

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	5/7/15	PROJECT ADDRESS	6080 HIGHWAY 10 NW
PROJECT. TITLE	RIDGEPOINT – FINAL PLAT REVIEW		
ESCROW #	114039		
DEPARTMENT:	Planning		
TECHNICAL REVIEWER:		Tim Gladhill 763-576-4308 tgladhill@cityoframsey.com	

We offer the following comments regarding your request for a Comprehensive Plan Amendment, Zoning Amendment, and Preliminary Plat Approval for Ridgepointe for a parcel located at 6080 Highway 10 NW.

General: The Applicant is requesting approval of a Preliminary Plat for a seven (7) lot single family residential subdivision. This proposed Preliminary Plat is located south of Highway 10 NW, immediately adjacent to the existing cul-de-sac of Rivlyn Avenue at the city’s eastern border. Final Plat will provide for the plat as it is to be recorded as well as construction documents for required improvements.

Land Use and Zoning: The City Council previously approved a Comprehensive Plan Amendment from Business Park to Low Density Residential. Additionally, the Final Plat will complete the process to approve a Zoning Amendment. The site is located in the E-1 Employment District ([City Code Section 117-117](#)) on the [Official Zoning Map](#) and will require a Zoning Amendment to [R-1 Residential \(MUSA\)](#) to support the change in use to residential.

The pyramid framework illustrates how much discretion the city has to make land use decisions based on the role it is playing. *Source: League of Minnesota Cities*



It should be noted that the City did receive one comment by phone from Lano Equipment expressing concern if a residential use would be compatible in close proximity to uses within the [E-1 Employment District](#) that may generate noise that would distract from the residential setting. It should be noted that Lano Equipment must abide by the same noise regulations in existence today that protect the existing, adjacent residential development.

During Sketch Plan Review, the Planning Commission noted concern about transition area between the existing business park development along Highway 10 and the proposed residential.

Bulk Standard Requirements ([City Code Section 117-111](#))

Setbacks: Required	Proposed:
Front yard: 30 feet	30 feet
Side yard-Habitable: 6 feet	5 feet (preliminary plat must be adjusted)
Side yard-Uninhabitable: 10 feet	5 feet (preliminary plat must be adjusted)
Rear yard: 30 feet	30 feet
Minimum Lot Size: 10,800 square feet	Range: 17,456 s.f. to 38,122 s.f.
Minimum Lot Width: 80 feet	Varies – Show at setback on Preliminary Plat

Net Density Calculations ([City Code Section 117-111](#)). The Applicant shall provide gross (total) acreage, as well as net acreage. Net acreage is calculated by subtracting wetlands and rights of way and other non-developable areas from gross acreage. The Applicant must also provide Net Density Calculations described as number of units per net acre. Without a

grading plan, it is not possible to calculate Net Density. The proposed gross density calculation is 1.79 units per acre. However, the Comprehensive Plan requires a minimum of three (3) units per acre throughout the sewered area of the community. As long as the average density meets or exceeds this density threshold over the entire sewered area, this threshold is met. This proposal would not bring the City's average density in the sewered/MUSA area below three (3) units per acre. Please provide this calculation.

Final Plat:

The Applicant is requesting Preliminary Plat review for seven (7) single family residential lots that would be located immediately east of Rivlyn Avenue and will extend the Rivlyn Avenue cul-de-sac to serve as access for the seven (7) proposed lots. This will result in the cul-de-sac total length over the 600 feet limit as required by City Code Section 117-614 Subd. (c)(3). The Planning Commission previously adopted Resolution #14-07-135 granting a Variance to Maximum Cul-De-Sac length.

The lot layouts generally meet the R-1 Residential District (MUSA) requirements in terms of lot size and placement on the lots. Corrections will be required to setbacks, but it appears that all lots would be able to meet all setbacks with the proper floor plan.


Four (4) outlots are proposed as part of the Preliminary Plat review. Outlot A is located at the far northeast corner of the plat and will have access to Highway 10 NW. This lot is proposed to retain the existing E-1 Employment District zoning classification and would be anticipated for future redevelopment opportunities or connection to existing uses. The existing commercial structure on Outlot A is proposed to be removed. Outlot A will not have access to Rivlyn Avenue. Outlot B is proposed to serve as deeded river access for Lots 1-7 and is located between Lots 1 and 2. It shall be made clear to future property owners that the Mississippi River Trail shall not be used for motor vehicles to access Outlot B. Outlot C would be created for the Mississippi River Trail corridor. Finally, Outlot D is created as a remnant piece due to the configuration of the proposed lots and could be combined with adjacent redevelopment.

Portions of Lots 1-4 are located within the Mississippi River Corridor Critical Area (MRCCA) boundary. While a portion of these lots are within this boundary, the proposed structures are located outside of the boundary and the size of the lot will not exceed impervious surface limits of the Critical Area.

Streets: The proposed plat would extend existing Rivlyn Avenue nearly 300 additional feet. When measuring lengths of cul-de-sacs, the point of origin is the first point of multiple access points to the street. In this case, the point of origin is the intersection of Tungsten Street and Riverdale Drive. The existing measurement from the point of origin to the terminus of Rivlyn Drive is approximately 930 feet. The total length of a single access point road with the proposed plat would be 1,281 feet. The length of the cul-de-sac exceeds the 600 feet maximum length. The proposed right-of-way meets the minimum standard of sixty (60) feet in width and a radius of sixty (60) feet for cul-de-sacs. There are limited opportunities for additional connections to public streets to remove the dead end/cul-de-sac condition. Additionally, the surrounding built environment limits future connection options.

Highway 10 Access Planning Study: The Minnesota Department of Transportation (Mn/DOT) has initiated the Highway 10 Access Planning Study that has potential implications to this request. As it relates to the 'Tungsten Street Area', there are two (2) proposed alternatives to create a local road connection that would allow for the removal of private direct access onto the trunk highway system (U.S. Highway 10). One of the proposed alternatives would require that the current proposal be redesigned.

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ANOKA COUNTY
MINNESOTA DEPARTMENT OF TRANSPORTATION

Riverdale Dr Extension (Option A)

(East of Tungsten St)

Highway 10 Access Planning Study




Priority: Short Term
Cost: \$3.0M

- New Right In/Right Out Access on Hwy 10
- Frontage Road From Tungsten St to New Access

Achieves:

- 7 access points removed from Hwy 10
- Supports existing businesses and city's redevelopment goals
- Supports sequencing of other improvements on Hwy 10
- Flexibility for redevelopment potential

BOLTON & MENK, INC.
Consulting Engineers & Surveyors




ANOKA COUNTY
MINNESOTA DEPARTMENT OF TRANSPORTATION

Riverdale Dr Extension (Option B)

(East of Tungsten St)

Highway 10 Access Planning Study



Priority: Short Term
Cost: \$2.5M

- New Right In/Right Out Access on Hwy 10
- Local Street From Tungsten St to New Access

Achieves:

- 7 access points removed from Hwy 10
- Supports existing businesses and city's redevelopment goals
- Supports sequencing of other improvements on Hwy 10
- Flexibility for redevelopment potential

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NOTE: These are alternatives were included in the final draft of the Highway 10 Access Planning Study. These alternatives have not been formally designed. As these alternatives are local road connections, the ultimate decision lies with the City. The Highway 10 Access Planning Study alternatives do not legally preclude the plat from moving forward. The City Council has previously moved that it does not support Option B, which conflicts with the proposed plat.

of the Preliminary Plat review. Please note that although reviewed along parallel with the Preliminary and Final Plat approvals, the Assessment Agreement request carries a slightly separate process. Construction Plans shall already be required as part of Final Plat review. Following approval of these plans with Final Plat, the City must advertise for bids, hold a sealed bid opening, and then consider accepting or rejecting submitted bids. This process will extend the normal review process as opposed to the Developer constructing the Stage I and Stage II Improvements themselves.

Civil Engineering Plans. Review of the Civil Engineering Plans can be found in the City Council Case petitioning the City to construct the Stage I and Stage II Improvements and assess the costs back to the benefitting properties.

Development Fees

City of Ramsey

2014 Residential Development Fee Calculator

	Units	Unit Type	Unit Price	Total	Notes
Park Dedication and Trail Development					
Park Dedication					
0-12 Units per acre; or	7	per unit	\$2,600	\$18,200	
12-19 Units per acre; or		per unit	\$2,405	\$0	7.5% Density Bonus
20+ Units per acre; or		per unit	\$2,210	\$0	15% Density Bonus
Assisted Living		per acre	\$4,738	\$0	
Trail Development	7	per unit	\$700	\$4,900	
Subtotal Park and Trail Development				\$23,100	
Water and Sewer Fees					
Collected prior to recording plat.					
Water Fees					
Trunk/Connection	7	per unit	\$1,597	\$11,179	
Lateral		per acre	\$6,297	\$0	If already constructed
Sewer Fees					
Trunk/Connection	7	per unit	\$1,126	\$7,882	
Lateral		per acre	\$3,411	\$0	If already constructed
Subtotal Trunk and Lateral				\$19,061	
Collected with individual building permits.					
Accessibility Charges					
Accessibility Charge (WAC)	7	per SAC Unit	\$1,177	\$8,239	Collected with Building Permit
Accessibility Charge (SAC)	7	per SAC Unit	\$2,485	\$17,395	Collected with Building Permit
SAC Handling Fee		per address	\$25	\$0	Collected with Building Permit
*SAC is a Metropolitan Council Environmental Services (MCES) Fee; SAC Unit Determined by MCES					
Subtotal Water and Sewer Fees				\$44,695	
Stormwater Management Fees					
Stormwater Management	7	per unit	\$459	\$3,213	
Subtotal Stormwater Management				\$3,213	
Street Light Fees					
Street Light Type					
Cobra; or		per light	\$1,300	\$0	
The COR		per light	\$2,600	\$0	
Three (3) Years Operating and Maintenance		per light	\$294		
Subtotal Street Lights				\$0	
Sureties and Inspection Fees					
Sureties (to ensure completion; returned when complete)					
Subdivisions/Plats (public improvements)		cost of improvement	125%	\$0	Cash or Letter of Credit
Site Plans (private improvements)		cost of improvement	150%	\$0	Cash or Letter of Credit
Subtotal Sureties				\$0	
Engineering Inspection Fee		cost of improvement	5%	\$0	Cash Escrow
Subtotal Surety and Inspection Fee				\$0	
GRAND TOTAL FOR DEVELOPMENT FEES				\$45,374	
GRAND TOTAL FOR ENGINEERING INSPECTION FEES				\$0	Separate from Building Permit
GRAND TOTAL FOR SURETIES				\$0	
GRAND TOTAL FOR SAC/WAC				\$25,634	Collected with Building Permit