

## Questions and Responses from Harvest Estates Public Hearing

### **Will the existing access to Nowthen Boulevard remain open?**

The City Council had previously directed the Developer to proceed with the understanding that the Nowthen Boulevard access would be closed. After taking additional public input, the Planning Commission did recommend that the access remain open. At their May 12, 2015 Meeting, the City Council will consider a final decision on this access, taking into account public comment from the Public Hearing.

### **Why would the City consider closing the access to Nowthen Boulevard? Why can't the existing Nowthen Boulevard access remain as is with no additional turn lanes on the County Road and no reconstruction of the local road?**

Primarily, the City's number one concern is safety of the Nowthen Boulevard corridor. Traffic levels continue to increase on Nowthen Boulevard as development along the corridor continues. The City has identified a number of individual areas that need attention along the corridor and desires to commence a Corridor Study to better analyze and prioritize individual improvements.

This access point is off-set from the public road on the west side of Nowthen Boulevard, creating additional conflict points in turning movements. Additionally, an Anoka County Improvement Project is about to be completed that will signalize the intersection with Alpine Drive. Free flow traffic will now exist on Nowthen Boulevard that was previously a required stop condition, increasing speeds at the access point to the redevelopment area.

Additionally, informal and preliminary cost estimates indicate required safety improvements and right of way acquisition for County and local road improvements could range from \$500,000 to \$750,000.

### **If the Nowthen Boulevard access was not identified as a safety issue when the site operated as the Ramsey Municipal Center in the past, why is this redevelopment a safety concern?**

Each land use type generates different traffic levels, especially 'peak' traffic levels. Multiple private development projects have added traffic levels to the system. Public improvement projects have changed traffic patterns of the system. The City desires to better understand a better corridor-wide approach as opposed to individual projects.

### **Will the closure of the Nowthen Boulevard Access create a safety issue on Helium Street or 152<sup>nd</sup> Avenue?**

The redevelopment of the site and the closure of the Nowthen Boulevard access will add traffic levels to existing streets. However, according to the City Engineer, generally accepted traffic standards state that local roads such as these roads can accommodate approximately 2,000 vehicle trips per day. It is anticipated that vehicle trips per day will remain under this number on all streets.

### **Will the closure of the Nowthen Boulevard Access create a safety issue on Saint Francis Boulevard (Trunk Highway #47)?**

The City acknowledges the need for safety and mobility improvements on TH 47. The City will continue to work with Mn/DOT, which owns this facility, to continue these discussions. It is anticipated that the existing intersections/nodes can accommodate the proposed traffic levels.

### **How many accidents have occurred on Nowthen Boulevard in front of Ramsey Elementary School today?**

There have been 55 vehicular accidents within the past five (5) years between Sunwood Drive and Sunfish Lake Boulevard. As part of the future corridor study, the City hopes to review this data in more detail in terms of individual nodes and crash severity. The City is attempting to pull this data together today.

**What is Anoka County's stance on retaining the access at Nowthen Boulevard?**

The Anoka County Highway Department has routinely responded, as early as 2005 with review of MEADOW, that it prefers the access to be closed for safety and access spacing purposes. Anoka County has committed to working with the City, at the City's cost, to work with the City's preferred alternative. Anoka County appears to strongly oppose a full access, but may be willing to work with the City on some sort of reduced access.

**Can the Nowthen Boulevard access be added in the future if it is closed today?**

It is possible that the access could be reconstructed in the future. There are two (2) broad alternatives that the City could consider in its future corridor study and implementation.

**Can a traffic signal be added at the Nowthen Boulevard Access to increase safety?**

Due to its close proximity to a new traffic signal about to be completed, a traffic signal does not seem warranted at this location.

**Will the added traffic add additional maintenance costs to existing roads?**

The City has established a pavement rating system and regular street maintenance schedule. If future traffic counts and PASER ratings indicate that the lifespan of the local road is being reduced, it will begin to explore other alternatives to extend the lifespan of the road.

**Is the project being sold all together to G S Land, or in phases? Can the access to Nowthen Boulevard remain open until Phase II?**

The project is being sold in two (2) phases. The access to Nowthen Boulevard can remain open until Phase II is commenced.

**Why does the proposed Plat not include a park or open space? Where are recreational opportunities for this area? Where will the Park Dedication dollars generated by this development go?**

The Master Parks and Trail Plan focuses on better pedestrian connection to existing facilities within an acceptable walkshed and improvements to enhance these existing parks and open spaces. Facilities within the vicinity include, but are not limited to Alpine Park, Ramsey Elementary School, Solstice Park, Bear Park, and Woodland Green Park.

The Master Park and Trail Plan is divided into Park Districts. The intent of the park district concept is to ensure a portion of the Park Dedication dollars captured by new development are utilized within the district where the development is located.

A document summarizing the Parks and Recreation Commission's recommendation specific to this question is listed below.

**What are the allowable hours of construction?**

City Code Section 105-1 states the following:

Work hours. It shall be unlawful to engage in or conduct any activity in the construction of any building or structure, or the laying of any pavement, including but not limited to the making of any excavation, clearing of surface land and loading or unloading material, equipment or supplies in any residential district of the city, except between the hours of 7:00 a.m. and 10:00 p.m. Monday through Saturday. However, such activity shall be lawful from 6:00 a.m. to 10:00 p.m. with prior permission from the city administrator and his designee due to extenuating circumstances such as excessively warm temperature, the need to avoid traffic during normal work hours, etc. Any Sunday activity is also limited to the hours of 7:00 a.m. to 10:00 p.m. and to that which is being performed by the owner/occupant of the parcel on which the activity is occurring.

According to the City's Building Official, the State Building Code itself is silent on hours of operation. However, Minnesota Rules Chapter 7030 guides noise standards and enforcement. The City's allowable hours of construction generally follow timeframes established in the State's noise program. According to the City Attorney, the City can request through the Development Agreement to further restrict hours from the above.

The City will promptly respond to complaints about noise and hours of operation. The City encourages residents to contact the City when a concern is observed. It has been the City's experience that once residents experience the prompt response of the City to these complaints, that an acceptable medium between the neighborhood and builder/developer can be reached.

**Will builders be allowed to leave construction debris behind?**

No. The City has a Public Nuisance Ordinance that works to prevent these types of issues. A call to the City when this is observed will allow the City to require an issue such as this to be cleaned. Complaints remain anonymous.

**How does the interim cul-de-sac affect proposed lots if Phase II does not commence?**

The interim cul-de-sac can be constructed at full size with minimal encroachment on proposed lots in Phase I. Standard setbacks will be able to be met. A majority of the interim cul-de-sac is located on the lot retained by the City until Phase II.

**Are 44 homes are too much for the site?**

The proposed 44 homes on approximately 20 acres equates to less than three (3) units per acre. If the Developer were allowed to construct at the three (3) units per acre, that would be approximately 60 homes. Generally speaking, the proposed lots are larger than the existing homes in MEADOW that line the site.

**What is the price range on homes?**

The City cannot dictate price ranges on proposed homes under existing City Code. The City does encourage quality development through its required design standards.

It is the City's understanding, but cannot promise, that the price range generally will be between \$250,000 and \$350,000 as stated by the Developer. It is anticipated that the proposed homes will be consistent with homes constructed in MEADOW.

**Why are some of the lots shown on the map less than 80 feet wide as required by City Code?**

The lots that were noted by a resident at the Public Hearing were actually previously subdivided as part of MEADOW and are not included in the current request. MEADOW was allowed to deviate from minimum lot

size and minimum lot width through a Planned Unit Development (PUD), a tool acceptable to Ramsey City Code and Minnesota Statutes Chapter 462.

**Are sidewalks being added to existing roads?**

No. No improvements to areas outside the development are being planned in response to this redevelopment proposal.

**Is the City adding street lights to existing roads?**

No. No improvements to areas outside the development are being planned in response to this redevelopment proposal. If an individual neighborhood desires to see additional local subdivision street lights for safety reasons, they should contact the City's Public Works Department.

**How are the proposed lots obtaining water supply? How is waste water being treated?**

The proposed development will connect to the municipal water supply system. The proposed development will connect to the regional waste water system. There will not be private wells or septic systems for the proposed development.

**Where is stormwater going to go?**

The proposed development includes two (2) storm water cells and connection to the City's regional storm water system that can infiltrate the first inch of run-off and back-to-back 100 year flood events.

**Will there be an additional costs to individuals on private well and septic?**

There is no additional cost to property owners on private well and septic. The proposed development does not add sewer or water lines to areas outside of the proposed redevelopment. The City's Charter includes protections for existing home owners from being compelled to connect to municipal utilities.

**How will the City protect existing residents' safety as it relates to contractors and potential thefts from construction sites?**

The City requires Licensure and Insurance for all contractors working in the community to protect the safety in and around job sites. In addition, the City routinely patrols job sites with Inspectors and Public Safety personnel. Additionally, the City appreciates communication from area residents to aide in identifying potential safety issues.

**Are homes pre-sold, or will homes be built on speculation? Is there a potential for vacant homes?**

As with any development, the City anticipates that there will be a mix of pre-sold and speculative built homes. There is a potential that a home will sit vacant for a short amount of time.

**Will people be allowed to cut through other yards to get to school?**

In recognition of the destination that is Ramsey Elementary School and the multiple origins of these pedestrian trips, the City has asked that the Developer construct a pedestrian trail connection in the area where the existing Fire Station No. 2 driveway is located as a connection to Nowthen Boulevard.

Occupying property without permission is a trespassing issue. If residents find a trespassing issue arises, they should contact the Ramsey Police Department for assistance.

*Working Document*

## Nowthen Boulevard Access – Harvest Estates

### MOCK Feasibility Analysis: Access to Harvest Estates

	A Closed Access	B1a Right In, Right Out <i>Re-Alignment</i>	B2a Full Access <i>Re-Alignment</i>	B1b Right In, Right Out <i>Existing Alignment</i>	B2b Full Access <i>Existing Alignment</i>
<b>REVENUES</b>					
<u>Land Sale Proceeds</u>					
Former Municipal Center	\$ 923,000.00	\$ 923,000.00	\$ 923,000.00	\$ 923,000.00	\$ 923,000.00
Future Resale of Acquired Property	\$ 50,000.00	\$ 150,000.00	\$ 150,000.00	\$ 50,000.00	\$ 50,000.00
<b>SUB TOTAL</b>	<b>\$ 973,000.00</b>	<b>\$ 1,073,000.00</b>	<b>\$ 1,073,000.00</b>	<b>\$ 973,000.00</b>	<b>\$ 973,000.00</b>
<b>EXPENSES</b>					
<u>Property Acquisition</u>					
23-32-25-42-0032 & 0039 (Current Alignment)	\$ (65,000.00)	\$ -	\$ -	\$ (65,000.00)	\$ (65,000.00)
23-32-25-41-0011 (Re-Alignment)	\$ -	\$ (250,000.00)	\$ (250,000.00)	\$ -	\$ -
<u>Improvements</u>					
Utilities	\$ (85,000.00)	\$ (85,000.00)	\$ (85,000.00)	\$ (85,000.00)	\$ (85,000.00)
City Road	\$ -	\$ (175,000.00)	\$ (175,000.00)	\$ (125,000.00)	\$ (125,000.00)
Trail Connection	\$ (30,000.00)	\$ -	\$ -	\$ -	\$ -
County Road	\$ -	\$ (250,000.00)	\$ (500,000.00)	\$ (250,000.00)	\$ (500,000.00)
<u>Site Clean Up</u>					
Demolition and Clean Up	\$ (200,000.00)	\$ (200,000.00)	\$ (200,000.00)	\$ (200,000.00)	\$ (200,000.00)
Utilities Demolition and Removal	\$ (100,000.00)	\$ (100,000.00)	\$ (100,000.00)	\$ (100,000.00)	\$ (100,000.00)
<u>Other</u>					
Broker Commission Fee (5% of sale price)	\$ (46,150.00)	\$ (46,150.00)	\$ (46,150.00)	\$ (46,150.00)	\$ (46,150.00)
Closing Costs/Legal/Other (4% of sale price)	\$ (36,920.00)	\$ (36,920.00)	\$ (36,920.00)	\$ (36,920.00)	\$ (36,920.00)
Contingency (15% of all other costs)	\$ (84,460.50)	\$ (171,460.50)	\$ (208,960.50)	\$ (136,210.50)	\$ (173,710.50)
<b>SUB TOTAL</b>	<b>\$ (647,530.50)</b>	<b>\$ (1,314,530.50)</b>	<b>\$ (1,602,030.50)</b>	<b>\$ (1,044,280.50)</b>	<b>\$ (1,331,780.50)</b>
<b>NET INCOME</b>	<b>\$ 325,469.50</b>	<b>\$ (241,530.50)</b>	<b>\$ (529,030.50)</b>	<b>\$ (71,280.50)</b>	<b>\$ (358,780.50)</b>

**NOTE:** All numbers provided in this concept feasibility analysis are unofficial and not final. The purpose of this document is to provide estimations for policy discussion purposes only. Final estimations should be provided by a third party professional consultant. Discrepancy in these estimations will exist. This document was completed on 02/11/2015. Staff will recommend the City consider the use of County HRA dollars to pay for a portion of City redevelopment costs associated with this project.

Working

**Policy Statement Regarding Park and Recreation Needs  
Redevelopment of Former Ramsey Municipal Center Located at 15153 Nowthen Blvd. NW  
February 2015**

**Policy Statement:**

It is the policy of the City of Ramsey to confirm the City's existing Master Parks and Trail Plan and not add additional park spaces with the redevelopment of the former municipal center. The area is well served by existing parks with active spaces as well as more passive open spaces, all well connected through a series of pedestrian trail connections.

**Background:**

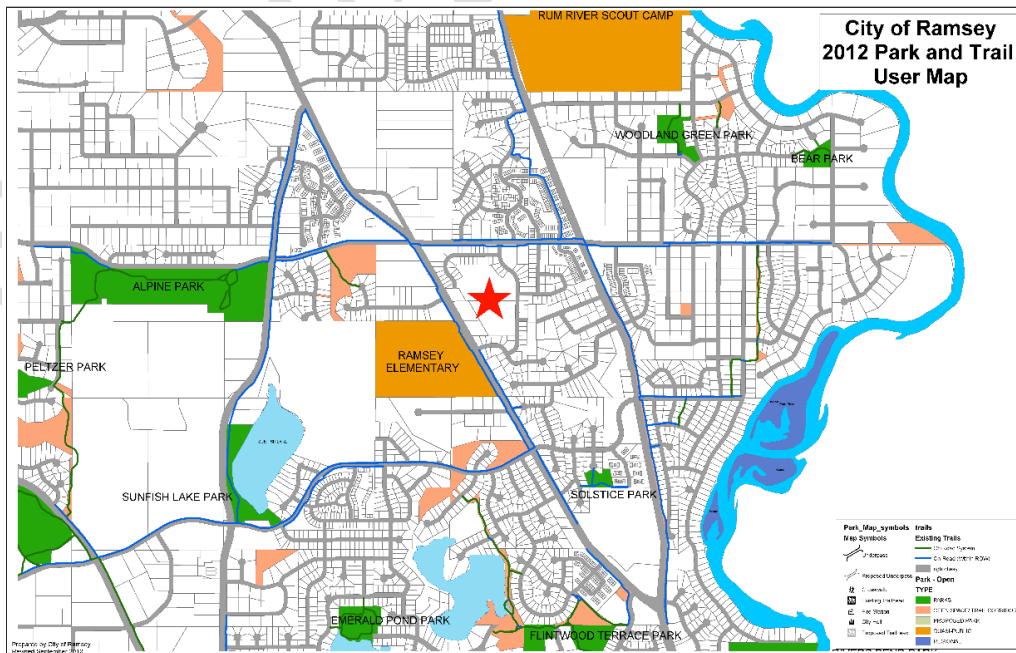
Over the course of the last decade, as new single family homes and townhome developments have been platted near the former Municipal Center, the Park and Recreation Commission has examined the need for recreational amenities and associated trail connections. Finding that there is adequate recreation and open space in the larger vicinity of the former Municipal Center, the City has focused on trail development – and indeed, this part of Ramsey now has the most comprehensive trail and connected trail system within the entire City.

A summary of park amenities includes two community park's 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 ammenities 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.

**Quick Facts**

- Nearby Community Parks: Elmcrest Park, Alpine Park
- Nearby Parks with Play Equipment: Alpine Park, Woodland Green Park, Bear Park
- Nearby Parks with Open Space: Elmcrest Park, Alpine Park, Woodland Green Park, Bear Park, Sunfish Lake Park

**Existing Parks**



Area Planned Parks and Trails

