticipated future withdrawals, with limited effects on the overlying materials. I am not sure if the observations made in the report are due to a higher inherent transmissivity, greater natural and pumping-induced recharge, or some combination of these factors, than is observed for the FIG elsewhere, but I would point out that the properties of the FIG are somewhat variable in the Metropolitan Area. Therefore, I would encourage the City to make itself aware of ongoing research being conducted by the Minnesota Geological Survey and the Metropolitan Council on the FIG and its water supply potential in the northwestern part of the Twin Cities Metropolitan Area (Chris Elvrum at the Met Council, 651-602-1066). Understanding the system dynamics of the FIG locally and regionally will help the City respond to (and perhaps avoid) complaints about its municipal pumping interfering with other local resources such as private wells and surface water bodies.

Response: The City acknowledges the differences in the FIG within the region and is committed to undertaking the study identified in the AUAR to further its knowledge of the FIG behavior locally. The City will follow the progress of the MGS/Met Council study and will cooperate to the extent possible with all of the agencies involved in researching and regulating use of the FIG. The City recognizes the need to provide observation wells in the glacial aquifer and the need to perform both a pump test and long term trending analysis. It also concurs with the observation that the local transmissivities observed in Municipal Wells No. 3 and 4 are probably not representative of average conditions with the FIG. As a result, a more extensive hydrogeologic investigation of the local FIG capacity is planned prior to installation of additional wells.

Comment 13.2: I would encourage the recommendation made on pages 13-7 and 13-8 (as well as Appendix F) that one or more nests of monitoring wells be placed in the area around the well filed to monitor water level changes in the glacial materials over time. I might also suggest that, if these wells were to be placed, a pumping test could be performed using one of the city's existing wells. Such a test would establish the nature of the hydraulic connection between the bedrock and the (surficial) drift and could probably be accomplished at little cost to the City. MDH staff and equipment are available to assist with such an effort because the results could be used to refine the wellhead protection planning efforts of the City. In the end, the kind of data generated from long term monitoring and from pumping tests will be of greater value in establishing the effect, if any, of municipal pumping on groundwater elevations in the area than just about any other kind of data or analysis.

Response: The City acknowledges the comments and will incorporate them into its monitoring program as it develops. The offer of staff and equipment assistance is gratefully acknowledged, and will be considered as well.


ARMSTRONG BLVD NW
BLVD
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SUNWOOD DR
INDUSTRY
SUNRSH LAKE BLVD
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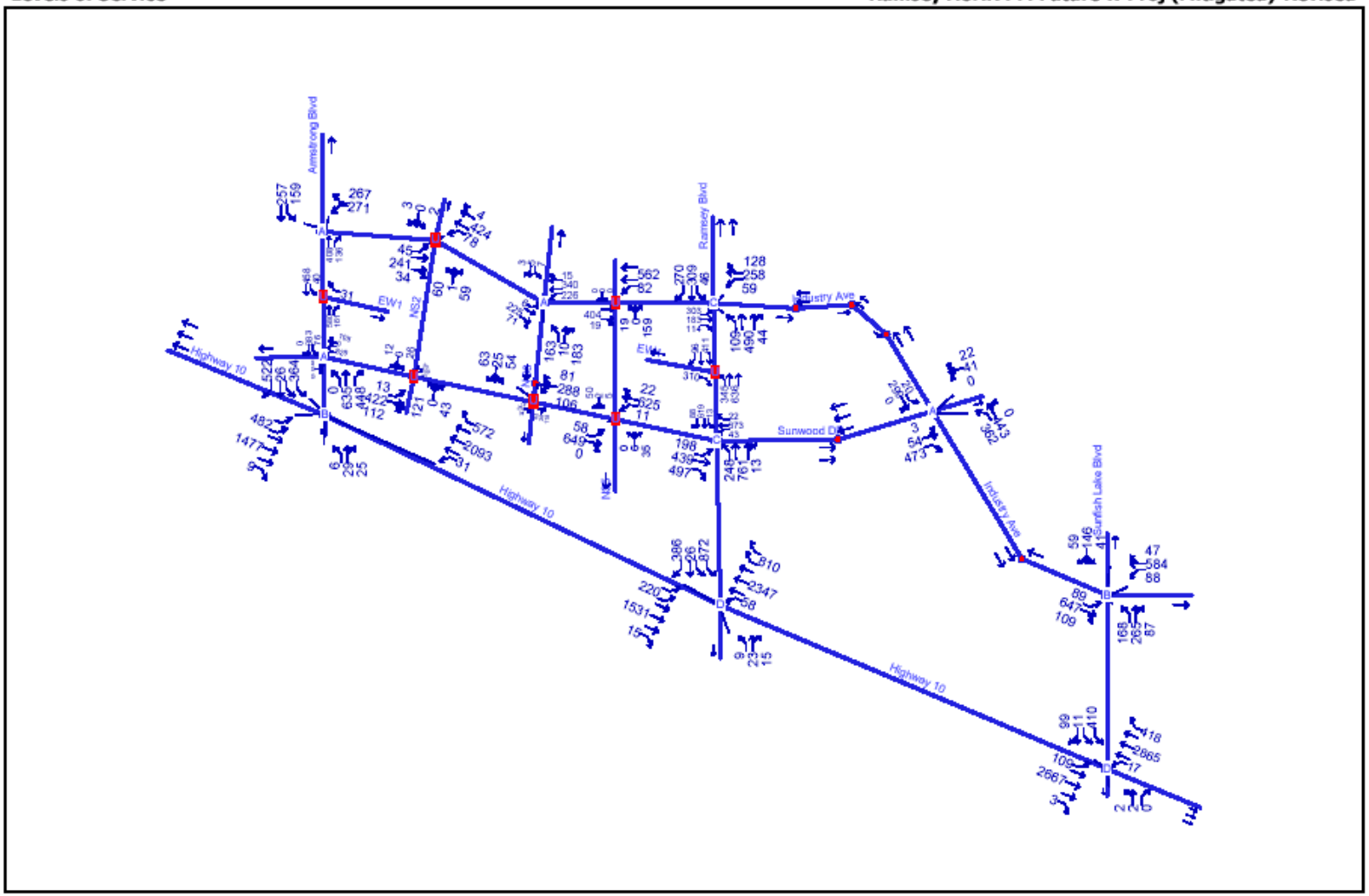
RAMSEY
N
Meyer, Mohaddes Associates, Inc.
Traffic Engineering • Transportation Planning
Ramsey Town Center AUAR
PM Future with Project Volumes (REVISED)
FIGURE
8

Map - Ramsey AUAR
Levels of Service

Timing Plan: PM Peak
Ramsey AUAR PM Future w Proj (Mitigated)-Revised



05/23/2003
Meyer, Mohaddes Associates Inc.

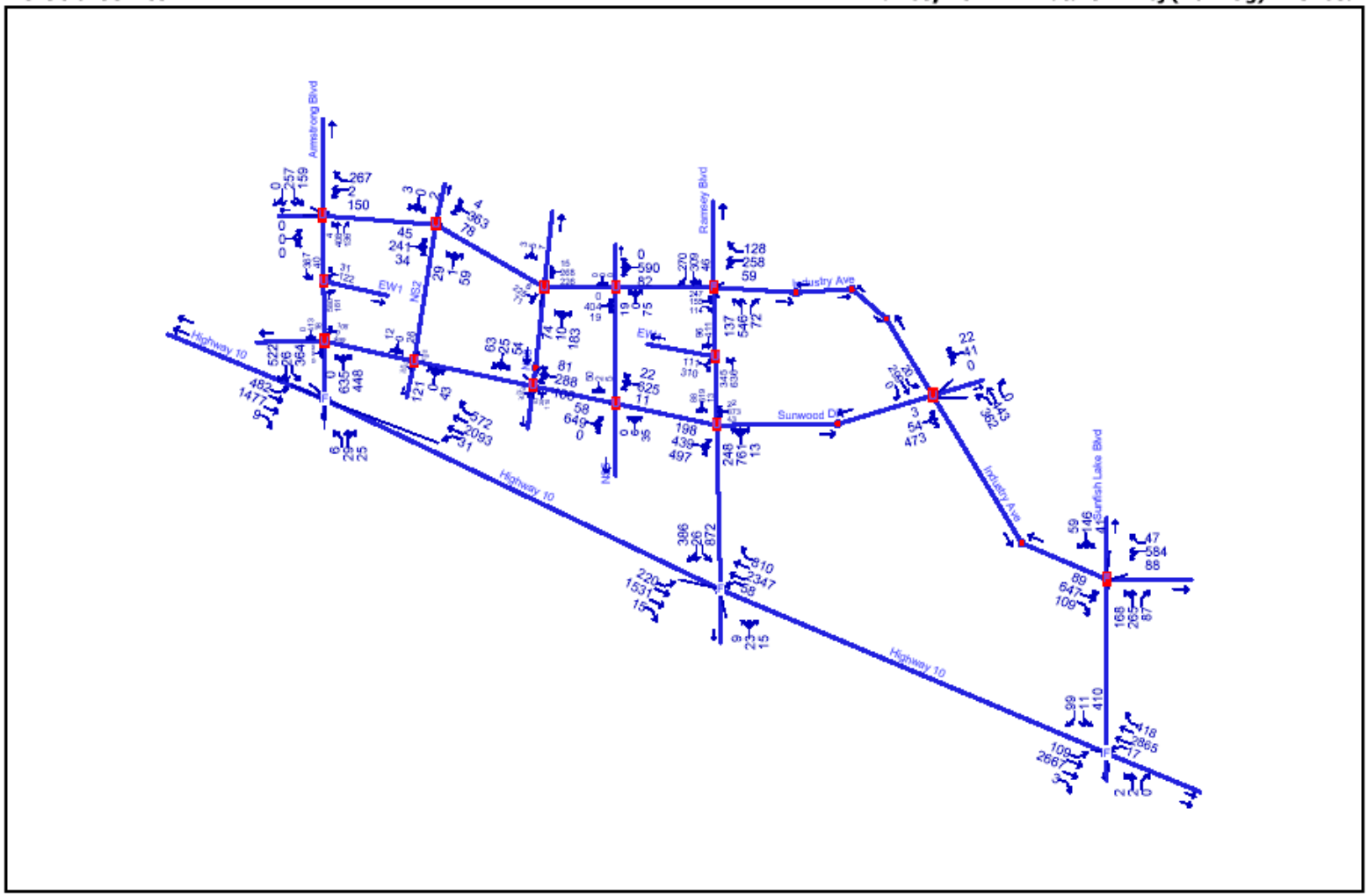
HCM Signalized Intersection Capacity Analysis **Scenario: PM Future w Proj (Mitigated)-Revised**
9: Highway 10 & Sunfish Lake Blvd Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583		1817		3433	1611	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.69		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583		1292		3433	1611	
Volume (vph)	109	2667	3	17	2865	418	2	2	0	410	11	99
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	2899	3	18	3114	454	2	2	0	446	12	108
Lane Group Flow (vph)	118	2899	3	18	3114	454	0	4	0	446	120	0
Turn Type	Prot		Perm	Prot		Perm	Perm		Perm	Prot		
Protected Phases	1	6		5	2			8		7	4	
Permitted Phases			6			2	8		8			
Actuated Green, G (s)	20.0	94.5	94.5	8.0	82.5	82.5		8.0		15.0	27.0	
Effective Green, g (s)	23.0	97.5	97.5	11.0	85.5	85.5		10.5		15.0	29.5	
Actuated g/C Ratio	0.15	0.65	0.65	0.07	0.57	0.57		0.07		0.10	0.20	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5		4.0	6.5	
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5		3.0		3.0	4.5	
Lane Grp Cap (vph)	271	3305	1029	130	2898	902		90		343	317	
v/s Ratio Prot	0.07	c0.57		0.01	c0.61					c0.13	c0.07	
v/s Ratio Perm			0.00			0.29		0.00				
v/c Ratio	0.44	0.88	0.00	0.14	1.07	0.50		0.04		1.30	0.38	
Uniform Delay, d1	57.6	21.4	9.2	65.1	32.2	19.4		65.1		67.5	52.3	
Progression Factor	1.11	0.68	0.23	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	1.8	2.5	0.0	1.2	40.9	2.0		0.2		154.9	1.3	
Delay (s)	65.9	17.1	2.1	66.3	73.1	21.5		65.3		222.4	53.6	
Level of Service	E	B	A	E	E	C		E		F	D	
Approach Delay (s)		19.0			66.6			65.3			186.7	
Approach LOS		B			E			E			F	

Intersection Summary			
HCM Average Control Delay	56.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	106.2%	ICU Level of Service	F
c Critical Lane Group			

Map - Ramsey AUAR
Levels of Service

Timing Plan: PM Peak
Ramsey AUAR PM Future w Proj (No Mitig) - Revised



05/23/2003
Meyer, Mohaddes Associates Inc.

HCM Signalized Intersection Capacity Analysis **Scenario: PM Future w Proj (No Mitig) - Revised**
9: Highway 10 & Sunfish Lake Blvd Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98			0.95	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1817			1776	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.74			0.73	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583		1384			1359	1583
Volume (vph)	109	2667	3	17	2865	418	2	2	0	410	11	99
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	2899	3	18	3114	454	2	2	0	446	12	108
Lane Group Flow (vph)	118	2899	3	18	3114	454	0	4	0	0	458	108
Turn Type	Prot		Perm	Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6			2	8		8	4		4
Actuated Green, G (s)	20.0	67.0	67.0	8.0	55.0	55.0		29.5			29.5	29.5
Effective Green, g (s)	23.0	70.0	70.0	11.0	58.0	58.0		32.0			32.0	32.0
Actuated g/C Ratio	0.18	0.56	0.56	0.09	0.46	0.46		0.26			0.26	0.26
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	6.5
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5		3.0			4.5	4.5
Lane Grp Cap (vph)	326	1982	886	156	1642	735		354			348	405
v/s Ratio Prot	0.07	c0.82		0.01	c0.88							
v/s Ratio Perm			0.00			0.29		0.00			c0.34	0.07
v/c Ratio	0.36	1.46	0.00	0.12	1.90	0.62		0.01			1.32	0.27
Uniform Delay, d1	44.6	27.5	12.1	52.5	33.5	25.2		34.7			46.5	37.1
Progression Factor	0.87	1.03	0.86	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	0.2	208.5	0.0	0.8	405.7	3.9		0.0			161.2	0.6
Delay (s)	38.8	236.9	10.5	53.3	439.2	29.0		34.7			207.7	37.7
Level of Service	D	F	B	D	F	C		C			F	D
Approach Delay (s)		228.9			385.3			34.7			175.3	
Approach LOS		F			F			C			F	

Intersection Summary			
HCM Average Control Delay	302.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.66		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	144.7%	ICU Level of Service	H
c Critical Lane Group			

STEPS & TIMELINE: ALTERNATIVE URBAN AREAWIDE REVIEW PROCESS

0. **Informal preparations for AUAR by RGU**. (May include optional "scoping-like" orientation meetings with reviewing agencies if complex or controversial issues may arise.)

1. Only if AUAR will include a specific project that meets a mandatory EIS requirement or covers at least 50% of AUAR area: **RGU issues notice of draft AUAR order and receives public comment** as per EAW process. Commenters address development scenarios and alternatives to be considered and issues to be addressed. RGU considers comments and whether additional scenarios and issues should be covered (must be documented in a record of decision).

2. **RGU orders AUAR** (done by the governing body of RGU). The order for the AUAR establishes the study area & scenarios to be addressed, and starts the 120 day period for completion.

3. Informal process occurs during which RGU, consultants and sometimes project proposers conduct studies and **prepare draft AUAR document,** following content and format guidance issued by EQB. RGU decides when draft AUAR document is ready for public release (this decision is often made by the RGU governing body, but sometimes by staff). (There is no set time limit for this step, except that it must conform to the overall time limit as noted in step 11.) **Note:** Technical tasks to conduct studies, gather data, prepare reports, or write sections to support preparation of the draft AUAR may be done before the AUAR is actually ordered – to the extent allowed by the policies and procedures of the RGU.

4. **RGU distributes Draft AUAR document** (to EQB EAW distribution list) and sends notice to EQB for publication in *EQB Monitor*

5. RGU provides **press release** about AUAR availability to at least one newspaper of general circulation in project area (within 5 business days of submission of notice to EQB)

6. **Notice appears in *EQB Monitor*** (varies between 7 and 20 days from receipt of notice at EQB, but usually is 7 days). The notice may include the time and place of any (optional) information meeting(s). Such meetings are not required, but would need to occur during the comment period if held.

7. **Public comment period** (ends 30 days after *Monitor* notice, except governmental units have right to 15 business day extension upon request)

8. Informal process occurs during which RGU, consultants and sometimes proposers respond to comments, obtain additional information if needed, and **prepare Final AUAR document**. RGU decides when Final AUAR is ready for

public release. (There is no set time limit for this step, except that it must conform to the overall time limit as noted in step 11.)

9. **RGU distributes Final AUAR document**. (Note: there is no *EQB Monitor* notice or press release required at this step.)

10. **Review of Final AUAR documents.** Reviewers have 10 business days from *receipt* to submit comments or "object" (only state agencies or Metropolitan Council may object)

a. If no objections filed, review proceeds to step 11.

b. If any objections filed, review proceeds to step 12

……

11. **RGU formally adopts AUAR** (after making any final corrections based on any comments received) (must wait until at least 15 business days after distribution of Final AUAR documents) There is an overall time limit between the AUAR order (step 2) and this step: adoption is to occur at first meeting held more than 120 days after the AUAR ordered.

……

12. **RGU and objecting agency negotiate resolution** of issues as per 4410.3610, subpart 5, items F & G.

13. If RGU and objecting agency cannot work out resolution, **EQB determines** whether AUAR is adequate, conditionally adequate, or inadequate.

14. Once issues worked out, or AUAR revised per EQB instructions, **RGU formally adopts AUAR.**

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #13-07-119

RESOLUTION ADOPTING THE FINAL ALTERNATIVE URBAN AREAWIDE REVIEW (AUAR) ENVRIONMENTAL REVIEW FOR THE AREA TO BE DEVELOPED AS THE COR (FORMERLY RAMSEY TOWN CENTER)

WHEREAS, the Housing and Redevelopment Authority in and for the City of Ramsey, hereinafter referred to as "Developer", is proposing to develop The COR, a mixed-use development, within the City of Ramsey, hereinafter referred to as "City"; and

WHEREAS, under the City's Comprehensive Land Use Plan, the Subject Property is designated as Mixed-Use; and

WHEREAS, the Developer is proposing to locate a mixture of residential, commercial, light industrial, office, institutional, and public uses on the Subject Property; and

WHEREAS, the Developer desires that the variety of land uses to be intermingled amongst each other to provide for diversity of uses and density; and

WHEREAS, the Developer is proposing that the Ramsey Town Center contain up to 2,200 housing units; and

WHEREAS, the Developer is proposing that the Ramsey Town Center contain up to 1,724,042 square feet of leaseable commercial, retail, office, and institutional square footage; and

WHEREAS, Chapter 4410.4300 of Minnesota Rules states that a mandatory Environmental Assessment Worksheet (EAW) must be conducted if certain mandatory thresholds are exceeded; and

WHEREAS, Chapter 4410.4400 of Minnesota Rules states that a mandatory Environmental Impact Statement (EIS) must be prepared if certain mandatory thresholds are exceeded; and

WHEREAS, the Ramsey Town Center, as proposed will exceed many of the applicable thresholds for requiring a mandatory EAW and EIS; and

WHEREAS, Chapter 4410.3600 of Minnesota Rules allows for alternative environmental review of a project when environmental review is required; and

WHEREAS, Chapter 4410.3610 of Minnesota Rules allows for a local unit of government to use an Alternative Urban Areawide Review (AUAR) environmental review process instead of and EAW and EIS; and

WHEREAS, the City adopted an AUAR for The COR, then known as Ramsey Town Center, in 2003 (the "2003 AUAR"); and

WHEREAS, the City desires to update the 2003 AUAR following the same AUAR process; and

WHEREAS, the City ordered the AUAR Update on April 23, 2013; and

WHERAS, the Official Comment Period closed on June 12, 2013.

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

1. That the City hereby adopts the Final AUAR Update as regulated by Chapter 4410.3610 of Minnesota Rules be conducted in relation to The COR development in an area.

2. That the environmental review contained in the AUAR document shall be based off of the concept plan as commonly known as Development Plan 6.02.

3. That the environmental review contained in the AUAR document shall be based on having a potential total of 2,200 residential and up to 1,724,042 square feet of leaseable commercial, retail, office, and institutional square footage

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 the same:

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 9th day of July, 2013.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **7. 5.**

Meeting Date: 07/09/2013

By: Kathy Schmitz, Administrative Services

Information

Title:

Discussion Regarding the Economic Development Manager Position

Background:

Based upon discussion.

Notification:

Based upon discussion.

Observations/Alternatives:

Based upon discussion.

Recommendation:

Based upon discussion.

Funding Source:

Based upon discussion.

Council Action:

Based upon discussion.

Attachments

No file(s) attached.

Form Review

Form Started By: Kathy Schmitz Started On: 09/18/2013 10:01 AM

Final Approval Date: 09/18/2013