

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	APRIL 3, 2015	PROJECT ADDRESS	15153 NOWTHEN BOULEVARD
PROJECT. TITLE	PARK VIEW EAST – PRELIMINARY AND FINAL PLAT AND SITE PLAN REVIEW		
ESCROW #	114538		
DEPARTMENT:	Community Development: Planning Division (Comprehensive Plan and Zoning Code)		
PRIMARY CONTACT	Name: Tim Gladhill, Community Development Director Phone: 763-433-9826 Email: tgladhill@cityoframsey.com		
TECHNICAL REVIEW ASSISTANCE:	Name: Tina Goodroad, AICP Phone: 763-496-6751 Email: tgoodroad@loucksassociates.com		

General: The purpose of this file is to review the official Preliminary and Final Plat and Site plan Review for the Parkview East Apartment Complex. The subject property is located south of Ramsey Parkway, east of Town Center Drive East and west of Rhinestone Street NW and north of Sunwood Drive. The property is located in COR-1 zoning district. The application includes a plat to be called COR Parkview Addition and development of phase one apartment complex consisting of one four-story building with a total of 121 units with tuck under, detached garage and surface parking.

Based on current zoning the proposed Preliminary and Final Plat and Site Plan Review is being reviewed per [City Code Section 117-118](#) entitled COR-1, requirements of the COR Design Framework and [Chapter 117, Article III](#) entitled Subdivisions.

The plans will require amendments as outlined in this report. Most notably, the Civil Engineering Plans developed by Bolton and Menk will need to be revised to match the most recent architectural set prepared by Cole Architect Group. The revisions must be made before forwarding to City Council. Of note, the row of detached garages along the southern property line has been divided into several smaller buildings. This is not reflected on the Civil Engineering Plans.

Zoning: The COR-1 Mixed Use Core Sub-district is intended to provide a mix of residential, retail, and service uses. This sub-district allows the highest intensity of uses including high density housing. The proposed use as an apartment building meets the intent of the COR-1 district.

Dimensional Standards. The COR Design Framework establishes maximum build to lines based on the roadway the property frontage. The purpose of the build to line is to locate the majority of the building frontage close to the street to define the edge and create a strong pedestrian feel along the street. For buildings located along a Parkway, sixty (60) percent of the building (at least 300 feet) shall be located five (5) feet from the back of the side walk. The proposed building is located ten (10) and in some portions greater than ten (10) feet. The site does curve causing more difficulty in meeting this build to line. However, efforts should be made to meet the five (5) foot maximum for at least sixty (60) percent of the building façade along Ramsey Parkway. Later in this review a suggestion will be made to widen the boulevard which will help shift the sidewalk slightly closer to the building.

In addition, because the building has frontage on more than one street, the building shall be located five (5) feet from the back of curb along Rhinestone Street. There are minimum or maximums for rear and internal side yard setbacks.

The minimum Floor Area Ratio (FAR) is 0.65 in the COR-1 district. The applicant shall provide the proposed FAR for the first phase building on Lot 1, Block 1, COR Parkview Addition.

The site plan indicates a patio along the north side of the building for outdoor grills. Due to the required maximum five (5) build to line this patio will should be relocated. It may be possible to use space immediately adjacent to the west side of the building, which would create an excellent community space to be shared between Phase I and Phase II.

Access. The site will gain access via Rhinestone Street NW on the east side of the site and from Sapphire Street NW at the southwest corner of the site. Vehicular access shall not be granted to Ramsey Parkway.

Parking: The COR Design Framework includes guidelines on how to manage parking. This is particularly important in COR-1 sub-district, being the most intense and pedestrian oriented. Surface lots shall be located either behind or to the side of building, not located along major street frontages. A variety of parking options are proposed for the site. The building will include forty-four (44) tuck under garages with garage door entries on the south elevation internal to the site. An additional ninety-one (91) garage spaces are provided within five (5) detached garage structures. Finally, 148 surface parking spaces are planned south of the building internal to the south for a total of 283 spaces. No surface parking areas are abutting a street.

Typically the spaces internal to the building would not be counted dropping the total to 239 spaces. The COR Design Framework sets a maximum parking allotment of two (2) spaces per unit for multi-family structures. The development includes 121 units requiring 242 parking spaces. The site meets and even slightly exceeds the maximum allowed with the internal garage spaces. The additional spaces are not in a response to building code but rather based on perceived need by the Developer due to the number of two (2) and three (3) bedroom units in the building which could result in more parking demand. The proposed break down in units is forty-one (41) percent one (1) bedroom; forty-five (45) percent two (2) bedroom and fourteen (14) percent three bedroom. The additional spaces will also prevent potential use of on-street parking which is particularly important during summer months when the adjacent park is programmed. However, Staff would encourage the Developer to utilize available on-street parking availability on Sapphire Street and 145th Avenue, which is not directly impacted by events in The Draw Park and Amphitheater.

The intent of the maximum surface parking is to encourage developments to better manage their parking. In this case, parking is managed to a degree by create 44 stalls within the building in lieu of surface parking stalls. Similar to if stalls are provided in a park ramp/structure, the City does not calculate these stalls in the maximum parking calculation.

As the surface parking lot is well screened by either the apartment building or the detached garage structures, and therefore not visible from the roadways, staff supports the additional parking. If concern exists the Planning Commission could recommend that some excess parking be included as a proof of parking area until the need for additional spaces is evident.

This topic was also addressed by the City's Environmental Policy Board, who suggested at looking at ways to reduce the amount of surface parking area and enhancing the internal landscaping for the benefit of future residents. Details on the EPB discussion are covered in the Landscape Technical Report.

Architectural Standards. High quality architecture and building materials is an essential component in fulfilling the objectives of the COR Design Framework. Roof design, materials, amount of windows, and overall design that breaks up the different floors and walls are all important elements to the overall building design. In the COR-1 sub-district buildings are placed closer to the street so greater emphasis is placed on materials and design features at the street level.

Plans for the front elevation (south) and rear elevation (north) for the apartment building have been provided. Plans for each side elevation will also be required. The proposed materials consist of stone and brick at the base. The rear elevation includes an enhanced stone entry with canopy and additional stone above. Other materials include composite panel (i.e. fiber cement panels) and steel lap and vertical siding. Metal siding can be used as a complementary material. In COR-1 sub-district buildings shall be primarily brick or comparable alternative and shall comprise a minimum of fifty (50) percent of the non-glazed wall area. Calculations shall be provided for brick and stone for each elevations. The City can approve deviations to the 50% brick or stone requirement provided that another high-quality material is provided.

Colors have not been provided. Full colored elevation plans should be provided. The combination of composite and steel in the differing patterns divides the floors and sections of the building. Multiple sections of the building are articulated to break up the flat wall. In addition windows and decks are proposed for each unit that provide further breaks in the building wall design. Additional information is required for the specific appearance of the individual air conditioning units. Staff is concerned over the appearance, color, size and overall look of units on each elevation.

The south elevation includes garage doors for tuck under garages. Garage doors shall be in colors that are complementary to the main building materials. The roof design is pitched with asphalt shingles. The elevation facing Ramsey Parkway is actually the rear of the building and contains the same materials as the front. The first floor contains windows to create street-level interest and pedestrian scale along this street frontage.

Five detached garage buildings are planned in the southern portion of the site. Three long buildings each containing 16 stalls are located in a row along the south property line with two additional buildings just north of this row containing 22 stalls each. The garage buildings contain the same materials as the apartment building. The roofs are pitched with additional accenting so that they are of a higher design standard than typical detached structures. The materials will include stone, horizontal lap siding, shake siding and an asphalt shingle roof. The sides will contain the stone and horizontal siding. The additional roof treatments and glass demonstrate a good effort in enhancing the design of these detached structures. The use of stone at the base will help improve the longevity of these structures.

The Planning Commission, Economic Development Authority (EDA), Environmental Policy Board (EPB), and City Council all expressed questions and potential concern regarding the use of detached garages as it relates to architectural quality. Staff acknowledges that the Developer has enhanced the architecture of these detached garages, but seeks policy direction regarding the status of this design. Staff would recommend considering removing all horizontal lap siding on the back side of the southern garages and enhance the landscaping along said southern wall. The EPB did recommend that landscape be added along this wall.

Trash enclosures are shown on the site plan in the parking lot and at the northeast corner of the building on the south elevation. Details shall be provided as to the proposed material and design of the proposed enclosure.

Development Fees. The Developer will be required to pay development fees consistent with the City's approved schedule of Rates and Charges.

Fee	Amount	# of Units	Total
Park Dedication	\$2,600/unit	121	\$314,600
Trail Development	\$700/unit	121	\$84,700
Water Trunk	\$1,597/unit	121	\$193,237
Sanitary Sewer Trunk	\$1,126	121	\$136,246
Stormwater Management	\$459/unit	121	\$55,539
Street Light	\$1,300/light	TBD	TBD
Street Light O & M	\$294/light	TBD	TBD

The Developer will also be responsible for a Financial Guarantee in the amount of 125% the costs of the required public infrastructure and 150% the costs of the required private infrastructure (excluding the building itself).

Building Permit Fees. The Developer shall contact the City's Building Division to provide an estimate of fees due with each Building Permit. It is hereby noted that Sewer Availability Charges (SAC) and Water Availability Charges are due at time of building permit in addition to the above at a rate of \$2,485 per unit and \$1,177 per unit respectively.

Recommendation. City Staff is recommending that the City approve the Preliminary Plat, Final Plat, and Site Plan.

**CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE**

DATE	APRIL 3, 2015	PROJECT ADDRESS	WEST OF RHINESTONE STREET, SOUTH OF EAST RAMSEY PARKWAY
PROJECT TITLE	COR PARKVIEW ADDITION PRELIMINARY PLAT/ PARKVIEW EAST APARTMENT COMPLEX SITE PLAN		
ESCROW #	114584		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

We offer the following comments regarding your request for the Preliminary Plat of COR Parkview Addition and Site Plan Approval of the Parkside East Apartments. The submittal consists of 25 sheets prepared by Bolton & Menk, Inc. dated March 3, 2015.

General: The submitted plat proposes to plat Outlot A, Ramsey Town Center 11th Addition to create 1 multifamily lot and 1 Outlot. The subject property is generally located south of East Ramsey Parkway and west of Rhinestone Street.

Streets and Access: The development accesses Sapphire Street and Rhinestone Street. The proposed access to Rhinestone Street does not line up with 145th Avenue, The access must be shifted south to line up with 145th Avenue and provide one (1) access to Lot 1 Block 1 COR Parkview addition and the east end of Lot 1, Block 1 Ramsey Town Center 11th Addition. There is not adequate separation on Rhinestone Street between this proposed access and the future access to the Ramsey Town Center 11th Addition.

The project will construct 145th Avenue from Sapphire Street to Center Street.

The internal parking and access aisles will be private.

Traffic Analysis Report: An AUAR was prepared for the Ramsey Town Center Development which included an extensive traffic analysis. The needed traffic improvements were identified, many have been constructed. The remainder of the improvements will be constructed as development occurs.

Grading and Drainage Plans: A final grading and drainage plan has been prepared for this subdivision by Bolton & Menk, Inc. Staff offers the following comments on this plan:

1. The grading and storm utility plans are combined. Notes must be added to sheets C2.5 and C3.2 linking the plan view utilities to the profile views.

2. The plans show a series of catch basins in the parking areas with garages on either side. Stormwater calculations must be submitted showing that the 100 year overflow from the catchbasins will not enter the garages.

A permit from the Lower Rum River Water Management Organization (LRRWMO) will be required. The project is within the 10 year capture zone of a municipal well. Infiltration is not permitted in the 10 year capture zone. Alternative volume reduction strategies will need to be investigated and documented per the LRRWMO rules.

Submit a copy of the MPCA Construction stormwater permit to the City prior to construction. Submit copies of erosion inspection results to the City prior to Certificate of Occupancy.

Utilities: The building will be served by municipal sewer and water extended from Sapphire Street. Construction plans and specifications are subject to review of the City Engineering Department.

Park Dedication: Park Dedication was satisfied with the Ramsey Town Center Master development agreement.

Trail Fee: Trail Fees were satisfied with the Ramsey Town Center Master development agreement.

Sewer and Water Trunk Fee: Trunk sewer and water fees must be paid for all new lots being created. The rate in effect at the time of final plat approval must be paid prior to the City's release of the final plat for recording.

Stormwater Management Fee: A stormwater management fee must be paid for all new lots being created. The rate in effect at the time of final plat approval must be paid prior to the City's release of the final plat for recording

Stormwater Pollution Prevention Plan: Hydraulic Grade calculations must be submitted for the storm sewer system. A copy of the stormwater calculations provided to the LRRWMO for plan approval must be submitted to the City.

Sheet Specific Comments:

C1.3 – Detail STR-03 Revise sidewalk to 6" thick. Ped Ramp Detail, revise ramp flat area width to 6 feet at curb [Note 6]. Add MNDOT pedestrian ramp details (5 Sheets). Add MNDOT details for pedestrian detour routes. Add detailed diagram for each ped ramp showing elevations, slopes and dome plate layout with radius (as needed). Add Detail for Valley Gutter shown on plans.

C1.5 – Rock Construction Entrances are ineffective in Ramsey. Add the following text to the SWPPP and Grading Plan Notes: “A street sweeper must be available within 3 hours upon notice from the City that the streets need to be swept.”

C1.6 – The underground storage may not be perforated or allow infiltration.

C1.7 – Revise typical street section - 6” Premium Topsoil, 6’ wide sidewalk, all references to Class 5 shall read Class 5, Ramsey Modified. Gradation is shown on Ramsey Street Details. Use Ramsey Detail STR-25 for connection to existing street.

C1.8 – Pipe from STMH 105 – MH106 is not listed in table. Pipe from 300 to 301 is not shown on plans.

C2.0 – This sheet is incomplete. Needs project name and details.

All Plan Sheets – Show continuation notes for 145th Avenue. Provide plan sheet showing entire plat with proposed improvements.

C2.3 – There is an existing 6” watermain from Sapphire Street to Rhinestone Street across Lot 1, Block 1, Ramsey Town Center 11th Addition, This must be shown. Move the label out of the underground storage area. Only 1 access will be permitted to Rhinestone Street from this plat and 11th Addition. A detailed Temporary Pedestrian Access Route Detour must be added to the plan set. The Ramsey HRA does not own the existing commercial lot. Revise the data. A special detail will be required for the Rhinestone Street Connection as it is a concrete street. Coordinate with the City for the specific requirements of this detail.

C2.4 – Provide details for the retaining wall on the east side of Sapphire Street. All sidewalks are 6’ wide. Pedestrian ramps are required at all intersections in Public right of way and where the sidewalk crosses internal drives. A detail for each is required as noted above.

C2.5 – There is existing storm pipe north east of MH106. This is 52” arch pipe. Add notes to detail disposition of this pipe (ie. Removal, reconnection)

C3.0 – The plan and profile alignments must line up. Break the plan view into two windows if necessary. Show disposition of 52” arch pipe north of MH106. Run Watermain under sanitary sewer at MH A. Add note: “All watermain 6” and smaller shall be Class 53. Watermain 8” and larger shall be Class 52.”

C3.1 – Use 2-45° bends in place of 90° bends. Provide drainage and utility easement over all watermain in site.

Specifications

Include City where ever Engineer or Owner is referenced in Specifications.

Section 01310 – Section 01315 is not in book. Paragraph 1.2.B -Include City in those notified. Sunday work is not permitted in the City of Ramsey without City Council approval. Working hours are 7:00 am – 10:00 pm. 48 hour notice is required for Saturday Work.

Section 01410 – Paragraph 1.3.A -The contractor must have a City License.

Section 01555 – Paragraph A.7 – A City right-of-way permit is required prior to working in the ROW.

Section 02510 – Add Notes:

Only City Personnel shall operate valves.

All valves not in paved surfaces shall have blue carsonite markers.

Paragraph 2.7.C.2 – Valve nut extensions are not used in the City of Ramsey.

Section 02510 – Add note:

All manholes not in paved surfaces shall have green carsonite markers.

All sanitary sewer shall have 10 gauge solid copper tracer wire.

Section 02630 – Add note:

All manholes not in paved surfaces shall have green carsonite markers.

All storm sewer shall have 10 gauge solid copper tracer wire.

Section 02630 – Include City on all Correspondence. Paragraph 1.6.A – All plant material in City ROW shall have two (2) year warranty.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	3/27/15	PROJECT ADDRESS	TBD
PROJECT. TITLE	PARKVIEW EAST		
ESCROW #	114584		
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

The [COR Design Framework](#) outlines the required streetscape elements such as tree species, tree spacing, boulevard width, and sidewalk width based on the street hierarchy. The site abuts three (3) different streets, each with a different designation (Downtown, Connector, and Parkway). However, along Rhinestone Street, there is existing sidewalk and boulevard, which shall be utilized. Similarly, along Sapphire Street south of the project site, sidewalk and boulevard dimensions have already been established and the intention should be to mimic those to maintain a consistent appearance. Along Ramsey Parkway, boulevard and sidewalk width both should be six (6) feet. Finally, tree spacing for streetscape plantings should be between thirty (30) and thirty-five (35) feet.

We offer the following comments regarding the Landscape Plan prepared by Bolton & Menk, Inc. and dated March 3, 2015:

- The width of the boulevard area along Ramsey Parkway is not specified on the plans. The width should be at least six (6) feet and the additional width should be toward the building not the curb. This may require shifting the sidewalk closer to the building but that would benefit the project by improving the build to requirement (which is measure from edge of sidewalk). If this results in the public sidewalk being partially on private property, a permanent public easement over that portion of the sidewalk shall also be granted to the City for public purposes. *Please revise Sheet C2.4 to identify the boulevard width as six (6) feet.*
- The plans show a sidewalk connecting Ramsey Parkway and 145th Ave, which was requested by the City. It is presumed that park patrons (or other public) may traverse this sidewalk and thus, it would be beneficial to encumber this with a permanent public easement.
- Sidewalk width along 145th Ave should be increased to six (6) feet with the expansion being toward the future building (away from the curb). *Please revise Sheet C2.4 to accordingly.*
- The boulevard area must be finished with topsoil and sod and the developer (and eventually the management company) shall be responsible for its establishment (e.g.

watering). *Please revise Sheet C2.7 to specify that boulevards will be established with topsoil and sod.*

- *Planting details must be added to Sheet C2.7 to include the following*
 - *Planting depth shall be such that the 1st set of primary roots is at finished grade*
 - *Only prune out dead/broken/deformed branches at time of installation*
 - *Remove upper 1/3 of wire basket and burlap after being placed in planting hole*
 - *2-4 inches of wood chip mulch shall be included around all trees. Mulch shall not be piled against the trunk of trees.*
- *The proposed street trees are too close together, the overall number should be reduced so that the spacing is equal to 30-35 feet on center. Please revise Sheet C2.7 to reflect the proper spacing and update the quantities for each species accordingly.*
- *All plantings shall be outside the vision clearance triangle at all intersections and access points. Definition of the vision clearance triangle can be found in [City Code Section 117-348 \(g\)](#). Please revise Sheet C2.7 to identify the vision clearance triangle at all intersections and access points and ensure that no plantings are within this area.*
- *Street trees should be planted with one (1) species per block or, if a standard block does not exist, such as along Ramsey Parkway and Rhinestone Street, in blocks or groups consisting of 5-6 trees of the same species. Please revise Sheet C2.7 to reflect the street trees planted in linear groups of 5-6 trees per one species.*
- *Street trees shall have a minimum branch height of not less than five (5) feet. Please revise Sheet C2.7 to include this note.*
- *There are no foundation plantings or internal landscape elements shown on the plan. Are any plantings proposed? How about within any of the parking lot islands? An internal landscaping plan shall be submitted for review.*
- *It appears that there will be a very narrow strip of vegetation between the sidewalk and the retaining wall along Sapphire Street. It would be recommended to eliminate that and just widen the sidewalk to abut the wall.*
- *The plan must be revised to identify turf establishment with sod. The notes refer to both sod and seed but there is no legend or labels to determine which is being used and where. Please note that any alternative to the sod requirement requires City Council approval.*
- *Upon acceptance of landscaping by City, a two (2) year maintenance guarantee is required to ensure survival of plantings.*
- *The project is subject to the City's topsoil requirement, which states that all disturbed areas not otherwise improved with walkways, driveway, home and other impervious surfacing, shall receive four (4) inches of topsoil meeting the City's topsoil specification. A topsoil inspection is required prior to landscaping being installed and copies of the load tickets are required as well. This is reviewed at time of Building Permit Application and request for Certificate of Occupancy. Please update the Landscape Installation Notes to include this requirement.*

- The plans do not indicate whether an irrigation system will be installed or not. Establishment of the streetscape (trees and sod), including watering, is the responsibility of the Developer (and eventually the property management company). In ground irrigation within the boulevard area is subject to review and approval by the City.

Please submit a revised landscaping plan that addresses these matters.

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

Stormwater: It appears that the site will utilize a subsurface stormwater system to achieve the required infiltration of the first one (1) inch of rainfall in accordance with the Lower Rum River Water Management Organization's 3rd Generation Plan. The system appears to be designed with an overflow outlet that allows runoff from larger events to outlet into the existing storm sewer infrastructure in Sapphire St where it will eventually be routed to a regional pond. The Engineering Division will be completing a more comprehensive review of the grading/drainage plans.

The plans were reviewed by the Environmental Policy Board (EPB) at their March 30, 2015 meeting and the EPB was generally supportive of the Landscape Plan. However, they request that some of the trees originally proposed as street trees be relocated south of the enclosed parking facilities. This would provide some visual relief and screening of the buildings from the south (without requesting more trees). Additionally, the EPB also noted their concern for a lack of landscaping internal to the site and requested the applicant provide additional detail on this component. Finally, the EPB also had some advisory comments that they desire the applicant to explore in more detail including:

- Is the site being over-parked? Could some of the surface parking be eliminated and replaced with greenspace?
- Could some of the larger islands within the parking lot be designed as swales with curb cuts and appropriate vegetation that could serve as small infiltration points?

The EPB did recommend approval of the Landscape Plan contingent upon compliance with the revisions requested in this Staff Review Letter.